

## Metro Inner Development Assessment Panel Agenda

**Meeting Date and Time:** Thursday, 20 August 2026; 9:30am  
**Meeting Number:** MIDAP/148  
**Meeting Venue:** 140 William Street, Perth

**A live stream will be available at the time of the meeting, via the following link:**  
[MIDAP/148 - 20 August 2026 - City of Stirling - Town of Bassendean](#)

### PART A – INTRODUCTION

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

### PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
  - 3.1 Lot 6081 (Street Number 182) Scarborough Beach Road, Doubleview - Mixed Use Development – 10 Multiple Dwellings and Two Commercial Tenancies – DAP/26/03084
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

### PART C – TOWN OF BASSENDEAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
  - 3.1 Lot 75 (No.72) Walter Road East, Eden Hill - Lot 75 (No.72) Walter Road East, Eden Hill – DAP/26/03107
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

### PART D – OTHER BUSINESS

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

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

|                                                |
|------------------------------------------------|
| <b>DAP Members</b>                             |
| Dale Page (Presiding Member)                   |
| Clayton Higham (Deputy Presiding Member)       |
| Peter Lee                                      |
| Cr Rob Paparde (Part B – City of Stirling)     |
| Cr Suzanne Migdale (Part B – City of Stirling) |
| Cr Hayden Long (Part C – Town of Bassendean)   |
| Cr Jennie Carter (Part C – Town of Bassendean) |

|                        |
|------------------------|
| <b>DAP Secretariat</b> |
| Kristen Gray           |
| Ashlee Kelly           |



## **PART A – INTRODUCTION**

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
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## PART B – CITY OF STIRLING

**1. Declarations of Due Consideration**

**2. Disclosure of Interests**

**3. Form 1 DAP Applications**

- 3.1 Lot 6081 (Street Number 182) Scarborough Beach Road, Doubleview - Mixed Use Development – 10 Multiple Dwellings and Two Commercial Tenancies – DAP/26/03084

**4. Form 2 DAP Applications**

Nil

**5. Section 31 SAT Reconsiderations**

Nil

## Part B – Item 3.1

LOT NO. 6081 (STREET NUMBER 182), SCARBOROUGH BEACH ROAD,  
DOUBLEVIEW

### RESPONSIBLE AUTHORITY REPORT – FORM 1

|                                     |                                                                            |
|-------------------------------------|----------------------------------------------------------------------------|
| <b>DAP Name:</b>                    | Metro Inner DAP                                                            |
| <b>DAP File No:</b>                 | DAP/26/03084                                                               |
| <b>LG Reference:</b>                | DA25/1738                                                                  |
| <b>Proposed Development:</b>        | Mixed Use Development – 10 Multiple Dwellings and Two Commercial Tenancies |
| <b>Value of Development:</b>        | \$8 Million                                                                |
| <b>Owner:</b>                       | Paul Nathan Levi & Gabrielle Mary Levi                                     |
| <b>Applicant:</b>                   | Petar Mrdja / Urbanista                                                    |
| <b>Local Government Area:</b>       | City of Stirling                                                           |
| <b>Responsible Authority:</b>       | City of Stirling                                                           |
| <b>Authorising Officer:</b>         | Giovanna Lumbaca, Acting Director<br>Planning and Development              |
| <b>Application Acceptance Date:</b> | 26 March 2026                                                              |

### LOCATION PLAN



Figure 1 Location Plan

## RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03084 for 10 Multiple Dwellings and Two Commercial Tenancies at Lot 6081 (No. 182) Scarborough Beach Road, Scarborough in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of Clause 10.2 of the City of Stirling Local Planning Scheme No. 3, subject to the following conditions:

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

| Plan/ Document Name                                      | Reference | Date             |
|----------------------------------------------------------|-----------|------------------|
| Location Plan                                            | A0:01     | 18 December 2025 |
| Street Profile – Proposed Scarborough Beach Road         | A0:02     | 18 December 2025 |
| Survey Plan                                              | A0:03     | 18 December 2025 |
| Survey Plan with Ground Floor Plan Overlay               | A0:04     | 18 December 2025 |
| Car Turning                                              | SK-1      | 24 June 2026     |
| Ground Floor Plan & First Floor Plan                     | A1:01     | 18 December 2025 |
| Second Floor, Third Floor & Fourth Floor – Roof Top Plan | A1:02     | 18 December 2025 |
| Plot Ratio Plan                                          | A1:03     | 18 December 2025 |
| Floor Plan Communal / Private Open Space Plan            | A1:04     | 18 December 2025 |
| Elevation Plans                                          | A1:05     | 18 December 2025 |
| Section Plans                                            | A1:06     | 18 December 2025 |
| Shadow Plan – 21 June – 9am                              | A2:01     | 18 December 2025 |
| Shadow Plan – 21 June – Noon                             | A2:02     | 18 December 2025 |
| Shadow Plan – 21 June – 3pm                              | A2:03     | 18 December 2025 |
| Solar Access Plan – 21 June – 9am                        | A2:04     | 18 December 2025 |
| Solar Access Plan – 21 June – 3am                        | A2:05     | 18 December 2025 |
| Breezeways Analysis – Northerly                          | A2:06     | 18 December 2025 |
| Breezeways Analysis – Easterly                           | A2:07     | 18 December 2025 |
| Breezeways Analysis – Southerly                          | A2:08     | 18 December 2025 |
| Breezeways Analysis – Westerly                           | A2:09     | 18 December 2025 |
| Landscape Plan                                           | N/A       | 19 May 2025      |
| Transport Impact Statement                               | N/A       | September 2025   |
| Sustainable Design Assessment Report                     | N/A       | 29 October 2025  |
| Acoustic Report                                          | N/A       | 27 February 2025 |
| Waste Management Plan                                    | N/A       | 18 June 2025     |

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval, being 20 August 2026. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Notwithstanding the requirements of Condition 2, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:
  - a. The Ground Floor Plan and First Floor Plan (A1:01), Plot Ratio Plan (A1:03), Floor Plan Communal / Private Open Space (A1:04) and the Landscape Plan are to be amended to include the bin pad area adjoining Pingrup Lane and vehicle turning bay.

#### Building Design

4. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.
5. Prior to occupation of the development, the external finish of the boundary walls shall be to the same standard as the rest of the development, to the satisfaction of the City of Stirling.

#### Construction Management

6. Prior to the submission of a Building Permit application, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for approval. The CMP shall include specific details on the management of aspects including but not limited to, dust, noise, vibration, waste management, parking, traffic, street tree protection zones, storage of materials, site safety / security and any other relevant matters to the satisfaction of the City of Stirling. The CMP is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

#### Landscaping

7. Prior to the occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the provided landscaping for the duration of the development, to the satisfaction of the City of Stirling.
8. All street trees located on the verge shall be retained and protected in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the City of Stirling.

#### Lighting and Security

9. Lighting being provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points, to the satisfaction of the City of Stirling.
10. Any outside lighting to comply with Australian Standard AS 4282-2023 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obstructive effects of outdoor lighting and must not spill into any adjacent premises. Details of any outside lighting to be submitted at the Building Permit application stage demonstrating compliance with Australian Standard AS 4282-2023 (as amended).

### Noise

11. All recommendations provided in the Acoustic Report prepared by E-LAB Consulting received 26 March 2026, are to be implemented, to the satisfaction of the City of Stirling.
12. Prior to the submission of the Building Permit application, the landowner is to provide written confirmation that all recommendations in the Acoustic Report have been incorporated into the building design, with the certified Building Permit application, to the satisfaction of the City of Stirling.
13. Prior to the commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 being placed on the Certificate(s) of Title of Lot No.6081 (No 182) Scarborough Beach Road, Doubleview:

*'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'*

14. Within three (3) months of the commencement of the development, a Noise Report prepared by an accredited noise consultant shall be submitted to and approved in writing by the City of Stirling. The noise report confirming noise from the development complies with the *Environmental Protection (Noise) Regulations 1997*, to the satisfaction of the City of Stirling.

### Parking and Vehicle Access

15. The minimum number and allocation of car parking and bicycle bays on-site is to be provided as follows:
  - a. 10 residential car parking bays;
  - b. 1 residential visitor car parking bays;
  - c. 1 commercial car parking bays;
  - d. 6 residential bicycle parking spaces.
16. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5), to the satisfaction of the City of Stirling.
17. Prior to the occupation of the development, all driveways, parking and manoeuvring areas shall be hard surface, drained and maintained to the satisfaction of the City of Stirling.
18. Visitor car and bicycle parking bays shall be permanently marked, signposted, maintained and accessible at all times for use exclusively by visitors to the property.



19. Prior to the occupation of the development, any redundant crossover shall be removed and the kerbing and road verge reinstated to the satisfaction of the City of Stirling.
20. The crossover shall be designed, constructed, and installed prior to occupation of the development to the satisfaction of the City of Stirling.
21. Prior to the occupation of the development, the design and construction of the bicycle bays shall be in accordance with Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking to the satisfaction of the City of Stirling.

#### Development Contributions

22. Prior to the submission of a Building Permit application, a public art proposal for the subject development to the value of 1.0% of the construction value in accordance with Local Planning Policy 6.12 – Public Art on Private Land must be submitted to, and approved by, the City of Stirling, on advice from the City of Stirling Public Art Panel.
23. Prior to the occupation of the development, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, in accordance with LPP6.12, to the satisfaction of the City of Stirling.

#### Utilities, Facilities and External Fixtures

24. Prior to the occupation of the development, each Multiple Dwelling shall be provided with a mechanical dryer, where a concealed drying area is not provided exclusively for the dwelling.

#### Visual Privacy

25. Prior to occupation of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Residential Design Codes Volume 2 (Element 3.5 Visual Privacy), to the satisfaction of the City of Stirling.

#### Waste Management

26. The development is to comply with the Waste Management Plan prepared by Talis Consultants received 26 March 2026 with the following modifications with the following modifications:
  - a. The Waste Management Plan is to be amended to reflect the revised 6 x 240L general waste bins and 4 x 360L recycling bins to be collected once a week.
27. Prior to the occupation of the development the 2.1m wide setback area adjoining Pingrup Lane is to be converted into permeable hard stand for bin placement.
28. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other

property or road reserve. There shall be no connection to the City's drainage infrastructure without the written consent of the City of Stirling.

29. Prior to the submission of a Building Permit application, a Stormwater Management Plan shall be submitted to and approved by the City of Stirling.

#### Engineering

30. The landowner is required at their expense, to remove all structures and development located within the Other Regional Road reservation and Planning Control Area 166 at the time when the reserved land is required for the upgrading of Scarborough Beach Road.
31. Prior the occupation of the development, the speedhump adjoining Pingrup Lane is to be relocated approximately 4.5m eastward and clear of the drainage pit at the landowners expense to the satisfaction of the City.
32. Prior to the occupation of the development, the right of way Pingrup Lane along the north boundary of the subject land is to be widened by 0.49m by the landowner, and the required land ceded free of costs to the Crown, to the satisfaction of the City.
33. Prior to the occupation of works, the landowner is to submit construction drawings for the proposed road widening works for approval by the City.
34. Prior to the submission of a Building Permit application, a performance bond equivalent to the estimated cost of the road widening works as determined by the City is required to be deposited with the City.
35. Prior to the submission of a Building Permit application, amended plans accurately showing the existing kerb line, proposed kerb line, proposed and existing drainage capture pit and street light in their correct locations are to be provided to the City.

#### General

36. Pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City of Stirling.

### **Advice Notes**

#### General

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



2. If an applicant is aggrieved by this determination there is a right of appeal under Part 14 of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
3. This is a Development Approval under the City of Stirling Local Planning Scheme and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the Development Assessment Panel or City of Stirling to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the Development Assessment Panel or City of Stirling's attention.
5. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City of Stirling.
6. The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
7. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.
8. The applicant is advised that any future strata title or community title subdivision of the property must be consistent with this approval and the lot sizes demonstrated in the application.
9. Where, in the opinion of the City of Stirling, achieving compliance with the conditions of approval require significant modifications to the approved plans, a Form 2 application will be required for consideration in accordance with Clause 17 or 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.
10. All construction works to comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
11. The proposed crossover configuration is subject to the approval of the City of Stirling's Verge Control and Swimming Pool Business Unit. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.

### Landscaping

12. In relation to the amended Landscaping Plan to be provided, all species selected are to be in accordance with Water Corporation's Waterwise criteria for landscaping, and prioritise low water use, shade tolerance and natives.

### Lighting and Security

13. Any outside lighting should meet Australia Standards AS 4282-2019 for the control of obstructive effects of outdoor lighting and must not spill into any neighbouring residential premises. Prior to the issue of the Building Permit a report is to be prepared by a suitably qualified consultant and submitted to the City of Stirling. It should demonstrate that all lighting associated with the development shall comply with AS 4282-2019.

### Noise

14. All noise generated by plant and equipment including air conditioners shall comply with the *Environmental (Noise) Regulations 1997*.

### Development Contributions

15. In relation to the Public Art condition, please refer to the City of Stirling Developer's Guide to Public Art and the City of Stirling Public Art Masterplan

Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to \$80,000.

### Waste Management

16. The bin enclosure is required to comply with the requirements of the City of Stirling's Waste Management Local Law 2010.

### Road Widening

17. Planning Control Area 166 Scarborough Beach Road (from Hinderwell Street to Odin Road and from King Edward Road to Main Street) affects the subject site as shown on Western Australian Planning Commission (WAPC) plan number 1.3169/1. The declaration remains in effect for a period of five years from the date of publication of the notice in the Government Gazette, being 28 September 2021, or until revoked by the WAPC with approval by the Minister, whichever is the sooner. A person shall not commence and carry out development in a planning control area without the prior approval of the WAPC.

## **PROPOSAL:**

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

- The demolition of the existing single storey commercial building and incidental structures across the subject site.
- The construction of a five storey Mixed Use Development consisting of:

- o 10 Multiple Dwellings comprising of eight two-bedroom and two three-bedroom and;
  - o Two commercial tenancies, with a total 221m<sup>2</sup> of floorspace at ground level, fronting Scarborough Beach Road.
- Landscaping including the provision of two small trees and 54m<sup>2</sup> or 6.7% of the site area as deep soil zone.
- Vehicle access and car parking from rear Pingrup Lane, with a total of 12 car bays

|                                       |                                                |
|---------------------------------------|------------------------------------------------|
| Proposed Land Use                     | Multiple Dwelling and Two Commercial Tenancies |
| Proposed Commercial Net Lettable Area | 221m <sup>2</sup>                              |
| Proposed No. Storeys                  | Five Storeys                                   |
| Proposed No. Dwellings                | 10 Multiple Dwellings                          |

### **SUBJECT SITE AND SURROUNDS:**

The subject site is located on the northern side of Scarborough Beach Road at Lot 6081, No.182, Scarborough Beach Road, Doubleview and has a site area of 822m<sup>2</sup>. The site is currently occupied by a single storey commercial building, a carpark with seven car parking bays and associated landscaping, all of which are proposed to be demolished and removed as part of the proposal.

Vehicle ingress is provided from Pingrup Lane, which is a Category 1 Right of Way under the City's Right of Way Management Strategy. The site abuts Scarborough Beach Road to the south which is classified as a District Distributor A class road under the City's Functional Road Hierarchy and is reserved under the Metropolitan Region Scheme (MRS) as a Category 3 Other Regional Road.

Properties to the north and west predominantly consist of single storey Single Houses and Grouped Dwellings. To the east, the site directly abuts a single storey commercial building. The south of the site is characterised by several established single storey commercial buildings which are setback behind a large car parking area.



*Figure 2 Aerial Image with Subject Site Highlighted in Red*

## PLANNING ASSESSMENT:

| PLANNING FRAMEWORK                                  |                                                                                                                                                                                                       |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Region Scheme                                       | Metropolitan Region Scheme (MRS)                                                                                                                                                                      |
| Region Scheme - Zone/Reserve                        | Urban                                                                                                                                                                                                 |
| Local Planning Scheme                               | City of Stirling Local Planning Scheme No.3 (LPS3)                                                                                                                                                    |
| Local Planning Scheme - Zone                        | Mixed Use                                                                                                                                                                                             |
| Structure Plan/Precinct Plan                        | Scarborough Beach Road West Local Development Plan (SBRW LDP)                                                                                                                                         |
| Structure Plan/Precinct Plan - Land Use Designation | Mixed Use R-AC0                                                                                                                                                                                       |
| Lot Size                                            | 822m <sup>2</sup>                                                                                                                                                                                     |
| Existing Land Use                                   | Commercial – Consulting Rooms                                                                                                                                                                         |
| Heritage Status                                     | <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> State Register of Heritage Places<br><input type="checkbox"/> Local Heritage List<br><input type="checkbox"/> Local Heritage Area |
| Bushfire Prone Area                                 | No                                                                                                                                                                                                    |

## LEGISLATION AND POLICY:

The following legislation is applicable to the proposed development.

### Legislation

- Planning and Development Act 2005

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

#### Scarborough Beach Road West Special Control Area

- Scarborough Beach Road West Local Development Plan (SBRW LDP)
- Scarborough Beach Road West Area Activity Corridor Strategy (SBRW ACS)

#### Planning Codes

- Residential Design Codes Volume 2

#### State Planning Policies

- State Planning Policy 5.4 – Road and Raise Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

#### Local Planning Policies

- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 6.3 – Bin Storage Area (LPP6.3)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

#### **Planning Assessment:**

The development has been assessed against the relevant planning framework including LPS3, State Planning Policies and Local Planning Policies. The following matters have been identified as the relevant key considerations in the assessment of this application:

1. Land Use
2. Built Form
3. Building Height
4. Noise and Acoustics
5. Waste and Services Access
6. Public Art
7. Developer Contributions
8. Design Review Panel (DRP)

Attachment 6 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework including reference to when discretion is sought.

#### **1. Land Use**

The table below summarises the permissibility of the proposed land uses, as stated in Table 1: Zoning Table of LPS3.



| Beach Road Precinct (Outer) – Uses              |                       |                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Land Use                                        | Use Class             |                                                                                                                                                                                                                                                                                   |
| Multiple Dwelling                               | 'D <sup>2</sup> ' use | A 'D' use means that the use is not permitted unless the Council has exercised its discretion by granting planning approval.<br><br>Condition 2 further requires that Multiple Dwellings are not permitted on the ground floor fronting a road reserve greater than 10m in width. |
| Commercial Tenancies (Office, Shop, Restaurant) | 'P' use               | A 'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme                                                                                                                         |

Multiple Dwellings in the Mixed Use zone are listed as a Discretionary use under Table 1 of LPS3. By virtue of the permissibility designation D<sup>2</sup>, Multiple Dwellings in this zone are not permitted unless the decision maker exercises its discretion by granting approval, subject to Multiple Dwellings not being permitted on a ground floor fronting a road reserve greater than 10m in width. Multiple Dwellings are not proposed on the ground floor of the development.

The proposed Multiple Dwellings are consistent with the objectives under the SBRW LDP and the objectives for the Mixed Use Zone under Clause 4.2 of LPS3 which are provided below;

- To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.
- To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.
- To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.

The mix of permanent residential apartments and ground floor commercial uses is considered to be in accordance with the objectives of the Zone and the SBRW LDP. The proposal provides for a positive contribution to the public realm through the architectural design of the building, passive surveillance opportunities from balconies to the street and increased landscaping.

The City's assessment concludes that the proposed land uses satisfies the relevant provisions of the City's planning framework and is supported. Appropriate conditions have been recommended to mitigate impacts to adjoining properties.

## 2. Built Form

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

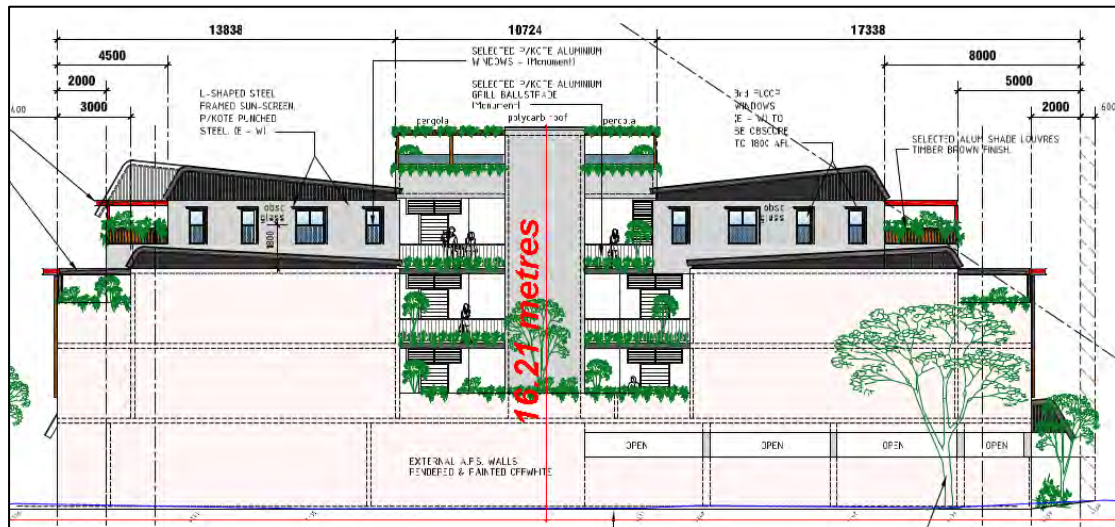


| <b>Built Form Provisions – SBRW LDP &amp; LPP6.5</b> |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                           |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Provision</b>                                     | <b>Requirement</b>                                                                                                                                                                                                                                                                                                                                     | <b>Proposal</b>                                                                                                                                                                                                                                           |
| Building Height                                      | <ul style="list-style-type: none"> <li>Permitted building height of four storeys to Scarborough Beach Road and three storeys to Pingrup Lane</li> <li>Total maximum building height – 17m to top of external wall, 18m to top of external wall (concealed roof) and 21m to top of pitched roof as per SBRW LDP as demonstrated in Figure 4.</li> </ul> | <ul style="list-style-type: none"> <li>Four storeys to Scarborough Beach Road.</li> <li>Four storeys to Pingrup Lane – discretion sought.</li> <li>Top of Fifth Storey (concealed roof) – maximum 16.21m in height above Natural Ground Level.</li> </ul> |
| Street Setbacks<br>(Scarborough Beach Road)          | Permitted 2m setback to ground floor, nil setback to second and third floors with a maximum setback of 2m, 4m setback to fourth and fifth storeys as per SBRW LDP.                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>Nil setback provided from ground floor to third storey – discretion sought.</li> <li>5.5m setback to fourth storey.</li> <li>17.5m setback to fifth storey.</li> </ul>                                             |
| Laneway Setbacks<br>(Pingrup Lane)                   | Permitted 2m setback to ground and 3m setback for upper storeys as per LPP6.5.                                                                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>2.1m setback provided from ground floor to third storey – discretion sought.</li> <li>5.1m setback to fourth storey.</li> <li>17.6m setback to fifth storey.</li> </ul>                                            |

| Built Form Provisions – SBRW LDP & LPP6.5 |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Provision                                 | Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                               | Proposal                                                                                                                                                                                                                                                                                                                                                                                                              |
| Side setbacks                             | <p><u>Western lot boundary</u><br/>Permitted nil setback to ground floor to third storey and 2m setback to fourth and fifth storeys as per SBRW LDP.</p> <p><u>Eastern lot boundary</u><br/>Permitted nil setback to ground floor to third storey and 4m setback to fourth and fifth storeys as per SBRW LDP.</p>                                                                                                                                         | <p><u>Western lot boundary</u></p> <ul style="list-style-type: none"> <li>• Nil setback provided from ground floor to third storey.</li> <li>• 3m setback to fourth and fifth storey.</li> </ul> <p><u>Eastern lot boundary</u></p> <ul style="list-style-type: none"> <li>• Nil setback provided from ground floor to third storey.</li> <li>• 3m setback to fourth and fifth storey – discretion sought.</li> </ul> |
| Plot Ratio                                | 1.75 Plot Ratio permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• 1.27 Plot Ratio proposed based on post road-widening site area.</li> </ul>                                                                                                                                                                                                                                                                                                   |
| Parking                                   | <p><u>Residential</u></p> <ul style="list-style-type: none"> <li>• 10 car parking bays required.</li> <li>• Three visitor car parking bays required.</li> <li>• Five bicycle bays required.</li> <li>• One visitor bicycle bay required.</li> </ul> <p>As per Residential Design Codes Volume 2 (R-Codes).</p> <p><u>Non-Residential</u></p> <ul style="list-style-type: none"> <li>• Seven car parking bays required.</li> </ul> <p>As per SBRW LDP.</p> | <ul style="list-style-type: none"> <li>• 10 permanent residential parking bays provided.</li> <li>• One residential visitor bay provided – discretion sought.</li> <li>• One commercial car parking bay provided – discretion sought.</li> </ul>                                                                                                                                                                      |

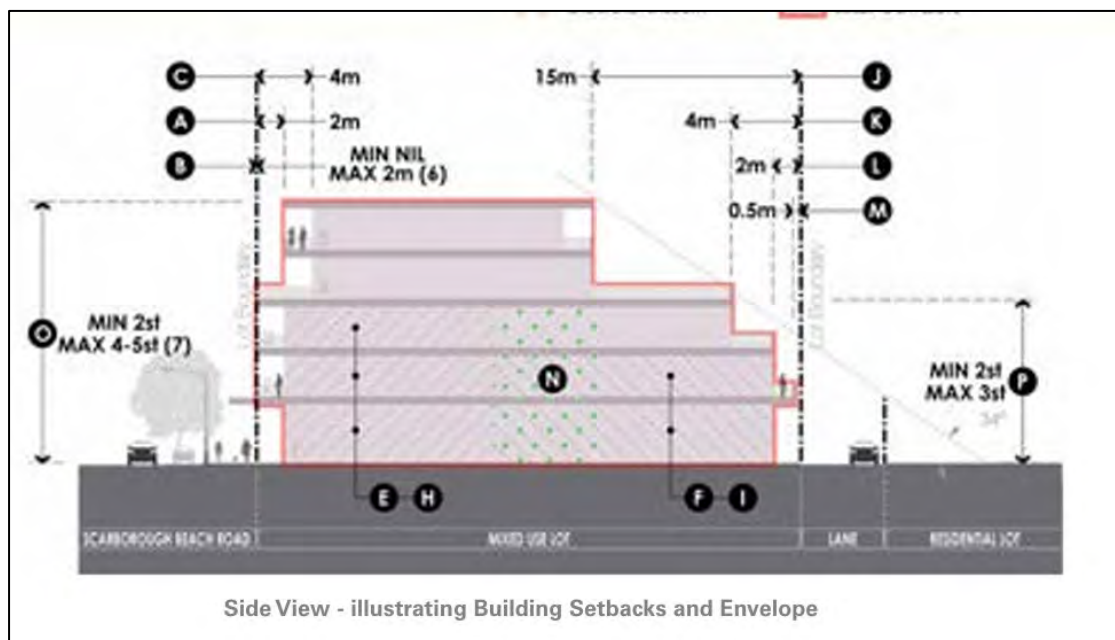
### 3. Building Height

The development proposes a total of five storeys with a maximum building height of 16.21m, above NGL (refer to Figure 3). The specific provisions applicable to the site under Clause 3.1.1 (Mixed Use R-AC0 / Residential 2 R-AC0) of the SBRW LDP permits a maximum of five storeys in this location with the overall building height limited to an external wall height of 17m, a concealed roof height of 18m and a pitched roof height of 21m. In addition to a five storey maximum height provision for the subject site, the specific provisions apply maximum building heights for storeys abutting Scarborough Beach Road and rear laneways (Pingrup Lane).



**Figure 3 Building height measurements from the Applicant's submission**

Discretion is sought regarding the fourth storey facing Pingrup Lane, with the LDP provisions limiting building height to a maximum of three storeys up to a laneway. Notwithstanding, the building height and overall built form is not seen to create any significant adverse amenity impacts on the ROW or adjoining neighbours.



**Figure 4 Building Setback and Envelope requirements from SBRW LDP**

The consideration of the proposed building height discretion is subject to the development satisfying the relevant Objectives of Clause 2.2.1 – Building Heights of the SBRW LDP and Clause 6.15.1(a) of LPS3 which is outlined below.

#### *SBRW LDP Clause 2.2.1 – Building Heights Objective*

To control building heights to ensure the desired character and proportions of the streets, whilst providing the opportunity for new landmark buildings.

*LPS3 Clause 6.15.1(a) Objective*

To ensure development (i.e. subdivision, land use and development) is generally consistent with the Scarborough Beach Road West Activity Corridor Strategy and SBRW LDP

Whilst the existing streetscape comprising Scarborough Beach Road and Pingrup Lane is predominately characterised by one and two storey residential and commercial buildings, the proposed height and building mass is deemed to be consistent with the design intent of the SBRW LDP and the desired future streetscape. As demonstrated in Figures 3 and 4, the proposed Pingrup Lane built form allows an appropriate stepping back of levels with the main building element of the fourth storey setback 8m from the laneway. The balcony section setback 5m from the laneway is designed to minimise impacts due to its open structure and provision of soft landscaping. The soft landscaping is seen to add amenity and visual relief from the perceived building bulk.

The design of the building has been considered to reduce perceived building bulk by setting back the fourth and fifth stories 3m away from the side boundaries. The roof form of the third and fourth floors are provided with a sloping skillion styled design which breaks up the overall built form and is designed to increase the amenity of the streetscape.

The proposed building height is appropriate to the streetscape and the desired character of the area.



**Figure 5 Zoning Map from SBRW LDP**

As noted previously, the subject site abuts single storey grouped dwellings on the other side of Pingrup Lane (Lot 606, No. 212-212A Grand Promenade, Doubleview). The SBRW LDP identifies the sites immediately north of Pingrup Lane as 'Residential 1 R-AC0' which permits up to three storey building heights, and a minimum of two storeys (refer Figure 5). The transition from the proposed development's four storeys abutting Pingrup Lane to the potential three stories of the adjoining properties to the north allow an appropriate transition of building heights from Scarborough Beach Road to the lower density development further to the north.

#### **4. Parking, Traffic and Access**

##### Parking

On-site parking requirements has been assessed against Clause 3.9 of the R-Codes Volume 2, and Clause 2.3.8 – Parking Provisions of the SBRW LDP indicated in the below table.



| <b>Car Parking Provisions – R-Codes Volume 2 &amp; SBRW LDP</b>  |                                                                                   |                                 |                                                                                        |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------|
| <b>Parking Type</b>                                              | <b>Development Standards Rate</b>                                                 | <b>Proposed Dwellings / GLA</b> | <b>Bays Required</b>                                                                   |
| Permanent Residential                                            | 1 bay per dwelling<br><br>As per Volume 2 of the R-Codes                          | 10                              | 10                                                                                     |
| Visitor Residential                                              | 1 bay per four dwellings up to 12 dwellings<br><br>As per Volume 2 of the R-Codes | 10                              | 2                                                                                      |
| Non-residential                                                  | 3.5 bays per 100m <sup>2</sup><br><br>As per the SBRW LDP                         | 208.3m <sup>2</sup>             | 7                                                                                      |
| <b>Development Standards Total Required (Minimum):</b>           |                                                                                   |                                 | 10 residential car bays, 2 visitor car bays and 7 non-residential car bays (19 total). |
| <b>Total Provided:</b>                                           |                                                                                   |                                 | 10 residential car bays, 1 visitor car bay and 1 non-residential car bay.              |
| <b>Development Standards Total Required Surplus / Shortfall:</b> |                                                                                   |                                 | 7 parking bay shortfall.                                                               |

\*The number of residential car bays is rounded up to the next whole number.

\*\*The number of non-residential car bays is rounded to the nearest whole number.

The table above shows the proposal seeks parking discretion, as it provides a total of 12 on site car parking bays in lieu of a total of 19 car parking bays required, of which 10 are to be for permanent residents, two for residential visitors and seven for the two commercial tenancies. To ensure appropriate parking management, the City will be recommending a Parking Management Plan condition allocating one permanent residential parking bay per dwelling, and one residential visitor bay, with one car parking bay for the commercial tenancies.

The use of public car parking for residential visitors and the commercial tenancies is supported by the TIS submitted by the Applicant. This includes a parking utilisation survey which identifies the availability of parking bays during the anticipated peak demand periods for the commercial tenancies. The parking utilisation survey identifies that approximately 30 to 37 car parking bays were available within 200m walking distance of the subject site. It is noted that this survey does not include any parking bays on private properties, such as the large 72 car bay car park for the small retail centre adjoining the subject site (see Figure 1). Notwithstanding, the number of public car parking bays within close proximity of the subject site demonstrates that additional on-site parking is not required to ensure the safe and convenient use of the



development. As such, the proposed parking arrangement is deemed to be suitable and is supported by the City, subject to the City's recommended condition setting.

Additionally, the site benefits from close access to public transport, with the nearest bus stop being located abutting the site, providing convenient alternatives to private vehicle use. Overall, the proposed parking arrangement is considered to satisfy the intent of the SDGs by delivering sufficient parking provision in a manner that responds to site limitations while maintaining accessibility and convenience for all users.

The proposed parking arrangement is deemed to be in accordance with the objectives of the SBRW LDP with the shortfall of non-residential car parking bays unlikely to have an adverse impact on the amenity or safety of the streetscape given the site is well located in proximity to public transport and publicly available on-street and off-street parking bays. The submitted TIS demonstrates the proposed parking is sufficient to accommodate the peak traffic movements and is appropriate for the development.

### Traffic

In support of the proposed development, the Applicant submitted a TIS prepared by Transcore Consulting. The Applicant's TIS predicts the development will generate approximately 10 vehicle trips during the morning peak hour and 10 trips during the afternoon / evening peak hour. As such, the additional traffic generated by the development can be accommodated by the existing road network. The predicted traffic generation in the Applicant's TIS has been reviewed and the conclusions of the document are accepted by the City. The City is satisfied the shortfall of six non-residential car parking bays can be adequately compensated by the public parking bays abutting the site, as well as the site's proximity to high frequency public transport routes.

Pingrup Lane is identified as a Cat 1 ROW under the City's Right of Way Management Strategy. The increased vehicle and pedestrian use of Pingrup Lane is supported by the City as it aligns with the objectives of the City's ROW Management Strategy and LPP6.5. The total daily trips generated by the development are deemed to not have a significant adverse impact on the Right of Way. Pingrup Lane is currently 5m wide, allowing for vehicles to pass each other. The City's Right of Way Management Strategy and LPP6.5 aim to eventually widen Category 1 ROW's to 6m for increased safety. As part of this requirement, the development will be required to cede a 0.5m section of land abutting the ROW to the Crown free of cost, this widening is indicated on the provided plans and forms part of the City's condition setting.

## **5. Noise and Acoustics**

### Road Noise

The subject site adjoins Scarborough Beach Road, which is identified as a 'Other significant freight / traffic routes' in accordance with State Planning Policy 5.4 Road and Rail Noise (SPP 5.4). As such, the requirements of SPP 5.4 apply to the proposed residential use which is classified as a 'Noise Sensitive Land Use'.

The Applicant submitted an Acoustic Report prepared by E-LAB Consulting in support of the proposed development. The Acoustic Report includes recommendations,

including glazing requirements, construction methodology and building materiality, in order to meet the noise levels stipulated in SPP5.4.

The City has reviewed the submitted Noise Intrusion Assessment within the Acoustic Report and supports the referenced recommendations with a condition imposed as part of the City's recommendation of approval. With the implementation of the acoustic measures the City considers that the development will satisfy SPP5.4

#### Noise from Development

While the Applicant did not provide an Environmental Acoustic Assessment as part of the development application. The submission of an Environmental Acoustic Assessment report submitted by a suitably qualified professional is required certifying that the proposal incorporates sufficient sound attenuation measures to limit noise impact on adjoining properties be submitted prior to building permit, forms a condition of the City's recommendation for approval.

In relation to SPP 5.4, the Applicant engaged E-LAB Consultants to prepare an Acoustic Report. The Acoustic Report has outlined noise amelioration requirements which have been incorporated into the design and has been incorporated into the recommended conditions of approval, including a Notification on Title pursuant to Section 70A of the Transfer of Land Act 1893 advising of road noise.

### **6. Waste and Service Access**

In support of the proposed development, the Applicant submitted a Waste Management Plan prepared by Talis Consultants. The City has reviewed and supports the submitted Waste Management Plan in principle. A recommended condition of approval will require an amended Waste Management Plan be provided reflective of the size and number of waste bins to meet the City's requirements, and to specify collection via Pingrup Lane.

### **7. Public Art**

Local Planning Policy 6.12 – Public Art on Private Land applies to all development with a cost of \$2 million and above with a minimum 1 % contribution cost of development provided as public art. The cost of the development is \$8 million which will result in a \$80,000 public art contribution. The City considers that this matter can adequately addressed via a condition of approval.

### **8. Development Contributions**

An owner of land in the area identified within the Rights of Way Improvement Works Development Contribution Area (DCA5) is required to make a Development Contribution in accordance with the City's Rights of Way Management Strategy. An owner's liability to pay the Development Contribution arises on the earlier of:

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

No person shall commence or carry out any subdivision or development the subject of a subdivision approval or a development approval until the owner's cost contribution (approximated at as \$4,179.01) in respect of the land has been paid in full, or other arrangements for payment have been made to the satisfaction of the Local Government.

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

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

On 15 August 2023, Council resolved (Council Resolution Number 0823/034) to prepare Local Planning Scheme No.4 (LPS4). Advertisement of Draft LPS4 was carried out from 18 October 2024 and concluded on 24 January 2025. At its Ordinary Meeting held on 10 June 2025, Council endorsed Draft LPS4 and has been forwarded to the WAPC for consideration. On 27 May 2026, the Statutory Planning Committee considered draft LPS4, following which the WAPC will provide its recommendation to the Minister.

In relation to Draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the LPS Regulations.

As the Draft LPS4 has been advertised and endorsed by the Council, the City has assessed the proposal against Draft LPS4. Under Draft LPS4 the subject site will be zoned Neighbourhood Centre with an R80 density coding. Lots north of the site will be zoned Residential R60 before transitioning to Residential R40. (refer Figure 6).



Figure 6 Draft LPS4 zoning and legend for the locality of the development site.

The City's assessment of the development against the relevant R-Codes, is included in Attachment 6 which concludes that the development satisfies all relevant design principles and objectives.

## CONSULTATION:

### PUBLIC CONSULTATION

The proposed development was advertised for a total period of 28 days in accordance with the 'Complex Application' requirements of LPP6.18 and Clause 64(3) and (6)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015.

The consultation period commenced on 11 May 2026 and concluded on 9 June 2026. In response, a total of seven submissions were received, comprising seven objections. Details related to the number, type and origin of these submissions. The submissions received during the consultation period and their relative locations are tabled below.

| Submissions Received   | Within 100m Radius of Proposed Site | Within 200m Radius of Proposed Site | Within the City of Stirling | Outside of the City of Stirling |
|------------------------|-------------------------------------|-------------------------------------|-----------------------------|---------------------------------|
| <b>SUPPORT</b>         | 0 (0%)                              | 0 (0%)                              | 0 (0%)                      | 0 (0%)                          |
| <b>OBJECT</b>          | 3 (42.8%)                           | 4 (57.1%)                           | 0 (0%)                      | 0 (0%)                          |
| <b>OTHER (Comment)</b> | 0 (0%)                              | 0 (0%)                              | 0 (0%)                      | 0 (0%)                          |

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

| No. of times matter raised | Matter                                                             | Responsible Authority response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6                          | Concerns relating to increased traffic congestion in the locality. | The Applicant has provided a TIS prepared by Transcore in support of the proposal. The TIS concludes that the proposed development will result in an estimated 10 vehicle trips during the peak hour AM and PM periods. The TIS has been reviewed by the City and is supported in principle with the number of trips generated deemed to not create significant adverse amenity impacts on the locality. Additionally, all vehicle trips will occur from the Category 1 ROW Pingrup Lane, reducing traffic impacts on Scarborough Beach Road.<br><br>Traffic is discussed further in this report. |
| 5                          | Concerns relating to pedestrian and motorist safety.               | The proposed vehicle and pedestrian access arrangements are deemed to be an improvement over the existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| No. of times matter raised | Matter                                                         | Responsible Authority response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                                                | <p>development context in terms of safety as vehicle and pedestrian movements will no longer be required to enter and exit the site via Scarborough Beach Road, an Other Regional Road under the MRS. Site access via the rear Pingrup Lane is in accordance with the objectives of the City's LPP6.5 and the submitted TIS been reviewed by the City and does not identify any safety issues in relation to the proposed development on the road network and is consistent with the provisions of the SBRW LDP relating to the pedestrian pathway.</p> <p>The pedestrian interface with the development has been improved with the inclusion of an active ground floor commercial tenancy which will provide active street surveillance and reduce opportunities for concealment or anti-social behaviour.</p> |
| 4                          | Concerns regarding a lack of overall parking provided on site. | The provision of car parking is appropriate and, based on the planning framework is supported. Car parking and access is discussed further in this report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                          | Concerns regarding a loss of existing services.                | The proposed development involves the demolition of all existing buildings and structures on site, including the existing Consulting Rooms (Chiropractor, Pathologist and Physiotherapist). The retention of these land uses are not a planning requirement under the local planning framework, notwithstanding it can be shown that the locality will have sufficient access to these services with another two Pathologists and a Chiropractor located within 500m of the subject site, and four Physiotherapists within 1.5km. The proposed development is therefore not seen to create a deficit in these services for the locality.                                                                                                                                                                        |
| 1                          | Concerns regarding waste collection via Pingrup Lane.          | The proposed waste collection arrangement via the rear Pingrup Lane is supported by the City. The City of Right of Way Management Strategy outlines the priority for Category 1 ROW's to be used for primary vehicle access and waste pickup as it allows for the main-street fronting retail layouts as proposed through                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| No. of times matter raised | Matter                                                                                | Responsible Authority response                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            |                                                                                       | this application. Waste collection via Scarborough Beach Road would not be supportable as it is identified as a Primary Regional Road under the City's Road Hierarchy, an Other Regional Road under the MRS and the subject site is located within 25m of a signalised intersection. The application is supported by a WMP prepared by Talis Consultants which has been reviewed and accepted by the City subject to recommended condition setting. |
| 1                          | Concerns regarding an overall loss of amenity.                                        | The proposed development has been assessed against the local planning framework and is considered to be in accordance with the desired future streetscape of the SBRW LDP. Condition setting which requires adequate noise attenuation and a construction management plan will further manage ongoing amenity impacts                                                                                                                               |
| 1                          | Concerns the development will reduce property values.                                 | The loss of property value is not a planning consideration under the Planning and Development Act 2005 or the applicable State or local planning framework.                                                                                                                                                                                                                                                                                         |
| 1                          | Concerns the development is out of context of the existing character of the locality. | The building height of the proposed Mixed Use development has been assessed against the SBRW LDP and is deemed to be consistent with the building height controls of the LDP. The building height assessment is discussed later in this report.                                                                                                                                                                                                     |
| 1                          | Concerns regarding increased noise from the development.                              | The Applicant has submitted an Acoustic Report (Attachment 6d) which has been reviewed by the City. The recommendations of the report are supported as an appropriate means of achieving compliance with the <i>Environmental Protection (Noise) Regulations 1997</i> .                                                                                                                                                                             |

#### REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The proposed development was referred to the following external agencies:

- Water Corporation; and
- Department of Planning, Lands and Heritage (DPLH)



No objections to the development proposal were received by the City, with the relevant responses incorporated into the recommended conditions of approval and advice notes, with further detail provided below.

### DPLH

The application was referred to DPLH for comment in accordance with the 'Notice of Delegation – Powers of Local Governments Metropolitan Region Scheme' (DEL 2025/04) due to the site abutting Scarborough Beach Road, a Category 3 Other Regional Road and the site being affected by Planning Control Area 166 - Scarborough Beach Road - Hinderwell Street to Odin Road, King Edward Road to Main Street)

DPLH comments provided in response to the proposed development dated 16 July 2026 (Attachment 9b) provide no objection to the proposed development, and provided the following recommendations.

- The subject site abuts Scarborough Beach Road, which is classified as an Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS) and Category 3 within WAPC Plan No. SP694/7. The site is located within active Planning Control Area 166. No permanent structures are supported within this PCA, as the land is required for the future widening of Scarborough Beach Road.
- The trip generation methodology adopted in the TIS by Transcore (September 2025) is considered satisfactory and consistent with applicable guidelines.
- A swept path analysis should be provided to demonstrate that all vehicle types, including the waste collection and emergency vehicles can safely manoeuvre into and out of the site without conflict.
- It is recommended that parking be provided in accordance with the relevant Local Planning Scheme requirements and to the satisfaction of the City.

The above matters, not including onsite parking requirements, have been addressed via recommended conditions, and advice notes with further information. Whilst the City notes the proposed parking shortfall, this has been addressed elsewhere in this report and furthermore are not seen to create any significant undue traffic impacts on Scarborough Beach Road.

### Water Corporation

The Water Corporation has raised no objections subject to the proposal attaining their approval for the works prior to the commencement of works. The comments provided by the Water Corporation have been incorporated into an advice note.

### DESIGN REVIEW PANEL ADVICE

The proposed development was reviewed by the City's DRP on three occasions. The DRP report undertaken in relation to the design of the proposed development is contained in Attachment 7.

At the third DRP meeting on 4 December 2025, the DRP provided the following summary in response to the design of the proposed development:

*The DRP thanks the Applicant for the presentation, that outlines responses to the recommendations from DR 1, as well as the submission of updated plans and reports for review at DR2.*

*The DRP appreciates the proposal's many strengths, the latest improvements and rationales for several of the innovative design decisions.*

*The DRP's comments highlight areas to address in SPP7.0 Design of the Built Environment, and specifically Design Principles 2: landscape Quality, 4: Functionality and Build Quality, 5: Sustainability, 6: Amenity and 7: legibility; these areas should be satisfied for the proposal to be considered for Design Excellence.*

*The DRP's key concerns and recommendations are:*

- *Clarification on plant species selection and the maintenance regime for specific areas as noted.*
- *Improvement to the functionality of the residents' courtyards and communal open space.*
- *Integration of rainwater management with the façade aesthetic.*
- *Provision of a Waste Management Strategy.*
- *Provision of a Sustainability Strategy and commitment to initiatives.*
- *Interim treatment of the exposed side boundary walls and softening of the form as per the frontage.*
- *Refinement of the overly busy façade aesthetic to also improve residential amenity.*

*Other areas for consideration include:*

*The Panel considers this a site of significance with the potential to set a strong benchmark for the precinct. Given the solid progress from DR2 and the importance of resolving the outstanding matters, the Panel recommends a Chair review prior to lodgement.*

The amended plans received on 18 December 2025 address the majority of the items raised by the DRP, in response to the relevant planning framework. As such, further consideration of the proposed development by the DRP was not undertaken.

The City has provided a brief summary of the revised submission against the DRP comments regarding the outstanding items discussed at its meeting on 4 December 2025.

A summary of the revised submission against SPP 7.0 is provided in Attachment 8.

| <b>SPP7.0 – Design of the Built Environment</b>                                                                                                           |                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Design Principle</b>                                                                                                                                   | <b>Officer Comment</b>                                                                                                                                                                                                        |
| 1.Context and Character<br><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i> | The development is consistent with the objectives of the Mixed Use zone of LPS3, as the development provides for both residential and commercial uses. The Shop component contributes to the surrounding commercial precinct. |

| SPP7.0 – Design of the Built Environment                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Principle                                                                                                                                                                                                                            | Officer Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                                             | The development is accessible from a pedestrian level and will reinforce a sense of place by addressing and complementing the local character of the locality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2. Landscape Quality<br><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>                                                           | The overall landscaping is complimentary to the streetscape and the internal amenity of the site, and is appropriately split between planting on structure and ground level planting to respond to the nature of the development proposed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3. Built form and scale<br><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i> | <p>The scale of the development is broadly consistent with the future vision for the SBRW LDP. The proposed development is consistent with the desired character of the area which envisages development up to five stories high. The proposal incorporates high quality materials and is articulated to minimise the impact of bulk to the street and adjoining residential properties. The development is appropriate and consistent in terms of existing and future built form.</p> <p>The built form does not result in excessive building bulk through the quality of the design and significant landscaping provided. The development is respectful to the existing streetscape and the future intended character of the locality, as envisaged under the LDP.</p> |
| 4. Functionality and build quality<br><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i>                      | <p>Skylights have been added to each tower roof to address the DRP's concerns regarding a lack of natural light reaching these internal lobby areas. Store rooms have also been increased in size to increase functionality for occupants. A/C plants have been relocated to the basement and ground floor to enable greater ventilation and sunlight into upper floor 'plant rooms'.</p> <p>The overall build quality of the development is considered to complement the existing and desired future streetscape.</p>                                                                                                                                                                                                                                                   |

| <b>SPP7.0 – Design of the Built Environment</b>                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Design Principle</b>                                                                                                                                                                                                                                                             | <b>Officer Comment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p><b>5. Sustainability</b><br/> <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>                                                                                                     | <p>The development has been accompanied by a Sustainable Design Assessment Report prepared by EmerGen which outlines sustainable measures provided as part of the development.</p> <p>The strategy confirms the development achievement of a 7 star NatHERS area weighted average demonstrating that the development's commitment to reduced energy consumption.</p> <p>The proposal provides infill development adjoining Scarborough Beach Road, promoting short walkable trips in the immediate vicinity and is located within close proximity of a high frequency bus route promoting the use of public transport.</p> |
| <p><b>6. Amenity</b><br/> <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></p> | <p>The development provides a good level of amenity to residents, there are no design issues that would substantially affect the liveability of the new dwellings.</p> <p>As discussed earlier in the report, the building height, bulk and scale of the development will not an adverse impact on the adjoining properties with these matters appropriately addressed by the design of the development.</p>                                                                                                                                                                                                               |
| <p><b>7. Legibility</b><br/> <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></p>                                                                                 | <p>The development is sufficiently legible with a clear main entrance to the building facing Scarborough Beach Road.</p> <p>The pedestrian and vehicle accesses are clearly delineated to increase safety.</p>                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>8. Safety</b><br/> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>                                                                                                                          | <p>The development incorporates passive surveillance measures and minimises safety risks from vehicle movements.</p> <p>Vehicle circulation areas have been designed to allow vehicles to enter the street in forward gear with unobstructed sightlines provided to minimise potential conflict to pedestrians, cyclists and vehicles.</p>                                                                                                                                                                                                                                                                                 |

| <b>SPP7.0 – Design of the Built Environment</b>                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Design Principle</b>                                                                                                                                                                                               | <b>Officer Comment</b>                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>9. Community</p> <p><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></p> | <p>The development provides opportunities for interaction between residents, within the communal open space area on the roof top terrace and the ground floor lobby area.</p> <p>The development includes 8 two-bedroom dwellings and 2 three-bedroom dwellings, providing a dwelling mix for a diverse range of people.</p>                                                                                                         |
| <p>10. Aesthetics</p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>                            | <p>The proposed development includes several large openings on each elevation so as to break up overall bulk and uses alternating materials and colours to provide visual interest. These elements articulate the building and reduce the overall bulk.</p> <p>The design of the building has been refined and improved in response to the Design Review Panel's comments within the context of the relevant planning framework.</p> |

### OTHER ADVICE

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

### **CONCLUSION:**

The development considers and responds to the LDP and context of the locality with an appropriately scaled and setback built form which reflects and complements the existing character of the locality. The ground floor commercial tenancies are consistent with the existing streetscape, which includes active street level uses, including Shop and Restaurant tenancies. The proposed dwellings are large and have a high level of amenity, including a rooftop communal open space area. The provision of two trees within the street setback and overall on structure plantings will complement the streetscape, while also providing amenity for residents.

Although the development proposes a shortfall of car parking, the subject site is located along Scarborough Beach Road which is serviced by high frequency public transport with on-street car parking and public car parking areas in close proximity to the subject site.

The proposal is amongst the first substantial developments to be proposed under the LDP, particularly in the immediate locality, and is of a high-quality design.

Accordingly, the application is recommended for approval subject to conditions.

## **ATTACHMENTS**

1. Development Plans as listed in Condition No.1
2. Aerial Plan
3. Metropolitan Region Scheme Map
4. City of Stirling Local Planning Scheme No.3 Zoning Map
5. Applicant's Planning Report
6. City of Stirling Planners Assessment
7. City of Stirling Design Review Panel (DPR) Report Dated 11 September 2026
8. Applicants Final Submission
  - a. Architectural Plans (Received 2 July 2026)
  - b. Landscaping Plan Prepared by Propagule (Received 26 March 2026)
  - c. Acoustic Report Prepared by E-LAB Consulting (Received 26 March 2026)
  - d. Waste Management Plan Prepared by Talis Consultants (Received 26 March 2026).
  - e. Transport Impact Statement Prepared by Transcore (Received 26 March 2026).
  - f. Sustainable Design Assessment Report Prepared by Emergen (Received 26 March 2026).
9. External Referrals
  - a. Water Corporation Referral (Received 15 May 2026).
  - b. Department of Planning, Lands and Heritage Referral (Received 16 July 2026).



# Attachment 1 - Development Application Plans (received 2 July 2026)

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**LOCATION PLAN**

SCALE 1:400 @ A3

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

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| SERVICE RECORD |         |             |                    |
|----------------|---------|-------------|--------------------|
| STATUS         |         |             |                    |
|                | LOCATED | NOT LOCATED | PLOTTED FROM PLANS |
| SERVICE        |         |             |                    |
| WATER          | ✓       |             |                    |
| SEWER          | ✓       |             | ✓                  |
| GAS            | ✓       |             |                    |
| TELSTRA        | ✓       |             |                    |
| POWER u/g      |         | ✓           |                    |
| o/h            | ✓       |             |                    |

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Rev 5  
Dwg. AO-03

## PROPOSED MIX-USE DEVELOPMENT 182 Scarborough Beach Road, Doubleview, W.A.

S/STOREY  
BRICK&TILE

S/STOREY  
BRICK&IRON  
F/L 41.43

S/STOREY  
BRICK&TILE

## SURVEY PLAN SCALE: 1:200 @ A3

TOTAL AREA 822m<sup>2</sup> AS PER DEPOSITED PLAN 42054

NOTE: SEWER LOCATION IS PLOTTED FROM WATER CORPORATION PLANS AND IS TO BE CONSIDERED APPROXIMATE ONLY.  
ACCURATE LOCATION OF THE SEWER TO BE VERIFIED PRIOR TO BUILDING DESIGN OR CONSTRUCTION.

FEATURE SURVEY OF LOT 6081(182) SCARBOROUGH BEACH ROAD, DOUBLEVIEW CLIENT:JOHN SILBERT DATE: 1/12/2025  
SCALE:1:200 @ A3 PLAN:DP42054 C/T:2606/698 LOCAL AUTHORITY: CITY OF STIRLING DATUM:AHD(APPROX.)

TUSCOM SUBDIVISION CONSULTANTS Pty. Ltd. (08 9316 8388)

SURVEYOR: VK

DRAWN: VK

CHECKED: AVGR

Site survey only location of boundary pegs or fences in relation to the boundary is not guaranteed

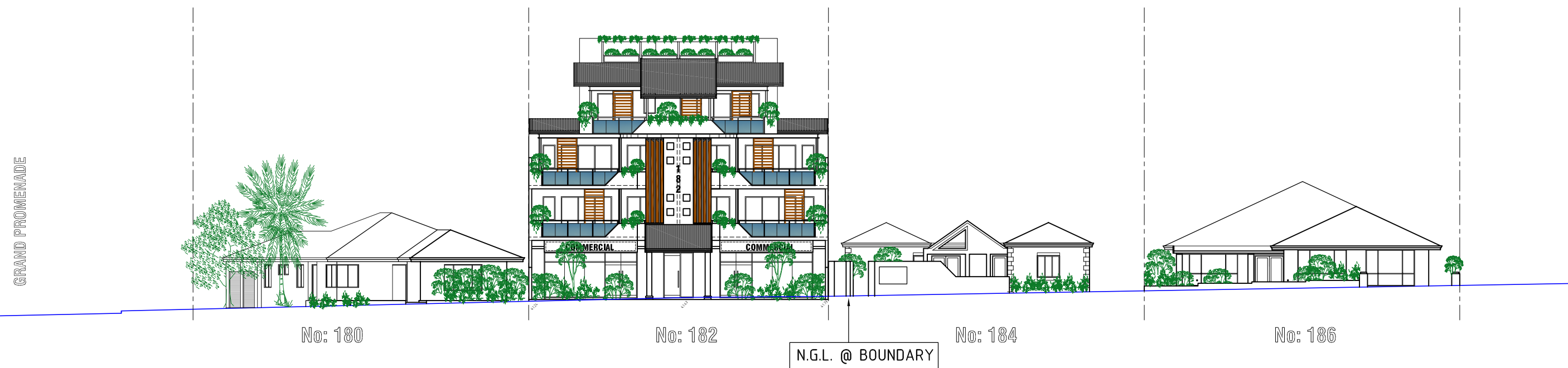






## GOOGLE STREET VIEW - EXISTING

SCALE: N.T.S.



## STREET PROFILE - PROPOSED SCARBOROUGH BEACH ROAD

SCALE: 1:250 @ A3

## PROPOSED MIX-USE DEVELOPMENT

**182 Scarborough Beach Road,  
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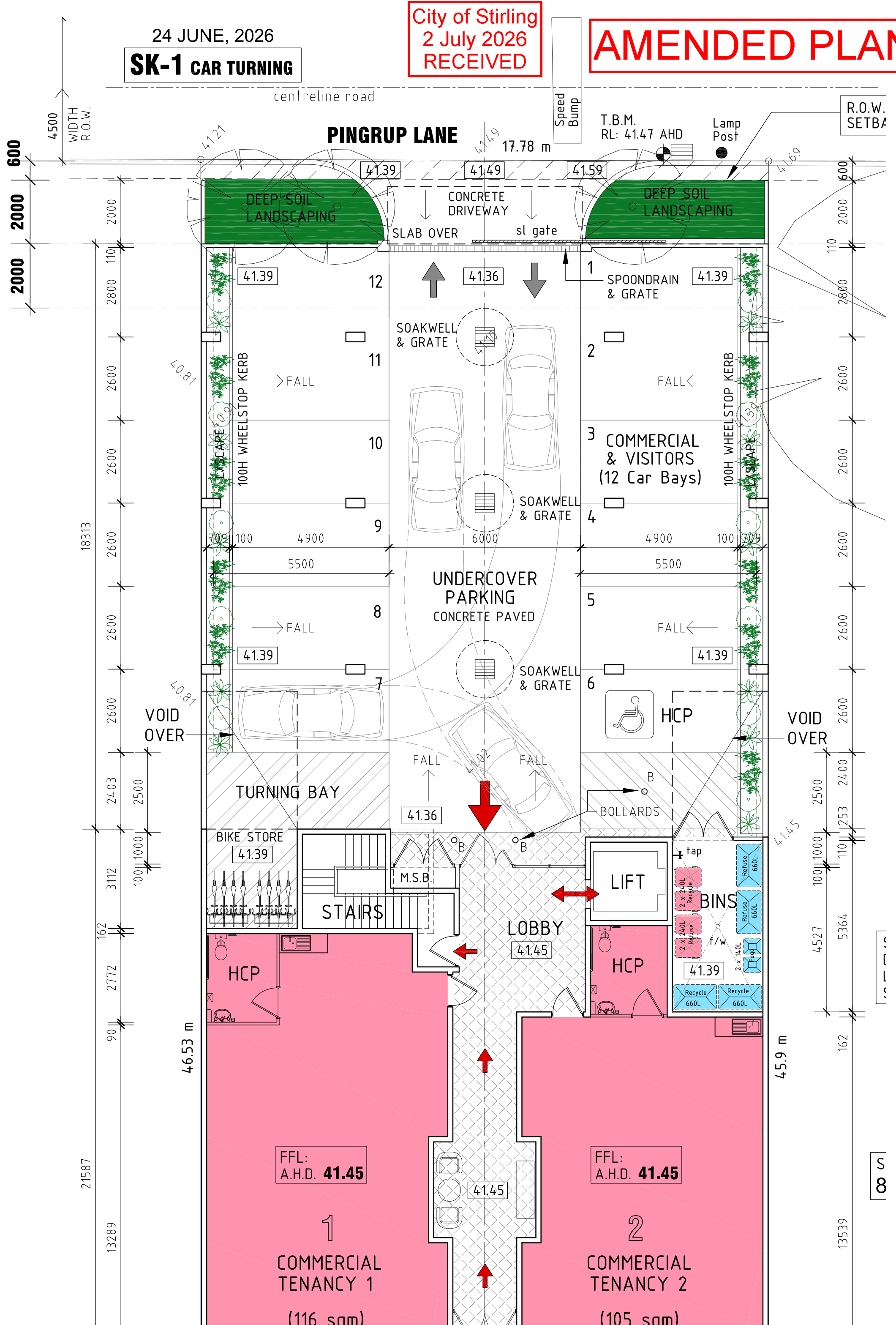
Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
Dwg: **A0:02**

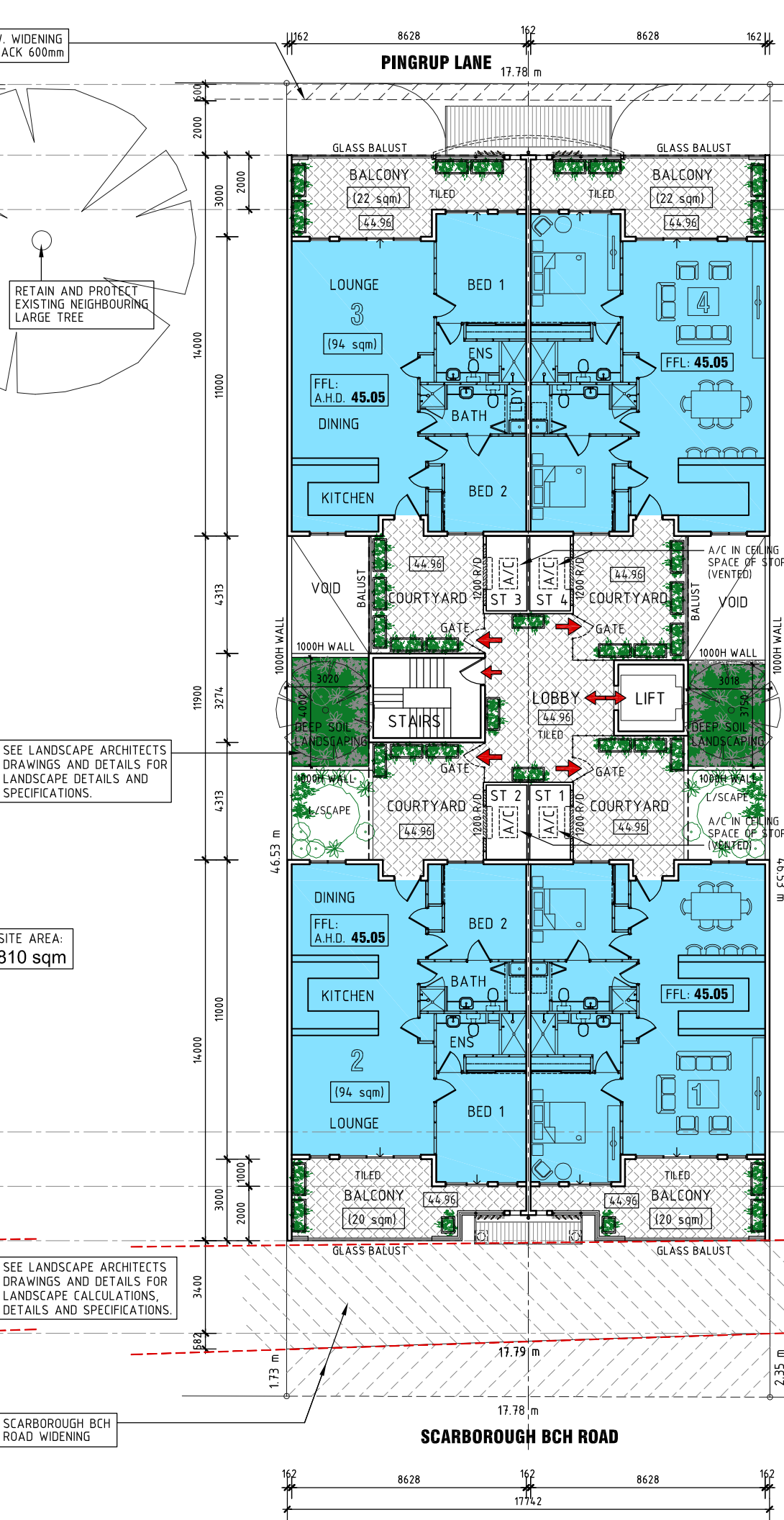
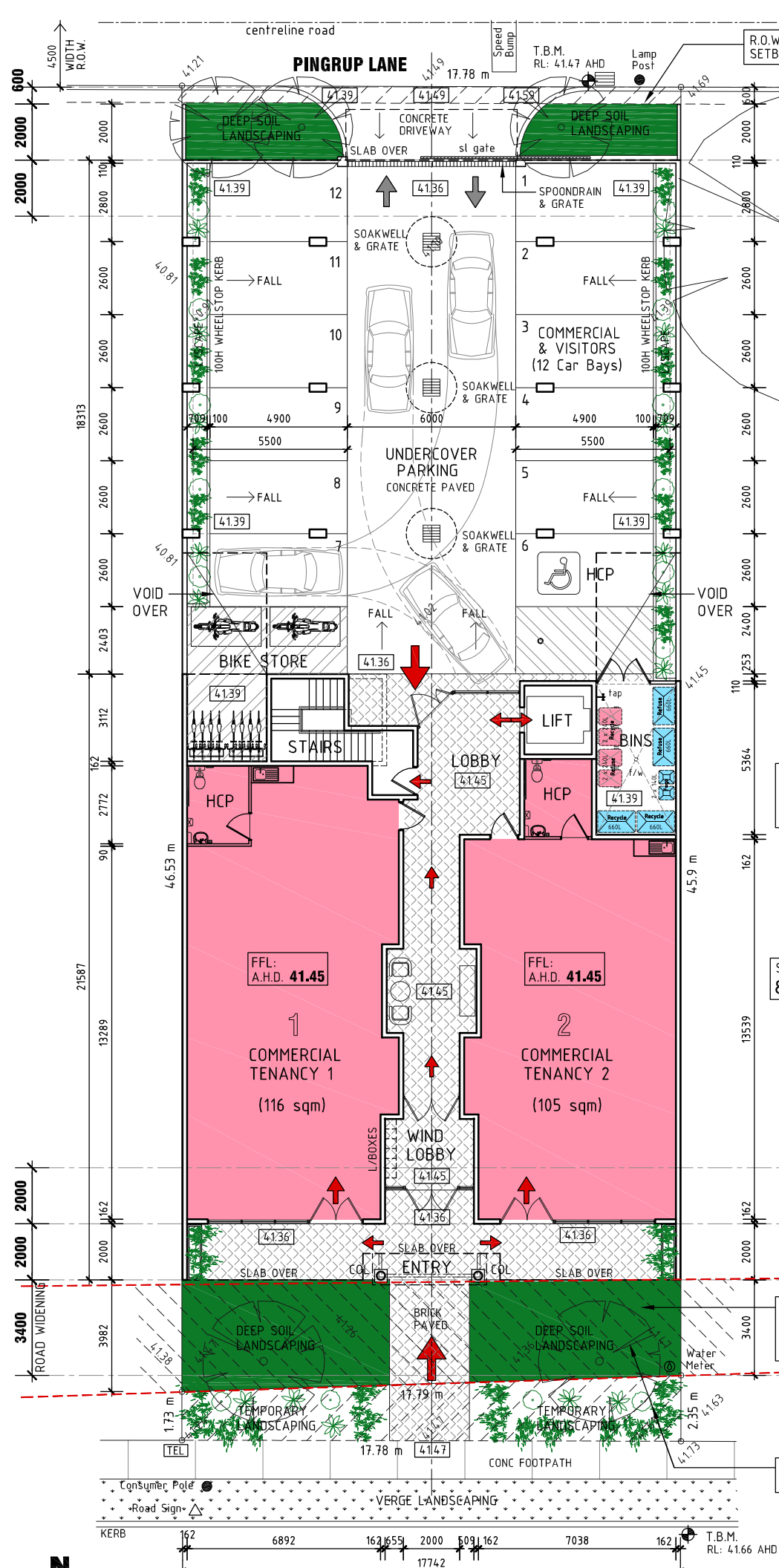
## SK-1 CAR TURNING

City of Stirling  
2 July 2026  
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# AMENDED PLAN

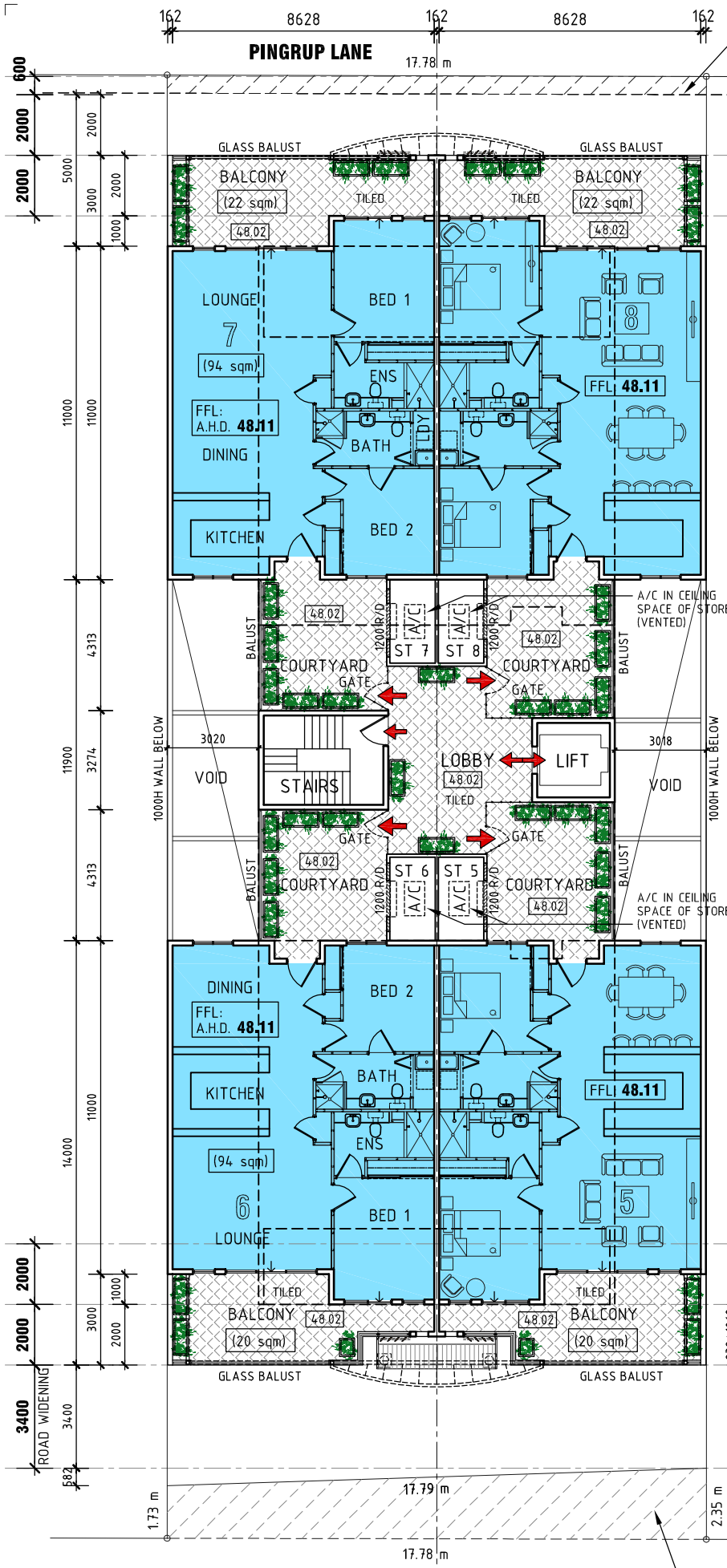




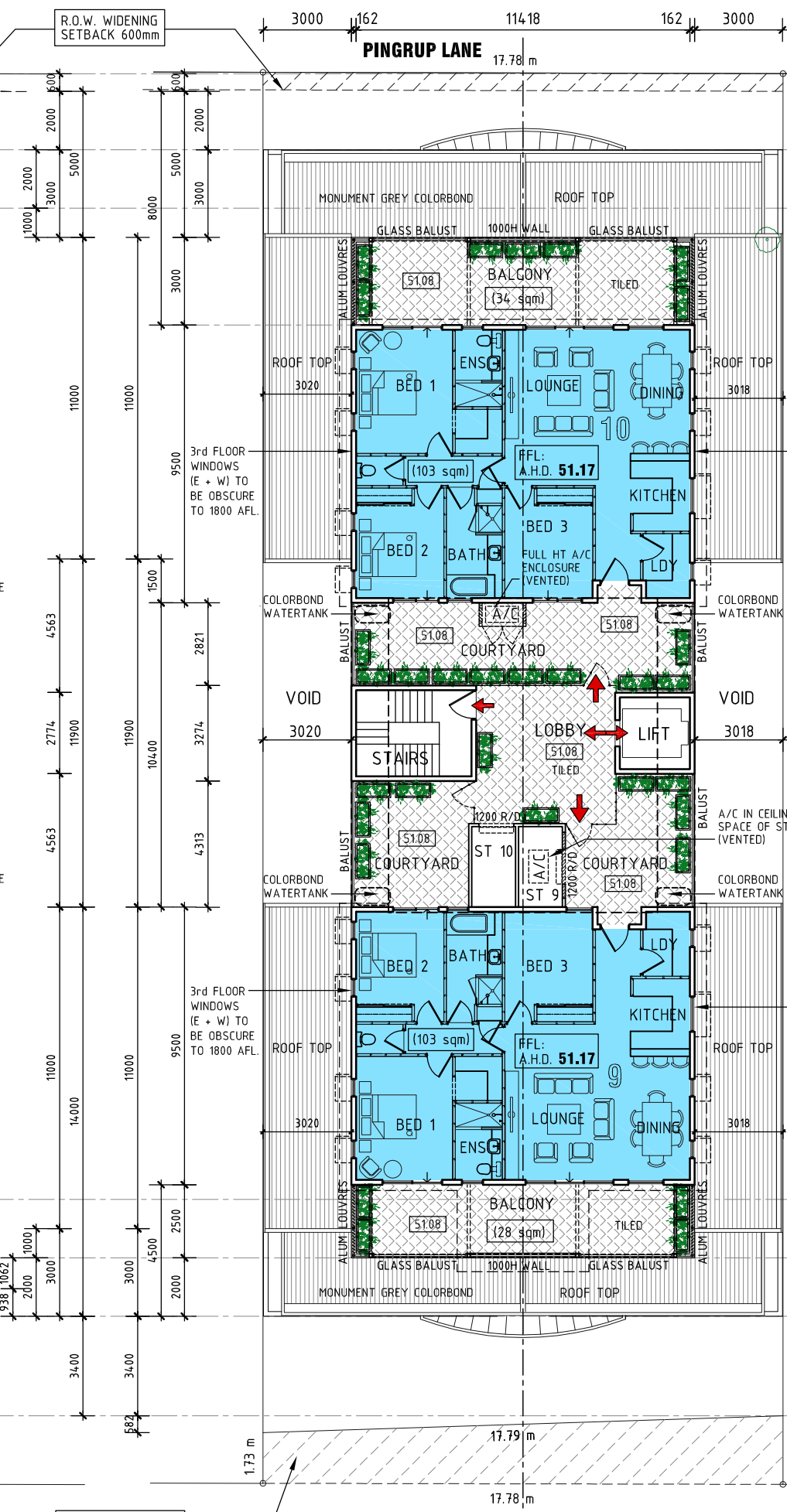


| WASTE SCHEDULE: (SEE WASTE CONSULTANTS REPORT) |          | BINS REQUIRED: |       |              |
|------------------------------------------------|----------|----------------|-------|--------------|
|                                                |          | 120 L          | 240 L | 660 L        |
| COMMERCIAL:<br>(2 OFF)<br>(116 sqm / 105 sqm)  | Refuse:  |                | 2 OFF | TWICE WEEKLY |
|                                                | Recycle: |                | 2 OFF | TWICE WEEKLY |
|                                                | Fogo:    |                |       |              |
| APARTMENTS:<br>(10 off)<br>(8 x 2 + 2 x 3 Bed) | Refuse:  |                | 2 OFF | WEEKLY       |
|                                                | Recycle: |                | 2 OFF | WEEKLY       |
|                                                | Fogo:    | 2 OFF          |       | TWICE WEEKLY |

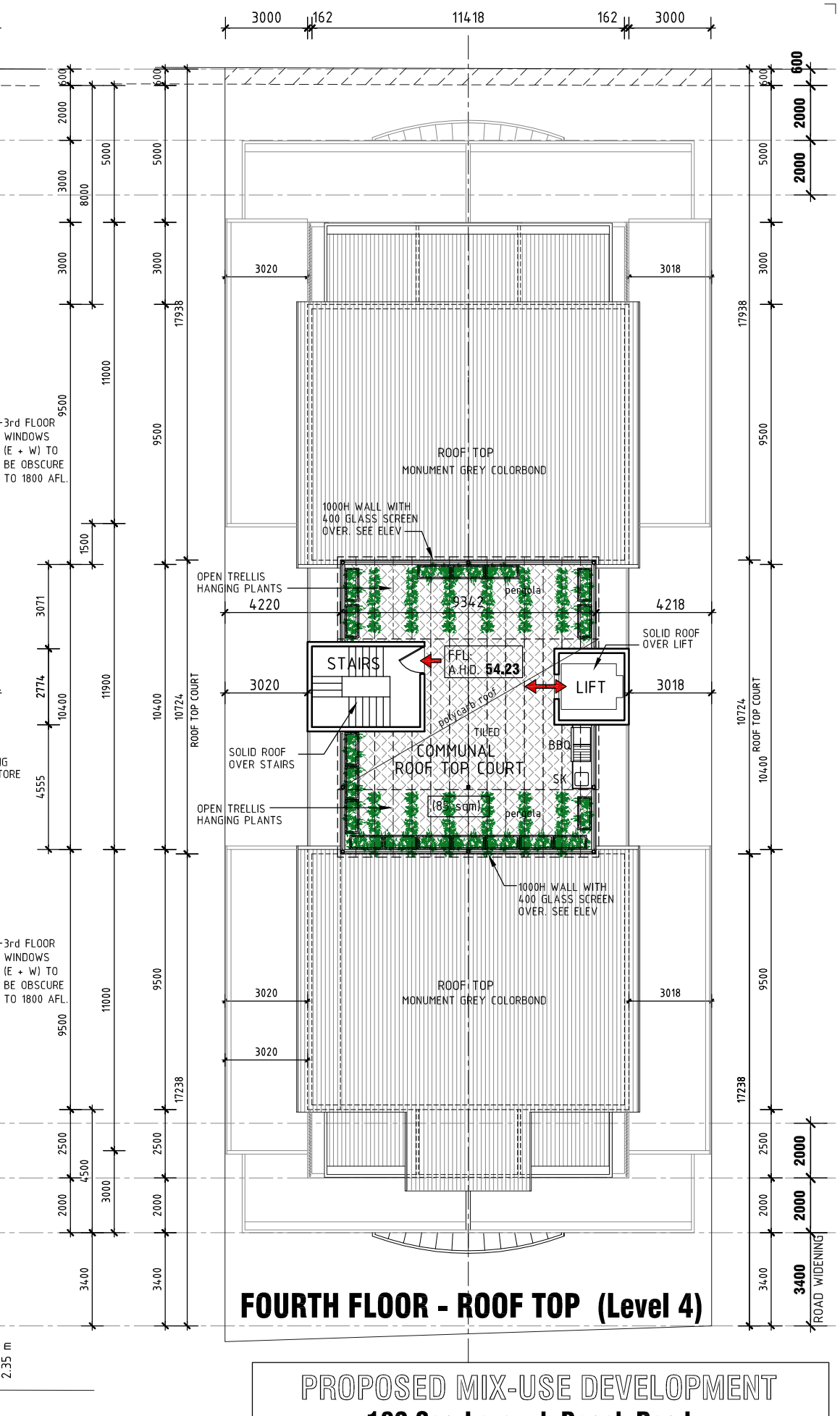
PROPOSED MIX-USE DEVELOPMENT  
182 Scarborough Beach Road,  
Doubleview, W.A.



**SECOND FLOOR (Level 2)**  
SCALE: 1:200 @ A3



**THIRD FLOOR (Level 3)**  
SCALE: 1:200 @ A3



**FOURTH FLOOR - ROOF TOP (Level 4)**

PROPOSED MIX-USE DEVELOPMENT  
**182 Scarborough Beach Road,  
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26 March 2026  
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|                                                                                       |                      |
|---------------------------------------------------------------------------------------|----------------------|
|  | COMMUNAL.            |
|  | PRIVATE.             |
|  | PUBLIC.              |
|  | TENANCY<br>OCCUPANCY |

18 DECEMBER, 2025

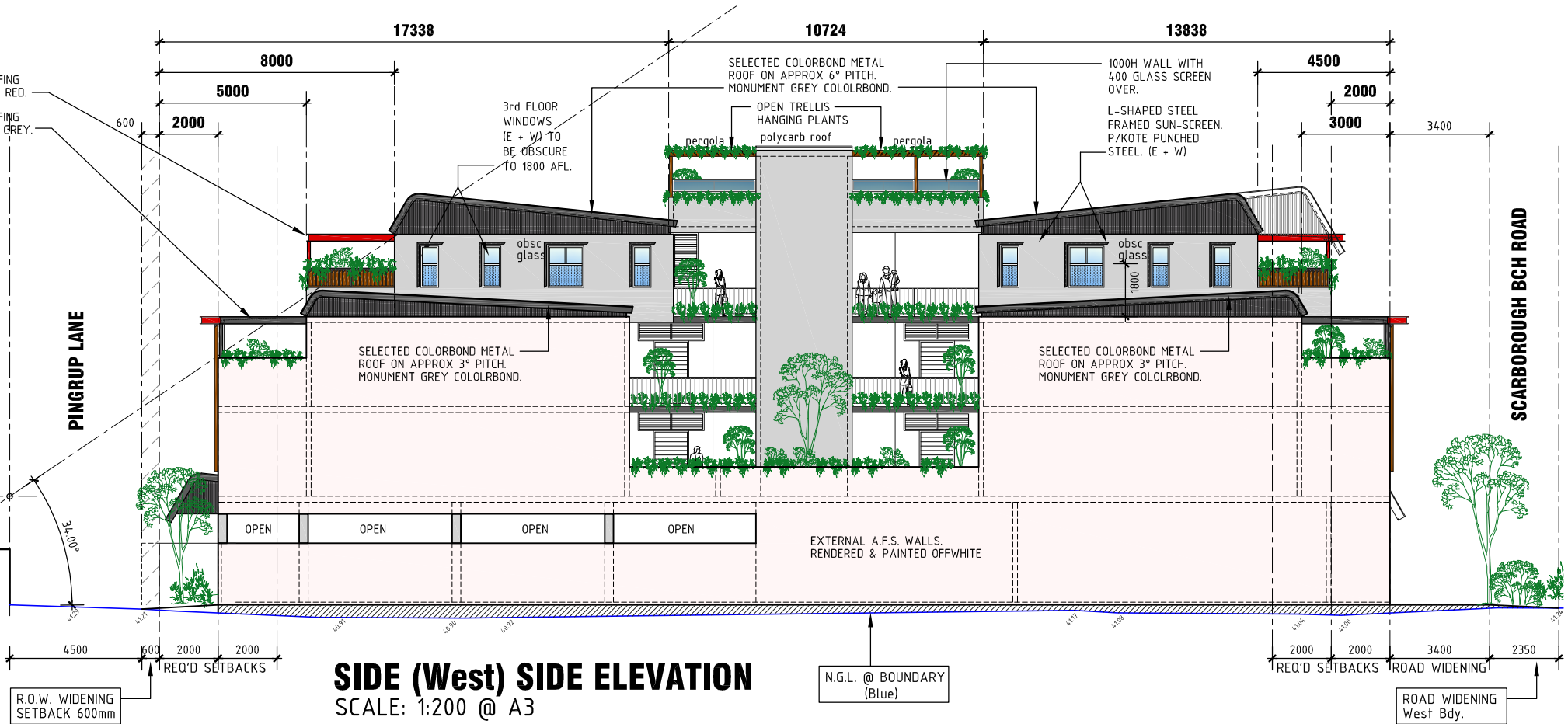
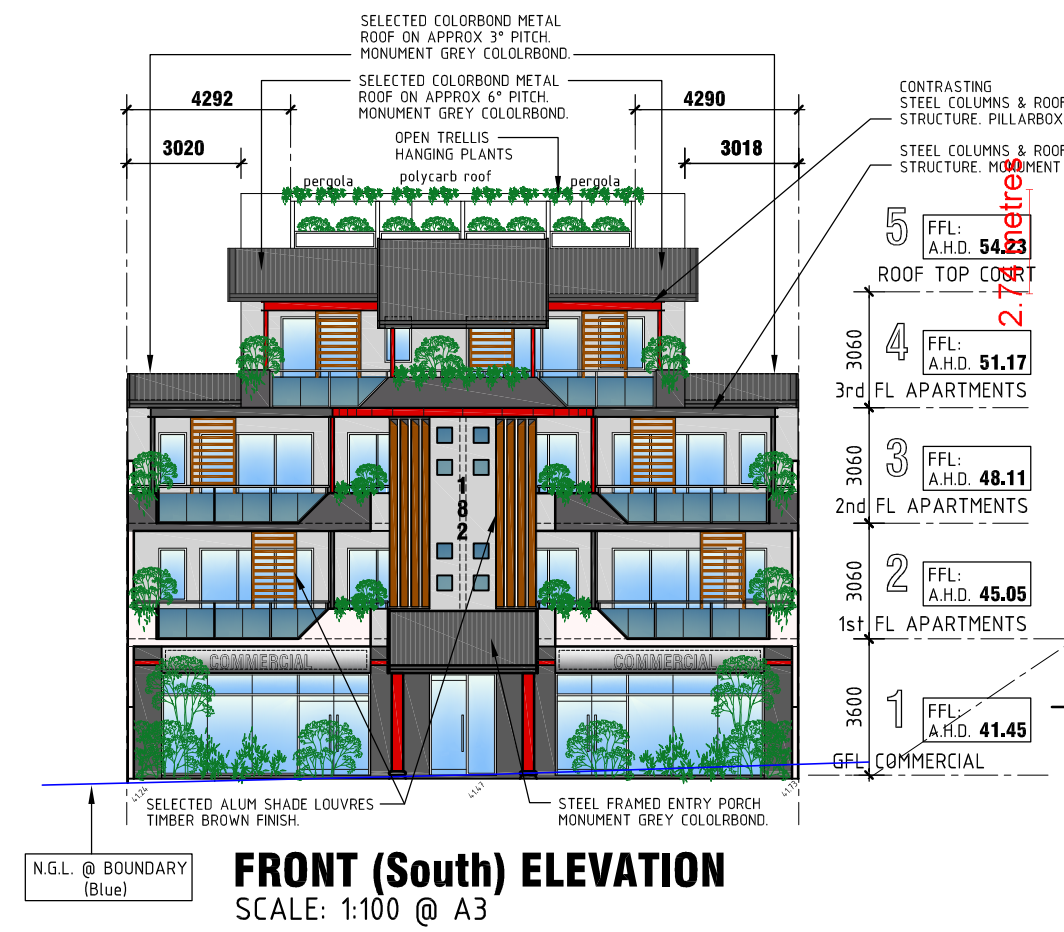
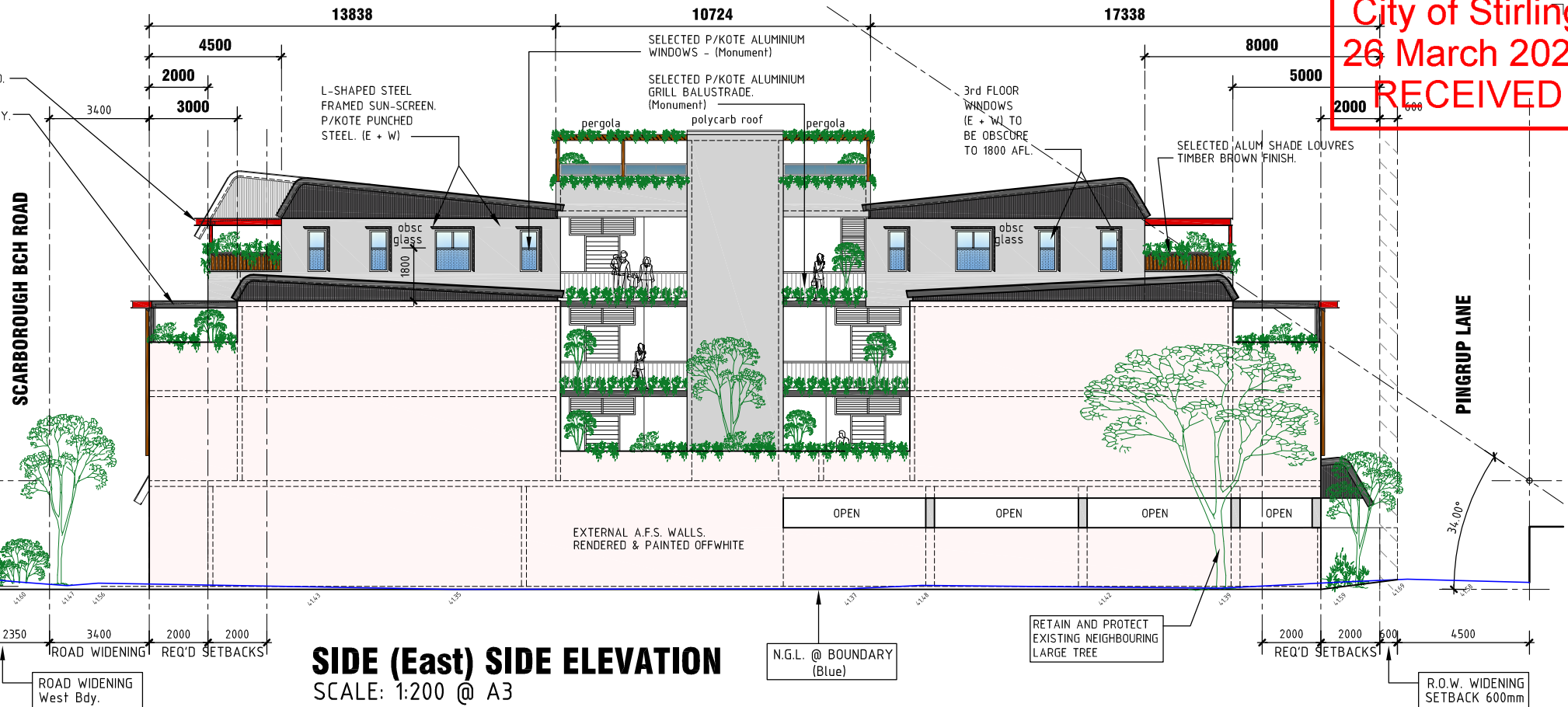
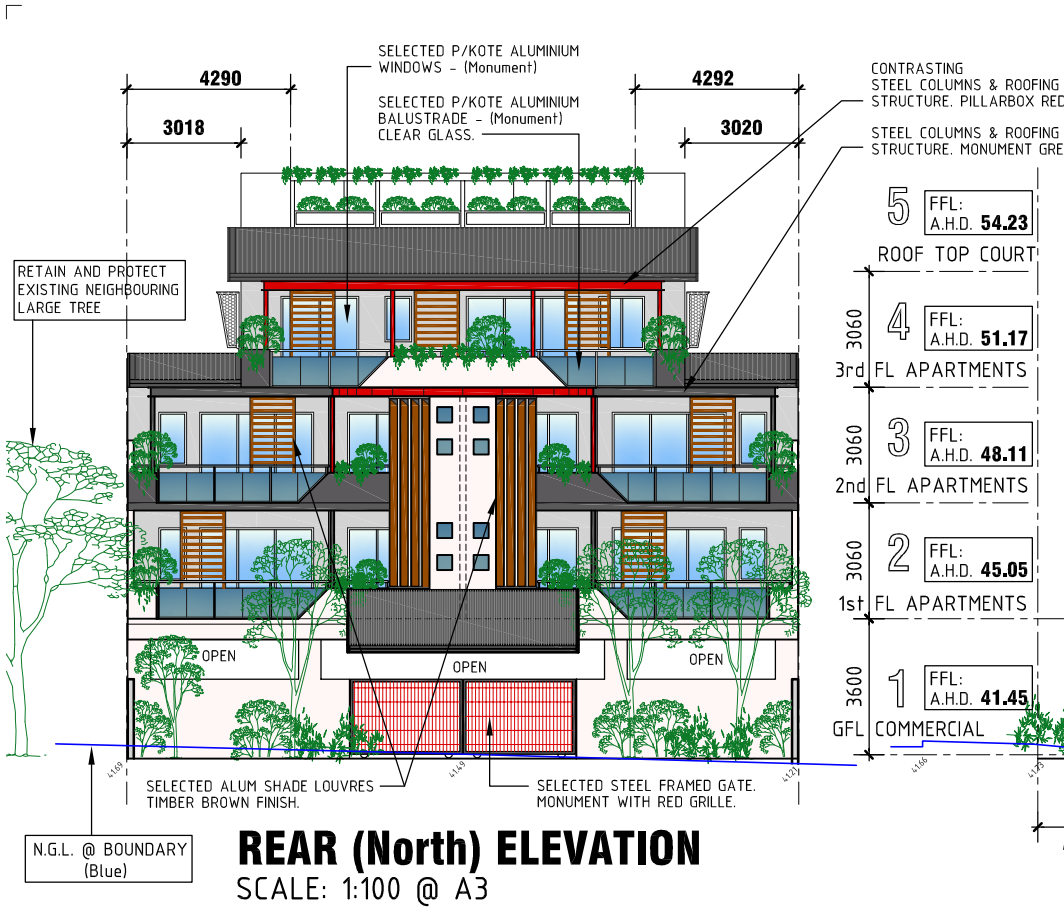
John L. Silbert & ASSOCIATES

Rev '5'

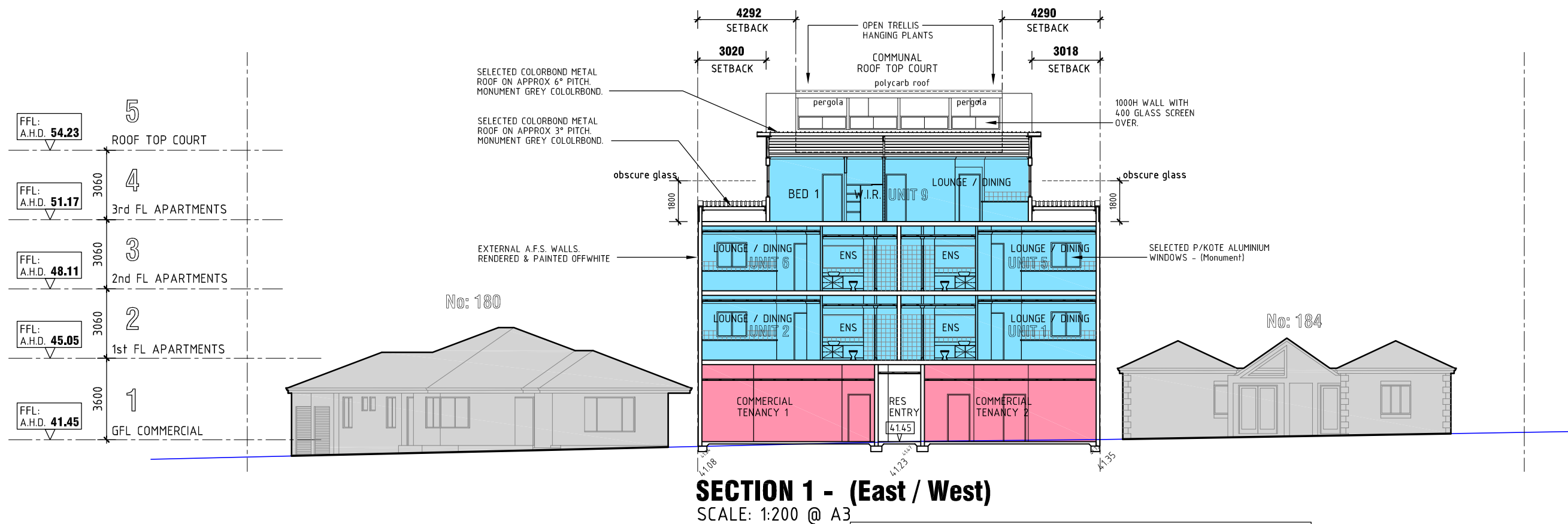
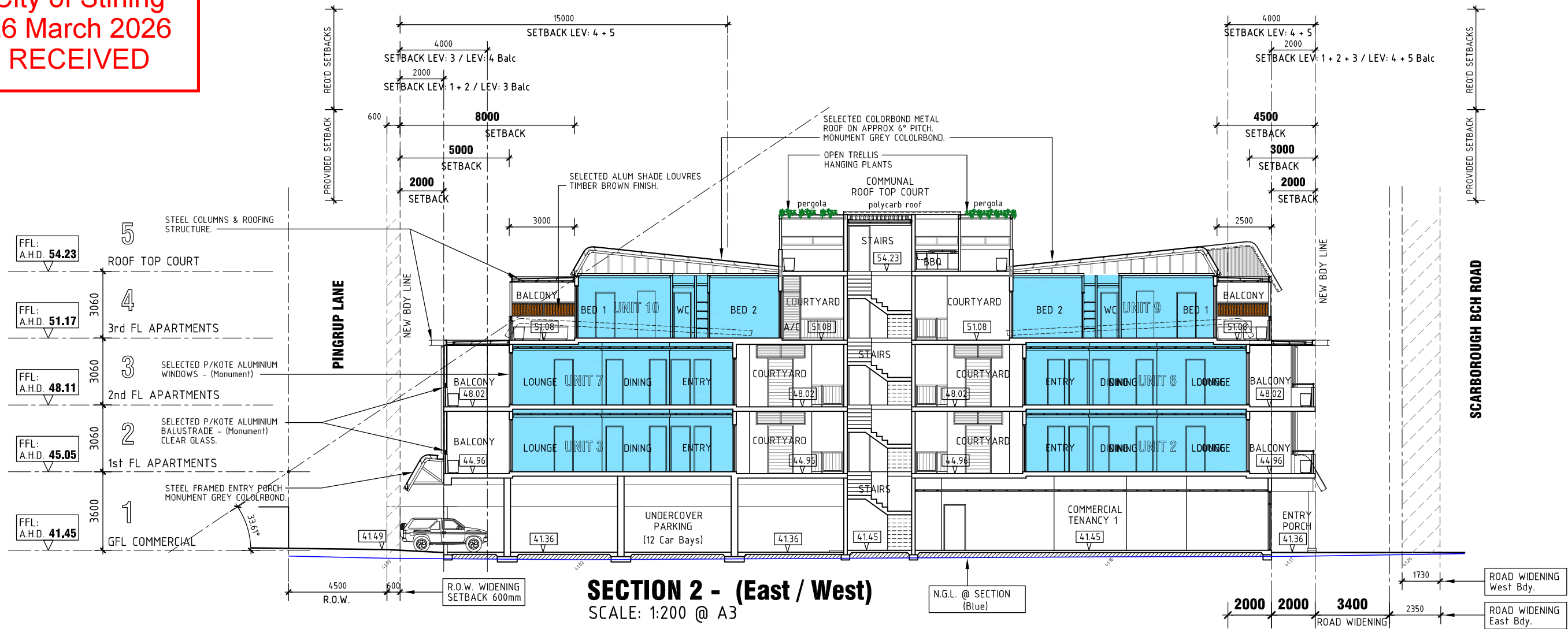
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City of Stirling  
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PROPOSED MIX-USE DEVELOPMENT  
182 Scarborough Beach Road,  
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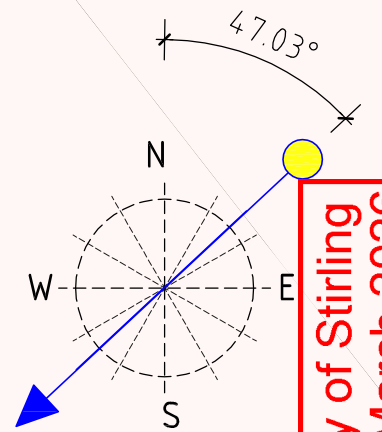
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21 JUNE - 9.00 am

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Azimuth: 47.03



City of Stirling  
26 March 2026  
RECEIVED

Pingrup Lane

Grand Ploom

NO SOLAR COLLECTORS

ROAD WIDENING

Scarborough Beach Rd

NO SOLAR COLLECTORS

NO SOLAR COLLECTORS



**SHADOW PLAN**

SCALE 1:300 @ A3

**PROPOSED MIX-USE DEVELOPMENT**

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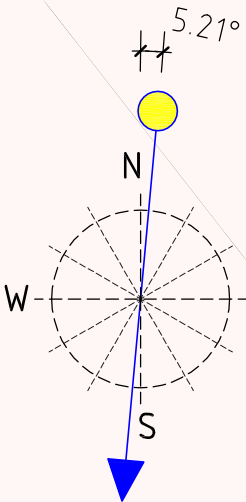
Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
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Azimuth: 5.21



City of Stirling  
26 March 2026  
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Grande Promenade

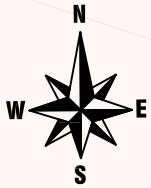
Pingrup Lane

Scarborough Beach Rd

NO SOLAR COLLECTORS

NO SOLAR COLLECTORS

NO SOLAR COLLECTORS



**SHADOW PLAN**  
SCALE 1:300 @ A3

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
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City of Stirling  
26 March 2026  
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**SHADOW PLAN**  
SCALE 1:300 @ A3

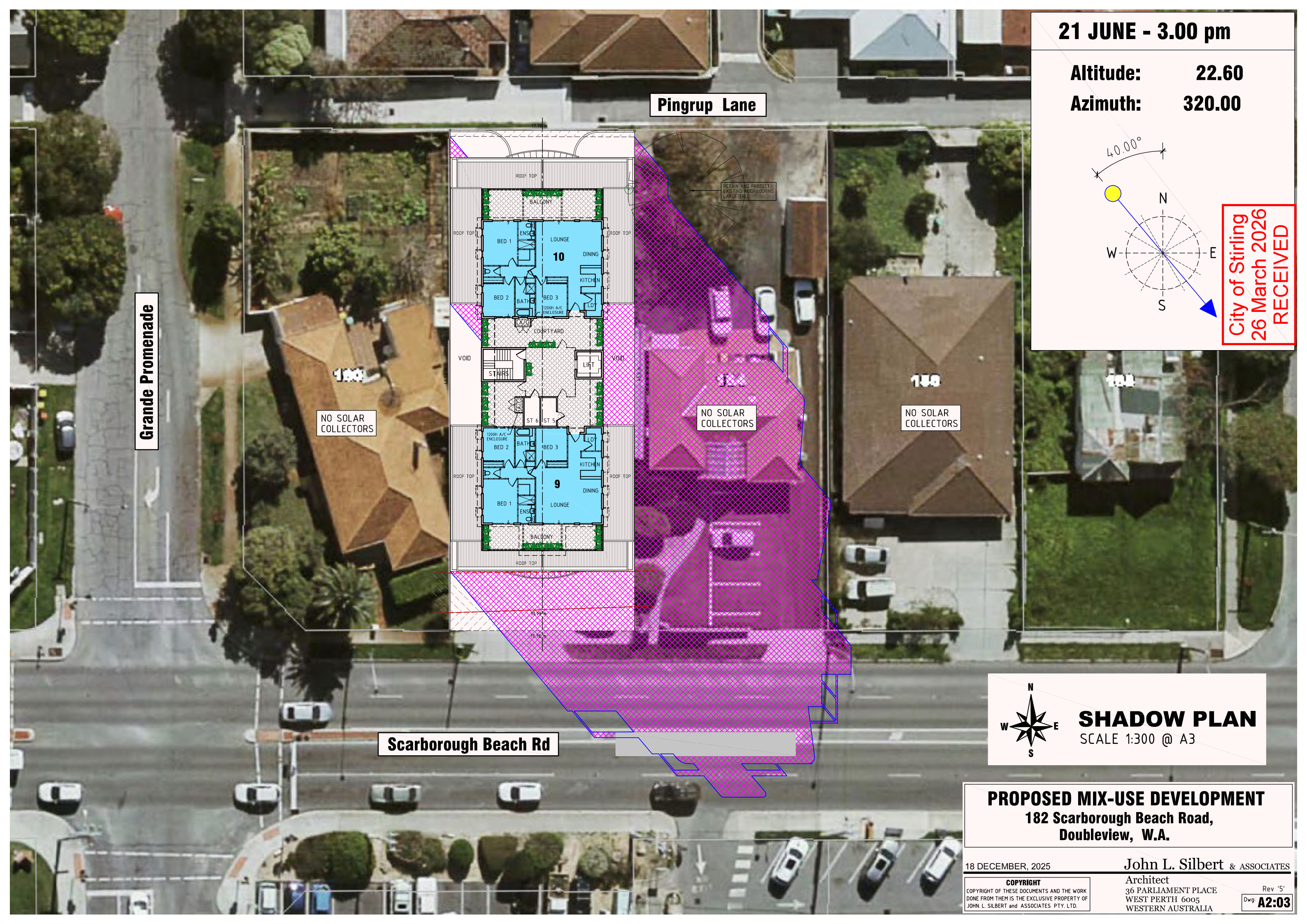
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Rev '5'  
Dwg: **A2:03**



Grande Promenade

NO SOLAR COLLECTORS

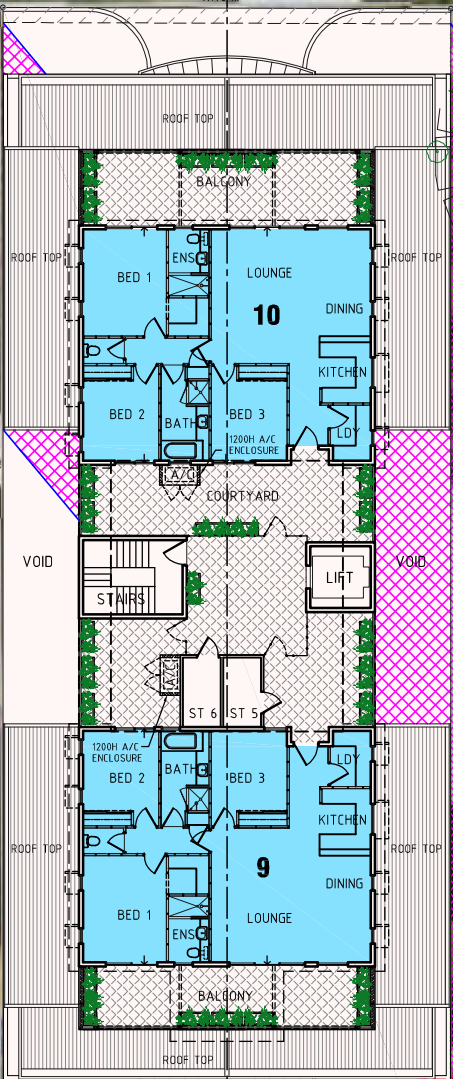
NO SOLAR COLLECTORS

NO SOLAR COLLECTORS

Scarborough Beach Rd

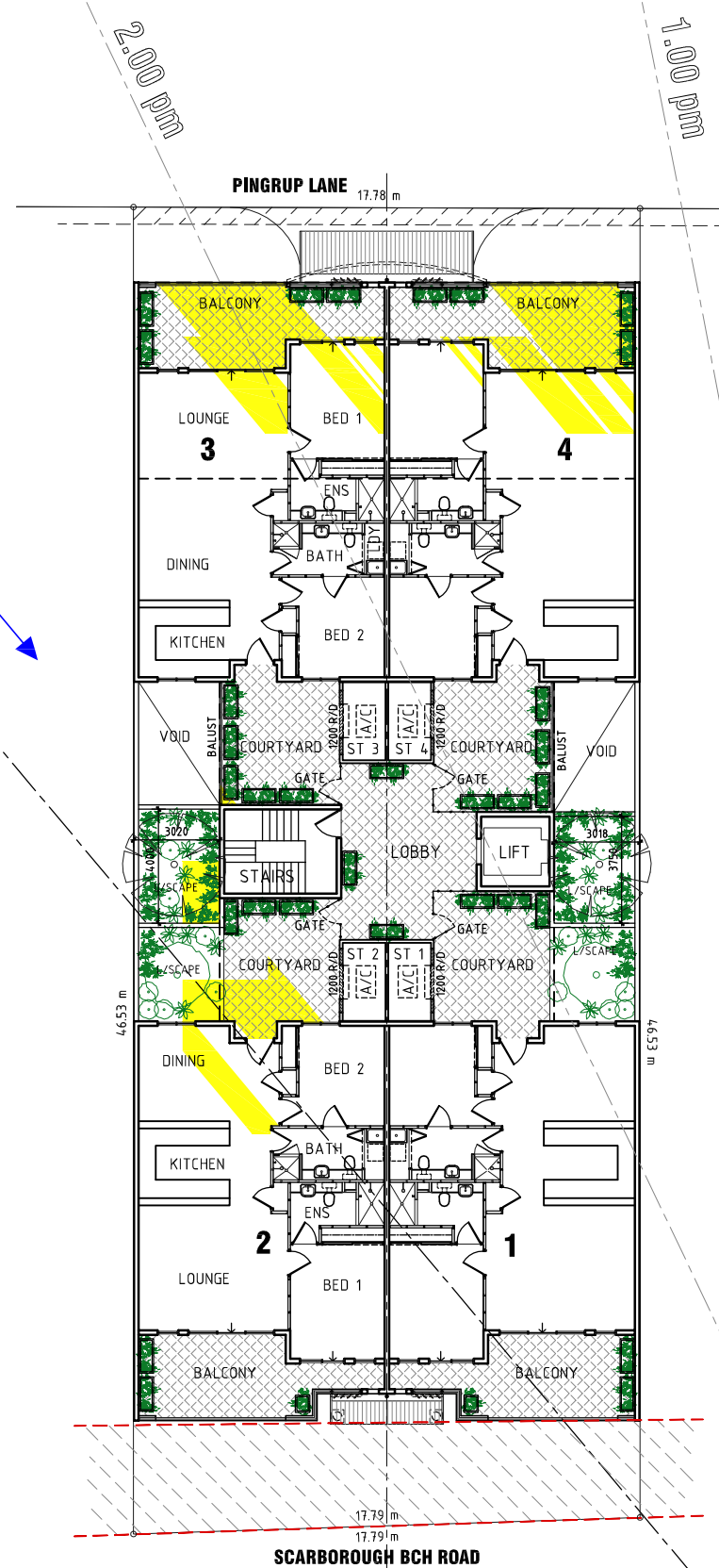
Pingrup Lane

RETAIN AND PROTECT  
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LARGE TREE

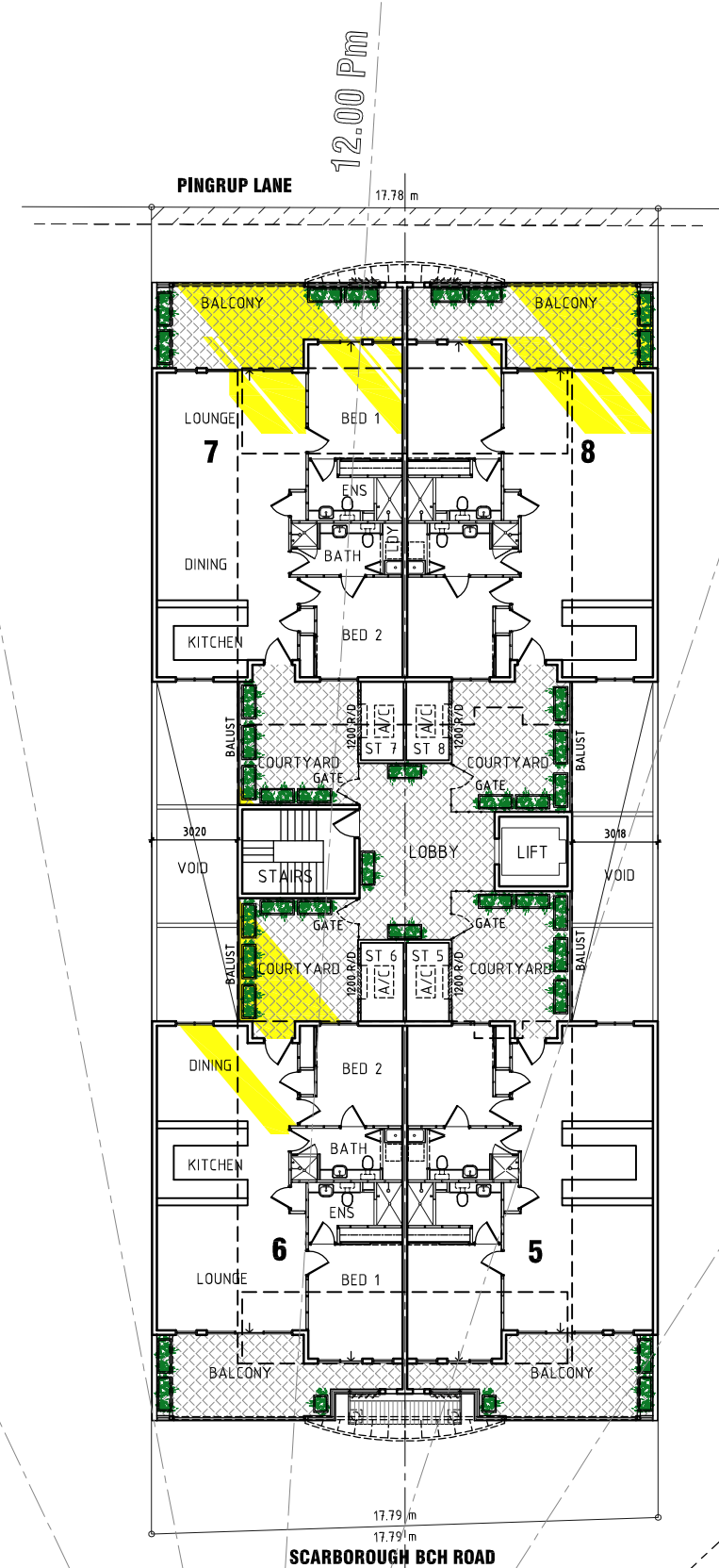




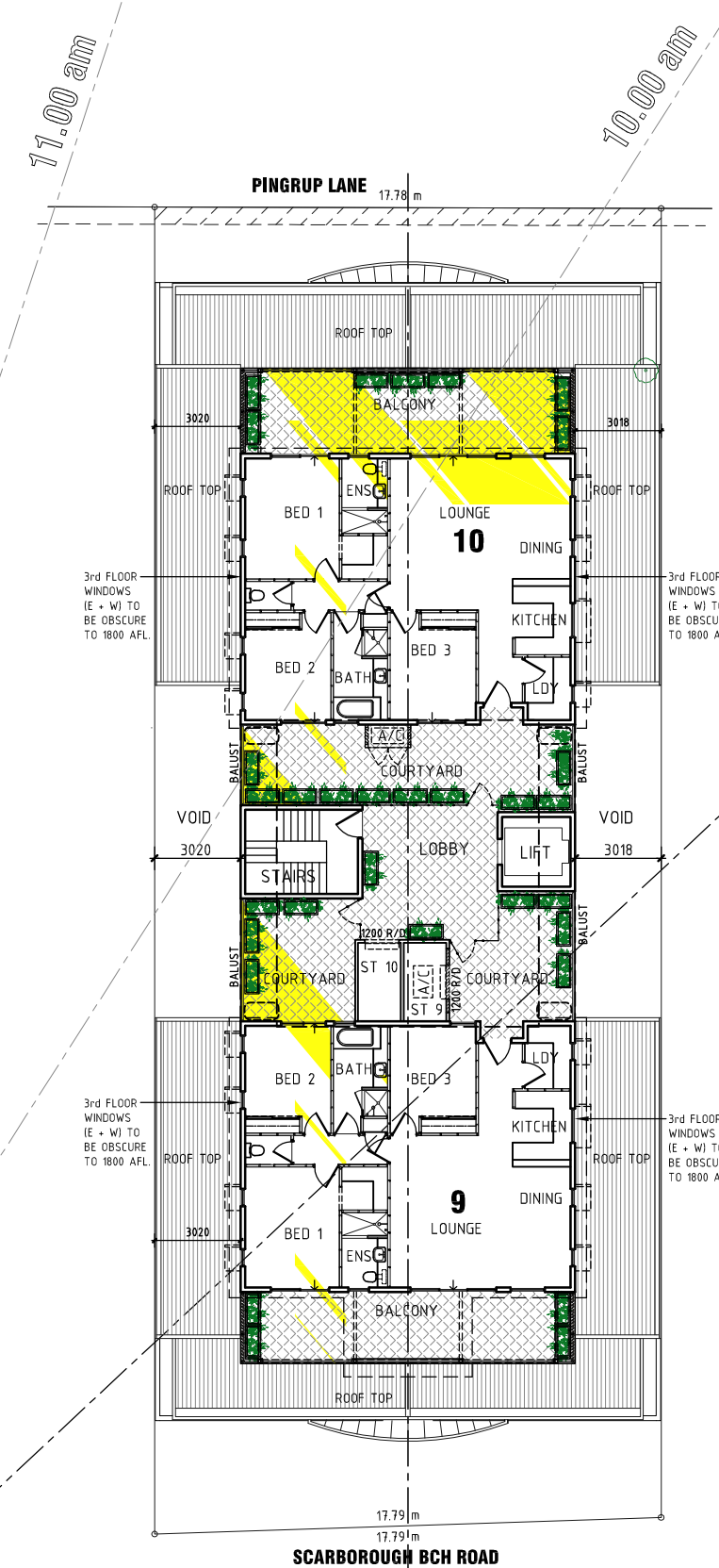




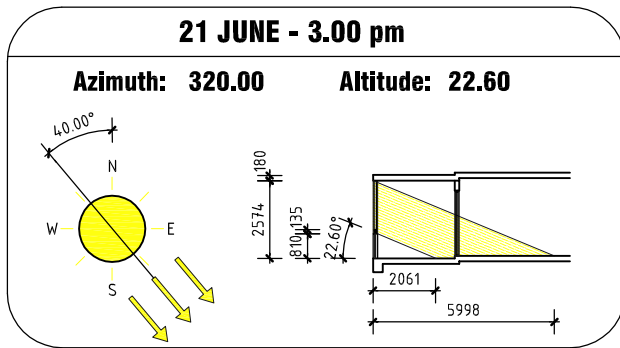
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SCALE: 1:250 @ A3



**SECOND FLOOR (Level 2)**  
SCALE: 1:250 @ A3



**THIRD FLOOR (Level 3)**  
SCALE: 1:250 @ A3



ALL UNITS RECEIVE A MINIMUM OF 2 HOURS OF DIRECT SUNLIGHT TO A MAJOR OPENING BETWEEN 9am AND 3pm, EITHER MORNING OR AFTERNOON.

ALL UNITS RECEIVE A MINIMUM OF 2 HOURS OF DIRECT SUNLIGHT TO PRIVATE OPEN SPACE BETWEEN 9am AND 3pm, EITHER MORNING OR AFTERNOON.

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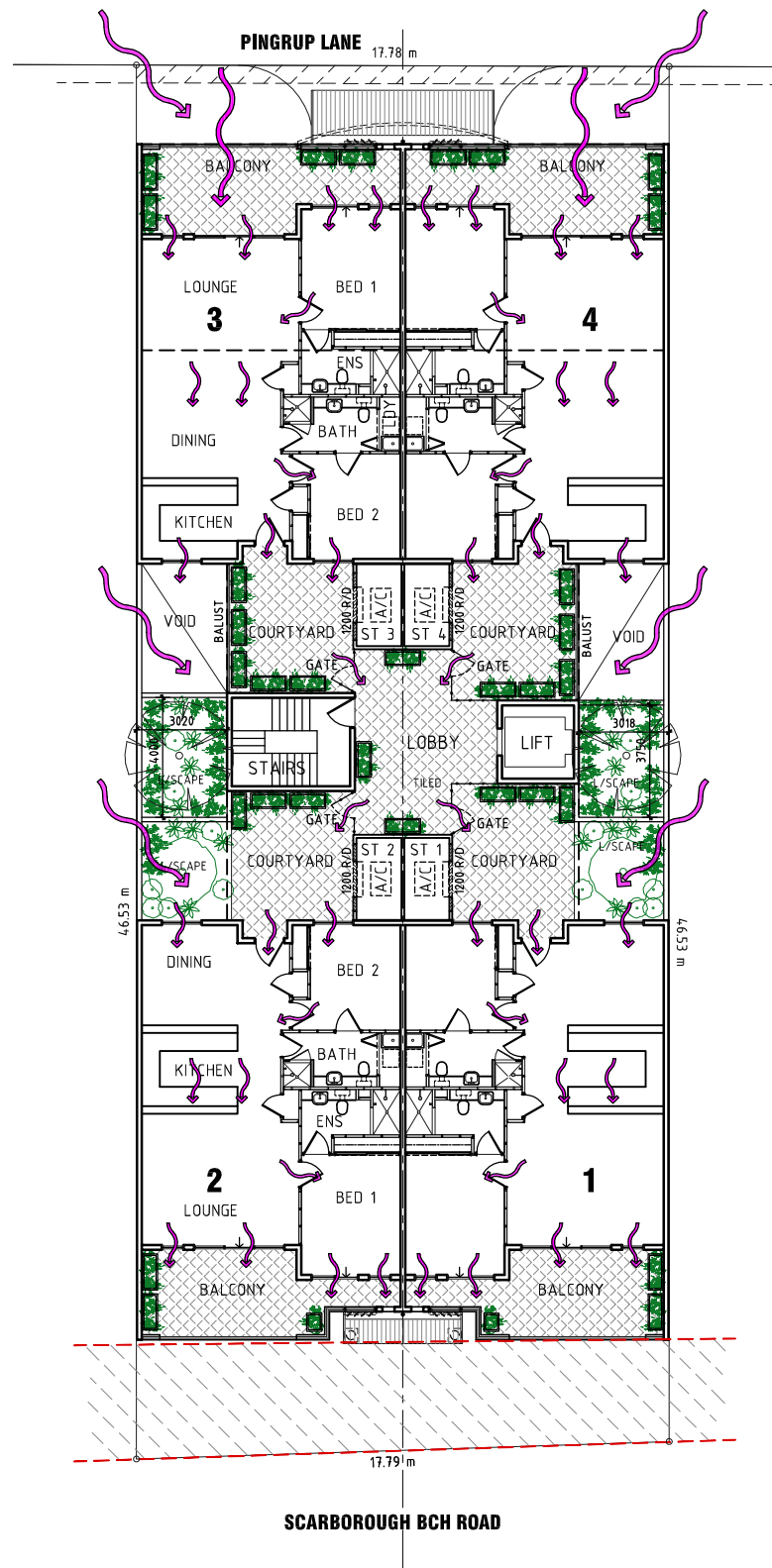
**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**



N/W

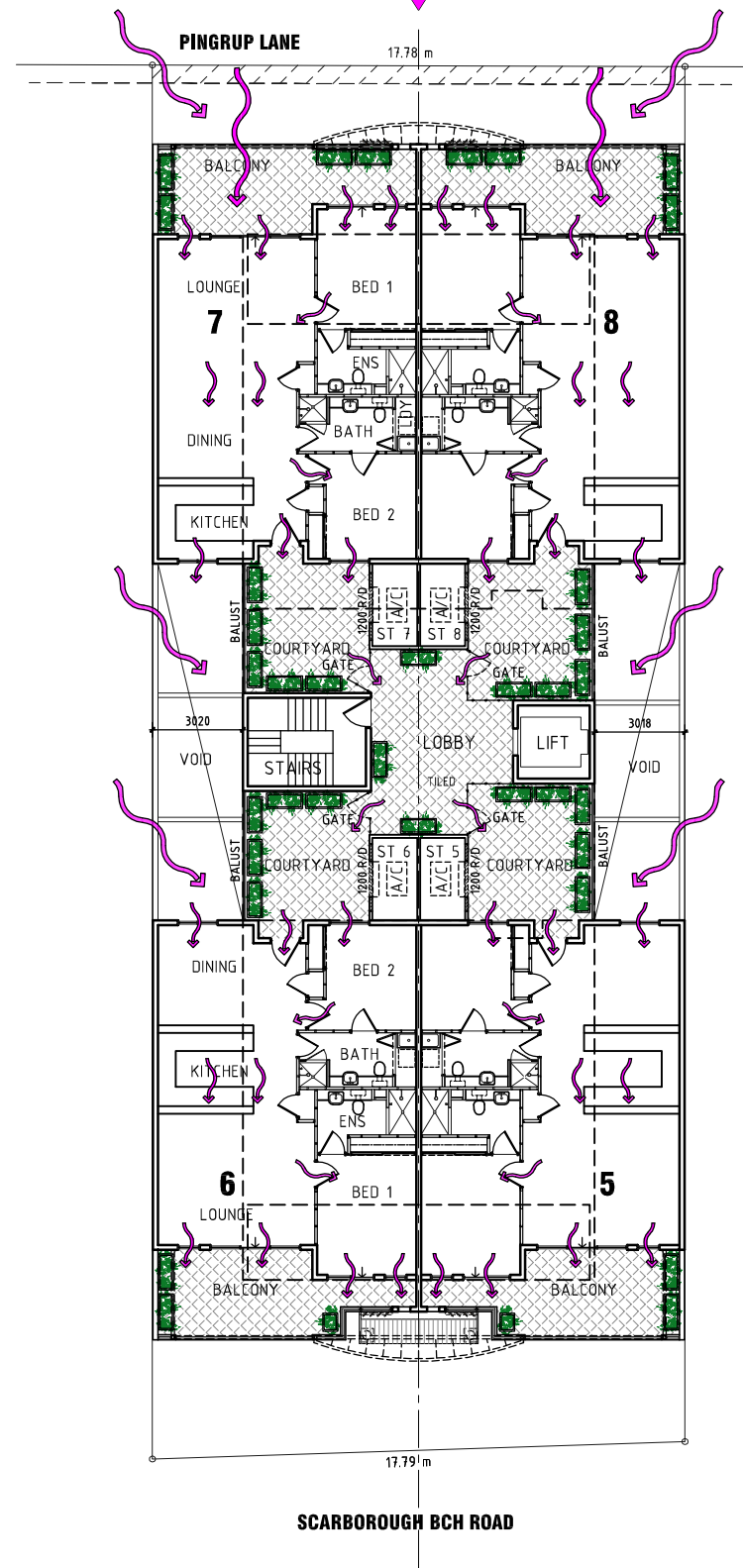
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N/E



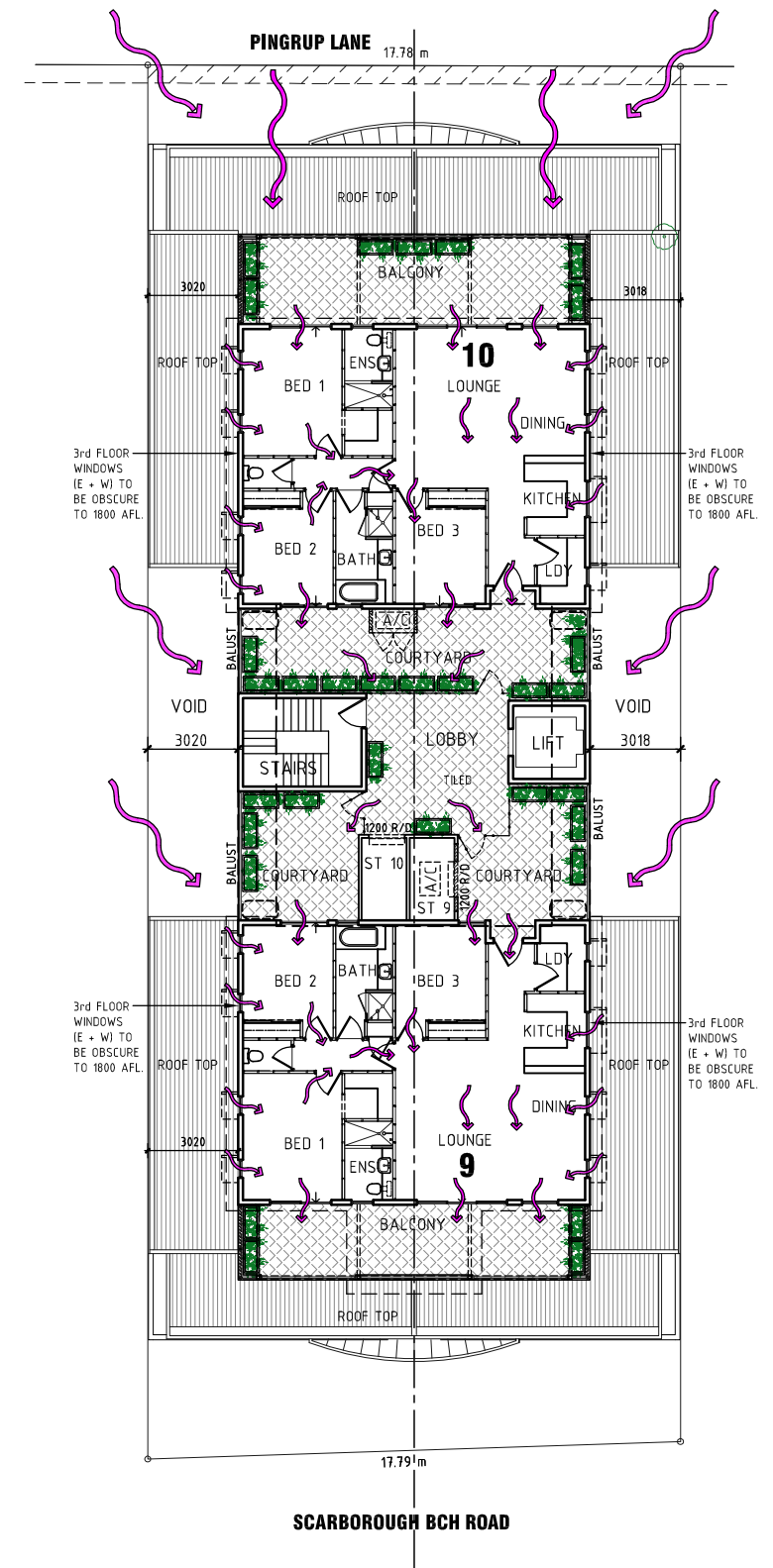
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A.H.D. 45.05

**FIRST FLOOR (Level 1)**  
SCALE: 1:250 @ A3



FFL:  
A.H.D. 48.11

**SECOND FLOOR (Level 2)**  
SCALE: 1:250 @ A3



FFL:  
A.H.D. 51.17

**THIRD FLOOR (Level 3)**  
SCALE: 1:250 @ A3

## BREEZEWAYS ANALYSIS

BREEZEWAYS

ALL UNITS RECEIVE CROSS  
VENTILATION THROUGH FRONT,  
REAR AND SIDE WINDOWS

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
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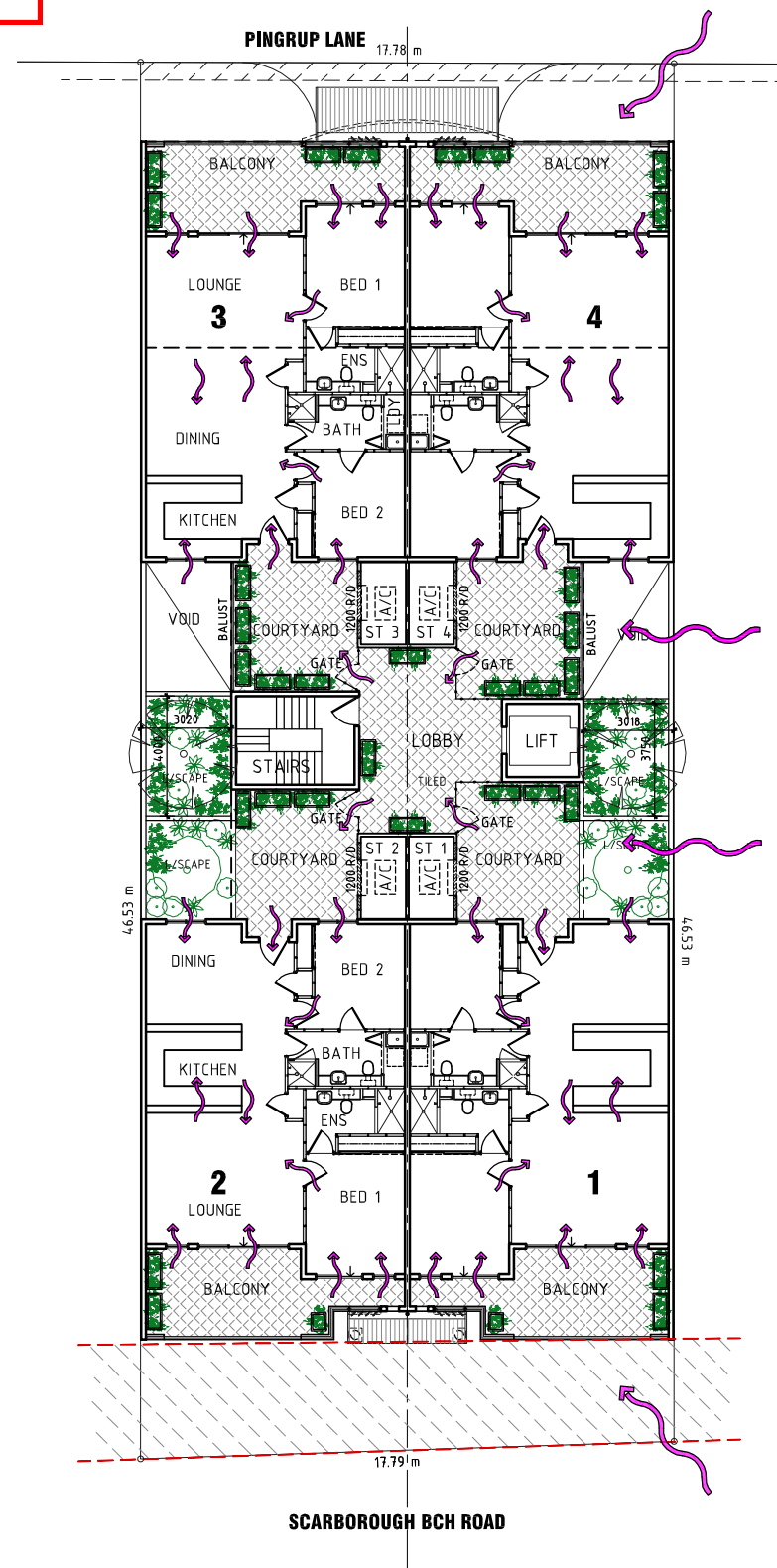
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**26 March 2026**  
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Architect  
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WEST PERTH 6005  
WESTERN AUSTRALIA

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**A2:06**

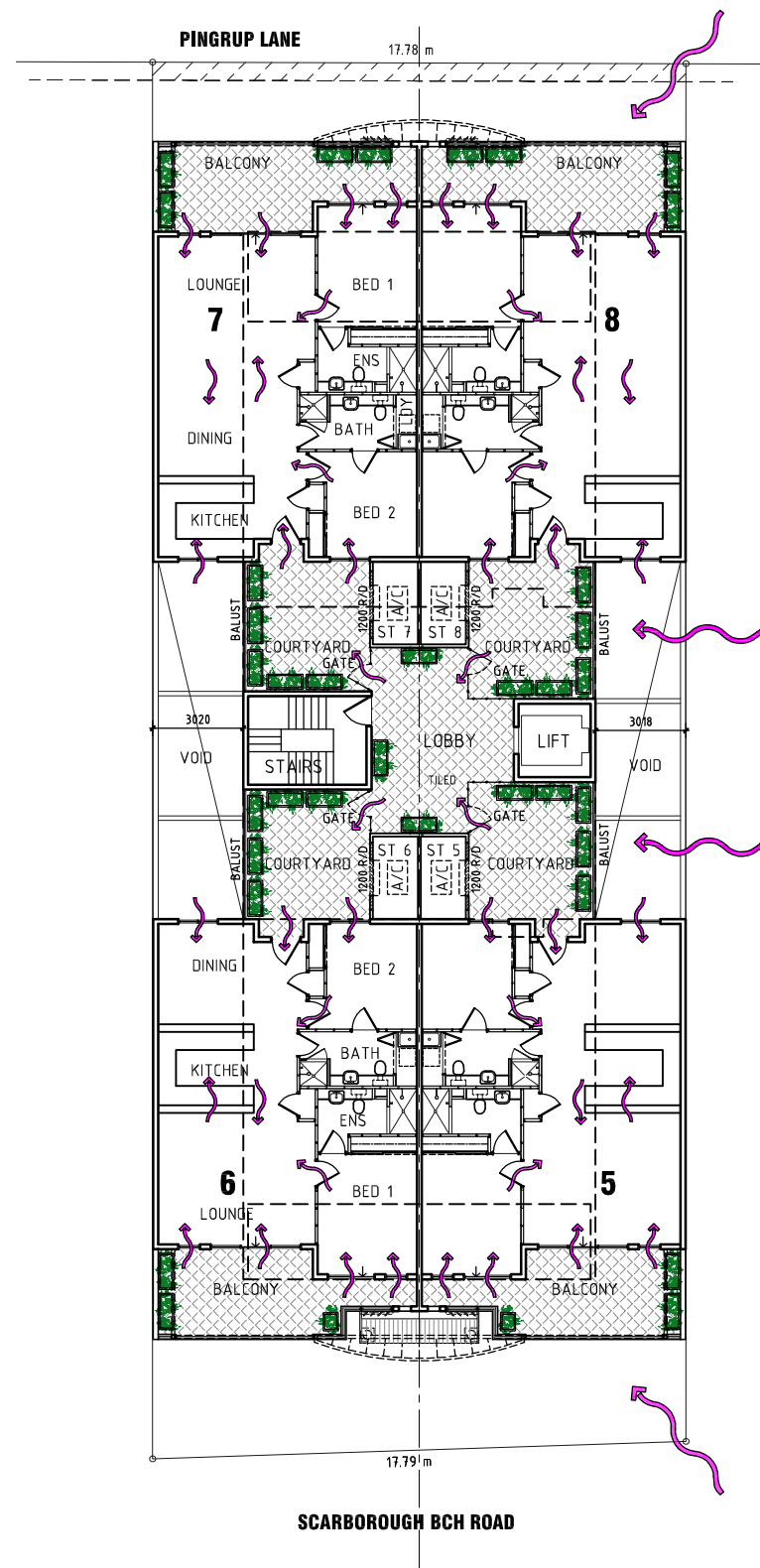
City of Stirling  
26 March 2026  
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N/E



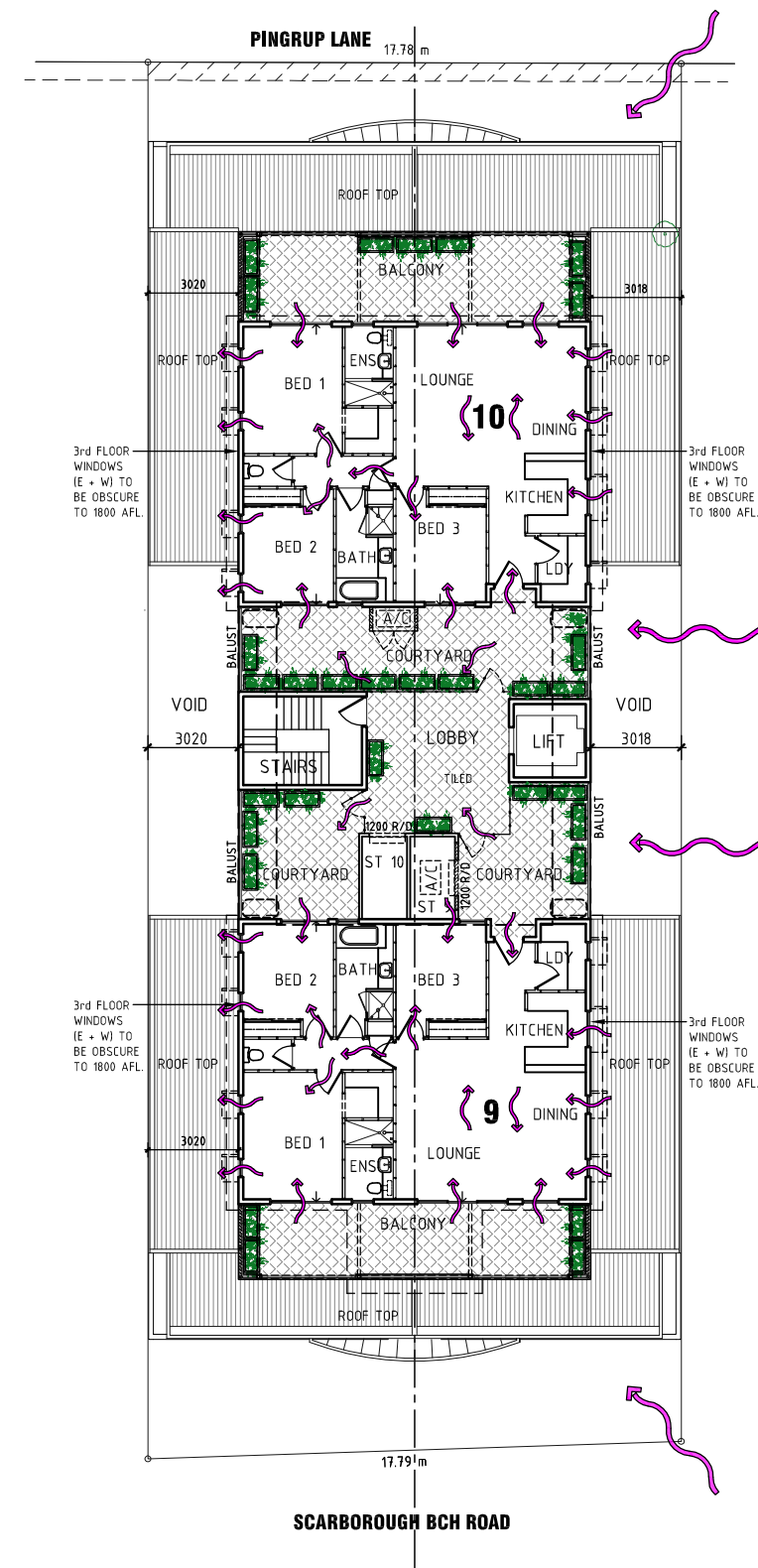
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A.H.D. 45.05

**FIRST FLOOR (Level 1)**  
SCALE: 1:250 @ A3



FFL:  
A.H.D. 48.11

**SECOND FLOOR (Level 2)**  
SCALE: 1:250 @ A3



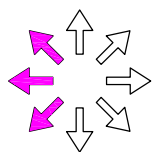
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A.H.D. 51.17

**THIRD FLOOR (Level 3)**  
SCALE: 1:250 @ A3

E

S/E

EASTERLY



PREVAILING WINDS

## BREEZEWAYS ANALYSIS

BREEZEWAYS

ALL UNITS RECEIVE CROSS  
VENTILATION THROUGH FRONT,  
REAR AND SIDE WINDOWS

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WESTERN AUSTRALIA

Rev '5'  
**A2:07**





# FIRST FLOOR (Level 1)

SCALE: 1:250 @ A3

 BREEZEWAYS

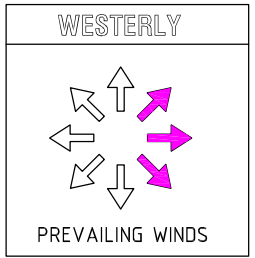
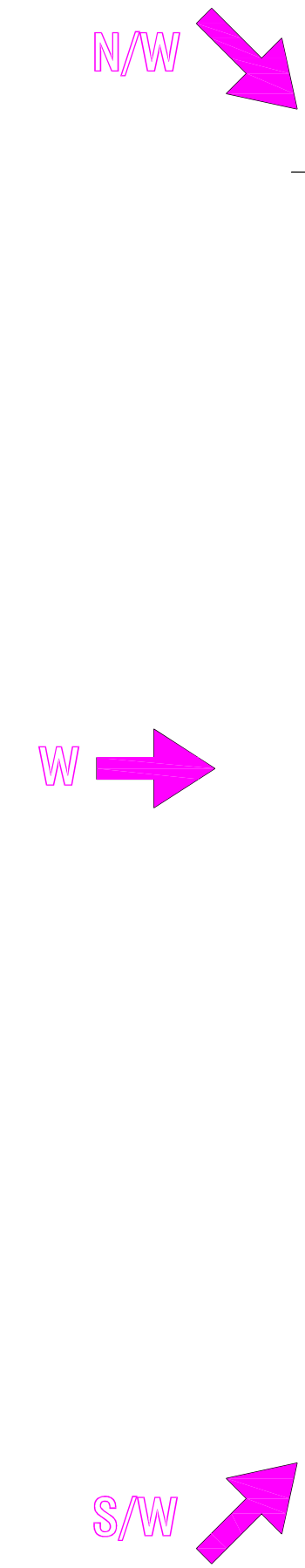
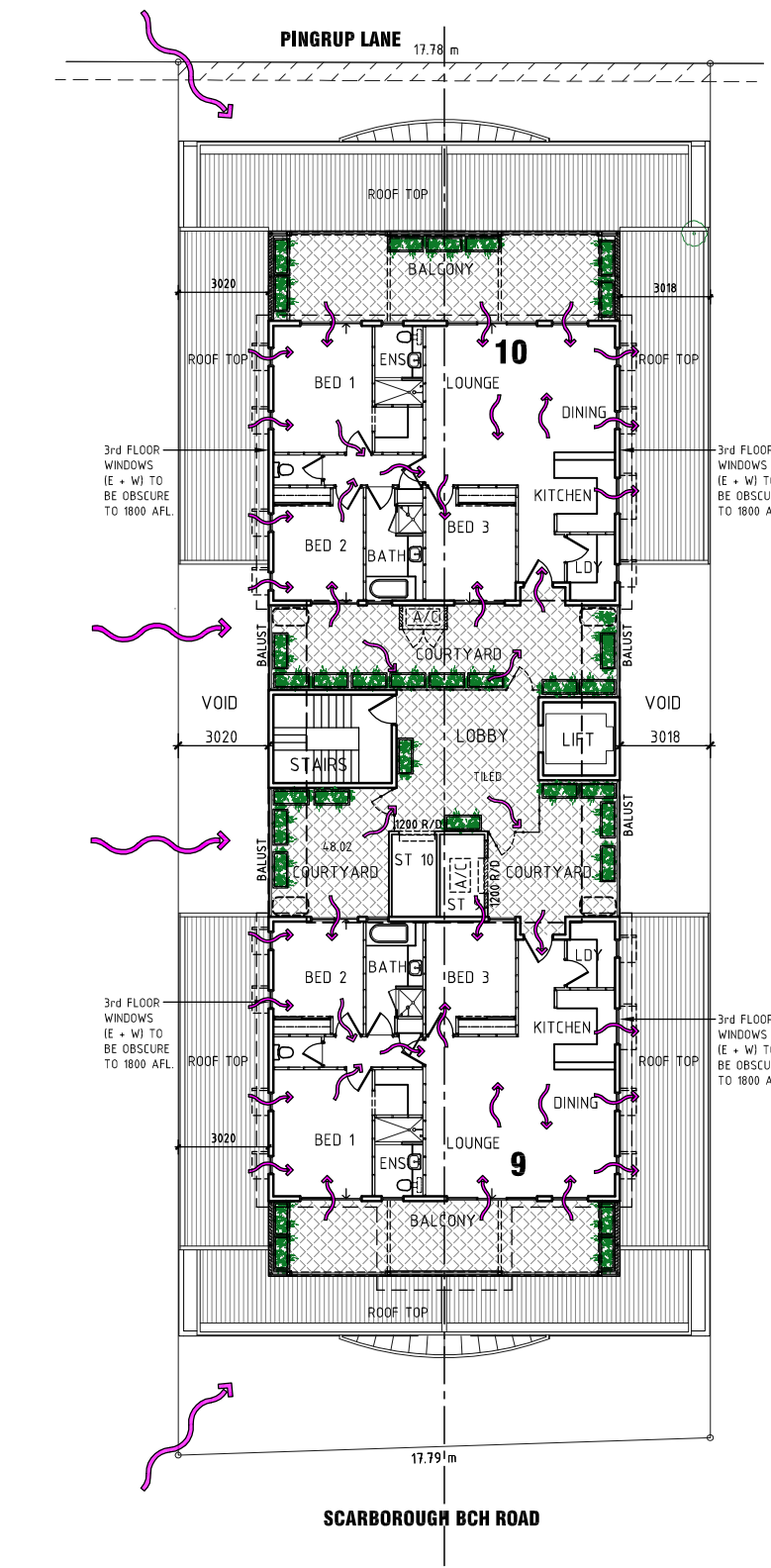
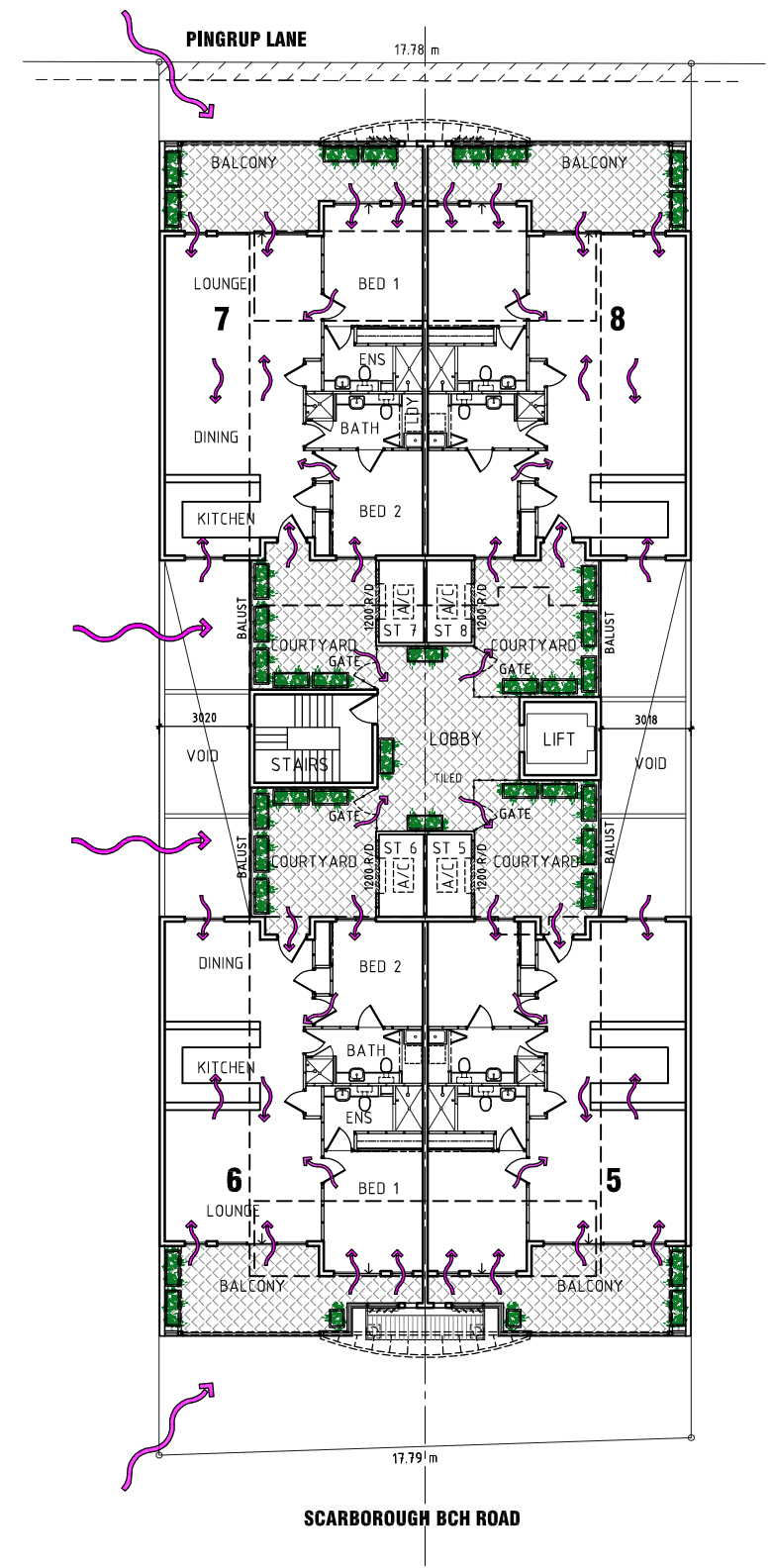
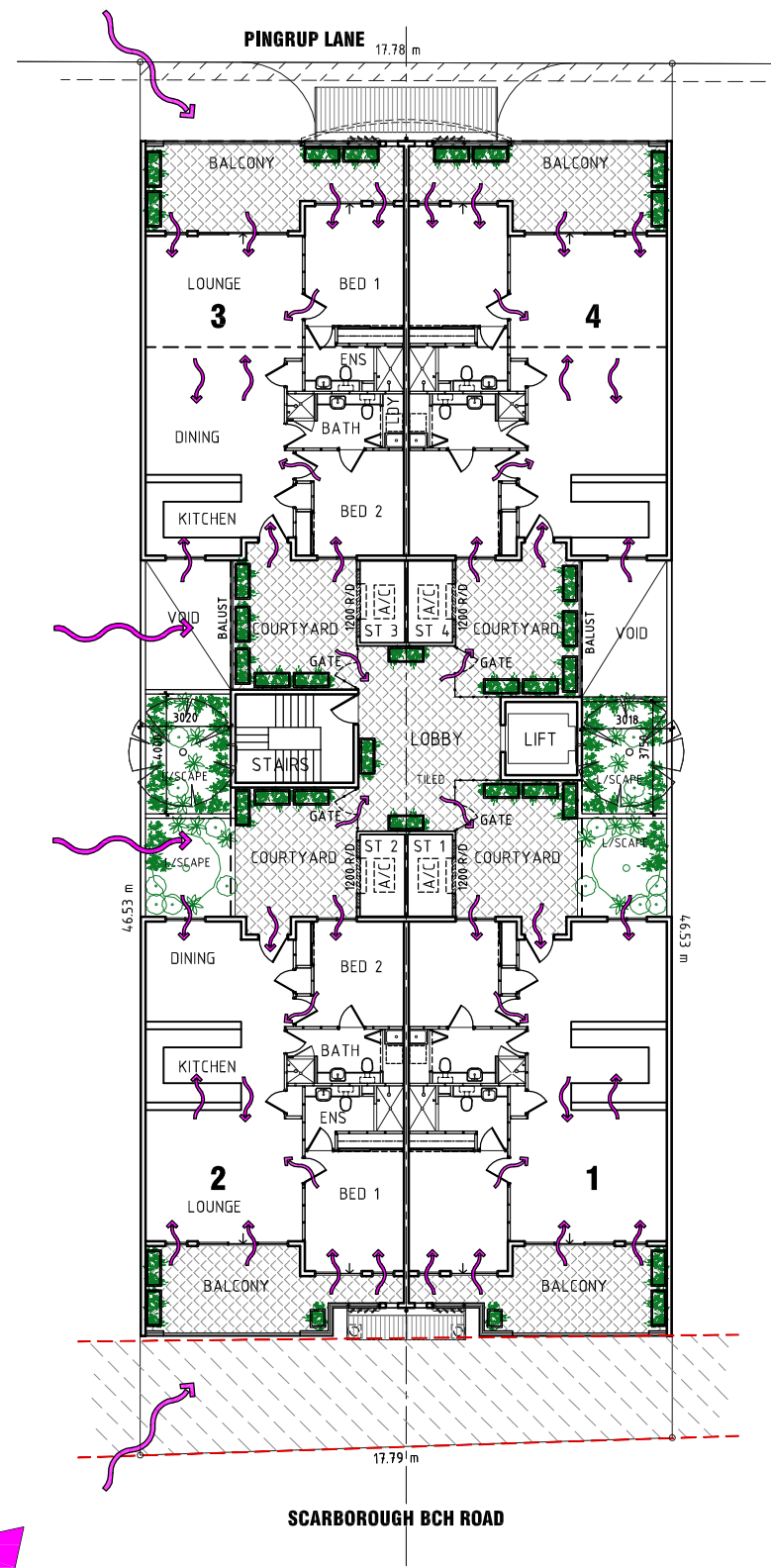
S



Rev '5'

g: **A2:08**





**BREEZEWAYS ANALYSIS**



ALL UNITS RECEIVE CROSS VENTILATION THROUGH FRONT, REAR AND SIDE WINDOWS

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
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18 DECEMBER, 2025

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**A2:09**





SCARBOROUGH BEACH ROAD | LOOKING WEST



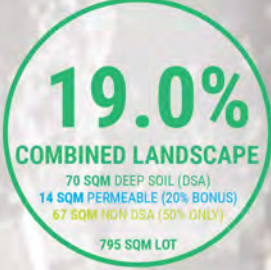
SCARBOROUGH BEACH ROAD | LOOKING NORTH



PINGRUP LANE | LOOKING EAST

City of Stirling  
26 March 2026  
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- M1

Acanthocarpus preissii

Prickle Lily

Pimelea ferruginea

Rice Flower

Eremophila glabra

Kalbarri Carpet
- M2

Anigozanthos flavidus

Kangaroo Paw

Conostylis candidans

Grey Cotton Heads

Myoporum parvifolium

Creeping Boobialla
- M3

Hibbertia scandens

Snake Vine

Westringia dampiera

Coastal Rosemary

Casuarina 'Cousin It'

Cousin It

Carpobrotus virescens

Pig Face
- M4

Billiardiera heterophylla

WA Blue Bell

Olearia little smoke

Smoke Bush

Lepidosperma gladiatum

Coastal Sword Sedge

Hemianandra pungens

Snake Bush

**LANDSCAPE DESIGN RATIONALE**  
Initial site investigations reveal a 864m² lot with no street trees on the verges in Doubleview, WA. The streetscapes on Scarborough Beach Road have concrete footpaths 300 off the boundary with occasional service pit lids and a narrow verge to the back of kerb. The streetscape in this location would benefit from the retention of existing tree planting along the southern boundary to assist with wind buffering, shade and natural canopy. No significant trees are present on site or worth retaining, however the neighbouring *Erythrina indica* as key structural landscape element to the rear laneway.

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- LEGEND**
- TREES TO BE RETAINED**  
to be protected to AS 4970
  - PROPOSED TREE**  
refer schedule for selections & sizes
  - TREE TO BE REMOVED**  
stumps + roots to be removed
  - FEATURE PLANTING**  
accent species | succulent or vertical accent
  - MASS PLANTING**  
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  - PERMEABLE PAVING**  
Aqua Trihex | unit headers | 3-6mm no-fines gravel | joints colour: PEWTER
  - PRIVATE AREA PAVEMENT**  
exposed aggregate concrete  
colour: WARM LIGHT TONES
  - DECORATIVE TILES**  
20mm granite tile paving | screed to falls on concrete slab  
colour: CHARCOAL
  - CARPARK PAVING**  
Asphalt | painted linemarking | wheelstops  
parking bays to 4.9m with vegetated overhang area
  - GRANULAR PAVING | Permeable**  
75 thick | 3-5mm crushed pea gravel | compacted  
*Dichondra repens* seeding (7g/sqm)

Retain + Protect  
neighbouring  
*Erythrina indica*  
to AS-4970

- IRRIGATION RATIONALE**
- Irrigation will be a series of smart, automatic irrigation systems that will provide subsurface watering to verge planting for establishment from each individual lot.
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direct storm water to gardens before drains

- SMALL TREE SYMBOL DIMENSIONS**  
note: symbols on plan are drawn to scale to demonstrate the following areas and dimensions:
- Minimum deep soil area (9 m²)
  - Location of tree (refer species code + pot size)
  - Minimum dimension (1.5m x 1.5m)

- | LARGE TREE                                                                            | MEDIUM TREE                                                                           | SMALL TREE                                                                            |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |
| > 8 M                                                                                 | 6 - 8 M                                                                               | < 6 M                                                                                 |
|                                                                                       |                                                                                       | 8                                                                                     |
|                                                                                       |                                                                                       | 6                                                                                     |
|                                                                                       |                                                                                       | 4                                                                                     |
|                                                                                       |                                                                                       | 2                                                                                     |
|                                                                                       |                                                                                       | 0                                                                                     |
- Md

30L

Monstera deliciosa

Swiss cheese plant
- Cl

30L

Citrus latifolia

Lime
- 45L

Dracena marginata

Dragon Tree
- Me

100L

Metrosideros excelsa

NZ Christmas Tree
- Hf

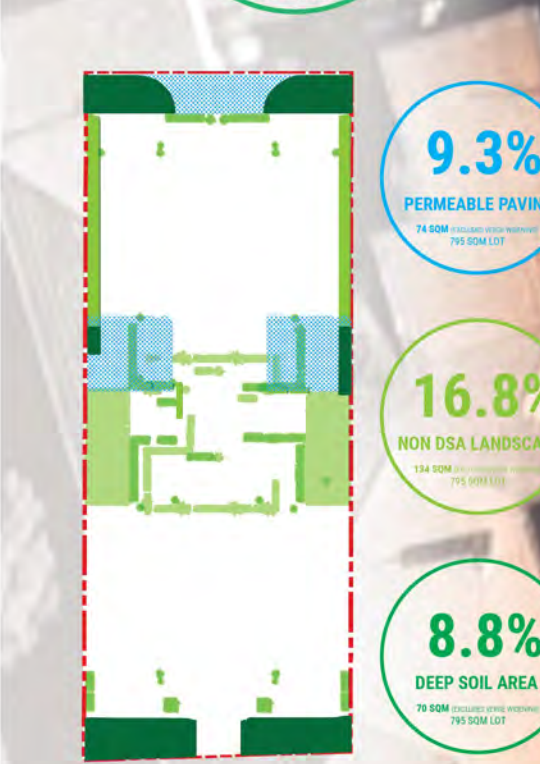
200L

Hymenosporum flavum

Native Frangipani

- TYPICAL UNDERSTOREY PLANTING PALETTE**  
3 X 130MM POTS PER SQM | 75MM THICK ORGANIC MULCH  
7 GRAMS DICHONDRA REPENS SEED PER SQM TO GRANULAR MULCH
- TYPICAL TREE PLANTING PALETTE**





**DEEP SOIL COMPLIANCE PLAN**  
SCALE 1:500 @ A3

- TYPICAL UNDERSTOREY PLANTING PALETTE**
- 3 X 130MM POTS PER SQM | 75MM THICK ORGANIC MULCH  
7 GRAMS DICHONDRA REPENS SEED PER SQM TO GRANULAR MULCH
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  - M2: Anigozanthos flavidus (Kangaroo Paw), Conostylis candidans (Grey Cotton Heads), Myoporum parvifolium (Creeping Boobialla)
  - M3: Hibbertia scandens (Snake Vine), Westringia dampiera (Coastal Rosemary), Casuarina 'Cousin It' (Cousin It), Carpobrotus virescens (Pig Face)
  - M4: Billiardiera heterophylla (WA Blue Bell), Olearia little smoke (Smoke Bush), Lepidosperma gladiatum (Coastal Sword Sedge), Hemianandra pungens (Snake Bush)

**TYPICAL UNDERSTOREY PLANTING PALETTE**



- TYPICAL TREE PLANTING PALETTE**
- Md: Monstera deliciosa (Swiss cheese plant)
  - Cl: Citrus latifolia (Lime)
  - 45L: Dracena marginata (Dragon Tree)
  - Me: Metrosideros excelsa (NZ Christmas Tree)
  - Hf: Hymenosporum flavum (Native Frangipani)

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**LEGEND**

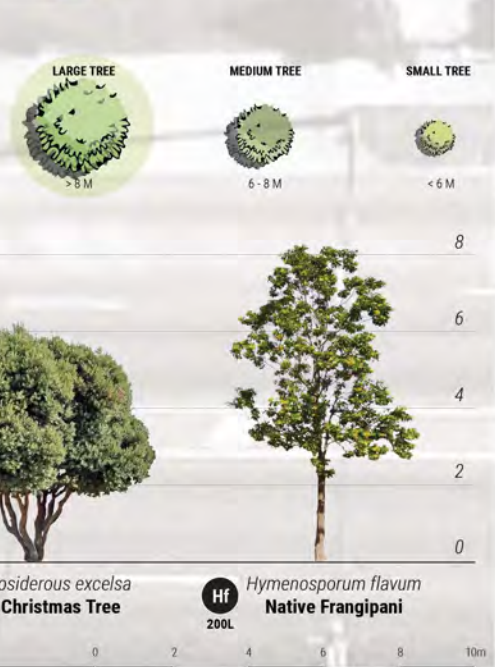
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Asphalt | painted linemarking | wheelstops parking bays to 4.9m with vegetated overhang area
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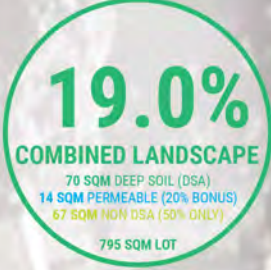
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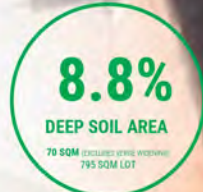
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DEEP SOIL COMPLIANCE PLAN  
SCALE 1:500 @ A3



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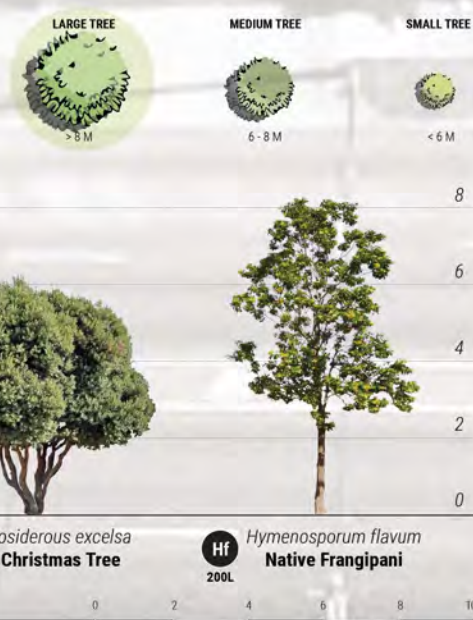
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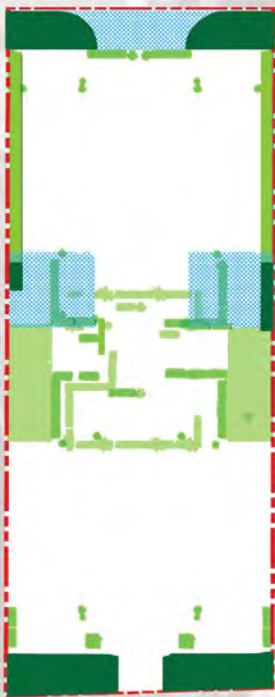
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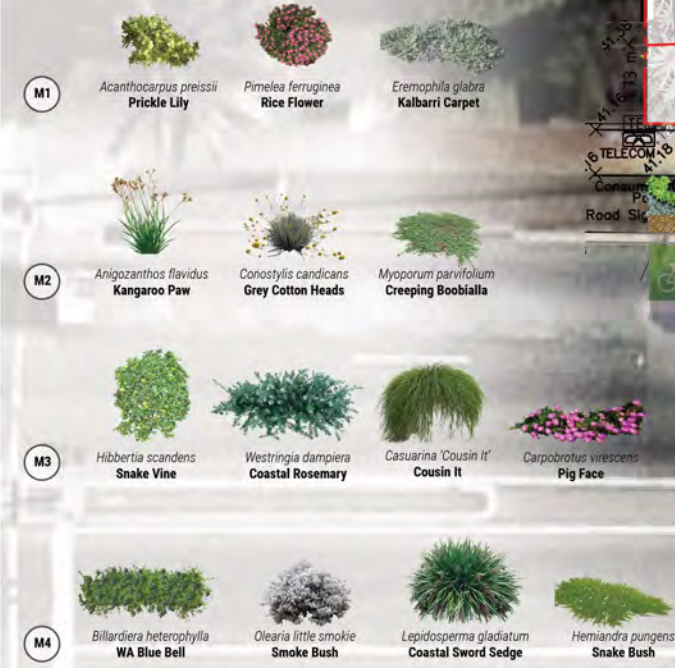
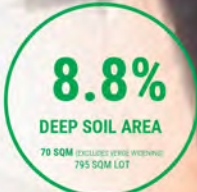








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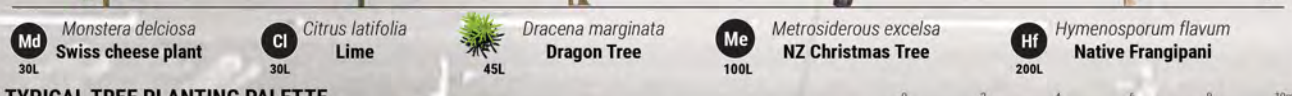
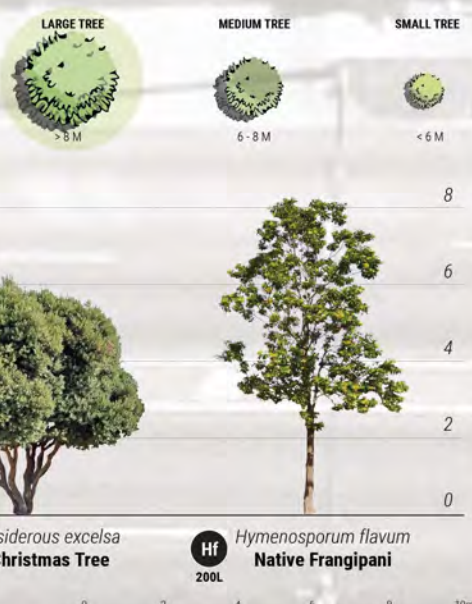
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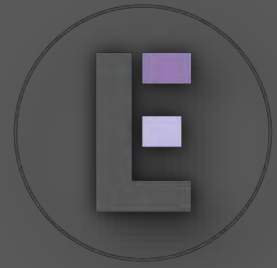
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# 182 Scarborough Beach Rd

## Acoustic Report - Development Application

|             |                         |
|-------------|-------------------------|
| Project No. | P01667                  |
| Revision    | 001                     |
| Issued      | 27 February 2025        |
| Client      | John Silbert Architects |

**E-LAB Consulting**

Where science and engineering inspire

City of Stirling  
26 March 2026  
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Document QA and Revisions

| ISSUE | DATE       | COMMENTS                 | ENGINEER   | REVIEWER        |
|-------|------------|--------------------------|------------|-----------------|
| 1     | 27/02/2025 | Issued for DA Submission | Imran Khan | Teresa D Nguyen |
| 2     |            |                          |            |                 |
| 3     |            |                          |            |                 |
| 4     |            |                          |            |                 |

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**Authorised by:**

E-LAB Consulting



Imran Khan | National Technical Director  
Acoustics & Vibration





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# 1 INTRODUCTION

## 1.1 DOCUMENT PURPOSE

John Silbert Architects have engaged E-Lab Consulting to provide an acoustic report for the proposed mixed-use development to be located at 182 Scarborough Beach Rd, Doubleview 6018 WA.

This Acoustic report has been prepared as part of Development Application for the proposed development. The following acoustic assessments were undertaken, and recommendations are made to maintain compliance:

- Noise Intrusion to the project from external noise sources (road traffic from Scarborough Beach Rd) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

## 1.2 RELEVANT DOCUMENTS

The following standards, guidelines and drawings have been used to establish the project specific acoustic design requirements for the development.

- WAPC/DPLH, State Planning Policy 5.4 – Road and Rail Noise, Sep 2019 (SPP 5.4)
- Western Australian Environmental Protection (Noise) Regulations 1997 (WA EPNR)
- Australian and New Zealand Standard AS/NZS 2107:2016 - Acoustics – Recommended design sound levels and reverberation times for building interiors (AS2107)
- National Construction Code 2022 Volume 1, Building Code of Australia (NCC 2022)



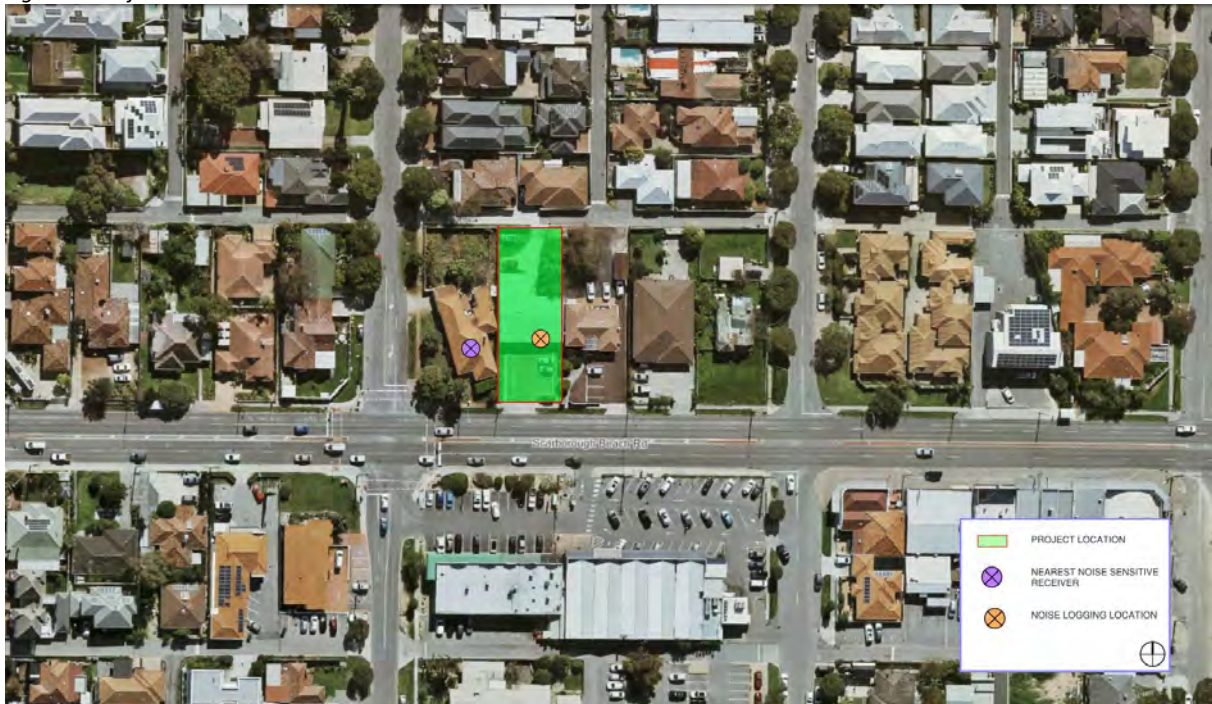
## 2 PROJECT SITE

### 2.1 SITE DESCRIPTION

The proposed project location is surrounded by commercial and residential developments with a major road (Scarborough Beach Rd) to the South of the project. Nearest noise sensitive receivers and the noise logging location are shown in Figure 1.

The project location is within the trigger distance of State Planning Policy 5.4 - Road and Rail Noise due to its proximity to Scarborough Beach Road.

Figure 1: Project Location and nearest noise sensitive receivers



### 2.2 NOISE SURVEY

Un-attended noise logging was carried out on site to ascertain the noise levels at project site and to determine the noise levels from Scarborough Beach Road to assist with the SPP5.4 acoustic model calibration on the project. Noise logging was carried out between 11<sup>th</sup> February – 17<sup>th</sup> February 2025.

#### 2.2.1 INSTRUMENTATION

The equipment used for the noise survey is detailed below:

- NSRT mk3 Sentry Noise Logger
- Larson Davis Sound Calibrator, S/N: 22031

Logger was calibrated before and after the measurements and no significant drift was found. All equipment carry current traceable calibration certificates that can be provided upon request.

## 2.2.2 Measurement Summary

Noise data from the logger is presented in a graph shown in

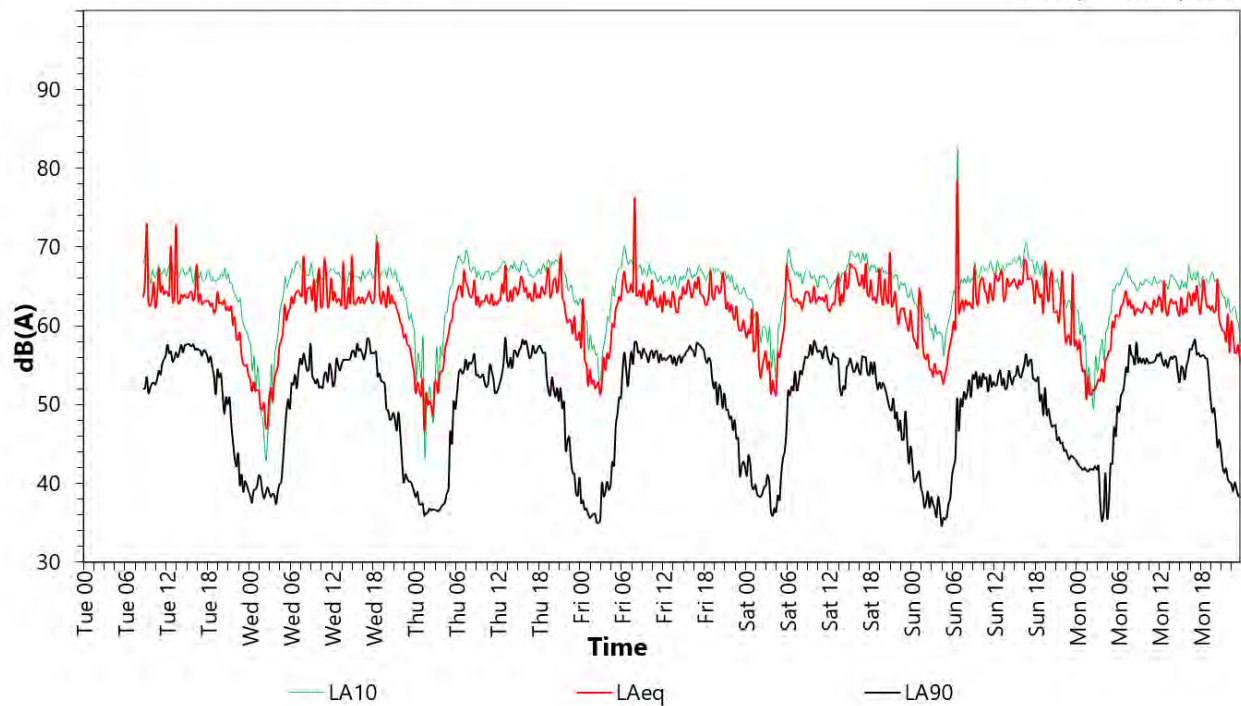
Figure 2. Average LAeq noise levels for weekdays during the measurement period are detailed below.

- Day time (6 Am – 10Pm) 64 dB(A)
- Nighttime (10Pm – 6Am) 56 dB(A)

Figure 2: Unattended noise logging – 182 Scarborough Beach Road

### 182 Scarborough Beach Rd

Tuesday 11 February 2025  
to  
Monday 17 February 2025





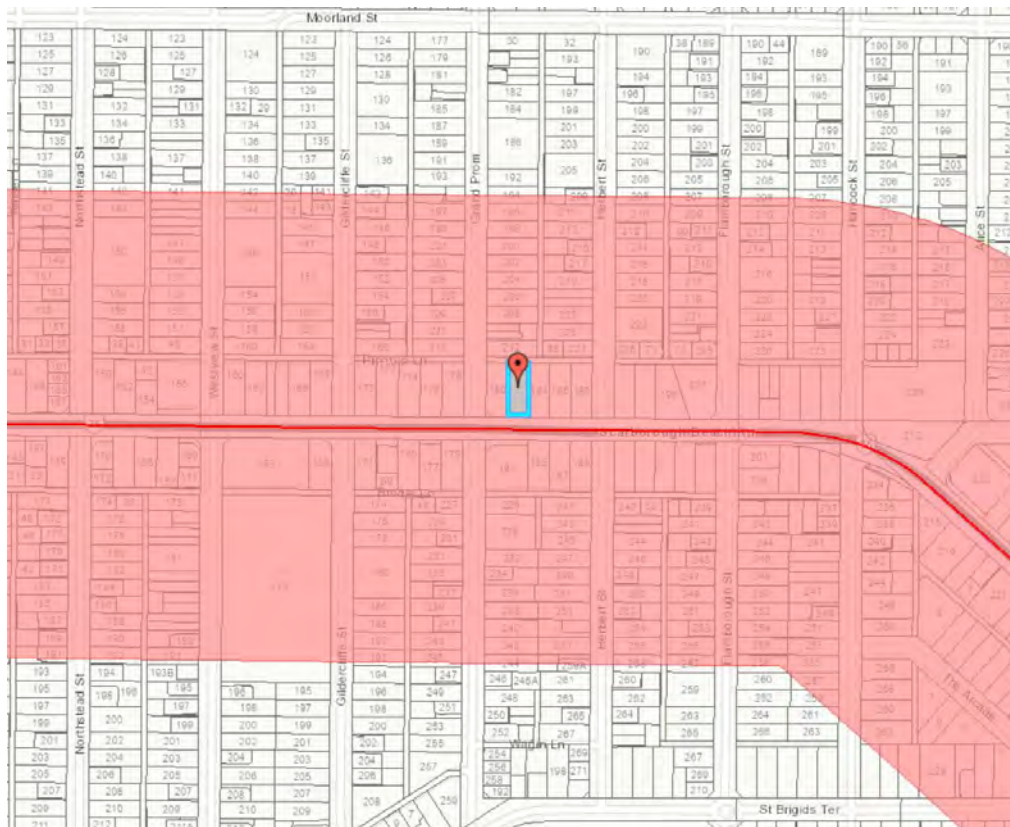
### 3 PROJECT CRITERIA

This section presents the regulatory requirements, and acoustic design criteria for the proposed development.

#### 3.1 ROAD NOISE - STATE PLANNING POLICY 5.4

The project is within the SPP5.4 trigger zone for Scarborough Beach Road (200m) as shown in Figure 3. The SPP 5.4 establishes the indoor and outdoor noise criteria that apply to a noise sensitive land use due to noise emissions from road and rail transport.

Figure 3: Project Location and SPP 5.4 Zone



Source: Department of Planning, Lands and Heritage)

Applicable noise level criteria are presented in Table 1 in accordance with SPP5.4.

Table 1: State Planning Policy 5.4 Criteria

| PROPOSAL                                    | NEW / UPGRADE                                                                                                          | NOISE TRAGET -OUTDOOR                          |                                                    | NOISE TARGET - INDOOR                                                                               |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|                                             |                                                                                                                        | DAY<br>6AM – 10PM<br>L <sub>Aeq</sub> (Day) dB | NIGHT<br>6AM – 10PM<br>L <sub>Aeq</sub> (Night) dB |                                                                                                     |
| Noise-Sensitive land-use and/or development | New noise-sensitive land-use and/or development within the trigger distance of an existing/proposed transport corridor | 55                                             | 50                                                 | DAY – L <sub>Aeq</sub> 40<br>(Living & Work Areas)<br><br>NIGHT - L <sub>Aeq</sub> 35<br>(Bedrooms) |

SPP5.4 requires assessment of traffic impact for future traffic volumes for the next 20 year. Where predicted noise levels are exceeding the noise targets, mitigation measures are needed to meet the noise targets. The policy requires outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines.

### 3.2 INTERNAL NOISE LEVELS

Recommended internal noise levels within the development are outlined by AS2107:2016 *Acoustics - Recommended design sound levels and reverberation times for building interiors*. The levels stated in AS 2107:2016 apply to the combined internal noise levels from building services and external sources.

The internal noise level criteria in AS2107 recommend continuous equivalent ( $L_{Aeq}$ ) levels for background noise. A summary of the AS2107 criteria is presented in Table 2.

Table 2: Project internal noise targets – residential spaces

| TYPE OF OCCUPANCY / ACTIVITY | RECOMMENDED DESIGN SOUND LEVEL, $L_{Aeq}$ , DB(A) |             |         |
|------------------------------|---------------------------------------------------|-------------|---------|
| Sole Occupancy Unit (SOU)    | Sleeping Areas                                    | 10pm to 7am | 35 - 40 |
|                              | Living Areas                                      | Any time    | 35 - 45 |
| Residential Building         | Apartment Common Areas (Foyer, Lobby)             | Any time    | 45-50   |
| Commercial Tenancies         | Retail shops, cafes                               | Any time    | 40-45   |

### 3.3 NOISE EMISSIONS – WA ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

Environmental noise emissions resulting from the development are addressed through the *Environmental Protection Act 1986* with the prescribed standards detailed in the *Environmental Protection (Noise) Regulations 1997* (WA EPNR). The regulations are based on maximum allowable noise levels termed the ‘assigned noise level’.

According to the EPNR, noise emissions from any premises are deemed not to significantly impact the receiver if the emissions are 5 dB or less below the assigned levels. In summary, assigned noise levels are set by evaluating the presence of commercial and industrial zones, major transport routes, and sporting venues around noise-sensitive premises.

The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A.

- “If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor.”

City of Stirling’s online mapping system (Local Planning Scheme 4) have been used to ascertain land use. Based on these maps, the influencing factor at the nearest noise sensitive receivers has been calculated, The nearest noise sensitive receiver has been identified as detailed below and shown in Figure 4.

- **180 Scarborough Beach Road**



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### 3.3.1 Influencing Factor

The influencing factor for results from identifying major roads, commercial and industrial areas for the nearest noise sensitive receivers is detailed in Table 4. The zoning maps used for the calculation of influencing factor showing the land use types has been presented in Figure 4 .

Figure 4: Zoning maps for the project and surrounding areas – 180 Scarborough Beach Road



City of Stirling Intramaps

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA). Table 3 presents the traffic data of the nearby roads.

Table 3: Traffic Data (Main Roads WA)

| ROAD                                      | WA EPNR CLASSIFICATION | ANNUAL AVERAGE DAILY TRAFFIC VOLUMES / YEAR |
|-------------------------------------------|------------------------|---------------------------------------------|
| Scarborough Beach Rd<br>(East of Duke St) | Major Road             | 16,913<br>(2020 -21)                        |

Table 4: Influencing factor (IF) noise sensitive receiver

| NOISE SENSITIVE RECIEVERS  | COMMERCIAL                                        | INDUSTRIAL                                       | ROAD                                    | INFLUENCING FACTOR |
|----------------------------|---------------------------------------------------|--------------------------------------------------|-----------------------------------------|--------------------|
| 180 Scarborough Beach Road | 18 % within 100m radius<br>5 % within 450m radius | 0 % within 100m radius<br>0 % within 450m radius | Scarborough Beach Rd within 100m radius | 7 dB               |

### 3.3.2 Assigned Noise Levels – Noise Sensitive Receivers

Table 5 summarises the assigned levels at the nearest noise sensitive receivers. All noise emissions from the development are below the assigned level criteria for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building.

Table 5: Assigned levels – 8 Wood Street, Inglewood

| TYPE OF PREMISES RECEIVING NOISE                                     | TIME OF DAY                                                                                     | ASSIGNED LEVEL (DB) |     |                   |
|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------|-----|-------------------|
|                                                                      |                                                                                                 | LA10                | LA1 | L <sub>Amax</sub> |
| Noise sensitive premises:<br>Highly sensitive area                   | 0700 to 1900 hours Monday to Saturday                                                           | 52                  | 62  | 72                |
|                                                                      | 0900 to 1900 hours Sunday & public holidays                                                     | 47                  | 57  | 72                |
|                                                                      | 1900 to 2200 hours all days                                                                     | 47                  | 57  | 62                |
|                                                                      | 2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays | 42                  | 52  | 62                |
| Noise sensitive premises: any area other than highly sensitive areas | All Hours                                                                                       | 60                  | 75  | 80                |
| Commercial premises                                                  | All Hours                                                                                       | 60                  | 75  | 80                |
| Industrial and utility premises                                      | All Hours                                                                                       | 65                  | 80  | 90                |

### 3.3.3 Noise Character Adjustments

Regulation 7 states that the noise character must be “free” of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 6.

Table 6: Noise character adjustment

| ADJUSTMENT WHERE NOISE EMISSION IS NOT MUSIC THESE ADJUSTMENTS ARE CUMULATIVE TO A MAXIMUM OF 15 DB |                             |                                | ADJUSTMENT WHERE NOISE EMISSION IS MUSIC |                                |
|-----------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------|------------------------------------------|--------------------------------|
| Where tonality is present                                                                           | Where modulation is present | Where impulsiveness is present | Where impulsiveness is not present       | Where impulsiveness is present |
| + 5 dB                                                                                              | + 5 dB                      | + 10 dB                        | + 10 dB                                  | + 15 dB                        |

Should music noise from the project become audible at the receiving locations, a +10/15 dB adjustment will be required, likely resulting in non-compliance to the EPNR.

### 3.3.4 Mechanical Services Noise Emissions

Mechanical equipment serving the project is required to meet the assigned levels of the EPNR at the nearest sensitive receivers. It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).



### 3.4 ACOUSTIC SEPARATION & INTERNAL SOUND INSULATION

#### 3.4.1 Residential Spaces (Class 3 Building)

##### Inter-Tenancy and Common Walls

Inter-tenancy walls and common walls must be designed to meet the requirements of the National Construction Code (NCC) 2022

The internal wall sound insulation matrix provided in Table 7 presents the sound transmission and insulation requirements of the deemed-to-satisfy provisions for inter-tenancy and common walls.

Table 7: Internal wall sound insulation matrix - deemed-to-satisfy provisions

| INTERNAL WALL SOUND INSULATION – DEEMED TO SATISFY PROVISIONS |                                  |                                                      |                                                      |                           |                                             |
|---------------------------------------------------------------|----------------------------------|------------------------------------------------------|------------------------------------------------------|---------------------------|---------------------------------------------|
| SOLE-OCCUPANCY UNIT SPACE 1                                   | SOLE-OCCUPANCY UNIT/COMMON SPACE |                                                      |                                                      |                           |                                             |
|                                                               |                                  | Habitable Room                                       | Wet Area                                             | Public Corridor or Stairs | Plant Room or Lift Shaft                    |
|                                                               | Habitable Room                   | $R_w + C_{tr} \geq 50$                               | $R_w + C_{tr} \geq 50$<br>Discontinuous Construction | $R_w \geq 50$             | $R_w \geq 50$<br>Discontinuous Construction |
|                                                               | Wet Area                         | $R_w + C_{tr} \geq 50$<br>Discontinuous Construction | $R_w + C_{tr} \geq 50$                               | $R_w \geq 50$             | $R_w \geq 50$<br>Discontinuous Construction |

The internal wall sound insulation matrix provided in Table 8 presents the verification requirements for the performance solution pathway.

Table 8: Internal wall sound insulation matrix – performance solution verification requirements

| INTERNAL WALL SOUND INSULATION – PERFORMANCE SOLUTION VERIFICATION REQUIREMENTS |                                    |                                                           |                                                           |                          |                                                  |
|---------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|--------------------------|--------------------------------------------------|
| SOLE-OCCUPANCY UNIT SPACE 1                                                     | SOLE-OCCUPANCY UNIT/COMMON SPACE 2 |                                                           |                                                           |                          |                                                  |
|                                                                                 |                                    | Habitable Room                                            | Wet Area                                                  | Public Corridor or Stair | Plant Room or Lift Shaft                         |
|                                                                                 | Habitable Room                     | $D_{nT,w} + C_{tr} \geq 45$                               | $D_{nT,w} + C_{tr} \geq 45$<br>Discontinuous Construction | $D_{nT,w} \geq 45$       | $D_{nT,w} \geq 45$<br>Discontinuous Construction |
|                                                                                 | Wet Area                           | $D_{nT,w} + C_{tr} \geq 45$<br>Discontinuous Construction | $D_{nT,w} + C_{tr} \geq 45$                               | $D_{nT,w} \geq 45$       | $D_{nT,w} \geq 45$<br>Discontinuous Construction |

For the purposes of understanding the classification of particular spaces under the NCC 2022, definitions are provided below:



- Habitable room – means a room used for normal domestic activities, and –
  - includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom; but
  - excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
- Wet area – means an area within a building supplied with water from a water supply system, which includes bathrooms, showers, laundries and sanitary compartments and excludes kitchens, bar areas, kitchenettes or domestic food and beverage preparation areas.

#### **Internal Riser Walls**

If a duct, soil, storm water, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an  $R_w + C_{tr}$  (airborne not less than):

- 40 if the adjacent room is a habitable room (and a kitchen); or
- 25 if the adjacent room is a non-habitable room / wet area

#### **Apartment Entry Doors**

Entry doors to apartments shall be designed and installed to achieve  $R_w$  30 or above.



## 4 TRAFFIC NOISE INTRUSION - SPP5.4

An evaluation of external transport noise impacts on the site was conducted in line with SPP 5.4. The methodology and assessment criteria are outlined in the SPP 5.4 Guidelines (hereafter referred to as the Guidelines). Sound PLAN v9.0, a 3D noise modelling software, was used to simulate noise emissions from major roads and to assess the resulting noise levels at the building façades of the development.

The noise assessment accounts for both current and future traffic volumes that will impact the proposed development. The findings from this assessment were used to evaluate the level of noise intrusion into the apartments.

Noise levels were modeled 1 meter from the building façade. The predicted receiver noise levels at the façade also include a +2.5 dB façade correction, in accordance with SPP 5.4 requirements. Compliance with the relevant sections of the SPP 5.4 Noise Modelling Checklist is documented in Appendix A.

### 4.1 MODELLING INPUTS

#### 4.1.1 Topography & Ground Absorption

Topographical data for areas surrounding the site (1m elevation contours) were sourced from Geoscience Australia Digital Elevation Model (DEM) 5 Metre Grid of Australia derived from LiDAR. A reflection order of 3 has been considered in all assessments.

#### 4.1.2 Road Traffic

The road traffic noise assessment has been conducted based on the methodology described by the Calculation of Road Traffic Noise algorithm (CoRTN, UK Transport Agency).

The CoRTN algorithm has been developed to calculate  $L_{A10,18hr}$  noise levels. However, SPP 5.4 requires road noise assessments to be based upon the energy averaged  $L_{Aeq,16hr}$  and  $L_{Aeq,8hr}$  noise descriptors for the daytime and night-time respectively. Conversions are applied using the method outlined in the DEFRA publication, *“Method for Converting the UK Road Traffic Noise Index  $L_{A10,18hour}$  to the EU Noise Indices for Road Noise Mapping.”*

This algorithm considers the following parameters:

- Noise levels measured on site for calibration of the model
- Traffic volume during each period of the day, and for current and future scenarios
- Traffic speeds
- Percentage of heavy vehicles; and
- Gradient and surface of road

The noise model included the heights of road traffic noise sources as specified by the Guidelines. Below are the modelled heights of the vehicle “strings”:

- Passenger vehicles: + 0.5 m
- Heavy vehicles — Engine noise: + 1.5 m
- Heavy vehicles — Exhaust: + 3.6 m

The modelled and observed average daily traffic volumes for 2025 and 2045 were sourced from Main Roads Western Australia (MRWA), Reference No. 43169. This data pertains to traffic on Scarborough Beach Road, Doubleview.

SPP 5.4 requires that all noise assessments account for changes in traffic volumes anticipated over the next 20 years. The traffic volume projections provided by MRWA were utilized for this purpose. Table 9 summarises the current and projected future traffic volumes used in the assessment.

Table 9: Traffic Volumes – Current & Future

| ROAD                             | YEAR         | DAILY VEHICLE COUNT | DAYTIME VEHICLE VOLUME / HR | NIGHTTIME VEHICLE VOLUME / HR | PERCENTAGE OF HEAVY VEHICLE | SPEED    |
|----------------------------------|--------------|---------------------|-----------------------------|-------------------------------|-----------------------------|----------|
| Scarborough Beach Rd, Doubleview | Current 2025 | 17,484              | 1037                        | 112                           | Day – 7%<br>Night – 6%      | 60 km/hr |
| Scarborough Beach Rd, Doubleview | Future 2045  | 20,722              | 1229                        | 133                           | Day – 7%<br>Night – 6%      | 60 km/hr |

#### 4.1.3 Model calibration

The noise model for the current year was calibrated using data obtained from the noise logging. No correction factor was applied, as the discrepancy between the actual logger data and model predictions was nil.

## 4.2 Noise Modelling Results

Road traffic noise impact for the future year (2045) predicted the highest external noise levels for the day and night-time periods:

- Day-time scenario 73 dB(A)
- Night-time scenario 63 dB(A)

Predicted noise levels on the facades are provided in Appendix B. The facade sections facing Scarborough Beach Road are projected to experience noise levels exceeding the 'noise target' values outlined in SPP5.4. As a result, acoustic treatments will be necessary to ensure compliance.



## 5 NOISE INTRUSION ASSESSMENT

Noise intrusion calculations were conducted using the approach outlined in British Standard BS EN 12354:2000. The calculations were based on the highest predicted noise levels at each façade to select appropriate glazing for achieving the desired internal noise levels. Adjustments were made to the linear spectral noise levels to account for potential losses from flanking paths and façade corrections.

### 5.1 EXTERNAL FACADE

#### 5.1.1 External Glazing, Solid Façade

The noise intrusion has been calculated for all façade elements, which is relative to their surface area. Based on the highest predicted noise levels for aircraft and road traffic following preliminary façade performance is required.

Table 10: Acoustic Façade Categories & Glazing Arrangements

| LOCATION                                                         | Acoustic façade TYPE | REQUIRED ACOUSTIC RATING ( $R_w$ , $C_{tr}$ ) | TYPICAL EQUIVALENT GLASS                                                                                                                                                         |
|------------------------------------------------------------------|----------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| South Façade - Scarborough Beach Rd.<br>(Apartments # 1,2,5,6&9) | Glazing - Living     | $R_w + C_{tr} \geq 35$ (42, -7)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /12.38mm glass</li> </ul>                                                                                       |
|                                                                  | Glazing - Bedroom    | $R_w + C_{tr} \geq 35$ (41, -6)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /10.38mm glass</li> </ul>                                                                                       |
|                                                                  | Solid Façade         | $R_w 55$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |
| North Façade – Pingrup Ln<br>(Apartments # 3,4,7&10)             | Glazing – Living     | $R_w + C_{tr} \geq 33$ (38, -5)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /6.38mm laminated glass</li> </ul>                                                                              |
|                                                                  | Glazing - Bedroom    | $R_w + C_{tr} \geq 33$ (38, -5)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /6.38mm laminated glass</li> </ul>                                                                              |
|                                                                  | Solid Façade         | $R_w 50$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |
| Commercial Tenancies – Ground Floor                              | Glazing              | $R_w + C_{tr} \geq 33$ (37, -4)               | <ul style="list-style-type: none"> <li>12.38mm laminated glass</li> </ul>                                                                                                        |
|                                                                  | Solid Façade         | $R_w 50$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |

It should be noted that the façade performance and selection of glazing and external wall treatments will likely be refined during design development stage based on the selection of façade materials.

### 5.1.2 Roof

Whilst not a mandatory requirement of the NCC rain noise has been considered with a view to ensure an adequate level of amenity for occupants. Based on a rainfall rate of 15mm/hour (which is considered appropriate for the assessment of residential dwellings in non-tropical areas of Australia) and an internal noise criterion during such rainfall of no greater than 5dB(A) above the AS2107 recommended internal noise levels (see Table 2).

Following roof construction is recommended:

- Colorbond metal deck roof with 75mm thick High Density Anticon insulation to the underside, and a suspended plasterboard ceiling with R3.0 insulation laid directly above.



## 6 NOISE EMISSIONS

Mechanical services will be expected to comply with the respective WA EPNR criteria at the nearest noise sensitive receivers for all periods of the day. At this stage no information has been provided regarding mechanical service equipment selection. Typically, this data is not available at the development application phase and review of mechanical equipment is conducted during the design phase prior to the issue of Building Permit.

Mitigation measures for the mechanical plant shall be considered during the design development stage to ensure compliance with the outlined criteria at the nearest sensitive receivers. These mitigation measures could include but not limited to the following:

- Positioning mechanical plant away from nearby receivers
- Screening around mechanical plant
- Acoustic insulation within duct work

## 7 CONCLUSION

This acoustic assessment has been prepared by E-LAB Consulting in support of a Development Application (DA) made to City of Stirling for the proposed mixed-use development to be located at 182 Scarborough Beach Rd, Doubleview 6018 WA.

This report has been prepared as part of Development Application for the proposed development. The following acoustic assessments were undertaken, and recommendations are made to maintain compliance:

- Noise Intrusion to the project from external noise sources (road traffic from Scarborough Beach Rd) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

Road traffic noise assessment has been carried out and the minimum recommended external façade construction has been provided in the form of glazing, roof and wall configurations. The predicted noise levels at the building façades were obtained through the use of the 3D noise modelling software Package, SoundPLAN v9.0. unattended noise monitoring was conducted in order to obtain the ambient noise levels at the project site and also to calibrate the model.

Once the complete mechanical equipment schedule is available, noise assessment will be carried out before issuing the Building Permit. Specific acoustic treatments will be implemented to ensure compliance with the relevant WA EPNR noise levels at the nearest noise-sensitive locations.



## Appendix A Noise Modelling Checklist

| CHECKLIST ITEM                           |                                                                         | ACTION  |
|------------------------------------------|-------------------------------------------------------------------------|---------|
| <b>Road traffic input data - Current</b> |                                                                         |         |
| Road name                                | Scarborough Beach Road 2025                                             |         |
|                                          | 16-hr daytime road traffic volume                                       | 15,777  |
|                                          | Percentage of heavy vehicles (daytime)                                  | 7       |
|                                          | 8-hr night-time road traffic volume                                     | 1707    |
|                                          | Percentage of heavy vehicles (night-time)                               | 6       |
| Road pavement                            | Dense Graded Asphalt                                                    |         |
| Road traffic heights                     | Have the road emissions sources been modelled at the following heights? |         |
|                                          | Light and heavy vehicle tyre-road height at +0.5 m                      | Y       |
|                                          | Heavy vehicle engine height at +1.5 m                                   | Y       |
|                                          | Heavy vehicle exhaust height at +3.6 m                                  | Y       |
| Traffic speed                            | What is the modelled road posted (signal) traffic speed?                | 60 km/h |

| CHECKLIST ITEM                          |                                                                         | ACTION  |
|-----------------------------------------|-------------------------------------------------------------------------|---------|
| <b>Road traffic input data - Future</b> |                                                                         |         |
| Road name                               | Scarborough Beach Road 2045                                             |         |
|                                         | 16-hr daytime road traffic volume                                       | 18,699  |
|                                         | Percentage of heavy vehicles (daytime)                                  | 7       |
|                                         | 8-hr night-time road traffic volume                                     | 2,023   |
|                                         | Percentage of heavy vehicles (night-time)                               | 6       |
| Road pavement                           | Dense Graded Asphalt                                                    |         |
| Road traffic heights                    | Have the road emissions sources been modelled at the following heights? |         |
|                                         | Light and heavy vehicle tyre-road height at +0.5 m                      | Y       |
|                                         | Heavy vehicle engine height at +1.5 m                                   | Y       |
|                                         | Heavy vehicle exhaust height at +3.6 m                                  | Y       |
| Traffic speed                           | What is the modelled road posted (signal) traffic speed?                | 60 km/h |

| NOISE PREDICTION CORRECTIONS |                                                                                                         |         |
|------------------------------|---------------------------------------------------------------------------------------------------------|---------|
| Traffic emission             | If using the Calculation of Road Traffic Noise algorithms, have the following corrections been applied? |         |
|                              | -0.8 dB correction to heavy vehicle engine emission?                                                    | Y       |
|                              | -8.0 dB correction to the heavy vehicle exhaust emission?                                               | Y       |
| Road pavement                | Has one of the following corrections been applied to the tyre/road emission?                            | Y       |
|                              | 14 mm chip seal                                                                                         | +3.5 dB |
|                              | 10 mm chip seal                                                                                         | +2.5 dB |
|                              | 5 mm chip seal                                                                                          | +1.5 dB |
|                              | Dense graded asphalt                                                                                    | 0.0 dB  |
|                              | Novachip                                                                                                | -0.2 dB |
|                              | Stone mastic asphalt                                                                                    | -1.5 dB |
|                              | Open graded asphalt                                                                                     | -2.5 dB |
| Australian traffic           | Has a -1.7 dB Australian Road Research correction or reasonable equivalent applied?                     | Y       |
| Receptor façade              | Has a +2.5 dB building façade correction been applied?                                                  | Y       |

## Appendix B      **Façade Noise Maps**



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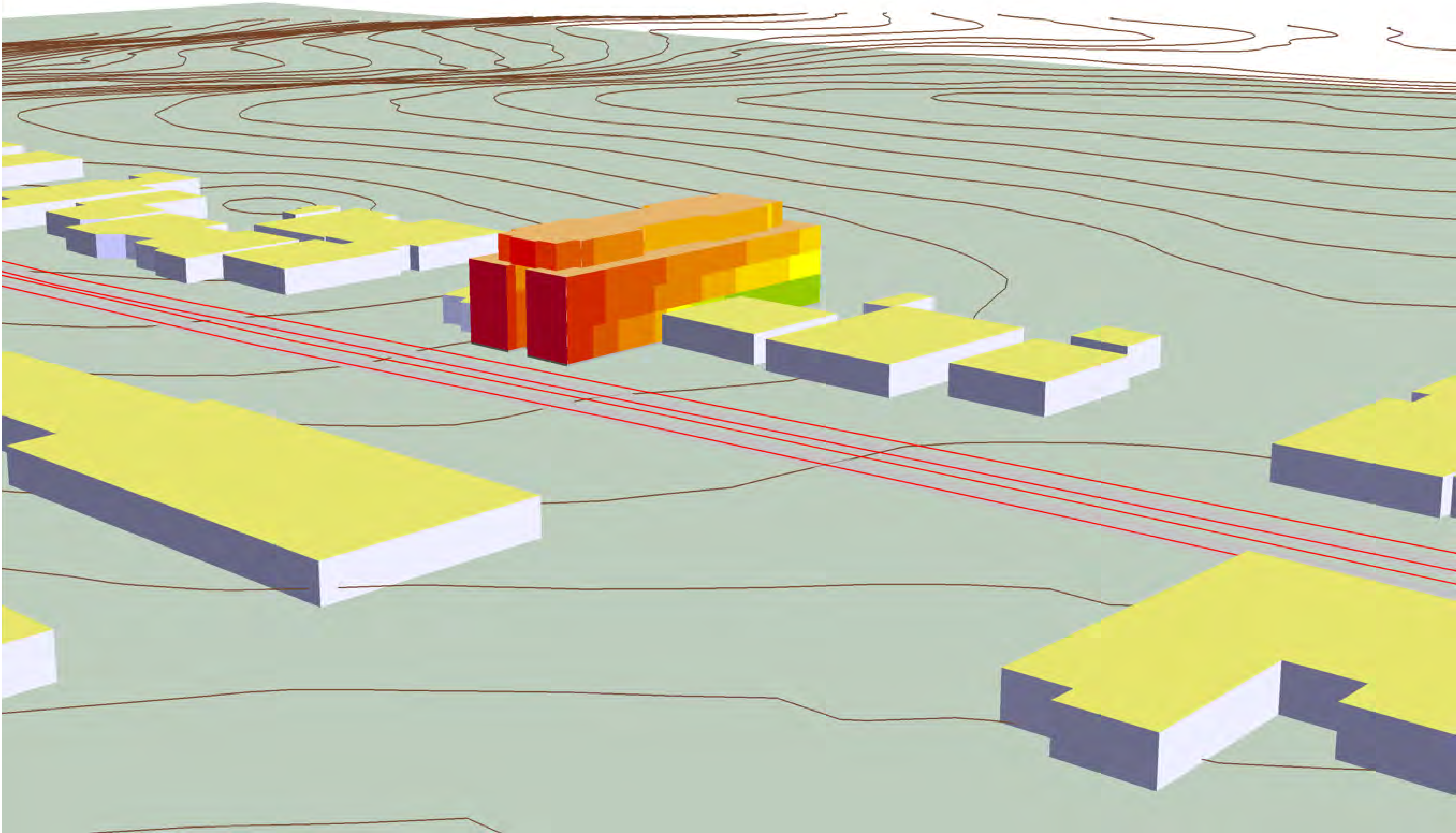
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|-------|------------|-----------------------|
| 1     | 26/02/2025 | Issue for Information |
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LEGEND

Facade Noise Level -  $L_{eq,1hr,dB(A)}$

|         |
|---------|
| < 50    |
| 50 - 52 |
| 52 - 54 |
| 54 - 56 |
| 56 - 58 |
| 58 - 60 |
| 60 - 62 |
| 62 - 64 |
| 64 - 68 |
| 68 - 70 |
| 70 - 72 |
| 72 - 74 |
| 74 - 76 |
| > 76    |

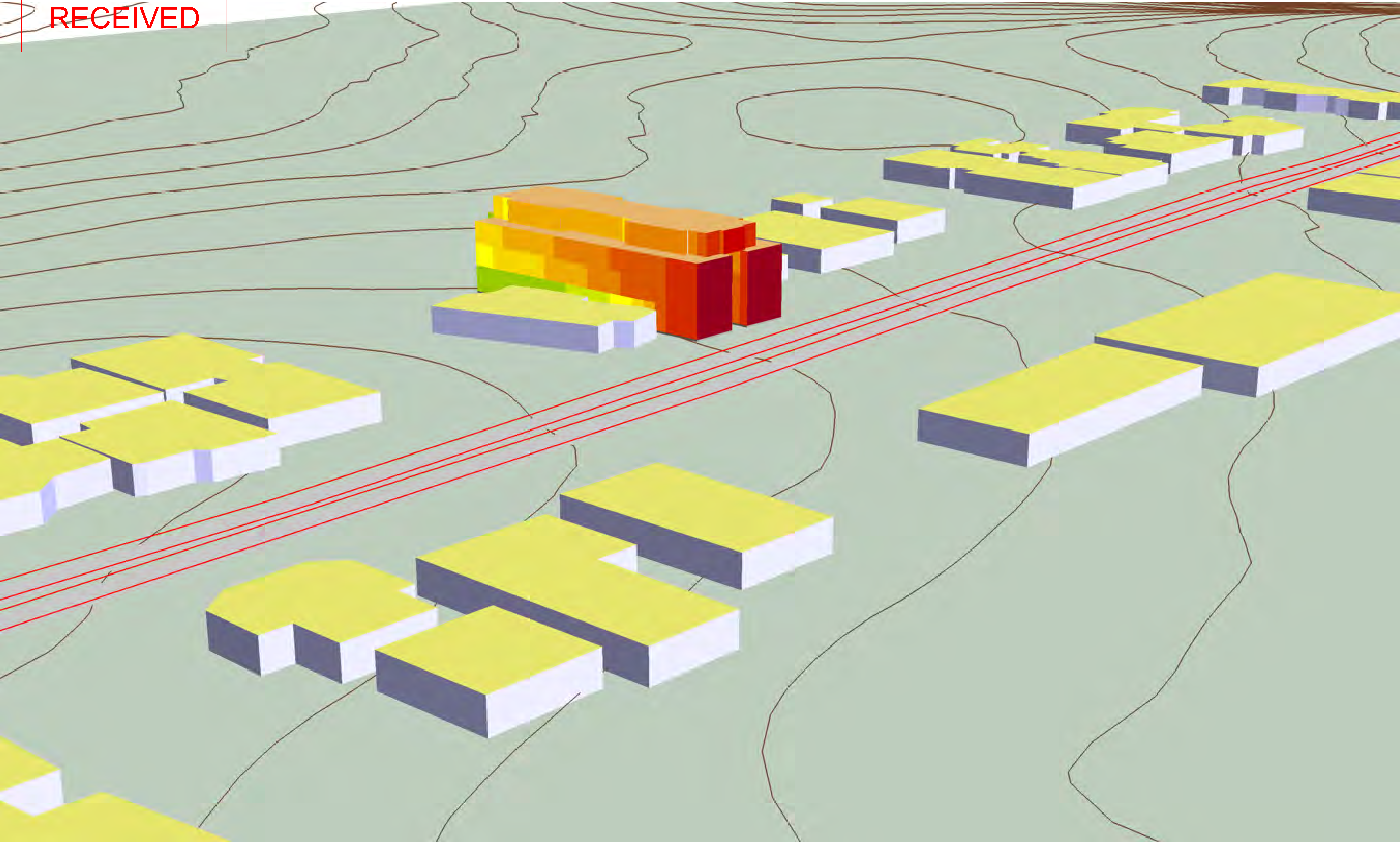
NOTES



|                |                                                     |
|----------------|-----------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                          |
| PROJECT NO.    | PD1667                                              |
| ARCHITECT      | John Silbert                                        |
| CLIENT         | John Silbert                                        |
| SCALE          | NTS                                                 |
| STATUS         | ISSUE FOR DA                                        |
| DRAWING        | 2045 FACADE NOISE LEVELS - DAYTIME<br>VIEW 1 (EAST) |
| DISCIPLINE     | ACOUSTICS                                           |
| DRAWING NUMBER | AC-DWG-100-01-01                                    |
| REVISION       | 001                                                 |



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LEGEND

Facade Noise Level -  $L_{\text{max}}(\text{dB(A)})$

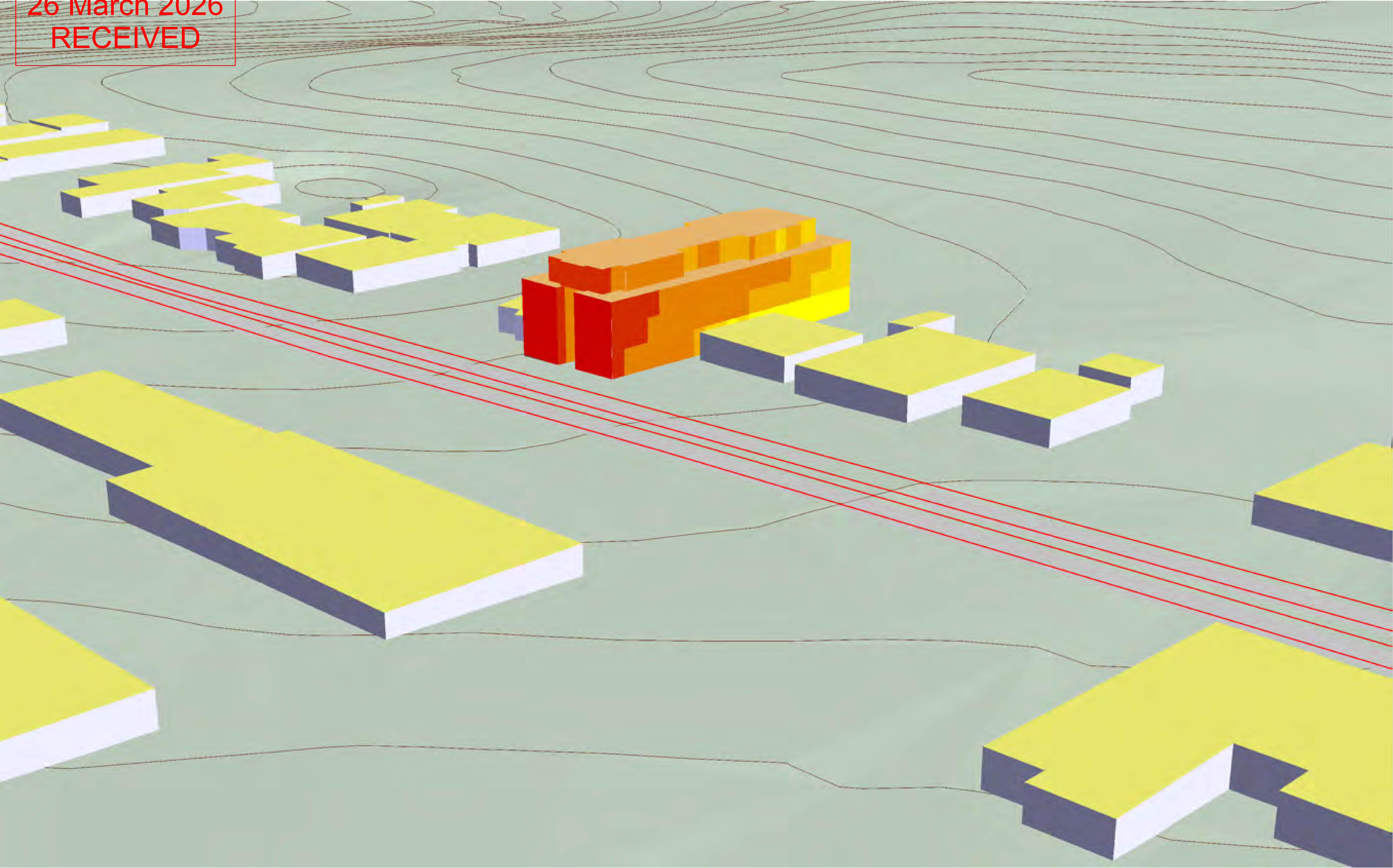
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|---------|
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| 52 - 54 |
| 54 - 56 |
| 56 - 58 |
| 58 - 60 |
| 60 - 62 |
| 62 - 64 |
| 64 - 66 |
| 66 - 70 |
| 70 - 72 |
| 72 - 74 |
| 74 - 76 |
| > 76    |

NOTES

|                |                                                     |
|----------------|-----------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                          |
| PROJECT NO.    | PD1667                                              |
| ARCHITECT      | John Silbert                                        |
| CLIENT         | John Silbert                                        |
| SCALE          | NTS                                                 |
| STATUS         | ISSUE FOR DA                                        |
| DRAWING        | 2045 FACADE NOISE LEVELS - DAYTIME<br>VIEW 2 (WEST) |
| DISCIPLINE     | ACOUSTICS                                           |
| DRAWING NUMBER | AC-DWG-100-01-01                                    |
| REVISION       | 001                                                 |



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LEGEND

Facade Noise Level -  $L_{eq,1hr}$  (dB(A))

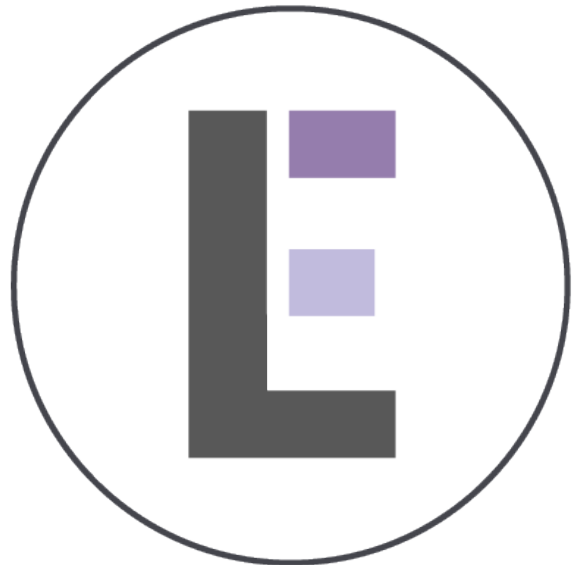
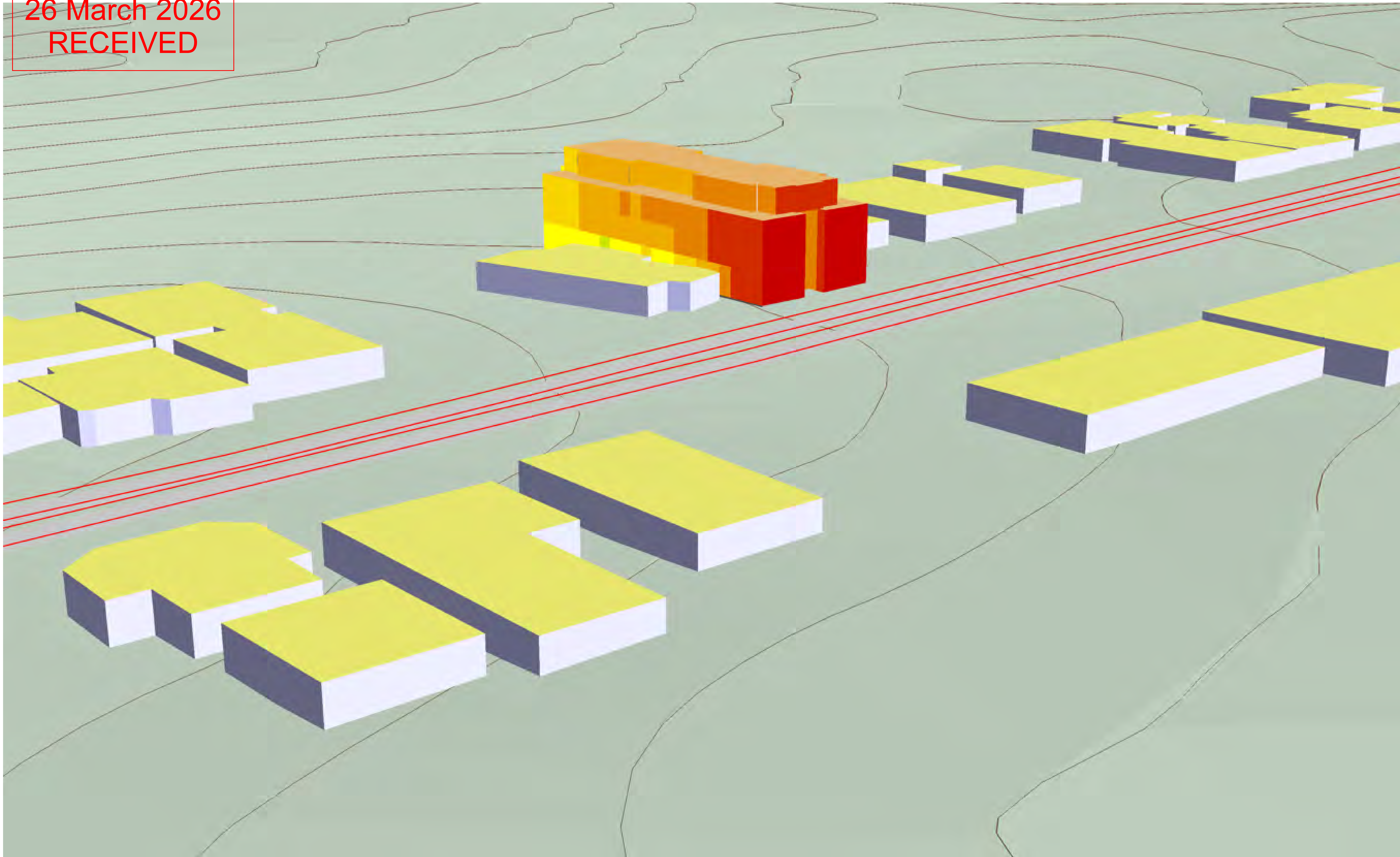
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| 40 - 43 |
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| 65 - 68 |
| 68 - 70 |
| > 70    |

NOTES

|                |                                                       |
|----------------|-------------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                            |
| PROJECT NO.    | PD1667                                                |
| ARCHITECT      | John Silbert                                          |
| CLIENT         | John Silbert                                          |
| SCALE          | NTS                                                   |
| STATUS         | ISSUE FOR DA                                          |
| DRAWING        | 2045 FACADE NOISE LEVELS - NIGHTTIME<br>VIEW 1 (EAST) |
| DISCIPLINE     | ACOUSTICS                                             |
| DRAWING NUMBER | AC-DWG-100-01-01                                      |
| REVISION       | 001                                                   |



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|-------|------------|-----------------------|
| 1     | 26/02/2025 | Issue for Information |
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| 68 - 70                                   |  |
| > 70                                      |  |

NOTES

|                |                                                       |
|----------------|-------------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                            |
| PROJECT NO.    | PD1667                                                |
| ARCHITECT      | John Silbert                                          |
| CLIENT         | John Silbert                                          |
| SCALE          | NTS                                                   |
| STATUS         | ISSUE FOR DA                                          |
| DRAWING        | 2045 FACADE NOISE LEVELS - NIGHTTIME<br>VIEW 2 (WEST) |
| DISCIPLINE     | ACOUSTICS                                             |
| DRAWING NUMBER | AC-DWG-100-01-01                                      |
| REVISION       | 001                                                   |







# Design Note

182 Scarborough Beach Road, Doubleview

Prepared for Urbanista

18 June 2025

Project Number: WMP25047



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#### DOCUMENT CONTROL

| Version | Description            | Date       | Author | Reviewer | Approver |
|---------|------------------------|------------|--------|----------|----------|
| 1.0     | First Approved Release | 18/06/2025 | RH     | JL       | RH       |
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#### Approval for Release

| Name          | Position                                                             | File Reference           |
|---------------|----------------------------------------------------------------------|--------------------------|
| Rachel Hayton | Project Manager – Senior<br>Waste Strategy Consultant &<br>Team Lead | WMP25047_Design Note_1.0 |
| Signature     | <i>Rachel Hayton</i>                                                 |                          |

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## Diagrams

Diagram 1: Example Bin Storage Area

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## 1 Introduction

This report provides a summary of the waste measures that require consideration in the development design to achieve an efficient waste management system. Please note, this document is not the Waste Management Plan.

Please review the report and provide us with bin size and collection frequency preferences to be included into the Waste Management Plan, along with the latest design (in CAD format) of the Bin Storage Areas and the waste collection point with swept path analysis showing waste collection vehicle entry/exit paths.

Should you have any queries please don't hesitate to contact the undersigned:

**Rachel Hayton**  
**Senior Waste Strategy Consultant**

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## 2 City of Stirling Services

Based on the City's *Waste Guidelines For New Developments* and past discussions with the City's, Talis understands the following services are available:

Residential and commercial waste **must** be collected by the City.

### **Residential:**

- The City currently offers 140L, 240L and 660L bins for refuse, collected once each week;
- The City currently offers 240L, 360L and 660L bins for recycling, collected fortnightly;
- The City may offer increased collection frequencies up to twice each week; and
- On demand bulk waste collection via skip bin is provided to residents.

### **Commercial:**

- The City utilises 240L, 660L and 1,100L bins for commercial premises, and can offer increased collection frequencies at an additional cost.

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### 3 Waste Generation

The following section describes the quantity of bins required for the Bin Storage Areas, based on the City's Guidelines.

#### 3.1 Bin Storage Area Calculations

The quantity of bins required in the Bin Storage Areas have been calculated based on the number of residential units and the floor area (m<sup>2</sup>) of the commercial tenancies, as follows:

##### Residential:

- Two Bedroom Unit – 8; and
- Three Bedroom Unit – 2.

##### Commercial:

- Tenancy 1 – 116m<sup>2</sup>; and
- Tenancy 2 – 105m<sup>2</sup>.

Table 3-1 shows the waste generation rates which have been applied to the development. The number of bins required for the Bin Storage Areas are calculated based on these waste generation rates.

**Table 3-1: Waste Generation Rates**

| Tenancy Use Type   | City's Guideline Reference           | Refuse Generation Rate     | Recycling Generation Rate  | FOGO Generation Rate* |
|--------------------|--------------------------------------|----------------------------|----------------------------|-----------------------|
| <b>Residential</b> |                                      |                            |                            |                       |
| Units              | Standard Service – Communal Use Bins | 98L/week                   | 120L/fortnight             | 42L/week              |
| <b>Commercial</b>  |                                      |                            |                            |                       |
| Commercial         | Retail Shops (>100m <sup>2</sup> )   | 50L/100m <sup>2</sup> /day | 50L/100m <sup>2</sup> /day | -                     |

\*FOGO has been calculated based on 30% of the refuse waste generation rate from the City's Guidelines

#### 3.2 Bin Sizes

Table 3-2 shows the typical dimensions of the bins which may be utilised at the development. It should be noted that bin sizes may vary slightly depending on the supplier.

Note: bins should not be stacked in rows and should be provided with a minimum 50mm clearance on all sides (between bins, against walls etc.) when sizing the Bin Storage Areas.

**Table 3-2: Typical Bin Dimensions**

| Dimensions (m) | Bins Sizes |       |       |       |        |
|----------------|------------|-------|-------|-------|--------|
|                | 140L       | 240L  | 360L  | 660L  | 1,100L |
| Height (mm)    | 1,065      | 1,080 | 1,120 | 1,250 | 1,470  |
| Depth (mm)     | 540        | 735   | 905   | 850   | 1,245  |
| Width (mm)     | 500        | 675   | 700   | 1,200 | 1,200  |

Reference: City of Stirling Waste Guidelines for New Developments

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### 3.3 Residential Bin Storage Area Requirements

The quantity of bins required for the Residential Bin Storage Area is outlined in Table 3-3. This is based on the bin capacities in Table 3-2, and collection frequencies offered by the City.

**Table 3-3: Residential Bin Requirements**

| Collection Frequency | Bin Sizes |      |      |      |
|----------------------|-----------|------|------|------|
|                      | 140L      | 240L | 360L | 660L |
| <b>Refuse</b>        |           |      |      |      |
| Fortnightly          | 14        | 9    | -    | 3    |
| One / week*          | 7         | 5    | -    | 2    |
| Two / week*          | 4         | 3    | -    | 1    |
| <b>Recyclables</b>   |           |      |      |      |
| Fortnightly          | -         | 10   | 7    | 4    |
| One / week*          | -         | 5    | 4    | 2    |
| Two / week*          | -         | 3    | 2    | 1    |
| <b>FOGO</b>          |           |      |      |      |
| One / week           | 3         | 2    | -    | -    |
| Two / week*          | 2         | 1    | -    | -    |

\* Increased collection frequency subject to City of Stirling approval

#### 3.3.1 Provision for FOGO Services

It is expected that the City will be introducing bins for the separate collection of FOGO in the future and therefore Talis has included bin requirements for this service in Table 3-3.

Kitchen caddies, typically provided by the City, would be used in each residential apartment to collect FOGO, which would then be taken by residents to the Bin Storage Area for disposal into designated lime green lidded FOGO bins.

### 3.4 Commercial Bin Storage Area Requirements

The quantity of bins required for the Commercial Bin Storage Area is outlined in Table 3-4. This is based on the bin capacities in Table 3-2, and collection frequencies of up to two times each week.

**Table 3-4: Commercial Bin Requirements**

| Collection Frequency | Bin Sizes |      |        |
|----------------------|-----------|------|--------|
|                      | 240L      | 660L | 1,100L |
| <b>Refuse</b>        |           |      |        |
| One / week           | 4         | 2    | 1      |
| Two / week           | 2         | 1    | 1      |
| <b>Recyclables</b>   |           |      |        |
| Fortnightly          | 7         | 3    | 2      |
| One / week           | 4         | 2    | 1      |
| Two / week           | 2         | 1    | 1      |

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## 4 Waste Storage Design Considerations

### 4.1 Bin Storage Area

Better practice for waste management in mixed used developments recommends that residential and commercial bin stores are designed and managed separately.

Therefore, **separate Bin Storage Areas** should be provided for residential and commercial wastes. Commercial tenants should not be able to access residential waste storage facilities.

The City requires the Bin Storage Areas to consider the following design considerations:

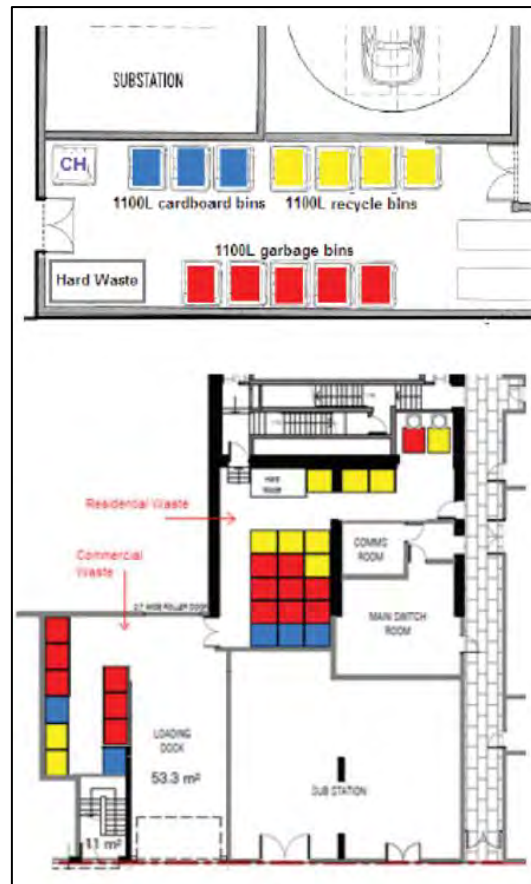
- Waste and recycling bins should be always stored within the boundaries of the property, but not fronting the street;
- Sufficient space should be provided for bins and associated equipment in dedicated Bin Storage Areas to manage all waste and recyclables likely to be generated on the premises between collections;
- Bin Storage Areas **should be able to hold a minimum of 24 hours' worth of waste generation**;
- The design of the Bin Storage Areas should be functional, to allow all bins to be easily moved and washed/cleaned;
- All personnel access ways should be minimum width of **1,100mm** wide;
- All bins are to be spaced with a minimum **50mm** clearance on all sides (between bins and against walls);
- Bin Storage Areas must be large enough for the bins to sit next to each other, not behind each other (**no double stacking of bins**) as tenants may not take responsibility for rotating bins;
- The City encourages the use of larger bin sizes (**660L and 1,100L**) where practical to ensure efficient storage and collection of waste and recycling streams;
- Mains water supply and sewer plumbed drainage outlets should be installed in the Bin Storage Areas to allow for the washing of all room surfaces and for the cleaning of bins as required;
- Waste or recycling bin room/s should have a minimum **1,500mm** in width opening to allow easy removal and return of all bin sizes, Openings (e.g., doors) should be able to be securely locked open; and
- The development must comply with the relevant health local laws.

Bin Storage Areas should be adequately sized to accommodate the preferred quantity of bins, at the designated collection frequency, with adequate room for residents/staff/cleaners to easily access all bins and to allow bins to be easily moved around and serviced, refer Diagram 1.

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Diagram 1: Example Bin Storage Area



Reference: City's Guidelines

## 4.2 Residential Bulk Waste

To assist with the reduction of illegal dumping and bulky wastes, each apartment could have an allocated storage room which could be used for the temporary storage of bulk waste. Strata management would then be required to liaise with residents on procedures for bulky waste disposal within the Proposal.

The City offers residents the following on demand collection services annually:

- One – 3m<sup>3</sup> skip bin;
- One – E-waste collection;
- One – Whitegoods collection; and
- One – Mattress collection.

An accessible area near the Bin Presentation Area/verge may be used for the placement of a skip bin and for use as a collection point for e-wastes, whitegoods and mattresses. Residents would then liaise with strata management on organisation of the collection/delivery of the bulk waste services.

As the Proposal is a multi-unit development it is expected that green waste generation would be insignificant and will be removed from the Proposal as required. Removal of higher volumes of green waste will be managed by strata management and private contractors, as required.



## 5 Waste Collection Design Considerations

As mentioned earlier, the City **must** collect residential and commercial waste from the development.

The development will need to demonstrate how it will accommodate waste collection vehicles onsite to collect waste if there is insufficient area on the verge for bins to be lined up in a single row to facilitate servicing by the City's side arm waste collection vehicle. This may be in the form of a kerbside embayment/parking with signage to keep clear during collection times/days.

140L – 360L bins presented to the kerbside are typically collected by the City's side arm waste collection vehicle (12.5m in length) at the standard collection frequencies (weekly FOGO and alternating fortnight refuse and recycling). Consideration should be given to waste trucks being able to operate in a safe and efficient manner without impacting on local traffic, truck movements being clear of power boxes, water meters, light poles, junction boxes and letter boxes and internal footpaths being designed with flush kerbing and to take waste truck load of 25,000kg.

Alternatively, the City's rear loader collection vehicle could collect the larger bins from a kerbside embayment or directly from the Bin Storage Area. The site should be configured to allow the waste collection vehicles to enter and exit the site in a **forward direction**. Waste collection vehicles reversing in and out of the development may **not** be supported by the City.

Rear lift collection vehicles are used for onsite servicing of bin volumes between 140L and 1,100L. Table 5-1 shows the typical dimensions of the City's rear lift collection vehicles. These dimensions may change slightly depending on their fleet availability. It should be noted that **2m of operating space** is required behind a rear lift truck to operate the bin lifting mechanism.

**Swept path analysis** should be conducted by a certified traffic engineer to ensure a collection vehicle can safely service the development if required.

**Table 5-1: City of Stirling Rear Lift Waste Collection Vehicle Specification**

| Rear Lift Dimensions   | 14m <sup>3</sup> | 20m <sup>3</sup> |
|------------------------|------------------|------------------|
| Overall Length (m)     | 10               | 10               |
| Overall Width (m)      | 2.5              | 2.5              |
| Overall Height (m)     | 2.8              | 3.4              |
| Operational Height (m) | 3.2              | 3.4              |
| GVM full (tonnes)      | 14               | 22.5             |

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# Mixed Use Development, 182 Scarborough Beach Road, Doubleview

## Transport Impact Statement

PREPARED FOR:  
Paul & Gabrielle Levi

September 2025

# Document history and status

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## APPENDIX A: PROPOSED DEVELOPMENT PLAN



## REPORT FIGURES

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# 1 Introduction

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Paul & Gabrielle Levi with respect to the proposed mixed use development to be located at 182 Scarborough Beach Road in Doubleview, City of Stirling. The subject site is located at the north side of Scarborough Beach Road, a short distance east of Grand Promenade intersection and immediately opposite of the local IGA shopping centre.

The subject site (approximately 825m<sup>2</sup>) currently accommodates commercial tenancies (sports massage/chiropractor and pathology lab) with associated on-site car parking, as shown in **Figure 1**.



Figure 1: Location of the subject site

The subject site is presently served by a pair of crossovers comprising one full-movement crossover on Scarborough Beach Road (front access) and one full-movement crossover on Pingrup Lane (rear access).

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: “A *Transport Impact Statement* is required for



*those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.*

**Section 6** of Transcore’s report provides details of the estimated trip generation for the proposed development and its net impact resulting from the replacement of existing land uses at the subject site with the proposed mixed-use development. Accordingly, as the total net additional peak hour vehicular trips are estimated to be below the 100 trip threshold, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and access/egress movement patterns.

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<sup>1</sup> *Between 10 and 100 vehicular trips per hour*

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## 2 Development Proposal

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The redevelopment proposal contemplates replacement of the existing commercial development with associated car parking at the subject site with a new four-storey mixed-use development with associated on-site parking.

Specifically, the proposed development comprises the following components:

- A total of 10 residential units (mix of two- and three-bedroom); and,
- Two commercial tenancies with combined GFA of 221m<sup>2</sup> (ground floor).

The on-site undercover parking is accessed from the Pingrup Lane at the rear of the site. A total of 12 car parking bays and two motorcycle bays are provided for residents and tenants.

Bicycle parking is provided on site for residents in a secluded storage space.

Pedestrian access for residents, visitors and employees/customers is available directly from the frontage road (Scarborough Beach Road path) or from the car park at the rear side of the site (mostly residents).

The existing full-movement crossover on Scarborough Beach Road serving the site will be removed and all vehicular access will occur via Pingrup Lane.

Refer development plan attached in [Appendix A](#) for more details.

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## 3 Vehicle Access and Parking

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### 3.1 Access

As part of the development proposal, the existing crossover on Scarborough Beach Road will be removed while the existing access off R.O.W. (i.e., Pingrup Lane) will be retained as the only vehicular access point for the site.

The full-movement crossover on Pingrup Lane leads directly into the on-site car park situated at the rear side of the property.

### 3.2 Parking

A total of 12 on-site car parking (inclusive of one ACROD bay) are proposed to service the development. All car bays are provided in form single bays.

In addition, two motorcycle bays are also provided within the car park for the use of residents and tenants.

According to the advice provided to Transcore, the proposed parking provision for the development is short of the formal parking requirement stipulated in the relevant local government policy. However, it is considered that the available public parking opportunities in the vicinity of the site will provide for convenient parking options for residential visitors and customers/clients of the commercial tenancies.

The bicycle parking for the development is facilitated through provision of secured bike storage within the car park area for residents and commercial tenants.

#### 3.2.1 Parking Survey

According to the advice provided to Transcore, the on-site parking provision for the development is lower than the formal car parking requirement stipulated in *SPP 7.3 Residential Codes Vol 2*.

As a result, the proposed car parking supply for the mixed-use development represents a theoretical shortfall of 10 bays. However, due to the site constraints the provision of additional parking bays is not feasible or practical in this case.

The theoretical parking shortfall is proposed to be managed by encouraging the use of existing bus service operating within the immediate vicinity of the site including walking and cycling, use of ride-share and use of Uber/Taxi services to access the site.

Nonetheless, Transcore undertook parking inventory and utilisation surveys for the precinct's local road network in order to establish the typical parking utilisation pattern within the comfortable walking distance from the site.



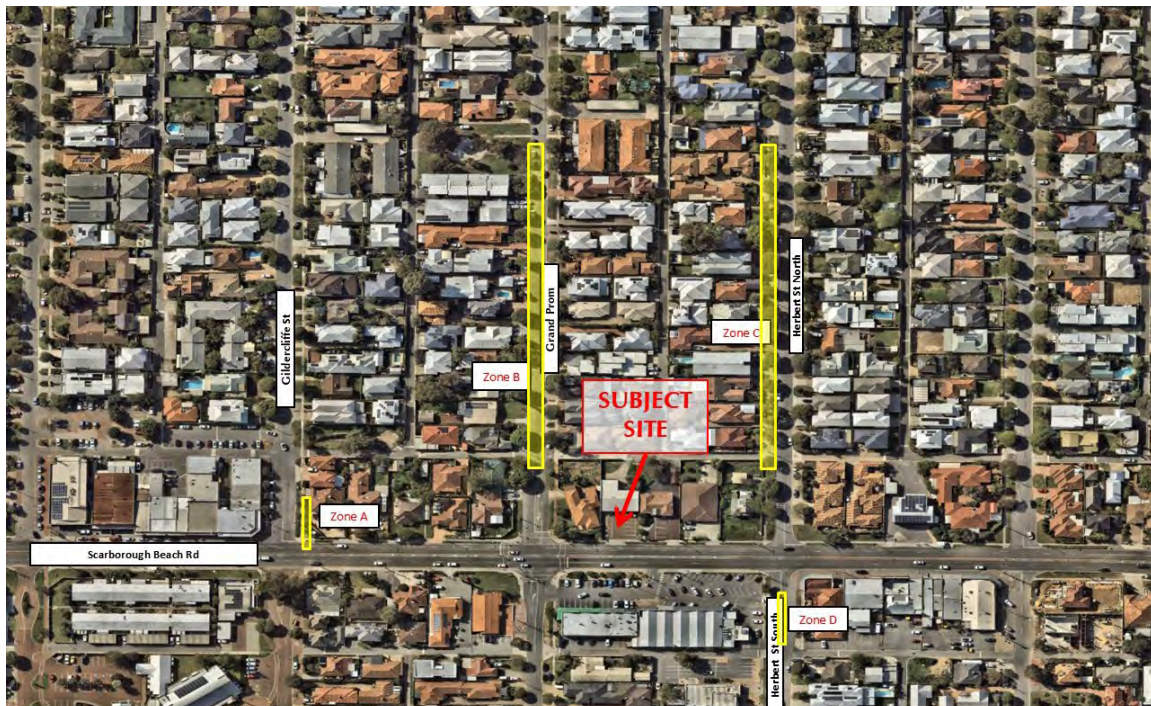
Based on the advice provided to Transcore with respect to its anticipated peak commercial trading periods, the following survey periods (and dates) were selected as a good representation of the anticipated peak commercial parking demand periods:

- Weekday midday period: Wednesday 6<sup>th</sup> November 2024 between 10:00 AM - 1:00 PM; and,
- Weekend midday period: Saturday 9<sup>th</sup> November 2024 between 10:00 AM - 1:00 PM.

Parking utilisation was surveyed in 30-minute intervals during the abovementioned time periods.

For the purpose of this assessment the parking analysis was focused on an area within the approximately 200m walking distance radius from the subject site and on the northern side of Scarborough Beach Road, as this is considered to be the most convenient/attractive parking area for site patrons. The parking inventory included time-limited and free public car parking opportunities.

The surveyed parking area was divided into four discrete zones (A to D) with the subject site located centrally and adjacent to Zones B and C (refer **Figure 2** for more details). Zones A and D are timed-limited at 1hr between 8:00AM-6PM (Mon-Fri) and 8:00AM-1:00PM (Sat).



**Figure 2. Parking survey zones**

The parking inventory recorded a total parking supply of 42 on-street parking spaces. The detailed parking inventory distribution is shown in **Table 1**.

Table 1: Parking inventory per each zone

| Zone           | A | B  | C  | D | Total |
|----------------|---|----|----|---|-------|
| Parking Supply | 4 | 17 | 18 | 3 | 42    |

The result of the parking utilisation survey and parking availability for the two surveyed days is presented in the following charts.

The parking survey data suggest that the local car parking facilities recorded underutilisation over the observed period with the maximum occupancy rate for the entire surveyed area reaching 29% on Friday and 12% on Saturday.

The survey confirmed that up to 30 and 37 parking bays remain available during the heaviest parking utilisation periods.

Accordingly, it is concluded that sufficient amount of public parking is available throughout the day which can be used by commercial tenancy patrons, including during the anticipated periods of peak commercial tenancy activity.

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## 4 Provision for Service Vehicles

---

A bin store is provided at the southeast corner of the car park. It is anticipated that on the collection day, waste collection vehicle will park temporary on Pingrup Lane next to the car park access for bins will be wheeled out for collection. This waste collection operation is currently in place for a number of other dwellings backing onto Pingrup Lane.

Various small deliveries to residents and tenancies will also be undertaken via Pingrup Lane which is wide enough to accommodate two passing vehicles.

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## 5 Hours of Operation

---

The commercial element of the proposed development will be operating during regular weekday business hours.

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## 6 Daily Traffic Volumes and Vehicle Types

### 6.1 Trip Generation

The daily and peak hour trip rates for the proposed development was derived from the WAPC *Transport Impact Assessment Guidelines (2016)* for the commercial element of the development and the RTA NSW *Guidelines* for the residential component (medium density residential flat building).

Accordingly, it is estimated that the the proposed mixed use development would generate approximately approximately **94** total daily trips with **10** trips (inbound and outbound) during morning and afternoon peak hours, respectively. The traffic distribution detailed in **Table 1** was based on the 80/20 and 20/80 directional in/out split assumptions for AM and PM peak hour periods for commercial element and 25/75 and 66/34 directional in/out split assumptions for AM and PM peak hour periods for residential element.

**Table 2: Peak hour trips for the development (theoretical)**

| Peak Period | Direction | Traffic Split | Total Peak Hour Trips |
|-------------|-----------|---------------|-----------------------|
| AM Peak     | Inbound   | 6             | 10 trips              |
|             | Outbound  | 4             |                       |
| PM Peak     | Inbound   | 5             | 10 trips              |
|             | Outbound  | 5             |                       |

However, as the proposed development replaces the existing businesses presently operating at the subject site, the net traffic impact of the mixed-use development will be even lower than reported.

### 6.2 Trip Distribution

Considering the location of the subject site, available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated traffic is as follows:

- A total of 50% of traffic to/from the Pingrup Lane west direction; and,
- A total of 50% of traffic to/from the Pingrup Lane east direction.

Accordingly, the estimated directional distribution of development-generated trips is illustrated in **Figure 2**.

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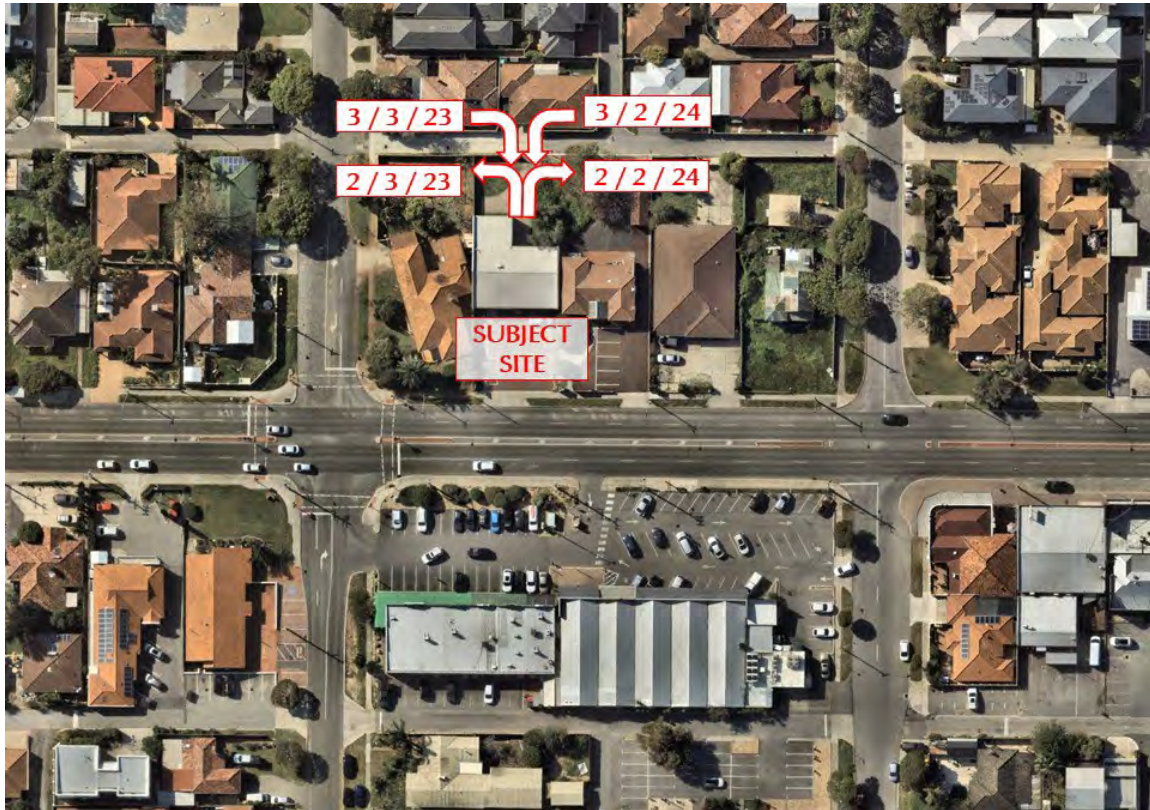


Figure 3. Estimated traffic movements for the proposed development – AM peak/PM peak/Daily trips

## 6.3 Impact on Surrounding Roads

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

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

As detailed in **Section 6.1**, the proposed development will not increase traffic on any road on the surrounding road network anywhere near the 100vph threshold, therefore it is concluded that the impact of the development-generated traffic on the surrounding road network will not be significant. In addition, the proposed development replaces the existing one presently operating at the site hence the level of overall impact will be even lower than that reported.

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## 7 Traffic Management on Frontage Streets

---

**Scarborough Beach Road**, in the vicinity of subject site is constructed as a single-carriageway, four-lane road with paths along both sides of the road.

The Main Roads WA *Perth Metropolitan Area – Functional Road Hierarchy* classifies Scarborough Beach Road as a *Distributor A* road. Scarborough Beach Road operates under an 60km/h speed limit regime.

This road is covered by Other Regional Road reservation (i.e., “*Blue Roads*”) in the *Metropolitan Region Scheme*. As such it is under control of WAPC with its care and maintenance vested to the Local Authority.

Pringup Lane is a 4.5m wide lanway which together with Indich Lane forms a system of service roads providing access to a number of properties fronting the two rods.

Immediately west of the site, Scarborough Beach Road and Grand Prom form a signal-controlled 4-way intersection.

### 7.1 Existing Traffic Volume on Roads

According to the latest available Main Roads WA traffic count data Scarborough Beach Road (east of Duke Street), carried approximately 16,915vpd on a regular weekday in 2020/21.

Based on the same data, heavy vehicles comprised approximately 7.3% of the total traffic mix.

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## 8 Public Transport Access

At present, the subject site has direct and convenient access to public transport services via bus service No. 990 which operates along Scarborough Beach Road connecting Scarborough Beach Bus Station with Perth Busport as illustrated in Figure 3. The closest bus stops to the site are located on Scarborough Beach Road immediately adjacent to the site accessible via existing path system.

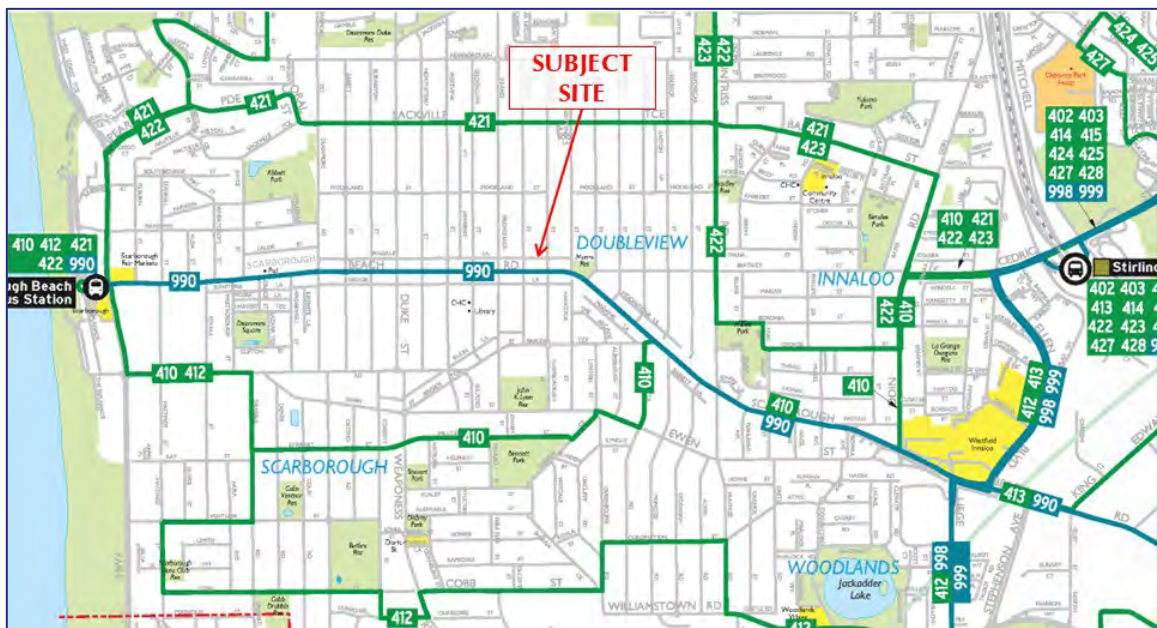


Figure 4: Existing bus routes (source: Transperth)

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## 9 Pedestrian & Cyclist Access

The pedestrian access to the subject site is facilitated via a network of existing paths which are in place along Scarborough Beach Road and other roads adjacent to the site. Pedestrians will access the development from Scarborough Beach Road path or via the internal car park.

The existing signalised intersection of Scarborough Beach Road/Grand Prom located immediately adjacent to the site provides for a safe signal-controlled pedestrian crossing. Sheltered crossings on Scarborough Beach Road are also in place at Herbert Street intersection a short way east of the site.

Presently, no formal access route to the site is available for cyclists as no shared paths, cycle lanes or other formal cycle facilities are in place on Scarborough Beach Road (refer **Figure 5** for more details).

However, roads surrounding the site are generally low speed and low traffic volume environment with Mooreland Street and Brigids Terrace running parallel to Scarborough Beach Road (approximately 300m north and south of the site) designated as “*good road riding*” environment. In addition, a Continuous Signet Route NW2 is in place on Abbett Street about 700m west of the site.

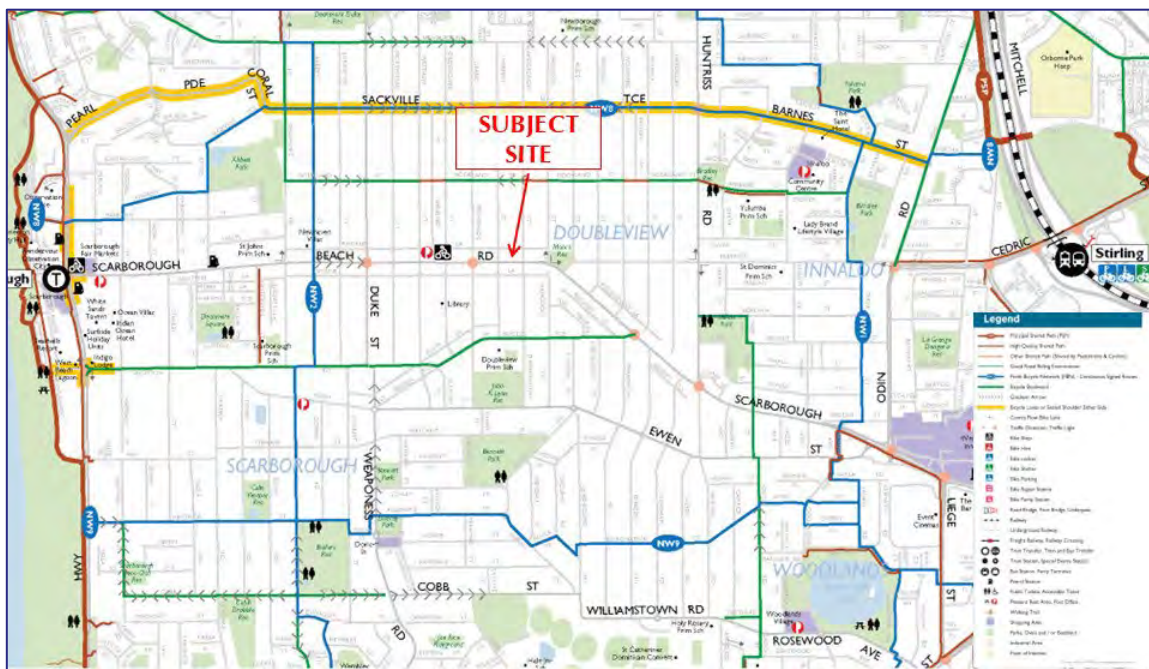


Figure 5: Extract from Perth Bicycle Network (Department of Transport)

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## 10 Site Specific Issues

The subject site is affected by WAPC's Planning Control Area 166 (i.e., PCA 166) as a strip of land along Scarborough Beach Road will ultimately be ceded to facilitate widening of Scarborough Beach Road for inclusion of a light rail/tram system within the road profile (refer **Figure 6** for details).

The proposed development has been designed to allow for this requirement.

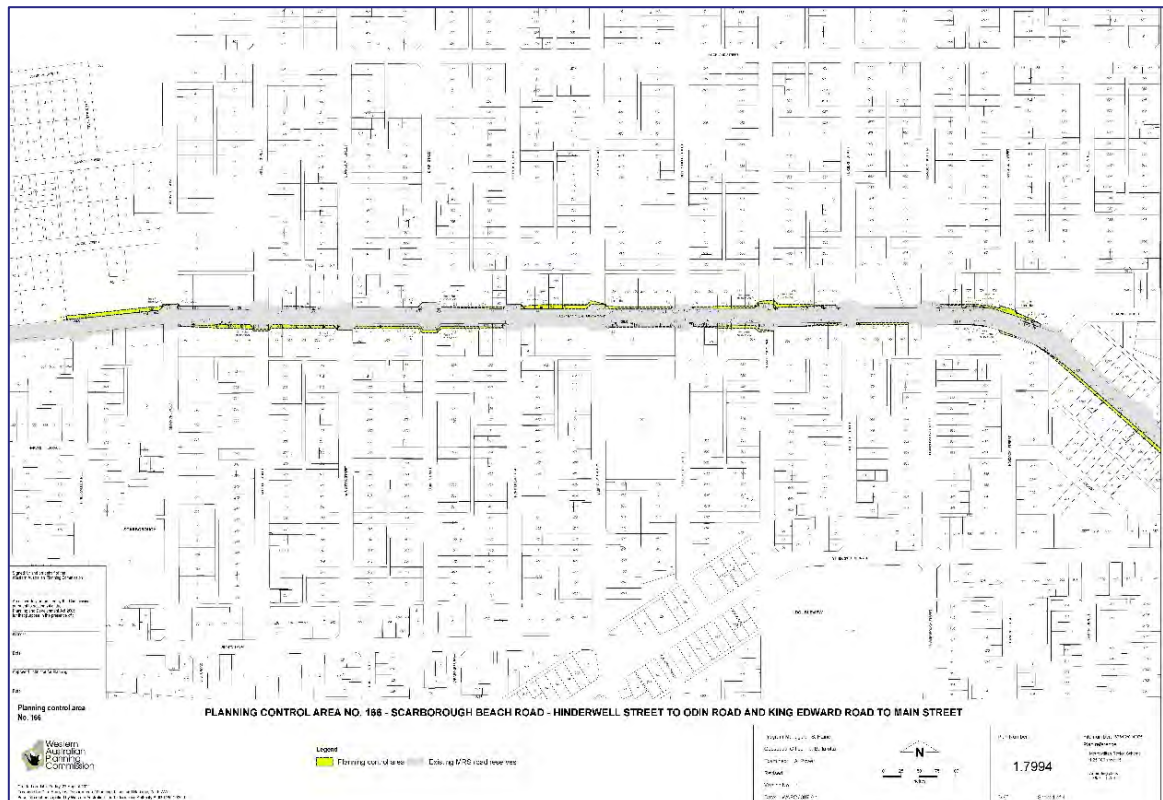


Figure 6: Planning Control Area No. 166 Plan (WAPC)

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# 11 Safety Issues

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No specific safety issues have been identified for the proposed development.

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## 12 Conclusions

---

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Paul & Gabrielle Levi with respect to the proposed mixed-use development to be located at 182 Scarborough Beach Road in Doubleview, City of Stirling.

The subject site is located at the north side of Scarborough Beach Road, between Grand Prom and Herbert Street and immediately opposite of the local IGA shopping centre. The subject site currently accommodates commercial tenancies with associated on-site car parking.

The redevelopment proposal contemplates replacement of the existing commercial development with associated car parking at the subject site with a new four-storey mixed-use development with associated on-site parking.

The existing full-movement crossover on Scarborough Beach Road serving the site will be removed and all vehicular access will occur via Pingrup Lane.

Accordingly, it is estimated that the the proposed showrooms would generate approximately approximately **94** total daily trips with **10** trips (inbound and outbound) during morning and afternoon peak hours, respectively.

The site has relatively limited coverage by the existing bike path network but has convenient and easy access to the existing public transport services in this locality.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed mixed-use development at the subject site.

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# Appendix A

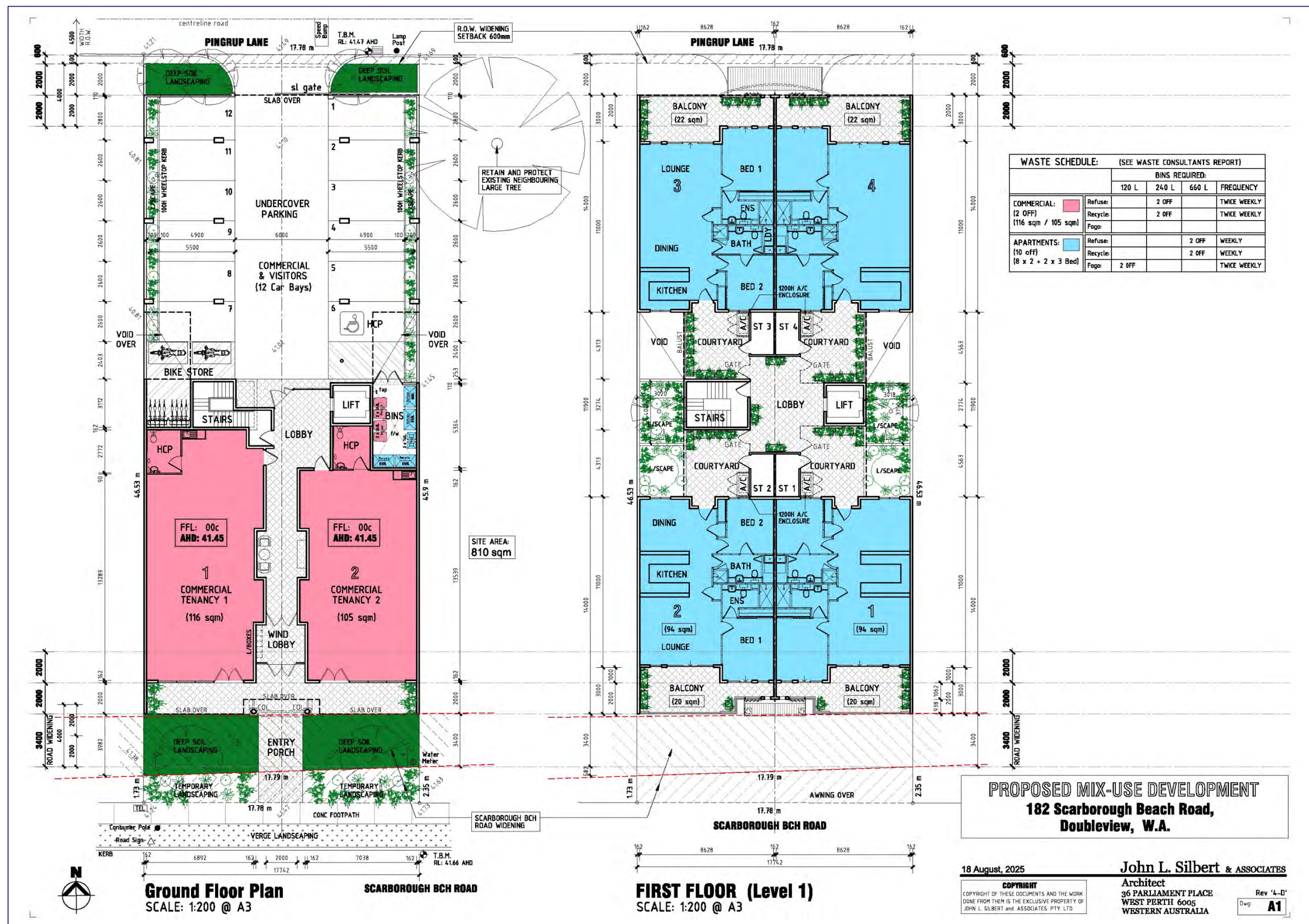
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## PROPOSED DEVELOPMENT PLAN

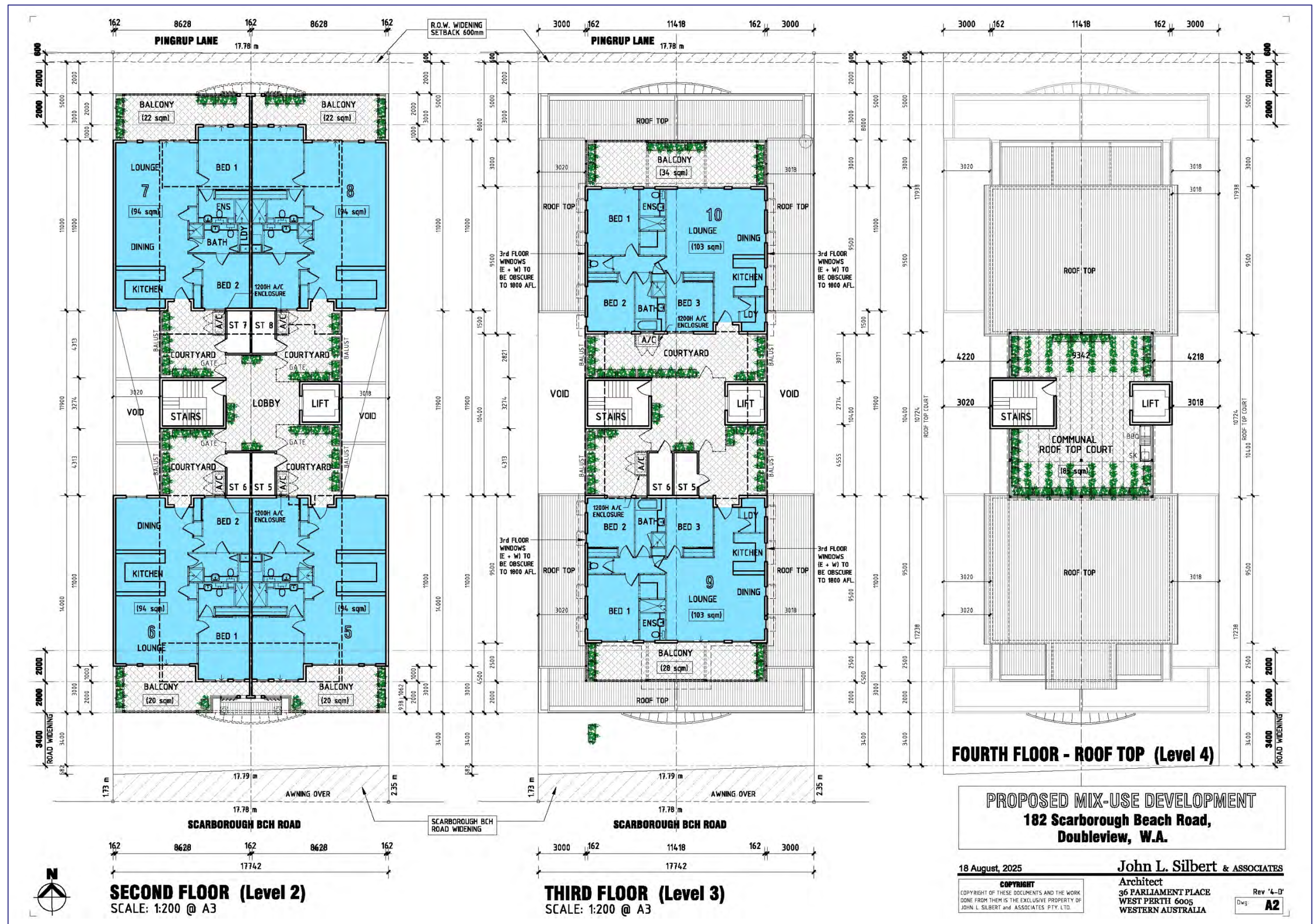
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EMERGEN

# SUSTAINABLE DESIGN ASSESSMENT REPORT

PROPOSED MIXED-USE DEVELOPMENT

182 SCARBOROUGH BEACH RD, DOUBLEVIEW

PREPARED BY

NYONIKA OBERAI

Project: 132548

Published Date: 29/10/2025

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26 March 2026  
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## DOCUMENT REVISION

| DATE       | DOCUMENT | COMPLETED BY    | REVIEWED BY    | APPROVED BY     | REV NO. |
|------------|----------|-----------------|----------------|-----------------|---------|
| 29/10/2025 | SDAR     | Jhona Dela Cruz | Nyonika Oberai | Glenn Underwood | 00      |

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## 1 OVERVIEW

EMERGEN has developed a sustainable design report on the proposed Mixed-use development at 182 Scarborough Beach Rd, Doubleview, WA, in consultation with Urbanista Town Planning.

The purpose of this report is to support the development application by identifying the principles incorporated in the design that meet sustainable objectives and targets for the site. The initial assessment is based on preliminary documentation with the outcomes subject to change during design development.

### 1.1 STATE PLANNING POLICY SUMMARY

EMERGEN (a division of CADDIS GROUP), in collaboration with the design team (Urbanista Town Planning) has developed a sustainable design strategy aligning with **State Planning Policy 7.0** and **City of Stirling**, which focuses on the Design of the Built Environment - specifically, Principle 5: Sustainability.

This report serves the vital purpose of bolstering the development application by articulating the sustainability principles and commitments for the project site. We acknowledge the significance of State Planning Policy 7.0 in promoting sustainability within the built environment. Good design, as outlined in the policy, is not only about aesthetics but also optimises the sustainability of our built surroundings, yielding positive outcomes on environmental, social, and economic fronts.

Our approach to sustainable landscape and urban design adheres closely to the established water-sensitive urban design principles, ensuring minimal adverse impacts on existing natural features and ecological processes while promoting green infrastructure at all scales of the project. Furthermore, our strategy for sustainable built environments embraces passive environmental design measures tailored to local climate and site conditions. This includes careful consideration of optimal orientation, shading, building envelope, and natural ventilation, ultimately reducing reliance on energy-intensive heating and cooling technologies. This, in turn, results in reduced energy consumption, decreased resource usage, and lowered operating costs throughout the project's lifecycle.





## 2 TARGETS

The design team will utilise a structured approach to a sustainable outcome for the design and construction of the development including the following Sustainable Targets.

Table 1: Sustainability Targets

| DESCRIPTION                 | GOAL                                                                                                                         | SUSTAINABILITY COMMITMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| STRUCTURE DESIGN EFFICIENCY | Integrate passive solar design principles into optimising solar access in winter and shading in summer.                      | <ul style="list-style-type: none"><li>Enhance solar passive performance by incorporating shading devices on north and west-facing windows to reduce summer heat gain and improve visual interest.</li><li>Above <b>60%</b> of the combined living and bedroom area of each unit have high level of daylight (above 160 Lux).</li><li>Building orientation and design to maximise natural ventilation and promote cooling opportunities</li><li>External shading devices to minimise heat gains</li><li>Building form and orientation to maximise natural daylighting</li></ul> |
| ENERGY EFFICIENCY           | Enhance energy performance by reducing consumption through efficient design and the use of renewable and low-energy systems. | <ul style="list-style-type: none"><li>Efficient LED Lighting.</li><li>Provision for solar photovoltaic (PV) system to supply renewable energy.</li><li>All units meet the minimum NatHERS energy efficiency requirement of 6 stars for sole occupancy and 7 stars average, based on the NCC 2022.</li></ul>                                                                                                                                                                                                                                                                    |
| WATER EFFICIENCY            | Efficient water fixtures.                                                                                                    | <ul style="list-style-type: none"><li>High WELS Ratings</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| HEAT RESILIENCE             | Reduce impacts of heat island effect                                                                                         | <ul style="list-style-type: none"><li>Light roof colour (SRI <math>\geq 0.64</math>).</li><li>Incorporate vegetation and green spaces around the building to provide shading and reduce surrounding air temperatures.</li></ul>                                                                                                                                                                                                                                                                                                                                                |
| SUSTAIBLE TRANSPORT         | Low carbon options                                                                                                           | <ul style="list-style-type: none"><li>Provision for future EV charging bays.</li><li>Provision for secure bicycle storage area.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| WASTE EFFICIENCY            | Waste reduction and recycling through effective waste management.                                                            | <ul style="list-style-type: none"><li>Implement a waste management plan that maximizes waste reduction, promotes recycling, and ensures effective waste separation and management.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                   |





|                                  |                               |                                                                                                                                                                                                                                                                                             |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INDOOR<br>ENVIRONMENT<br>QUALITY | Enhance indoor air<br>quality | <ul style="list-style-type: none"><li>• Natural ventilation to all apartment units.</li><li>• Low VOC and Low Formaldehyde products to be used.</li><li>• Minimum 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC limits.</li></ul> |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|







### 3 PROJECT INFORMATION

The proposed development is located at 182 Scarborough Beach Road, Doubleview, and seeks to revitalize the site through a contemporary mixed-use project. The proposal includes 10 apartment units across three floors and two ground-floor commercial tenancies. The development is designed to enhance the local streetscape by delivering high-quality, sustainable housing that respects and complements the suburb's existing low- to medium-density residential character.



Figure 1: Existing Site Image/Proposed Development

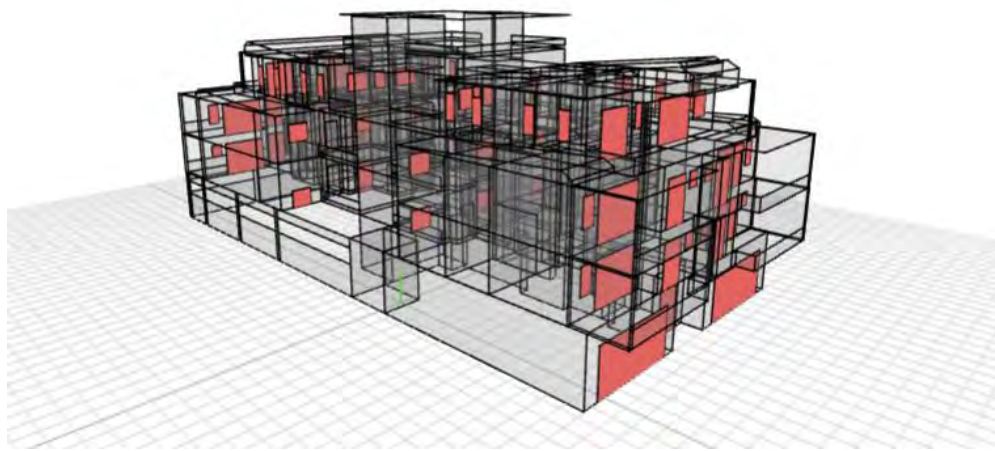




## 4 STRUCTURE DESIGN EFFICIENCY

### 4.1 SOLAR PASSIVE DESIGN

The heatmap shows the average direct solar radiation ( $\text{W/m}^2$ ) by hour and month. As expected, no solar occurs overnight, with exposure starting around 7–6 AM, peaking at midday, and tapering off by evening. Peak values are highest in summer (up to  $\sim 880 \text{ W/m}^2$ ) with longer daylight hours, while winter months show lower peaks ( $\sim 350\text{--}550 \text{ W/m}^2$ ) and shorter exposure periods. This data highlights seasonal variation in solar availability.



Direct Solar (mean)  $\text{W/m}^2$

|       |     |     |     |     |     |     |     |     |     |     |     |     |   |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| 12 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 11 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 10 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 9 PM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 8 PM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 7 PM  | 225 | 122 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 23  | 504 |   |
| 6 PM  | 550 | 462 | 587 | 140 | 0   | 0   | 0   | 0   | 282 | 498 | 382 | 666 |   |
| 5 PM  | 708 | 626 | 721 | 544 | 443 | 363 | 313 | 394 | 450 | 627 | 592 | 757 |   |
| 4 PM  | 798 | 722 | 788 | 634 | 529 | 457 | 393 | 441 | 497 | 689 | 694 | 809 |   |
| 3 PM  | 839 | 783 | 825 | 674 | 601 | 525 | 454 | 475 | 551 | 726 | 754 | 853 |   |
| 2 PM  | 863 | 824 | 849 | 685 | 667 | 558 | 487 | 497 | 598 | 739 | 796 | 885 |   |
| 1 PM  | 870 | 846 | 840 | 695 | 683 | 545 | 503 | 506 | 619 | 724 | 806 | 884 |   |
| 12 PM | 851 | 838 | 811 | 690 | 655 | 530 | 501 | 530 | 620 | 692 | 805 | 865 |   |
| 11 AM | 828 | 810 | 770 | 646 | 587 | 495 | 462 | 519 | 616 | 652 | 781 | 836 |   |
| 10 AM | 799 | 763 | 695 | 571 | 477 | 420 | 374 | 455 | 574 | 595 | 739 | 789 |   |
| 9 AM  | 744 | 702 | 570 | 457 | 342 | 191 | 179 | 356 | 464 | 512 | 687 | 711 |   |
| 8 AM  | 659 | 609 | 294 | 173 | 0   | 0   | 0   | 51  | 262 | 411 | 621 | 586 |   |
| 7 AM  | 525 | 450 | 0   | 0   | 0   | 0   | 0   | 0   | 145 | 528 | 383 |     |   |
| 6 AM  | 129 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 334 | 0   |   |
| 5 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 4 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 3 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 2 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 1 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
|       | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |   |

Location  
Swanbourne, WA, AUS

Coordinates  
31.96° S / 115.76° E

Weather File  
AUS\_WA\_Swanbourne.946140\_TMYx.2007-2021

Figure 2: Average Direct Solar ( $\text{W/m}^2$ )

By aligning orientation, window sizing, shading, and material selection with the solar availability shown, the building can achieve improved comfort, reduced energy demand, and stronger alignment with passive design principles.





## 4.2 DAYLIGHTING

The proposed development has been designed to optimise natural daylight, improving occupant comfort and reducing reliance on artificial lighting.

To evaluate the effectiveness of these strategies, a detailed daylight assessment was undertaken using Green Star Buildings Credit 11 – Light Quality as the performance benchmark. Under this framework, high daylight levels are defined as at least 160 lux from daylight for 80% of occupied hours, with compliance achieved when 60% of the combined assessed areas meet this target. This methodology provides a recognised standard for assessing internal daylight performance.

The results confirm that the majority of apartment units and key common areas achieve adequate daylight, exceeding the 60% compliance threshold and demonstrating the success of the proposed daylighting strategies. Figure 5 to Figure 8 illustrate the distribution of daylight across the building, while Table 3 and 4 summarises compliance by floor.

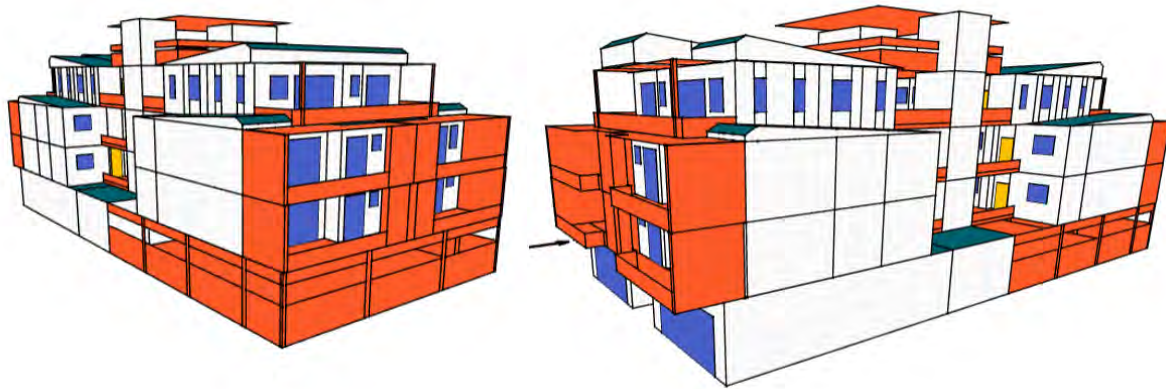


Figure 3: Daylighting Model in Better Buildings

Table 2: Calculation Conditions - Daylight

| CALCULATION CONDITIONS |                                                           |
|------------------------|-----------------------------------------------------------|
| TEST FACTOR            | Spatial Daylight Autonomy                                 |
| SKY MODEL              | Perez Sky, adapted according to hourly weather conditions |
| DATE                   | Annual (on all days between 8am until 6pm)                |

Table 3: Daylighting Results for Commercial Tenancies

| SPACE     | PROPOSED USAGE           | NOMINATED AREA (m <sup>2</sup> ) | COMPLIANT AREA (m <sup>2</sup> ) | COMPLIANT PERCENTAGE (%) |
|-----------|--------------------------|----------------------------------|----------------------------------|--------------------------|
| Tenancy 1 | Regularly Occupied Areas | 112.11                           | 60.93                            | 54.13                    |
| Tenancy 2 |                          | 100.21                           | 62.06                            | 61.93                    |







Table 4: Daylighting Results for Apartments

| LEVEL | PROPOSED USAGE           | NOMINATED AREA (m <sup>2</sup> ) | COMPLIANT AREA (m <sup>2</sup> ) | COMPLIANCE (%) |
|-------|--------------------------|----------------------------------|----------------------------------|----------------|
| 1     | Living and Bedroom Areas | 214.32                           | 145.5                            | 67.89          |
| 2     |                          | 232.83                           | 162.58                           | 69.83          |
| 3     |                          | 128.24                           | 106.2                            | 82.81          |

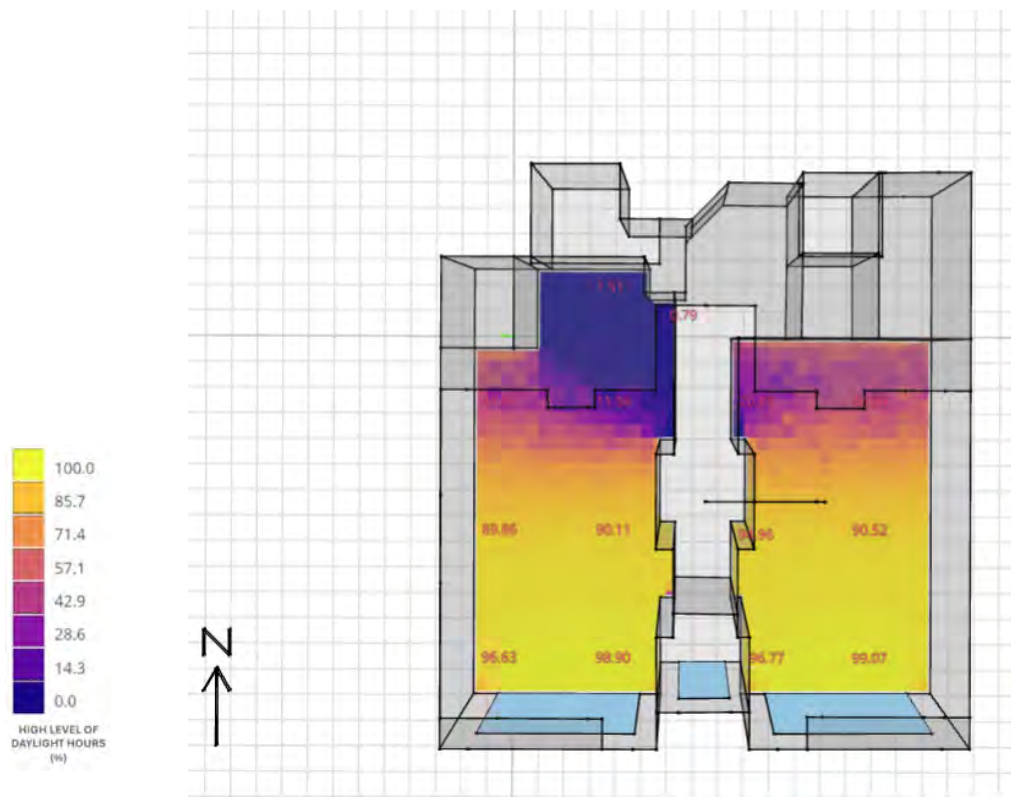


Figure 4: Daylighting for Ground Floor



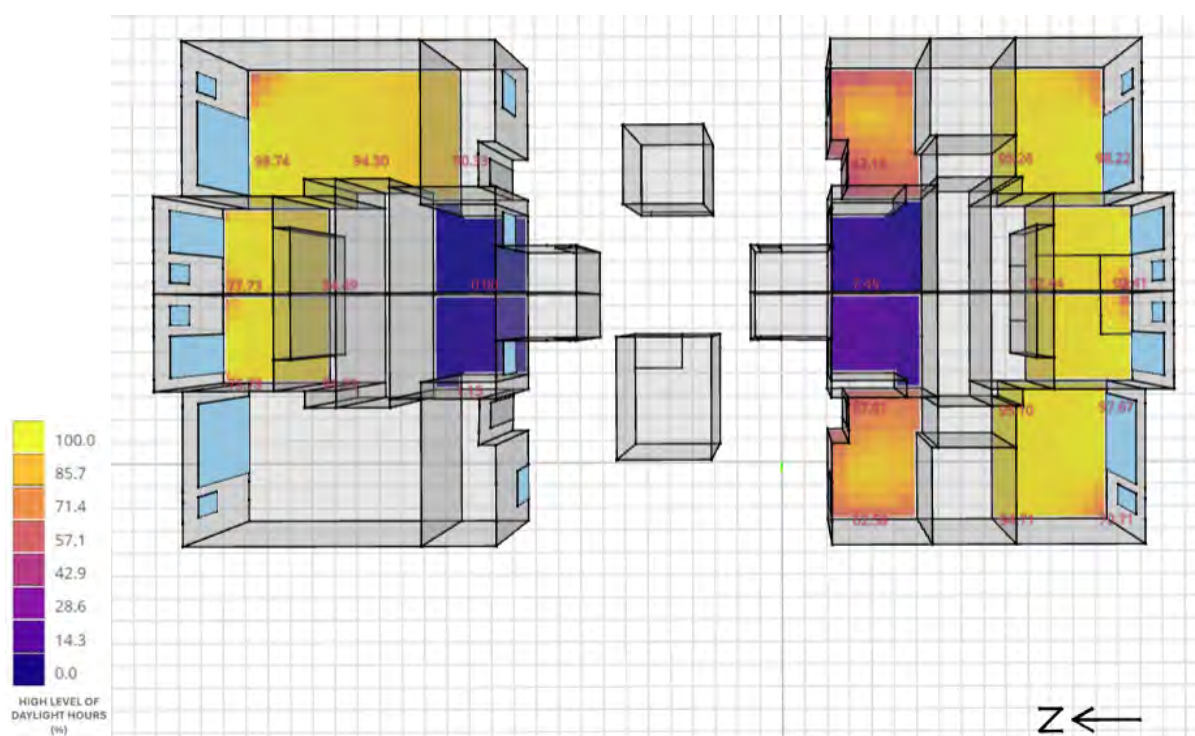


Figure 5: Daylighting for First Floor

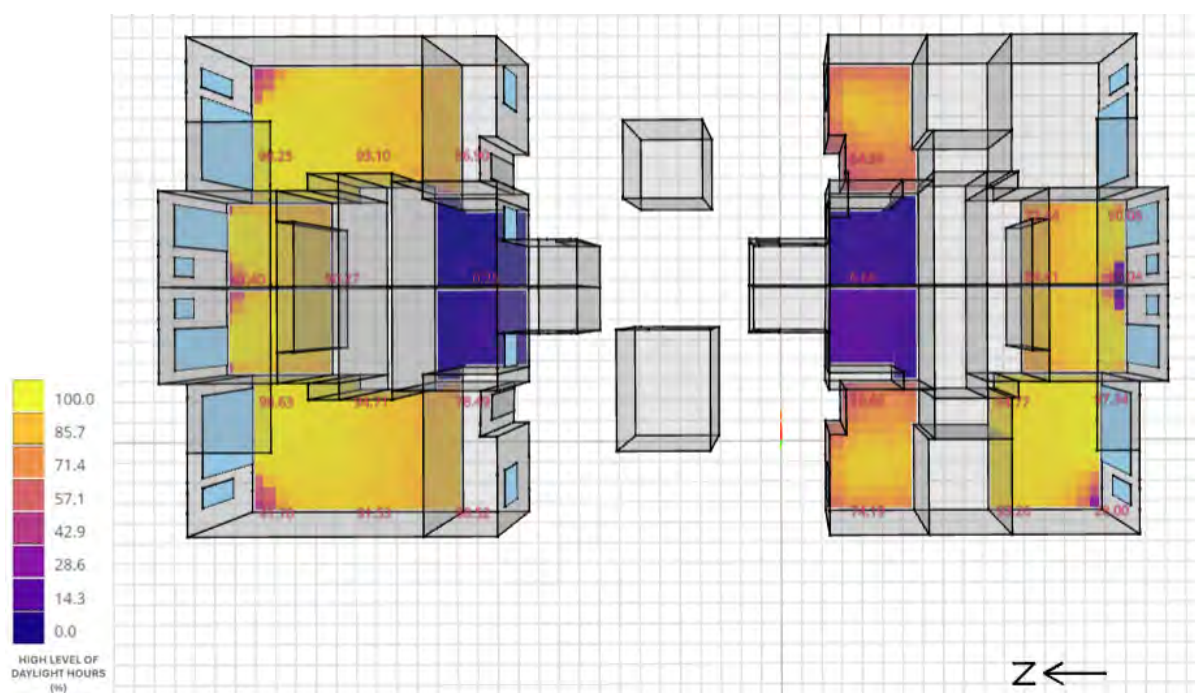


Figure 6: Daylighting for Second Floor



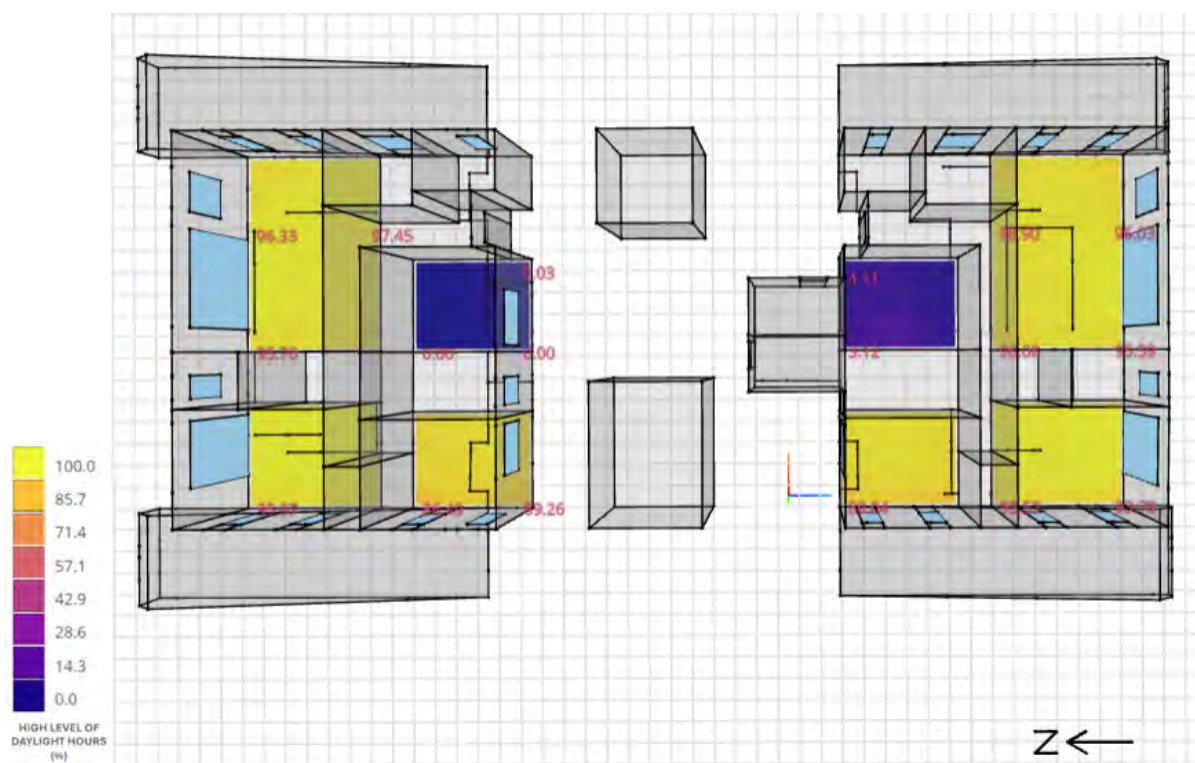


Figure 7: Daylighting for Third Floor

## 5 PASSIVE DESIGN

### 5.1 NATURAL VENTILATION

The natural ventilation strategy has been informed by the Built Environment Sustainability Scorecard (BESS), a recognised best-practice guidance tool commonly used to demonstrate effective ventilation outcomes at the planning stage.

- In Apartments, Cross ventilation can be designed for rooms or for an entire dwelling. Accordingly, cross ventilation principles are applied. BESS guidance for cross ventilation recommends that: The length of the breeze path should be a maximum of 15 metres; Ventilation openings should be at least 1m<sup>2</sup> or 2% of the floor area in size; Ventilation openings on adjacent walls should be at least 3 metres apart; There should not be more than 1 doorway or opening between ventilation openings.





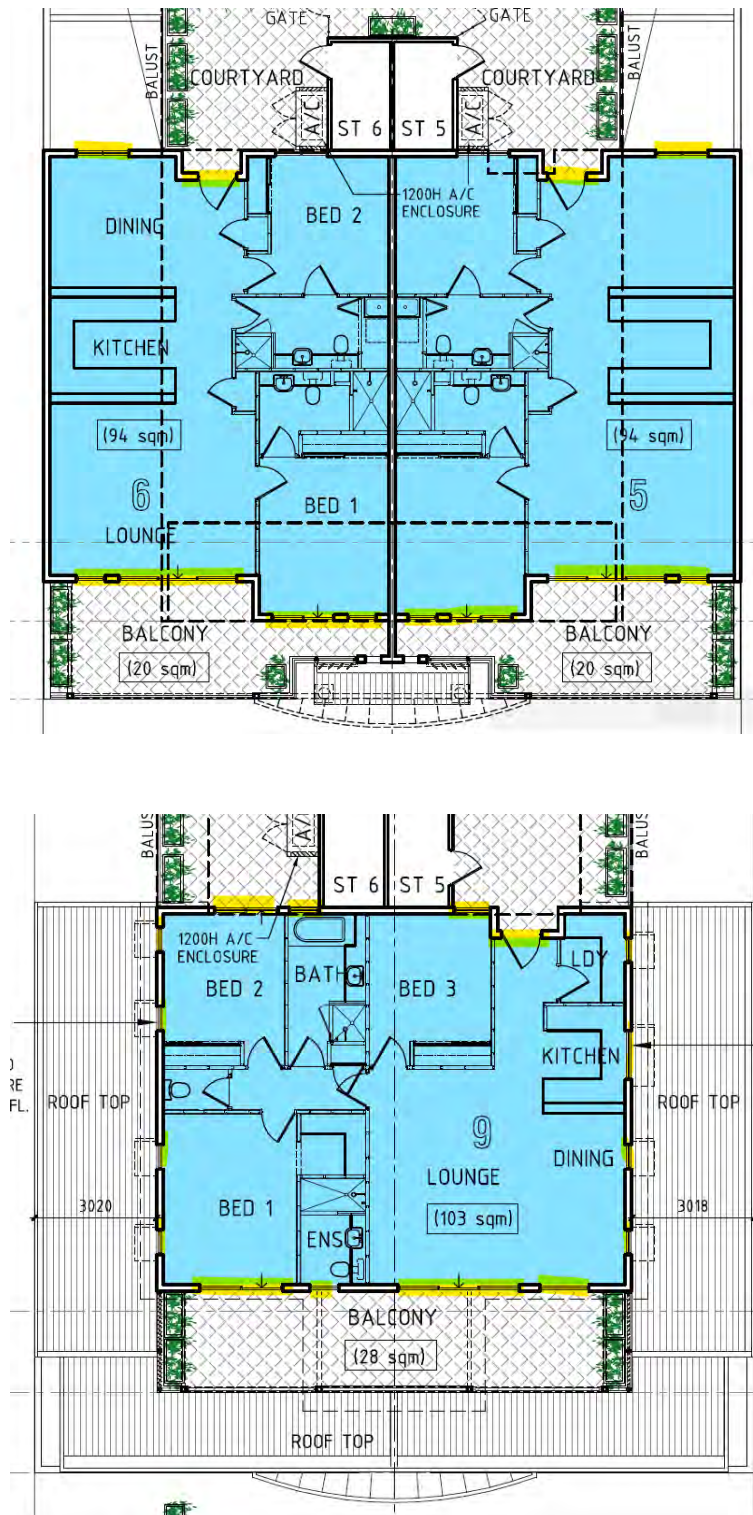


Figure 8: Typical apartment - Cross ventilation strategy





## 6 ENERGY EFFICIENCY

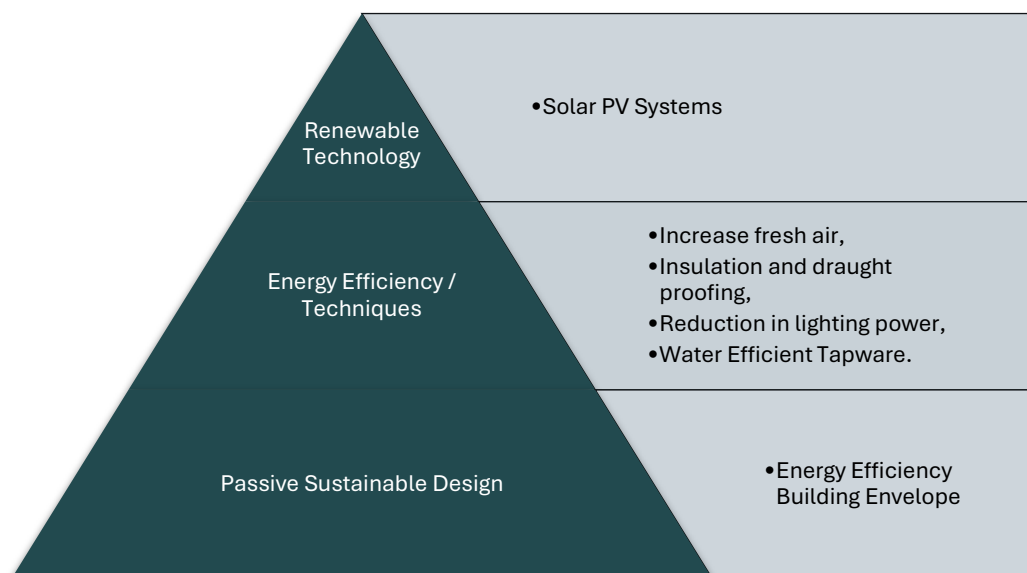


Figure 9: Energy Reduction Strategy

### 6.1 LIGHTING COMFORT

Lighting within the building must meet the following criteria:

- All lighting must be flicker-free.
- Light sources must have a minimum Colour Rendering Index (CRI) average R1 to R8 of 85 or higher and have a CRI R9 of 50 or higher.
- Light sources must meet best practice illuminance levels for each task within each space type with a maintained illuminance that meets the levels recommended in AS/NZS 1680.1:2006 series applicable to the project type and including maintenance.
- The maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method as defined in AS/NZS 1680.4.; and
- All light sources must have a minimum of 3 MacAdam Ellipses.
- The walls within the field of view of occupants in regularly occupied spaces must have an average surface reflectance value of 0.70 and an average surface illuminance of at least 50% of the horizontal illuminance levels required for task.
- Vertical illuminance in workspaces: ensure that 50% of the horizontal task illuminance reaches the average eye height for 90% of primary spaces using vertical illuminance calculation grid.
- The illuminance values must be calculated in accordance with AS/NZS 1680 series for the relevant task.

### 6.2 ARTIFICIAL LIGHTING & CONTROLS

Internal lighting is a significant contributor to overall building energy use. To reduce demand, all functional (non-decorative) lighting will utilise high-efficiency Light-Emitting Diodes (LEDs) and be fitted with



appropriate controls, such as occupancy sensors and time switches, to limit operation when spaces are unoccupied, particularly in transient areas such as amenities.

Where compliance with the relevant Australian Standards for illumination levels can be maintained, the development will also target at least a 10% improvement on the 2022 NCC Section J Part J7 lighting power density limits. This is summarised in Table 5.

As illustrated in Figure 10, the lighting strategy combines high-efficiency fittings with smart controls and integrates principles of human-centric lighting, aligning energy performance, user wellbeing, and sustainable design outcomes (Image source: XtraLight, 2025).

Table 5: Proposed lighting power density improvement

| ARTIFICIAL LIGHTING                                         | PROPOSED DEVELOPMENT OUTCOME                            |
|-------------------------------------------------------------|---------------------------------------------------------|
| NCC 2022, Section J Part J7: Maximum lighting power density | At least <u>10% reduction</u> in lighting power density |

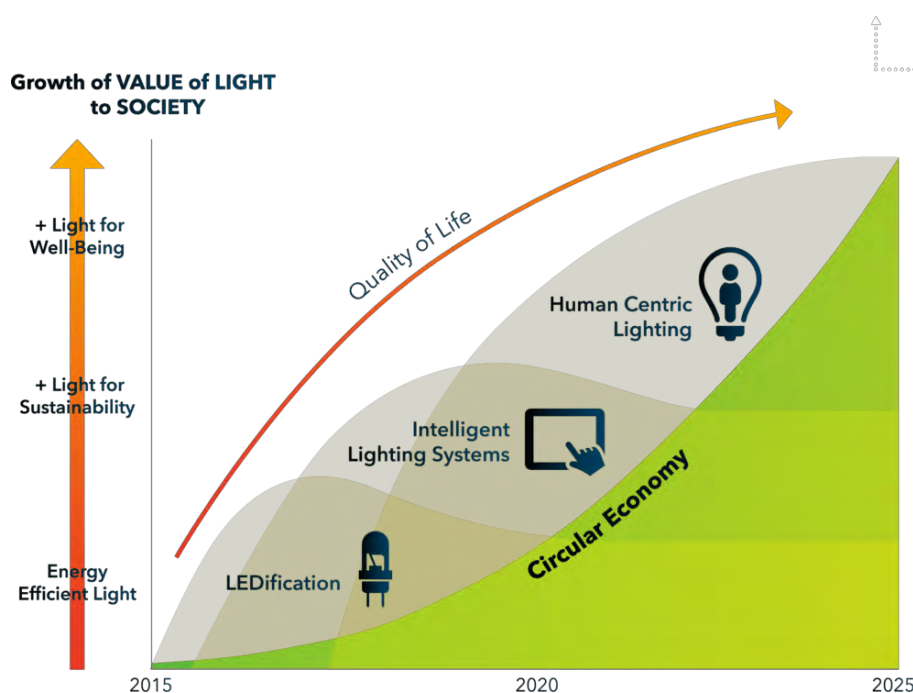


Figure 10: Proposed lighting strategy of LED lighting with integrated controls. (Source: XtraLight, “LED Lighting Controls,” <https://www.xtralight.com/led-lighting-controls/>)

### 6.3 RENEWABLE TECHNOLOGY

Integrating solar panels into the residential development delivers multiple advantages, including cost savings, increased energy independence, and reduced environmental impact. **Given that the site will operate as an all-electric development**, a solar photovoltaic (PV) system will play a key role in lowering greenhouse gas emissions and offsetting electricity consumption from the grid, thereby enhancing the project’s overall sustainability performance.







## 6.4 ENERGY USE

Energy savings in a building can be realised by minimising the need for heating and cooling through a well-designed and insulated façade. The design team will focus on enhancing energy efficiency by exceeding the minimum requirements of BCA Section J. This will involve optimising the building envelope, air conditioning and ventilation systems, and lighting to ensure lower energy consumption.

The review has been undertaken in accordance with the Energy Efficiency provisions of the NCC 2022 for the building class referred in the table below:

Table 6: Energy Compliance Overview

| BUILDING                 | CLASS | VERIFICATION |
|--------------------------|-------|--------------|
| 2 X Commercial Tenancies | 6     | J1V3         |
| 10 X Sole Occupancy      | 2     | NatHERS      |

These results are produced from models based on the documentation provided by the Architects. Any updates to the plans may affect the results and may require a change to specification (Section 5.1.1).

### 6.4.1 BUILDING SPECIFICATIONS

The construction for the proposed building envelope is as per plans provided and outlined below.

Table 7: Proposed Building Specifications for Commercial Tenancies

| CONSTRUCTION          | DESCRIPTION                | REQUIREMENT                                                                                                                          |
|-----------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b>ENVELOPE WALLS</b> | External concrete Wall     | 150mm concrete wall and 20mm cavity on 92mm steel stud internally lined with 13mm plasterboard. External finishes as per elevations. |
|                       | Internal Steel Framed Wall | Steel framed wall with plasterboard lining on both sides                                                                             |
| <b>INTERNAL WALLS</b> | Internal Steel Framed Wall | Steel framed wall with plasterboard lining on both sides                                                                             |
| <b>FLOORS</b>         | Slab on Ground             | Concrete slab with ground contact. Floor coverings as per plans.                                                                     |
| <b>ROOFS/CEILING</b>  | Roof Type 1                | Min. 200mm suspended concrete slab                                                                                                   |





Table 8: Proposed Glazing Specifications for Apartment Units

| WINDOW SPECIFICATION |                                                  | U-VALUE     | SHGC        |
|----------------------|--------------------------------------------------|-------------|-------------|
| <b>GLASS TYPE 1:</b> | Double Glazed, Clear glazing in Aluminium Frame. | <b>3.10</b> | <b>0.27</b> |

Note: Glazing values provided are for Whole System (Frame + Glass)

Table 9: Proposed Building Specifications for Apartment Units

| CONSTRUCTION          |                               | DESCRIPTION                                                           | REQUIREMENT                                                                                    |
|-----------------------|-------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <b>ENVELOPE WALLS</b> | External concrete Wall        | 175mm concrete wall. External finishes as per elevations.             | <b>R1.2 Insulation.</b>                                                                        |
|                       | Party Wall                    | 165mm concrete wall.                                                  | <b>No Insulation Required.</b>                                                                 |
| <b>INTERNAL WALLS</b> | Internal Steel Framed Wall    | Steel framed wall with plasterboard lining on both sides              | <b>No Insulation Required.</b>                                                                 |
|                       | Concrete Wall (Lift & Stairs) | 200mm Concrete wall.                                                  | <b>No Insulation Required.</b>                                                                 |
| <b>FLOORS</b>         | Slab on Ground                | Concrete slab with ground contact. Floor coverings as per plans.      | <b>No Insulation Required.</b>                                                                 |
|                       | Suspended Concrete Slab       | Min. 200mm suspended concrete slab. Floor covering as per plans.      | <b>R1.3 Rigid Insulation Board</b> to exposed floors.                                          |
| <b>ROOFS/CEILING</b>  | Roof Type 1                   | Min. 200mm suspended concrete slab                                    | <b>R4.1 Insulation Batts</b> to dropped plasterboard ceilings.                                 |
|                       | Roof Type 2                   | Metal deck roof sheet. Medium/light roof colour ( <b>SA ≤ 0.45</b> ). | <b>60mm Anticon (R1.3)</b> with <b>R4.1 Insulation Batts</b> to dropped plasterboard ceilings. |

Table 10: Proposed Glazing Specifications for Apartment Units

| WINDOW SPECIFICATION |                                                  | U-VALUE    | SHGC        |
|----------------------|--------------------------------------------------|------------|-------------|
| <b>GLASS TYPE 1:</b> | Single Glazed, Clear glazing in Aluminium Frame. | <b>6.7</b> | <b>0.7</b>  |
| <b>GLASS TYPE 2:</b> | Double Glazed, Clear glazing in Aluminium Frame. | <b>4.8</b> | <b>0.51</b> |

Note: Glazing values provided are for Whole System (Frame + Glass)





#### 6.4.2 J1V3 – VERIFICATION METHOD USING REFERENCE BUILDING RESULT

The figures shown below demonstrate the difference in performance between the Proposed Building and the Reference Building for commercial tenancies, allowing for a quantifiable comparison on the performance of each building.

Table 11: Building GHG emissions for Commercial Tenancies

| BUILDING MODEL                                   | GHG EMISSIONS | COMPLIANCE  |
|--------------------------------------------------|---------------|-------------|
| Proposed (kgCO <sub>2</sub> -e/m <sup>2</sup> )  | <b>55.80</b>  | <b>PASS</b> |
| Reference (kgCO <sub>2</sub> -e/m <sup>2</sup> ) | <b>55.87</b>  |             |

A comparison in energy demand between the Proposed Building and the Reference Building, has been shown in Table 12, allowing for a quantifiable comparison of the building fabric performance.

Table 12: Estimated energy for Commercial Tenancies

| MODEL           | HEATING | COOLING  | FANS   | LIGHTS   | EQUIP    | TOTAL            |
|-----------------|---------|----------|--------|----------|----------|------------------|
| Proposed (kWh)  | 291.21  | 1,570.42 | 134.68 | 9,841.76 | 7,355.49 | <b>19,193.56</b> |
| Reference (kWh) | 360.44  | 1,526.56 | 135.16 | 9,841.76 | 7,355.49 | <b>19,219.41</b> |

The Proposed Buildings occupied zones are deemed comfortable for the majority of occupants (within  $\pm 1$  PMV) for at least 98% of the occupied hours, as shown in Table 13, thereby meeting the acceptance criteria.

Table 13: Proposed Building PMV results for Commercial Tenancies

| ASSESSMENT PARAMETER           | VALUE       | COMPLIANCE  |
|--------------------------------|-------------|-------------|
| Total Assessed Hours (hrs)     | <b>730</b>  | <b>PASS</b> |
| Hours within $\pm 1$ PMV (hrs) | <b>730</b>  |             |
| Percentage within $\pm 1$ PMV  | <b>100%</b> |             |







### 6.4.3 NATHERS RESULT

The results below are based on NatHERS rating. The minimum requirement under the NCC 2022 is 6 stars and average of 7 stars.

Table 14: Options and Upgrades Required

| UNIT NO. | SINGLE GLAZING | DOUBLE GLAZING | INSULATE EXPOSED ROOF | STAR RATING |
|----------|----------------|----------------|-----------------------|-------------|
| 1        | X              |                |                       | 7.3         |
| 3        | X              |                |                       | 7.9         |
| 6        | X              |                |                       | 7.5         |
| 8        | X              |                | X (R4.0)              | 7.4         |
| 9        |                | X              | X (R4.0 +ANTICON)     | 6.1         |

Table 15: NatHERS Results

| UNIT NO. | HEATING | COOLING | TOTAL | STAR RATING |
|----------|---------|---------|-------|-------------|
| 1        | 31.3    | 24.4    | 55.7  | 7.3         |
| 3        | 21.2    | 24.3    | 45.5  | 7.9         |
| 6        | 25.5    | 27.3    | 52.8  | 7.5         |
| 8        | 25      | 29.9    | 54.9  | 7.4         |
| 9        | 35.4    | 41.4    | 76.8  | 6.1         |

## 7 WATER EFFICIENCY

### 7.1 SANITARY FIXTURE AND APPLIANCE EFFICIENCY

All new water fixtures are to ensure that high WELS rating fixtures and fitting are to be specified in line with minimum benchmarks below.

Table 16: WELS Ratings

| FIXTURE / EQUIPMENT TYPE | WELS RATING |
|--------------------------|-------------|
| TAPS                     | 4 Star      |
| TOILETS                  | 4 Star      |
| SHOWERS                  | 4 Star      |
| CLOTHES WASHING MACHINE  | 4 Star      |
| DISHWASHERS              | 4 Star      |



## 8 HEAT RESILIENCE

Urban heat island effect occurs when built-up areas are warmer than their surroundings due to hard surfaces, dark finishes, and limited vegetation. The proposed development will mitigate this effect by ensuring that at least 75% of the total site area consists of one or a combination of the following strategies in Table 17.

Table 17: Proposed heat resilience strategies

| CATEGORY                   | PROPOSED DEVELOPMENT STRATEGIES                                             |
|----------------------------|-----------------------------------------------------------------------------|
| Vegetation and landscaping | Provide shaded and planted areas to reduce surface heat gain                |
| Roofing materials          | 3-year SRI $\geq 64$ , or initial SRI $\geq 82$                             |
| Unshaded hardscaping       | 3-year SRI $\geq 34$ , or initial SRI $\geq 39$                             |
| Shaded hardscaping         | Hard surfaces shaded by vegetation, roof structures, or photovoltaic panels |

## 9 SUSTAINABLE TRANSPORT

### 9.1 WALKABILITY TO THE SITE

The building's design and location encourage walking to and from several amenities within the vicinity. This means designing roads within the building boundary to prioritise pedestrians, and either providing within, or being located close to, several amenities.

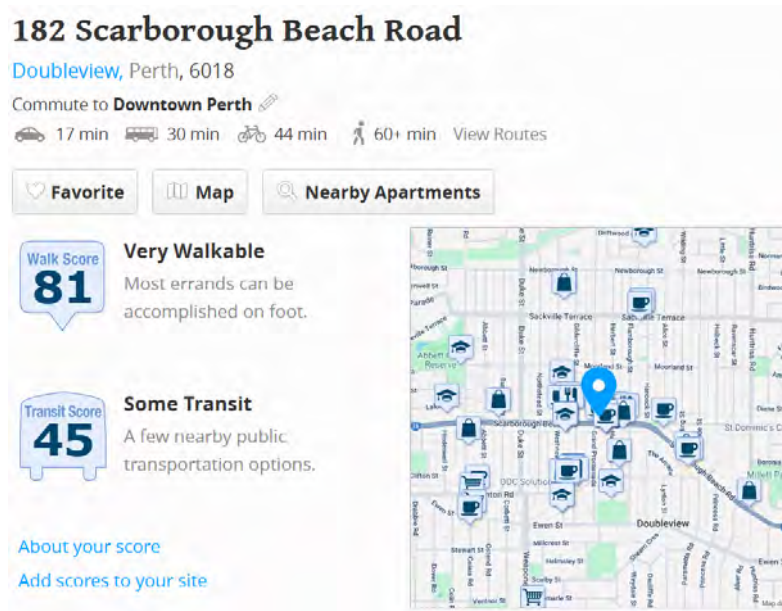


Figure 11: Walkability Score of the Proposed Development





## 9.2 BICYCLE PARKING FACILITIES & SUSTAINABLE TRANSPORT FACILITIES

This category aims to reduce occupants' reliance on carbon-intensive transport options. The development will include infrastructure to support the future installation of at least two metered electric vehicle (EV) charging stations. In addition, a number of bicycle racks will be provided to encourage cycling.

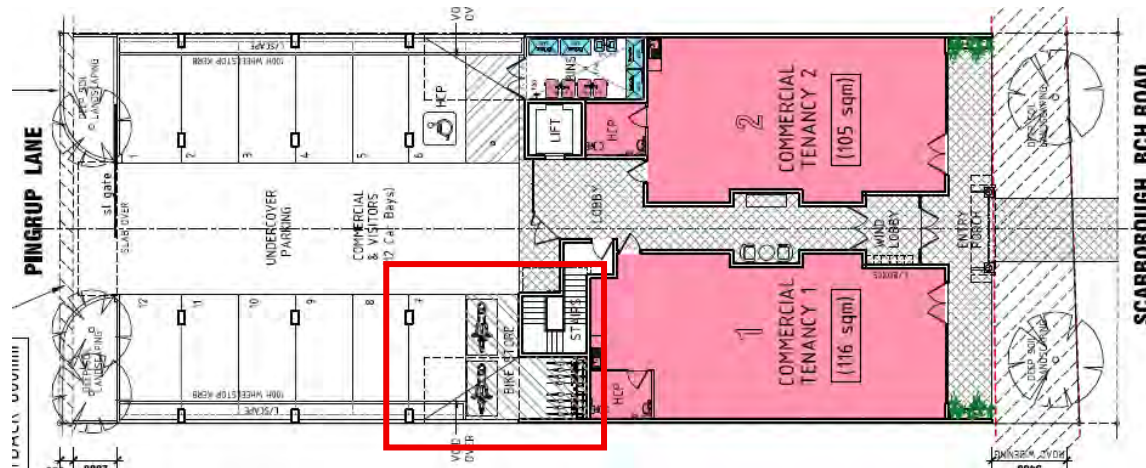


Figure 12: Proposed Secure Bike Storage on Ground Floor

## 10 WASTE EFFICIENCY

A waste planning expert will produce a Waste Management Plan (OWMP) that addresses best practice in waste management, including:

- Identifying the objectives of the plan, by setting diversion from landfill targets and / or target for reducing total materials generation (general waste materials + recyclable / reusable materials);
- Clearly identify waste streams including general waste, paper and cardboard, glass and plastic;
- Clearly identify applicable bins for various waste streams, that allow for separation of recyclable streams – or use of comingled systems where appropriate.
- Clearly identify at least one other waste stream that can be recycled, and for which recycling facilities are provided.
- Clearly identify storage areas for all waste streams identified in the OWMP.
  - Area to be sized sufficiently for all streams nominated above, based on waste generated by the project and the collection frequency for each stream; and
  - Calculations shall be based on third-party best practice guidelines.
- Outline best practice access requirements for the collection of all waste streams identified in the OWMP.
- Outline individual roles responsible for delivering and reviewing the OWMP





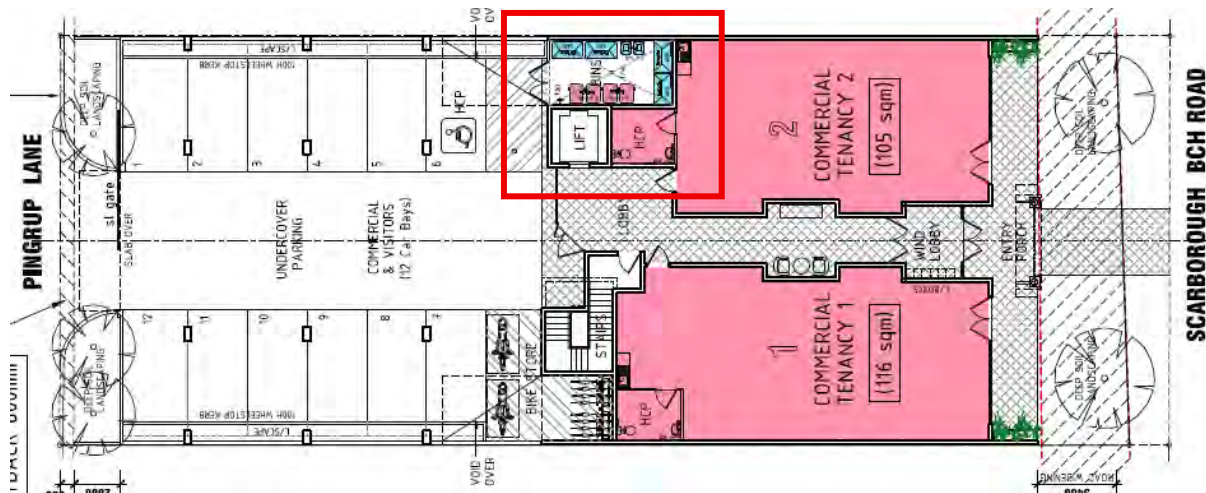


Figure 13: Proposed Bin Storage on Ground Floor

## 11 INDOOR ENVIRONMENT QUALITY

### 11.1 PROVISIONS FOR INCREASED OUTDOOR AIR

Pollutants entering the building are minimised, and a high level of fresh air is provided to ensure levels of indoor pollutants are maintained at acceptable levels. It is proposed that outdoor air provided to primary areas will be at a rate at least 50% greater than minimum in AS 1668.2:2012, this will need to be confirmed by the mechanical engineer.

### 11.2 INTERNAL FINISHES

Internal Finishes (paints, adhesives, sealants, carpets) with low VOC and formaldehyde content will be prioritised.

Using low VOC (volatile organic compounds) products offers numerous benefits, primarily by enhancing indoor air quality and promoting better health. These products release fewer harmful chemicals, reducing the risk of respiratory issues, headaches, dizziness, and long-term health problems. Environmentally, low VOC products contribute less to air pollution and smog formation, supporting a healthier ecosystem.

### 11.3 PAINTS, ADHESIVES, AND SEALANTS

To meet the requirements, at least 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC (Total Volatile Organic Compounds) limits. Compliance with these limits can be achieved through one of the following methods:

1. **Product Certification Scheme:** The contractor can use products that are certified under a recognized and current Product Certification Scheme at the time of purchase. These schemes assess and verify the TVOC content of the materials, ensuring they meet the specified limits.
2. **Laboratory Product Testing:** If there are no certified products available, the contractor can conduct laboratory testing on the paints, adhesives, and sealants, to determine their TVOC





content. The testing should be carried out using the whole paint, including water and tinters, to obtain accurate results.

3. **Absence of Non-compliant Materials:** Alternatively, if none of the materials mentioned (paints, adhesives, sealants, and carpets) are present at the time of practical completion (PC), and thus no TVOC emissions are expected, compliance can be achieved.

All paints used for internal application on the job are to have a low TVOC content as outlined below. TVOC content must be based on whole paint (water and tinters included):

Table 18: Paint VOC limits

| PRODUCT TYPE / SUBCATEGORY           | MAX TVOC CONTENT (G/L OF READY TO USE PRODUCT) |
|--------------------------------------|------------------------------------------------|
| Walls and ceilings – Any gloss level | 16                                             |
| Trim, varnishes and wood stains      | 75                                             |
| Primers, sealers and prep coats      | 65                                             |

Maximum TVOC Content Limits for Paints, Varnishes and Protective Coatings

\*EU Directive

The TVOC content of the 'ready-to-use' paint shall be theoretically calculated as the sum total of the VOCs of each of the raw material component comprising the paint.

Where the TVOC content of individual components is not known, it must be determined experimentally by one of the following testing methods as appropriate:

- ISO Method 17895 (2005), for a material with a presumed VOC content <1%;
- ISO Method 11890-2 (2006), for a material with a presumed VOC <15%;
- ISO Method 11890-1 (2007), for a material with a presumed VOC content >15%;
- ASTM D3960, which is comprised of four individual testing procedures that measures TVOC (D2369) as well as density (D1475) and water content (D4017). Exempt compounds (D4457) must not be subtracted in the calculation of VOC content.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All sealants used in an internal application on the job are to have a low TVOC content as outlined below.

Table 19: Adhesives/Sealants VOC limits

| PRODUCT                                                                                                              | MAXIMUM TVOC CONTENT (G/LITRE) |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------|
| General purpose adhesives and sealants                                                                               | 50                             |
| Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives | 250                            |
| Structural glazing adhesive, wood flooring and laminate adhesives and sealants                                       | 100                            |
| Primers, sealers and prep coats                                                                                      | 65                             |





|                                                  |     |
|--------------------------------------------------|-----|
| One and two pack performance coatings for floors | 140 |
|--------------------------------------------------|-----|

Maximum TVOC limits for Adhesives & Sealants

\*Sealants used to enhance the fire- and water-proofing properties are included.

The testing method applicable to adhesive and sealants is only ASTM D3960 as detailed above for paints. For more information on ASTM D3960 refer to South Coast Air Quality Management District Rule 1168.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All carpets and/or other flooring used on the project are to have low TVOC emission rates as outlined below.

Table 20: Carpet VOC limits

| ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS |                                 |
|--------------------------------------------------------------------|---------------------------------|
| Total VOC limit                                                    | 0.5 mg/m <sup>2</sup> per hour  |
| 4-pc (4-Phenolcyclohexene) limit                                   | 0.05 mg/m <sup>2</sup> per hour |

Compliance Testing: Refer to Carpet and Rug Institute Green Label (US) OR American Society for Testing and Materials (ASTM) D5116 Guide for Small-Scale Environmental Chamber Determinations of Organic Emissions from Indoor Material/Products OR

For carpets and laminate floor coverings, an option for demonstrating compliance with TVOC levels is as follows: ISO 10580 (also known as ISO/TC 219) – Document N238 – Resilient,

Textile and Laminate Floor Coverings Evaluation of Volatile Organic Compounds Emissions, with a limit of 500µg/m<sup>2</sup>/hr at 24 hours. OR

For floor coverings (other than carpet), an option for demonstrating compliance with TVOC levels is as follows:

ISO16000 parts 9, 10 and 11 (also known as the EN 13419), with a TVOC limit at three days of 5mg/m<sup>2</sup>/h and 0.5mg/m<sup>2</sup>/h at 28 days.

Carpet or other flooring installed as part of the base building works prior to fit out works, can be deemed re-used for the purpose of this credit.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

There are two options for demonstrating compliance for carpets, as follows:





**Option A - Product Certification:**

Carpets certified under a relevant Product Certification Scheme standard recognised by the GBCA under the GBCA assessment Framework for Product Certification Schemes are deemed to satisfy the requirements of this criterion. Relevant GBCA recognized standards are listed on the GBCA web site. The certificate must be current at the time of project registration or submission and list the relevant product name and model.

A UL GREENGUARD Children & Schools® certification current at the time of project registration or submission is another acceptable evidence for demonstrating compliant TVOC levels for carpets.

**Option B - Experimental Testing**

All carpets comply with the Total VOC (TVOC) limits within Table below. The emission levels detailed in this table must be established by a NATA or another ISO/IEC17025 accreditation laboratory.

*Table 21: Flooring VOC limits*

| ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS – TO ASTM D5116 TEST PROTOCOL |                                 |
|--------------------------------------------------------------------------------------------------|---------------------------------|
| Carpets using ASTM D5116 Test Protocol:                                                          |                                 |
| Total VOC limit                                                                                  | 0.5 mg/m <sup>2</sup> per hour  |
| 4-pc (4-Phenolcyclohexene) limit                                                                 | 0.05 mg/m <sup>2</sup> per hour |
| Carpet using ISO 16000 test protocol (also known as EN 13419)                                    |                                 |
| TVOC at three days-                                                                              | 0.5 mg/sqm per hour             |
| Flooring using ISO 10580 (also known as ISO/TC 219) – Document                                   |                                 |
| TVOC at 24 hours - 0                                                                             | 0.5mg/sqm per hour              |

## 11.4 FORMALDEHYDE MINIMISATION

All engineered wood products used internally, including exposed and concealed applications, must have low formaldehyde emissions as defined in the table below, or contain no formaldehyde. Engineered wood products are defined as particleboard, plywood, veneer, MDF, Laminated Veneer Lumber (LVL), High-Pressure Laminate (HPL), Compact Laminate and decorative overlaid wood panels and include both finished and unfinished products.

These requirements are not applicable to exterior applications, formwork, internal car park applications, reused engineered wood products or raw timber.

The contractor must obtain approval from the design team before substituting any product.

The limits listed here are defined according to the test method. The levels listed are equivalent results for different test procedures.





Table 22: Formaldehyde emission limits

| TEST PROTOCOL                                                                                                                                                                                                                         | EMISSION LIMIT/ UNIT OF MEASUREMENTS                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood                                                                                                                                                         | < 1.0 mg/L                                                                                |
| AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16                                                                                                                                      | < 1.5 mg/L                                                                                |
| AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16                                                                                                                                                 | < 1.0 mg/L                                                                                |
| JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460                                                                                                                                                 | < 1.0 mg/L                                                                                |
| JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460                                                                                                                                                                       | < 1.0 mg/L                                                                                |
| JIS A1901 (not applicable to Plywood)                                                                                                                                                                                                 | < 1.0 mg/L                                                                                |
| ASTM D5116                                                                                                                                                                                                                            | <0.1 (+/- 0.0005) mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr) |
| ISO 16000 part 9, 10 and 11 (also known as EN 13419)                                                                                                                                                                                  | <0.1 (+/- 0.0005) mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr) |
| ASTM D6007                                                                                                                                                                                                                            | 0.12mg/m <sup>3</sup> *                                                                   |
| ASTM E1333                                                                                                                                                                                                                            | 0.12mg/m <sup>3</sup> **                                                                  |
| EN 717-1 (also known as DIN EN 717-1)                                                                                                                                                                                                 | 0.12 mg/m <sup>3</sup>                                                                    |
| EN 717-2 (also known as DIN EN 717-2)                                                                                                                                                                                                 | 3.5 mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr).              |
| *The test report must confirm that the conditions of Table 1 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98. |                                                                                           |





## 12 CONCLUSION

In conclusion, the report outlines sustainability commitments that align with core principles, focusing on energy, water, and waste management. It highlights efforts to promote environmental responsibility and resource efficiency, underscoring a commitment to a greener, more sustainable future.

Table 23: Sustainability Commitments

| DESCRIPTION                 | GOAL                                                                                                                         | SUSTAINABILITY COMMITMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| STRUCTURE DESIGN EFFICIENCY | Integrate passive solar design principles into optimising solar access in winter and shading in summer.                      | <ul style="list-style-type: none"> <li>Enhance solar passive performance by incorporating shading devices on north and west-facing windows to reduce summer heat gain and improve visual interest.</li> <li>Above <b>60%</b> of the combined living and bedroom area of each unit have high level of daylight (above 160 Lux).</li> <li>Building orientation and design to maximise natural ventilation and promote cooling opportunities</li> <li>External shading devices to minimise heat gains</li> <li>Building form and orientation to maximise natural daylighting</li> </ul> |
| ENERGY EFFICIENCY           | Enhance energy performance by reducing consumption through efficient design and the use of renewable and low-energy systems. | <ul style="list-style-type: none"> <li>Efficient LED Lighting.</li> <li>Provision for solar photovoltaic (PV) system to supply renewable energy.</li> <li>All units meet the minimum NatHERS energy efficiency requirement of 6 stars for sole occupancy and 7 stars average, based on the NCC 2022.</li> </ul>                                                                                                                                                                                                                                                                      |
| WATER EFFICIENCY            | Efficient water fixtures.                                                                                                    | <ul style="list-style-type: none"> <li>High WELS Ratings</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| HEAT RESILIENCE             | Reduce impacts of heat island effect                                                                                         | <ul style="list-style-type: none"> <li>Light roof colour (SRI <math>\geq 0.64</math>).</li> <li>Incorporate vegetation and green spaces around the building to provide shading and reduce surrounding air temperatures.</li> </ul>                                                                                                                                                                                                                                                                                                                                                   |
| SUSTAIBLE TRANSPORT         | Low carbon options                                                                                                           | <ul style="list-style-type: none"> <li>Provision for future EV charging bays.</li> <li>Provision for secure bicycle storage area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| WASTE EFFICIENCY            | Waste reduction and recycling through effective waste management.                                                            | <ul style="list-style-type: none"> <li>Implement a waste management plan that maximizes waste reduction, promotes recycling, and ensures effective waste separation and management.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                       |







|                                  |                               |                                                                                                                                                                                                                                                                                             |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INDOOR<br>ENVIRONMENT<br>QUALITY | Enhance indoor air<br>quality | <ul style="list-style-type: none"><li>• Natural ventilation to all apartment units.</li><li>• Low VOC and Low Formaldehyde products to be used.</li><li>• Minimum 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC limits.</li></ul> |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|





## 12.1 SIMULATION SOFTWARE

Daylight modelling was conducted using Better Building software, which employs the Radiance simulation engine. The software is one of the listed software's in the simulation software standards in the *Green Star Buildings Submission Guidelines*. Details of the software and simulator are shown in Table 24.

Table 24: Daylight modelling analysis software requirements

| PARAMETER                  | Input           |
|----------------------------|-----------------|
| Software Name and Version  | Better Building |
| Software Developer         | Better Building |
| Software simulation engine | Radiance        |

## 12.2 GLAZING VISUAL LIGHT TRANSMITTANCE

The Visual Light Transmittance (VLT) inputted into the software for all glazing materials is as per Table 25.

Table 25: Visual light transmittance

| GLAZING SYSTEM              | VISUAL LIGHT TRANSMITTANCE |
|-----------------------------|----------------------------|
| All levels external glazing | 0.60                       |

## 12.3 MATERIAL REFLECTANCE VALUES

Daylight modelling reflectance values were based on conservative industry defaults as shown in Table 26.

Table 26: Material reflectance values

| SURFACE  | REFLECTANCE VALUE | DESCRIPTION                   |
|----------|-------------------|-------------------------------|
| Ceilings | 0.70              | Typical light-painted ceiling |
| Walls    | 0.70              | Standard painted plasterboard |
| Floors   | 0.30              | Standard carpet/tile finish   |

## 12.4 WEATHER

The weather file was assigned based on the project location, as per Table 27.

Table 27: Weather file input

| PARAMETER             | INPUT                                  |
|-----------------------|----------------------------------------|
| Climate file          | AUS_WA_Esperance.946380_TMYx.2007-2021 |
| Climate file location | Esperance, WA, AUS                     |

## 12.5 DAYLIGHT LEVELS

The simulation inputs for the daylight levels assessment were assigned as per Table 28.





Table 28: Radiance simulation inputs

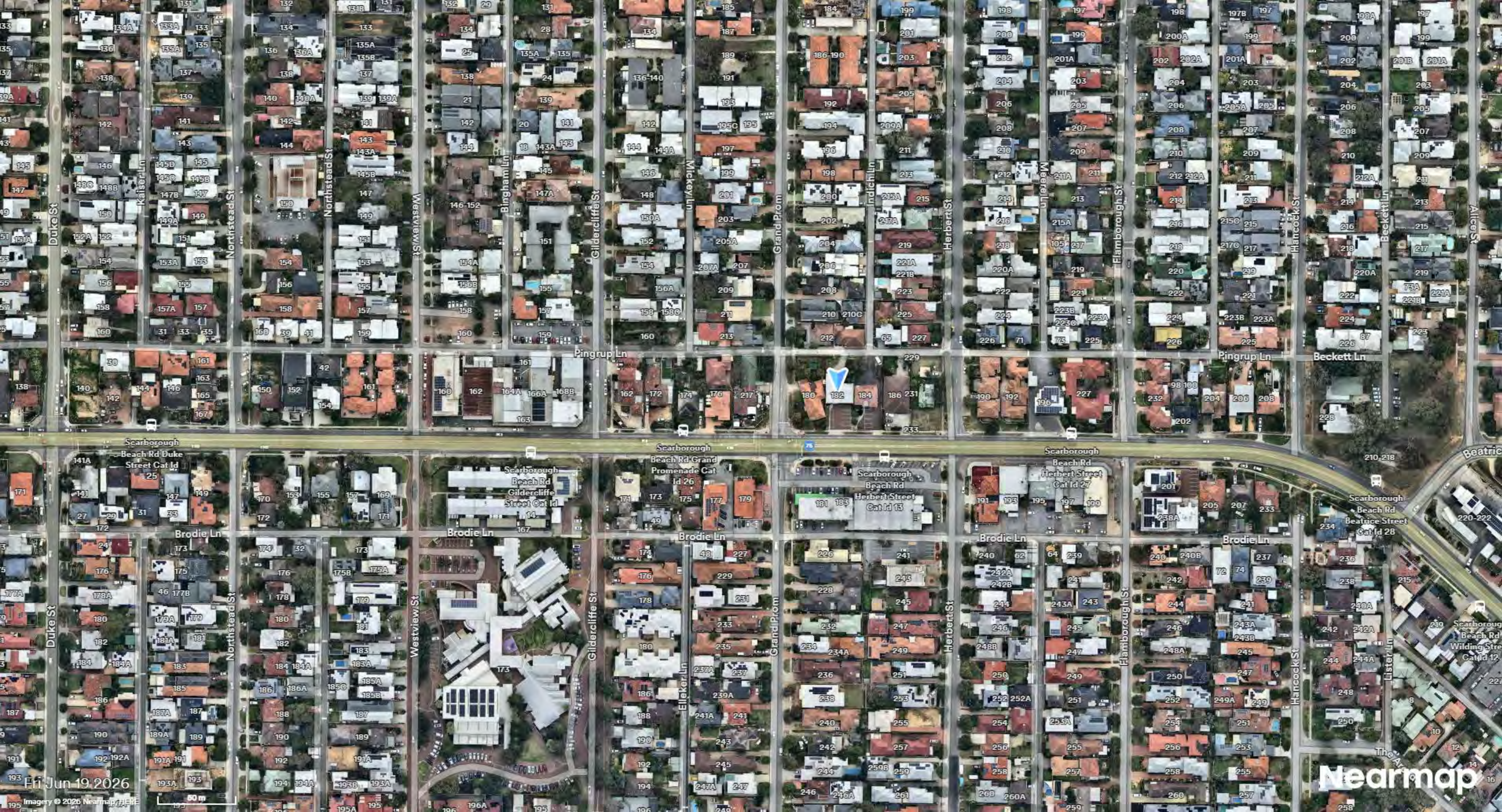
| PARAMETER                   | INPUT                           |
|-----------------------------|---------------------------------|
| Dynamic daylight simulation | Spatial Daylight Autonomy (sDA) |
| Sky model                   | Standard CIE overcast sky       |
| Grid size                   | 0.5 m                           |
| Grid height                 | 0.75 m                          |





## Attachment 2 - Aerial Plan





Fri Jun 19 2026

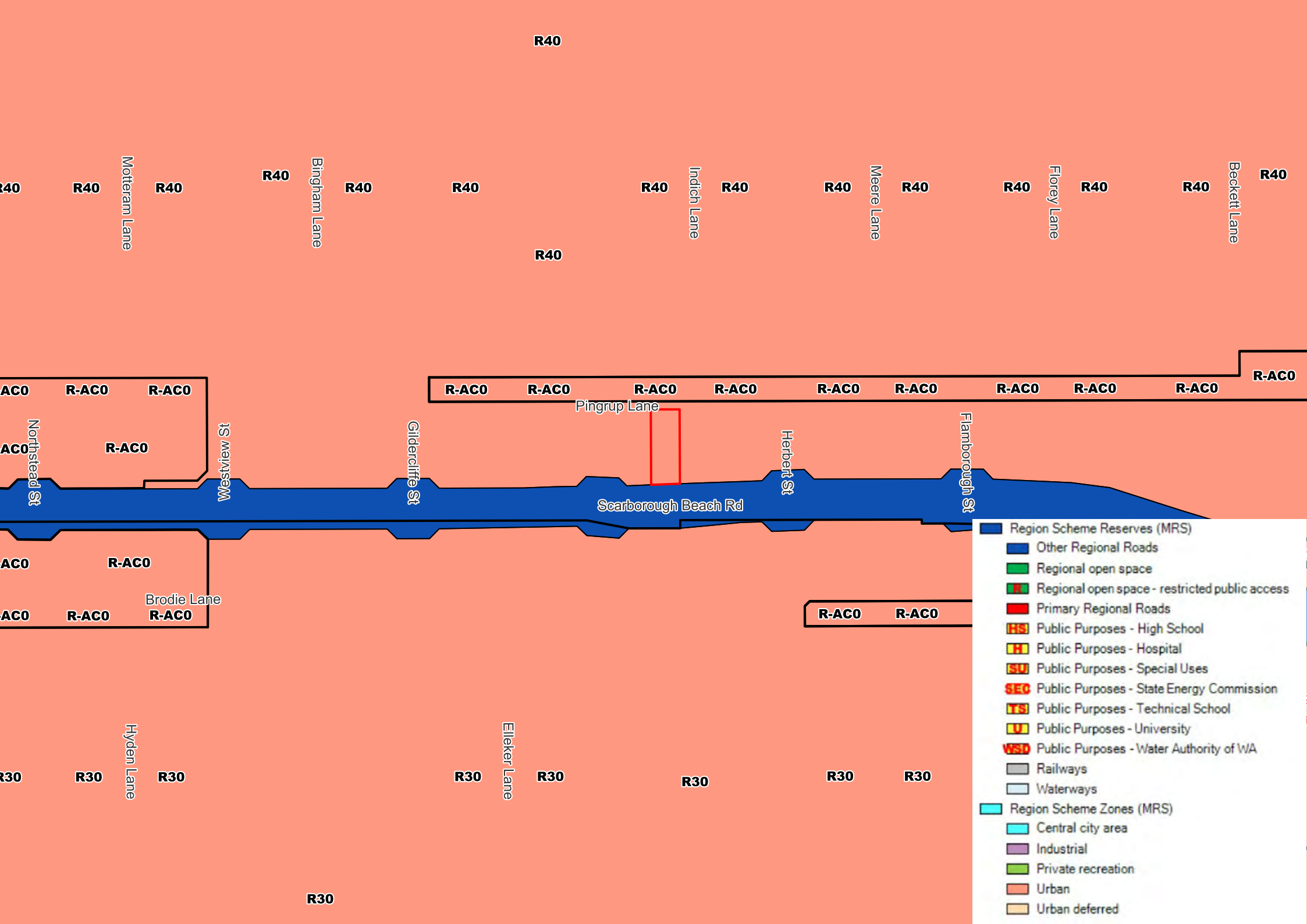
Imagery © 2026 Nearmap

Nearmap

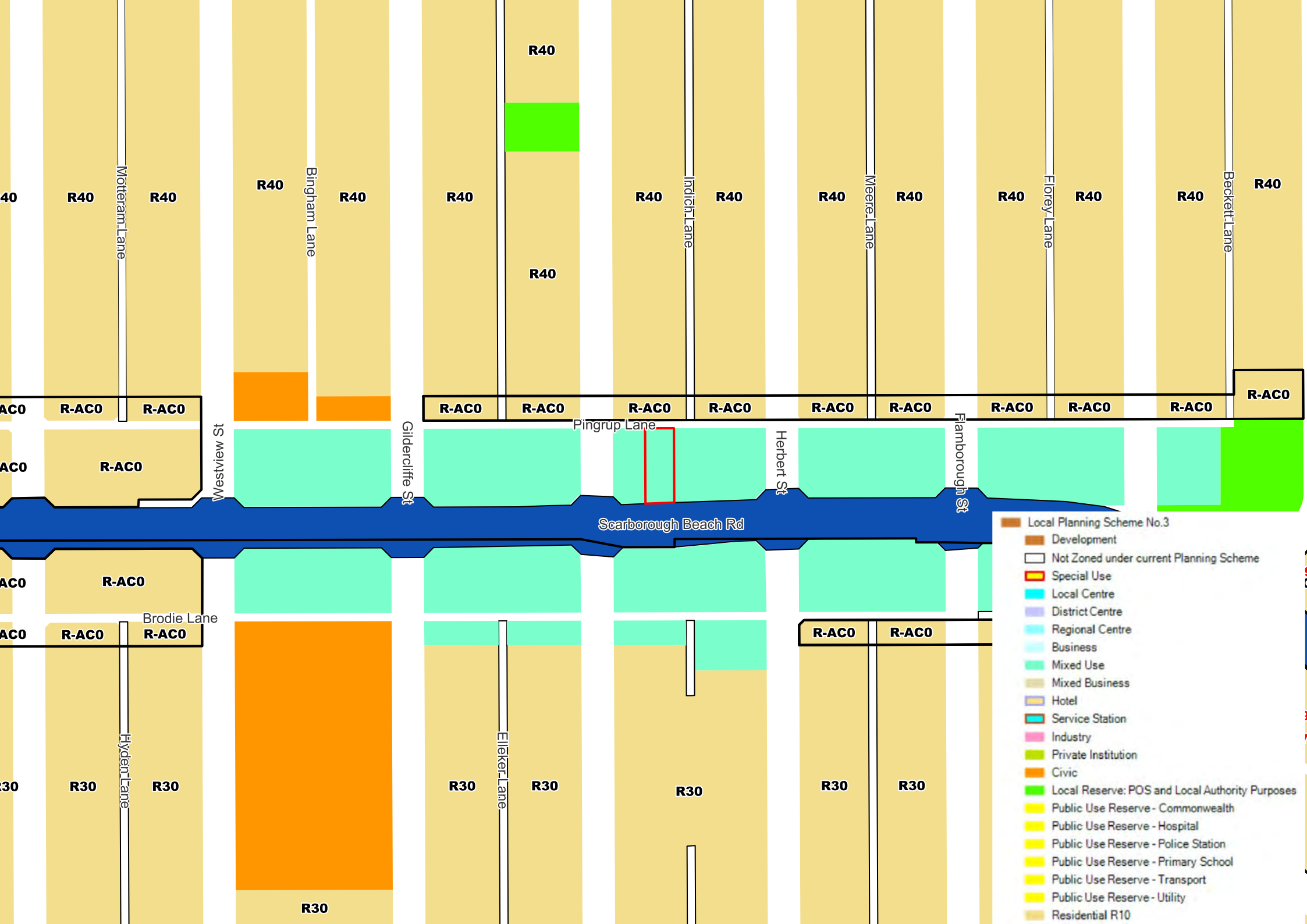


# Attachment 3 - Metropolitan Region Scheme





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





## Attachment 5 - Applicant's Planning Report (received 26 March 2026)

### **Principle 1 Context and Character**

- a) Side elevations updated with windows to all rooms including Sun Hoods.
- b) Rear elevation to Pingrup lane harmonised to match front elevation to maintain integrity of design.
- c) Due to road widening for future Light Rail Train Station , the front building has been moved back a further 2m to comply with Local Precinct Planning Scheme.

### **Principle 2 Landscape**

- a) Landscape design to front and rear set backs have been updated to provide a greater area of Deep Soil planting to enhance presentation .
- b) Detailed Sections have been provided to show set backs to all boundaries in accordance with LPS .
- c) The roof top Resident Recreation area has been enhanced with a flat polycarb roof , perimeter planter boxes to provide a green ambiance garden setting with open sides giving views to ocean, Hills and solar access and max cross ventilation.

### **Principle 3 Built Form**

- a) front setback for future Train Station has considerably reduced design flexibility to the central Core and The increased location of Stair/Lift Shafts and current location is considered to be most functional to create obvious separation between private and public open space on each level.
- b) There is still adequate openings to sides of Core between Stair and lift shafts to allow cross ventilation and outlook to Ocean and Hills to both sides .
- c) Air conditioner Compressors are now enclosed at ground level in each private courtyard without blocking side views.
- d) Private Courtyards will be managed and responsibility of each unit owner if sold as strata title or managed by Letting Agent if rented accommodation.
- e) A Transport Assessment report has been completed and submitted as part of the review package.

### **Principle 4 Functionality and Build Quality**

Supported by DRP.

### **Principle 5 Sustainability**

A Sustainability Consultant has been engaged and a basic Statement is being submitted for DRP meeting but will be expanded in a detailed Report prior to submission to Council for Planning Approval.

### **Principle 6 Amenity**

- a) Floor plans to front Units facing south have been amended to relocate kitchens to central position to allow full height and width windows to be facing North for solar access as agreed at previous DRP meeting.

- b) Ground floor entry Resident access corridor has been significantly widened to include front door Wind Lobby, central corridor informal Lounge for resident Meet-n-Greet and rear Entry Lobby to main Stairs and Lift for resident car park access..
- c) Motor bike parking on ground floor will have clear polycarb roof sheeting over for cover protection.

#### **Principle 7 Legibility**

Supported by DRP.

#### **Principle 8 Safety**

Supported by DRP.

#### **Principle 9 Community**

- a) Resident roof top Deck will be furnished with outdoor Lounge suites and tables with chairs for various sized groups to encourage occupancy and appreciation of the vantage point views to Ocean and Hills. Planter boxes will have auto reticulation to maintain plant growth and create a landscape ambiance.
- b) Decoration to adjoining boundary walls was initially considered and has to be negotiated with neighbours for design acceptance and to allow access and maintenance .

#### **Principle 10 Aesthetics**

- a) Roof profile of the various roofing elements has been resolved using a common profile to maintain integrity to all elevations and pergola to resident roof deck has been changed to a flat design to avoid conflict of profiles.
- b) The rear elevation to Pingrup Lane has been enhanced with a matching design Canopy over the vehicle security gate to give an added element of “ Entry “ for residents and visitors so it is not considered a “ Back Door “ off the service Lane.



3 March 2026

Karina Bowater  
Senior Planning Officer  
City of Stirling  
25 Cedric Street  
**STIRLING WA 6021**

Dear Sir/Madam,

## **NO. 182 (LOT L6081) SCARBOROUGH BEACH ROAD, DOUBLEVIEW**

### **DEVELOPMENT APPLICATION – MIXED-USE DEVELOPMENT**

Urbanista Town Planning have been engaged by the owners of the subject site to prepare and submit a Development Assessment Panel for mixed-use development at No. 182 Scarborough Beach Road, Double View.

Included in this submission are the following documents:

- Application for Development Approval Form
- Certificate of Title
- Development Plans including Elevations and Renders
- Sustainable Design Report
- Acoustic Report
- Waste Report

The development has been subject to Design Review Panel presentation on three occasions, culminating in support for the development following the final review. The table below summarises the stages of the DRP process and improvements to the design.

Overall, the proposal delivers an appropriate built form that provides increased housing diversity whilst strengthening the active frontage along Scarborough Beach Road. The proposal is shown to be consistent with the applicable planning framework and we look forward to the City's support.

## DESIGN REVIEW PANEL MEETINGS

The development has been subject to three Design Review Panel meetings, as identified in the table below. The DRP is satisfied with the progress of the design and awarded its support for the development following the third presentation.

| <b>Design Review progress</b><br><b>Item 1 – PDA25/0048 – 182 Scarborough Beach Road, Doubleview – Pre Development</b><br><b>Application – Mixed Use Development</b><br><b>DRP Meeting – Thursday 11 September 2025, 27 March 2025 and 2 February 2023</b> |                                            |               |               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------|---------------|
| <b>S</b>                                                                                                                                                                                                                                                   | Design Principle satisfied                 |               |               |
| <b>P</b>                                                                                                                                                                                                                                                   | Design Principle pending further attention |               |               |
| <b>N</b>                                                                                                                                                                                                                                                   | Design Principle not satisfied             |               |               |
|                                                                                                                                                                                                                                                            | DR1 2/2/2023                               | DR2 27/3/2025 | DR3 11/9/2025 |
| Principle 1 - <b>Context and character</b>                                                                                                                                                                                                                 |                                            | P             | S             |
| Principle 2 - <b>Landscape quality</b>                                                                                                                                                                                                                     |                                            | P             | P             |
| Principle 3 - <b>Built form and scale</b>                                                                                                                                                                                                                  |                                            | S             | S             |
| Principle 4 - <b>Functionality and build quality</b>                                                                                                                                                                                                       |                                            | P             | P             |
| Principle 5 - <b>Sustainability</b>                                                                                                                                                                                                                        |                                            | N             |               |
| Principle 6 - <b>Amenity</b>                                                                                                                                                                                                                               |                                            | P             | S             |
| Principle 7 - <b>Legibility</b>                                                                                                                                                                                                                            |                                            | S             | S             |
| Principle 8 - <b>Safety</b>                                                                                                                                                                                                                                |                                            | S             | S             |
| Principle 9 - <b>Community</b>                                                                                                                                                                                                                             |                                            | P             | S             |
| Principle 10 - <b>Aesthetics</b>                                                                                                                                                                                                                           |                                            | P             | P             |

Figure 1. Results from Design Review Panel\

## SITE AND CONTEXT

The development is situated in the suburb of Doubleview, within the City of Stirling, approximately 10 kilometres from the Perth CBD. The site can be accessed directly via Scarborough Beach Road at the front and Pingrup Lane to the rear. The site enjoys good access to amenities, the nearby coastal environment, and an established residential area. The site has a strong connection to established public and private transport facilities, via Glendalough Train Station on the Joondalup Line, as well as connections to the West Coast Highway and Mitchell Freeway. The property is also within a 200m walk from a bus stop, which runs from Perth Busport to Scarborough Beach Bus Station.

The site benefits from nearby education hubs, such as The Japanese School in Perth, Scarborough Primary School, Doubleview Primary School, and the International School of Western Australia. Other nearby recreational facilities include the Scarborough Community Hub, Stirling Leisure (Scarborough), and Doubleview House Community Centre, all within an 800m radius of the site. The site also benefits from medical facilities, such as the Grand Prom Medical Centre, as well as food and beverage services, including Al Fonetto, Folk & Merchant, and Pizzaca Pizzeria & Bar. The subject site is located across the road from Doubleview IGA and other local retail stores along Scarborough Beach Road.

The image below illustrates the amenities surrounding the site.

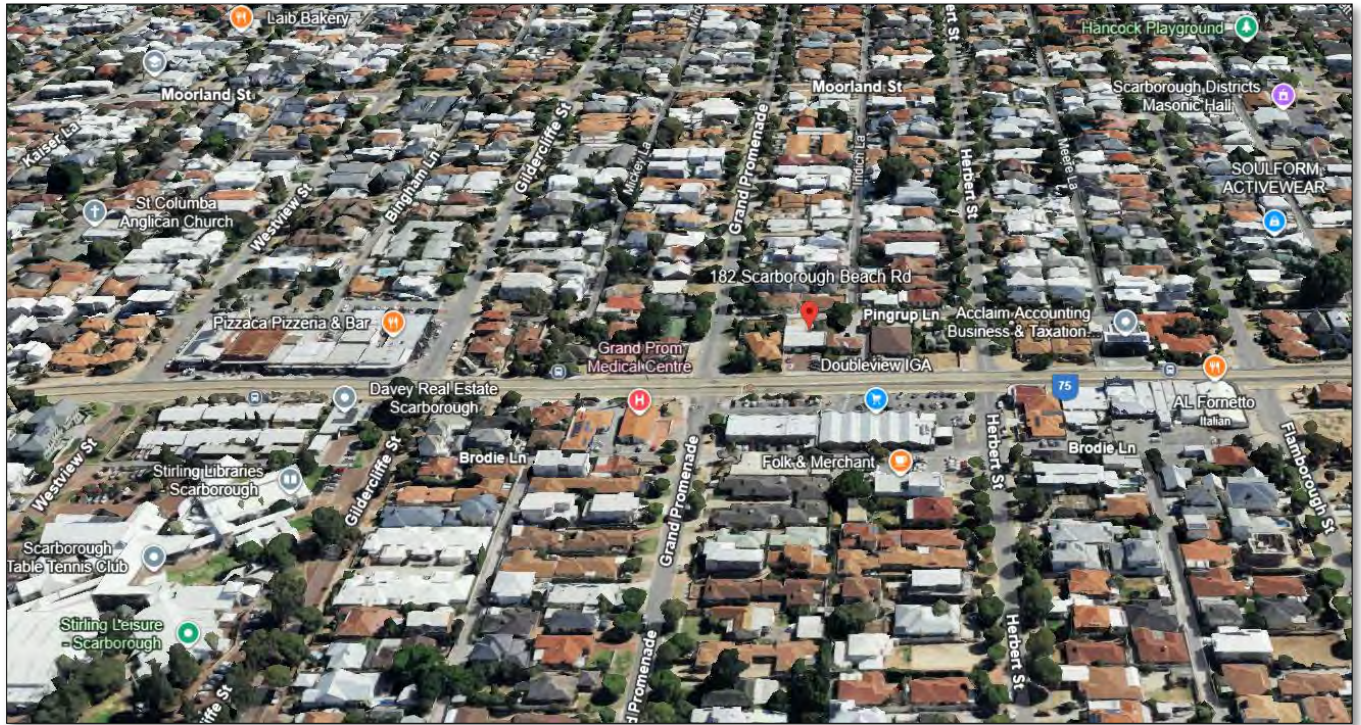


Figure 1. Amenities around the development

## DEVELOPMENT PROPOSAL

This application proposes a mixed-use development comprising 10 multiple dwellings and 2 ground-floor commercial tenancies. Key features of the development include:

- Residential component includes:
  - o 8 x two-bedroom dwellings
  - o 2 x three-bedroom dwellings
  - o Dwellings located on the upper levels with private balconies and access via a central circulation core.
- 221 m<sup>2</sup> of commercial floor space provided at ground level across two individual tenancies, each with direct pedestrian access to Scarborough Beach Road.
- Active street-frontage design with large glazing areas, pedestrian entries, and minimal setbacks to support main-street activation.
- Vehicle access provided from the rear/secondary street frontage to minimise crossover impacts along Scarborough Beach Road.
- 12 on-site car parking bays, including:
  - o Bays allocated to residents and visitors
  - o 1 accessible bay
  - o Bicycle parking and 2 motorcycle bays



- On-site bin storage and service areas located away from the public realm to reduce visual impact.
- Built form designed to integrate with the existing commercial strip, providing an articulated façade with variation in materials, balconies, and upper-level setbacks.
- Landscaping provided along street frontages and internal areas to soften the built form and improve streetscape presentation.
- Building height and massing designed to transition appropriately to neighbouring development while maintaining a strong street edge to Scarborough Beach Road.

The overall development delivers increased housing choice, improved activation at ground level, and a contemporary architectural addition to the local activity corridor. The below render illustrates the proposed development.



Figure 2. Proposed development

## PLANNING FRAMEWORK

### **Local Development Plan – Scarborough Beach Road West Area**

The development is located within the Scarborough Beach Road West Activity Corridor. In which, the corridor has the vision to be:

*“a modern, vibrant, mixed-use area shared by light rail, pedestrians, cyclists and vehicles, with high-quality buildings capitalising on attractive views. The Activity Corridor will accommodate local businesses that serve local residents while taking advantage of passing trade. It will become a street containing many trees that encourages walking and cycling and has places for people to meet.”*

The development is consistent with the vision guidance for the Scarborough Beach Road West Activity Corridor. The development proposal supports a vision of a modern and vibrant community with multiple residential dwellings and a high-quality design that respects the ocean-view location. Providing space on the ground floor for local businesses will enhance the local economy and increase the level of vibrancy through increased customer and service provider activities.

The development is an appropriate outcome for the site and locality, achieving a high-quality design that is respectful of its neighbours and in line with the built form intended for a Mixed-Use R-AC0.

## PLANNING ASSESSMENT

An assessment of the application was undertaken in accordance with the Scarborough Beach Road West Local Development Plan and the City's Local Policies. Where the development does not meet the deemed-to-comply requirements outlined in these documents, an assessment of the associated design principles was conducted to determine whether the development could be supported. The design principle assessment has determined that the application is suitable and should be supported by the City, as detailed below.

### PLANNING ASSESSMENT SUMMARY DEEMED-TO-COMPLY CHECK

| 2.2 BUILT FORM AND DESIGN |                                           |                                     | 2.4 SITE DESIGN             |                                               |                                     |
|---------------------------|-------------------------------------------|-------------------------------------|-----------------------------|-----------------------------------------------|-------------------------------------|
| 2.2.1                     | Building height                           | <input checked="" type="checkbox"/> | 2.4.1                       | Building Layout and Orientation               | <input checked="" type="checkbox"/> |
| 2.2.2                     | Plot ratio and height bonuses             | <input checked="" type="checkbox"/> | 2.4.2                       | Communal Open Space                           | <input checked="" type="checkbox"/> |
| 2.2.3                     | Character Facade                          | <input checked="" type="checkbox"/> | 2.4.3                       | Landscape                                     | <input checked="" type="checkbox"/> |
| 2.2.5                     | Active Frontage to Mixed Use R-AC0        | <input checked="" type="checkbox"/> | 2.4.4                       | Lighting                                      | <input checked="" type="checkbox"/> |
| 2.2.6                     | Architectural Expression and Articulation | <input checked="" type="checkbox"/> | 2.4.5                       | Storage Areas & Rubbish Collection Enclosures | <input checked="" type="checkbox"/> |
| 2.2.8                     | Building Adaptability                     | <input checked="" type="checkbox"/> | 2.5.1                       | Entry Point                                   | <input checked="" type="checkbox"/> |
| 2.2.9                     | Roof Forms                                | <input checked="" type="checkbox"/> | 2.5 STREET SCAPE            |                                               |                                     |
| 2.2.10                    | Colours and Materials                     | <input checked="" type="checkbox"/> | 2.5.2                       | Safety                                        | <input checked="" type="checkbox"/> |
| 2.2.11                    | Noise Attenuation                         | <input checked="" type="checkbox"/> | 2.5.3                       | Fencing & Gates                               | <input checked="" type="checkbox"/> |
| 2.2.12                    | Awnings                                   | <input checked="" type="checkbox"/> | 2.5.4                       | Signage                                       | <input checked="" type="checkbox"/> |
| 2.2.13                    | Overlooking and Privacy                   | <input checked="" type="checkbox"/> | 2.6 SUSTAINABLE DEVELOPMENT |                                               |                                     |
| 2.3 ACCESS & PARKING      |                                           |                                     | 2.6.1                       | Water efficiency                              | <input checked="" type="checkbox"/> |
| 2.3.1                     | Vehicle Access                            | <input checked="" type="checkbox"/> | 3.0 SPECIFIC PROVISIONS     |                                               |                                     |
| 2.3.2                     | Crossovers                                | <input checked="" type="checkbox"/> | 3.1.1                       | Mixed Use R-AC0                               | <input checked="" type="checkbox"/> |
| 2.3.3                     | Pedestrian Access                         | <input checked="" type="checkbox"/> |                             |                                               |                                     |
| 2.3.6                     | Bicycle Parking Facilities                | <input checked="" type="checkbox"/> |                             |                                               |                                     |
| 2.3.8                     | Parking Provision                         | <input checked="" type="checkbox"/> |                             |                                               |                                     |

In assessing the proposal against the Scarborough Beach Road West Local Development Plan and the City's Local Policies, there are several aspects of the proposed development that do not comply with the deemed-to-comply requirements. These are:

- General Provisions – Parking Provision
- Specific Provisions – Mixed Use R-AC0

An assessment against the relevant design principles is provided in further detail below.



---

### 2.2.1 & 2.2.2 Building Height & Plot Ratio and Height Bonuses

---

#### **Design Principles:**

- Minimum two/maximum five-storey buildings are permitted within 'Mixed Use R-AC0'.
- Ground floor level of development on Mixed Use R-AC0 and Residential 2 R-AC0 lot shall be consistent with the adjacent verge level, unless where not practical.
- Ground floor level of development on Residential 1 R-AC0 lots shall be a maximum of 1.2m above the adjacent footpath level.
- An additional development bonus shall be provided, in the form of plot ratio and height bonuses, to landowners who are required to cede land for the widening of Scarborough Beach Road.

| Scarborough Beach Road Widening (1) | Plot Ratio Bonus | Building Height Bonus |
|-------------------------------------|------------------|-----------------------|
| 0m - 2.99m                          | 0.25             | 0                     |
| 3m - 5.99m                          | 0.5              | 0                     |
| 6m - 8.99m                          | 0.75             | 1 storey (2)          |
| 9m +                                | 1.0              | 1 storey (2)          |

#### **Design Principal Assessment:**

The proposed development is located in a Mixed Use R-AC0 zoning with a 5-storey proposal.

---

### 2.2.3 Character Facades

---

#### **Objective:**

To enrich the urban fabric within the Scarborough Beach Road West area with elements of character.

#### **Comment:**

With respect to the buildings character, a response is provided from the City's DRP, as follows:

***The Panel noted that this higher density and mixed use building has the potential to set a positive benchmark for future re-development of lots along this part of Scarborough Beach Road, particularly given its location on the hill and with the potential for ocean views. The Panel supports the approach of the north and south facing cross ventilated through apartments with balconies, the central circulation core with separate residents' courtyards, and a positive architectural presentation to the rear lane that includes passive surveillance opportunities.***

---

### 2.2.5 Active Frontage to Mixed Use R-AC0

---

**Objectives:**

- To create a vibrant and stimulating pedestrian experience.
- To create opportunity for passive surveillance of the public realm contributing to the sense of safety.
- To encourage retail tenancies containing active frontages and address Scarborough Beach Road.

**Comment:**

The design provides a positive architectural response to street by incorporating awnings over the entry to the commercial buildings and significant landscaping to the front of the development. The commercial tenancies will create active uses on the ground floor and a high sense of passive surveillance.

---

### 2.2.6 Architectural Expression and Articulation

---

**Objectives:**

To generate interesting, innovative and creative architectural buildings. Exhibit a 'fine grain' character at the street level to ensure a human scale street edge. Reduce building bulk and massing and respond to adjacent buildings.

**Comment:**

With respect to the buildings character, a response is provided from the City's DRP, as follows:

*The Panel supported the general approach to building height and scale in the context of the anticipated future character of the area. The current built form broadly aligns with the vision established in the Scarborough Beach Road West LDP.*

---

### 2.2.8 Building Adaptability

---

**Objectives:**

Ensure where possible and practical, the design of ground floor-built form within the Residential 2 R-AC0 zone and adjacent to Scarborough Beach Road, has the building adaptability to be ultimately convertible to other active commercial uses over time (subject to future planning).

**Comment:**

The commercial tenancies are designed to be adaptable, being able to cater for a range of commercial uses, including office, retail and restaurant.

---

### 2.2.9 Roof Form

---

**Objective:**

Roof forms (including roof gardens) are to be an integral aspect of the overall building design and assist in reducing the impact of building mass and service equipment.

**Comment:**

The development proposes a communal roof garden which will provide sweeping views to the City and ocean, as well as a high level of landscaped amenity for the occupants of the building.

---

### 2.2.10 Colours & Materials

---

**Objectives:**

- To ensure long life and ease of maintenance for the development.
- To use materials and colours to articulate the building façade and overall design and respond to the coastal location and local context.

**Comment:**

The development demonstrates a coherent and integrated design, with all elements of the building from articulation through to scale being carefully considered. The use of grey, red and white colours in the presentation of the building responds to local context whilst providing equally bold statements with respect to expression of design.

---

### 2.2.11 Noise Attenuation

---

***An acoustic report is attached to the development proposal***

---

### 2.2.12 Awnings

---

**Objective:**

To provide continuous shelter along the street edge. To encourage pedestrian activity as part of an activated built form environment.

**Comment:**

The development provides a continuous shelter along Scarborough Beach Road along the ground floor of the development.



---

### 2.2.13 Overlooking and Privacy

---

**Objective:**

- To achieve a balance between visual privacy between apartments without compromising outlook, views and natural lighting to dwellings.
- To provide appropriate building separation between and within sites to allow for adequate visual privacy to internal spaces.

**Comment:**

Building separation is a key component of the development with the apartments separated by internal courtyards. Visual privacy for the development is compliant.

---

### 2.3.1 Vehicle Access

---

**Objective:**

Ensure that the design and location of vehicle access and circulation does not compromise pedestrian movement and safety or the design quality of the building and public spaces. The needs of all pedestrians including children, disabled and aged should be considered in the design of roads, intersections and accessways.

**Comment:**

Vehicle access is taken from the rear of the development from the right of way, thus satisfying the objectives of the LDP.

---

### 2.3.3 Pedestrian Access

---

**Objective:**

Developments will provide safe and secure universal access for pedestrians to main entrances of development and vehicle parking areas.

**Comment:**

A safe and clear line along the front and from the rear to the front of the development is provided for pedestrian movement to the main entrances.

---

### 2.3.5 Laneways

---

**Objective:**

To provide for an interesting and engaging environment allowing for passive surveillance from surrounding development and to ensure the laneway functions as a shared use vehicle and service access zone.

**Comment:**

A positive aspect of the development is the level of interaction provided to the laneway, with five units designed to face the laneway with balconies creating a high sense of visual surveillance and interaction to the laneway.

---

### 2.3.6 Bicycle Parking Facilities

---

**Objective:**

Developments will provide safe and secure bicycle storage and end-of trip facilities.

**Acceptable Development Criteria:**

- The incorporation of bicycle parking within a built form development is to be assessed against the City's Bicycle Parking policy (as amended).

**Comment:**

Under the City's Local Planning Policy 6.7 the following bicycle parking requirements apply:

- All other uses (for 2 x commercial tenancies) – 1 space per 400m<sup>2</sup> of gross floor area (GFA)
- On this basis, the 2 x commercial tenancies (total GFA of 221m<sup>2</sup>) require 1 bicycle parking bay.
- As there are 8 bicycle parking bays available, there is sufficient bicycle parking available for the commercial and residential uses proposed within the development.

---

### 2.3.7 Service Areas

---

**Objectives:**

- Development shall provide dedicated and appropriate access and parking facilities for service vehicles to pick up goods from and deliver goods to the subject site.
- Ensure that the service areas and facilities are designed as an integral component of the building.

**Comment:**

The service areas are located in the parking area and in the courtyards therefore appropriately situated within the building.

---

### 2.3.8 Parking Provisions

---

**Objective:**

Provide safe parking for residents and workers whilst limiting the number of car bays provided and promoting the utilisation of alternative modes of transport.

**Acceptable Development Criteria:**

- Provision for residential parking (and residential parking with a mixed use development) shall be in accordance with R Codes, Section 6.3.3. Up to 50% of the required visitor parking bays may be provided on-street provided that they are located adjacent to the site.
- Provision for non-residential parking shall be provided at a flat rate of 3.5 spaces per 100 square metres of gross leasable area

**Comment:**

Car Parking Assessment

Based on the car parking criteria above, a total of 18 car bays are required to be provided, as follows:

- 2+ bedroom dwellings – 1 bay per dwelling = 8 bays
- Visitors – 1 bay per four dwellings up to 12 dwellings = 2.5 bays
- Commercial – 3.5 spaces per 100m<sup>2</sup> of GLA = 7.7 bays

This application proposes the following car parking arrangements:

- 12 car parking bays (residential and visitor bays), this includes one accessible bay
- 2 motorcycle bays

**Shortfall of 6.235 bays**

Despite the shortfall, it is considered the proposed shortfall is acceptable for the following reasons:

- The development has been designed in accordance with the detailed requirements of the City's Local Development Plan in relation to building density, ground floor commercial activation, building setbacks and scale (height). Having achieved compliance with the detailed design provisions of the Policy, it becomes clear that the parking requirements are too high to be satisfied due to limitations on the area available on the ground floor provide the extra bays.
- The design would need to be significantly modified to provide the 6 car bays required to comply with parking, which is contrary to the Policy objectives which have shaped the design and scale of development.
- The proposal provides 12 bays for a requirement of 10.5 bays (8 resident + 2.5 visitor), resulting in an effective surplus of 1.5 bays relative to the residential demand. This ensures that permanent residents and their visitors are appropriately catered for within the development, minimising any potential detrimental impacts onto the surrounding street network.
- The commercial component comprises two relatively small tenancies (221m<sup>2</sup> GLA in total), which are likely to accommodate local serving uses with a high proportion of walk-in, cycle and public transport patrons rather than destination retail relying exclusively on private cars.
- Staff numbers for tenancies of this size are typically modest, and customer dwell times are shorter, resulting in a lower effective parking demand than the requirement of 7.735 bays.



- As the development fronts an existing main street corridor (Scarborough Beach Road) which is serviced by high-frequency bus routes and has an established pedestrian and cycling environment.
- The design of the development (direct pedestrian entries off the street etc., as shown on the plans) encourages access on foot, by bicycle and by public transport rather than by private car. The car parking ratios do not fully capture this multi modal accessibility, and a reduced on-site commercial parking supply is appropriate in such a transit-rich, walkable context. Commercial parking demand will be highest during weekday business hours.
- Residential visitor parking typically peaks in the evenings and on weekends. This separation means that, in practice, the same on-site bays (and nearby on-street bays) can serve different user groups across the day, reducing the need to rigidly provide the full theoretical sum of residential and commercial bays.
- While motorcycle bays are not counted as car bays, they provide additional capacity for customers and staff who use two-wheelers, thereby relieving some pressure on standard car bays and supporting a broader modal split.
- Providing the full 18.235 standard bays on-site would require significantly more hardstand area, undermining built-form, landscaping and activation outcomes illustrated on the development plans.
- The intent of the local car parking provisions is to ensure sufficient parking without encouraging unnecessary car dependence or over-supply of parking in well serviced urban locations. It is considered that this site is appropriate for a car parking shortfall giving the nature of the uses and the site's location within the locality.

---

### 2.4.1 Building Layout & Orientation

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**Objective:**

To enhance the amenity of residents and workers, habitable rooms in all buildings are to be designed in a manner that optimises solar access and natural ventilation and minimises overshadowing of adjacent buildings.

**Comment:**

The development plans include solar access diagrams for each level to demonstrate compliance with minimum daylight requirements to each unit. Please refer to plans A204, A205, and A206 for this information. In addition to the solar access diagrams, cross ventilation diagrams are provided on plans A207, A208, A209 and A210. The plans demonstrate that ventilation requirements are satisfied.

The layout of the building is designed in accordance with the LDP provisions therefore satisfying the building layout and orientation provision.

---

## 2.4.2 Communal Open Space

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**Objective:**

To create attractive places for residents and workers to recreate and socialise and to encourage the planting of on-site vegetation for an improved local environment.

**Comment:**

Communal open space is located on the roof top garden providing the occupants and visitors to the building an attractive large space to socialise.

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## 2.4.3 Landscape

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*A landscape plan is attached to the development proposal to address this provision.*

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## 2.4.4 Lighting

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**Objective:**

To provide a safe and secure environment at night, enhance the built form and public realm and create interest.

**Comment:** A detailed lighting plan can be provided as a condition of development approval.

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## 2.4.5 Storage Areas & Rubbish Collection Enclosures

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*A waste management plan is attached to the development proposal to address this provision.*

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## 2.5.1 Entry Points

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**Objective:**

To contribute to variation, orientation and articulation within the streetscape and to provide a clearly defined address at street level for all development.

**Comment:**

The entry points at street level are legible and clearly defined.

---

## 2.5.2 Safety

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**Objective:**

The promotion of a secure community through the design of developments and spaces that provide safety and security for all users, residents, employees and visitors.

**Comment:**

The development incorporates a high degree of safety through the considerable visual surveillance and active ground floor usage provided.

---

### 2.5.3 Fencing & Gates

---

**Objective:**

Ensure fencing and gates are incorporated into the design of buildings and spaces in a manner that compliments and does not detract from the urban character.

**Comment:**

The fencing and gates proposed are only a small segment of the development facing the laneway. They compliment the development and do not detract from the urban character.

---

### 2.5.4 Signage

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**Objectives:**

- To ensure signage is in keeping with the desired streetscape character and with the development in scale, detail and overall design.
- To ensure that signage is planned and integrated into the design and development process and avoids visual clutter.

**Comment:**

A condition of approval is expected to deal with signage proposed for the development.

---

### 2.6.1 Water Efficiency

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***A sustainability report and landscape plan is attached to the development proposal to address this provision.***



### 3.1.1. Mixed Use R-AC0 (Specific Requirements)

#### Specific Requirements

The below table depicts the specific provisions that outline the detailed development requirements of individual lots within the Mixed Use R-AC0 precinct.

| BUILDING CONTROL                                                                                                     |                                       |                      |                                              |                                   |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------|----------------------|----------------------------------------------|-----------------------------------|
| All development to be in accordance with R-AC0 Residential Design Code provisions, except where otherwise specified. |                                       |                      |                                              |                                   |
| BUILDING HEIGHT                                                                                                      |                                       |                      |                                              |                                   |
| Minimum Building Height to Scarborough Beach Road                                                                    |                                       | 2 storeys            |                                              | <b>O P</b>                        |
| Maximum Building Height to Scarborough Beach Road (for lots equal to or less than 1000 m <sup>2</sup> )              |                                       | 4 storeys (7)        |                                              | <b>O</b>                          |
| Maximum Building Height to Scarborough Beach Road (for lots greater than 1000 m <sup>2</sup> )                       |                                       | 5 storeys (7)        |                                              | <b>O</b>                          |
| Maximum Building Height to Laneway                                                                                   |                                       | 3 storeys            |                                              | <b>P</b>                          |
| Maximum Height (7)                                                                                                   |                                       |                      | Maximum Height of Walls Built Up to Boundary |                                   |
| Top of External Wall                                                                                                 | Top of External Wall (Concealed Roof) | Top of Pitched Roof  | Maximum Height                               | Average                           |
| 17m                                                                                                                  | 18m                                   | 21m                  | 8m (2 storeys)<br>11m (3 storeys)            | 7m (2 storeys)<br>10m (3 storeys) |
| PLOT RATIO                                                                                                           |                                       |                      |                                              |                                   |
| Maximum Plot Ratio (exclusive of non-residential floor area)                                                         |                                       |                      | 1.25                                         | (7)                               |
| FLOOR HEIGHTS                                                                                                        |                                       |                      |                                              |                                   |
| Minimum ground floor ceiling height                                                                                  |                                       |                      | 3.4m                                         |                                   |
| Minimum upper floor ceiling height(s)                                                                                |                                       |                      | 2.4m                                         |                                   |
| OPEN SPACE (AREA TO BE PROVIDED ON SITE)                                                                             |                                       |                      |                                              |                                   |
| Overall minimum open space (% of site)                                                                               |                                       | 10%                  |                                              | <b>N</b>                          |
| Minimum Communal Open Space (for developments over 12 dwellings)                                                     |                                       | 80m <sup>2</sup> (5) |                                              | <b>N</b>                          |
| Minimum Communal Open Space (for developments over 6-12 dwellings)                                                   |                                       | 40m <sup>2</sup> (5) |                                              | <b>N</b>                          |

| BUILDING SETBACKS (MINIMUM DISTANCE FROM PROPERTY BOUNDARY)                        |                          |          |
|------------------------------------------------------------------------------------|--------------------------|----------|
| To Scarborough Beach Road (2)                                                      |                          |          |
| Ground Floor Building, 5th Storey Balcony/Roof Overhang                            | 2m                       | <b>A</b> |
| 2nd and 3rd Storey Building/Balcony, 4th Storey Balcony/No Roof Overhang           | min. nil;<br>max. 2m (6) | <b>B</b> |
| 4th and 5th Storey Building                                                        | 4m                       | <b>C</b> |
| To Northern or Western Side Boundary (9)                                           |                          |          |
| 4th and 5th Storey Building/Roof Overhang                                          | 2m                       | <b>D</b> |
| 1st, 2nd and 3rd Storey Building                                                   | Nil (3)                  | <b>E</b> |
| 1st and 2nd Storey Building                                                        | Nil (4)                  | <b>F</b> |
| To Southern or Eastern Side Boundary (10)                                          |                          |          |
| 4th and 5th Storey Building/Roof Overhang                                          | 4m                       | <b>G</b> |
| 1st, 2nd and 3rd Storey Building                                                   | Nil (3)                  | <b>H</b> |
| 1st and 2nd Storey Building/Balcony                                                | Nil (4)                  | <b>I</b> |
| To Laneway Boundary (2)                                                            |                          |          |
| 4th and 5th Storey Building, 5th Storey Balcony                                    | 15m                      | <b>J</b> |
| 3rd Storey Building, 4th Storey Balcony                                            | 4m                       | <b>K</b> |
| 1st and 2nd Storey Building, 3rd Storey Balcony                                    | 2m                       | <b>L</b> |
| 2nd Storey Balcony                                                                 | 0.5m                     | <b>M</b> |
| To Side Street                                                                     |                          |          |
| Setbacks as per Scarborough Beach Road (within 12m Scarborough Beach Road setback) |                          |          |
| Setbacks as per side boundary (outside of 12m Scarborough Beach Road setback)      | -                        |          |

An assessment against these provisions is provided below.

#### Building Control

All development is to be in accordance with R-AC0 Residential Design Code provisions, except where otherwise specified.

#### Building Height

- Minimum Building Height to Scarborough Beach Road – 2 storeys
- Maximum Building Height to Scarborough Beach Road (for lots equal to or less than 1000m<sup>2</sup>) – 4 storeys (7)
- Maximum Building Height to Laneway – 3 storeys
- Maximum Height (7)
  - Top of External Wall – 17m
  - Top of External Wall (Concealed Roof) – 18m
  - Top of Pitched Roof – 21m
- Maximum Height of Walls Built Up to Boundary
  - Maximum Height – 8m (2 storeys), 11m (3 storeys)

- *Average – 7m (2 storeys), 10m (3 storeys)*

Assessment Comment: The subject site is 822m<sup>2</sup>, so therefore this provision applies.

- A height of 3 storeys to Scarborough Beach Road is provided and therefore complies.
- A building height of 4 storeys to Scarborough Beach Road is provided and therefore complies.
- A building height of 3 storeys to the rear laneway is provided and therefore complies.
- Top of External Wall height is 12.78m and therefore complies.
- Top of Pitched Roof Height is 14.25 and therefore complies.
- Top of concealed roof height (associated with the rooftop terrace) is 15.5m and therefore complies.
- Boundary wall heights do not exceed the prescribed maximum for 2 and 3 storeys.

### **Plot Ratio**

*A maximum plot ratio (exclusive of non-residential floor area) of 1.25*

Assessment Comment: A plot ratio of 1.25 is proposed and therefore complies.

### **Floor Heights**

- *Minimum ground floor ceiling height – 3.4m*
- *Minimum upper floor ceiling height(s) – 2.4m*

Assessment Comment:

- Ground floor height – 3.6m provided (complies)
- Upper floor ceiling height(s) – 3.06m provided (complies)

### **Open Space**

- *Overall minimum open space (% site) – 10%*
- *Minimum Communal Open Space (for developments between 6-12 dwellings) – 40m<sup>2</sup> (Subject to section 2.4.2 Communal Open Space)*

Assessment Comment:

- In considering the definition of 'open space' provided under the R-Codes Vol. 2, a total of 148m<sup>2</sup> of open space (at the front of the proposed building and the rooftop terrace) is proposed, which means that 18% open space is provided and complies.
- Communal Open Space provided is 85m<sup>2</sup> (complies)

### **Building Setbacks**

All setbacks comply with the above provisions, except for the following:

- 4<sup>th</sup> and 5<sup>th</sup> storey building/roof overhang to the eastern side boundary – 3.018m for the building and 2.6m for the roof overhang is proposed in lieu of 4m (**does not comply**)

- 4<sup>th</sup> and 5<sup>th</sup> storey building overhang and 5<sup>th</sup> storey balcony to laneway boundary is 5.6m in lieu of 15m (**does not comply**)

In considering whether the proposed variations (bolded above) are appropriate, the following is relevant:

**Eastern Side Boundary (4th and 5th Storey)**

Proposed:

- 4th and 5th storey building setback of 3.018m in lieu of 4.0m
- Associated roof overhang setback of 2.6m in lieu of 4.0m

Justification:

- **Built Form Context:** The proposed minor variation of approximately 982mm (at building level) and 1.4m (at roof eave level) is considered minor and will not result in any adverse impact on the adjoining property. The proposal maintains a strong relationship with the lower levels, ensuring the façade aligns proportionally with the established building line of the podium levels below. Given the compliance associated with the lower levels, the future development pattern of the street block will not be compromised and the uniformity sought will still be able to be achieved.
- **Articulation and Visual Relief:** The upper floors are well articulated through changes in materials, recesses, and roof detailing, ensuring that the perceived bulk of the development is minimised when viewed from the adjoining eastern property. The overhanging roof structure provides architectural relief and contributes to a more visually refined design outcome.
- **Solar Access and Overshadowing:** The encroachment occurs on the eastern side of the development, which ensures a reduced overshadowing impacts to the adjoining future residential/mixed use properties.
- **Privacy and Amenity:** There are no major openings or active balconies located along this portion of the façade that would give rise to overlooking concerns. Visual privacy is protected through window placement, sill heights, and material treatment along this elevation.
- **Consistency with Built Form Intent:** The variation supports the intent of the Scarborough Beach Road Activity Corridor, where upper levels are encouraged to express architectural form while remaining secondary to the primary street façades. The reduced setback is consistent with adjoining built form along Scarborough Beach Road, where upper-level articulation and variation in depth are common.

Based on the above, it is considered that the eastern setback variation is a minor architectural modification that does not detract from the streetscape or amenity of adjoining lots. The design achieves visual interest and appropriate massing while maintaining solar access, privacy, and building separation outcomes consistent with the design principles.

**Laneway Boundary (4th and 5th Storey Building Overhang and 5th Storey Balcony)**

Proposed:



- 4th and 5th storey building and roof overhang setback of 5.6m in lieu of 15.0m to the laneway boundary.

Justification:

- Responding to Laneway Character: The laneway to the rear functions primarily as a service access corridor, not a primary interface. As such, the required 15m setback is considered to apply to large scale commercial or civic forms, rather than residential/mixed use infill development that features a high level of articulation for this typology. The proposed 5.6m setback comfortably accommodates the necessary building articulation, vehicle manoeuvring space, and landscape opportunities without compromising the laneway's functional role.
- Building Scale and Massing: The upper levels have been intentionally recessed relative to the main podium to ensure visual tapering towards the laneway. This design achieves a balanced proportion between the podium (fronting Scarborough Beach Road) and upper level elements, providing a clear visual hierarchy and avoiding a monolithic appearance.
- Passive Surveillance and Urban Design Outcomes: The 5th storey balcony overlooking the laneway enhances passive surveillance and contributes to safety and activation of this secondary interface, consistent with the design principles for active, legible, and safe rear interfaces in mixed-use developments.
- Functional Efficiency: The proposed setback enables efficient use of the upper levels without imposing on neighbouring properties or the laneway's operational function. This outcome reflects a balance between achieving appropriate building separation and ensuring that the development remains economically and spatially viable within the compact urban context.
- Consistency with Local Planning Intent: The reduced setback aligns with the expected contemporary redevelopment pattern for the locality. This ensures the proposal remains compatible with the intended medium- to high-density urban form.

The reduced 5.6m setback to the laneway boundary is appropriate and contextually responsive. The design maintains amenity, allows for activation and surveillance of the laneway, and contributes positively to the evolving urban form envisaged for the Scarborough Beach Road corridor. The variation satisfies the relevant design principles relating to building bulk, solar access, and visual character.

## CONCLUSION

The proposed mixed use development at No. 182 Scarborough Beach Road, Doubleview represents a high-quality architectural outcome that is aligned with the strategic vision for the Scarborough Beach Road West Activity Corridor. The development has undergone multiple design review panel reviews and refinement, resulting in a proposal that delivers meaningful streetscape activation, high-amenity residential dwellings, and adaptable commercial spaces that will contribute positively to the local economy and community.

The application has been comprehensively assessed against the Scarborough Beach Road West Local Development Plan, the City of Stirling's local planning policies, and the applicable provisions

of the Residential Design Codes. With the exception of a small number of variations, each of which has been thoroughly justified against the relevant design principles, the development meets or exceeds the applicable deemed-to-comply standards. The variations sought, including minor upper-level setback reductions and a modest car-parking shortfall, do not result in adverse amenity impacts and are considered appropriate given the site's highly accessible, transit-rich mixed-use context.

Overall, the proposal delivers a thoughtful built form that provides increased housing diversity, strengthens the active frontage along Scarborough Beach Road, and enhances safety and passive surveillance to both the primary street and the rear laneway. The design incorporates high-quality materials, generous communal open space, sustainable design measures, and a strong response to local context, all of which contribute to a contemporary and desirable redevelopment outcome for the precinct.

On this basis, Urbanista Town Planning respectfully submits that the proposed development satisfies the intent of the planning framework, responds positively to the outcomes sought for the Activity Corridor, and will make a valuable contribution to the future character and vitality of Doubleview. It is therefore requested that the Development Assessment Panel grant development approval.

Should the City have any questions in relation to the details provided in this submission, please contact the undersigned on 6444 9171 or [petar@urbanistaplanning.com.au](mailto:petar@urbanistaplanning.com.au).

Yours sincerely,



**PETAR MRDJA**

Director | [Urbanista Town Planning](https://www.urbanistaplanning.com.au)

3 March 2026

**Karina Bowater – Senior Planning Officer**

City of Stirling  
25 Cederic Street  
STIRLING WA 6021

Dear Karina,

## **182 SCARBOROUGH BEACH ROAD, DOUBLEVIEW**

### **MIXED USE DEVELOPMENT – DA25/1738 – CLAUSE 63A STOP THE CLOCK**

Thank you for your correspondence dated 17 February 2026 detailing the outstanding matters to be addressed prior to acceptance of the development application. A response to each of the items raised in your correspondence is provided below. This submission includes the following documents:

- A copy of the revised Development Plans
- Revised Development Application Forms (City of Stirling, MRS Form 1, DAP Form 1)
- Response to DRP Comments
- Revised Planning Report

We have also included a copy of all the documents included in the original development application lodgement. We look forward to finalising this matter and ensuring the development application is accepted.

#### Administrative Items

1. The application fee is outstanding. Prior payment of the application fee, please update the cost of works on the application forms to accurately represent the development cost of works. A cost of \$6 million dollars has been stated – this does not appear accurate given the size of the development. Following submission of this information, the City will provide fee and payment information.

**Response:** The development application forms (City of Stirling, MRS Form 1 and DAP Form 1) have been updated to reflect a revised estimated cost of development of \$8M is provided in this submission.

2. Please update the summary of development to include the following:
  - o Number of accessible dwellings, if proposed; Apartments 1 & 2 to be accessible dwellings, this will be demonstrated during the assessment process.  
**Response:** Please accept Apartments 1 and 2 as accessible dwellings for the purposes of accepting the development application.
  - o Percentage of dwellings meeting cross ventilation and daylight requirements; and refer to building performance plans



**Response:** Please refer to the following revised drawings for solar penetration (A204, A205, A206), and cross ventilation (A207, A208, A209, A210) which demonstrate compliance with requirements. The notes on the plans indicate that R-Code requirements are met. Refer to notes and the table included on the plans.

- o Proposed land use, approximate hours of operation, numbers of staff and visitors for commercial land uses.

**Response:** Commercial tenancy land use is to be 'office', operating from 9am to 5pm Mon to Fri, half day Saturday if required. Staff numbers are yet to be determined and will depend on individual business requirements. Visitors also unknown but likely to be minimal. The City may wish to impose a condition for an OMP to be submitted which will provide more detail around the commercial land use.

3. Please provide an explanation of how the design relates to the 10 Design Principles in *State Planning Policy 7.0 - Design of the Built Environment*.

**Response:** Attachment 3 provides a response to the most recent comments provided by the DRP.

#### Planning Items

4. Please provide updated elevations, showing:

- o The profile of buildings on adjacent properties or for 50m in each direction. Refer to plan A202 street profile.

**Response:** Refer to plan A202 street profile.

5. Please provide the following technical reports:

- o Please address the building performance requirements of The Scarborough Local Development Plan, specifically:
- o Please identify and tabulate how many dwellings receive at least 2 hours direct sunlight to major openings and private open space between 9am and 3pm mid winter.

**Response:** A revised planning report is provided that addresses the solar access requirements of the planning framework.

- o Please identify how natural cross ventilation through the dwellings has been addressed.

**Response:** A revised planning report is provided that addresses the cross ventilation requirements of the planning framework.

- o Specifically, the abovementioned information is required to be tabulated.

**Response:** It is now tabulated on the revised development plans provided.

## CONCLUSION

In summary, the matters raised in your correspondence dated 17 February 2026 have been addressed through updated application forms, revised development plans and supporting documentation as outlined above. The submission now includes amended cost of works information, clarification of accessible dwellings and commercial land use details, updated performance drawings demonstrating solar access and cross ventilation compliance, and a revised planning report responding to the Scarborough Local Development Plan requirements.

On this basis, we respectfully request that the City confirm the application is able to proceed and that the Clause 63A “stop the clock” period be lifted to enable the assessment to continue. Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171 or [andra@urbanistaplanning.com.au](mailto:andra@urbanistaplanning.com.au).

Yours Sincerely



**ANDRA BIONDI**

Principal Planning Officer | [Urbanista Town Planning](#)

## Attachment 6 - City of Stirling Planners Assessment



## Scarborough Beach Road West Local Development Plan

| Scarborough Beach Road West Activity Corridor Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PART 4 - IMPLEMENTATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>4.2 Ceding of Land for Public Purposes</b><br>Following the gazettal of the MRS amendment, landowners affected by the road widening wanting to develop their land will be required to cede land affected by the Other Regional Road reservation to the Crown free of cost, in exchange for increased development potential. The requirement to cede the necessary land will be a condition of subdivision or development approval. In some circumstances development bonuses will be given for ceding of land for the widening of Scarborough Beach Road - refer Local Development Plan. | <b>COMPLIES</b> | <p>The subject site is affected by PCA 166 with a road widening area 3.8m deep on the western side of the lot and 3.4m on the eastern side of the lot. The City has recommended a condition of approval which requires no permanent structures be within the area denoted for road widening.</p> <p>The City has conditioned to ceding of 0.49m along the northern lot boundary adjoining Pingrup Lane in accordance with the City's Right of Way Management Strategy and Local Planning Policy 6.5. The area is to be ceded to the Crown free of charge prior to the occupation of the development.</p>                                             |
| <b>4.7 Public Open Space and Streetscapes</b><br>The redevelopment of public open space and upgrading of streetscapes in the Scarborough Beach Road West Area will be guided by the Scarborough Beach Road West Activity Corridor Landscape Master Plan.                                                                                                                                                                                                                                                                                                                                    | <b>COMPLIES</b> | <p>The site is identified within Precinct 3 of the Scarborough Beach Road West Activity Corridor Landscaping Masterplan</p> <p>Two trees have been indicated on plans within the Scarborough Beach Road street setback area. The area nominated forms part of the future Scarborough Beach Road widening area to be ceded to the Crown when widening occurs.</p> <p>The landscaping proposed within the front setback area of the development site, inclusive of the two trees are seen to be generally in accordance with the Landscape Master Plan and will provide for a vibrant, shared space within the Scarborough Beach Road streetscape.</p> |
| 2.0 - General Provisions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2.1 LAND USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>2.1.1 Land Uses</b><br>RESIDENTIAL 2 R-AC0 Ground floor: Residential plus additional uses specified within section 3.1.3.<br>Upper floors: Residential only                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>COMPLIES</b> | <p>MIXED USE R-AC0<br/>           Ground floor: All permitted uses (no residential fronting Scarborough Beach Road)<br/>           Upper floors: Residential only</p> <p>Provided: Commercial tenancies proposed on ground floor with residential (Multiple Dwellings) proposed on upper floors.<br/>           Complies</p>                                                                                                                                                                                                                                                                                                                         |
| <b>2.1.2 Additional Uses</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>N/A</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2.2 BUILT FORM & DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>2.2.1 Building Height</b><br/> Building heights shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Section 3.1.1 - 3.1.4 Building Height Table, as applicable;</li> <li>• Section 2.2.2 - Plot Ratio and Height Bonuses;</li> <li>• Section 2.2.4 - Mandatory Finished Ground Floor Levels</li> <li>• Ground floor level of development on Mixed Use R-AC0 and Residential 2 R-AC0 lot shall be consistent with the adjacent verge level, unless where not practical.</li> </ul>                                     | <p><b>NON-COMPLY</b></p> | <p>Building Height Table –<br/> Min building height to SBR: two storeys<br/> Five storeys proposed – complies</p> <p>Maximum building height to SBR (lots less than 1000m2): four storeys<br/> Four storeys proposed – complies</p> <p>Maximum building height to laneway: three storeys<br/> Four storeys proposed – discretion sought.</p> <p>Total maximum building height – 17m to top of external wall, 18m to top of external wall (concealed roof) and 21m to top of pitched roof as per SBRW LDP as demonstrated in Figure 4.<br/> Top of Fifth Storey (concealed roof) – maximum 16.21m in height above Natural Ground Level – complies</p> <p>Plot Ratio –<br/> Scarborough Beach Road Widening: 3.4m to 3.8m = 0.5m plot ratio bonus, no building height bonus.</p> <p>Mandatory FGFL –<br/> N/A</p> <p>Proposed ground floor levels are designed to reflect adjacent verge levels.</p> |
| <p><b>2.2.2 Plot Ratio and Height Bonuses.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>COMPLIES</b></p>   | <p>Plot ratio = 1.75 (1.25 + 0.5 bonus)</p> <p>Permitted residential floor area - <math>822 * 1.75 = 1438.5m^2</math><br/> Proposed:<br/> First Floor: 399m<sup>2</sup><br/> SF: 401.6m<sup>2</sup><br/> TF: 217m<sup>2</sup><br/> = 1016.7m<sup>2</sup><br/> Complies</p> <p>No height bonuses applies.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>2.2.3 Character Facades</b><br/> Character Facades (including awnings) shall be retained in the following locations, as illustrated opposite:</p> <ul style="list-style-type: none"> <li>• Along the Northern side of Scarborough Beach Road, between Westview Street and Gildercliffe Street;</li> <li>• Along the Southern side of Scarborough Beach Road between, Herbert Street and Flamborough Street; and</li> <li>• Lot 20 along the Southern side of Scarborough Beach Road, between St Brigids Terrace and Woodside Street.</li> </ul> | <p><b>N/A</b></p>        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>2.2.4 Mandatory Finished Ground Floor Levels</b><br>To be in accordance with Figure 5: Finished Ground Floor Levels Adjacent to Scarborough Beach Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N/A               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>2.2.5 Active Frontage to Mixed Use R-AC0 / Residential 2 R-AC0</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>NON-COMPLY</b> | Glazing to a minimum 75% of the street frontage with minimum head height of 3.0m and sill height no greater than 500mm.<br><br>Street frontage = 65.8m <sup>2</sup><br>Proposed glazing area = 33.m <sup>2</sup> (50.6%)<br>Discretion sought.<br>Glazing head height = 2.6m<br>Complies<br>Sill height <500mm<br>Complies                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>2.2.6 Architectural Expression and Articulation</b> <ul style="list-style-type: none"> <li>• All development shall provide variation in building articulation, texture and colour to reduce overall bulk and create interest, and incorporate design elements such as balconies and windows.</li> <li>• Built form abutting laneways should be articulated to create visual interest. Blank walls shall not be permitted facing the street or laneways.</li> <li>• Where building frontages are more than 20m in width, building massing should be articulated or “broken up” to ensure that facades are not overly long.</li> </ul> | <b>COMPLIES</b>   | <ul style="list-style-type: none"> <li>• The building exhibits a range of colours and textures across the façade, incorporating glazing, rendered finishes, and red highlight elements. Articulation is achieved through the inclusion of balconies, screening devices, and architectural features such as shade louvres and a bullnose-style porch.</li> <li>• The only blank walls facing the rear laneway are setback behind the provided carpark and won't have a detrimental amenity impact on the laneway. Balconies will directly abut the laneway providing articulation and visual interest through the rest of the building façade to this elevation.</li> <li>• Building façade is less than 20m wide.</li> </ul> |
| <b>2.2.7 Corner Sites</b> <ul style="list-style-type: none"> <li>• Walls on corner frontages shall be articulated and provide major openings overlooking the public domain along Scarborough Beach Road. Blank walls to corner frontages shall not be supported.</li> <li>• Vertical emphasis on corners may be considered, up to a maximum of 1 storey above building height limit as specified in sections 3.1.1 - 3.1.4 (inclusive), as applicable (including 1 storey above bonus heights – refer section 2.2.2</li> </ul>                                                                                                          | N/A               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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| <p><b>2.2.8 Building Adaptability</b><br/>Ground floor built form within the Residential 2 R-AC0 zone, and adjacent to Scarborough Beach Road, shall:</p> <ul style="list-style-type: none"> <li>• Demonstrates the provision of Universal Access.</li> <li>• Provide for future modification, extension and adaptation for additional or alternate uses.</li> <li>• Provide flexible building layouts which allow greater adaptability of the floor area of, or tenancies on, the first floor of a building above the ground floor.</li> <li>• Have a minimum floor to ceiling height of 3.4m in order to provide for flexibility of future use.</li> <li>• Location of load bearing walls and columns in a regular grid pattern, allowing for the addition or removal of dividing walls for the reconfiguration of floor plans within the building envelope.</li> </ul> | <p><b>N/A</b></p>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>2.2.9 Roof Forms</b></p> <ul style="list-style-type: none"> <li>• New buildings shall be designed to contribute positively to the skyline with their design as an integral feature of the built form, and shall be in accordance with the Specific Guidelines (refer sections 3.1.1 - 3.1.4 inclusive, as applicable).</li> <li>• Roof design shall incorporate plant and lift overruns as an integral component of the built form design.</li> <li>• Roof gardens incorporated into roof design are strongly encouraged wherever practical.</li> </ul>                                                                                                                                                                                                                                                                                                             | <p><b>COMPLIES</b></p> | <ul style="list-style-type: none"> <li>• The proposed roof line will contribute positively to the skyline as it features a variety of roof forms including flat and hipped which also reinforces and enhances the established architectural style of the rest of the façade.</li> <li>• The roof design is split into separate sections with two distinct sides facing SBR and the rear laneway, with the middle portion of the development containing the central communal courtyard. This communal courtyard which makes up the fifth storey and the highest point of the development integrates the lift overrun into an integral component of the built form design through the use of landscaping and establishing a light canopy structure around it.</li> <li>• Roof gardens are incorporated into the roof design of the development with level five of the development provided as a communal courtyard with landscaping around it's boundaries. Landscaping is also utilised in garden beds around the upper floors of the development throughout balconies, ensuring the building bulk is adequately softened.</li> </ul> |
| <p><b>2.2.10 Colours &amp; Materials</b></p> <ul style="list-style-type: none"> <li>• Each building shall comprise more than one facade material (excluding glazing), with material variation corresponding to surface changes, internal layout and feature elements.</li> <li>• Built form design shall incorporate materials and finishes that are robust and easy to maintain in the context of the prevailing climate.</li> <li>• Bright and bold colours should be used as a minor accent or limited expression and not as the dominant style. Green walls and vertical landscaping of building facades are strongly encouraged and shall be incorporated wherever practical.</li> </ul>                                                                                                                                                                             | <p><b>COMPLIES</b></p> | <ul style="list-style-type: none"> <li>• Red highlights and timber brown colouration on shade louvres provides adequate colour contrast for the development.</li> <li>• The proposed Colourbond, aluminium and glass materials are deemed to be robust and sufficiently easy to maintain for the prevailing climate.</li> <li>• The proposed red colouration is only used sparingly as a highlight and deemed appropriate.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>2.2.11 Noise Attenuation</b><br/>An acoustic report (including a noise management plan) for any noise generating use shall be required to be submitted with development plans at the Development Application stage to demonstrate noise will comply with accepted/relevant standards (i.e. Australian Standards, Building Code of Australia and/or National Construction Codes).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>COMPLIES</b></p> | <ul style="list-style-type: none"> <li>• An Acoustic report prepared by E-LAB Consulting has been provided in support of the application and the development shall be conditioned to be in accordance with it's recommendations.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| <b>2.2.12 Awnings</b><br>Development within the mixed uses areas shall provide pedestrian cover.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>COMPLIES</b>   | <ul style="list-style-type: none"> <li>• Entry Porch / Awning provided in front of the development and behind the required road widening area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>2.2.13 Overlooking And Privacy</b> <ul style="list-style-type: none"> <li>• Incorporate windows that overlook streets, communal open space, rights of way and other public spaces, especially at lower levels or podiums to provide passive surveillance to the public realm.</li> <li>• Balconies are to overlook streets, communal open space, rights of way and other public spaces.</li> <li>• Locate and design habitable rooms, major openings and private open spaces (including balconies) to minimise the potential for overlooking of adjacent private spaces, screening devices are not permitted.</li> <li>• Visual Privacy, in relation to section 6.4.1 of the R-Codes, does not apply.</li> <li>• Highlight windows to habitable rooms are not permitted if they are only window/windows to the habitable room.</li> <li>• Optimise views of the city and/or ocean at upper levels through the location of windows and amenities.</li> </ul> | <b>NON-COMPLY</b> | <ul style="list-style-type: none"> <li>• Windows and balconies are provided which overlook SBR and Pingrup Lane, providing adequate solar access.</li> <li>• Overlooking onto adjoining properties proposed from First Floor, Second Floor, Third Floor courtyards. 1m high balustrades provide insufficient screening. Screening proposed on Third Floor Balconies to the west and east.</li> <li>• No highlight windows are proposed on habitable rooms.</li> <li>• Views of Ocean have been optimised through 360 degree sightlines provided from top storey courtyard area.</li> </ul>                                                                                                                                                                                  |
| <b>2.3 Access And Parking</b> <ul style="list-style-type: none"> <li>• Vehicle access to car parking areas shall be provided via laneways wherever possible;</li> <li>• Vehicle access off Scarborough Beach Road is not permitted for lots with laneway or side street access;</li> <li>• All vehicles should be able to enter and leave sites in a forward gear;</li> <li>• Vehicle access shall be designed and detailed as an integral component of the development and be incorporated into the design treatment of the streetscapes;</li> <li>• Loading docks, overhead doors and other service entries are prohibited on non-laneway facing facades;</li> <li>• Separate entries shall be provided for vehicular and cycle access.</li> <li>• Wherever possible, buildings shall be constructed up to and above a vehicle accessway on the lot.</li> </ul>                                                                                              | <b>COMPLIES</b>   | <ul style="list-style-type: none"> <li>• On-site parking access is provided via Pingrup Lane – complies</li> <li>• No vehicle access proposed via SBR – complies</li> <li>• Turning bay to be provided to allow vehicles to enter and leave sites in a forward gear – complies</li> <li>• Vehicle access is integrated through development via proposed landscaping and the sliding gate entrance forms part of the rear of the building – complies.</li> <li>• No loading docks, overhead doors and other service entries provided on SBR façade – complies.</li> <li>• Vehicle access is via Pingrup Lane while cyclists can enter site through pedestrian entrance via SBR – complies</li> <li>• Development is built up to the vehicle access way – complies</li> </ul> |
| <b>2.3.2 Crossovers</b> <ul style="list-style-type: none"> <li>• Vehicle crossovers shall be located and designed to minimise impact on pedestrian and cyclist movement.</li> <li>• A maximum of one crossover per lot shall be permitted.</li> <li>• Crossovers shall be located to avoid key vehicle parking, landscape or pedestrian walkways.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>COMPLIES</b>   | <ul style="list-style-type: none"> <li>• Crossover access is via Pingrup way and will have minimal impact on pedestrian and cyclist movement – complies.</li> <li>• One crossover is proposed for the site – complies.</li> <li>• Proposed crossover location won't impact on parking, landscape or pedestrian walkways – complies.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| <p><b>2.3.3 Pedestrian Access</b></p> <ul style="list-style-type: none"> <li>• Development Applications shall identify and justify pedestrian access to and within a proposed development.</li> <li>• Development shall provide a dedicated pedestrian access to the front entrance, including access for persons with disabilities.</li> <li>• Pedestrian access to vehicle parking areas shall be separated from vehicle movement areas.</li> <li>• Careful consideration must be given to the placement of signposts, utility poles, bins, street furniture etc. to ensure a suitable clear path is available for use by pedestrians and cyclists.</li> </ul> | <p><b>NON-COMPLY</b></p> | <ul style="list-style-type: none"> <li>• The pedestrian entrance is located centrally within the ground floor level and framed by a distinct entry porch.</li> <li>• The City will recommend a condition of approval which requires pedestrian entry ways be made compliant with relevant disability access requirements.</li> <li>• Pedestrian access to vehicle parking areas are shared with vehicle manoeuvring spaces – discretion sought.</li> <li>• There is suitably clear pathways to allow for pedestrians and cyclists to move unimpeded throughout the site – complies</li> </ul> |
| <p><b>2.3.4 Above Ground/ Sleeved Parking</b><br/>Car parking bays located within a building shall be located in accordance with Figures 8 - 12.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><b>COMPLIES</b></p>   | <ul style="list-style-type: none"> <li>• The proposed parking area abuts Pingrup Lane and is sleeved sufficiently behind SBR – complies.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>2.3.5 Laneways</b></p> <ul style="list-style-type: none"> <li>• Embayed single aisle parking, separated by street trees is permitted whilst allowing two way movement and passing areas.</li> <li>• Street trees are to provided by the applicant.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>N/A</b></p>        | <ul style="list-style-type: none"> <li>• No parking bays or trees are proposed within Pingrup Lane.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>2.3.6 Bicycle Parking Facilities</b></p> <ul style="list-style-type: none"> <li>• The incorporation of bicycle parking within a built form development is to be assessed against the City's Bicycle Parking policy (as amended).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>N/A</b></p>        | <ul style="list-style-type: none"> <li>• The proposed bicycle facilities are to be conditioned to be in accordance with Australian Standards.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                      |



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| <p><b>2.3.7 Service Areas And Facilities</b></p> <ul style="list-style-type: none"> <li>• Development shall identify the access and parking arrangements for service delivery vehicles, including vehicle swept paths and dedicated parking/standing locations adjacent to storage areas.</li> <li>• All service and delivery vehicles should be able to enter and leave sites in a forward gear.</li> <li>• Air conditioning units, loading areas, service areas and outdoor clothes drying areas should be located and designed to minimise their visibility from, and impact on the amenity of the public realm.</li> </ul> | <p style="text-align: center;"><b>NON-COMPLY</b></p> <ul style="list-style-type: none"> <li>• <b>Waste referral required</b></li> <li>• WMP is not very good and vague, on-site or off-site waste?</li> </ul> <p>Waste Referral 1 –</p> <p>Hi Sam</p> <p>I am having a bit of trouble finding the proposed Waste Management Plan through the link below<br/>I've found a set of plans but no proposed WMP</p> <p>Trucks entering property will not occur, height clearance and insufficient entry/exit space in Pingrup Lane<br/>Insufficient space for bin placement on verge of either Pingrup Lane or Scarborough Beach Road.<br/>Drivers will have to block Pingrup Lane. Retrieve and return bins from bin bay.<br/>Remotes required for gate access.<br/>Green bins require presentation verge for collection- Preferred Scarborough Beach Road for green waste bin collection</p> <p>10 Dwellings residential dwellings would require<br/>2 x 660 litre red lid general waste bins emptied once a week<br/>4 x 660 litre yellow lid recycling bins emptied once a fortnight<br/>Start with 1 or 2 x 240 litre green waste bins. Complex can have up to 10 x 240 litre green waste bins if required</p> <p>Previous information given on <b>PDA25/0048</b> bins were to be 240L red and 360L yellow. Insufficient space for placement. Drivers required to access the complex.</p> <p>Commercial Bin options<br/>240 litre, 660 litre general waste bins<br/>240 litre, 360 litre and 660 litre recycling bins.<br/>Each of the Commercial tenants to request bins suitable to their waste removal needs</p> <p>Kind regards</p> <p><b>Waste Referral 2 –</b></p> <p>Hi Sam</p> <p>You are correct,</p> <p>13 bins need approx. 1m each for safe placement- 13m set down area collections can occur from Pingrup Lane. This does not look like it will be possible.</p> |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                   | <p>The Pingrup frontage is 17.78m wide with 6m(?) wide driveway entrance.<br/>The 2.1m setback will allow sufficient space for bins to be lifted by side-lift collection</p> <p>Residential bins- Change the allocation and collection frequency to<br/>6 x 240L general waste emptied once a week and<br/>4 x 360L recycling bins emptied once a <u>week</u><br/>Bins to be presented by caretaker/maintenance/residents to the Pingrup Lane Curb/set down area<br/>This allocation and will reduce set down space needed to 10m.</p> <p>Commercial bins-<br/>Recommended 1 x 240L general waste and 1 x 240 or 360L recycling bin per business (this will depend on the tenancies waste requirements)<br/>Commercial bin placement Pingrup Lane also. The City's commercial collection days are different to the residential</p> <p>Bin storage appears to be sufficient for residential and commercial bins. We do encourage separate storage areas for commercial and residential bins.<br/>Having both stored together causes internal issues with commercial tenancies using residential bins and Vice versa.</p> <p>City's "On Demand" services such as Skip bins, Whitegoods, Ewaste and Mattress collections.<br/>White Goods, Ewaste and Mattress collections can occur in Pingrup Lane (outside of collections days),<br/>Skip Bin set down cannot occur in Pingrup Lane</p> <p>Kind regards</p> |
| <p><b>2.3.8 Parking Provisions</b></p> <ul style="list-style-type: none"> <li>Provision for residential parking (and residential parking with a mixed use development) shall be in accordance with R Codes, Section 6.3.3. Up to 50% of the required visitor parking bays may be provided on-street provided that they are located adjacent to the site.</li> <li>Provision for non-residential parking shall be provided at a flat rate of 3.5 spaces per 100 square metres of gross leasable area, except for a shop over 500 square metres which shall provide 5.0 spaces per 100 square metres of gross leasable area.</li> </ul> | <b>NON-COMPLY</b> | <ul style="list-style-type: none"> <li>Residential – Location A with 10 2+ bedroom dwellings proposed so 10 car parking bays required. 2 visitor bays required.</li> <li>Non-residential – 221m2 of non-resi GFA proposed so 7 bays required.</li> <li>Total car parking bays required = 19</li> <li>Provided = 12 (7 bay shortfall).</li> <li><b>Bicycle bays</b> = 5 resident bays, 1 visitor bay <ul style="list-style-type: none"> <li>Total bicycle bays proposed = 8 – complies</li> </ul> </li> </ul> <p>A parking management plan has been conditioned by the City to ensure 1 parking bay is allocated for each Multiple Dwelling, with 1 parking bay allocated for residential visitors. 1 parking bay will be allocated for the non-residential, commercial tenancies on the ground floor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>SITE DESIGN</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| <p><b>2.4.1 Building Layout and Orientation</b></p> <ul style="list-style-type: none"> <li>• A minimum of 70% of all dwellings must receive at least 2 hours direct sunlight to major openings and private open space between 9am and 3pm mid winter.</li> <li>• All developments shall be designed and orientated to optimise natural cross ventilation through dwellings and energy conscious building design.</li> <li>• Any developments over 3 storeys in height is to be accompanied by an overshadowing diagram demonstrating the potential impact of the buildings shadow on surrounding development sites.</li> </ul>                                       | COMPLIES | <ul style="list-style-type: none"> <li>• Solar access diagrams provided with application which demonstrates that 100% of apartments will receive minimum 2 hours of direct sunlight to major openings and private open space between 9am and 3pm mid-winter – complies.</li> <li>• Cross ventilation has been achieved for each apartment through the design of their primary living spaces which are dual aspect with large openable windows running north-south – complies.</li> <li>• An overshadowing diagram is provided for the development which demonstrates overshadowing will fall predominantly over the subject site and street – complies.</li> </ul> |
| <p><b>2.4.2 Communal Open Space</b></p> <p>Over 20 units shall have a communal open space of not less than 10% of the Gross Lot Area with a minimum dimension of 8m, accessible from a major opening to a habitable room.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                        | N/A      | 10 dwellings proposed – n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>2.4.3 Landscape</b></p> <ul style="list-style-type: none"> <li>• A Landscape Plan shall be submitted as a component of a Development Application within the subject area.</li> <li>• Tree species shall be specified wherever possible. Native and indigenous species shall be used and selected for the individual site conditions, solar access and amenity.</li> <li>• All development shall integrate planting and soft landscape areas with drainage infrastructure as a means for passive irrigation.</li> <li>• Where treatments abut the public realm, paving, furniture and planting treatments shall be complimentary to the streetscape.</li> </ul> | COMPLIES | <ul style="list-style-type: none"> <li>• A landscaping plan has been prepared by Propagule in support of the application.</li> <li>• Tree species have been identified for each planting proposed.</li> <li>• The landscaping plan has included details on irrigation.</li> <li>• The proposal includes two trees and soft landscaping within the public realm as the existing front setback area will be ceded as part of road widening. The treatment is considered complementary to the streetscape, providing amenity and shading.</li> </ul>                                                                                                                  |
| <p><b>2.4.4 Lighting</b></p> <ul style="list-style-type: none"> <li>• Lighting shall be incorporated under awnings and colonnade structures.</li> <li>• Lighting shall enhance residential and commercial entries and communal open space for safe and convenient night time use.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                         | COMPLIES | <ul style="list-style-type: none"> <li>• A recommended condition of approval will require sufficient lighting to be provided under the awning and entrance – complies.</li> <li>• As above.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>2.4.5 Storage Areas &amp; Rubbish Collection Enclosures</b></p> <ul style="list-style-type: none"> <li>• Development Applications shall identify the location and structure of dedicated goods and rubbish storage areas directly accessible or adjacent to the pathway of rubbish removal vehicles.</li> <li>• Dedicated goods and rubbish storage areas are to be located on-site and are not to be visible from the public realm.</li> <li>• To be in accordance with LPP 6.3 – Bin Store Areas.</li> </ul>                                                                                                                                                 | N/A      | <ul style="list-style-type: none"> <li>• The proposal has identified a bin store within the undercroft car parking area with waste to be collected via Pingrup Lane.</li> <li>• The bin store will not be visible from the public realm being located within the undercroft and behind a sliding gate.</li> <li>• The application has been assessed against LPP 6.3 – Bin Store Areas.</li> </ul>                                                                                                                                                                                                                                                                  |
| <b>STREETSCAPE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



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| <b>2.5.1 Entry Points</b> <ul style="list-style-type: none"> <li>The building entry shall be a clearly identifiable element within the facade design at all times of day.</li> <li>The primary entry to a building's upper floors shall be accessed and addressed from the primary or secondary street.</li> <li>Building design shall provide sheltered, well-lit and highly visible spaces to enter the building.</li> <li>Development shall provide clear sight lines between the street and the entry foyer space to provide for a safe environment.</li> <li>Development shall provide separate entry points for vehicles and pedestrians and for different uses within the building, for example between residential and commercial uses.</li> <li>All built form shall have a clearly identified street number.</li> <li>Lots adjacent to Scarborough Beach Road shall have their primary pedestrian entrance from Scarborough Beach Road.</li> </ul> | <b>COMPLIES</b> | <ul style="list-style-type: none"> <li>The main entrance to the residential component of the building is clearly identifiable through the use of a porch and the central location of the entry door – complies.</li> <li>This primary entrance to the residential (upper floor) component is accessed via SBR (primary road) – complies.</li> <li>A covered section of awning / extended porch provides weather protection along the width of the frontage for pedestrians – complies.</li> <li>Clear sightlines are provided within the dwelling frontage with minimal opportunities for concealment made available – complies.</li> <li>Vehicle access is provided via the rear Pingerup Lane, whilst pedestrian entrance is via SBR – complies.</li> <li>Street numbers are clearly shown on the upper floors of the building and are centrally located for easy visibility – complies.</li> <li>Primary pedestrian entrance is via SBR – complies .</li> </ul> |
| <b>2.5.2 Safety</b> <ul style="list-style-type: none"> <li>Built form development shall avoid the creation of entrapment areas, blind corners, dead ends, hidden recesses, narrow pathways and blank walls.</li> <li>Fencing to laneways is to comply with the City's Development Abutting Rights of Way policy.</li> <li>Loading bay access lanes and other areas that may be dead ends shall be secured.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>COMPLIES</b> | <ul style="list-style-type: none"> <li>The proposal limits entrapment areas and hidden recesses with the bicycle store behind commercial tenancy 1 posing the only area of concern. A recommended condition of approval will ensure sufficient lighting is provided to this area to reduce safety concerns.</li> <li>A sliding gate is proposed adjoining the ROW and is setback &gt;0.5m from the ROW in accordance with LPP 6.5 – complies.</li> <li>No loading bay proposed – N/A</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>2.5.3 Fencing &amp; Gates</b> <ul style="list-style-type: none"> <li>Fences installed along the frontage of a property or any secondary street boundary shall not restrict passive surveillance opportunities of the street.</li> <li>Fencing to laneways shall be visually permeable above 1.2m high.</li> <li>Fences and gates shall be designed in a manner that positively contributes to the overall streetscape</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>COMPLIES</b> | <ul style="list-style-type: none"> <li>Fencing / sliding gate proposed to rear ROW and the development will still maintain passive surveillance to both SBR and the ROW through the upper floor balconies – complies.</li> <li>Sliding gate facing ROW is visually permeable for it's full height – complies.</li> <li>The proposed sliding gate design is considered to have low impact on the amenity of the ROW streetscape and will contribute positively to the streetscape whilst also providing security for the development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>2.5.4 Signage</b><br>The incorporation of signage within a built form development is to be assessed against the City's Advertising Signs policy (as amended).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>N/A</b>      | <ul style="list-style-type: none"> <li>No signage proposed – N/A.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>SUSTAINABILITY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>2.6.1 Water Efficiency</b> <ul style="list-style-type: none"> <li>The accommodation of all drainage shall be provided within development sites.</li> <li>Collect stormwater run-off in tree pits, drainage swales and rain gardens to passively irrigate plants.</li> <li>Use of native waterwise plant species which require less water.</li> <li>Use of mulch to reduce water loss due to evaporation.</li> <li>Landscape irrigation from grey (waste) water recycling techniques.</li> <li>Use of permeable paving to reduce stormwater run-off and to allow rain water to infiltrate the ground and replenish ground water.</li> </ul>                                                                                                                                                                                                                                                                                                                | <b>COMPLIES</b> | <ul style="list-style-type: none"> <li>A recommended condition of approval will require that a stormwater management plan be provided prior to the lodgement of a building permit.</li> <li>The proposal has included waterwise plantings as detailed in the provided Landscaping Plan.</li> <li>Permeable paving has been provided to the driveway via Pingrup Lane.</li> <li>A Sustainable Design Assessment Report prepared by Emergen has been provided in support of the application which details water efficiency measures as part of the development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                           |

| OTHER CONSIDERATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |          |                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>2.7.1 Ceding of Land for Public Purposes</b> <ul style="list-style-type: none"> <li>Road widening is applicable to Scarborough Beach Road in accordance with Planning Control Area 123.</li> <li>Road widenings are applicable to laneways, in accordance with the City's Development Abutting Rights of Ways Policy.</li> <li>Development bonuses are provided for ceding of land for the widening of Scarborough Beach Road as per Planning Control Area 123.</li> <li>Land is to be ceded free of cost in accordance with the Metropolitan Region Scheme at either development or subdivision stage.</li> <li>Minor developments (e.g. additions) will not trigger ceding of land.</li> <li>Land ceded can still be included in plot ratio calculations for assessment purpose.</li> </ul> | COMPLIES | <ul style="list-style-type: none"> <li>Condition setting regarding the PCA 166 and the Scarborough Beach Road Other Regional Road Reserve has to be requested via condition as PCA 166 applies to the site.</li> </ul> |

| Specific Provisions - Residential 2 R-AC0 Areas / Mixed Use |                                                              |                                   |                                                                                                                                                   |
|-------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Clause                                                      | Provision                                                    | Acceptable Criteria               | Comment                                                                                                                                           |
| Building height                                             | Minimum building height to Scarborough Beach Road            | 2 storeys                         | Five storeys proposed – complies                                                                                                                  |
|                                                             | Maximum building height to Scarborough Beach Road            | 4 storeys                         | Five storeys proposed – discretion sought                                                                                                         |
| Maximum height                                              | Top of External Wall                                         | 17m                               | 15.9m max external wall height – complies                                                                                                         |
|                                                             | Top of External Wall (Concealed Roof)                        | 18m                               | 15.9m max external wall height to concealed roof (5 <sup>th</sup> floor courtyard) – complies                                                     |
|                                                             | Top of Pitched Roof                                          | 21m                               | N/A                                                                                                                                               |
| Maximum BOB wall height                                     | Maximum height                                               | 8m (2 storeys)<br>11m (3 storeys) | 10.2m boundary wall proposed – complies                                                                                                           |
|                                                             | Average height                                               | 7m (2 storeys)<br>10m (3 storeys) | Boundary wall length: 39.8m<br>Length at 8.8m: 6m<br>Length at 10.2m: 22m<br>Length at 5m: 11.9m<br>Average = 8.44m - complies                    |
| Plot area                                                   | Maximum Plot Ratio (exclusive of non-residential floor area) | 1.25                              | Site area: 822m <sup>2</sup><br>Permitted plot ratio: 1027.5m <sup>2</sup><br>Proposed: 1241m <sup>2</sup> (1.5 plot ratio)<br>Discretion sought. |

|                                                 |                                                                                                                                     |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Open space (area to be provided on site)</b> | Overall minimum open space (% of site)                                                                                              | 10%                                                                                                                                                                                                                                               | <b>Pre Road Widening</b><br>Site area: 822m <sup>2</sup><br>Required OS: 82.2m <sup>2</sup><br>Site coverage: 707.6m <sup>2</sup><br>$822 - 707.6 = 114.4\text{m}^2 \text{ OS}$<br>$114.4 / 822 * 100 = 13.9\% \text{ OS}$<br>Complies<br><br><b>Post Road Widening</b><br>Site area: 746.7m <sup>2</sup><br>Required OS: 74.6m <sup>2</sup><br>Site coverage: 707.7m <sup>2</sup><br>$746.7 - 707.7 = 39\text{m}^2 \text{ OS}$<br>$39 / 746.7 * 100 = 5.2\% \text{ OS}$<br>Discretion sought. |
|                                                 | Minimum communal open space (for development over 12 dwellings)                                                                     | 80m <sup>2</sup>                                                                                                                                                                                                                                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                 | Minimum Communal Open Space (for developments over 6-12 dwellings)                                                                  | 40m <sup>2</sup>                                                                                                                                                                                                                                  | 80.7m <sup>2</sup> communal open space provided (fifth storey courtyard) – complies                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Building setback</b>                         | To Scarborough Beach Road: Ground floor building, 5 <sup>th</sup> storey balcony/roof overhang                                      | 2m                                                                                                                                                                                                                                                | The Ground floor is setback nil to porch and 2m to the building – discretion sought                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                 | To Scarborough Beach Road: 2 <sup>nd</sup> and 3 <sup>rd</sup> Storey Balcony/Roof, 4 <sup>th</sup> storey balcony/no roof overhang | Min: nil<br>Max: 2m                                                                                                                                                                                                                               | 2 <sup>nd</sup> to 4 <sup>th</sup> storeys setback nil to street setback post-road widening – complies                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                 | To Scarborough Beach Road: 4 <sup>th</sup> and 5 <sup>th</sup> storey building                                                      | 4m                                                                                                                                                                                                                                                | 5 <sup>th</sup> storey setback 6.9m to SBR – complies                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                 | To Northern or Western Side Boundary (note 9)                                                                                       | 4 <sup>th</sup> and 5 <sup>th</sup> storey building/roof overhang: 2m<br><br>1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> storey building: Nil (see note 3)<br><br>1 <sup>st</sup> and 2 <sup>nd</sup> storey building: Nil (see note 4) | Western lot boundary: 2m setbacks required (5 <sup>th</sup> storey building)<br>Proposed: nil to ground floor to third floor, 3m to 4 <sup>th</sup> and 5 <sup>th</sup> storey – discretion sought.                                                                                                                                                                                                                                                                                            |



|  |                                                |                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                             |
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|  | To Southern or Eastern Side Boundary (note 10) | <p>4<sup>th</sup> and 5<sup>th</sup> storey building/ roof overhang: 4m</p> <p>1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> storey building: Nil (see note 3)</p> <p>1<sup>st</sup> and 2<sup>nd</sup> storey building/ balcony: Nil (see note 4)</p>                                                   | <p>Eastern lot boundary: 2m setbacks required (5<sup>th</sup> storey building)</p> <p>Proposed: nil to ground floor to third floor, 3m to 4<sup>th</sup> and 5<sup>th</sup> storey – discretion sought.</p> |
|  | To Laneway Boundary (note 2)                   | <p>4<sup>th</sup> and 5<sup>th</sup> storey building, 5<sup>th</sup> storey balcony: 15m</p> <p>3<sup>rd</sup> storey building, 4<sup>th</sup> storey balcony: 4m</p> <p>1<sup>st</sup> and 2<sup>nd</sup> storey building, 3<sup>rd</sup> storey balcony: 2m</p> <p>2<sup>nd</sup> storey balcony: 0.5m</p> | Replaced by LPP 6.5                                                                                                                                                                                         |
|  | To Side Street                                 | <p>Setback as per SBR (within 12m SBR setback)</p> <p>Setback as per side boundary (outside of 12m SBR setback)</p>                                                                                                                                                                                          | N/A                                                                                                                                                                                                         |

## Justification

### Objectives Assessment

#### Clause 2.2.1 – Building Heights

#### Discretion sought

- Four storeys to Scarborough Beach Road.
- Four storeys to Pingrup Lane – discretion sought.
- Top of Fifth Storey (concealed roof) – maximum 16.21m in height above Natural Ground Level.

#### Objective

To control building heights to ensure the desired character and proportions of the streets, whilst providing the opportunity for new landmark buildings.

#### Planner's comments

- The built form of the development is designed to reduce building bulk on adjoining neighbours by providing articulation and soft landscaping along the fourth and fifth storeys. In addition, the fifth storey is comprised of a small roof terrace which has a pergola style roof and will therefore have a far lower bulk impact compared to what is possible for a fifth storey.
- The development is in accordance with the desired character and proportions of the street with the fourth and fifth stories stepped back

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|                                                                                                                                                                                                                                                                                                                                      | <p>from Scarborough Beach Road and Pingrup Lane to reduce bulk on the street. The development will provide balconies on the upper floors facing both roads, whilst also providing active ground floor uses to Scarborough Beach Road, enhancing street surveillance and activating the street.</p> <ul style="list-style-type: none"> <li>The fourth storey abutting Pingrup Lane is not seen to significantly reduce the amenity of the streetscape or adjoining neighbours as the building element within the street setback area is primarily the balcony which is an open structure with on structure landscaping helping to reduce perceived building bulk and enhance the streetscape.</li> </ul> |
| <b>Clause 2.2.5 – Active Frontage to Mixed Use R-AC0 / Residential 2 R-AC0</b>                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Discretion sought</b> <ul style="list-style-type: none"> <li>Proposed glazing area within street setback area of 50.6% in lieu of 75% required.</li> </ul>                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Objective</b>                                                                                                                                                                                                                                                                                                                     | <b>Planner's comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <ul style="list-style-type: none"> <li>To create a vibrant and stimulating pedestrian experience.</li> <li>To create opportunity for passive surveillance of the public realm contributing to the sense of safety.</li> <li>To encourage retail tenancies containing active frontages and address Scarborough Beach Road.</li> </ul> | <ul style="list-style-type: none"> <li>The proposed ground floor facing Scarborough Beach Road is seen to have adequate glazing with each tenancy provided with large glass windows and doors.</li> <li>The land uses and tenancies have not been determined at this stage and the proposed glazing is seen to be sufficient to enable flexibility for future retail, office or café tenancies.</li> <li>The provision of landscaping and an awning in front of the tenancies will encourage future retail use and enhance the experience for pedestrians.</li> </ul>                                                                                                                                   |
| <b>Clause 2.2.13 – Overlooking And Privacy</b>                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Discretion sought</b> <ul style="list-style-type: none"> <li>Overlooking onto adjoining properties from courtyards on second to fourth storeys.</li> <li>Overlooking from fifth storey terrace onto adjoining properties.</li> </ul>                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Objective</b>                                                                                                                                                                                                                                                                                                                     | <b>Planner's comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <ul style="list-style-type: none"> <li>To achieve a balance between visual privacy between apartments without compromising outlook, views and natural lighting to dwellings.</li> <li>To provide appropriate building separation between and within sites to allow for adequate visual privacy to internal spaces.</li> </ul>        | <ul style="list-style-type: none"> <li>The site adjoins a residential property on it's western side (Lot 1, No. 180 Scarborough Beach Road, Doubleview). The property features a single storey Single House. An overlay of the proposed cone of vision stemming from upper storey courtyards show that overlooking onto the property will not extend into the rear outdoor living area and will fall over the roof areas of the dwelling and achieve adequate visual privacy for the adjoining neighbours. The eastern adjoining property is commercial and overlooking will fall over roof areas and the car park, as such visual privacy is not considered to be significantly reduced.</li> </ul>    |
| <b>Clause 2.3.8 – Parking Provisions</b>                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Discretion sought</b>                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| 1 non-residential parking bays proposed where 7 is required.                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Objective                                                                                                                                                                                                         | Planner's comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <ul style="list-style-type: none"> <li>Provide safe parking for residents and workers whilst limiting the number of car bays provided and promoting the utilisation of alternative modes of transport.</li> </ul> | <ul style="list-style-type: none"> <li>The City has recommended a parking management plan as a condition to ensure each apartment is allocated a single parking bay and one visitor bay be provided. The single non-residential parking bay for both commercial tenancies is supported due to the site's proximity to public parking bays within close proximity of the site, as well as it's access to a high frequency bus stop along Scarborough Beach Road.</li> <li>The use of public transport, walking and bicycling is considered appropriate for the commercial land uses given they will front Scarborough Beach Road and be consistent with the intent of the SBRW LDP which envisions an activated and vibrant main street.</li> </ul> |

## Referrals

| Referrals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Engineering Services (ROW)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Planners Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>Hi Sam</p> <p>The proposed development site abuts Cat 1 ROW 16005 (Pingrup Lane). I provide the following comments from ROW perspective:</p> <ol style="list-style-type: none"> <li>A 0.49m road widening for Pingrup Lane is required to be ceded to the Crown free of costs.</li> <li>Payment of retrofit ROW lighting contribution is applicable as per LPS3. The current estimated amount is \$4,179.01 (being 17.78m x \$235.04/m). The amount is subject to confirmation at the time of payment to reflect the applicable cost rate at that time.</li> <li>There is a speedhump adjacent to the proposed driveway crossover onto Pingrup Lane. This may need to be relocated at the applicant's costs to the City's satisfaction.</li> <li>The proposal will need to provide a Waste Management Plan for consideration and approval by Waste Services. Generally, bulk bins (eg 660L) are not suitable for verge pick-up and the collection of these are to be contained on site. The parking of waste trucks in Pingrup Lane for the driver to exit the vehicle and manually handle</li> </ol> | <ul style="list-style-type: none"> <li>0.49m road widening, contributions and the relocation of the speedbump will form part of the City's recommended condition setting.</li> <li>Amended plans and the City's condition setting will ensure the waste collection for the site will be in accordance with the City's requirements.</li> <li>The laneway has not been provided with soft landscaping due to the requirement for a bin pad area as per waste and fleet requirements. The City will condition for permeable paving to be provided to reduce storm water issues.</li> <li>Visitor parking will be behind the proposed security gate, the City will recommend an intercom system to ensure visitors can access the parking bays.</li> <li>The proposed setbacks to the laneway are supported against the objectives of the LDP SBRW and LPP 6.5.</li> <li>The awning will be fully within the subject site.</li> </ul> |



| <p>the bins is not acceptable as this pose risks to the operator and obstructs traffic and access in the laneway for a prolonged period of time while the driver manually retrieve, load and return individual bins to the bin storage area. If verge pick-up of 240L or smaller MGBs from Pingrup Lane is approved by Waste Services, then a bin presentation area along the laneway frontage (within the lot and not encroaching into the laneway widening area) are required to be provided. Consideration should also be given to bulk waste storage and disposal.</p> <p>5. The laneway setback area is to be provided with significant soft landscaping.</p> <p>6. Visitors parking bays must remain open and accessible at all times and not be closed-off behind the sliding gate.</p> <p>7. A setback of 2m from the laneway widening is proposed for the balconies on the 2nd and 3rd storeys. The minimum building setback for upper storeys, including roofed balconies, should be a minimum 3m under LPP6.5. However it is noted that the prescribed laneway setback for a 2nd storey balcony under the Scarborough Beach Rd West LDP is 0.5m.</p> <p>8. The proposed awning over the driveway entry projects into a substantial part of the laneway setback. The purpose of the awning is not clear, given there is no dedicated pedestrian access from the laneway and can only assume to be aesthetic. If the awning is to be retained, it must not project more than 0.5m into the setback area.</p> <p>Regards</p> |                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Waste and Fleet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Planners Comments                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>Hi Sam,</p> <ul style="list-style-type: none"> <li>• <b>Waste referral required</b></li> <li>• WMP is not very good and vague, on-site or off-site waste?</li> </ul> <p>Waste Referral 1 –</p> <p>Hi Sam</p> <p>I am having a bit of trouble finding the proposed Waste Management Plan through the link below</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• The number of bins requested will form part of the City's recommended condition setting.</li> <li>• The provided WMP is to be amended to reflect the amended bin numbers through recommended condition setting.</li> <li>• A bin pad facing Pingrup Lane has been provided through amended plans received July 2 to enable safe set down and pick up from the laneway.</li> </ul> |

I've found a set of plans but no proposed WMP

Trucks entering property will not occur, height clearance and insufficient entry/exit space in Pingrup Lane

Insufficient space for bin placement on verge of either Pingrup Lane or Scarborough Beach Road.

Drivers will have to block Pingrup Lane. Retrieve and return bins from bin bay.

Remotes required for gate access.

Green bins require presentation verge for collection- Preferred Scarborough Beach Road for green waste bin collection

10 Dwellings residential dwellings would require

2 x 660 litre red lid general waste bins emptied once a week

4 x 660 litre yellow lid recycling bins emptied once a fortnight

Start with 1 or 2 x 240 litre green waste bins. Complex can have up to 10 x 240 litre green waste bins if required

Previous information given on **PDA25/0048** bins were to be 240L red and 360L yellow. Insufficient space for placement. Drivers required to access the complex.

Commercial Bin options

240 litre, 660 litre general waste bins

240 litre, 360 litre and 660 litre recycling bins.

Each of the Commercial tenants to request bins suitable to their waste removal needs

Kind regards

## **Waste Referral 2 –**

Hi Sam

You are correct,

13 bins need approx. 1m each for safe placement- 13m set down area collections can occur from Pingrup Lane. This does not look like it will be possible.

The Pingrup frontage is 17.78m wide with 6m(?) wide driveway entrance.

The 2.1m setback will allow sufficient space for bins to be lifted by side-lift collection

| <p>Residential bins- Change the allocation and collection frequency to<br/>6 x 240L general waste emptied once a week and<br/>4 x 360L recycling bins emptied once a <u>week</u><br/>Bins to be presented by caretaker/maintenance/residents to the Pingrup Lane Curb/set down area<br/>This allocation and will reduce set down space needed to 10m.<br/>Commercial bins-<br/>Recommended 1 x 240L general waste and 1 x 240 or 360L recycling bin per business (this will depend on the tenancies waste requirements)<br/>Commercial bin placement Pingrup Lane also. The City's commercial collection days are different to the residential<br/>Bin storage appears to be sufficient for residential and commercial bins. We do encourage separate storage areas for commercial and residential bins. Having both stored together causes internal issues with commercial tenancies using residential bins and Vice versa.</p> <p>City's "On Demand" services such as Skip bins, Whitegoods, Ewaste and Mattress collections.<br/>White Goods, Ewaste and Mattress collections can occur in Pingrup Lane (outside of collections days),<br/>Skip Bin set down cannot occur in Pingrup Lane</p> <p>Kind regards</p> |                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Development Services Engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Planners Comments                                                                                                                                                                   |
| <p>A reserved turning bay would be required for entering vehicles to turn around and exit in forward gear when all bays are full.</p> <p>Clear sightlines are required on the RHS (2.0m x 2.5m). Fencing within the sightline truncation should be open style pickets that individually achieve a 1:10 spacing ratio (i.e. a 10mm picket with a 100mm space to the next picket). (Note: the parking bay in the sightline truncation is ok as we would only be looking a fixed obstructions).</p> <p>Please let me know if you require any further information.</p> <p>Cheers</p> <p>John Taylor 14-05-26</p> <p><b>Following Amended Plans 2 July 2026:</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>A turning bay has been provided as part of amended plans received 2 July 2026. Additionally, clear sightlines have been provided.</li> </ul> |



| <p><u>Planner</u></p> <p>Hi John,</p> <p>Would you be able to review the attached floor plan for this development and advise if the manoeuvring is now acceptable?</p> <p>Any questions please let me know!</p> <p>Kind regards,</p> <p><u>JT</u></p> <p>Hi Sam,</p> <p>I'm happy with this layout now and this proposal can be supported.</p> <p>Cheers</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                           |
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| Environmental Health                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Planners Comments                                                                                         |
| <p><u>Conditions:</u></p> <ul style="list-style-type: none"> <li>• The development shall comply in all respects with the <i>Environmental Protection (Noise) Regulations 1997</i></li> <li>• All recommendations/minimum construction requirements provided in the Transport Noise Assessment are to be implemented.</li> <li>• The applicant is to provide written confirmation that all minimum construction requirements listed in the Transport Noise Assessment have been incorporated into the building design, with the certified building permit application.</li> <li>• The applicant/owner shall provide written confirmation to the City of Stirling that the requirements of the Transport Noise Assessment have been incorporated into the completed development by the builder with the Form BA7 Completion Form, prior to occupation of the development.</li> <li>• "A Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the subject lot(s).</li> </ul> | <p>The conditions and advice is noted and will form part of the City's recommended condition setting.</p> |

| <p>Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:</p> <p>‘This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.</p> <ul style="list-style-type: none"> <li>• All delivery vehicles are not to attend the property outside the hours of 7:00am to 7:00pm Monday to Saturday, and not at all on a Sunday, unless otherwise approved by the City.</li> </ul> <p><b><u>Advice Notes:</u></b></p> <ul style="list-style-type: none"> <li>• External noise targets for some outdoor areas (including balconies) are predicted to be exceeded due to proximity to Scarborough Beach Road. Mitigation of these outdoor areas is not reasonably practicable; accordingly, a title notification is required.</li> <li>• This acoustic assessment is not a standalone Noise Management Plan. Any future change to a noise-intensive commercial use (including amplified music) may require additional acoustic assessment to the satisfaction of the City.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                  |
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| <b>Parks and Reserves</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>Planners Comments</b>                                                                                                                                                                                                                                                                                                                                                         |
| <p>Hi Sam,</p> <p>Apologies for the delay – this one slipped through the cracks.</p> <p>It’s a hard one to assess, given that there is only around 20sqm of permanent deep soil landscaping on a 820sqm site. At 2.5%, this is drastically below the requirements set out in the RCodes.</p> <p>There is further landscaping nominated along the Scarb Bch Rd frontage but this is sacrificial, being entirely within the road widening area. The perspectives for this development illustrate the landscaping at this frontage but this is not an accurate depiction of how the development will look in future.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Comments are noted, the site is acknowledged as being constrained in regards to providing ground floor landscaping given nil setbacks are permitted up to both side boundaries and 2m to both street boundaries. As such, the provision of on structure planting and a total of four small trees is considered to provide sufficient amenity to the street and occupants.</p> |

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| <p>There is no landscape plan to assess, but the only two trees nominated on the drawings supplied indicate very small species that will not provide any canopy cover and will do little to enhance the streetscape.</p> <p>Happy to discuss</p> |  |
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| <b>4.2 – Mixed Use Design Guidelines</b>                                                                                                                                                                                                                                                                                                             |                                                              |
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| <b>4.1 – Built Form and Design</b>                                                                                                                                                                                                                                                                                                                   |                                                              |
| <b>BUILDING HEIGHTS</b>                                                                                                                                                                                                                                                                                                                              |                                                              |
| <i>The maximum building height for all development is 3 storeys</i>                                                                                                                                                                                                                                                                                  | Five storey's proposed – discretion sought.                  |
| <i>Where adjoining sites are zoned Residential, floors above 2 stories shall be setback 6.0m from the common lot boundary, except where the adjoining residential building is 3 storeys or higher.</i>                                                                                                                                               | Adjoining sites are zoned 'Neighbourhood Centre – R80 – N/A. |
| <i>The maximum building height may be varied through the adoption of a Local Development Plan prepared for a centre. The Local Development Plan must meet the Design Principles, Objectives and design intent of this policy. A Local Development Plan may be prepared for a portion of a Centre, at the the discretion of the local government.</i> | No LDP has been proposed for the centre – N/A                |

| <b>STREET SETBACKS</b>                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                     |
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| <i>Buildings shall have a Nil setback to primary and secondary streets.</i>                                                                                                                                                                                                          | <p>Primary Street (SBR)</p> <p>GF – nil setback to porch, 2m to building – complies</p> <p>Level 1 – nil setback to balcony – complies</p> <p>Level 2 - nil setback to balcony – complies</p> <p>Level 3 - nil setback to balcony – complies</p> <p>Level 4 – 2m setback to balcony – discretion sought</p> <p>Level 5 – 6.9m setback to balcony – discretion sought</p>            |
| <i>Where adjoining sites are zoned Residential or abut a residential land use, buildings street setback shall be stepped back when appropriate from the;</i> <ul style="list-style-type: none"> <li>- Street</li> <li>- Side Boundary, the distance of the street setback</li> </ul> | <p>Both properties adjoining the subject site area zoned 'Neighbourhood Centre'.</p> <p>Lot 609, 184 Scarborough Beach Road DOUBLEVIEW is a commercial land use.</p> <p>Lot 1, 180 Scarborough Beach Road DOUBLEVIEW (west of subject site) is a residential land use.</p> <p>Side setbacks to residential property as per the adjoining properties street setback requirement.</p> |



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|  | <p>R80 provisions apply to residential development so 2m side setback applies within 2m of the street setback.</p> <p>Proposed: nil street setback with nil lot boundary setback adjoining residential property (western lot boundary) – discretion sought.</p> |
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| <b>SIDE AND REAR SETBACKS</b>                                                                                                                                                                                                                                                                                                                    |                                                                                                                          |
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| <i>Buildings shall have a Nil setback to side boundaries, except where adjoining sites are zoned Residential.</i>                                                                                                                                                                                                                                | <p>Adjoining sites are zoned 'neighbourhood centre R80', nil setbacks apply.</p> <p>Nil setbacks proposed – complies</p> |
| <i>Where adjoining sites are zoned Residential or abut a residential land use, side setbacks shall be calculated as per the r-codes applicable to the adjoining site.</i>                                                                                                                                                                        | N/A                                                                                                                      |
| <p><i>Buildings shall have the following minimum setback to rear lot boundaries;</i></p> <ul style="list-style-type: none"> <li>- 6m – abutting lots coded R60 and under</li> <li>- 3m Abutting lots coded R80 and over OR corner lots abutting lots coded R60 and under</li> <li>- Nil – Corner lot abutting lots coded R80 and over</li> </ul> | <p>The site adjoins Pingerup Lane to it's rear, a Category 2 ROW. LPP 6.5 applies to rear setbacks – N/A</p>             |

| <b>BUILDING APPEARANCE</b>                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <i>Glazing limited to a maximum of 75% of the surface area per storey of all facades of a building;</i> | <p>SBR</p> <p>Ground floor – 65.8m2 façade, 33.2m2 glazing proposed (50.6%) – complies</p> <p>First Floor – 54.1m2 façade, 19.6m2 glazing proposed (36.2%) – complies</p> <p>Second Floor - 54.1m2 façade, 19.6m2 glazing proposed (36.2%) – complies</p> <p>Third Floor – 56.7m2 façade, 12.7m2 glazing proposed (22.3%) – complies</p> <p>Fourth Floor – 11.5m2 façade, nil glazing proposed (0%) – complies</p><br><p>Pingrup Lane</p> <p>Ground floor – 40.6m2 façade, nil glazing proposed (0%) – complies</p> <p>First Floor – 54.1m2 façade, 19.6m2 glazing proposed (36.2%) – complies</p> <p>Second Floor - 54.1m2 façade, 19.6m2 glazing proposed (36.2%) – complies</p> <p>Third Floor – 56.7m2 façade, 12.7m2 glazing proposed (22.3%) – complies</p> <p>Fourth Floor – 11.5m2 façade, nil glazing proposed (0%) – complies</p> |

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|                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Eastern elevation<br/> Ground floor – BoB – N/A<br/> First Floor – nil glazing – complies<br/> Second Floor – nil glazing – complies<br/> Third Floor – 90.4m<sup>2</sup> façade, 7.2m<sup>2</sup> glazing (7.9%) – complies<br/> Fourth Floor – 24.8m<sup>2</sup> façade, 3.2m<sup>2</sup> (12.9%) – complies</p> <p>Western elevation<br/> Ground floor – BoB – N/A<br/> First Floor – nil glazing – complies<br/> Second Floor – nil glazing – complies<br/> Third Floor – 90.4m<sup>2</sup> façade, 7.2m<sup>2</sup> glazing (7.9%) – complies<br/> Fourth Floor – 24.8m<sup>2</sup> façade, 3.2m<sup>2</sup> (12.9%) – complies</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><i>The façade above ground floor level for all buildings provide at least four of the following;</i></p> <ul style="list-style-type: none"> <li>- <i>Openings</i></li> <li>- <i>Balconies</i></li> <li>- <i>Awnings over windows</i></li> <li>- <i>Difference colours and textures</i></li> <li>- <i>Indentations, extrusions and wall/floor articulations to break the building into individual elements</i></li> </ul> | <p>Facades above ground floor facing SBR and ROW are provided with the following:</p> <ul style="list-style-type: none"> <li>- Major openings</li> <li>- Balconies to each floor facing street.</li> <li>- Upper floor's / roof over balconies on street act as protective awning.</li> <li>- Articulation provided to both facades.</li> <li>- Contrasting colours, materials and textures are provided on both facades with red highlights utilised as well as louvred screens with wood colouration.</li> </ul> <p>East and West facades provided with the following</p> <ul style="list-style-type: none"> <li>- Articulation <ul style="list-style-type: none"> <li>o middle portion of floor levels 2 to 3 has been setback between sections of the boundary wall).</li> <li>o Levels 4 &amp; 5 are setback off side boundaries and are separated into individual elements.</li> </ul> </li> <li>- Difference of colours and textures provided only on Level 4, with lower level facades mostly boundary wall with smaller portions of courtyard visible.</li> <li>- Awnings over windows provided for level 4 only.</li> <li>- Balconies / raised courtyards proposed on levels 2-5.</li> </ul> |
| <p><i>Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building façade facing the street;</i></p>                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• A recommended condition will require services and utilities such as A/C, ducts be screened from public areas.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## 4.2 – Street Relationship

| <b>GROUND FLOOR FRONTAGE AND STREET PARAPETS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><i>The ground floor building facade shall:</i></p> <ul style="list-style-type: none"> <li>• <i>be at least 50% clear glazed of the surface area of that storey;</i></li> <li>• <i>provides a mixture/combination of openable and fixed windows and doors;</i></li> <li>• <i>provides active and passive surveillance;</i></li> <li>• <i>not include roller shutter screens unless they are a minimum 75% visually permeable;</i></li> <li>• <i>not contain signage which covers more than 20% of area of individual windows; and</i></li> <li>• <i>in the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground floor level.</i></li> </ul> | <ul style="list-style-type: none"> <li>• 50% clear glazing proposed for SBR facing façade – complies.</li> <li>• Glass doors are only openable section of glazing – complies</li> <li>• The ground floor provides passive surveillance with the full width of the tenancy glazed with clear glass – complies</li> <li>• Active surveillance cameras required to be conditioned?</li> <li>• No signage proposed, separate signage to be in accordance with LPP 6.1 – N/A</li> <li>• Windows setback 1.3m from road widening – N/A</li> </ul> |
| <p><i>Awnings are to:</i></p> <ul style="list-style-type: none"> <li>• <i>protrude a minimum of 2.0m from the building;</i></li> <li>• <i>be provided over all footpaths that abut a building, including footpaths to the rear;</i></li> <li>• <i>be provided above all entrances and exits of a building;</i></li> <li>• <i>be of solid construction using materials that are opaque and non-reflective (eg. no glass); and</i></li> <li>• <i>match the height of existing adjacent awnings.</i></li> </ul>                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• 2m deep awning proposed – discretion sought.</li> <li>• No footpath adjoins the property and awning is built up to SBR road widening area – N/A</li> <li>• Awning fully encloses proposed entrances – complies</li> <li>• No reflective materials proposed for awning – complies.</li> <li>• No adjacent awning proposed – N/A</li> </ul>                                                                                                                                                          |
| <p><i>All buildings with a nil street setback shall contain street parapets which include:</i></p> <ul style="list-style-type: none"> <li>• <i>indentations;</i></li> <li>• <i>differing materials, colours and textures; and</i></li> <li>• <i>variation in parapet heights and designs for each building so as to provide additional interest to the street.</i></li> </ul>                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Building is setback 2m from road widening area – N/A</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| <b>ACTIVITY AND USES</b>                                                 |                                                                                                                                                                                                      |
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| <i>Buildings designed to provide passive surveillance of the street.</i> | <ul style="list-style-type: none"> <li>• The development provides ample glazing to the ground floor commercial tenancy facing SBR and balconies will provide surveillance to SBR and ROW.</li> </ul> |

| <b>FENCING</b>                                                                                                                                                                                                                                                                                      |                                                                          |
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| <p><i>Fencing is not:</i></p> <ul style="list-style-type: none"> <li>• <i>permitted between the building and any street boundary;</i></li> <li>• <i>permitted above 1.8m in height; and</i></li> <li>• <i>to be located where it obstructs access and views to visitor parking bays.</i></li> </ul> | <ul style="list-style-type: none"> <li>• No fencing proposed.</li> </ul> |



| <b>LEVELS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                        |
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| <p><i>Requirements</i></p> <ul style="list-style-type: none"> <li>• On sloping sites development shall be stepped so as to avoid differences between the footpath level and the finished ground floor level of the building;</li> <li>• There shall be no level difference between the finished ground floor level and the footpath level of a building to ensure pedestrian access; and</li> <li>• Filling of a site up to 0.5m above Natural Ground Level shall be permitted to enable level sites.</li> </ul> |                                                                                                                                                        |
| <b>BALCONIES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                        |
| <p><i>Requirements</i></p> <ul style="list-style-type: none"> <li>• Balcony balustrades shall be at least 50% visually permeable.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• All upper floor balcony balustrades on the front and rear facades will be over 50% permeable.</li> </ul>      |
| <b>DESIGN AND LOCATION OF CAR PARKING</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                        |
| <p><i>Parking and vehicle entries should not present as a dominant element when viewed from the street. Appropriate and innovative screening and screen planting should be incorporated where necessary.</i></p>                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Proposed parking is sleeved behind SBR – complies</li> </ul>                                                  |
| <p><i>Car parking within buildings should be sleeved, as depicted in Figures 2, 3, 4, 5 and 6. Use of other screening from the street, such as landscaping and / or articulated screening, may be acceptable where an applicant can demonstrate that sleeving is not achievable.</i></p>                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>• Proposed parking is sleeved behind SBR – complies</li> </ul>                                                  |
| <p><i>At grade car parking areas shall be obscured from view from the primary street and not located within the front setback area.</i></p>                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• Proposed parking located at rear undercroft carpark and not visible from primary street - complies</li> </ul> |
| <b>4.3 – ACCESS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                        |
| <b>PEDESTRIAN AND VEHICLE ACCESS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                        |
| <p><i>Pedestrian access and footpaths be provided:</i></p> <ul style="list-style-type: none"> <li>• from parking areas to building entrances and along all street frontages;</li> <li>• between the street and rear parking areas;</li> <li>• along building frontages; and</li> <li>• with clear view corridors from end to end.</li> </ul>                                                                                                                                                                     |                                                                                                                                                        |
| <p><i>A maximum of two vehicle crossovers be permitted onto a site.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>One vehicle crossover proposed – complies.</p>                                                                                                      |
| <b>SERVICE ACCESS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                        |

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| <ul style="list-style-type: none"> <li>• <i>Parking for service/loading vehicles be: provided on-site;</i></li> <li>• <i>accessed via a Rights of Way where possible; and</i></li> <li>• <i>screened from view from the street and abutting residential sites (eg, sleeved by buildings).</i></li> </ul> | <ul style="list-style-type: none"> <li>- Service and loading for waste servicing and deliveries yet to be determined.</li> <li>- Waste prefers collection via SBR.</li> </ul> |
| <i>The provision of parking for service/loading vehicles may be considered off-site in adjacent streets where the Design Intent for Service Access is met.</i>                                                                                                                                           |                                                                                                                                                                               |

#### 4.4 – SAFETY AND PUBLIC SPACES

##### DESIGN AND LIGHTING

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><i>Service/loading areas and accessways:</i></p> <ul style="list-style-type: none"> <li>• <i>be designed to minimise light and noise nuisance to adjoining landuses;</i></li> <li>• <i>be visible from indoor areas where located behind a building; and</i></li> <li>• <i>do not create:</i> <ul style="list-style-type: none"> <li>o <i>Entrapment areas, blind corners and narrow pathways;</i></li> <li>o <i>Long expanses of blank walls;</i></li> <li>o <i>Dead ends and hidden recesses; and</i></li> <li>o <i>Landscaping which forms a visual barrier between 0.5m and 2.0m above ground level.</i></li> </ul> </li> </ul> | <p>Service/loading areas are located within the undercroft car parking area</p> <p>Light and noise nuisance to adjoining land uses are not seen to create significant amenity loss with boundary walls proposed to limit noise exposure on western residential property - complies</p> <p>The service area will visible from lobby to commercial tenancy 2 – complies</p> <p>The undercroft parking area is relatively open with natural light and ventilation available through large side and rear openings – complies</p> <p>Landscaping is provided within ROW setback area – complies.</p> <p>The ground floor proposed boundary walls to both side boundaries but will not create long expanse of blank wall adjoining ROW with gate and openings proposed – complies.</p> |
| <p><i>Lighting be provided:</i></p> <ul style="list-style-type: none"> <li>• <i>under awnings;</i></li> <li>• <i>in parking areas;</i></li> <li>• <i>in service areas;</i></li> <li>• <i>over footpaths;</i></li> <li>• <i>over entry points; and</i></li> <li>• <i>to illuminate elements of buildings and landscaping features.</i></li> </ul>                                                                                                                                                                                                                                                                                       | <p>Sufficient lighting under awnings, parking areas, entrances and service areas to be recommended as a condition of approval – complies</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

##### SHOPPING TROLLEYS

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| <i>A Shopping Trolley Management Plan is required for development that utilises shopping trolleys, which addresses such issues as, collection of trolleys from surrounding areas and on-site trolley storage.</i> | N/A |
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##### SOUND ATTENUATION

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| <i>All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic (noise) consultant.</i> | An acoustic report prepared by E-Lab Consulting has been proposed and will be conditioned as part of City's recommendation. |
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### Local Planning Policy 6.3 – Bin Storage Areas

| Development Provision                                                                                                                                                                                                                                                                                                                                                                                    | Officer Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <u>Bin Storage Area Size – Residential Zones</u> <ul style="list-style-type: none"> <li>Bin storage areas for bulk bins in residential zones shall have the following minimum sizes: <ul style="list-style-type: none"> <li>Width: 3.5m per bulk bin; and</li> <li>Depth 2.5m</li> </ul> </li> </ul>                                                                                                     | <ul style="list-style-type: none"> <li>Site zoned 'Mixed Use' under LPS3 and 'Neighbourhood Centre R80' under Draft LPS4 – N/A.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <u>Bin Storage Area Size – Non-Residential Zones</u> <ul style="list-style-type: none"> <li>Bin storage areas in non-residential zones shall have the following minimum sizes: <ul style="list-style-type: none"> <li>Size 10m<sup>2</sup>*; and</li> <li>Width 3.5m</li> </ul> </li> </ul> <p><i>Note: a larger area may be required for the turning of a refuse truck.</i></p>                         | <ul style="list-style-type: none"> <li>15.3m<sup>2</sup> area and 2.8m width proposed – discretion sought.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <u>Location of Bin Storage Area</u> <ul style="list-style-type: none"> <li>shall be located behind the building setback line; and</li> <li>shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.</li> </ul>                                                                                                                                      | <ul style="list-style-type: none"> <li>Proposed bin store located within rear undercroft carpark area – complies.</li> <li>The bins are to be collected via Pingrup Lane pending the inclusion of a suitable set down area.</li> </ul>                                                                                                                                                                                                                                                                                                                                               |
| <u>Design of Bin Storage Area</u> <ul style="list-style-type: none"> <li>shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;</li> <li>materials shall match with the building;</li> <li>shall be sealed and regularly cleaned and maintained; and</li> <li>stormwater and effluent drainage facilities shall be contained within this area.</li> </ul> | <ul style="list-style-type: none"> <li>The proposed bin store is located within the rear undercroft parking area and enclosed within a solid structure ensuring it won't be visible from SBR or Pingrup Lane – complies.</li> <li>Materials match the rest of the building -complies.</li> <li>A recommended condition of approval will require the regular maintenance and sealing of the bin store – complies.</li> <li>A recommended condition of approval will require stormwater and effluent drainage facilities be contained within the bin store area – complies.</li> </ul> |
| <u>Bulk Bin Sizes</u><br>For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m <sup>2</sup> , plus 0.38m <sup>3</sup> per three dwellings in excess of 13. *<br><br><i>Note: Alternative arrangements may be made for the use of MGB (Green Bins) in consultation with the City's sanitation Unit.</i>                       | <ul style="list-style-type: none"> <li>N/A</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Objectives                                                                                                                                                                                                                                                                                                                                                                                               | Officer Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |



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| To provide sufficient space for the storage of bulk refuse bins; and                                                      | <ul style="list-style-type: none"> <li>The proposal has been referred to the City's internal Waste and Fleet team which supports the size of the bin store, even noting that additional bins will be required based on advised waste pickup via Pingrup Lane.</li> <li>The provided bin store has a larger internal storage area than required and the reduced dimension is the result of the narrow lot width and the need to balance parking space with commercial area whilst also ensuring the store is not visible from the street.</li> </ul> |
| To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building. | <ul style="list-style-type: none"> <li>The proposed bin storage area is well located being tucked into the corner at the rear of commercial tenancy 2 and far from Pingrup Lane ensuring the store will have no amenity impact on either streetscape.</li> </ul>                                                                                                                                                                                                                                                                                    |

## Clause 67

| Clause 67 – Consideration of application by local government                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Provision                                                                                                                                                                                                                                                                                                                                              | Officer Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;                                                                                                                                                                                                                                       | The proposal has been assessed against the aims and provisions of LPS3, including the Scarborough Beach Road West Special Control Area with the proposal deemed to be consistent with it's intent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| (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; | <p>The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. On 27 May 2026, the Statutory Planning Committee considered draft LPS4, following which the WAPC will provide its recommendation to the Minister.</p> <p>In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> |

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| (c) any approved State planning policy;                                                                                                                             | The proposal has been considered against the provisions of State Planning Policy 5.4 – Road and Rail Noise (SPP2.6) which has been addressed as part of condition-setting.<br>An assessment against State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) has also been provided.                                                                                                                                                                                                                                                               |
| (d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);                                                         | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (e) any policy of the Commission;                                                                                                                                   | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (f) any policy of the State;                                                                                                                                        | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (fa) any local planning strategy for this Scheme endorsed by the Commission;                                                                                        | The proposal has been assessed against the aims of the City's Local Planning Strategy (October 2019) which does not identify the site as a Centre. Notwithstanding, the proposal supports development along Scarborough Beach Road which is a Corridor Class 1 under the Strategy, and supports the development of a main street through the provision of diverse housing options and commercial ground floor tenancy's, whilst prioritising walking and cycling through the provision of bicycle bays and weather protection along the front of the building. |
| (g) any local planning policy for the Scheme area;                                                                                                                  | The proposal has been assessed against all Local Planning Policies relevant to the area and nature of development.<br>These include;<br>Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)<br>Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)<br>Local Planning Policy 6.7 – Parking and Access (LPP 6.7); and<br>Local Planning Policy 6.18 – Public Consultation (LPP 6.18)                                                                                                                                                             |
| (h) any structure plan or local development plan that relates to the development;                                                                                   | The application has been assessed against the Scarborough Beach Road West Special Control Area under Clause 6.15 of LPS3, and the Scarborough Beach Road West Local Development Plan.                                                                                                                                                                                                                                                                                                                                                                          |
| (i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;     | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve; | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (k) the built heritage conservation of any place that is of cultural significance;                                                                                  | Not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;                                               | The subject site is not considered to hold cultural heritage significance being occupied by an existing commercial tenancy with no heritage associations. The impact of the development on cultural heritage as a whole is deemed limited given the street has been subject to several                                                                                                                                                                                                                                                                         |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                   | development approvals and the construction of new developments in recent years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>(m) the compatibility of the development with its setting, including —</p> <p>(i) the compatibility of the development with the desired future character of its setting; and</p> <p>(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</p> | <p>The proposal is consistent with its development context with the locality characterised by a mix of commercial / retail land uses and residential. Whilst the existing built form does not feature many buildings over two-storeys, the proposal is considered consistent with the future character of the locality as envisioned by the SBRW LDP.</p> <p>The development has been designed to reduce undue amenity impacts on adjoining properties through the use of stepped setbacks on the fourth and fifth storeys and articulation on the upper levels to help reduce amenity impacts from the bulk and scale of the development.</p> <p>Amenity impacts of the development on adjoining land has been considered as part of the assessment with the proposal deemed to have minimal adverse amenity impacts on adjoining properties over that of a compliant building envelope. The proposal has utilised articulated built form and on structure landscaping to reduce bulk and scale impacts whilst providing visual interest, passive surveillance and amenity to the streetscape.</p> |
| <p>(n) the amenity of the locality including the following —</p> <p>(i) environmental impacts of the development;</p> <p>(ii) the character of the locality;</p> <p>(iii) social impacts of the development;</p>                                                                                                                                                                                                                  | <p>The amenity impacts of the development have been considered as part of the City's assessment. The proposal's architectural style and choice of materials will ensure the proposal is both in keeping with the character of the locality, whilst also elevating the standard of development within the immediate area.</p> <p>The environmental impacts of the development have been addressed by the provided Sustainable Design Assessment Report prepared by Emergen which includes details on how the development will provide for an efficient and sustainable development in terms of energy and water use.</p> <p>In relation to social impacts, the development will provide two ground floor commercial tenancies which will help to activate the streetscape and help to establish this section of Scarborough Beach Road as more of a 'main street' with more pedestrian activity and passive surveillance.</p>                                                                                                                                                                        |
| <p>(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;</p>                                                                                                                                                                                                                 | <p>The proposal has been accompanied by a Sustainable Design Assessment Report prepared by Emergen which outlines strategy's to minimize impacts on the natural environment and water resources through the use of efficient utilities and fixtures and the provision of low-water use and native plants</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



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| <p>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</p>                                                                                                                             | <p>The proposal has been accompanied by a Landscaping Plan prepared by Propagule. The landscaping plan has been conditioned to reflect amended plans which replaces areas of landscaping abutting Pingrup Lane with bin pads to ensure sufficient waste servicing, and will in principle provide a total of four small trees and associated deep soil areas.</p> <p>No existing trees on site will be preserved as part of the development, however it is considered by the City that no significant trees current exist on the site.</p>                                                                                                                       |
| <p>(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;</p>                                                                                                          | <p>No significant risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk is considered for the subject site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>(r) the suitability of the land for the development taking into account the possible risk to human health or safety;</p>                                                                                                                                                                                                 | <p>No significant risk to human health or safety is considered to arise from the proposed development noting that the development is consistent with vehicle and pedestrian access provisions, will be built to accommodate universal access from the pedestrian pathway and will be provided with sufficient acoustic protection through condition setting.</p>                                                                                                                                                                                                                                                                                                |
| <p>(s) the adequacy of —<br/> (i) the proposed means of access to and egress from the site; and<br/> (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</p>                                                                                                                                 | <p>The proposal's site access has been received by the City and is supported against the R-Codes and relevant Australian Standards. The proposal includes provision for on-site residential and commercial waste collection. The City has confirmed that waste collection via Pingrup Lane is possible on the basis that bin pad areas be provided adjoining Pingrup Lane. This has been provided by the applicant and will form part of condition setting.</p> <p>The proposal is therefore deemed to provide suitable access and egress from the site as well as sufficient clearance for the manoeuvring and loading / unloading of a City waste vehicle</p> |
| <p>(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</p>                                                                                                                 | <p>The proposal has been accompanied by a Transport Impact Statement prepared by Transcore. The TIS advises that a total weekday AM and PM Peak Hour of 10 trips The TIS has been reviewed by the City and the development has not been deemed to result in a significant amount of additional traffic into the local road network.</p>                                                                                                                                                                                                                                                                                                                         |
| <p>(u) the availability and adequacy for the development of the following —<br/> (i) public transport services;<br/> (ii) public utility services;<br/> (iii) storage, management and collection of waste;<br/> (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> | <p>Public transport services will not be significantly impacted by the proposal. The subject site is within 200m of high frequency bus stops on Scarborough Beach Road ensuring occupants will have good access to public transport.</p>                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| <p>(v) access by older people and people with disability;</p>                                                                                                                                             | <p>In relation to public utility services, the development does not prevent these aspects such as water, electricity, gas and internet from being connected to the site.</p> <p>Each unit has been provided with sufficient individual storage area in accordance with the SBRW LDP. Waste collection has been sufficiently addressed through the provision of a waste store which is capable of supporting the size and number of bins required by the City's waste collection service, as well as private commercial waste requirements. Access for pedestrians and cyclists has been considered in the development with a 2m wide awning protecting the existing pedestrian path in front of the development. The proposal includes a bicycle bay area which provides a total of 8 bicycle bays.</p> <p>Access for older people and people with disability has been addressed through the provision of universal access standards to the access points of the development.</p> |
| <p>(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</p> | <p>The proposed development involves the demolition of all existing buildings and structures on site, including the existing Consulting Rooms (Chiropractor, Pathologist and Physiotherapist). The retention of these land uses are not a planning requirement under the local planning framework, notwithstanding it can be shown that the locality will have sufficient access to these services with another two Pathologists and a Chiropractor located within 500m of the subject site, and four Physiotherapists within 1.5km. The proposed development is therefore not seen to create a deficit in these services for the locality.</p>                                                                                                                                                                                                                                                                                                                                   |
| <p>(w) the history of the site where the development is to be located;</p>                                                                                                                                | <p>The history of the subject site has been considered to have no significant impact on the development. No heritage considerations apply to the site which is currently occupied by a commercial building and associated structures on each site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</p>                                                             | <p>The local community have been consulted on the development application as part of the City's 28 day public consultation. The City has considered all submissions as part of it's assessment and have deemed that the proposal adequately manages traffic and waste impacts through the provision of safe vehicle access and sufficient on-site parking bays.</p> <p>Built form impacts have been assessed to have an overall minor amenity impact on the locality, with the benefits of the proposal to the community seen to outweigh any negatives.</p> <p>The proposal has been assessed against the planning framework and is deemed to be in accordance with the existing and desired future streetscape.</p>                                                                                                                                                                                                                                                             |

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| (y) any submissions received on the application;                                        | The City has considered all responses provided as part of the 28-day consultation period. Additionally, the responses were provided to the applicant to provide comment on. Everyone who provided a submission on the proposal will be invited to make a deputation at the DAP meeting. |
| (za) the comments or submissions received from any authority consulted under clause 66; | Comments provided by the Water Corporation and DPLH have been included as part of condition-setting.                                                                                                                                                                                    |
| (zb) any other planning consideration the local government considers appropriate.       | Not applicable.                                                                                                                                                                                                                                                                         |



# Attachment 7 - City of Stirling Design Review Panel (DRP) Report Dated 11 September 2025

## Design Review Report – Item 2

|                            |                                                                                                                    |                                                                                                   |
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| Local government:          | City of Stirling                                                                                                   |                                                                                                   |
| Item no.:                  | Item 2 – PDA25/0048 – 182 Scarborough Beach Road, Doubleview – Pre Development Application – Mixed Use Development |                                                                                                   |
| Acting Chairperson:        | Munira Mackay                                                                                                      |                                                                                                   |
| Panel members:             | Wayne Dufty<br>Tony Blackwell<br>Brett Wood-Gush                                                                   | Architecture<br>Landscape Architecture<br>Urban Design                                            |
| Local government officers: | Shaun Wheatland<br>Cameron Howell<br>Sam Michie<br>Simone Palmer                                                   | Coordinator Planning<br>Senior Planning Officer<br>Senior Planning Officer<br>DRP Support Officer |
| Observers                  | Honey Migdale                                                                                                      | Work Experience                                                                                   |
| Date:                      | 11 September 2025                                                                                                  | Time: 2pm                                                                                         |
| Venue:                     | City of Stirling – Challenger Room                                                                                 |                                                                                                   |

### Proponent/s

|                                                              |                                                                                                             |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| Petar Mrdja<br>John Silbert<br>Julian Croudace<br>Ivor Cohen | Urbanist Town Planning ( <i>Applicant</i> )<br>John Silbert Architects<br>Propagule<br>Owner Representative |
| <b>Owners</b>                                                | Mr P and Mrs G Levi                                                                                         |

### Observer/s

| Briefings                                                                  |                                                                                                                                                                                                                                                                         |                                      |
|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Development assessment overview                                            | Sam Michie                                                                                                                                                                                                                                                              | Senior Planning Officer              |
| Technical issues                                                           | Sam Michie                                                                                                                                                                                                                                                              | Senior Planning Officer              |
| Design Review                                                              |                                                                                                                                                                                                                                                                         |                                      |
| Proposed development                                                       | Item 2 – PDA25/0048 – 182 Scarborough Beach Road, Doubleview – Pre Development Application – Mixed Use Development                                                                                                                                                      |                                      |
| Property address                                                           | 182 Scarborough Beach Road, Doubleview                                                                                                                                                                                                                                  |                                      |
| Background                                                                 |                                                                                                                                                                                                                                                                         |                                      |
| Proposal                                                                   |                                                                                                                                                                                                                                                                         |                                      |
| Applicant or applicant's representative address to the design review panel | Petar Mrdja<br>Julian Croudace                                                                                                                                                                                                                                          | Urbanista Town Planning<br>Propagule |
| Key issues / recommendations                                               | This is the third review of the proposal. The Panel acknowledged the proposal's refinement since DR2, particularly the positive responses to satisfy the recommendations in Design Principles 1, 6 and 9. (Note previous satisfaction of Principles 3, 7 and 8 at DR2). |                                      |

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|                       | <p>The DRP noted that several opportunities remain for landscape, functionality, sustainability and aesthetic improvement as follows:</p> <ul style="list-style-type: none"> <li>• Clarification on plant species selection and the maintenance regime for specific areas as noted.</li> <li>• Improvement to the functionality of the residents' courtyards and communal open space.</li> <li>• Integration of rainwater management with the façade aesthetic.</li> <li>• Provision of a Waste Management Strategy.</li> <li>• Provision of a Sustainability Strategy and commitment to initiatives.</li> <li>• Interim treatment of the exposed side boundary walls and softening of the form as per the frontage.</li> <li>• Refinement of the overly busy façade aesthetic to also improve residential amenity.</li> </ul> <p>The Panel considers this a site of significance with the potential to set a strong benchmark for the precinct. Given the solid progress from DR2 and the importance of resolving the outstanding matters, the Panel recommends a Chair review prior to lodgement.</p> <p>Refer to attached Design Quality Evaluation Report.</p> |
| Chairperson signature |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| <b>Design quality evaluation</b><br><b>Item2 – PDA25/0048 – 182 Scarborough Beach Road, Doubleview – Pre Development</b><br><b>Application – Mixed Use Development</b><br><b>DRP Meeting – Thursday 11 September 2025</b> |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                                                                                                                                                                                                           | S | <i>Design Principle satisfied</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                           | P | <i>Design Principle pending further attention</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                           | N | <i>Design Principle not satisfied</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Principle 1</b><br><b>Context and character</b>                                                                                                                                                                        |   | <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                                                                                                                           | S | <p>1a. The Panel noted that this higher density and mixed use building has the potential to set a positive benchmark for future re-development of lots along this part of Scarborough Beach Road, particularly given its location on the hill and with the potential for ocean views. The Panel supports the approach of the north and south facing cross ventilated through apartments with balconies, the central circulation core with separate residents' courtyards, and a positive architectural presentation to the rear lane that includes passive surveillance opportunities.</p> <p>1b. The Panel supported the general approach to building height and scale in the context of the anticipated future character of the area. The current built form broadly aligns with the vision established in the Scarborough Beach Road West LDP.</p> <p>1c. The Panel supports this design principle.</p> |
| <b>Principle 2</b><br><b>Landscape quality</b>                                                                                                                                                                            |   | <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                                                                                                                           | P | <p>2a. The Panel commends the appointment of a landscape architect.</p> <p>2b. The proposal complies with deep soil requirements and includes appropriate local species.</p> <p>2c. The Panel generally supports the landscape design and the inclusion of a rooftop communal open space, however some further detail is required as noted below.</p> <p>2d. Consider an alternative to the Tahitian Lime that is on the Polyphagous Shot Hole Borer list.</p> <p>2e. Clarify the plant species mix to suit the shaded carpark area.</p> <p>2f. Provide further information on the Level 1 landscape located behind the lift and stair cores, together with the maintenance regime.</p> <p>2g. Clarify access to the bike store given the proximity of the planting bed.</p>                                                                                                                               |
| <b>Principle 3</b><br><b>Built form and scale</b>                                                                                                                                                                         |   | <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                                                                                                                           | S | 3a. The Panel supports this design principle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Principle 4</b><br><b>Functionality and build quality</b>                                                                                                                                                              |   | <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                                                                                                                           | P | <p>4a. The Panel suggests roller doors for the stores in the residents' courtyards to provide flexible use of these spaces.</p> <p>4b. Reconsider the location of the air conditioning condensers next to the Bed 2 windows on Levels 2 and 3. Suggested alternative a/c unit locations include above the stores or next to the balustrade to exhaust air away from the courtyards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



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|                                      |   | <p>4c. At Level 3, consider a canopy above the lift door for climate protection.</p> <p>4d. The Panel supports the “waterfall roof” design, however, integrate rainwater management (gutters and downpipes) and consider the impact on the aesthetic.</p> <p>4e. Consider providing a Waste Management Plan, particularly to clarify the waste collection from the rear lane.</p>                                                                                                                                                                                                                                                                                        |
| Principle 5<br><b>Sustainability</b> |   | <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                      |   | <p>5a. The Panel is disappointed by the lack of a clear sustainability strategy at this stage of the design. The appointed consultant should submit a detailed sustainability strategy and commitment to initiatives, including provision for EV charging and meeting a Green Star energy rating.</p> <p>5b. Consider operable skylights to the Level 3 kitchen for enhanced amenity.</p>                                                                                                                                                                                                                                                                                |
| Principle 6<br><b>Amenity</b>        |   | <i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                      | S | <p>6a. The Panel appreciates the improvements to the planning of apartments.</p> <p>6b. The Panel supports this design principle.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Principle 7<br><b>Legibility</b>     |   | <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                      | S | <p>7a. The Panel appreciates the improvement to the legibility of the ground level entry.</p> <p>7b. The Panel supports this design principle.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Principle 8<br><b>Safety</b>         |   | <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                      | S | 8a. The Panel supports this design principle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Principle 9<br><b>Community</b>      |   | <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                      | S | 9a. The Panel supports this design principle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Principle 10<br><b>Aesthetics</b>    |   | <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                      | P | <p>10a. The stair and lift core blank walls on the side boundaries present opportunities for aesthetic enhancement particularly at the higher levels that would be visible from the context. Suggestions include coloured murals or low maintenance materiality, other than paint.</p> <p>10b. The Panel suggests softening the form of the boundary walls to better tie in with the street frontage aesthetic.</p> <p>10c. The aesthetic of the street and rear lane facades is eclectic and overly busy. In particular, consider removing the central wall and timber screens that compromise the amenity (access of light and air) of bedrooms on Levels 1 and 2.</p> |

**Design Review progress****Item 1 – PDA25/0048 – 182 Scarborough Beach Road, Doubleview – Pre Development****Application – Mixed Use Development****DRP Meeting – Thursday 11 September 2025, 27 March 2025 and 2 February 2023**

|                                                      |                                                   |                      |                      |
|------------------------------------------------------|---------------------------------------------------|----------------------|----------------------|
| <b>S</b>                                             | <i>Design Principle satisfied</i>                 |                      |                      |
| <b>P</b>                                             | <i>Design Principle pending further attention</i> |                      |                      |
| <b>N</b>                                             | <i>Design Principle not satisfied</i>             |                      |                      |
|                                                      | <i>DR1 2/2/2023</i>                               | <i>DR2 27/3/2025</i> | <i>DR3 11/9/2025</i> |
| Principle 1 - <b>Context and character</b>           |                                                   | P                    | S                    |
| Principle 2 - <b>Landscape quality</b>               |                                                   | P                    | P                    |
| Principle 3 - <b>Built form and scale</b>            |                                                   | S                    | S                    |
| Principle 4 - <b>Functionality and build quality</b> |                                                   | P                    | P                    |
| Principle 5 - <b>Sustainability</b>                  |                                                   | N                    |                      |
| Principle 6 - <b>Amenity</b>                         |                                                   | P                    | S                    |
| Principle 7 - <b>Legibility</b>                      |                                                   | S                    | S                    |
| Principle 8 - <b>Safety</b>                          |                                                   | S                    | S                    |
| Principle 9 - <b>Community</b>                       |                                                   | P                    | S                    |
| Principle 10 - <b>Aesthetics</b>                     |                                                   | P                    | P                    |

| DR1 –<br>DRP Recommendations<br>DRP Meeting – 2/2/2023                                                                                                                                                                                                                                                                                                                                                 | DR1 –<br>Applicant Response<br>DRP Meeting – 2/2/2023 | DR2<br>DRP Recommendations<br>DRP Meeting – 27/3/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | DR2 –<br>Applicant Response<br>DRP Meeting – 27/3/2025                                                                                                                                                                                                                                                                                                                | DR3 –<br>DRP Recommendations<br>DRP Meeting – 11/9/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | DR3 –<br>Applicant Response<br>DRP Meeting<br>– 11/9/2025 |
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| <p>1a. Comment was made it would be beneficial to see a detailed analysis of the existing context in addition to an understanding of the future context of the building. These should help to inform the approach to the design.</p> <p>1c. The Panel commented there is opportunity to think about ways to look at context which will assist to inform the material palette and colours utilised.</p> |                                                       | <p>1d. While the proposal is broadly heading in the right direction, the Panel felt that the architectural expression remains overly complex. The mix of roof forms (flat, pavilion, hipped) and multiple façade treatments contributes to a lack of compositional clarity. A more restrained and coherent architectural language is encouraged to provide stronger identity and improve legibility.</p> <p>1e. The side elevations, particularly as experienced from the hill to the east and west, remain visually unresolved. The Panel recommended further consideration to avoid large blank expanses and to improve the experience of the building in long views.</p> <p>1f. The ground-level interface with Scarborough Beach Road lacks cohesion. The Panel felt the frontage could benefit from simplification and greater generosity in the</p> | <p>a) Side elevations updated with windows to all rooms including Sun Hoods.</p> <p>b) Rear elevation to Pingrup lane harmonised to match front elevation to maintain integrity of design.</p> <p>c) Due to road widening for future Light Rail Train Station, the front building has been moved back a further 2m to comply with Local Precinct Planning Scheme.</p> | <p>1a. The Panel noted that this higher density and mixed use building has the potential to set a positive benchmark for future re-development of lots along this part of Scarborough Beach Road, particularly given its location on the hill and with the potential for ocean views. The Panel supports the approach of the north and south facing cross ventilated through apartments with balconies, the central circulation core with separate residents' courtyards, and a positive architectural presentation to the rear lane that includes passive surveillance opportunities.</p> <p>1b. The Panel supported the general approach to building height and scale in the context of the anticipated future character of</p> |                                                           |

|  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                 |  |
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|  |  | <p>landscape and public realm treatment. There is an opportunity to improve the pedestrian experience by integrating a clearer canopy strategy and activating the frontage more deliberately.</p> <p>1g. The Panel noted the absence of any architectural analysis or place-responsive design rationale. A more rigorous site and streetscape analysis would support a clearer design narrative. The materials, colours, and motifs selected would benefit from being tied more clearly to the place and its evolving identity.</p> <p>1h. The northern elevation facing Pingrup Lane was noted as requiring further design development. As an increasingly public frontage, it presents an opportunity for more thoughtful architectural and landscape treatment.</p> <p>1i. The Panel requested clarification regarding road widening requirements and the extent of the Planning Control Area. This has implications for</p> |  | <p>the area. The current built form broadly aligns with the vision established in the Scarborough Beach Road West LDP.</p> <p>1c. The Panel supports this design principle.</p> |  |
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|                                                                                                                                                                                                                                                                                                   |  | the proposed setbacks, ground floor presentation, and long-term alignment with the public realm.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| <p>2b. Comment was made that a landscape approach to the laneway may help to set the tone for future developments and increase amenity for residents.</p> <p>2c. Suggestion was made by the Panel it would be beneficial to create a welcoming rear entry which would create a second street.</p> |  | <p>2d. While improved, the Scarborough Beach Road frontage remains unresolved. Simplifying this area could create a more generous and legible entry for both residents and commercial users.</p> <p>2f. The laneway interface presents an opportunity to improve public realm outcomes. A landscape-led design response would support future activation and enhance visual quality.</p> <p>2g. Opportunities for street tree planting should be explored with the City to enhance the broader streetscape, subject to existing verge and service constraints.</p> <p>2h. The Panel encouraged the inclusion of section drawings to better illustrate site interfaces and evaluate the viability</p> | <p>a) Landscape design to front and rear set backs have been updated to provide a greater area of Deep Soil planting to enhance presentation .</p> <p>b) Detailed Sections have been provided to show set backs to all boundaries in accordance with LPS .</p> <p>c) The roof top Resident Recreation area has been enhanced with a flat polycarb roof , perimeter planter boxes to provide a green ambiance garden setting with open sides giving views to ocean, Hills and solar access and max cross ventilation.</p> | <p>2c. The Panel generally supports the landscape design and the inclusion of a rooftop communal open space, however some further detail is required as noted below.</p> <p>2d. Consider an alternative to the Tahitian Lime that is on the Polyphagous Shot Hole Borer list.</p> <p>2e. Clarify the plant species mix to suit the shaded carpark area.</p> <p>2f. Provide further information on the Level 1 landscape located behind the lift and stair cores, together with the maintenance regime.</p> <p>2g. Clarify access to the bike store given the proximity of the planting bed.</p> |  |

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|                                                              |  | <p>of planting in constrained or shaded zones.</p> <p>2i. Concerns were raised about light availability to key planting areas, particularly in shaded courtyards. Species selection, irrigation and maintenance responsibilities should be clearly resolved.</p> <p>2j. While the rooftop terrace is a valuable feature, its current design appears hard and unwelcoming. The Panel recommended refining materials, planting, and furniture to improve usability and comfort.</p> <p>2k. Relocating the rooftop terrace forward could introduce light wells to benefit the courtyards below and unlock potential views to the ocean.</p> <p>2l. The location and treatment of air-conditioning condensers must be fully integrated with landscape design to avoid impacts on light, amenity, and visual quality. These should be clearly documented.</p> |                                                            |                                               |  |
| 3b. The Panel stated it would be beneficial to see some long |  | 3c. While the central courtyard is a positive inclusion, the Panel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | a) front setback for future Train Station has considerably | 3a. The Panel supports this design principle. |  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
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| <p>sections in more detail that extend beyond the site and include topography and existing (and future) building mass.</p> <p>3c. The consensus of the Panel is the site is overdeveloped and there are too many apartments and car bays which has caused the proposal not to meet SP 7.3.</p> <p>3d. It was suggested by the Panel to consider a difference in the makeup of affordable housing. Less apartments or replacing some apartments with a one bedroom option could assist in the overdevelopment.</p> |  | <p>raised concern about the limited access to northern light for several south-facing apartments. There is an opportunity to refine the massing and improve the openness of the courtyard to maximise daylight access.</p> <p>3d. Relocating the rooftop terrace forward was suggested as a way to introduce light wells and improve solar access to the central space, while also enhancing views.</p> <p>3e. The long-term amenity of the courtyard will be influenced by future development on adjoining lots. The Panel recommended reviewing the courtyard configuration to increase light penetration and future-proof the internal amenity.</p> <p>3f. The stair and lift core presents as visually dominant within the courtyard. Opportunities should be explored to reduce its impact and improve integration with surrounding communal and landscaped areas.</p> | <p>reduced design flexibility to the central Core and The increased location of Stair/Lift Shafts and current location is considered to be most functional to create obvious separation between private and public open space on each level.</p> <p>b) There is still adequate openings to sides of Core between Stair and lift shafts to allow cross ventilation and outlook to Ocean and Hills to both sides .</p> <p>c) Air conditioner Compressors are now enclosed at ground level in each private courtyard without blocking side views.</p> <p>d) Private Courtyards will be managed and responsibility of each unit owner if sold as strata title or managed by Letting Agent if rented accommodation.</p> <p>e) A Transport Assessment report has been completed and submitted as part of the review package.</p> |  |  |
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| <p>4b. It was suggested by the Panel to furnish the plans to show the functionality of the rooms and how furniture would be added into the apartments.</p> |  | <p>4b. The location of air conditioning condensers — while generally screened — was found to compromise light access and reduce the usability of adjoining spaces. Their positioning should be re-evaluated to minimise impacts on daylight, outlook, and overall apartment functionality.</p> <p>4c. The bin store is located beneath the courtyard void, which may lead to odour and acoustic issues for surrounding apartments. Ventilation and servicing strategies should be reviewed.</p> <p>4d. The Panel recommended reducing the number of BBQs in the rooftop communal space and focusing on high-quality, built-in furniture to create a more usable and comfortable space.</p> <p>4e. The Panel requested clarification on the management and maintenance responsibilities for communal and semi-private outdoor areas, including the rooftop terrace and internal</p> |  | <p>4a. The Panel suggests roller doors for the stores in the residents' courtyards to provide flexible use of these spaces.</p> <p>4b. Reconsider the location of the air conditioning condensers next to the Bed 2 windows on Levels 2 and 3. Suggested alternative a/c unit locations include above the stores or next to the balustrade to exhaust air away from the courtyards.</p> <p>4c. At Level 3, consider a canopy above the lift door for climate protection.</p> <p>4d. The Panel supports the “waterfall roof” design, however, integrate rainwater management (gutters and downpipes) and consider the impact on the aesthetic.</p> <p>4e. Consider providing a Waste Management Plan, particularly to clarify the waste collection from the rear lane.</p> |  |
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|                                                                                                                                                                                                                                                                                                                      |  | <p>courtyards. While the design appears to suggest private ownership of these spaces, responsibilities should be clearly defined to ensure long-term upkeep and amenity.</p>                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <p>5b. The Applicant is strongly encouraged to engage the services of a sustainability consultant at an early stage to ensure an integrated approach to sustainability.</p> <p>5b. The Panel stressed the importance of making a commitment to sustainability and providing a sustainability strategy.</p>           |  | <p>5b. No clear sustainability strategy has been provided. The Panel strongly recommended appointing a consultant to guide integration of sustainability initiatives.</p> <p>5c. Key elements such as energy efficiency, water use, materials, and broader environmental performance remain unaddressed. These should be clearly articulated and documented.</p> | <p>5. A Sustainability Consultant has been engaged and a basic Statement is being submitted for DRP meeting but will be expanded in a detailed Report prior to submission to Council for Planning Approval.</p>                                                                           | <p>5a. The Panel is disappointed by the lack of a clear sustainability strategy at this stage of the design. The appointed consultant should submit a detailed sustainability strategy and commitment to initiatives, including provision for EV charging and meeting a Green Star energy rating.</p> <p>5b. Consider operable skylights to the Level 3 kitchen for enhanced amenity.</p> |  |
| <p>6b. The Panel would like to see the location of the air conditioner condensers noted on the drawings. The Panel does not support condensers on balconies.</p> <p>6e. It was suggested by the Panel to find an alternative solution to having the toilet located off the kitchen as this is not a good design.</p> |  | <p>6c. The south-facing apartments do not meet the required standard of 70% of dwellings receiving a minimum of two hours of direct sunlight in mid-winter, with the proposal achieving only 50%. This shortfall is primarily due to internal layouts where kitchens are located along the</p>                                                                   | <p>a) Floor plans to front Units facing south have been amended to relocate kitchens to central position to allow full height and width windows to be facing North for solar access as agreed at previous DRP meeting.</p> <p>b) Ground floor entry Resident access corridor has been</p> | <p>6a. The Panel appreciates the improvements to the planning of apartments.</p> <p>6b. The Panel supports this design principle.</p>                                                                                                                                                                                                                                                     |  |

|                                                                                                                           |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                      |  |  |
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| <p>6f Recommendation was made by the Panel to provide a more family kitchen reflective of who is going to live there.</p> |  | <p>northern edge, blocking sunlight from reaching living areas. The Panel recommended reconfiguring these layouts to better capture northern light and enhance internal amenity.</p> <p>6d. The internal corridor narrows significantly as it moves toward the central courtyard, resulting in a cramped and uncomfortable experience for residents. The diminishing width, coupled with poor light access, detracts from its role as a primary circulation space. Design modifications to increase openness and natural light are strongly encouraged.</p> <p>6f. The rooftop communal space, while valuable, lacks warmth and comfort. The Panel recommended enhancements to planting, integrated seating, and shade to improve usability.</p> <p>6g. Both motorbike parking bays are unsheltered. The Panel recommended adding weather protection to improve amenity and</p> | <p>significantly widened to include front door Wind Lobby, central corridor informal Lounge for resident Meet-n-Greet and rear Entry Lobby to main Stairs and Lift for resident car park access..</p> <p>c) Motor bike parking on ground floor will have clear polycarb roof sheeting over for cover protection.</p> |  |  |
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|                                                                                                                                                 |  | functionality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                         |  |
| 7a. The legibility of the ground floor was questioned by the Panel and whether two tenancies is the right approach with having a central entry. |  | 7. This principle is now supported.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 7a. The Panel appreciates the improvement to the legibility of the ground level entry.<br>7b. The Panel supports this design principle. |  |
| 9a. The Applicant was encouraged to demonstrate to the community what the future will look like and look for ways to be generous.               |  | 9a. The rooftop communal space has potential to support social interaction but lacks the warmth, comfort and functionality needed to encourage regular use. The Panel recommended enhancing the space through refined materials, integrated seating, planting and shade.<br><br>9b. The boundary walls, particularly on the eastern and western elevations, will likely remain exposed for some time. The Panel encouraged incorporating temporary treatments, such as colour or public art, to soften their visual impact and provide a more community-friendly interface. | a) Resident roof top Deck will be furnished with outdoor Lounge suites and tables with chairs for various sized groups to encourage occupancy and appreciation of the vantage point views to Ocean and Hills. Planter boxes will have auto reticulation to maintain plant growth and create a landscape ambiance.<br><br>b) Decoration to adjoining boundary walls was initially considered and has to be negotiated with neighbours for design acceptance and to allow access and maintenance . | 9a. The Panel supports this design principle.                                                                                           |  |
| 10a. The Panel recommended looking at ways to                                                                                                   |  | 10b. The overall aesthetic still feels visually complex. The                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | a) Roof profile of the various roofing elements has been                                                                                                                                                                                                                                                                                                                                                                                                                                         | 10a. The stair and lift core blank walls on the side                                                                                    |  |

|                                                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| <p>develop the side elevation as it will be visible for some time. The suggestion was made they could engage the services of a public artist.</p> <p>10b. Precedents in early design with projects showing material palette is recommended by the Panel.</p> |  | <p>combination of flat, pavilion and hipped roof forms, along with varied materials and detailing, results in a lack of coherence. A more restrained and unified design language is encouraged to strengthen the architectural identity.</p> <p>10c. Greater clarity around materiality, colours and detailing — particularly at the ground floor and along the laneway — would help ensure the building contributes positively to the public realm and maintains design quality through to construction</p> | <p>resolved using a common profile to maintain integrity to all elevations and pergola to resident roof deck has been changed to a flat design to avoid conflict of profiles.</p> <p>b) The rear elevation to Pingrup Lane has been enhanced with a matching design Canopy over the vehicle security gate to give an added element of “ Entry “ for residents and visitors so it is not considered a “ Back Door “ off the service Lane.</p> | <p>boundaries present opportunities for aesthetic enhancement particularly at the higher levels that would be visible from the context. Suggestions include coloured murals or low maintenance materiality, other than paint.</p> <p>10b. The Panel suggests softening the form of the boundary walls to better tie in with the street frontage aesthetic.</p> <p>10c. The aesthetic of the street and rear lane facades is eclectic and overly busy. In particular, consider removing the central wall and timber screens that compromise the amenity (access of light and air) of bedrooms on Levels 1 and 2.</p> |  |
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## Attachment 8a - Architectural Plans (Received 2 July 2026)

City of Stirling  
26 March 2026  
RECEIVED



**LOCATION PLAN**  
SCALE 1:400 @ A3

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

John L. Silbert & ASSOCIATES

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Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
Dwg: **A0:01**



| SERVICE RECORD | STATUS  |             | PLOTTED FROM PLANS |   |
|----------------|---------|-------------|--------------------|---|
|                | LOCATED | NOT LOCATED |                    |   |
| SERVICE        | ✓       |             |                    | ✓ |
| WATER          | ✓       |             |                    | ✓ |
| SEWER          | ✓       |             |                    | ✓ |
| GAS            | ✓       |             |                    | ✓ |
| TELSTRA        | ✓       |             |                    | ✓ |
| POWER u/o      |         | ✓           |                    | ✓ |
| O/H            | ✓       |             |                    | ✓ |

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

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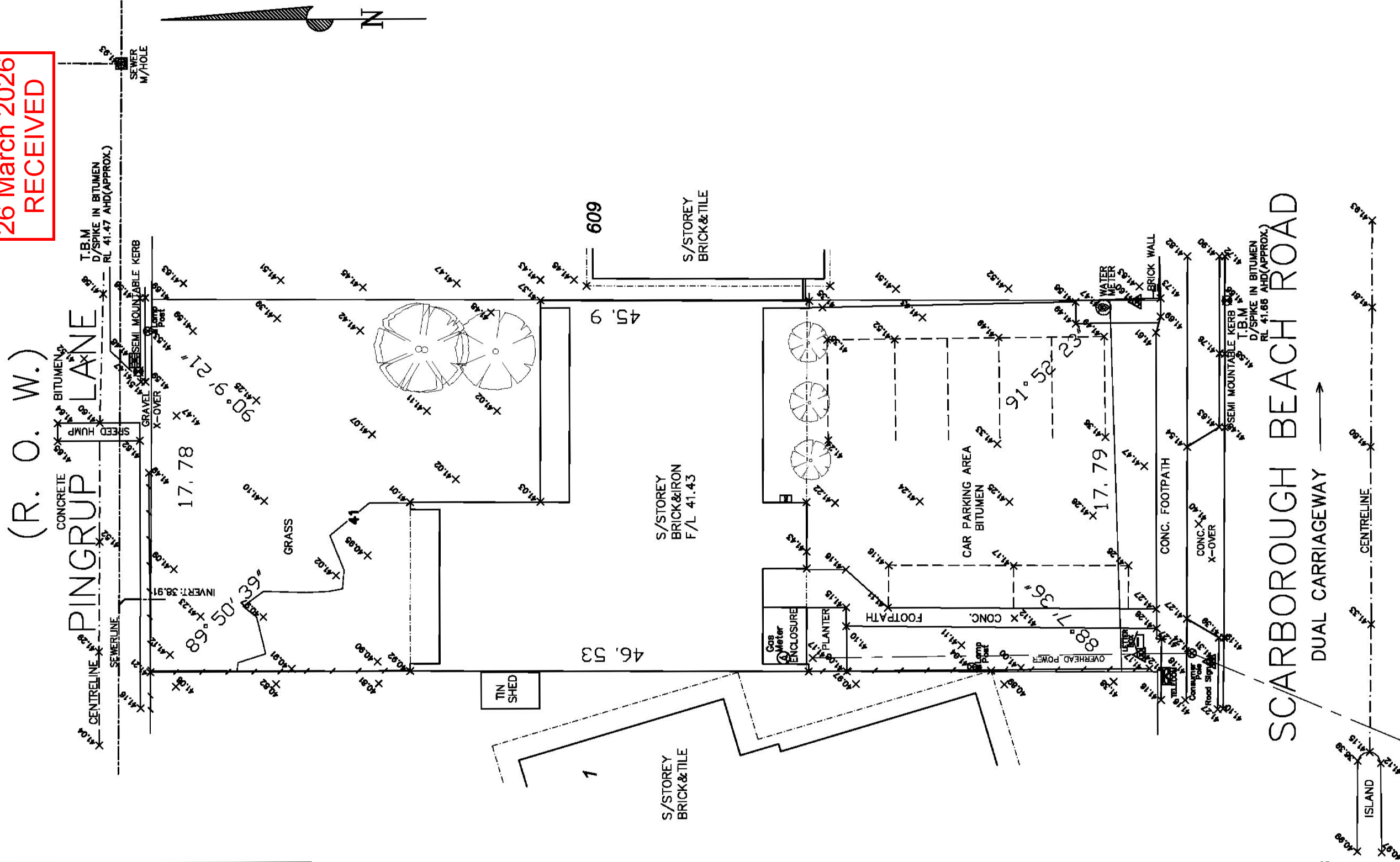
John L. Silbert & ASSOCIATES

Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'

Dwg: **A0:03**

City of Stirling  
26 March 2026  
RECEIVED



**SURVEY PLAN**  
SCALE: 1:200 @ A3

TOTAL AREA 822m<sup>2</sup> AS PER DEPOSITED PLAN 42054  
NOTE: SEWER LOCATION IS PLOTTED FROM WATER CORPORATION PLANS AND IS TO BE CONSIDERED APPROXIMATE ONLY.  
ACCURATE LOCATION OF THE SEWER TO BE VERIFIED PRIOR TO BUILDING DESIGN OR CONSTRUCTION.

FEATURE SURVEY OF LOT 6081(182) SCARBOROUGH BEACH ROAD, DOUBLEVIEW CLIENT: JOHN SILBERT DATE: 1/12/2025  
SCALE: 1:200 @ A3 PLAN: DP42054 C/T: 2606/698 LOCAL AUTHORITY: CITY OF STIRLING DATUM: AHD (APPROX.)

TUSCOM SUBDIVISION CONSULTANTS Pty. Ltd. (08 9316 8388) SURVEYOR: VK DRAWN: VK CHECKED: AVGR

| SERVICE RECORD    |         |             |                    |
|-------------------|---------|-------------|--------------------|
| STATUS<br>SERVICE | LOCATED | NOT LOCATED | PLOTTED FROM PLANS |
|                   |         |             |                    |
| WATER             | ✓       |             |                    |
| SEWER             | ✓       |             | ✓                  |
| GAS               | ✓       |             |                    |
| TELSTRA           | ✓       |             |                    |
| POWER U/G         |         | ✓           |                    |
| O/H               | ✓       |             |                    |

## PROPOSED MIX-USE DEVELOPMENT

**182 Scarborough Beach Road,  
Doubleview, W.A.**

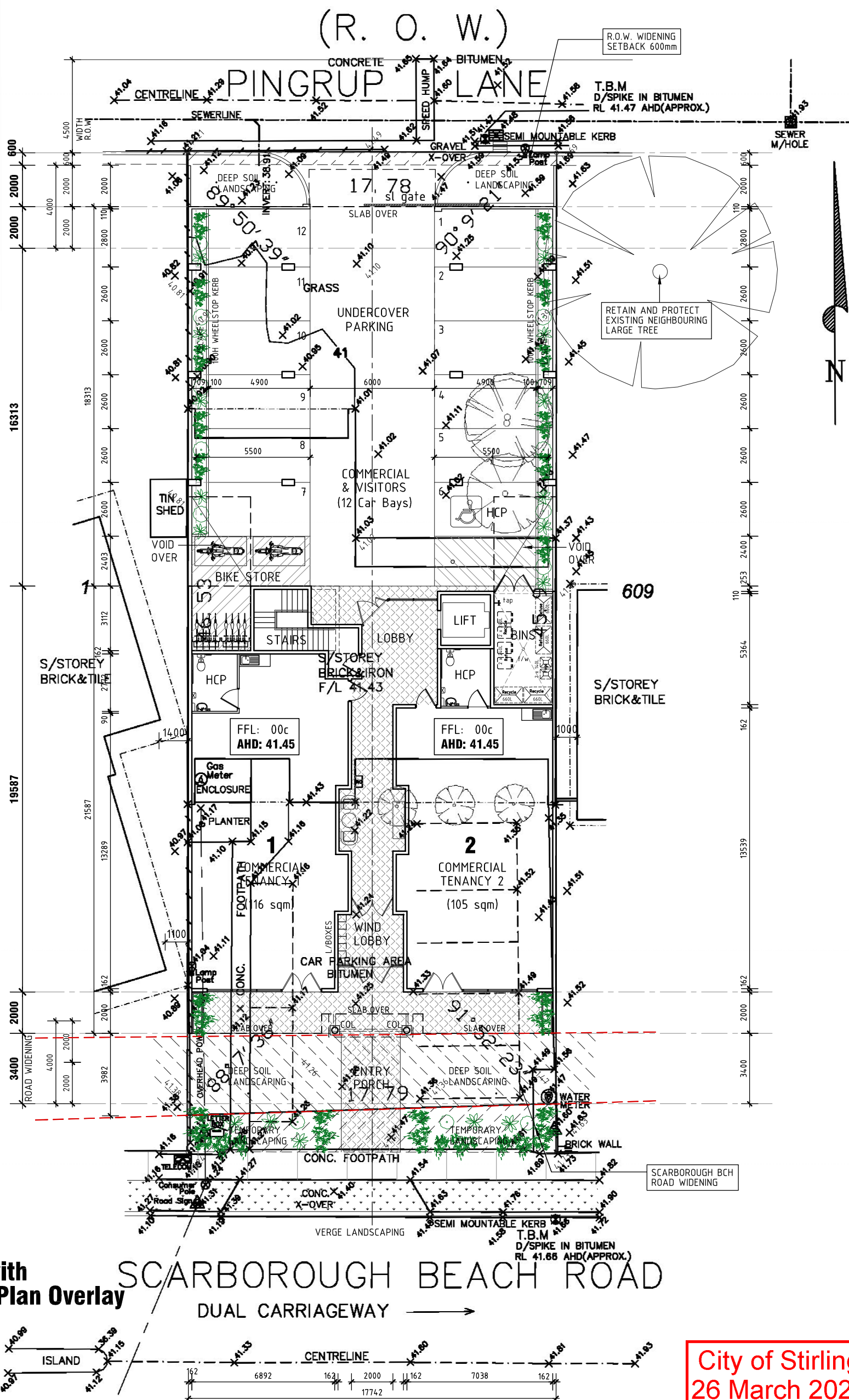
**18 DECEMBER, 2025**

**John L. Silbert & ASSOCIATES**

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36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
Dwg: **A0:04**



## Survey Plan with Ground Floor Plan Overlay

SCALE: 1:200 @ A3

SCALE: 1:200 @ A3

TOTAL AREA 822m<sup>2</sup> AS PER DEPOSITED PLAN 42054

NOTE: SEWER LOCATION IS PLOTTED FROM WATER CORPORATION PLANS AND IS TO BE CONSIDERED APPROXIMATE ONLY. ACCURATE LOCATION OF THE SEWER TO BE VERIFIED PRIOR TO BUILDING DESIGN OR CONSTRUCTION.

FEATURE SURVEY OF LOT 6081(182) SCARBOROUGH BEACH ROAD, DOUBLEVIEW CLIENT:JOHN SILBERT DATE: 1/12/2025

SCALE: 1:200    A3    PLAN: DP42054    C/T: 2606/698    LOCAL AUTHORITY: CITY OF STIRLING

TUSCOM SUBDIVISION CONSULTANTS Pty. Ltd. (08 9316 8388)

DATE: 1/12/2025

DATUM: AHD (APPROX.)

SURVEYOR: VK

Site survey only location of boundary pags or fences in relation to the boundary is not guaranteed

DRAWN: VK

CHECKED: AVGR

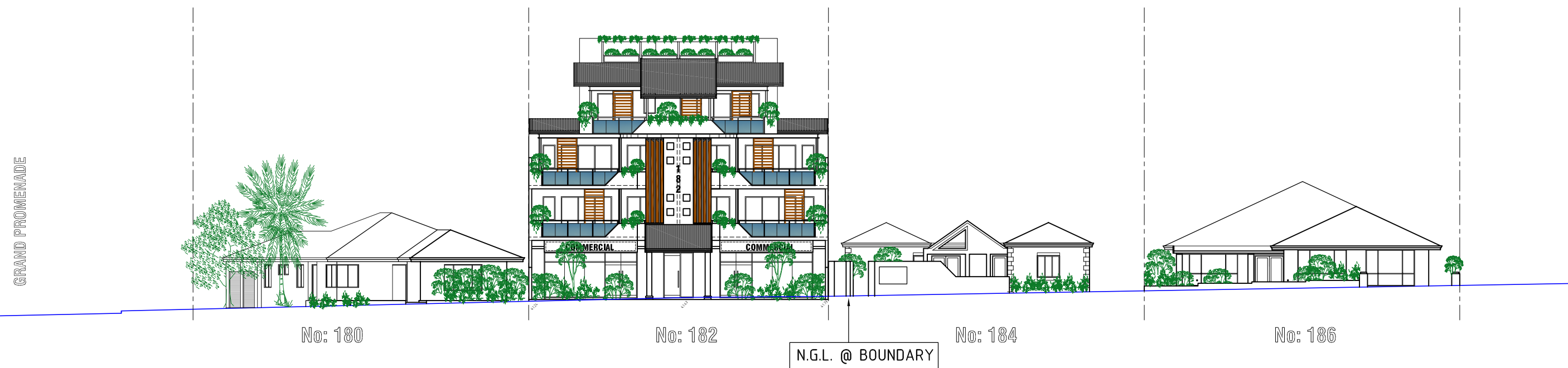
City of Stirling  
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## GOOGLE STREET VIEW - EXISTING

SCALE: N.T.S.



## STREET PROFILE - PROPOSED SCARBOROUGH BEACH ROAD

SCALE: 1:250 @ A3

## PROPOSED MIX-USE DEVELOPMENT

182 Scarborough Beach Road,  
Doubleview, W.A.

City of Stirling  
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18 DECEMBER, 2025

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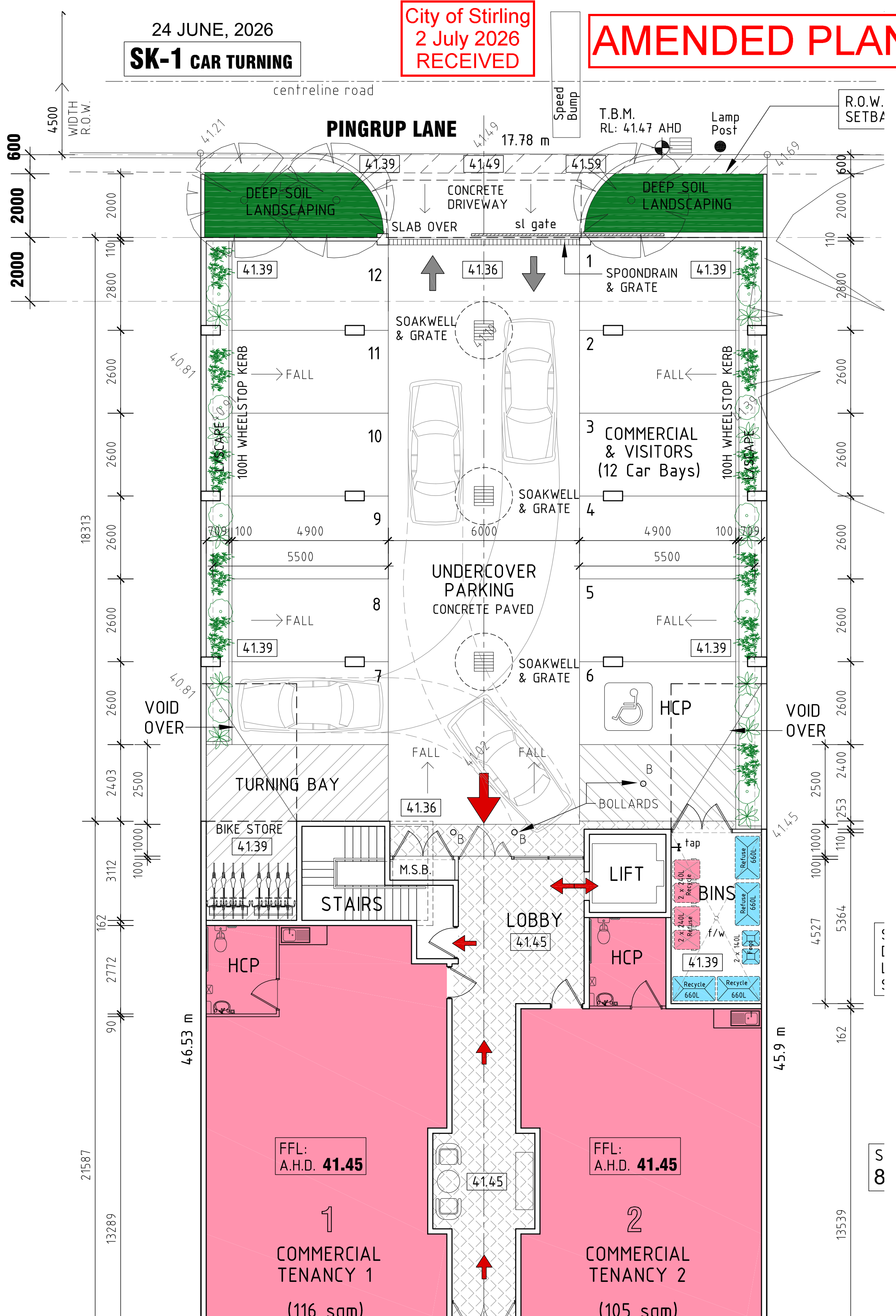
John L. Silbert & ASSOCIATES

Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
Dwg: **A0:02**

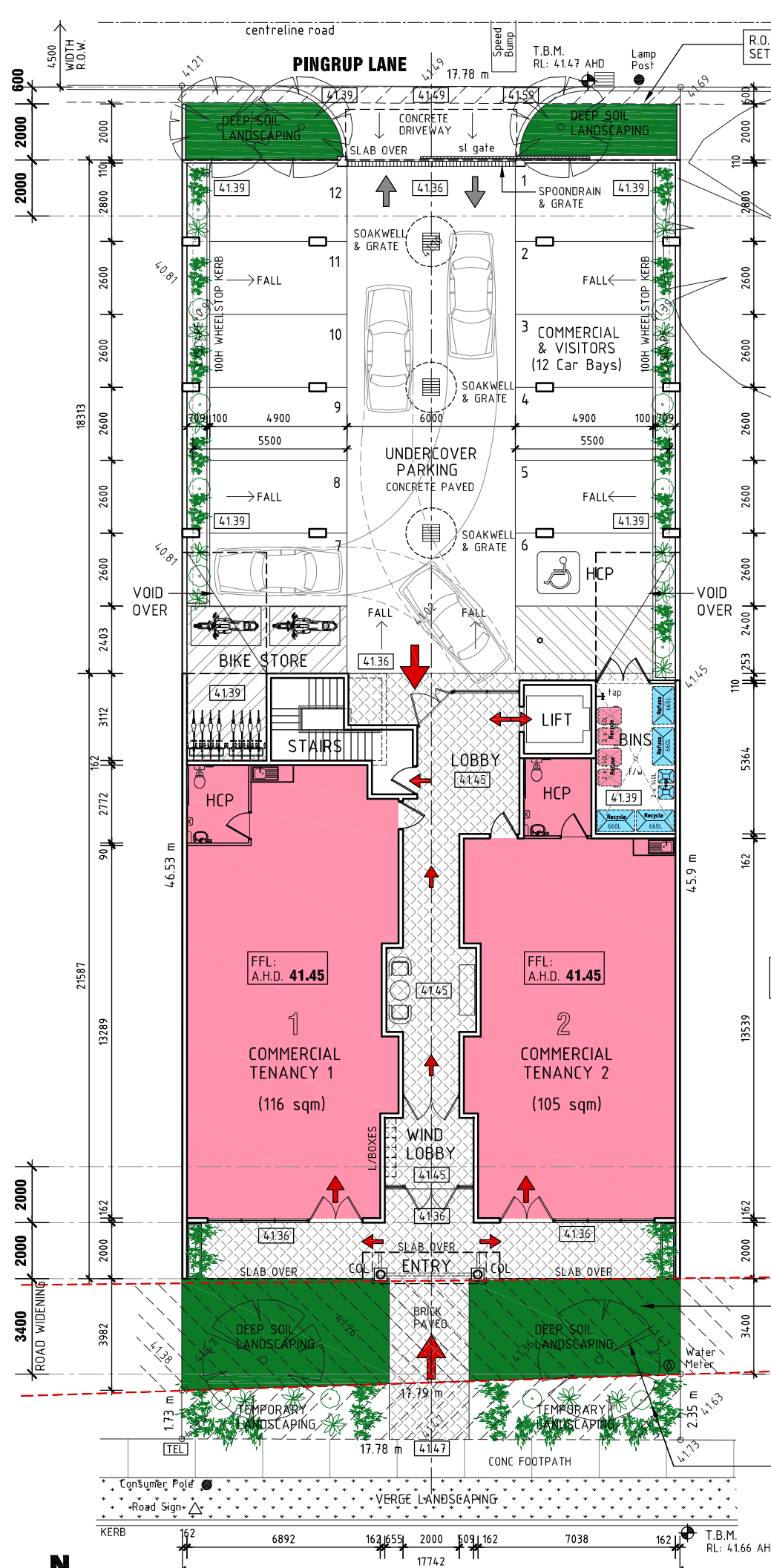
## SK-1 CAR TURNING

# AMENDED PLAN





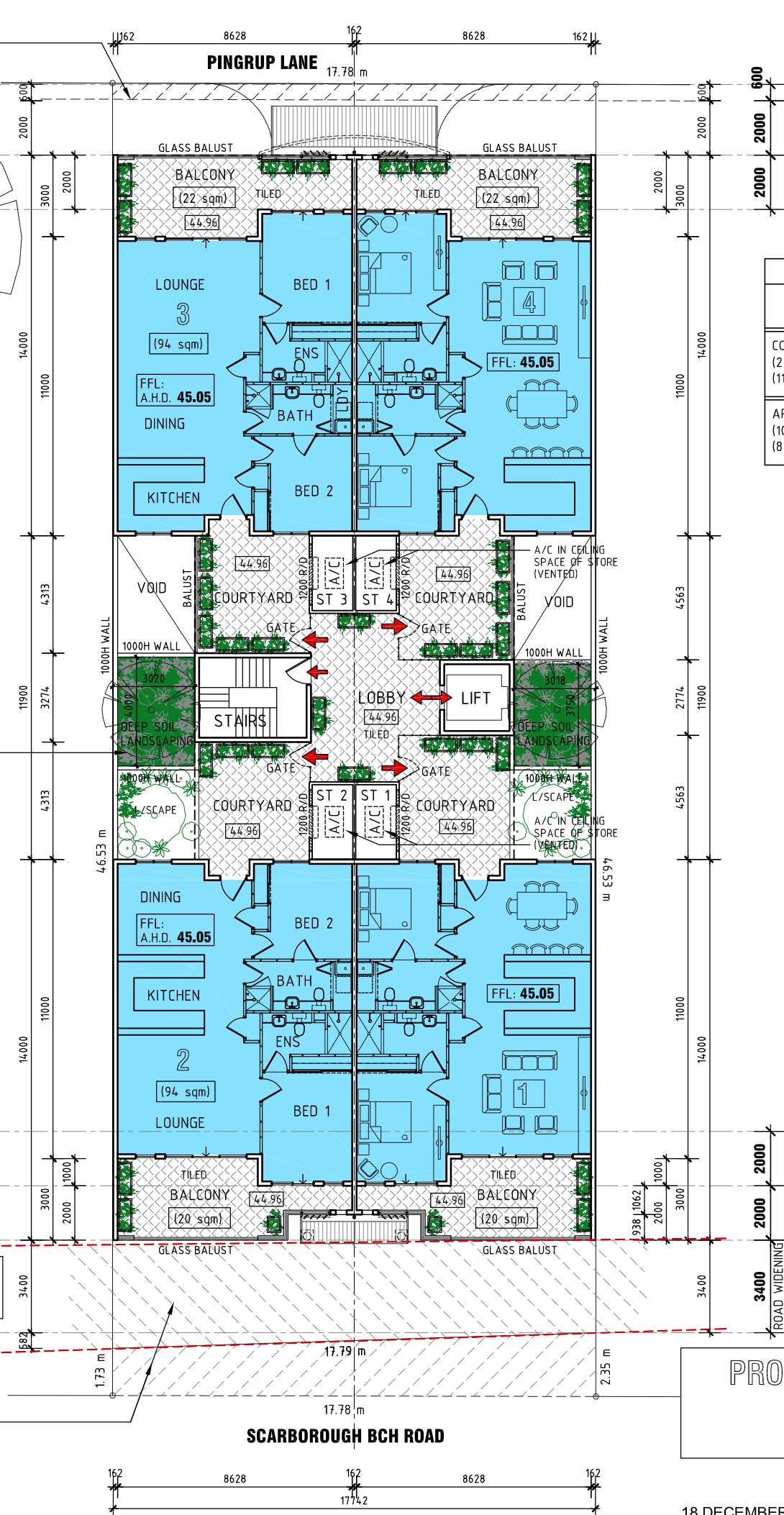
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## Ground Floor Plan

SCALE: 1:200 @ A3

**SCARBOROUGH BCH ROAD**



## FIRST FLOOR (Level 1)

SCALE: 1:200 @ A3

| WASTE SCHEDULE:                                                                                                                           |          | (SEE WASTE CONSULTANTS REPORT) |       |       |              |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------|-------|-------|--------------|
|                                                                                                                                           |          | BINS REQUIRED:                 |       |       |              |
|                                                                                                                                           |          | 120 L                          | 240 L | 660 L | FREQUENCY    |
| <b>COMMERCIAL:</b> <br>(2 OFF)<br>(116 sqm / 105 sqm)  | Refuse:  |                                | 2 OFF |       | TWICE WEEKLY |
|                                                                                                                                           | Recycle: |                                | 2 OFF |       | TWICE WEEKLY |
|                                                                                                                                           | Fogo:    |                                |       |       |              |
| <b>APARTMENTS:</b> <br>(10 off)<br>(8 x 2 + 2 x 3 Bed) | Refuse:  |                                |       | 2 OFF | WEEKLY       |
|                                                                                                                                           | Recycle: |                                |       | 2 OFF | WEEKLY       |
|                                                                                                                                           | Fogo:    | 2 OFF                          |       |       | TWICE WEEKLY |

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182 Scarborough Beach Road,  
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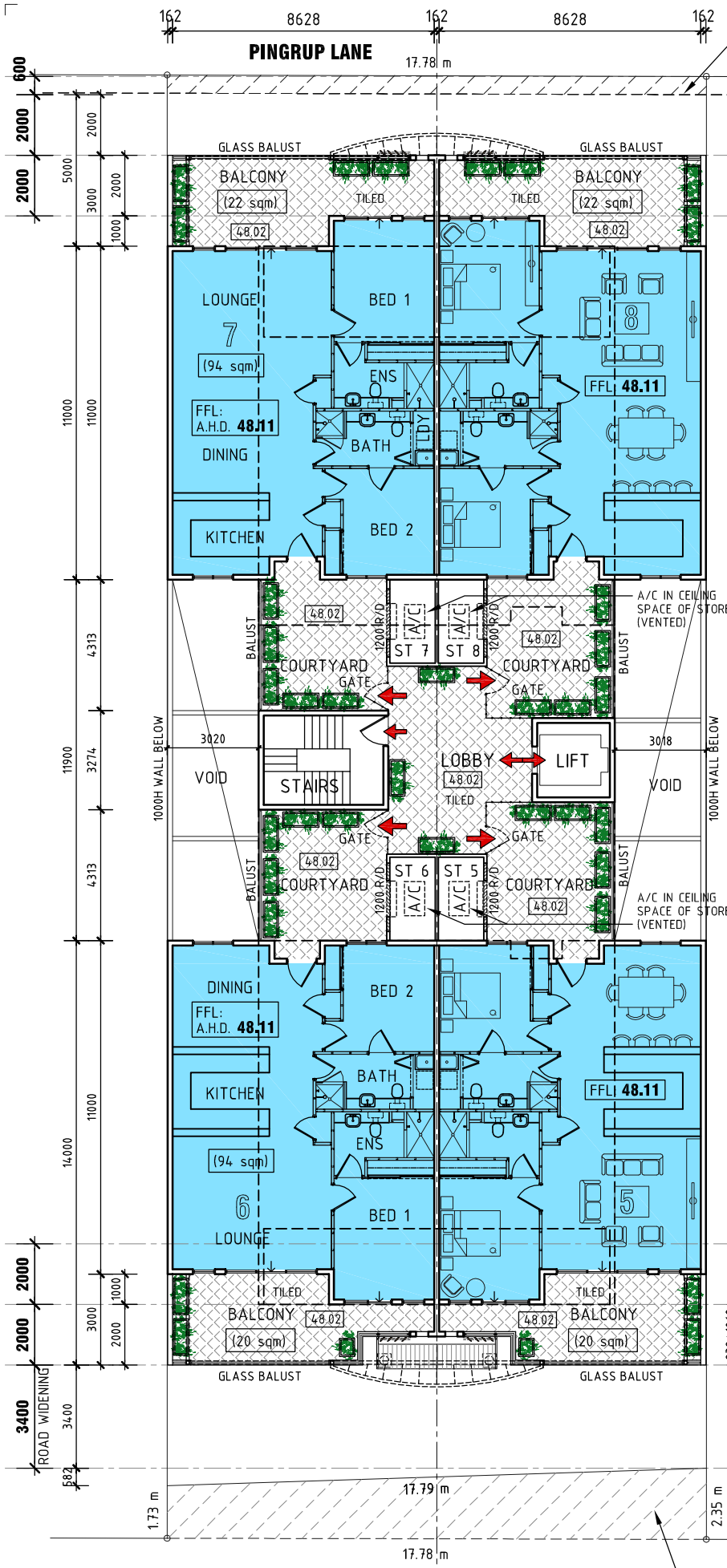
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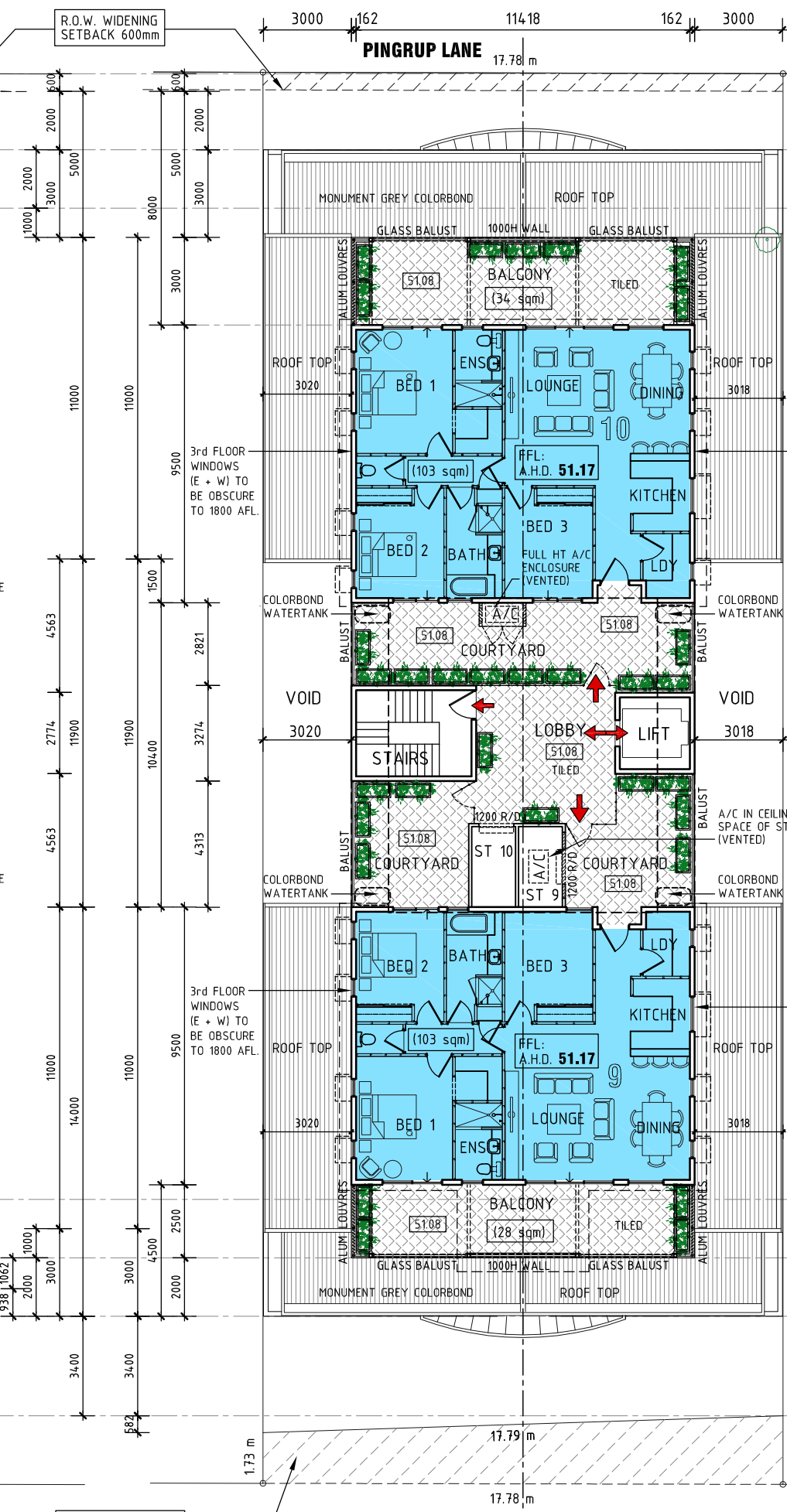
**Architect**  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'

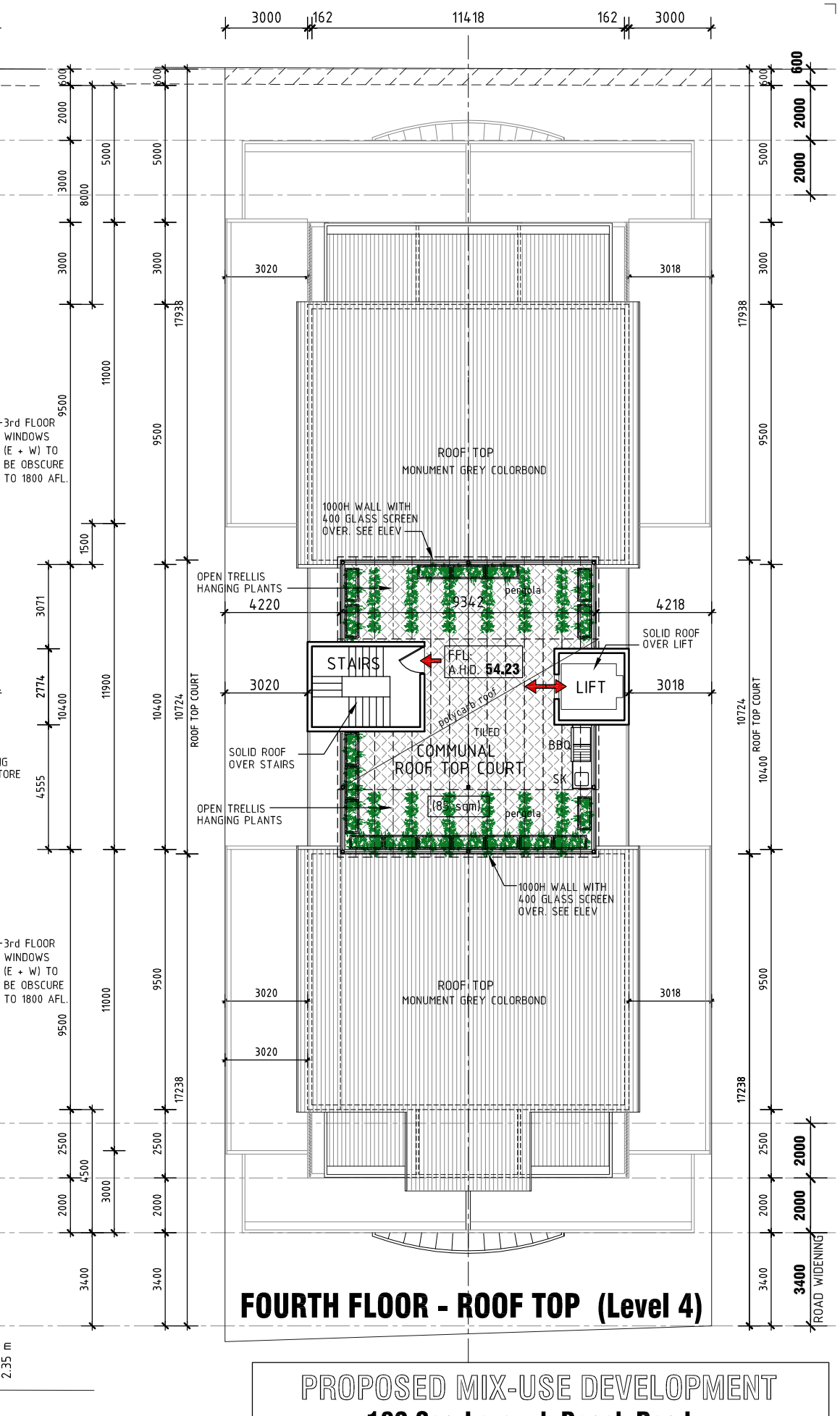
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**SECOND FLOOR (Level 2)**  
SCALE: 1:200 @ A3



**THIRD FLOOR (Level 3)**  
SCALE: 1:200 @ A3

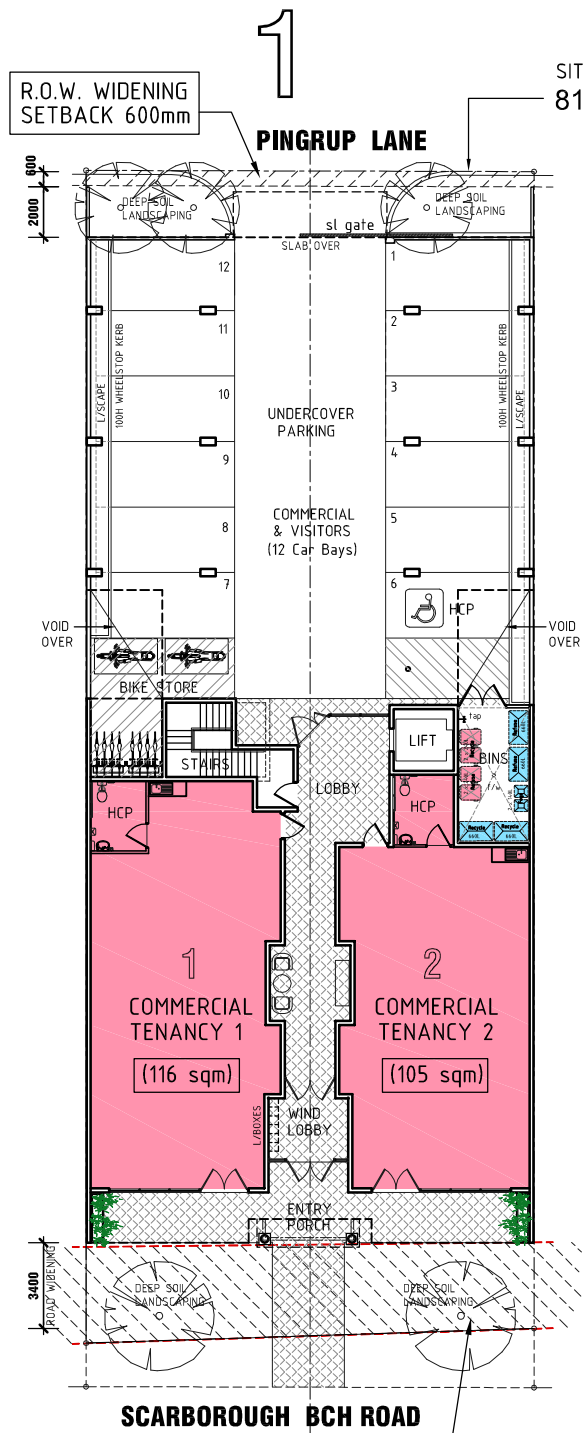


**FOURTH FLOOR - ROOF TOP (Level 4)**

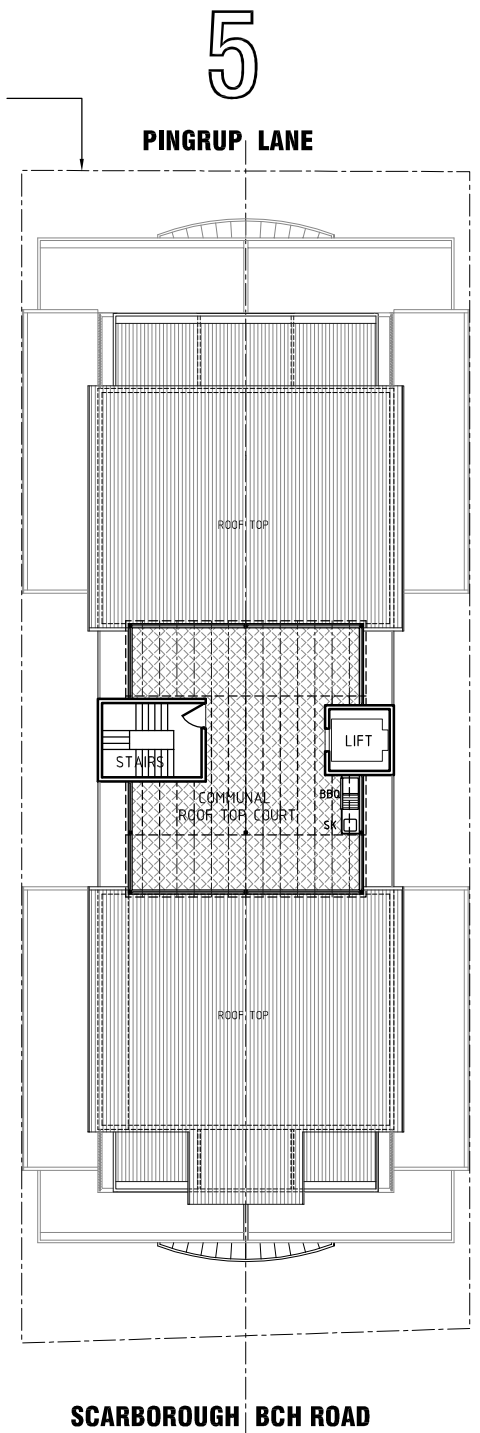
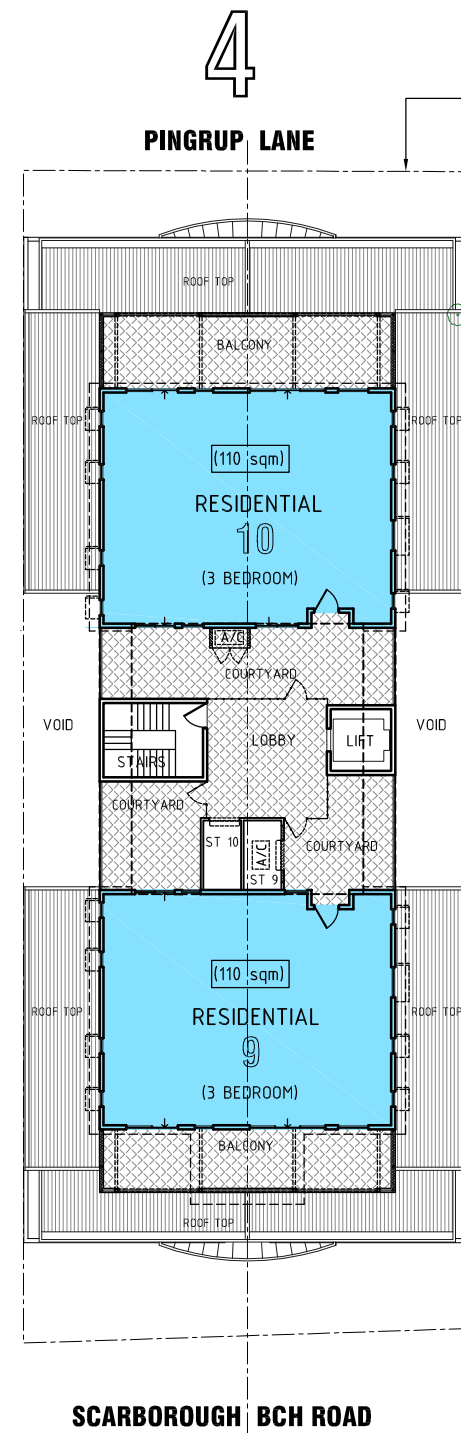
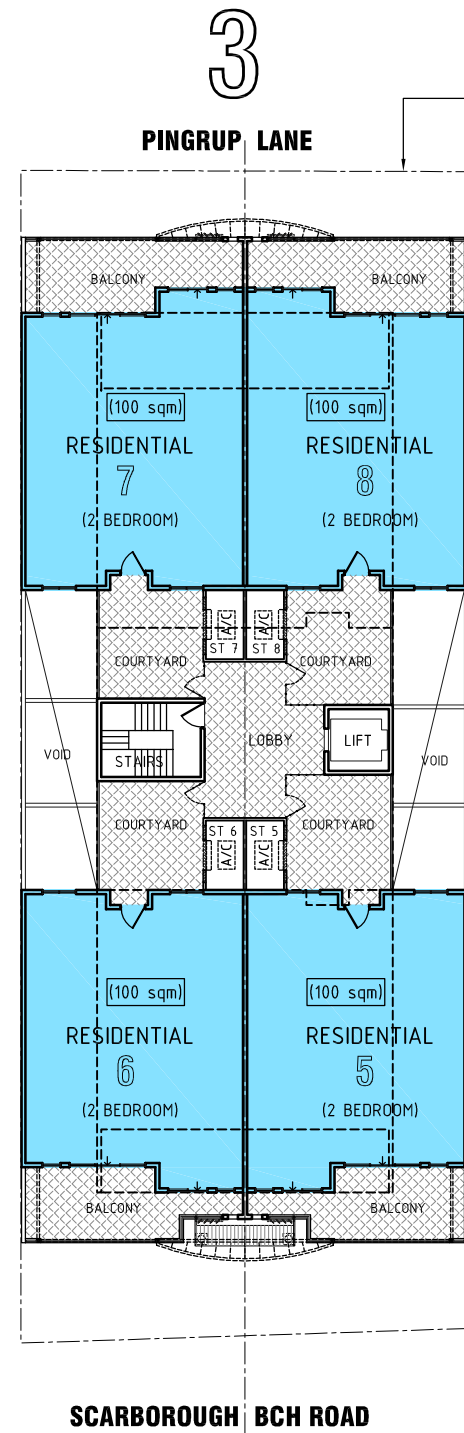
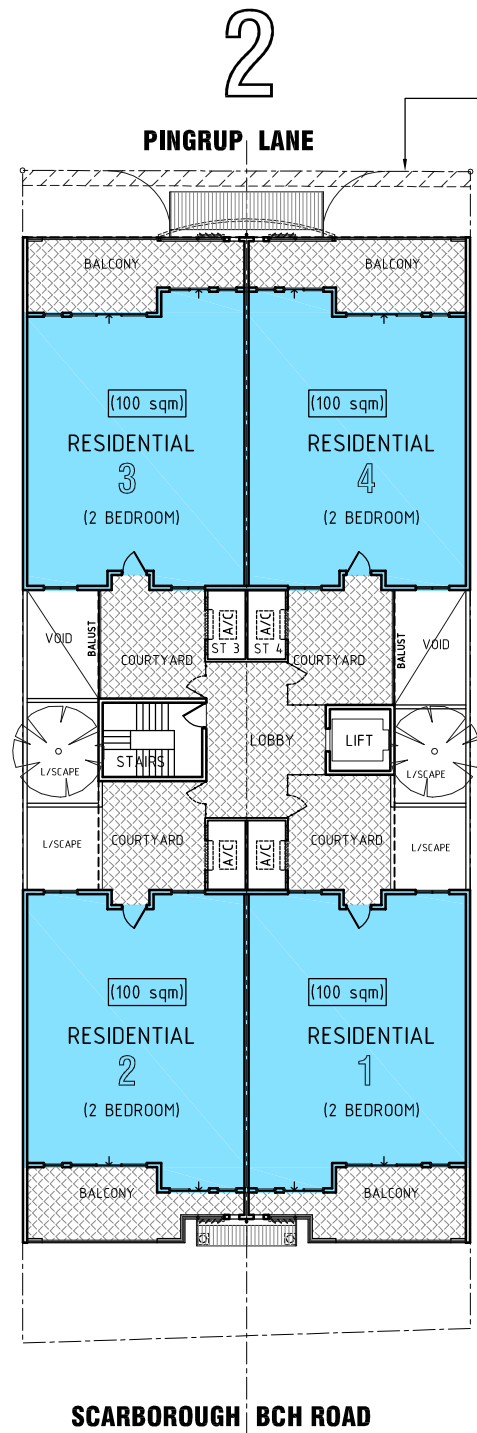
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SCARBOROUGH BCH  
ROAD WIDENING



COMMERCIAL.

RESIDENTIAL.

| PLOT RATIO AREAS:             |                              |                 |
|-------------------------------|------------------------------|-----------------|
| 5                             | Level 5<br>TOTAL NETT:       | 0.0 sqm         |
| 4                             | Level 4<br>TOTAL NETT:       | 220 sqm         |
| 3                             | Level 3<br>TOTAL NETT:       | 400 sqm         |
| 2                             | Level 2<br>TOTAL NETT:       | 400 sqm         |
| 1                             | Level 1 - GFL<br>TOTAL NETT: | Non Residential |
| All Floors<br>TOTAL NETT:     |                              | 1022.5 sqm      |
| Allowable<br>PLOT RATIO: 1.25 |                              | 1027.1 sqm      |
| ACTUAL<br>PLOT RATIO:         |                              | 1.24            |
| EXCLUSIVE OF NON-RESIDENTIAL  |                              |                 |

N

PLOT RATIO PLAN

SCALE: 1:300 @ A3

PROPOSED MIX-USE DEVELOPMENT

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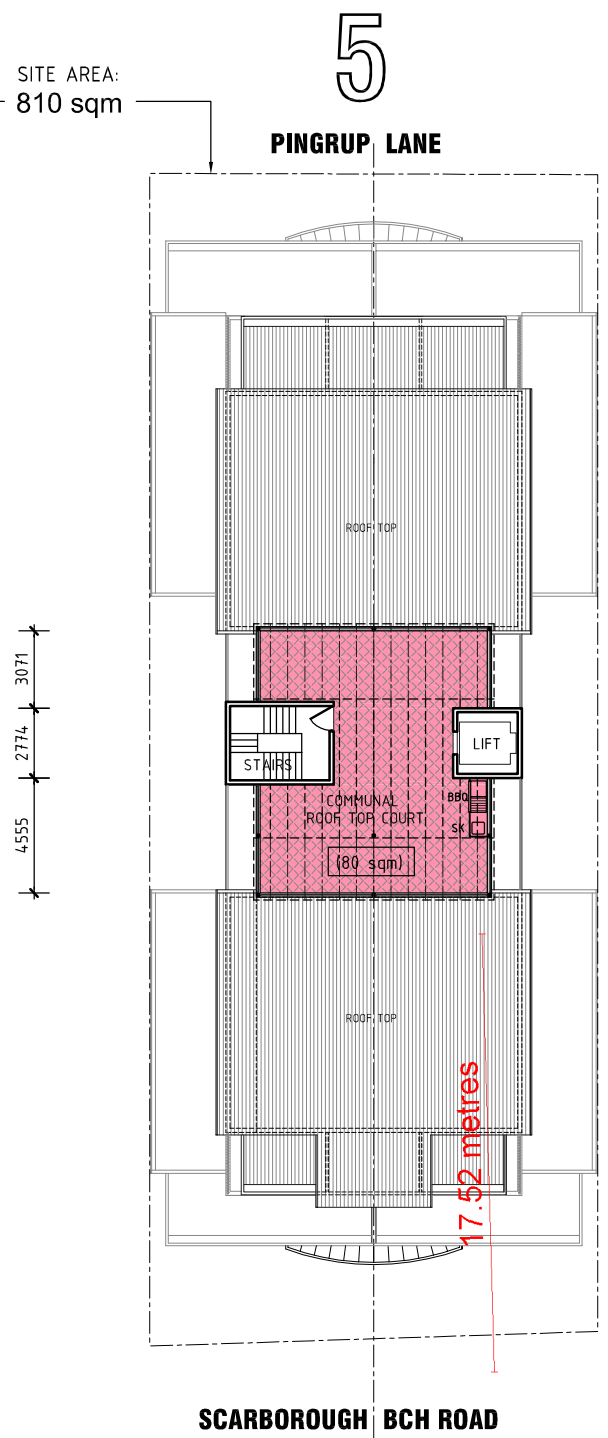
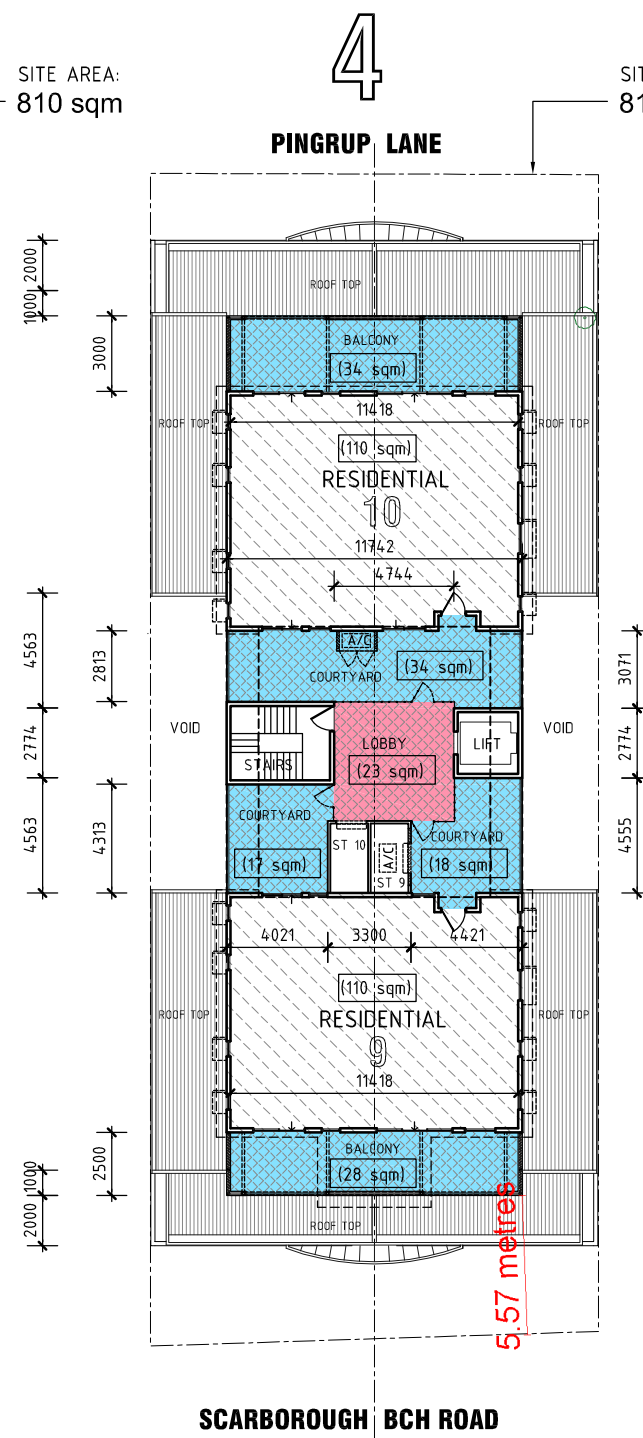
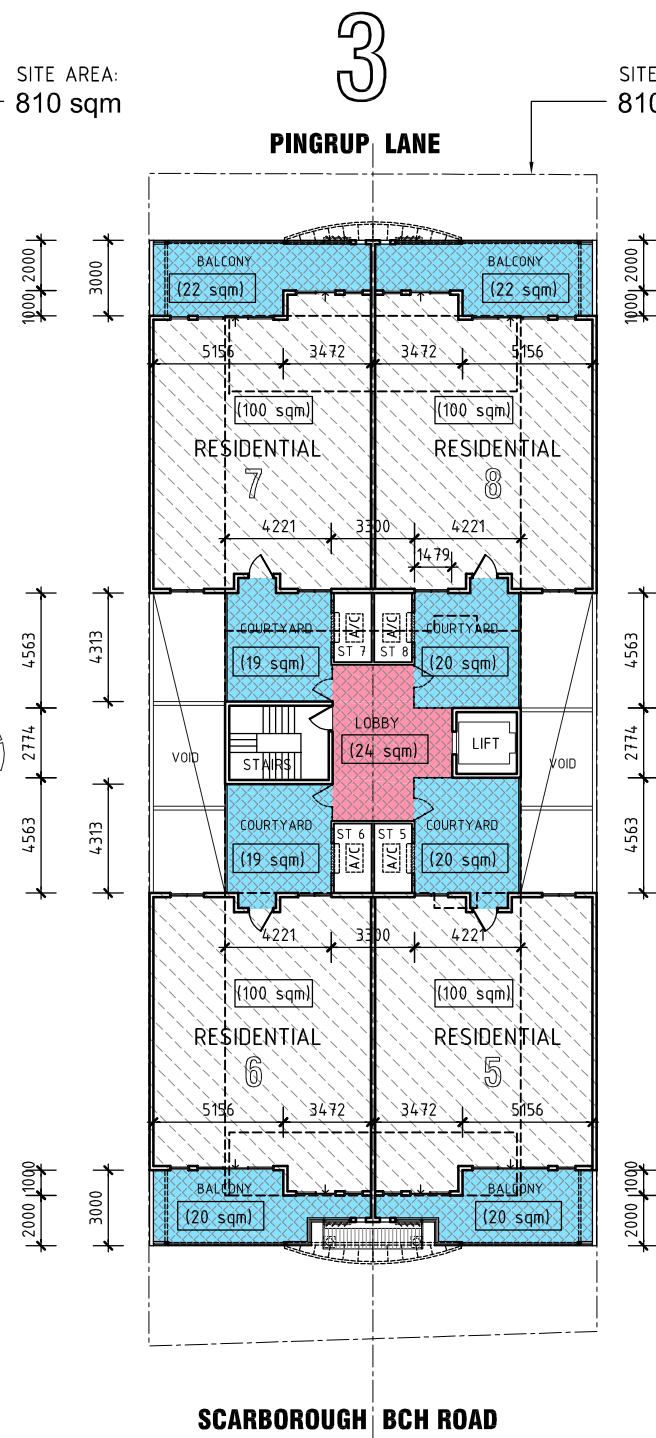
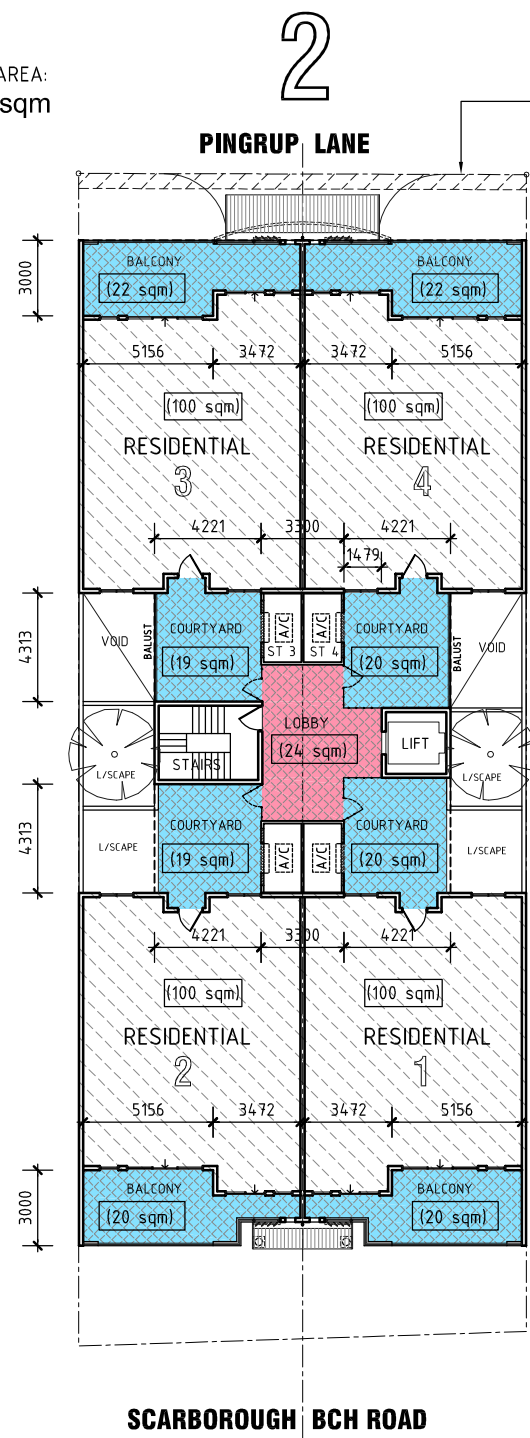
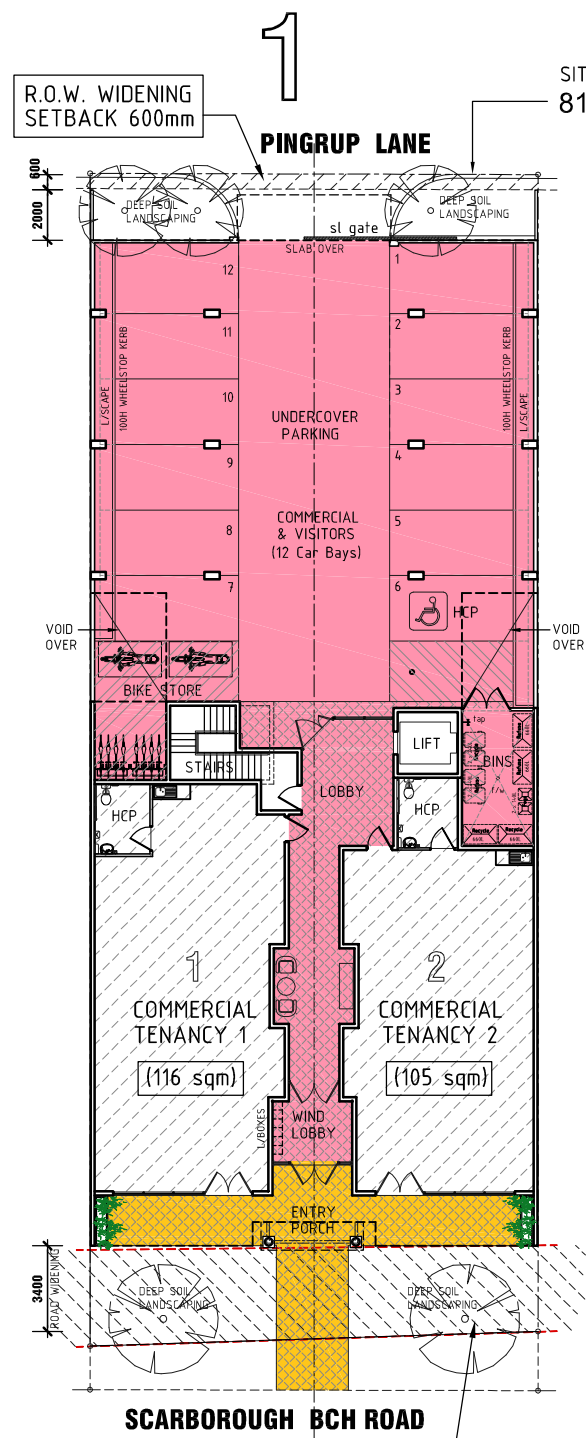
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WESTERN AUSTRALIA

Rev '5'

Dwg: A1:03



# **FLOOR PLAN COMMUNAL / PRIVATE OPEN SPACE** SCALE: 1:300 @ A3

|                                                                                                                                                                                                 |                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
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| <span style="display:inline-block; width:15px; height:15px; background-color: #6495ED; border: 1px solid black;"></span>                                                                        | PRIVATE.               |
| <span style="display:inline-block; width:15px; height:15px; background-color: #FFD700; border: 1px solid black;"></span>                                                                        | PUBLIC.                |
| <span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black;"></span> | TENANCY /<br>OCCUPANCY |

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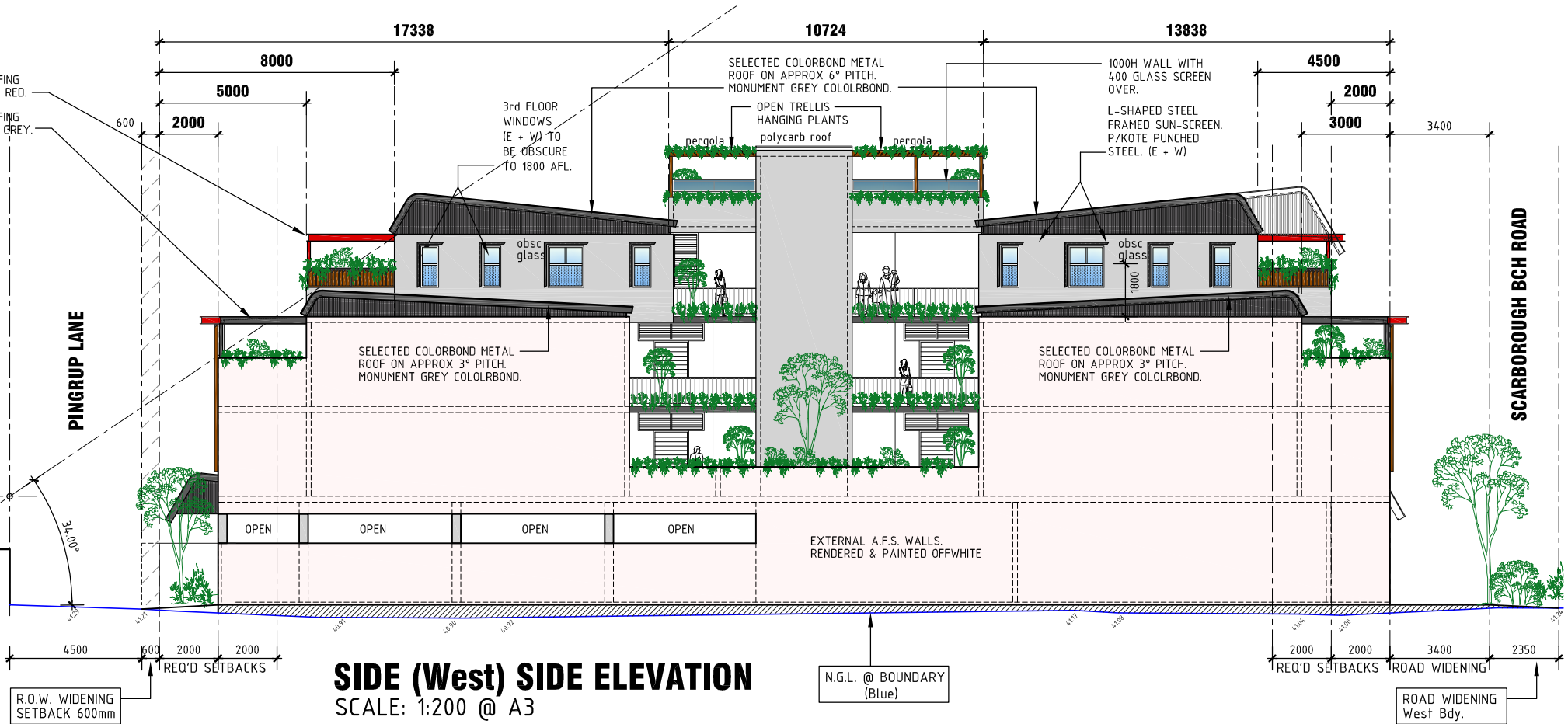
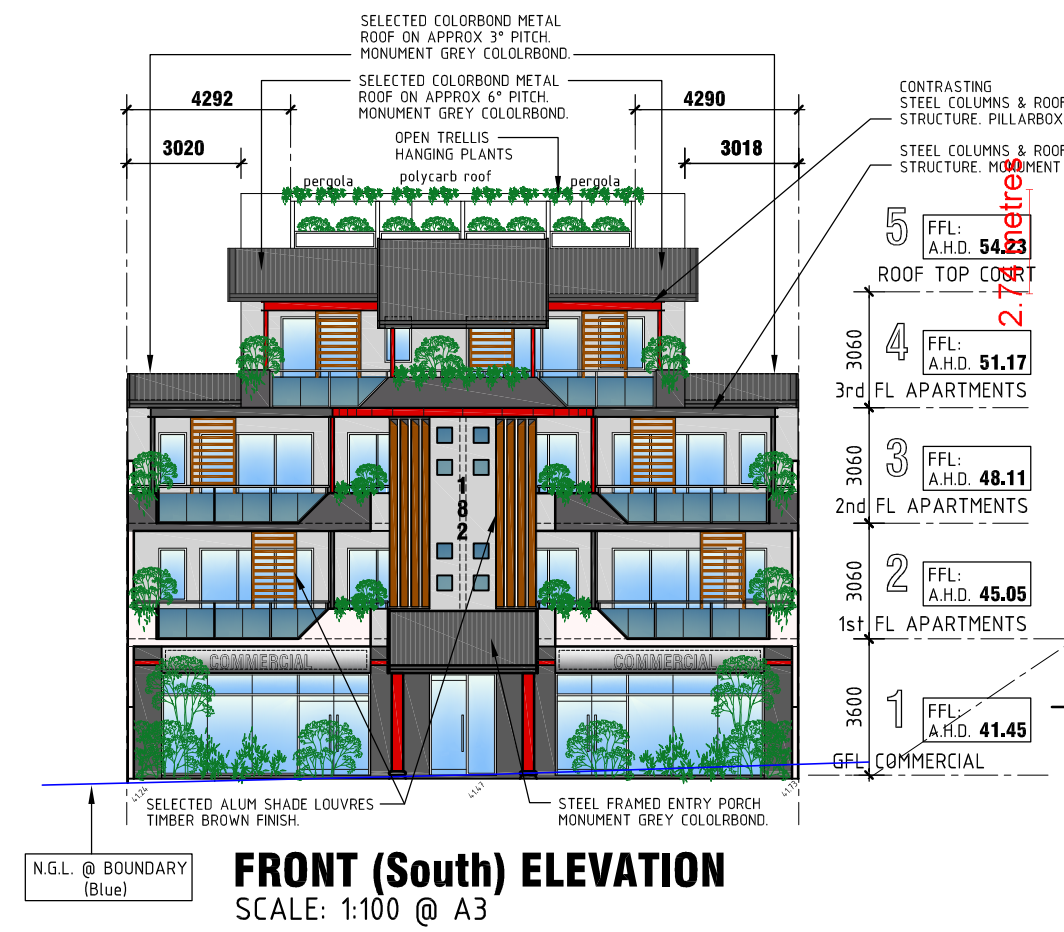
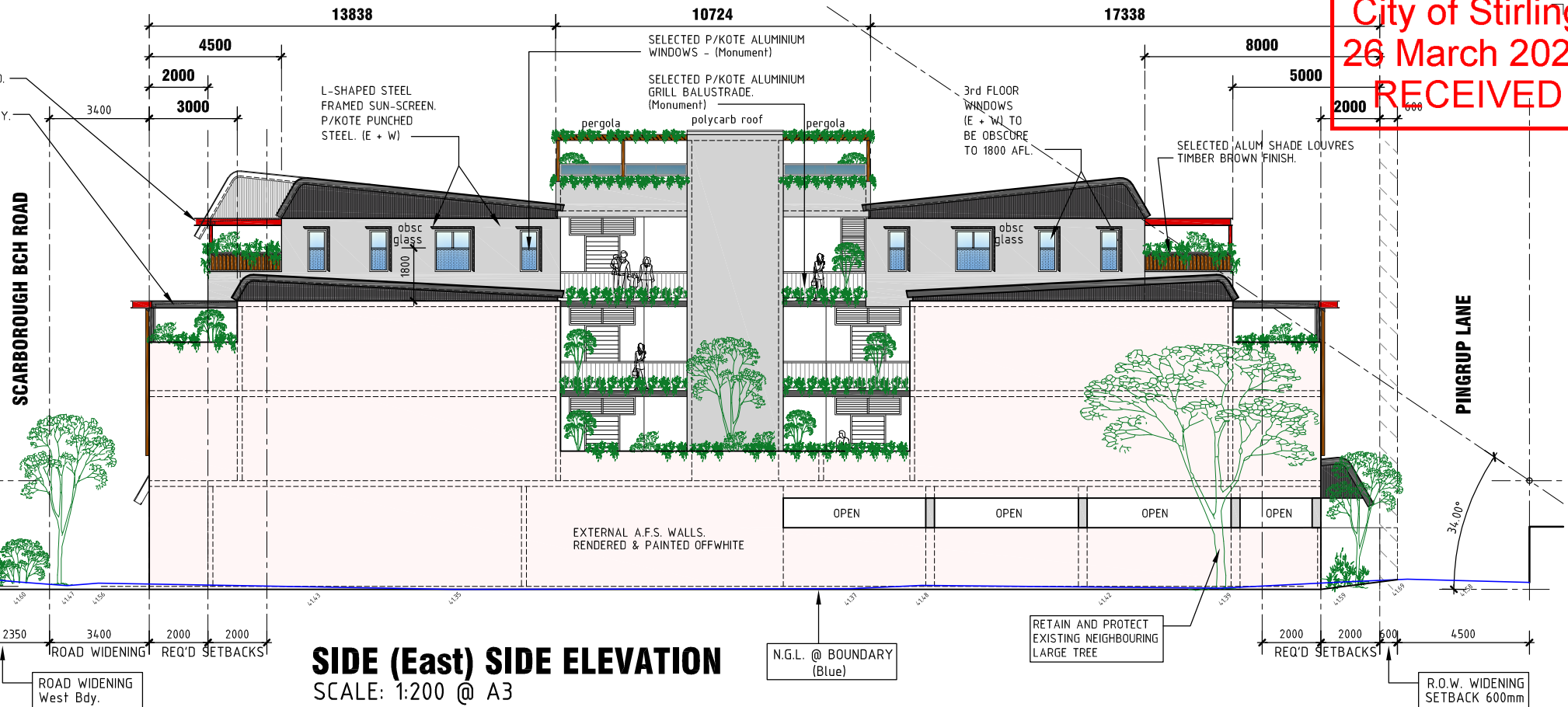
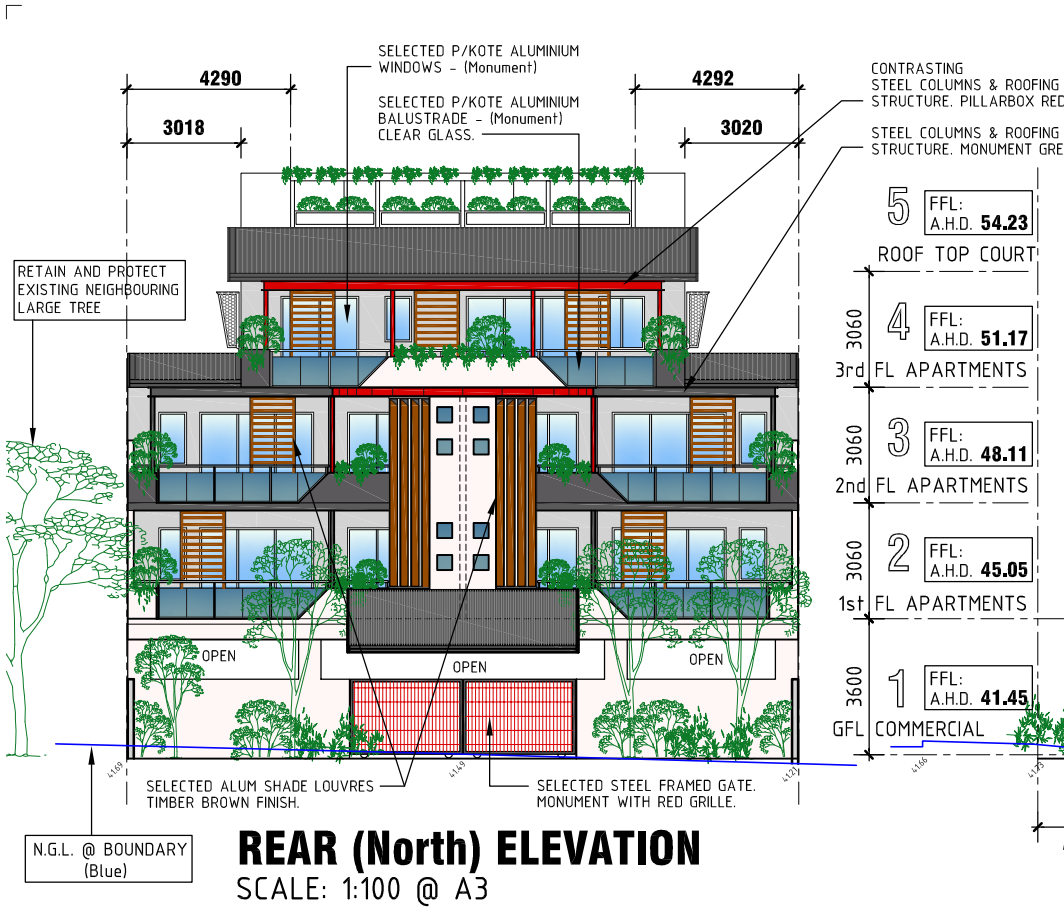
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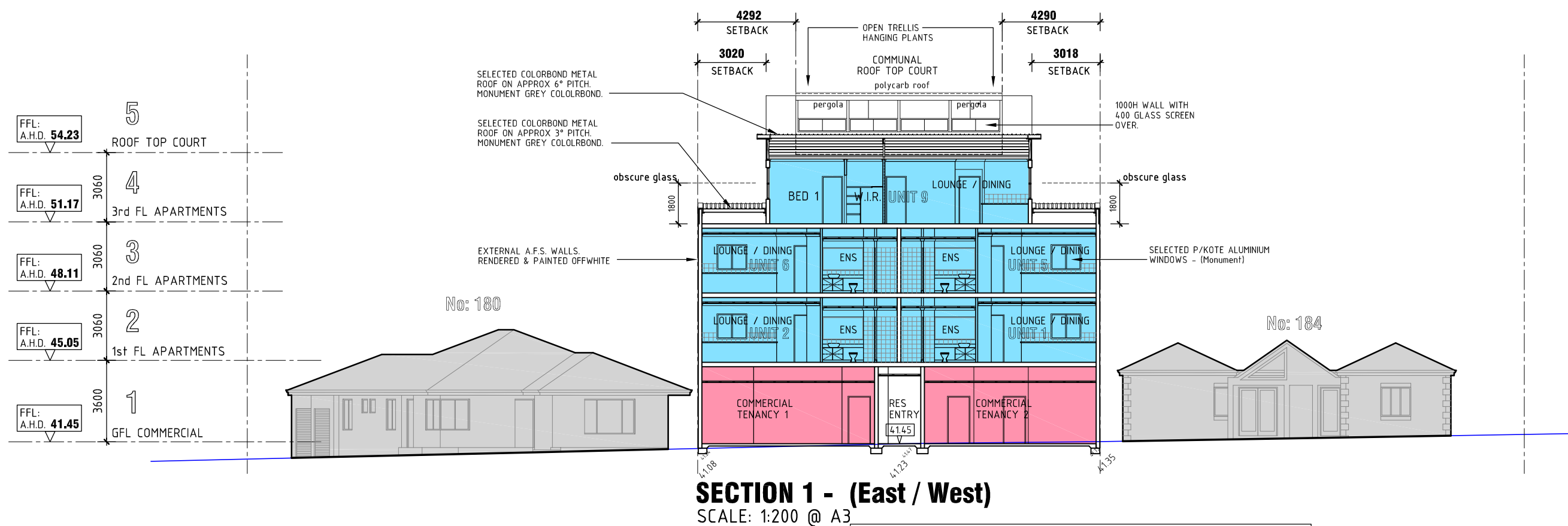
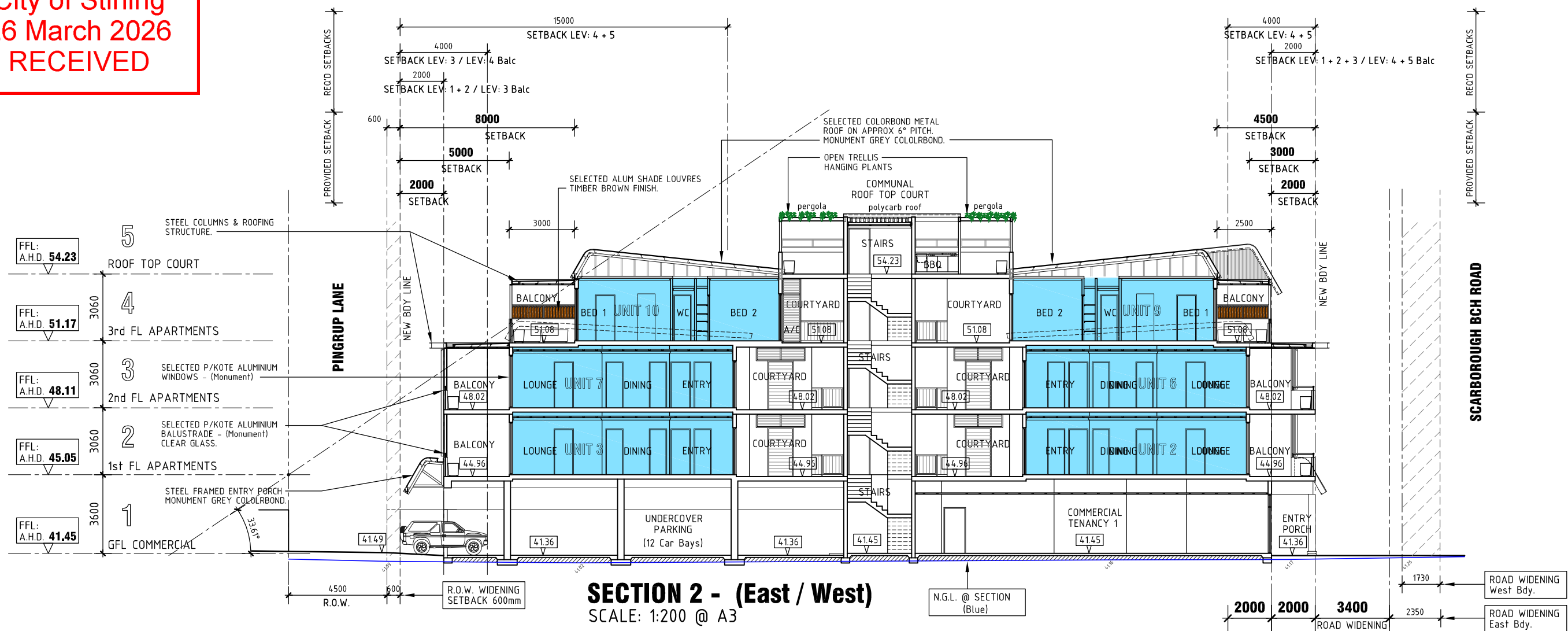
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WEST PERTH 6005  
WESTERN AUSTRALIA

Rev '5'  
Dwg: **A1:04**





PROPOSED MIX-USE DEVELOPMENT  
182 Scarborough Beach Road,  
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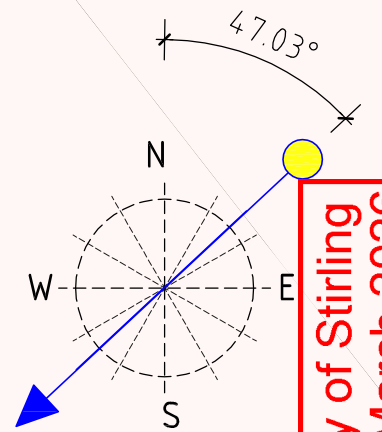
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21 JUNE - 9.00 am

Altitude: 17.15

Azimuth: 47.03



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Pingrup Lane

Grand Ploom

NO SOLAR  
COLLECTORS

NO SOLAR  
COLLECTORS

NO SOLAR  
COLLECTORS

ROAD WIDENING

Scarborough Beach Rd



**SHADOW PLAN**

SCALE 1:300 @ A3

**PROPOSED MIX-USE DEVELOPMENT**

**182 Scarborough Beach Road,  
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18 DECEMBER, 2025

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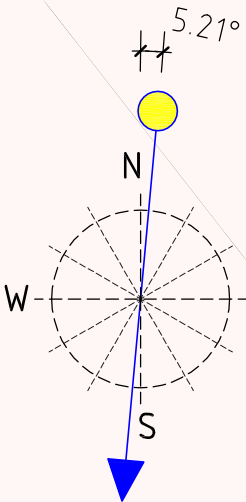
Rev '5'

Dwg: **A2:01**



21 JUNE - 12.00 noon

Altitude: 34.51  
Azimuth: 5.21



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26 March 2026  
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Grande Promenade

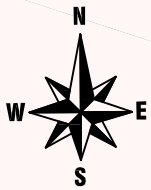
Pingrup Lane

Scarborough Beach Rd

NO SOLAR COLLECTORS

NO SOLAR COLLECTORS

NO SOLAR COLLECTORS



**SHADOW PLAN**  
SCALE 1:300 @ A3

**PROPOSED MIX-USE DEVELOPMENT**  
182 Scarborough Beach Road,  
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18 DECEMBER, 2025

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Dwg: **A2:02**



21 JUNE - 3.00 pm

Altitude: 22.60  
Azimuth: 320.00

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**SHADOW PLAN**  
SCALE 1:300 @ A3

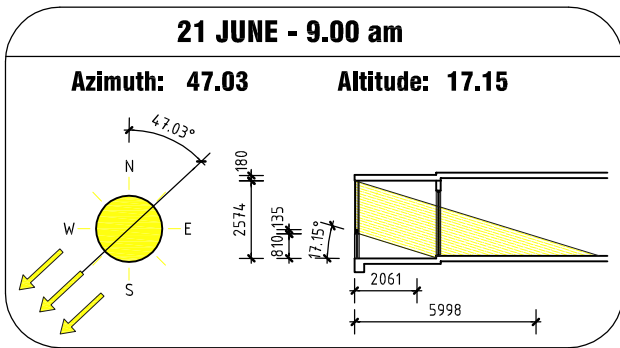
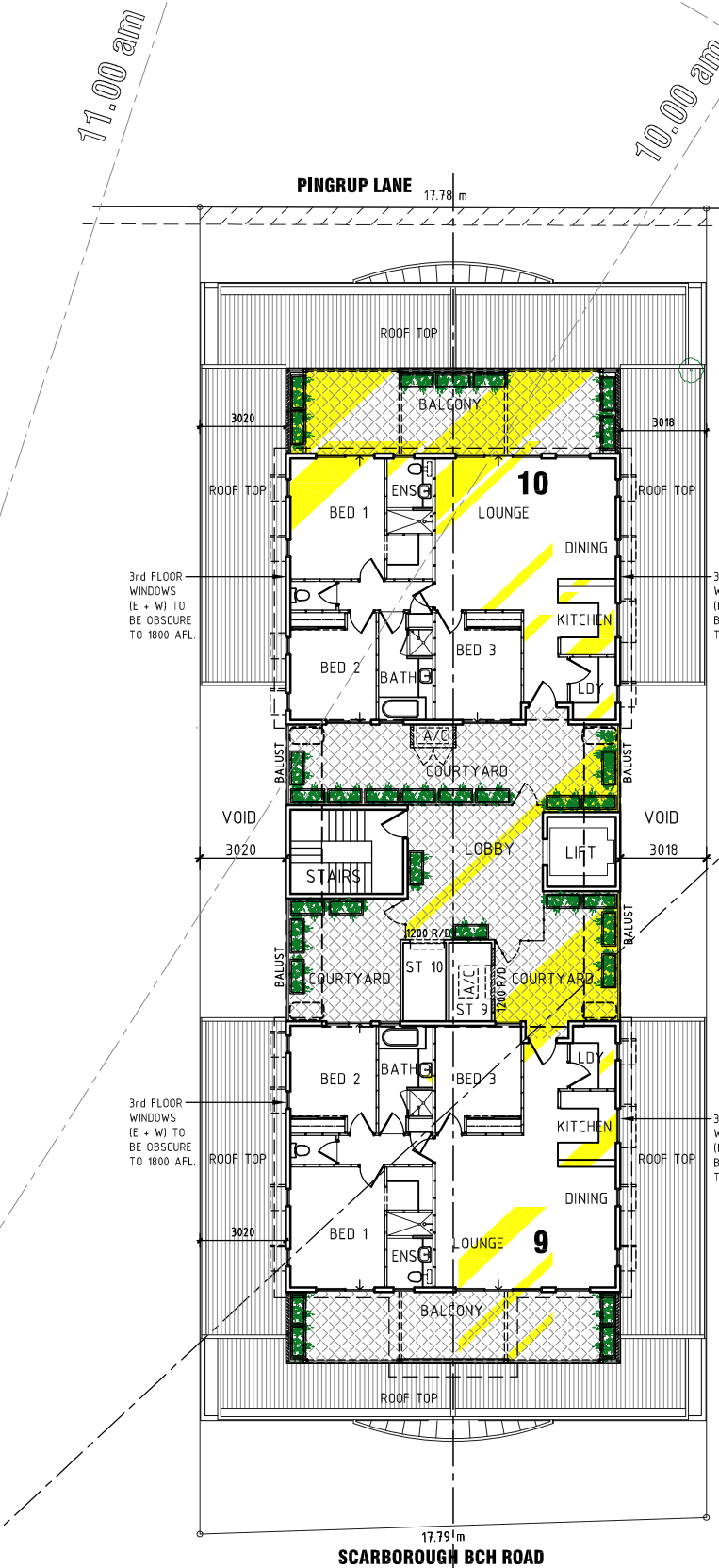
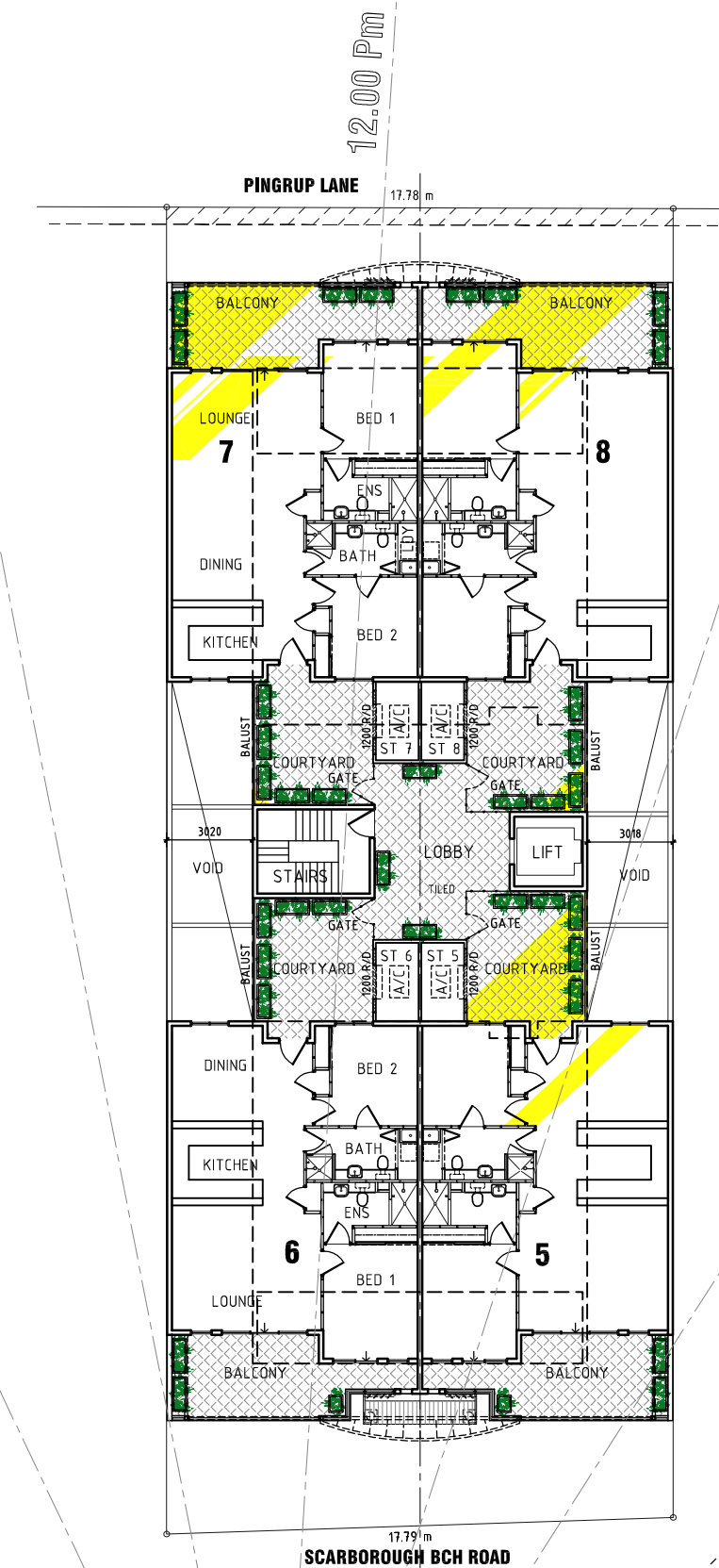
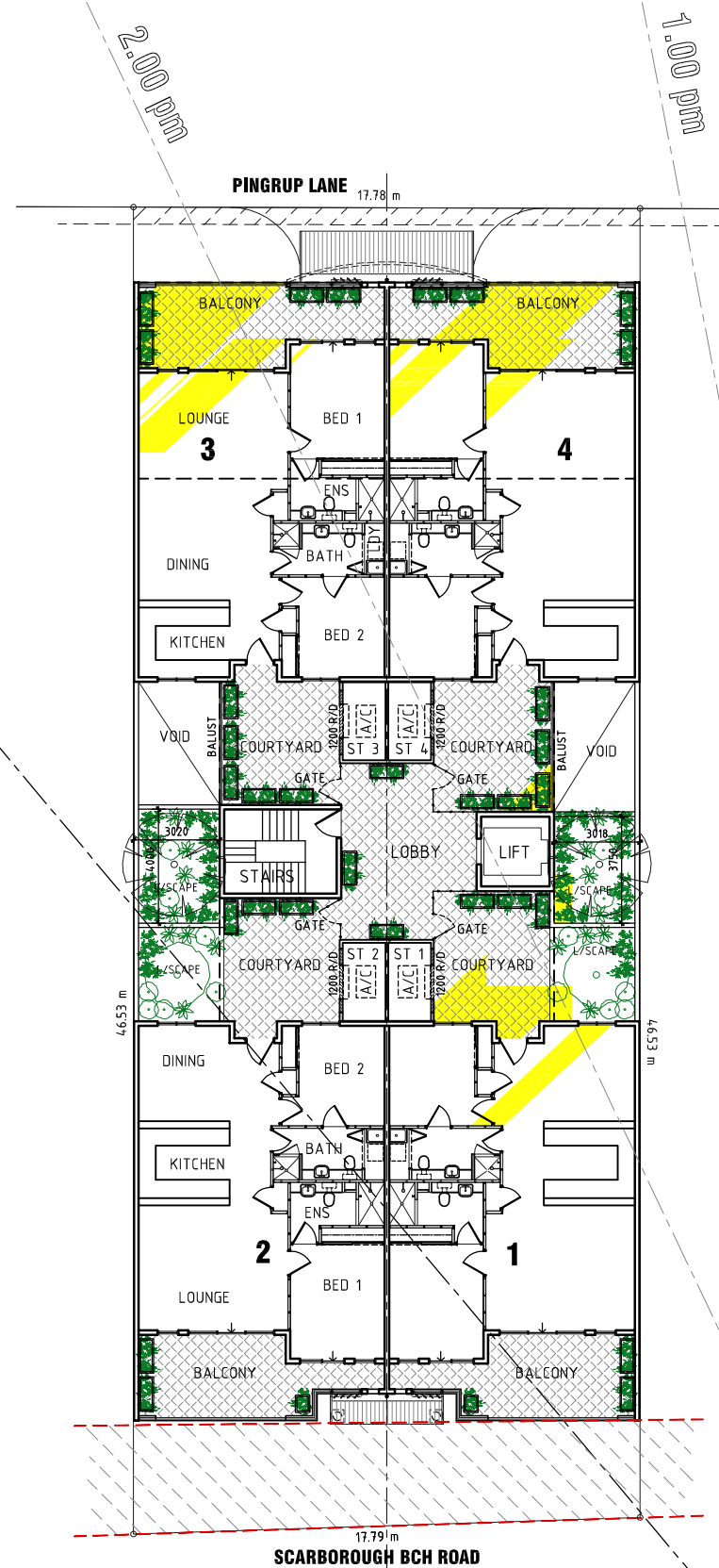
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182 Scarborough Beach Road,  
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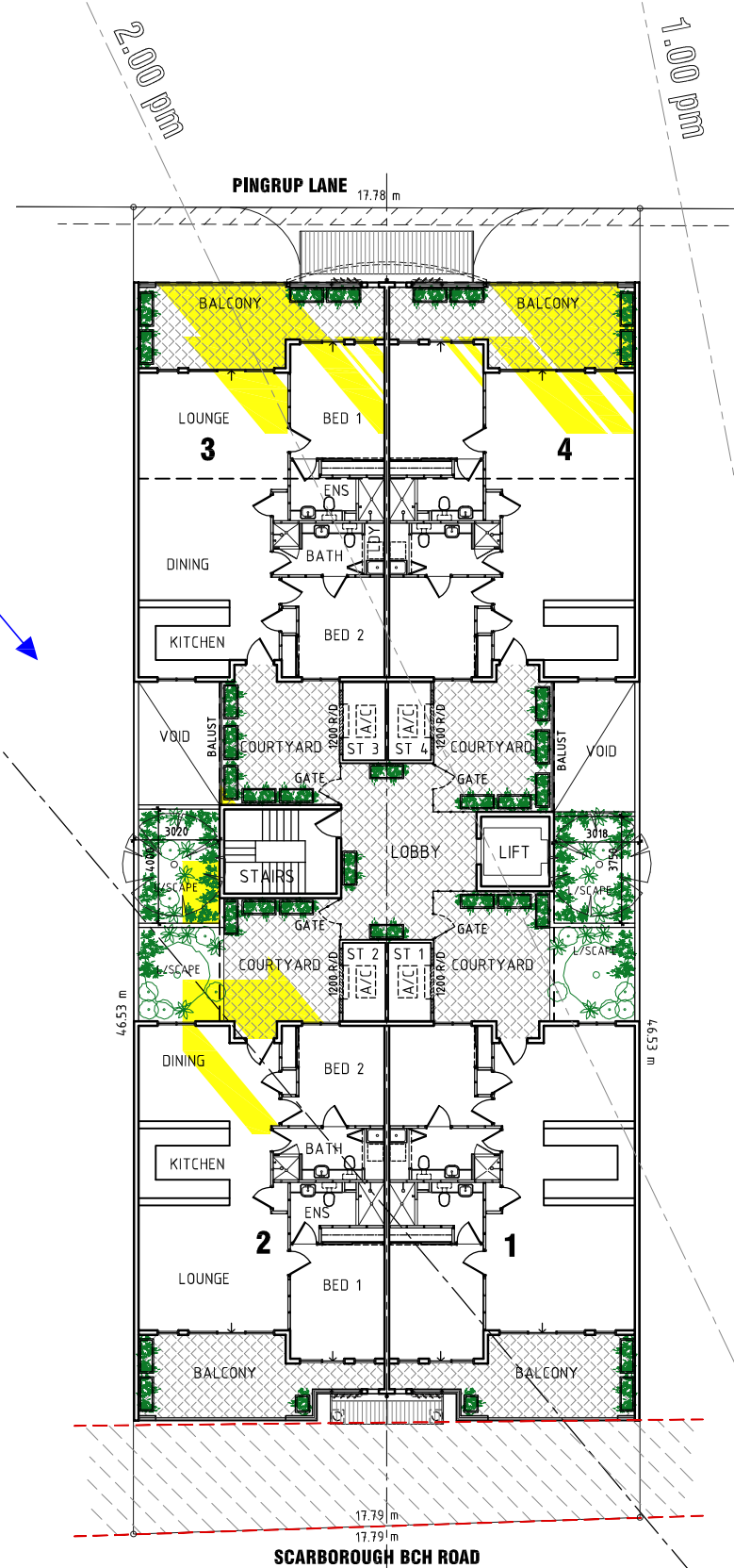


ALL UNITS RECEIVE A MINIMUM OF 2 HOURS OF DIRECT SUNLIGHT TO A MAJOR OPENING BETWEEN 9am AND 3pm, EITHER MORNING OR AFTERNOON.

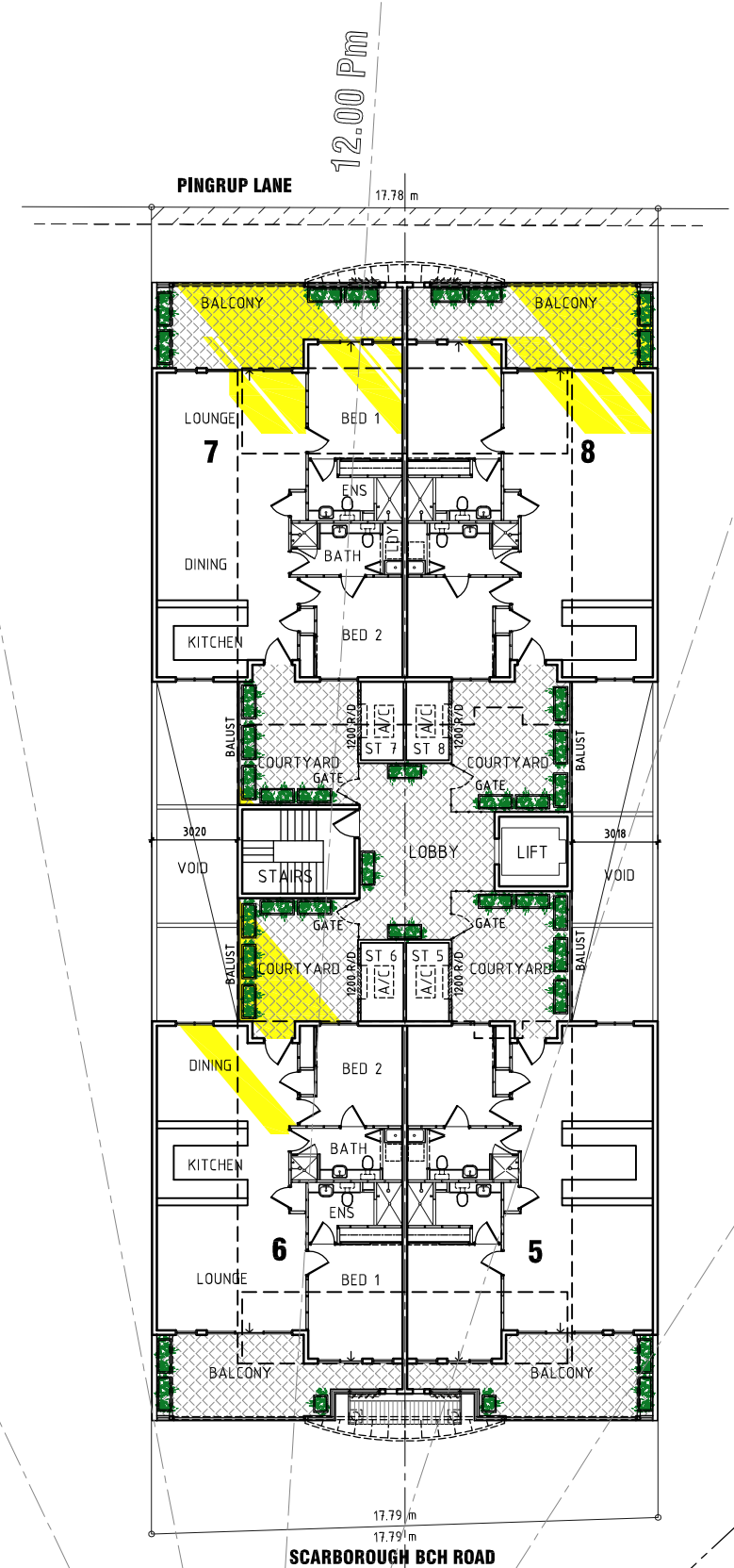
ALL UNITS RECEIVE A MINIMUM OF 2 HOURS OF DIRECT SUNLIGHT TO PRIVATE OPEN SPACE BETWEEN 9am AND 3pm, EITHER MORNING OR AFTERNOON.

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

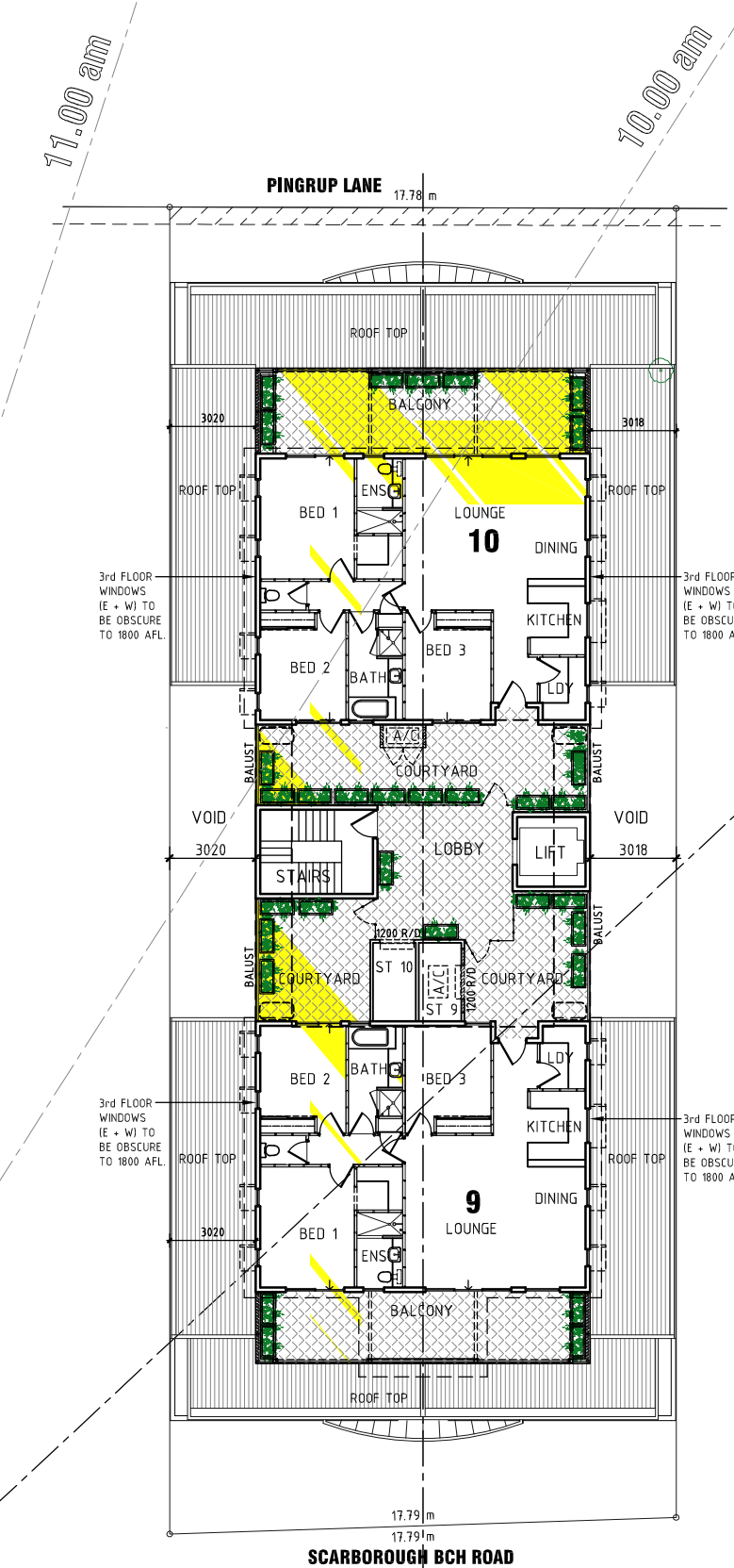




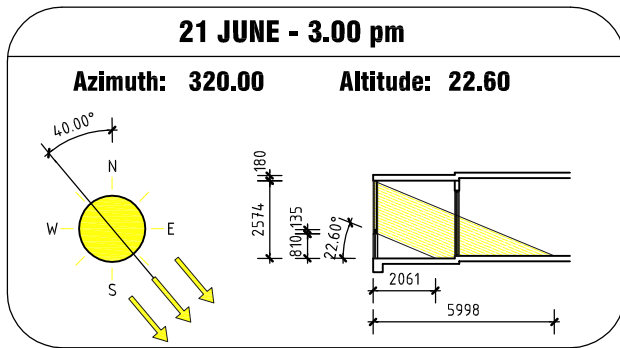
**FIRST FLOOR (Level 1)**  
SCALE: 1:250 @ A3  
FFL: A.H.D. 45.05



**SECOND FLOOR (Level 2)**  
SCALE: 1:250 @ A3  
FFL: A.H.D. 48.11



**THIRD FLOOR (Level 3)**  
SCALE: 1:250 @ A3  
FFL: A.H.D. 51.17



ALL UNITS RECEIVE A MINIMUM OF 2 HOURS OF DIRECT SUNLIGHT TO A MAJOR OPENING BETWEEN 9am AND 3pm, EITHER MORNING OR AFTERNOON.

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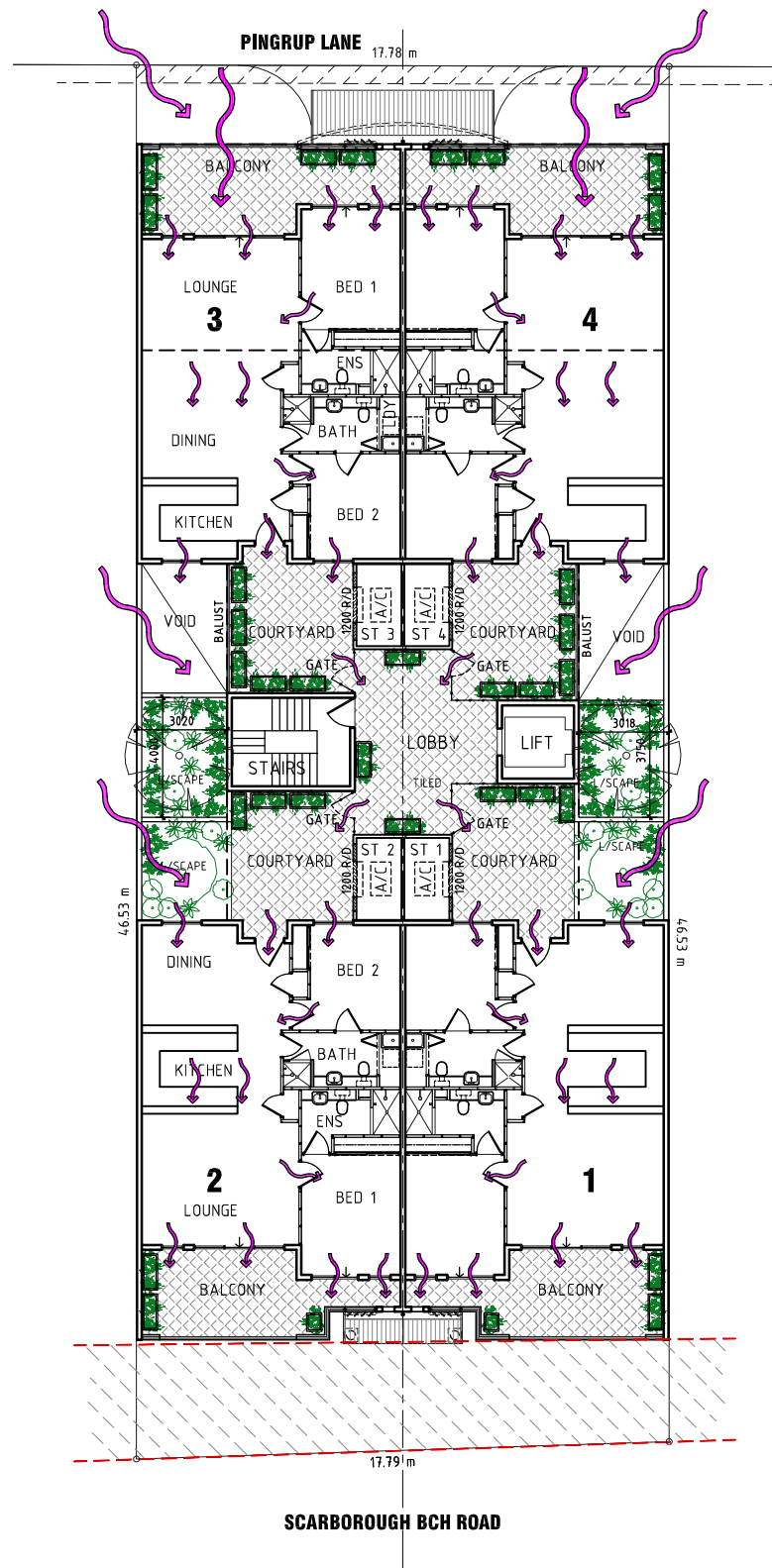
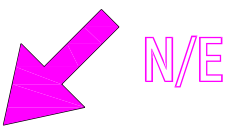
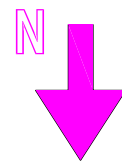
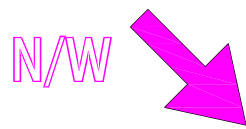
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WESTERN AUSTRALIA

Rev '5'  
**A2:05**

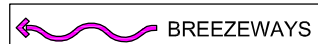


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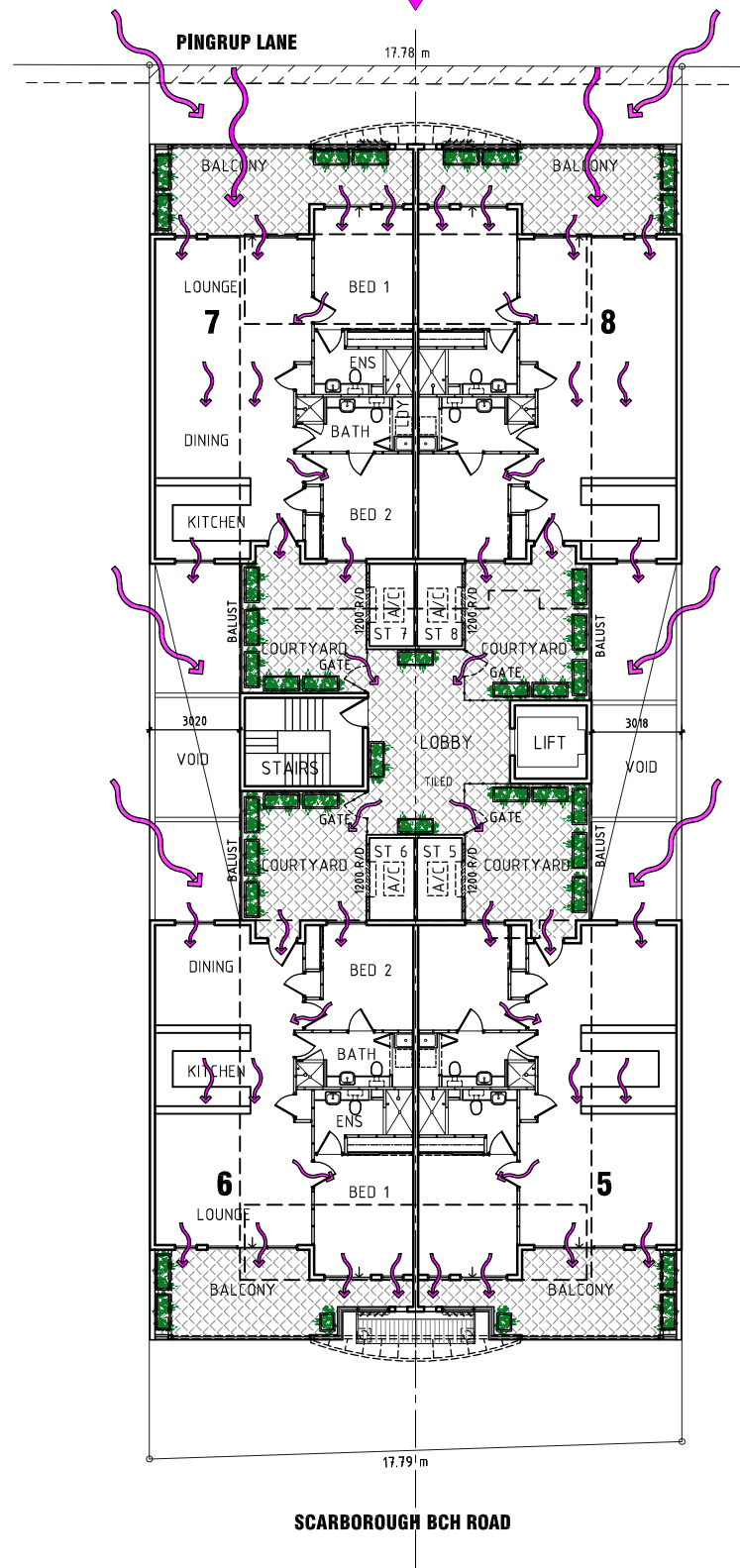
### FIRST FLOOR (Level 1)

SCALE: 1:250 @ A3

### BREEZEWAYS ANALYSIS



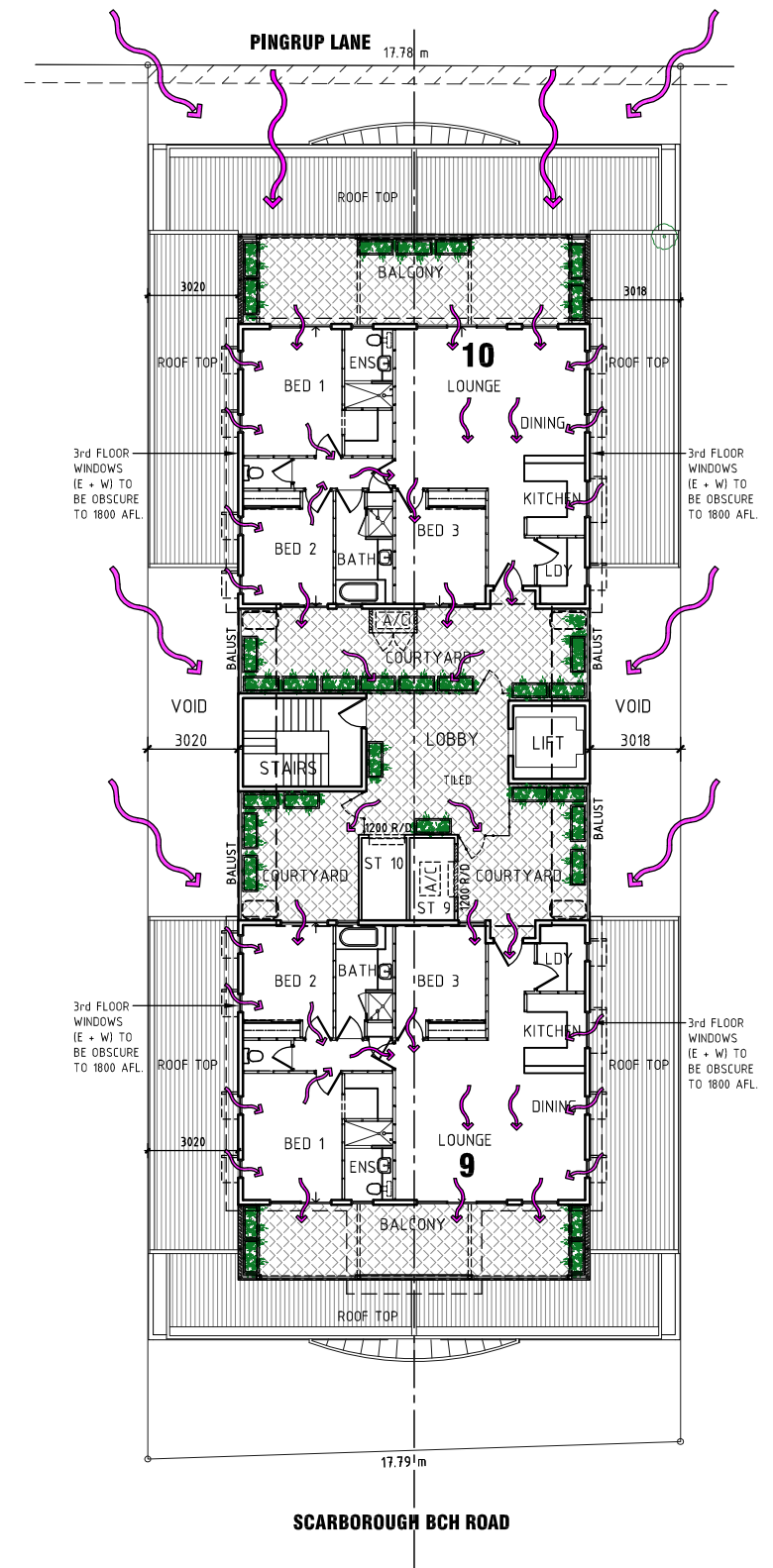
ALL UNITS RECEIVE CROSS  
VENTILATION THROUGH FRONT,  
REAR AND SIDE WINDOWS



FFL:  
A.H.D. 48.11

### SECOND FLOOR (Level 2)

SCALE: 1:250 @ A3



FFL:  
A.H.D. 51.17

### THIRD FLOOR (Level 3)

SCALE: 1:250 @ A3

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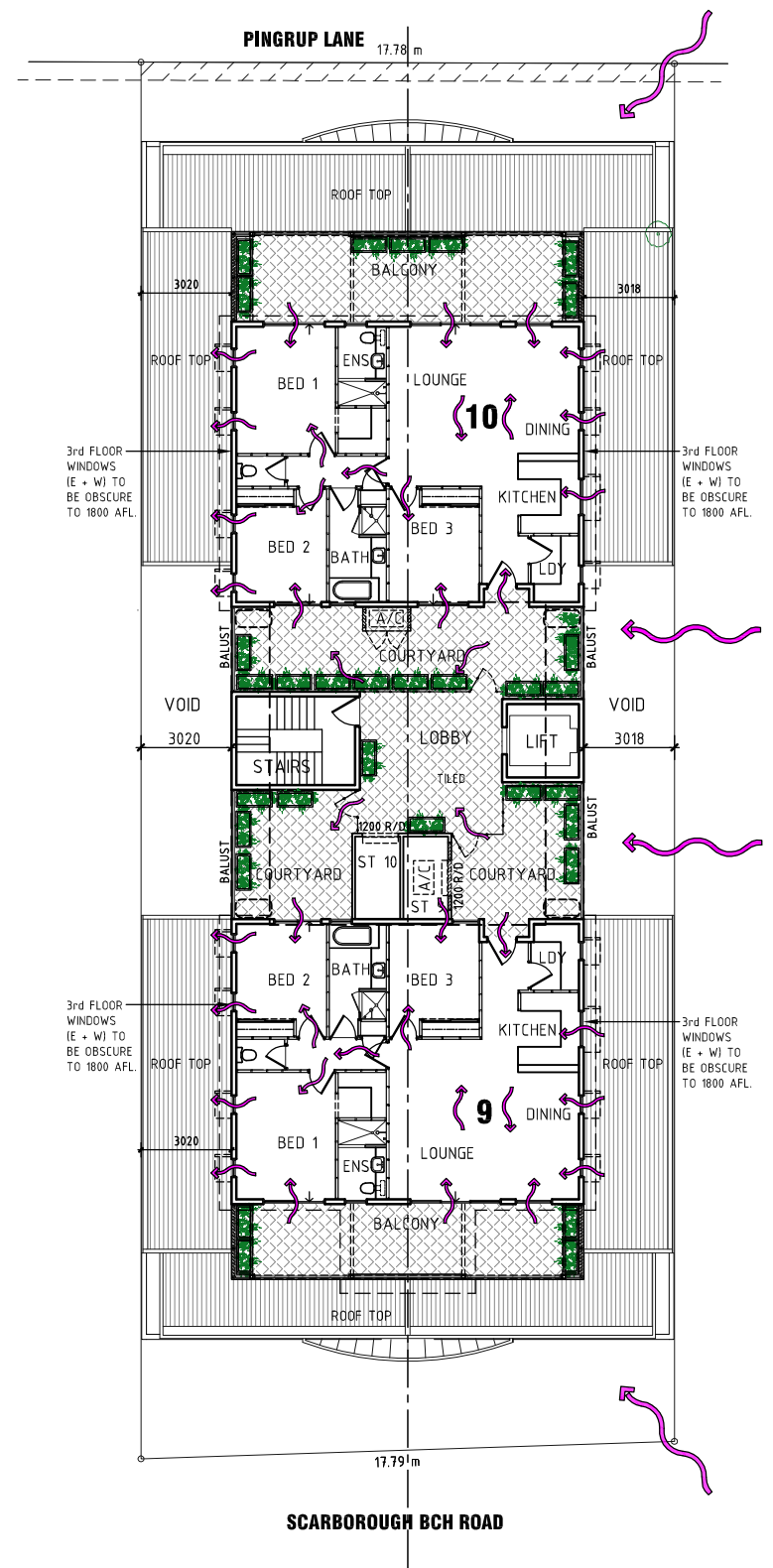
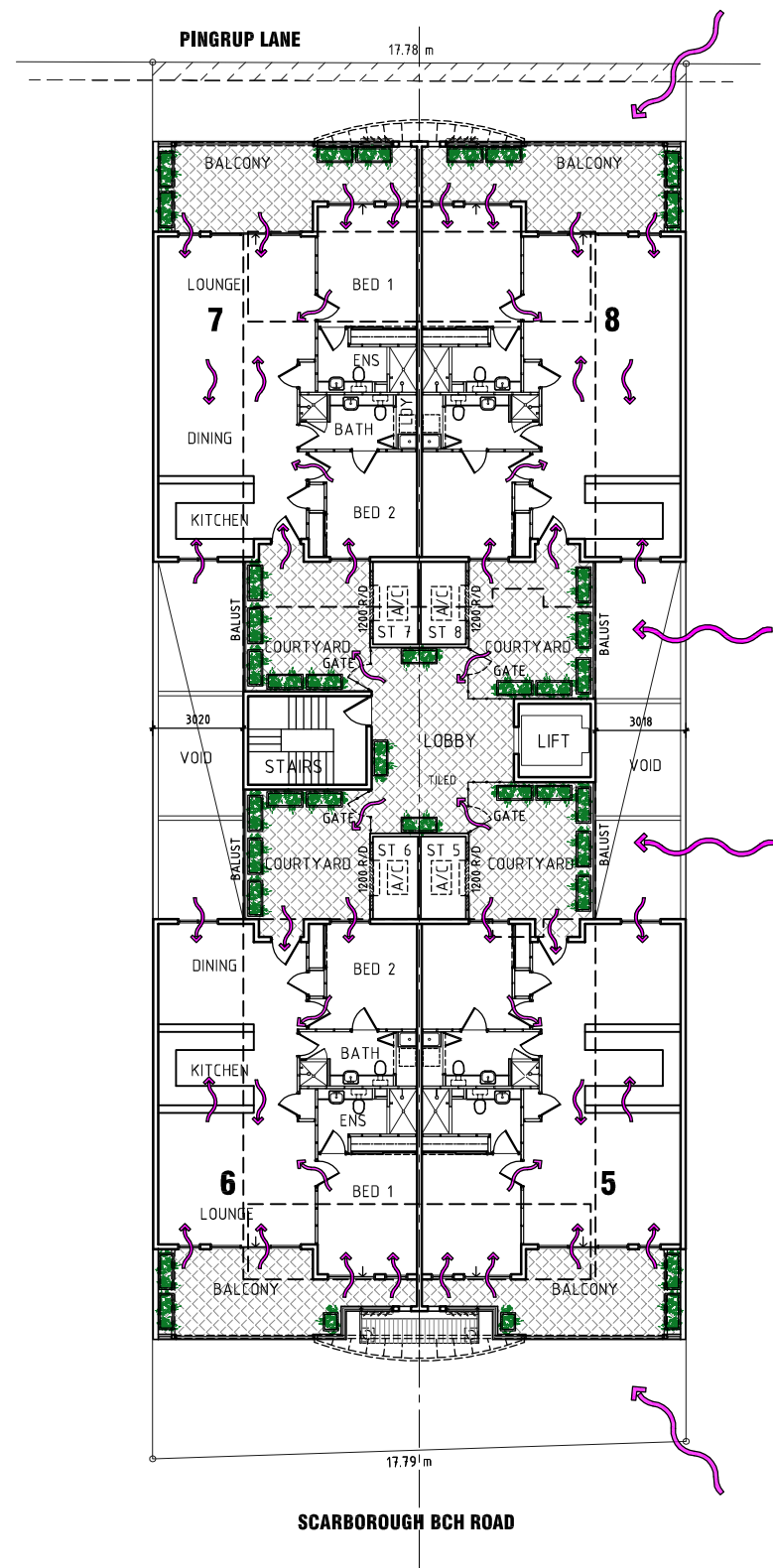
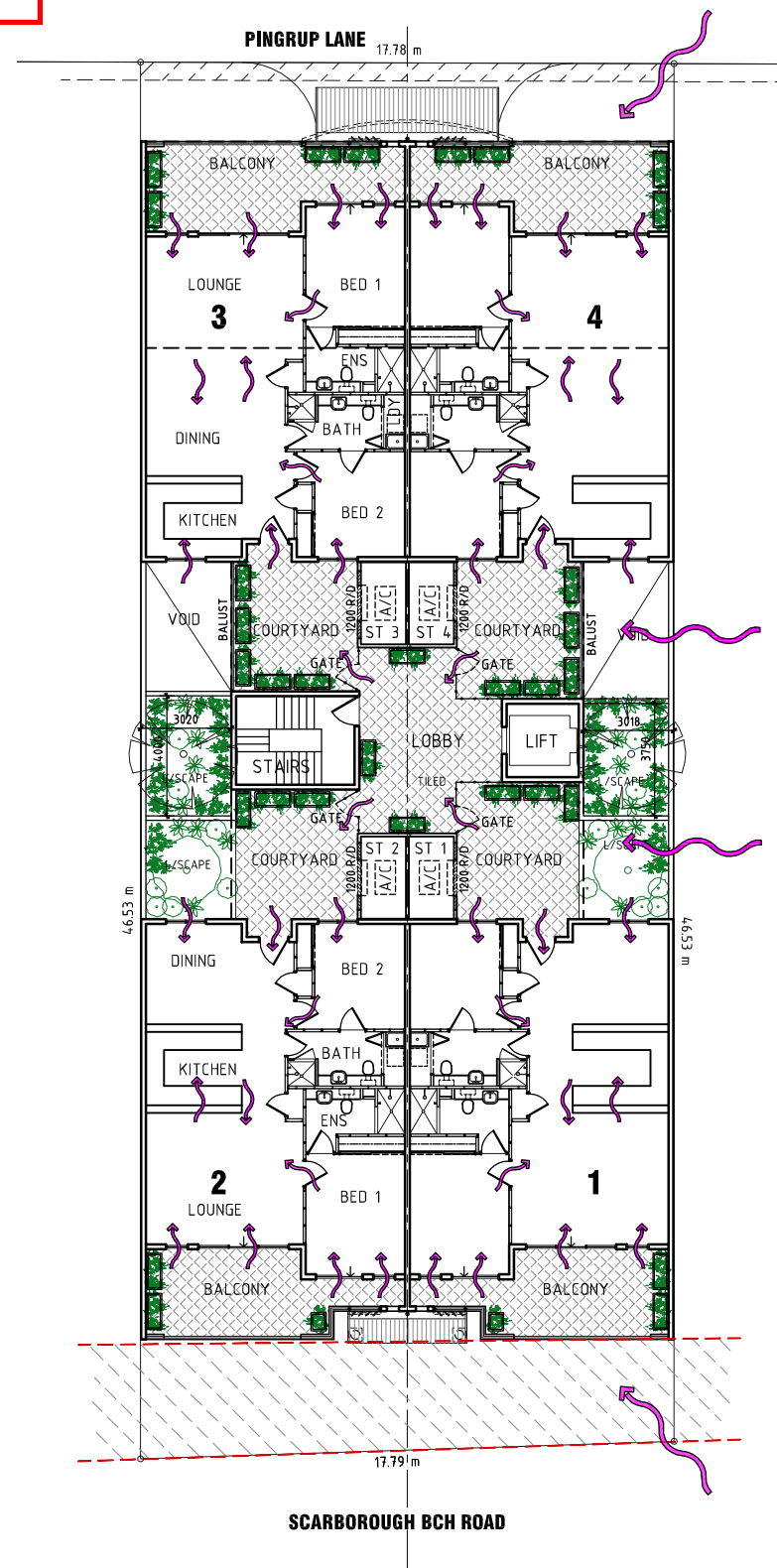
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WESTERN AUSTRALIA

Rev '5'  
**A2:06**



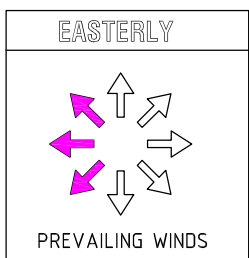
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N/E



E

S/E



## BREEZEWAYS ANALYSIS

ALL UNITS RECEIVE CROSS VENTILATION THROUGH FRONT, REAR AND SIDE WINDOWS

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

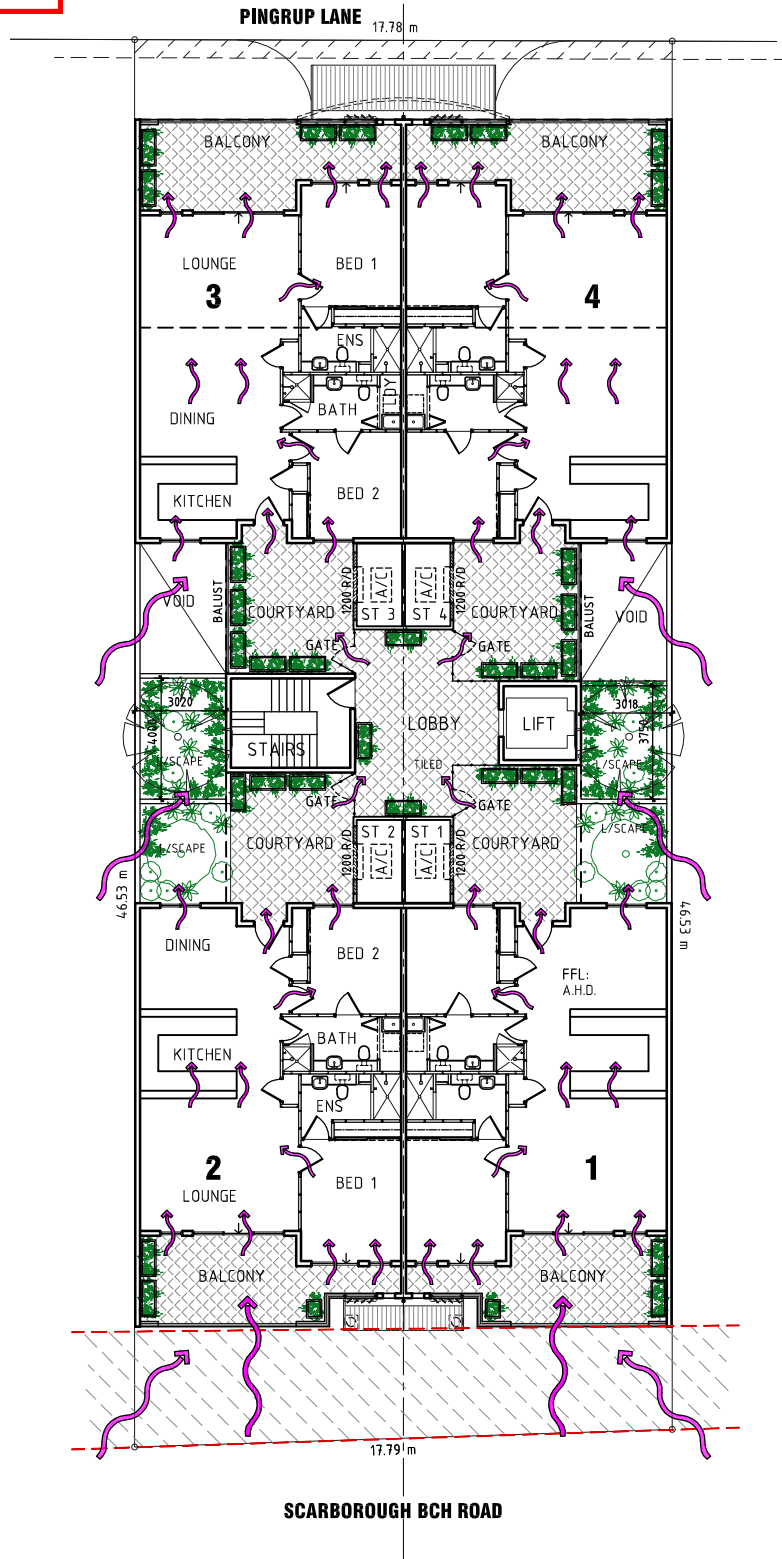
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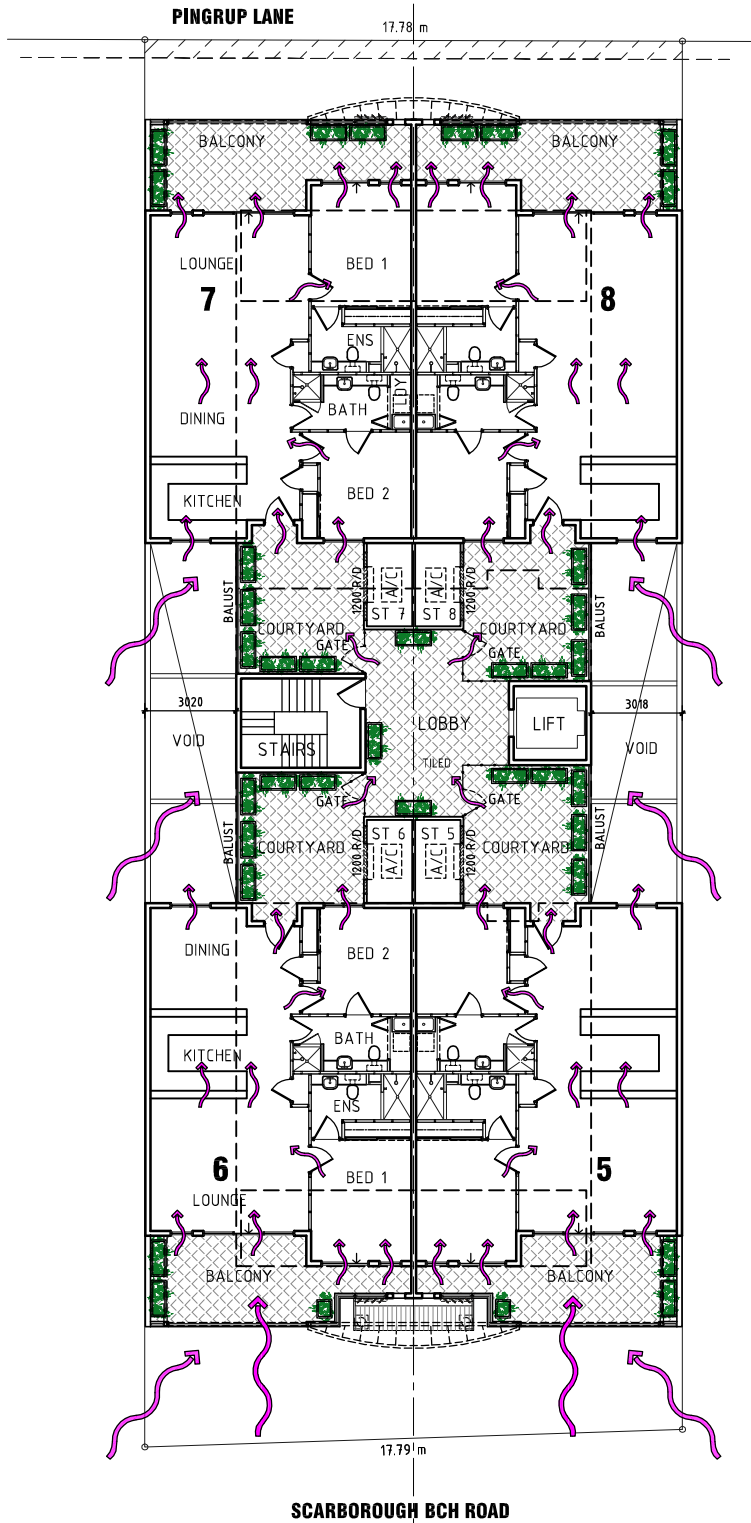
FFL:  
A.H.D. 45.05

**FIRST FLOOR (Level 1)**  
SCALE: 1:250 @ A3

### BREEZEWAYS ANALYSIS

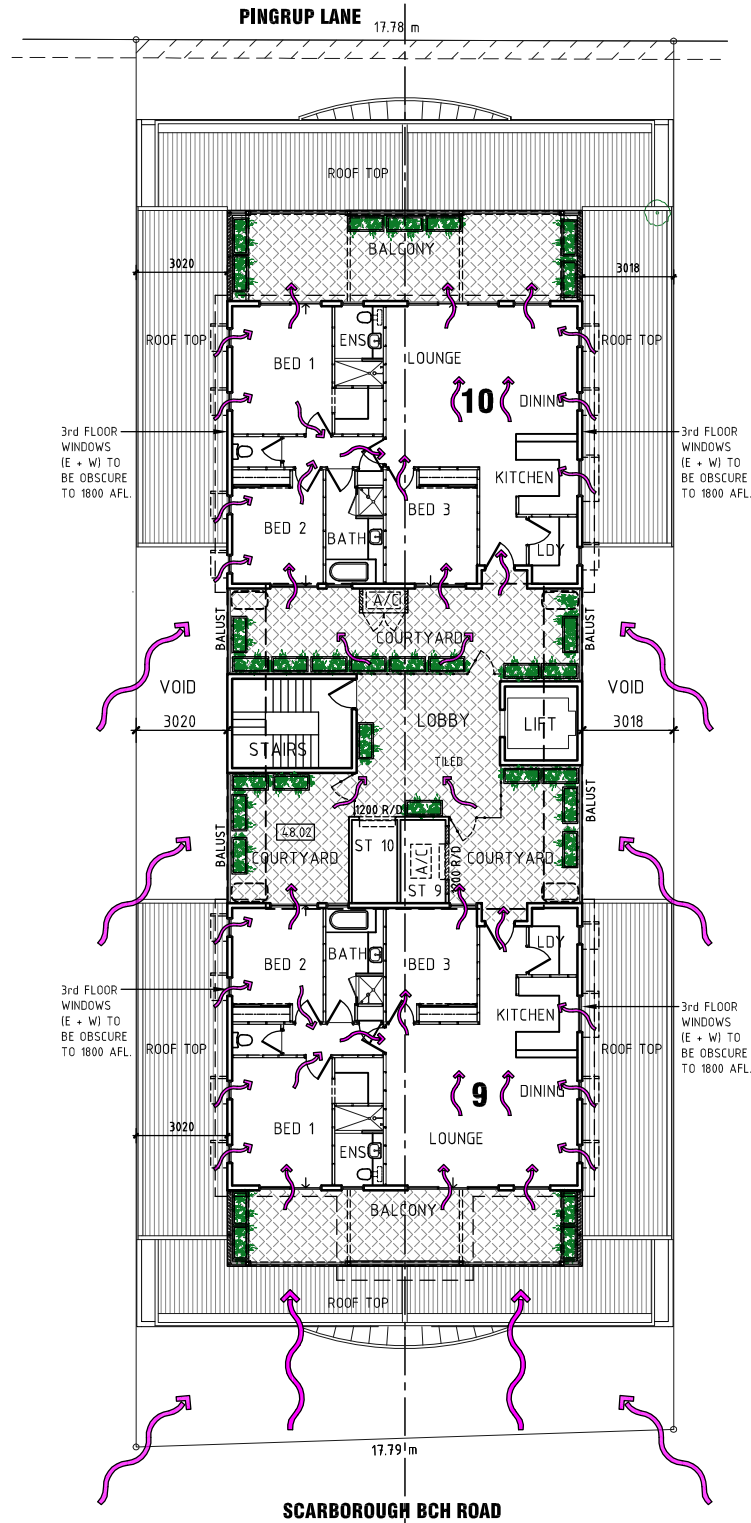
BREEZEWAYS

ALL UNITS RECEIVE CROSS  
VENTILATION THROUGH FRONT,  
REAR AND SIDE WINDOWS



FFL:  
A.H.D. 48.11

**SECOND FLOOR (Level 2)**  
SCALE: 1:250 @ A3



FFL:  
A.H.D. 51.17

**THIRD FLOOR (Level 3)**  
SCALE: 1:250 @ A3

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

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John L. Silbert & ASSOCIATES

Architect  
36 PARLIAMENT PLACE  
WEST PERTH 6005  
WESTERN AUSTRALIA

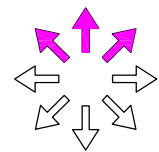
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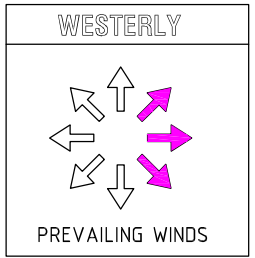
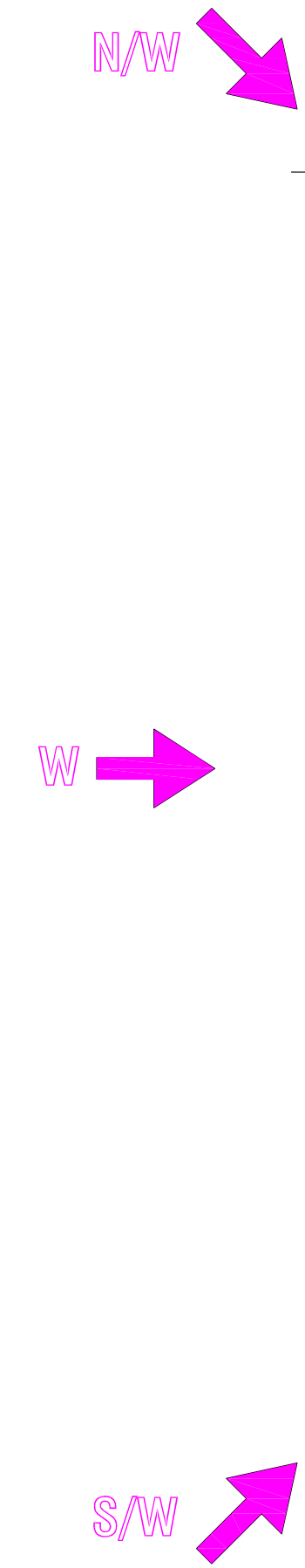
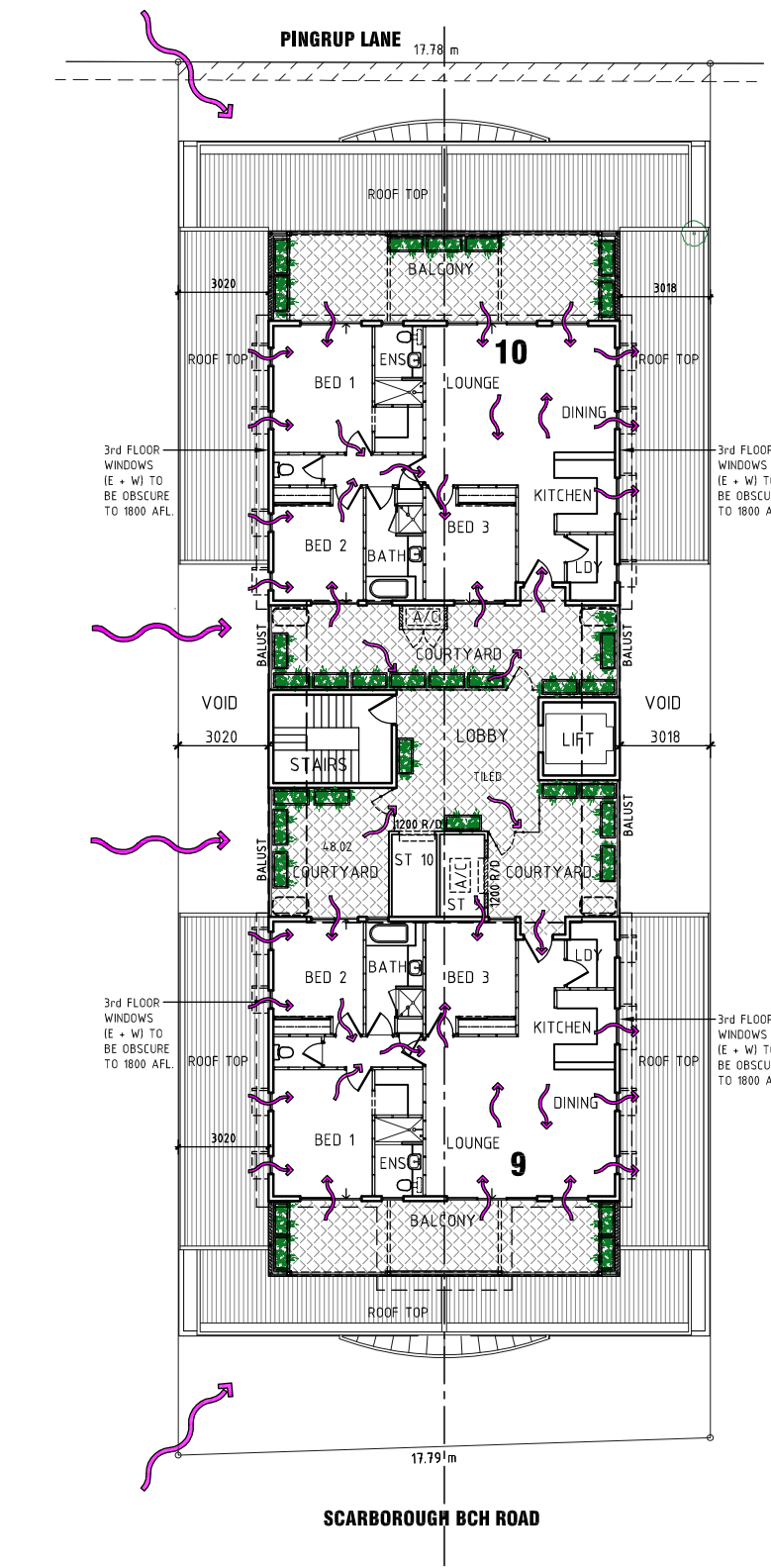
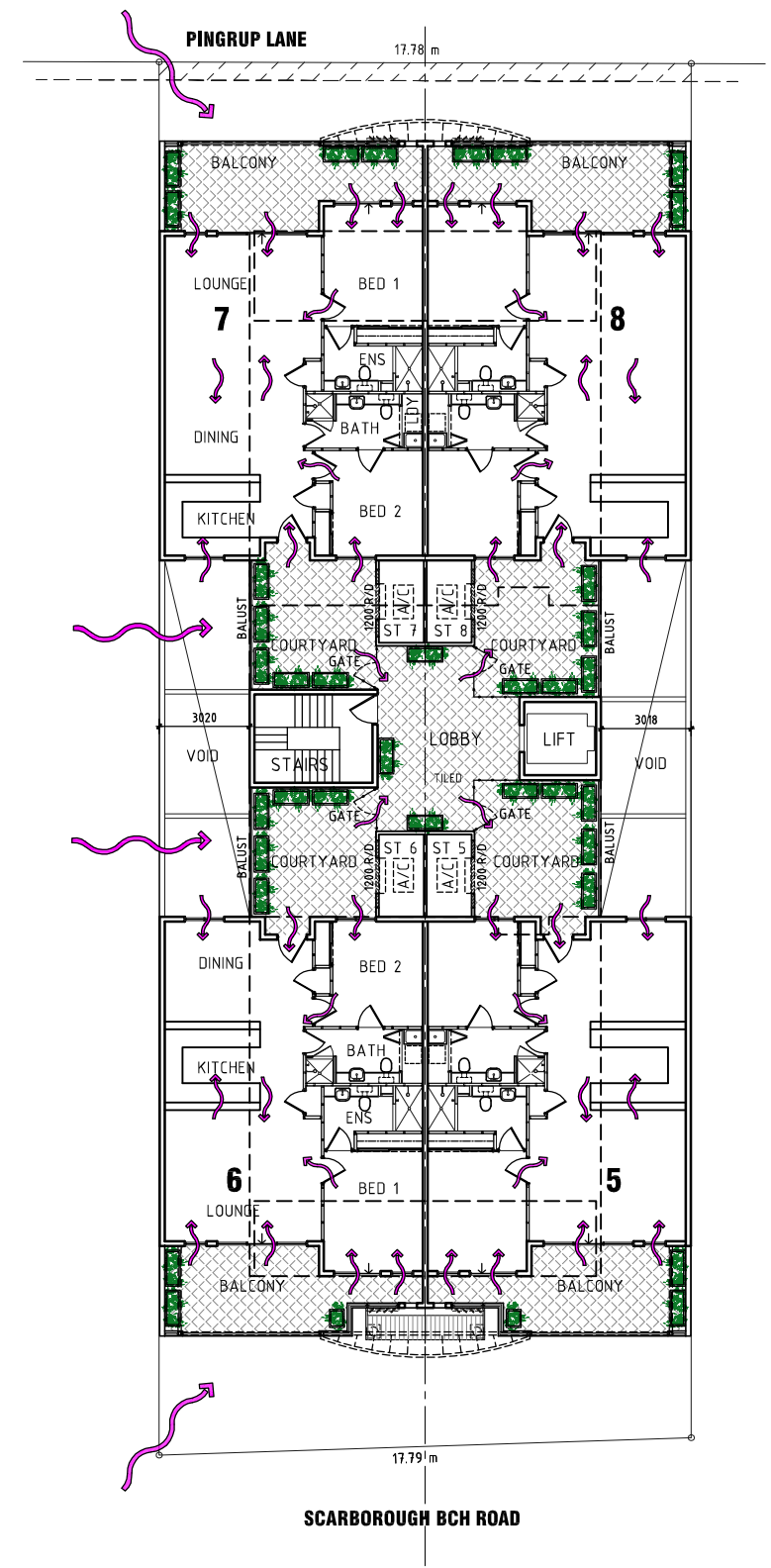
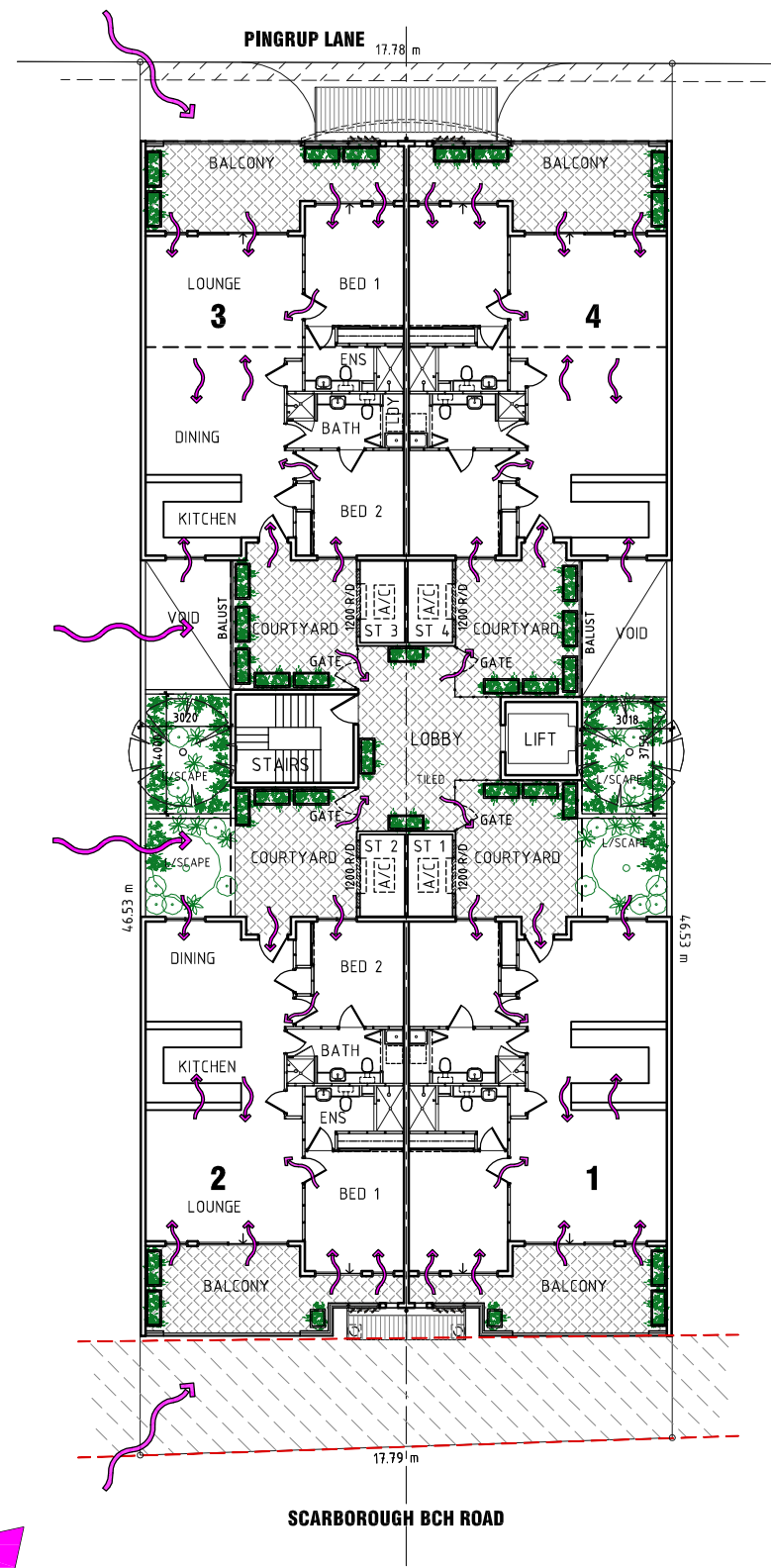
S

S/E

SOUTHERLY



PREVAILING WINDS



**BREEZEWAYS ANALYSIS**



ALL UNITS RECEIVE CROSS VENTILATION THROUGH FRONT, REAR AND SIDE WINDOWS

**PROPOSED MIX-USE DEVELOPMENT**  
**182 Scarborough Beach Road,**  
**Doubleview, W.A.**

18 DECEMBER, 2025

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Rev '5'  
**A2:09**

Attachment 8b - Landscaping Plan Prepared by  
Propagule (Received 26 March 2026)





SCARBOROUGH BEACH ROAD | LOOKING WEST



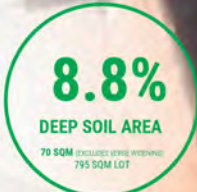
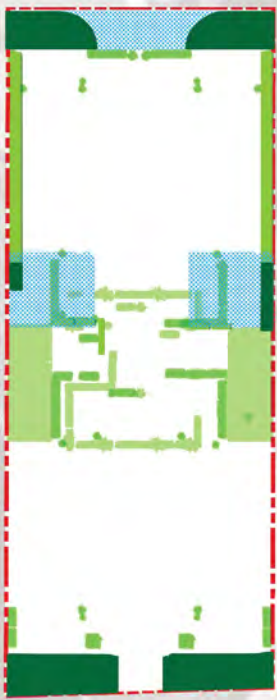
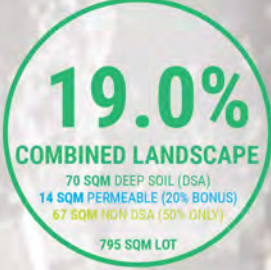
SCARBOROUGH BEACH ROAD | LOOKING NORTH



PINGRUP LANE | LOOKING EAST

City of Stirling  
26 March 2026  
RECEIVED

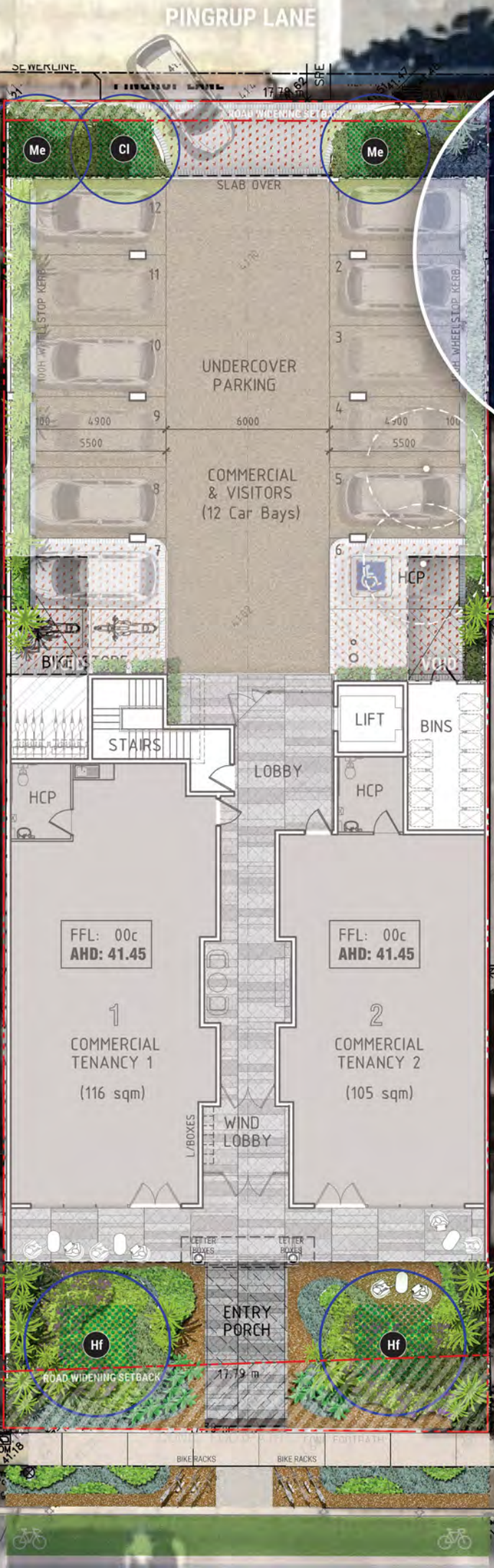




- M1
- M2
- M3
- M4

**TYPICAL UNDERSTOREY PLANTING PALETTE**

3 X 130MM POTS PER SQM | 75MM THICK ORGANIC MULCH  
7 GRAMS DICHONDRA REPENS SEED PER SQM TO GRANULAR MULCH



**LANDSCAPE DESIGN RATIONALE**

Initial site investigations reveal a 864m<sup>2</sup> lot with no street trees on the verges in Doubleview, WA. The streetscapes on Scarborough Beach Road have concrete footpaths 300 off the boundary with occasional service pit lids and a narrow verge to the back of kerb. The streetscape in this location would benefit from the retention of existing tree planting along the southern boundary to assist with wind buffering, shade and natural canopy. No significant trees are present on site or worth retaining, however the neighbouring *Erythrina indica* as key structural landscape element to the rear laneway.

No turf will be incorporated on this development, but rather planted and irrigated to soften the pedestrian experience and improve the presentation to the street. The landscape design for this project will consist of plants and materials sourced locally using the species adapted to both shaded and exposed locations. The softworks designs are inspired by local vegetation complexes punctuated with small and medium-sized ornamental trees to create a flowering and scented, native garden setting to the complex.

In addition to technical responses to access, cyclists facilities and sustainable irrigation and drainage: a robust greening rationale is incorporated to achieve a vegetated environment that will complement the presentation of the building to street frontages and neighbouring lots and will tie in with existing pedestrian pathways and future streetscape proposals.

**LEGEND**

- TREES TO BE RETAINED**  
to be protected to AS 4970
- PROPOSED TREE**  
refer schedule for selections & sizes
- TREE TO BE REMOVED**  
stumps + roots to be removed
- FEATURE PLANTING**  
accent species | succulent or vertical accent
- MASS PLANTING**  
75mm organic mulch | 3 plants/sqm | 130mm pots
- PERMEABLE PAVING**  
Aqua Trihex | unit headers | 3-6mm no-fines gravel | joints colour: PEWTER
- PRIVATE AREA PAVEMENT**  
exposed aggregate concrete  
colour: WARM LIGHT TONES
- DECORATIVE TILES**  
20mm granite tile paving | screed to falls on concrete slab  
colour: CHARCOAL
- CARPAK PAVING**  
Asphalt | painted linemarking | wheelstops  
parking bays to 4.9m with vegetated overhang area
- GRANULAR PAVING | Permeable**  
75 thick | 3-5mm crushed pea gravel | compacted  
*Dichondra repens* seeding (7g/sqm)

**IRRIGATION RATIONALE**

Irrigation will be a series of smart, automatic irrigation systems that will provide subsurface watering to verge planting for establishment from each individual lot.

- DRIP IRRIGATION THROUGHOUT**  
in-line drip system | subsurface
- BUBBLERS TO TREES**  
1 - 3 bubblers per tree dependent on size
- NO OVERHEAD SPRAY SPRINKLERS**  
minimise water use, overspray & evaporation
- HYDROZONING**  
designed with water demand calibrated stations
- SOIL MOISTURE SENSORS**  
smart system to respond to soil moisture levels
- RAIN SENSORS**  
smart system to respond to prevailing weather
- PASSIVE IRRIGATION**  
direct storm water to gardens before drains

**SMALL TREE SYMBOL DIMENSIONS**

note: symbols on plan are drawn to scale to demonstrate the following areas and dimensions:

- Minimum deep soil area (9 m<sup>2</sup>)
- Location of tree (refer species code + pot size)
- Minimum dimension (1.5m x 1.5m)

- LARGE TREE**  
> 8 M
- MEDIUM TREE**  
6 - 8 M
- SMALL TREE**  
< 6 M

- Md

30L
- Cl

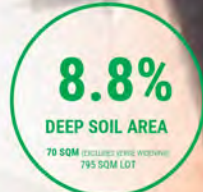
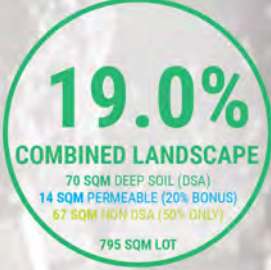
30L
- 45L
- Me

100L
- Hf

200L

**TYPICAL TREE PLANTING PALETTE**





- TYPICAL UNDERSTOREY PLANTING PALETTE**
- 3 X 130MM POTS PER SQM | 75MM THICK ORGANIC MULCH | 7 GRAMS DICHONDRA REPENS SEED PER SQM TO GRANULAR MULCH
- M1: Acanthocarpus preissii (Prickle Lily), Pimelea ferruginea (Rice Flower), Eremophila glabra (Kalbarri Carpet)
  - M2: Anigozanthos flavidus (Kangaroo Paw), Conostylis candidans (Grey Cotton Heads), Myoporum parvifolium (Creeping Boobialla)
  - M3: Hibbertia scandens (Snake Vine), Westringia dampiera (Coastal Rosemary), Casuarina 'Cousin It' (Cousin It), Carpobrotus virescens (Pig Face)
  - M4: Billiardiera heterophylla (WA Blue Bell), Olearia little smoke (Smoke Bush), Lepidosperma gladiatum (Coastal Sword Sedge), Hemiandra pungens (Snake Bush)

- TYPICAL TREE PLANTING PALETTE**
- Md: Monstera deliciosa (Swiss cheese plant)
  - Cl: Citrus latifolia (Lime)
  - 45L: Dracena marginata (Dragon Tree)
  - Me: Metrosiderous excelsa (NZ Christmas Tree)
  - 200L: Hymenosporum flavum (Native Frangipani)

**LANDSCAPE DESIGN RATIONALE**

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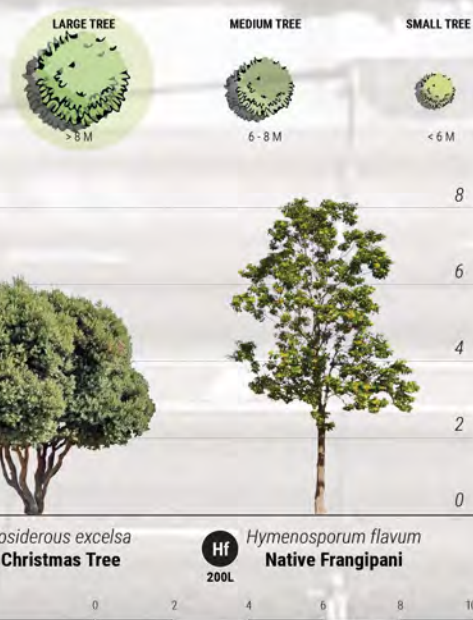
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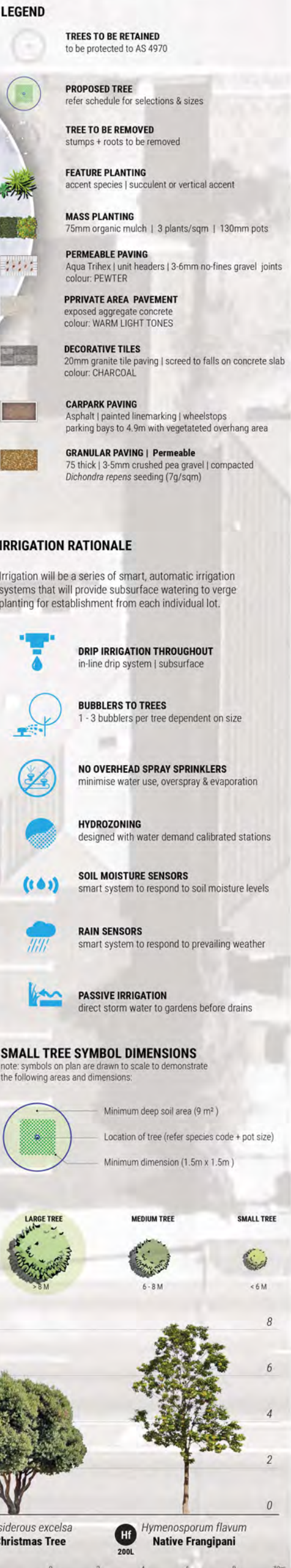
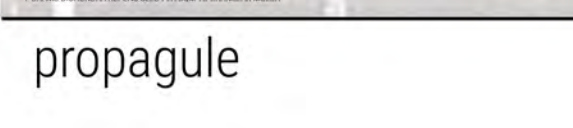
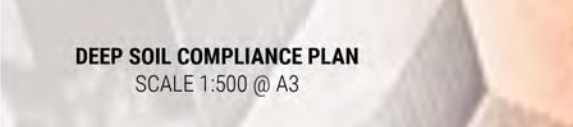
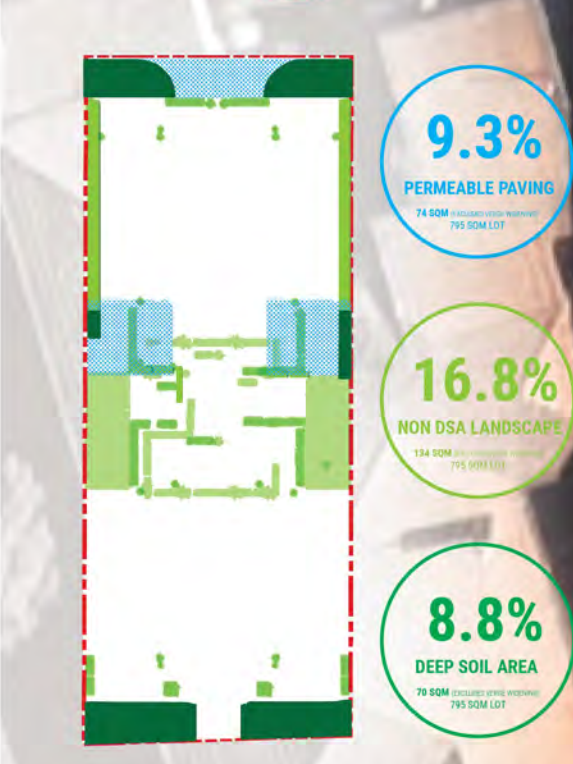
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exposed aggregate concrete | colour: WARM LIGHT TONES
  - DECORATIVE TILES**  
20mm granite tile paving | screed to falls on concrete slab | colour: CHARCOAL
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Asphalt | painted linemarking | wheelstops parking bays to 4.9m with vegetated overhang area
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75 thick | 3-5mm crushed pea gravel | compacted *Dichondra repens* seeding (7g/sqm)

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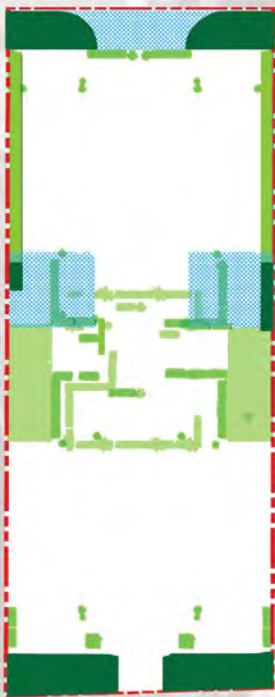




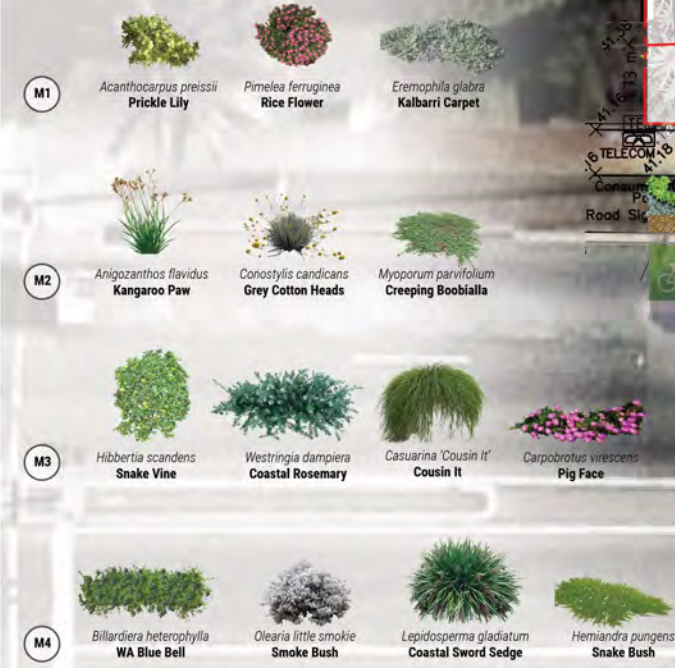
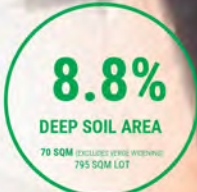








DEEP SOIL COMPLIANCE PLAN  
SCALE 1:500 @ A3



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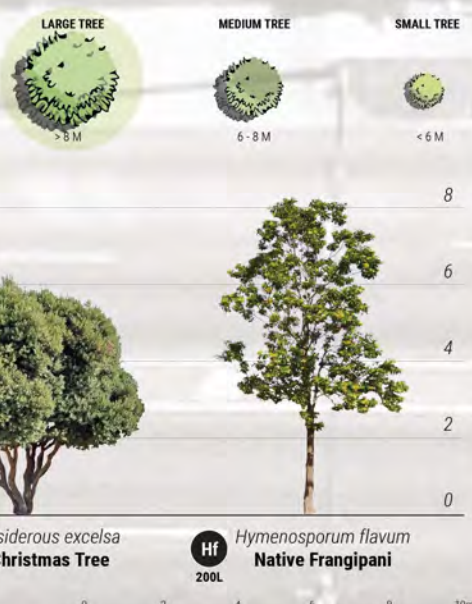
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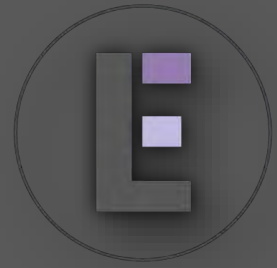
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## Attachment 8c - Acoustic Report Prepared by E-LAB Consulting (Received 26 March 2026)



# 182 Scarborough Beach Rd

## Acoustic Report - Development Application

|             |                         |
|-------------|-------------------------|
| Project No. | P01667                  |
| Revision    | 001                     |
| Issued      | 27 February 2025        |
| Client      | John Silbert Architects |

**E-LAB Consulting**

Where science and engineering inspire

City of Stirling  
26 March 2026  
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Document QA and Revisions

| ISSUE | DATE       | COMMENTS                 | ENGINEER   | REVIEWER        |
|-------|------------|--------------------------|------------|-----------------|
| 1     | 27/02/2025 | Issued for DA Submission | Imran Khan | Teresa D Nguyen |
| 2     |            |                          |            |                 |
| 3     |            |                          |            |                 |
| 4     |            |                          |            |                 |

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**Authorised by:**

E-LAB Consulting



Imran Khan | National Technical Director  
Acoustics & Vibration





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# 1 INTRODUCTION

## 1.1 DOCUMENT PURPOSE

John Silbert Architects have engaged E-Lab Consulting to provide an acoustic report for the proposed mixed-use development to be located at 182 Scarborough Beach Rd, Doubleview 6018 WA.

This Acoustic report has been prepared as part of Development Application for the proposed development. The following acoustic assessments were undertaken, and recommendations are made to maintain compliance:

- Noise Intrusion to the project from external noise sources (road traffic from Scarborough Beach Rd) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

## 1.2 RELEVANT DOCUMENTS

The following standards, guidelines and drawings have been used to establish the project specific acoustic design requirements for the development.

- WAPC/DPLH, State Planning Policy 5.4 – Road and Rail Noise, Sep 2019 (SPP 5.4)
- Western Australian Environmental Protection (Noise) Regulations 1997 (WA EPNR)
- Australian and New Zealand Standard AS/NZS 2107:2016 - Acoustics – Recommended design sound levels and reverberation times for building interiors (AS2107)
- National Construction Code 2022 Volume 1, Building Code of Australia (NCC 2022)

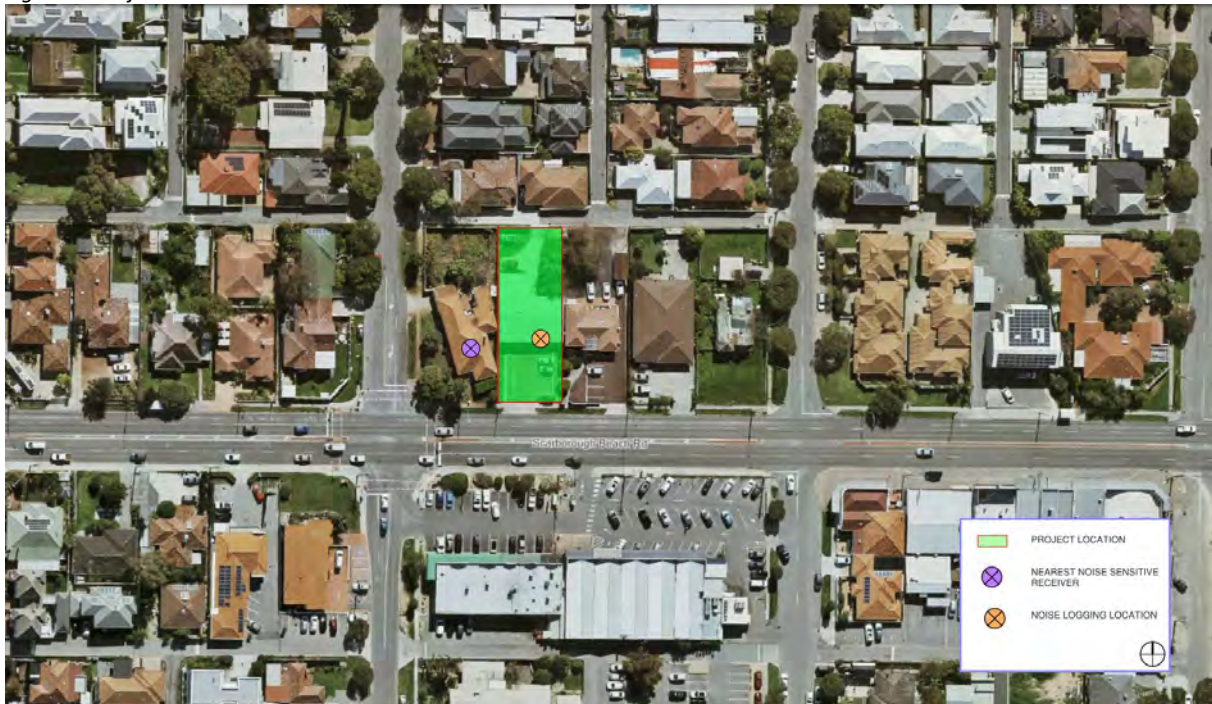
## 2 PROJECT SITE

### 2.1 SITE DESCRIPTION

The proposed project location is surrounded by commercial and residential developments with a major road (Scarborough Beach Rd) to the South of the project. Nearest noise sensitive receivers and the noise logging location are shown in Figure 1.

The project location is within the trigger distance of State Planning Policy 5.4 - Road and Rail Noise due to its proximity to Scarborough Beach Road.

Figure 1: Project Location and nearest noise sensitive receivers



### 2.2 NOISE SURVEY

Un-attended noise logging was carried out on site to ascertain the noise levels at project site and to determine the noise levels from Scarborough Beach Road to assist with the SPP5.4 acoustic model calibration on the project. Noise logging was carried out between 11<sup>th</sup> February – 17<sup>th</sup> February 2025.

#### 2.2.1 INSTRUMENTATION

The equipment used for the noise survey is detailed below:

- NSRT mk3 Sentry Noise Logger
- Larson Davis Sound Calibrator, S/N: 22031

Logger was calibrated before and after the measurements and no significant drift was found. All equipment carry current traceable calibration certificates that can be provided upon request.



## 2.2.2 Measurement Summary

Noise data from the logger is presented in a graph shown in

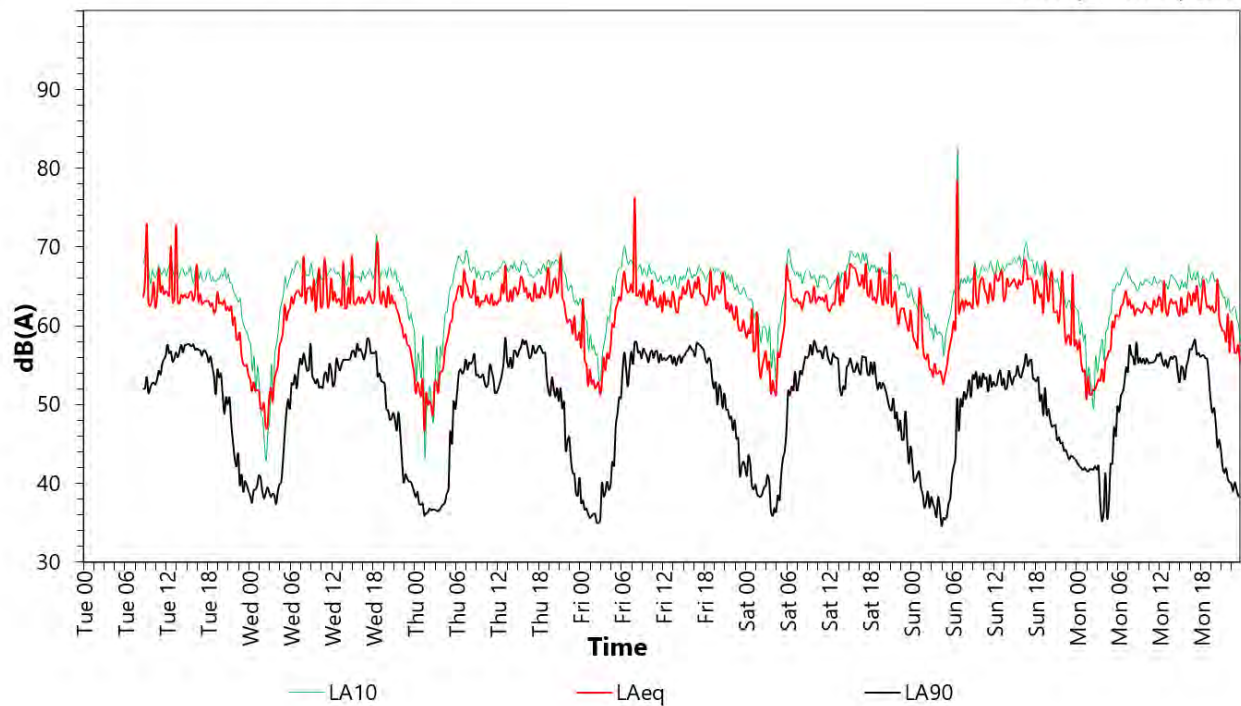
Figure 2. Average LAeq noise levels for weekdays during the measurement period are detailed below.

- Day time (6 Am – 10Pm) 64 dB(A)
- Nighttime (10Pm – 6Am) 56 dB(A)

Figure 2: Unattended noise logging – 182 Scarborough Beach Road

### 182 Scarborough Beach Rd

Tuesday 11 February 2025  
to  
Monday 17 February 2025



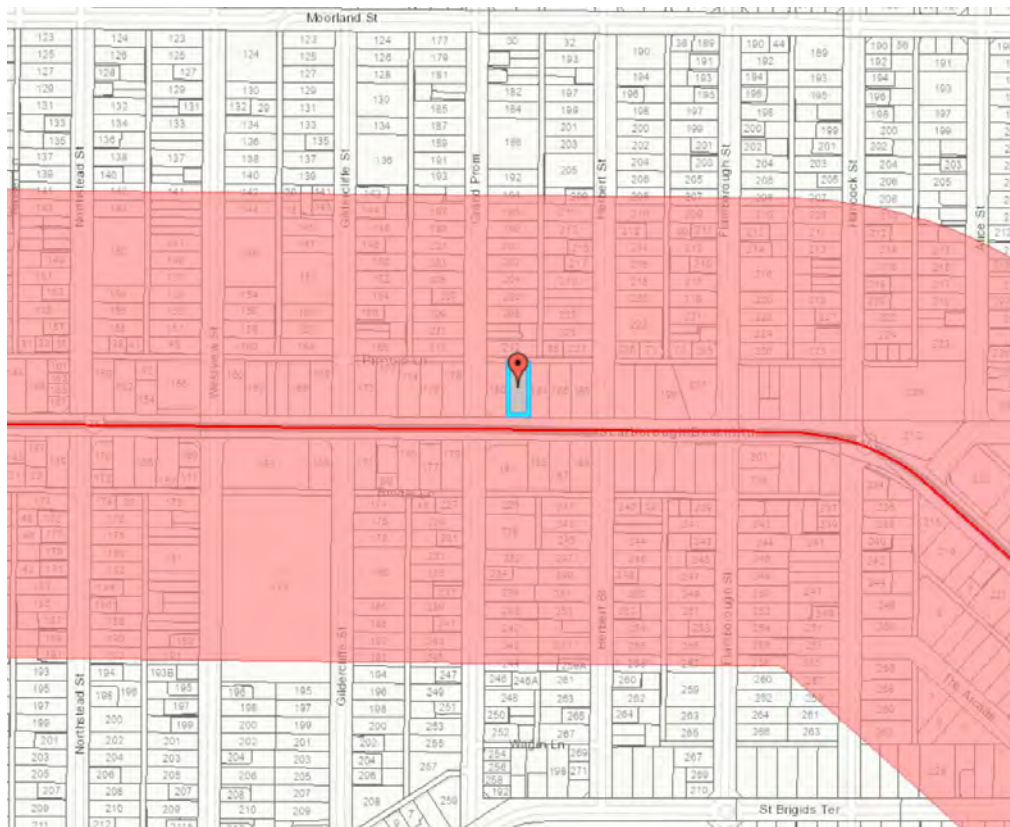
### 3 PROJECT CRITERIA

This section presents the regulatory requirements, and acoustic design criteria for the proposed development.

#### 3.1 ROAD NOISE - STATE PLANNING POLICY 5.4

The project is within the SPP5.4 trigger zone for Scarborough Beach Road (200m) as shown in Figure 3. The SPP 5.4 establishes the indoor and outdoor noise criteria that apply to a noise sensitive land use due to noise emissions from road and rail transport.

Figure 3: Project Location and SPP 5.4 Zone



Source: Department of Planning, Lands and Heritage)

Applicable noise level criteria are presented in Table 1 in accordance with SPP5.4.

Table 1: State Planning Policy 5.4 Criteria

| PROPOSAL                                    | NEW / UPGRADE                                                                                                          | NOISE TRAGET -OUTDOOR                          |                                                    | NOISE TARGET - INDOOR                                                                               |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|                                             |                                                                                                                        | DAY<br>6AM – 10PM<br>L <sub>Aeq</sub> (Day) dB | NIGHT<br>6AM – 10PM<br>L <sub>Aeq</sub> (Night) dB |                                                                                                     |
| Noise-Sensitive land-use and/or development | New noise-sensitive land-use and/or development within the trigger distance of an existing/proposed transport corridor | 55                                             | 50                                                 | DAY – L <sub>Aeq</sub> 40<br>(Living & Work Areas)<br><br>NIGHT - L <sub>Aeq</sub> 35<br>(Bedrooms) |

SPP5.4 requires assessment of traffic impact for future traffic volumes for the next 20 year. Where predicted noise levels are exceeding the noise targets, mitigation measures are needed to meet the noise targets. The policy requires outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines.

### 3.2 INTERNAL NOISE LEVELS

Recommended internal noise levels within the development are outlined by AS2107:2016 *Acoustics - Recommended design sound levels and reverberation times for building interiors*. The levels stated in AS 2107:2016 apply to the combined internal noise levels from building services and external sources.

The internal noise level criteria in AS2107 recommend continuous equivalent ( $L_{Aeq}$ ) levels for background noise. A summary of the AS2107 criteria is presented in Table 2.

Table 2: Project internal noise targets – residential spaces

| TYPE OF OCCUPANCY / ACTIVITY | RECOMMENDED DESIGN SOUND LEVEL, $L_{Aeq}$ , DB(A) |             |         |
|------------------------------|---------------------------------------------------|-------------|---------|
| Sole Occupancy Unit (SOU)    | Sleeping Areas                                    | 10pm to 7am | 35 - 40 |
|                              | Living Areas                                      | Any time    | 35 - 45 |
| Residential Building         | Apartment Common Areas (Foyer, Lobby)             | Any time    | 45-50   |
| Commercial Tenancies         | Retail shops, cafes                               | Any time    | 40-45   |

### 3.3 NOISE EMISSIONS – WA ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

Environmental noise emissions resulting from the development are addressed through the *Environmental Protection Act 1986* with the prescribed standards detailed in the *Environmental Protection (Noise) Regulations 1997* (WA EPNR). The regulations are based on maximum allowable noise levels termed the ‘assigned noise level’.

According to the EPNR, noise emissions from any premises are deemed not to significantly impact the receiver if the emissions are 5 dB or less below the assigned levels. In summary, assigned noise levels are set by evaluating the presence of commercial and industrial zones, major transport routes, and sporting venues around noise-sensitive premises.

The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A.

- “If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor.”

City of Stirling’s online mapping system (Local Planning Scheme 4) have been used to ascertain land use. Based on these maps, the influencing factor at the nearest noise sensitive receivers has been calculated, The nearest noise sensitive receiver has been identified as detailed below and shown in Figure 4.

- **180 Scarborough Beach Road**



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### 3.3.1 Influencing Factor

The influencing factor for results from identifying major roads, commercial and industrial areas for the nearest noise sensitive receivers is detailed in Table 4. The zoning maps used for the calculation of influencing factor showing the land use types has been presented in Figure 4 .

Figure 4: Zoning maps for the project and surrounding areas – 180 Scarborough Beach Road



City of Stirling Intramaps

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA). Table 3 presents the traffic data of the nearby roads.

Table 3: Traffic Data (Main Roads WA)

| ROAD                                      | WA EPNR CLASSIFICATION | ANNUAL AVERAGE DAILY TRAFFIC VOLUMES / YEAR |
|-------------------------------------------|------------------------|---------------------------------------------|
| Scarborough Beach Rd<br>(East of Duke St) | Major Road             | 16,913<br>(2020 -21)                        |

Table 4: Influencing factor (IF) noise sensitive receiver

| NOISE SENSITIVE RECIEVERS  | COMMERCIAL                                        | INDUSTRIAL                                       | ROAD                                    | INFLUENCING FACTOR |
|----------------------------|---------------------------------------------------|--------------------------------------------------|-----------------------------------------|--------------------|
| 180 Scarborough Beach Road | 18 % within 100m radius<br>5 % within 450m radius | 0 % within 100m radius<br>0 % within 450m radius | Scarborough Beach Rd within 100m radius | 7 dB               |

### 3.3.2 Assigned Noise Levels – Noise Sensitive Receivers

Table 5 summarises the assigned levels at the nearest noise sensitive receivers. All noise emissions from the development are below the assigned level criteria for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building.

Table 5: Assigned levels – 8 Wood Street, Inglewood

| TYPE OF PREMISES RECEIVING NOISE                                     | TIME OF DAY                                                                                     | ASSIGNED LEVEL (DB) |     |                   |
|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------|-----|-------------------|
|                                                                      |                                                                                                 | LA10                | LA1 | L <sub>Amax</sub> |
| Noise sensitive premises:<br>Highly sensitive area                   | 0700 to 1900 hours Monday to Saturday                                                           | 52                  | 62  | 72                |
|                                                                      | 0900 to 1900 hours Sunday & public holidays                                                     | 47                  | 57  | 72                |
|                                                                      | 1900 to 2200 hours all days                                                                     | 47                  | 57  | 62                |
|                                                                      | 2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays | 42                  | 52  | 62                |
| Noise sensitive premises: any area other than highly sensitive areas | All Hours                                                                                       | 60                  | 75  | 80                |
| Commercial premises                                                  | All Hours                                                                                       | 60                  | 75  | 80                |
| Industrial and utility premises                                      | All Hours                                                                                       | 65                  | 80  | 90                |

### 3.3.3 Noise Character Adjustments

Regulation 7 states that the noise character must be “free” of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 6.

Table 6: Noise character adjustment

| ADJUSTMENT WHERE NOISE EMISSION IS NOT MUSIC THESE ADJUSTMENTS ARE CUMULATIVE TO A MAXIMUM OF 15 DB |                             |                                | ADJUSTMENT WHERE NOISE EMISSION IS MUSIC |                                |
|-----------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------|------------------------------------------|--------------------------------|
| Where tonality is present                                                                           | Where modulation is present | Where impulsiveness is present | Where impulsiveness is not present       | Where impulsiveness is present |
| + 5 dB                                                                                              | + 5 dB                      | + 10 dB                        | + 10 dB                                  | + 15 dB                        |

Should music noise from the project become audible at the receiving locations, a +10/15 dB adjustment will be required, likely resulting in non-compliance to the EPNR.

### 3.3.4 Mechanical Services Noise Emissions

Mechanical equipment serving the project is required to meet the assigned levels of the EPNR at the nearest sensitive receivers. It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).

### 3.4 ACOUSTIC SEPARATION & INTERNAL SOUND INSULATION

#### 3.4.1 Residential Spaces (Class 3 Building)

##### Inter-Tenancy and Common Walls

Inter-tenancy walls and common walls must be designed to meet the requirements of the National Construction Code (NCC) 2022

The internal wall sound insulation matrix provided in Table 7 presents the sound transmission and insulation requirements of the deemed-to-satisfy provisions for inter-tenancy and common walls.

Table 7: Internal wall sound insulation matrix - deemed-to-satisfy provisions

| INTERNAL WALL SOUND INSULATION – DEEMED TO SATISFY PROVISIONS |                                  |                                                      |                                                      |                           |                                             |
|---------------------------------------------------------------|----------------------------------|------------------------------------------------------|------------------------------------------------------|---------------------------|---------------------------------------------|
| SOLE-OCCUPANCY UNIT SPACE 1                                   | SOLE-OCCUPANCY UNIT/COMMON SPACE |                                                      |                                                      |                           |                                             |
|                                                               |                                  | Habitable Room                                       | Wet Area                                             | Public Corridor or Stairs | Plant Room or Lift Shaft                    |
|                                                               | Habitable Room                   | $R_w + C_{tr} \geq 50$                               | $R_w + C_{tr} \geq 50$<br>Discontinuous Construction | $R_w \geq 50$             | $R_w \geq 50$<br>Discontinuous Construction |
|                                                               | Wet Area                         | $R_w + C_{tr} \geq 50$<br>Discontinuous Construction | $R_w + C_{tr} \geq 50$                               | $R_w \geq 50$             | $R_w \geq 50$<br>Discontinuous Construction |

The internal wall sound insulation matrix provided in Table 8 presents the verification requirements for the performance solution pathway.

Table 8: Internal wall sound insulation matrix – performance solution verification requirements

| INTERNAL WALL SOUND INSULATION – PERFORMANCE SOLUTION VERIFICATION REQUIREMENTS |                                    |                                                           |                                                           |                          |                                                  |
|---------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|--------------------------|--------------------------------------------------|
| SOLE-OCCUPANCY UNIT SPACE 1                                                     | SOLE-OCCUPANCY UNIT/COMMON SPACE 2 |                                                           |                                                           |                          |                                                  |
|                                                                                 |                                    | Habitable Room                                            | Wet Area                                                  | Public Corridor or Stair | Plant Room or Lift Shaft                         |
|                                                                                 | Habitable Room                     | $D_{nT,w} + C_{tr} \geq 45$                               | $D_{nT,w} + C_{tr} \geq 45$<br>Discontinuous Construction | $D_{nT,w} \geq 45$       | $D_{nT,w} \geq 45$<br>Discontinuous Construction |
|                                                                                 | Wet Area                           | $D_{nT,w} + C_{tr} \geq 45$<br>Discontinuous Construction | $D_{nT,w} + C_{tr} \geq 45$                               | $D_{nT,w} \geq 45$       | $D_{nT,w} \geq 45$<br>Discontinuous Construction |

For the purposes of understanding the classification of particular spaces under the NCC 2022, definitions are provided below:





- Habitable room – means a room used for normal domestic activities, and –
  - includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom; but
  - excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
- Wet area – means an area within a building supplied with water from a water supply system, which includes bathrooms, showers, laundries and sanitary compartments and excludes kitchens, bar areas, kitchenettes or domestic food and beverage preparation areas.

#### **Internal Riser Walls**

If a duct, soil, storm water, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an  $R_w + C_{tr}$  (airborne not less than):

- 40 if the adjacent room is a habitable room (and a kitchen); or
- 25 if the adjacent room is a non-habitable room / wet area

#### **Apartment Entry Doors**

Entry doors to apartments shall be designed and installed to achieve  $R_w$  30 or above.

## 4 TRAFFIC NOISE INTRUSION - SPP5.4

An evaluation of external transport noise impacts on the site was conducted in line with SPP 5.4. The methodology and assessment criteria are outlined in the SPP 5.4 Guidelines (hereafter referred to as the Guidelines). Sound PLAN v9.0, a 3D noise modelling software, was used to simulate noise emissions from major roads and to assess the resulting noise levels at the building façades of the development.

The noise assessment accounts for both current and future traffic volumes that will impact the proposed development. The findings from this assessment were used to evaluate the level of noise intrusion into the apartments.

Noise levels were modeled 1 meter from the building façade. The predicted receiver noise levels at the façade also include a +2.5 dB façade correction, in accordance with SPP 5.4 requirements. Compliance with the relevant sections of the SPP 5.4 Noise Modelling Checklist is documented in Appendix A.

### 4.1 MODELLING INPUTS

#### 4.1.1 Topography & Ground Absorption

Topographical data for areas surrounding the site (1m elevation contours) were sourced from Geoscience Australia Digital Elevation Model (DEM) 5 Metre Grid of Australia derived from LiDAR. A reflection order of 3 has been considered in all assessments.

#### 4.1.2 Road Traffic

The road traffic noise assessment has been conducted based on the methodology described by the Calculation of Road Traffic Noise algorithm (CoRTN, UK Transport Agency).

The CoRTN algorithm has been developed to calculate  $L_{A10,18hr}$  noise levels. However, SPP 5.4 requires road noise assessments to be based upon the energy averaged  $L_{Aeq,16hr}$  and  $L_{Aeq,8hr}$  noise descriptors for the daytime and night-time respectively. Conversions are applied using the method outlined in the DEFRA publication, *“Method for Converting the UK Road Traffic Noise Index  $L_{A10,18hour}$  to the EU Noise Indices for Road Noise Mapping.”*

This algorithm considers the following parameters:

- Noise levels measured on site for calibration of the model
- Traffic volume during each period of the day, and for current and future scenarios
- Traffic speeds
- Percentage of heavy vehicles; and
- Gradient and surface of road

The noise model included the heights of road traffic noise sources as specified by the Guidelines. Below are the modelled heights of the vehicle “strings”:

- Passenger vehicles: + 0.5 m
- Heavy vehicles — Engine noise: + 1.5 m
- Heavy vehicles — Exhaust: + 3.6 m

The modelled and observed average daily traffic volumes for 2025 and 2045 were sourced from Main Roads Western Australia (MRWA), Reference No. 43169. This data pertains to traffic on Scarborough Beach Road, Doubleview.

SPP 5.4 requires that all noise assessments account for changes in traffic volumes anticipated over the next 20 years. The traffic volume projections provided by MRWA were utilized for this purpose. Table 9 summarises the current and projected future traffic volumes used in the assessment.

Table 9: Traffic Volumes – Current & Future

| ROAD                             | YEAR         | DAILY VEHICLE COUNT | DAYTIME VEHICLE VOLUME / HR | NIGHTTIME VEHICLE VOLUME / HR | PERCENTAGE OF HEAVY VEHICLE | SPEED    |
|----------------------------------|--------------|---------------------|-----------------------------|-------------------------------|-----------------------------|----------|
| Scarborough Beach Rd, Doubleview | Current 2025 | 17,484              | 1037                        | 112                           | Day – 7%<br>Night – 6%      | 60 km/hr |
| Scarborough Beach Rd, Doubleview | Future 2045  | 20,722              | 1229                        | 133                           | Day – 7%<br>Night – 6%      | 60 km/hr |

#### 4.1.3 Model calibration

The noise model for the current year was calibrated using data obtained from the noise logging. No correction factor was applied, as the discrepancy between the actual logger data and model predictions was nil.

## 4.2 Noise Modelling Results

Road traffic noise impact for the future year (2045) predicted the highest external noise levels for the day and night-time periods:

- Day-time scenario 73 dB(A)
- Night-time scenario 63 dB(A)

Predicted noise levels on the facades are provided in Appendix B. The facade sections facing Scarborough Beach Road are projected to experience noise levels exceeding the 'noise target' values outlined in SPP5.4. As a result, acoustic treatments will be necessary to ensure compliance.



## 5 NOISE INTRUSION ASSESSMENT

Noise intrusion calculations were conducted using the approach outlined in British Standard BS EN 12354:2000. The calculations were based on the highest predicted noise levels at each façade to select appropriate glazing for achieving the desired internal noise levels. Adjustments were made to the linear spectral noise levels to account for potential losses from flanking paths and façade corrections.

### 5.1 EXTERNAL FACADE

#### 5.1.1 External Glazing, Solid Façade

The noise intrusion has been calculated for all façade elements, which is relative to their surface area. Based on the highest predicted noise levels for aircraft and road traffic following preliminary façade performance is required.

Table 10: Acoustic Façade Categories & Glazing Arrangements

| LOCATION                                                         | Acoustic façade TYPE | REQUIRED ACOUSTIC RATING ( $R_w$ , $C_{tr}$ ) | TYPICAL EQUIVALENT GLASS                                                                                                                                                         |
|------------------------------------------------------------------|----------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| South Façade - Scarborough Beach Rd.<br>(Apartments # 1,2,5,6&9) | Glazing - Living     | $R_w + C_{tr} \geq 35$ (42, -7)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /12.38mm glass</li> </ul>                                                                                       |
|                                                                  | Glazing - Bedroom    | $R_w + C_{tr} \geq 35$ (41, -6)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /10.38mm glass</li> </ul>                                                                                       |
|                                                                  | Solid Façade         | $R_w 55$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |
| North Façade – Pingrup Ln<br>(Apartments # 3,4,7&10)             | Glazing – Living     | $R_w + C_{tr} \geq 33$ (38, -5)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /6.38mm laminated glass</li> </ul>                                                                              |
|                                                                  | Glazing - Bedroom    | $R_w + C_{tr} \geq 33$ (38, -5)               | <ul style="list-style-type: none"> <li>6mm glass /12mm air space /6.38mm laminated glass</li> </ul>                                                                              |
|                                                                  | Solid Façade         | $R_w 50$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |
| Commercial Tenancies – Ground Floor                              | Glazing              | $R_w + C_{tr} \geq 33$ (37, -4)               | <ul style="list-style-type: none"> <li>12.38mm laminated glass</li> </ul>                                                                                                        |
|                                                                  | Solid Façade         | $R_w 50$                                      | <ul style="list-style-type: none"> <li>Masonry construction with double cavity brick work</li> <li>Or light weight construction to meet the minimum nominated rating.</li> </ul> |

It should be noted that the façade performance and selection of glazing and external wall treatments will likely be refined during design development stage based on the selection of façade materials.

### 5.1.2 Roof

Whilst not a mandatory requirement of the NCC rain noise has been considered with a view to ensure an adequate level of amenity for occupants. Based on a rainfall rate of 15mm/hour (which is considered appropriate for the assessment of residential dwellings in non-tropical areas of Australia) and an internal noise criterion during such rainfall of no greater than 5dB(A) above the AS2107 recommended internal noise levels (see Table 2).

Following roof construction is recommended:

- Colorbond metal deck roof with 75mm thick High Density Anticon insulation to the underside, and a suspended plasterboard ceiling with R3.0 insulation laid directly above.

## 6 NOISE EMISSIONS

Mechanical services will be expected to comply with the respective WA EPNR criteria at the nearest noise sensitive receivers for all periods of the day. At this stage no information has been provided regarding mechanical service equipment selection. Typically, this data is not available at the development application phase and review of mechanical equipment is conducted during the design phase prior to the issue of Building Permit.

Mitigation measures for the mechanical plant shall be considered during the design development stage to ensure compliance with the outlined criteria at the nearest sensitive receivers. These mitigation measures could include but not limited to the following:

- Positioning mechanical plant away from nearby receivers
- Screening around mechanical plant
- Acoustic insulation within duct work



## 7 CONCLUSION

This acoustic assessment has been prepared by E-LAB Consulting in support of a Development Application (DA) made to City of Stirling for the proposed mixed-use development to be located at 182 Scarborough Beach Rd, Doubleview 6018 WA.

This report has been prepared as part of Development Application for the proposed development. The following acoustic assessments were undertaken, and recommendations are made to maintain compliance:

- Noise Intrusion to the project from external noise sources (road traffic from Scarborough Beach Rd) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

Road traffic noise assessment has been carried out and the minimum recommended external façade construction has been provided in the form of glazing, roof and wall configurations. The predicted noise levels at the building façades were obtained through the use of the 3D noise modelling software Package, SoundPLAN v9.0. unattended noise monitoring was conducted in order to obtain the ambient noise levels at the project site and also to calibrate the model.

Once the complete mechanical equipment schedule is available, noise assessment will be carried out before issuing the Building Permit. Specific acoustic treatments will be implemented to ensure compliance with the relevant WA EPNR noise levels at the nearest noise-sensitive locations.

## Appendix A Noise Modelling Checklist

| CHECKLIST ITEM                           |                                                                         | ACTION  |
|------------------------------------------|-------------------------------------------------------------------------|---------|
| <b>Road traffic input data - Current</b> |                                                                         |         |
| Road name                                | Scarborough Beach Road 2025                                             |         |
|                                          | 16-hr daytime road traffic volume                                       | 15,777  |
|                                          | Percentage of heavy vehicles (daytime)                                  | 7       |
|                                          | 8-hr night-time road traffic volume                                     | 1707    |
|                                          | Percentage of heavy vehicles (night-time)                               | 6       |
| Road pavement                            | Dense Graded Asphalt                                                    |         |
| Road traffic heights                     | Have the road emissions sources been modelled at the following heights? |         |
|                                          | Light and heavy vehicle tyre-road height at +0.5 m                      | Y       |
|                                          | Heavy vehicle engine height at +1.5 m                                   | Y       |
|                                          | Heavy vehicle exhaust height at +3.6 m                                  | Y       |
| Traffic speed                            | What is the modelled road posted (signal) traffic speed?                | 60 km/h |

| CHECKLIST ITEM                          |                                                                         | ACTION  |
|-----------------------------------------|-------------------------------------------------------------------------|---------|
| <b>Road traffic input data - Future</b> |                                                                         |         |
| Road name                               | Scarborough Beach Road 2045                                             |         |
|                                         | 16-hr daytime road traffic volume                                       | 18,699  |
|                                         | Percentage of heavy vehicles (daytime)                                  | 7       |
|                                         | 8-hr night-time road traffic volume                                     | 2,023   |
|                                         | Percentage of heavy vehicles (night-time)                               | 6       |
| Road pavement                           | Dense Graded Asphalt                                                    |         |
| Road traffic heights                    | Have the road emissions sources been modelled at the following heights? |         |
|                                         | Light and heavy vehicle tyre-road height at +0.5 m                      | Y       |
|                                         | Heavy vehicle engine height at +1.5 m                                   | Y       |
|                                         | Heavy vehicle exhaust height at +3.6 m                                  | Y       |
| Traffic speed                           | What is the modelled road posted (signal) traffic speed?                | 60 km/h |

| NOISE PREDICTION CORRECTIONS |                                                                                                         |         |
|------------------------------|---------------------------------------------------------------------------------------------------------|---------|
| Traffic emission             | If using the Calculation of Road Traffic Noise algorithms, have the following corrections been applied? |         |
|                              | -0.8 dB correction to heavy vehicle engine emission?                                                    | Y       |
|                              | -8.0 dB correction to the heavy vehicle exhaust emission?                                               | Y       |
| Road pavement                | Has one of the following corrections been applied to the tyre/road emission?                            | Y       |
|                              | 14 mm chip seal                                                                                         | +3.5 dB |
|                              | 10 mm chip seal                                                                                         | +2.5 dB |
|                              | 5 mm chip seal                                                                                          | +1.5 dB |
|                              | Dense graded asphalt                                                                                    | 0.0 dB  |
|                              | Novachip                                                                                                | -0.2 dB |
|                              | Stone mastic asphalt                                                                                    | -1.5 dB |
|                              | Open graded asphalt                                                                                     | -2.5 dB |
| Australian traffic           | Has a -1.7 dB Australian Road Research correction or reasonable equivalent applied?                     | Y       |
| Receptor façade              | Has a +2.5 dB building façade correction been applied?                                                  | Y       |

## Appendix B      **Façade Noise Maps**



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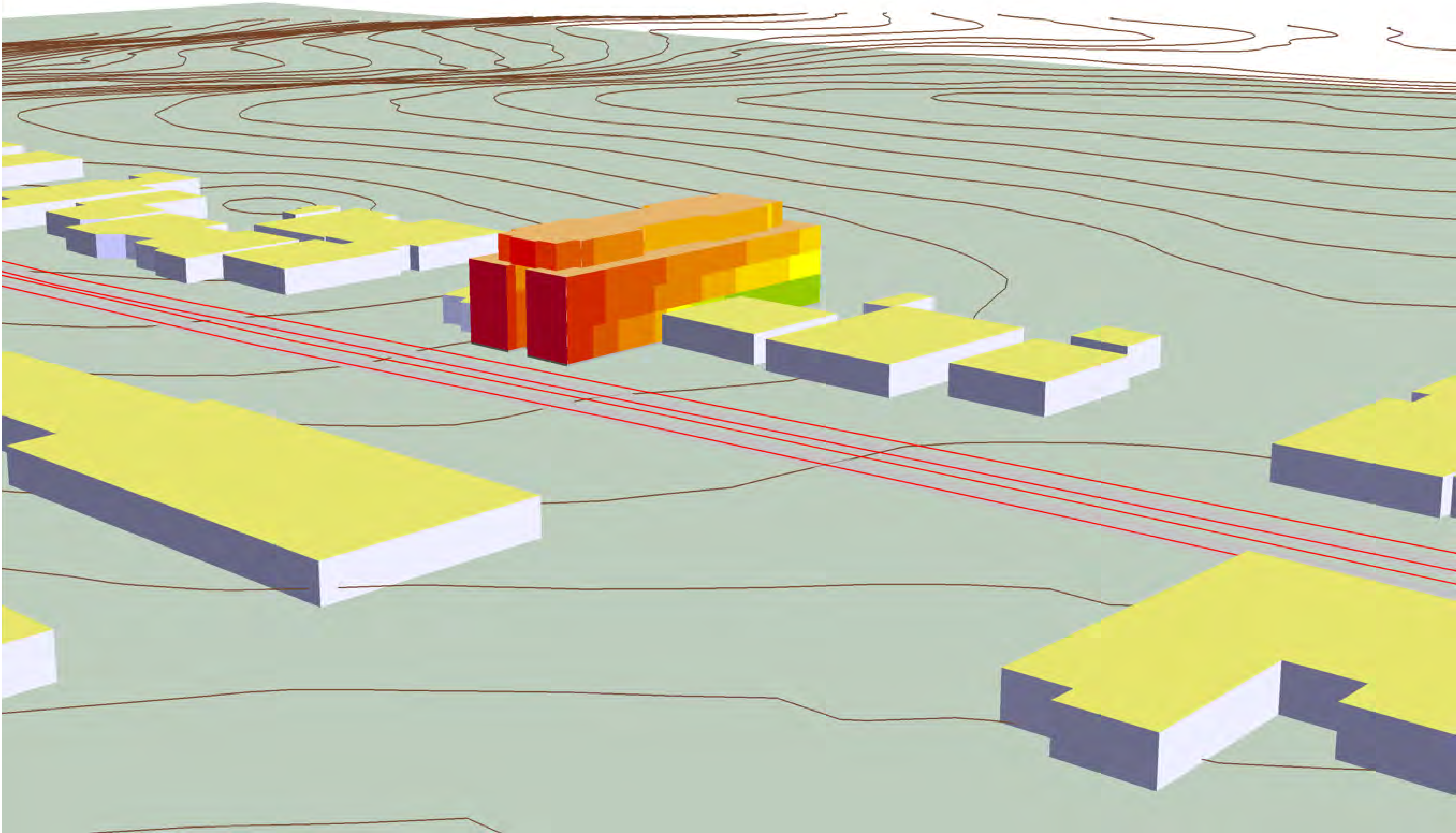
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LEGEND

Facade Noise Level -  $L_{eq,1hr,dB(A)}$

|         |
|---------|
| < 50    |
| 50 - 52 |
| 52 - 54 |
| 54 - 56 |
| 56 - 58 |
| 58 - 60 |
| 60 - 62 |
| 62 - 64 |
| 64 - 68 |
| 68 - 70 |
| 70 - 72 |
| 72 - 74 |
| 74 - 76 |
| > 76    |

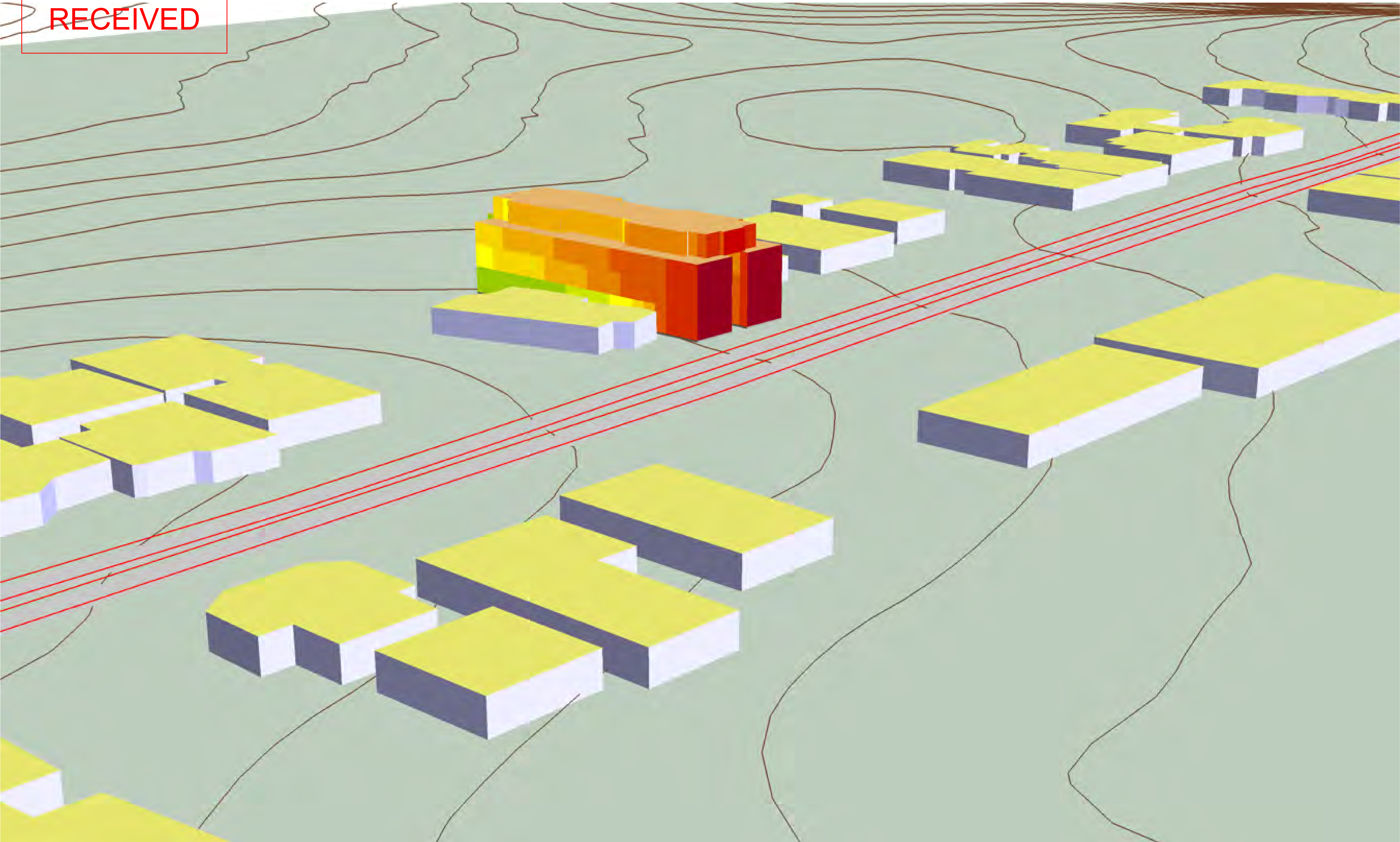
NOTES



|                |                                                     |
|----------------|-----------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                          |
| PROJECT NO.    | PD1667                                              |
| ARCHITECT      | John Silbert                                        |
| CLIENT         | John Silbert                                        |
| SCALE          | NTS                                                 |
| STATUS         | ISSUE FOR DA                                        |
| DRAWING        | 2045 FACADE NOISE LEVELS - DAYTIME<br>VIEW 1 (EAST) |
| DISCIPLINE     | ACOUSTICS                                           |
| DRAWING NUMBER | AC-DWG-100-01-01                                    |
| REVISION       | 001                                                 |



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LEGEND

Facade Noise Level -  $L_{max,10m}$  dB(A)

< 50

50 - 52

52 - 54

54 - 56

56 - 58

58 - 60

60 - 62

62 - 64

64 - 66

66 - 70

70 - 72

72 - 74

74 - 76

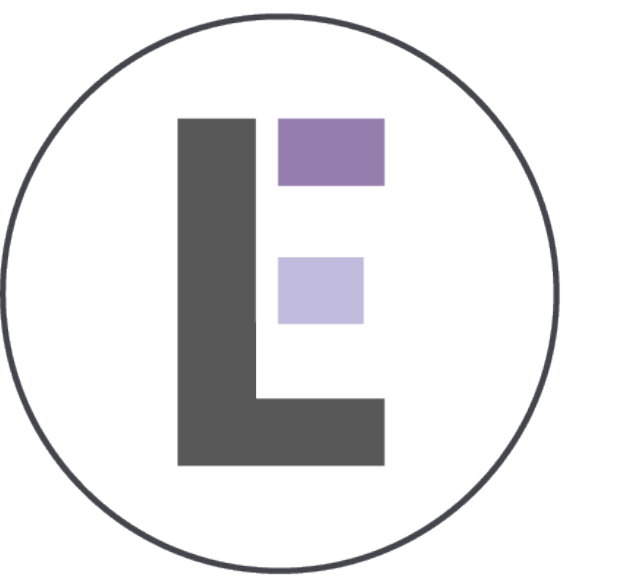
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NOTES

|                |                                                     |
|----------------|-----------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                          |
| PROJECT NO.    | PD1667                                              |
| ARCHITECT      | John Silbert                                        |
| CLIENT         | John Silbert                                        |
| SCALE          | NTS                                                 |
| STATUS         | ISSUE FOR DA                                        |
| DRAWING        | 2045 FACADE NOISE LEVELS - DAYTIME<br>VIEW 2 (WEST) |
| DISCIPLINE     | ACOUSTICS                                           |
| DRAWING NUMBER | AC-DWG-100-01-01                                    |
| REVISION       | 001                                                 |



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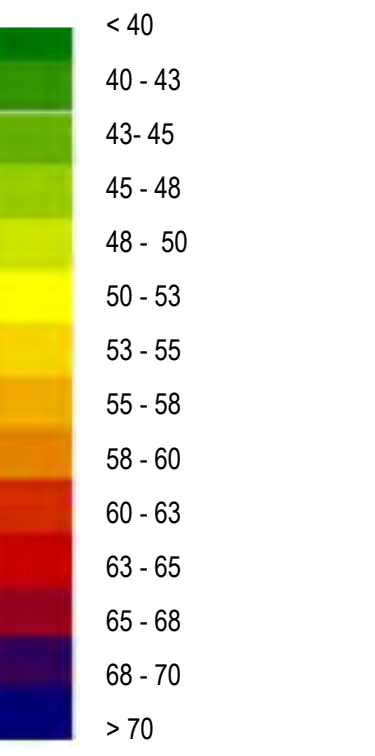


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### LEGEND

Acoustic Noise Level -  $L_{Aeq,1hour}$  dB(A)



## NOTES

PROJECT  
62 Scarborough Beach Road

PROJECT NO.  
01667

ARCHITECT  
John Silbert

John Silbert

## SALE

STATUS  
SUE FOR DA

### RAWING

#### 045 FACADE NOISE LEVELS - NIGHTITME

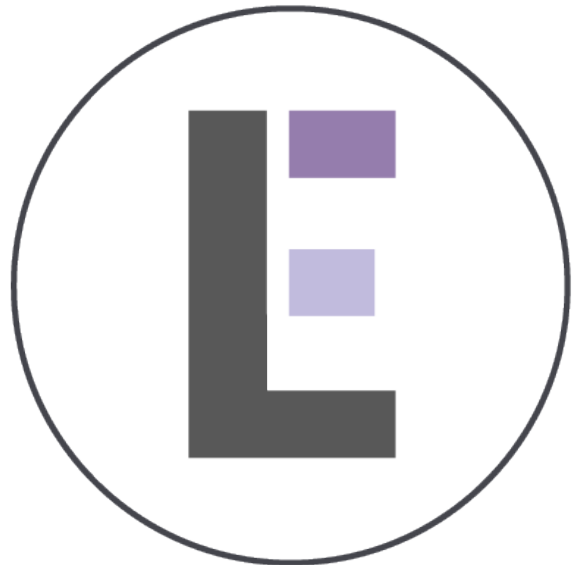
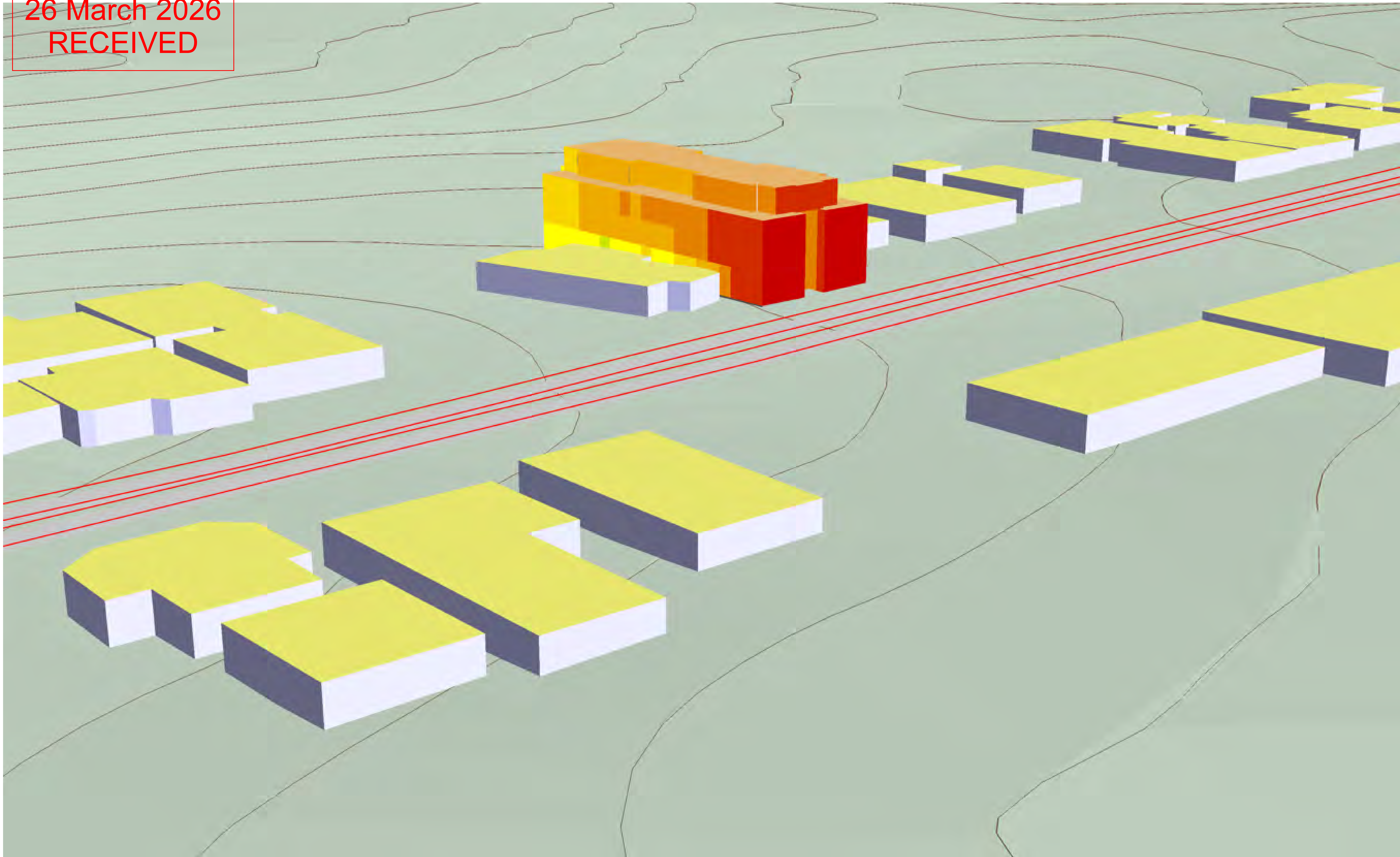
##### VIEW 1 (EAST)

SCIENCE  
ACOUSTICS

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|-----------------|----------|
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| C-DWG-100-01-01 | 001      |



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|       |            |                       |

LEGEND

Facade Noise Level -  $L_{eq,Tmax}$  (dB(A))

|         |
|---------|
| < 40    |
| 40 - 43 |
| 43 - 45 |
| 45 - 48 |
| 48 - 50 |
| 50 - 53 |
| 53 - 55 |
| 55 - 58 |
| 58 - 60 |
| 60 - 63 |
| 63 - 65 |
| 65 - 68 |
| 68 - 70 |
| > 70    |

NOTES

|                |                                                       |
|----------------|-------------------------------------------------------|
| PROJECT        | 182 Scarborough Beach Road                            |
| PROJECT NO.    | PD1667                                                |
| ARCHITECT      | John Silbert                                          |
| CLIENT         | John Silbert                                          |
| SCALE          | NTS                                                   |
| STATUS         | ISSUE FOR DA                                          |
| DRAWING        | 2045 FACADE NOISE LEVELS - NIGHTTIME<br>VIEW 2 (WEST) |
| DISCIPLINE     | ACOUSTICS                                             |
| DRAWING NUMBER | AC-DWG-100-01-01                                      |
| REVISION       | 001                                                   |





**Attachment 8d - Waste Management Plan  
Prepared by Talis Consultants (Received 26  
March 2026)**





# Design Note

182 Scarborough Beach Road, Doubleview

Prepared for Urbanista

18 June 2025

Project Number: WMP25047

City of Stirling  
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**DOCUMENT CONTROL**

| Version | Description            | Date       | Author | Reviewer | Approver |
|---------|------------------------|------------|--------|----------|----------|
| 1.0     | First Approved Release | 18/06/2025 | RH     | JL       | RH       |
|         |                        |            |        |          |          |

## Approval for Release

| Name          | Position                                                             | File Reference           |
|---------------|----------------------------------------------------------------------|--------------------------|
| Rachel Hayton | Project Manager – Senior<br>Waste Strategy Consultant &<br>Team Lead | WMP25047_Design Note_1.0 |
| Signature     | <i>Rachel Hayton</i>                                                 |                          |

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## Diagrams

Diagram 1: Example Bin Storage Area

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## 1 Introduction

This report provides a summary of the waste measures that require consideration in the development design to achieve an efficient waste management system. Please note, this document is not the Waste Management Plan.

Please review the report and provide us with bin size and collection frequency preferences to be included into the Waste Management Plan, along with the latest design (in CAD format) of the Bin Storage Areas and the waste collection point with swept path analysis showing waste collection vehicle entry/exit paths.

Should you have any queries please don't hesitate to contact the undersigned:

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## 2 City of Stirling Services

Based on the City's *Waste Guidelines For New Developments* and past discussions with the City's, Talis understands the following services are available:

Residential and commercial waste **must** be collected by the City.

### **Residential:**

- The City currently offers 140L, 240L and 660L bins for refuse, collected once each week;
- The City currently offers 240L, 360L and 660L bins for recycling, collected fortnightly;
- The City may offer increased collection frequencies up to twice each week; and
- On demand bulk waste collection via skip bin is provided to residents.

### **Commercial:**

- The City utilises 240L, 660L and 1,100L bins for commercial premises, and can offer increased collection frequencies at an additional cost.

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### 3 Waste Generation

The following section describes the quantity of bins required for the Bin Storage Areas, based on the City's Guidelines.

#### 3.1 Bin Storage Area Calculations

The quantity of bins required in the Bin Storage Areas have been calculated based on the number of residential units and the floor area (m<sup>2</sup>) of the commercial tenancies, as follows:

##### Residential:

- Two Bedroom Unit – 8; and
- Three Bedroom Unit – 2.

##### Commercial:

- Tenancy 1 – 116m<sup>2</sup>; and
- Tenancy 2 – 105m<sup>2</sup>.

Table 3-1 shows the waste generation rates which have been applied to the development. The number of bins required for the Bin Storage Areas are calculated based on these waste generation rates.

**Table 3-1: Waste Generation Rates**

| Tenancy Use Type   | City's Guideline Reference           | Refuse Generation Rate     | Recycling Generation Rate  | FOGO Generation Rate* |
|--------------------|--------------------------------------|----------------------------|----------------------------|-----------------------|
| <b>Residential</b> |                                      |                            |                            |                       |
| Units              | Standard Service – Communal Use Bins | 98L/week                   | 120L/fortnight             | 42L/week              |
| <b>Commercial</b>  |                                      |                            |                            |                       |
| Commercial         | Retail Shops (>100m <sup>2</sup> )   | 50L/100m <sup>2</sup> /day | 50L/100m <sup>2</sup> /day | -                     |

\*FOGO has been calculated based on 30% of the refuse waste generation rate from the City's Guidelines

#### 3.2 Bin Sizes

Table 3-2 shows the typical dimensions of the bins which may be utilised at the development. It should be noted that bin sizes may vary slightly depending on the supplier.

Note: bins should not be stacked in rows and should be provided with a minimum 50mm clearance on all sides (between bins, against walls etc.) when sizing the Bin Storage Areas.

**Table 3-2: Typical Bin Dimensions**

| Dimensions (m) | Bins Sizes |       |       |       |        |
|----------------|------------|-------|-------|-------|--------|
|                | 140L       | 240L  | 360L  | 660L  | 1,100L |
| Height (mm)    | 1,065      | 1,080 | 1,120 | 1,250 | 1,470  |
| Depth (mm)     | 540        | 735   | 905   | 850   | 1,245  |
| Width (mm)     | 500        | 675   | 700   | 1,200 | 1,200  |

Reference: City of Stirling Waste Guidelines for New Developments

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### 3.3 Residential Bin Storage Area Requirements

The quantity of bins required for the Residential Bin Storage Area is outlined in Table 3-3. This is based on the bin capacities in Table 3-2, and collection frequencies offered by the City.

**Table 3-3: Residential Bin Requirements**

| Collection Frequency | Bin Sizes |      |      |      |
|----------------------|-----------|------|------|------|
|                      | 140L      | 240L | 360L | 660L |
| <b>Refuse</b>        |           |      |      |      |
| Fortnightly          | 14        | 9    | -    | 3    |
| One / week*          | 7         | 5    | -    | 2    |
| Two / week*          | 4         | 3    | -    | 1    |
| <b>Recyclables</b>   |           |      |      |      |
| Fortnightly          | -         | 10   | 7    | 4    |
| One / week*          | -         | 5    | 4    | 2    |
| Two / week*          | -         | 3    | 2    | 1    |
| <b>FOGO</b>          |           |      |      |      |
| One / week           | 3         | 2    | -    | -    |
| Two / week*          | 2         | 1    | -    | -    |

\* Increased collection frequency subject to City of Stirling approval

#### 3.3.1 Provision for FOGO Services

It is expected that the City will be introducing bins for the separate collection of FOGO in the future and therefore Talis has included bin requirements for this service in Table 3-3.

Kitchen caddies, typically provided by the City, would be used in each residential apartment to collect FOGO, which would then be taken by residents to the Bin Storage Area for disposal into designated lime green lidded FOGO bins.

### 3.4 Commercial Bin Storage Area Requirements

The quantity of bins required for the Commercial Bin Storage Area is outlined in Table 3-4. This is based on the bin capacities in Table 3-2, and collection frequencies of up to two times each week.

**Table 3-4: Commercial Bin Requirements**

| Collection Frequency | Bin Sizes |      |        |
|----------------------|-----------|------|--------|
|                      | 240L      | 660L | 1,100L |
| <b>Refuse</b>        |           |      |        |
| One / week           | 4         | 2    | 1      |
| Two / week           | 2         | 1    | 1      |
| <b>Recyclables</b>   |           |      |        |
| Fortnightly          | 7         | 3    | 2      |
| One / week           | 4         | 2    | 1      |
| Two / week           | 2         | 1    | 1      |

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## 4 Waste Storage Design Considerations

### 4.1 Bin Storage Area

Better practice for waste management in mixed used developments recommends that residential and commercial bin stores are designed and managed separately.

Therefore, **separate Bin Storage Areas** should be provided for residential and commercial wastes. Commercial tenants should not be able to access residential waste storage facilities.

The City requires the Bin Storage Areas to consider the following design considerations:

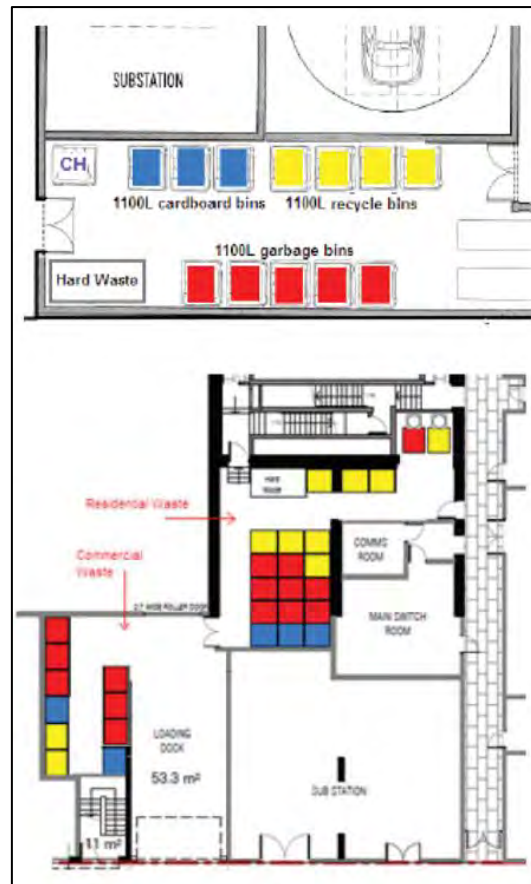
- Waste and recycling bins should be always stored within the boundaries of the property, but not fronting the street;
- Sufficient space should be provided for bins and associated equipment in dedicated Bin Storage Areas to manage all waste and recyclables likely to be generated on the premises between collections;
- Bin Storage Areas **should be able to hold a minimum of 24 hours' worth of waste generation**;
- The design of the Bin Storage Areas should be functional, to allow all bins to be easily moved and washed/cleaned;
- All personnel access ways should be minimum width of **1,100mm** wide;
- All bins are to be spaced with a minimum **50mm** clearance on all sides (between bins and against walls);
- Bin Storage Areas must be large enough for the bins to sit next to each other, not behind each other (**no double stacking of bins**) as tenants may not take responsibility for rotating bins;
- The City encourages the use of larger bin sizes (**660L and 1,100L**) where practical to ensure efficient storage and collection of waste and recycling streams;
- Mains water supply and sewer plumbed drainage outlets should be installed in the Bin Storage Areas to allow for the washing of all room surfaces and for the cleaning of bins as required;
- Waste or recycling bin room/s should have a minimum **1,500mm** in width opening to allow easy removal and return of all bin sizes, Openings (e.g., doors) should be able to be securely locked open; and
- The development must comply with the relevant health local laws.

Bin Storage Areas should be adequately sized to accommodate the preferred quantity of bins, at the designated collection frequency, with adequate room for residents/staff/cleaners to easily access all bins and to allow bins to be easily moved around and serviced, refer Diagram 1.

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Diagram 1: Example Bin Storage Area



Reference: City's Guidelines

## 4.2 Residential Bulk Waste

To assist with the reduction of illegal dumping and bulky wastes, each apartment could have an allocated storage room which could be used for the temporary storage of bulk waste. Strata management would then be required to liaise with residents on procedures for bulky waste disposal within the Proposal.

The City offers residents the following on demand collection services annually:

- One – 3m<sup>3</sup> skip bin;
- One – E-waste collection;
- One – Whitegoods collection; and
- One – Mattress collection.

An accessible area near the Bin Presentation Area/verge may be used for the placement of a skip bin and for use as a collection point for e-wastes, whitegoods and mattresses. Residents would then liaise with strata management on organisation of the collection/delivery of the bulk waste services.

As the Proposal is a multi-unit development it is expected that green waste generation would be insignificant and will be removed from the Proposal as required. Removal of higher volumes of green waste will be managed by strata management and private contractors, as required.



## 5 Waste Collection Design Considerations

As mentioned earlier, the City **must** collect residential and commercial waste from the development.

The development will need to demonstrate how it will accommodate waste collection vehicles onsite to collect waste if there is insufficient area on the verge for bins to be lined up in a single row to facilitate servicing by the City's side arm waste collection vehicle. This may be in the form of a kerbside embayment/parking with signage to keep clear during collection times/days.

140L – 360L bins presented to the kerbside are typically collected by the City's side arm waste collection vehicle (12.5m in length) at the standard collection frequencies (weekly FOGO and alternating fortnight refuse and recycling). Consideration should be given to waste trucks being able to operate in a safe and efficient manner without impacting on local traffic, truck movements being clear of power boxes, water meters, light poles, junction boxes and letter boxes and internal footpaths being designed with flush kerbing and to take waste truck load of 25,000kg.

Alternatively, the City's rear loader collection vehicle could collect the larger bins from a kerbside embayment or directly from the Bin Storage Area. The site should be configured to allow the waste collection vehicles to enter and exit the site in a **forward direction**. Waste collection vehicles reversing in and out of the development may **not** be supported by the City.

Rear lift collection vehicles are used for onsite servicing of bin volumes between 140L and 1,100L. Table 5-1 shows the typical dimensions of the City's rear lift collection vehicles. These dimensions may change slightly depending on their fleet availability. It should be noted that **2m of operating space** is required behind a rear lift truck to operate the bin lifting mechanism.

**Swept path analysis** should be conducted by a certified traffic engineer to ensure a collection vehicle can safely service the development if required.

**Table 5-1: City of Stirling Rear Lift Waste Collection Vehicle Specification**

| Rear Lift Dimensions   | 14m <sup>3</sup> | 20m <sup>3</sup> |
|------------------------|------------------|------------------|
| Overall Length (m)     | 10               | 10               |
| Overall Width (m)      | 2.5              | 2.5              |
| Overall Height (m)     | 2.8              | 3.4              |
| Operational Height (m) | 3.2              | 3.4              |
| GVM full (tonnes)      | 14               | 22.5             |

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Attachment 8e - Transport Impact  
Statement Prepared by Transcore  
(Received 26 March 2026)





# Mixed Use Development, 182 Scarborough Beach Road, Doubleview

## Transport Impact Statement

PREPARED FOR:  
Paul & Gabrielle Levi

September 2025

# Document history and status

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182 Scarborough Beach Road, Doubleview

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## APPENDIX A: PROPOSED DEVELOPMENT PLAN





## REPORT FIGURES

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# 1 Introduction

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Paul & Gabrielle Levi with respect to the proposed mixed use development to be located at 182 Scarborough Beach Road in Doubleview, City of Stirling. The subject site is located at the north side of Scarborough Beach Road, a short distance east of Grand Promenade intersection and immediately opposite of the local IGA shopping centre.

The subject site (approximately 825m<sup>2</sup>) currently accommodates commercial tenancies (sports massage/chiropractor and pathology lab) with associated on-site car parking, as shown in **Figure 1**.



Figure 1: Location of the subject site

The subject site is presently served by a pair of crossovers comprising one full-movement crossover on Scarborough Beach Road (front access) and one full-movement crossover on Pingrup Lane (rear access).

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: “A *Transport Impact Statement* is required for

*those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.*

**Section 6** of Transcore’s report provides details of the estimated trip generation for the proposed development and its net impact resulting from the replacement of existing land uses at the subject site with the proposed mixed-use development. Accordingly, as the total net additional peak hour vehicular trips are estimated to be below the 100 trip threshold, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and access/egress movement patterns.

---

<sup>1</sup> *Between 10 and 100 vehicular trips per hour*

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## 2 Development Proposal

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The redevelopment proposal contemplates replacement of the existing commercial development with associated car parking at the subject site with a new four-storey mixed-use development with associated on-site parking.

Specifically, the proposed development comprises the following components:

- A total of 10 residential units (mix of two- and three-bedroom); and,
- Two commercial tenancies with combined GFA of 221m<sup>2</sup> (ground floor).

The on-site undercover parking is accessed from the Pingrup Lane at the rear of the site. A total of 12 car parking bays and two motorcycle bays are provided for residents and tenants.

Bicycle parking is provided on site for residents in a secluded storage space.

Pedestrian access for residents, visitors and employees/customers is available directly from the frontage road (Scarborough Beach Road path) or from the car park at the rear side of the site (mostly residents).

The existing full-movement crossover on Scarborough Beach Road serving the site will be removed and all vehicular access will occur via Pingrup Lane.

Refer development plan attached in [Appendix A](#) for more details.

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## 3 Vehicle Access and Parking

---

### 3.1 Access

As part of the development proposal, the existing crossover on Scarborough Beach Road will be removed while the existing access off R.O.W. (i.e., Pingrup Lane) will be retained as the only vehicular access point for the site.

The full-movement crossover on Pingrup Lane leads directly into the on-site car park situated at the rear side of the property.

### 3.2 Parking

A total of 12 on-site car parking (inclusive of one ACROD bay) are proposed to service the development. All car bays are provided in form single bays.

In addition, two motorcycle bays are also provided within the car park for the use of residents and tenants.

According to the advice provided to Transcore, the proposed parking provision for the development is short of the formal parking requirement stipulated in the relevant local government policy. However, it is considered that the available public parking opportunities in the vicinity of the site will provide for convenient parking options for residential visitors and customers/clients of the commercial tenancies.

The bicycle parking for the development is facilitated through provision of secured bike storage within the car park area for residents and commercial tenants.

#### 3.2.1 Parking Survey

According to the advice provided to Transcore, the on-site parking provision for the development is lower than the formal car parking requirement stipulated in *SPP 7.3 Residential Codes Vol 2*.

As a result, the proposed car parking supply for the mixed-use development represents a theoretical shortfall of 10 bays. However, due to the site constraints the provision of additional parking bays is not feasible or practical in this case.

The theoretical parking shortfall is proposed to be managed by encouraging the use of existing bus service operating within the immediate vicinity of the site including walking and cycling, use of ride-share and use of Uber/Taxi services to access the site.

Nonetheless, Transcore undertook parking inventory and utilisation surveys for the precinct's local road network in order to establish the typical parking utilisation pattern within the comfortable walking distance from the site.

Based on the advice provided to Transcore with respect to its anticipated peak commercial trading periods, the following survey periods (and dates) were selected as a good representation of the anticipated peak commercial parking demand periods:

- Weekday midday period: Wednesday 6<sup>th</sup> November 2024 between 10:00 AM - 1:00 PM; and,
- Weekend midday period: Saturday 9<sup>th</sup> November 2024 between 10:00 AM - 1:00 PM.

Parking utilisation was surveyed in 30-minute intervals during the abovementioned time periods.

For the purpose of this assessment the parking analysis was focused on an area within the approximately 200m walking distance radius from the subject site and on the northern side of Scarborough Beach Road, as this is considered to be the most convenient/attractive parking area for site patrons. The parking inventory included time-limited and free public car parking opportunities.

The surveyed parking area was divided into four discrete zones (A to D) with the subject site located centrally and adjacent to Zones B and C (refer **Figure 2** for more details). Zones A and D are timed-limited at 1hr between 8:00AM-6PM (Mon-Fri) and 8:00AM-1:00PM (Sat).



**Figure 2. Parking survey zones**

The parking inventory recorded a total parking supply of 42 on-street parking spaces. The detailed parking inventory distribution is shown in **Table 1**.



Table 1: Parking inventory per each zone

| Zone           | A | B  | C  | D | Total |
|----------------|---|----|----|---|-------|
| Parking Supply | 4 | 17 | 18 | 3 | 42    |

The result of the parking utilisation survey and parking availability for the two surveyed days is presented in the following charts.

The parking survey data suggest that the local car parking facilities recorded underutilisation over the observed period with the maximum occupancy rate for the entire surveyed area reaching 29% on Friday and 12% on Saturday.

The survey confirmed that up to 30 and 37 parking bays remain available during the heaviest parking utilisation periods.

Accordingly, it is concluded that sufficient amount of public parking is available throughout the day which can be used by commercial tenancy patrons, including during the anticipated periods of peak commercial tenancy activity.

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## 4 Provision for Service Vehicles

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A bin store is provided at the southeast corner of the car park. It is anticipated that on the collection day, waste collection vehicle will park temporary on Pingrup Lane next to the car park access for bins will be wheeled out for collection. This waste collection operation is currently in place for a number of other dwellings backing onto Pingrup Lane.

Various small deliveries to residents and tenancies will also be undertaken via Pingrup Lane which is wide enough to accommodate two passing vehicles.

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## 5 Hours of Operation

---

The commercial element of the proposed development will be operating during regular weekday business hours.

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## 6 Daily Traffic Volumes and Vehicle Types

### 6.1 Trip Generation

The daily and peak hour trip rates for the proposed development was derived from the WAPC *Transport Impact Assessment Guidelines (2016)* for the commercial element of the development and the RTA NSW *Guidelines* for the residential component (medium density residential flat building).

Accordingly, it is estimated that the the proposed mixed use development would generate approximately approximately **94** total daily trips with **10** trips (inbound and outbound) during morning and afternoon peak hours, respectively. The traffic distribution detailed in **Table 1** was based on the 80/20 and 20/80 directional in/out split assumptions for AM and PM peak hour periods for commercial element and 25/75 and 66/34 directional in/out split assumptions for AM and PM peak hour periods for residential element.

**Table 2: Peak hour trips for the development (theoretical)**

| Peak Period | Direction | Traffic Split | Total Peak Hour Trips |
|-------------|-----------|---------------|-----------------------|
| AM Peak     | Inbound   | 6             | 10 trips              |
|             | Outbound  | 4             |                       |
| PM Peak     | Inbound   | 5             | 10 trips              |
|             | Outbound  | 5             |                       |

However, as the proposed development replaces the existing businesses presently operating at the subject site, the net traffic impact of the mixed-use development will be even lower than reported.

### 6.2 Trip Distribution

Considering the location of the subject site, available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated traffic is as follows:

- A total of 50% of traffic to/from the Pingrup Lane west direction; and,
- A total of 50% of traffic to/from the Pingrup Lane east direction.

Accordingly, the estimated directional distribution of development-generated trips is illustrated in **Figure 2**.

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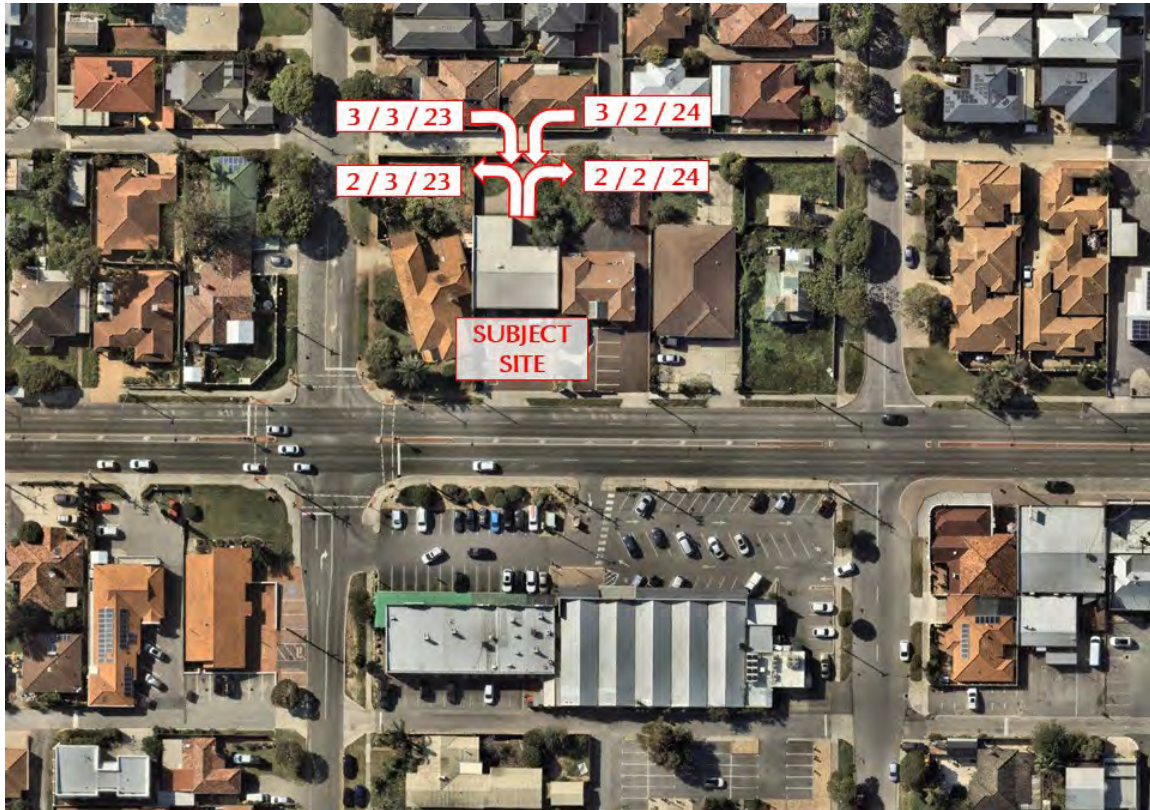


Figure 3. Estimated traffic movements for the proposed development – AM peak/PM peak/Daily trips

## 6.3 Impact on Surrounding Roads

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

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

As detailed in **Section 6.1**, the proposed development will not increase traffic on any road on the surrounding road network anywhere near the 100vph threshold, therefore it is concluded that the impact of the development-generated traffic on the surrounding road network will not be significant. In addition, the proposed development replaces the existing one presently operating at the site hence the level of overall impact will be even lower than that reported.

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## 7 Traffic Management on Frontage Streets

---

**Scarborough Beach Road**, in the vicinity of subject site is constructed as a single-carriageway, four-lane road with paths along both sides of the road.

The Main Roads WA *Perth Metropolitan Area – Functional Road Hierarchy* classifies Scarborough Beach Road as a *Distributor A* road. Scarborough Beach Road operates under an 60km/h speed limit regime.

This road is covered by Other Regional Road reservation (i.e., “*Blue Roads*”) in the *Metropolitan Region Scheme*. As such it is under control of WAPC with its care and maintenance vested to the Local Authority.

Pringup Lane is a 4.5m wide lanway which together with Indich Lane forms a system of service roads providing access to a number of properties fronting the two rods.

Immediately west of the site, Scarborough Beach Road and Grand Prom form a signal-controlled 4-way intersection.

### 7.1 Existing Traffic Volume on Roads

According to the latest available Main Roads WA traffic count data Scarborough Beach Road (east of Duke Street), carried approximately 16,915vpd on a regular weekday in 2020/21.

Based on the same data, heavy vehicles comprised approximately 7.3% of the total traffic mix.

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## 8 Public Transport Access

At present, the subject site has direct and convenient access to public transport services via bus service No. 990 which operates along Scarborough Beach Road connecting Scarborough Beach Bus Station with Perth Busport as illustrated in Figure 3. The closest bus stops to the site are located on Scarborough Beach Road immediately adjacent to the site accessible via existing path system.

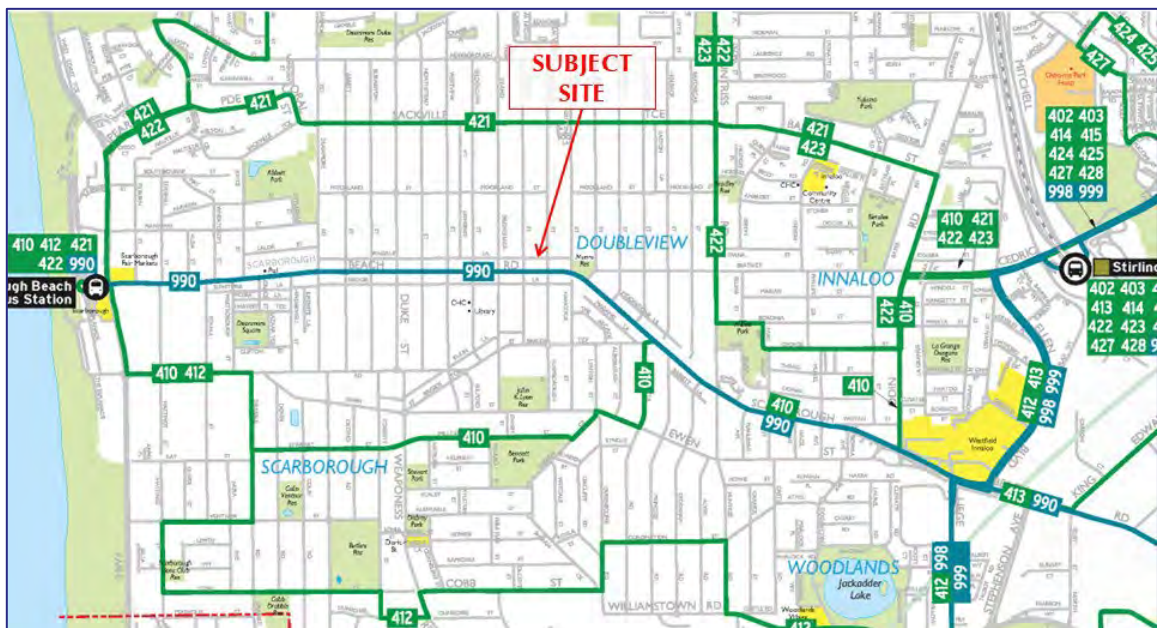


Figure 4: Existing bus routes (source: Transperth)

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## 9 Pedestrian & Cyclist Access

The pedestrian access to the subject site is facilitated via a network of existing paths which are in place along Scarborough Beach Road and other roads adjacent to the site. Pedestrians will access the development from Scarborough Beach Road path or via the internal car park.

The existing signalised intersection of Scarborough Beach Road/Grand Prom located immediately adjacent to the site provides for a safe signal-controlled pedestrian crossing. Sheltered crossings on Scarborough Beach Road are also in place at Herbert Street intersection a short way east of the site.

Presently, no formal access route to the site is available for cyclists as no shared paths, cycle lanes or other formal cycle facilities are in place on Scarborough Beach Road (refer [Figure 5](#) for more details).

However, roads surrounding the site are generally low speed and low traffic volume environment with Mooreland Street and Brigids Terrace running parallel to Scarborough Beach Road (approximately 300m north and south of the site) designated as “good road riding” environment. In addition, a Continuous Signet Route NW2 is in place on Abbett Street about 700m west of the site.

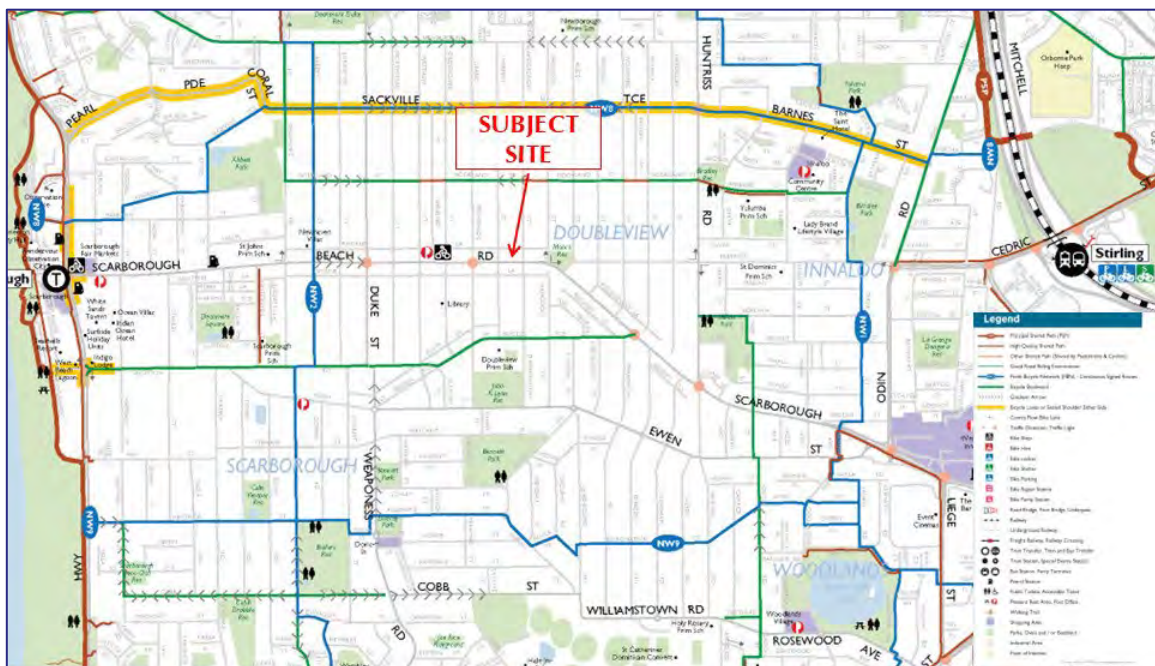


Figure 5: Extract from Perth Bicycle Network (Department of Transport)

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## 10 Site Specific Issues

The subject site is affected by WAPC's Planning Control Area 166 (i.e., PCA 166) as a strip of land along Scarborough Beach Road will ultimately be ceded to facilitate widening of Scarborough Beach Road for inclusion of a light rail/tram system within the road profile (refer **Figure 6** for details).

The proposed development has been designed to allow for this requirement.

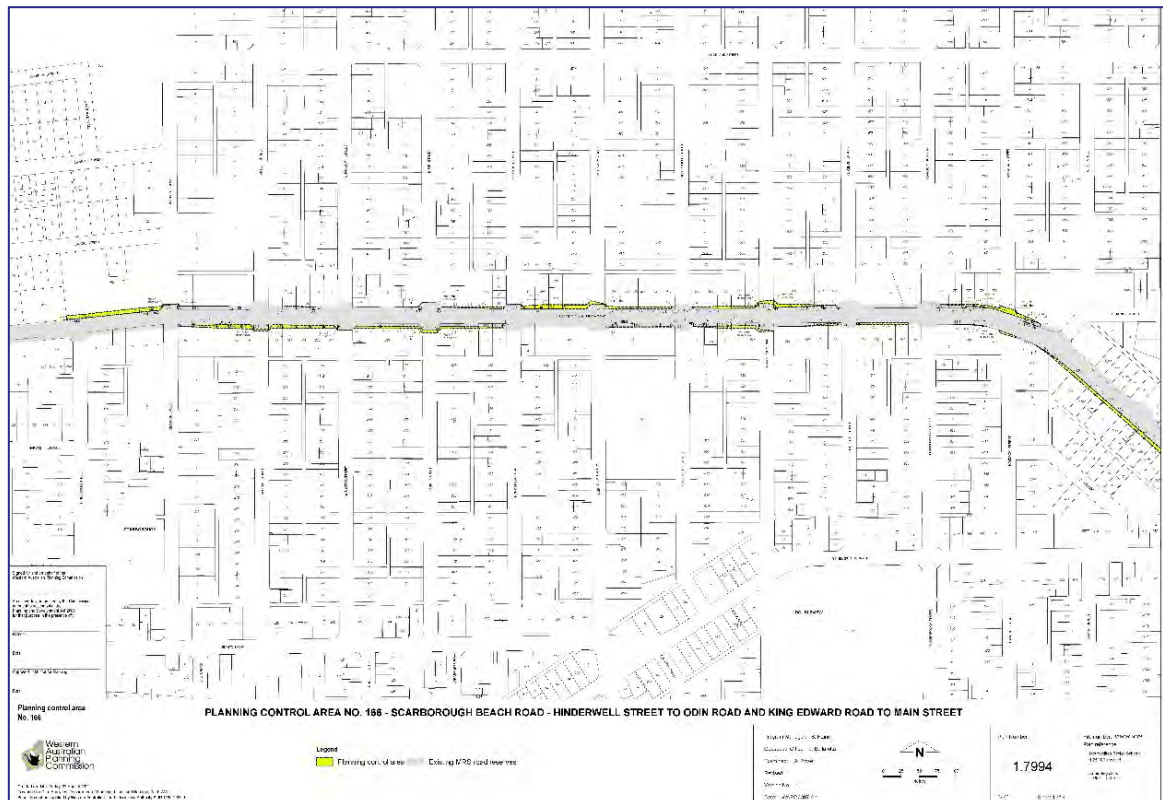


Figure 6: Planning Control Area No. 166 Plan (WAPC)

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# 11 Safety Issues

---

No specific safety issues have been identified for the proposed development.

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## 12 Conclusions

---

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Paul & Gabrielle Levi with respect to the proposed mixed-use development to be located at 182 Scarborough Beach Road in Doubleview, City of Stirling.

The subject site is located at the north side of Scarborough Beach Road, between Grand Prom and Herbert Street and immediately opposite of the local IGA shopping centre. The subject site currently accommodates commercial tenancies with associated on-site car parking.

The redevelopment proposal contemplates replacement of the existing commercial development with associated car parking at the subject site with a new four-storey mixed-use development with associated on-site parking.

The existing full-movement crossover on Scarborough Beach Road serving the site will be removed and all vehicular access will occur via Pingrup Lane.

Accordingly, it is estimated that the the proposed showrooms would generate approximately approximately **94** total daily trips with **10** trips (inbound and outbound) during morning and afternoon peak hours, respectively.

The site has relatively limited coverage by the existing bike path network but has convenient and easy access to the existing public transport services in this locality.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed mixed-use development at the subject site.

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# Appendix A

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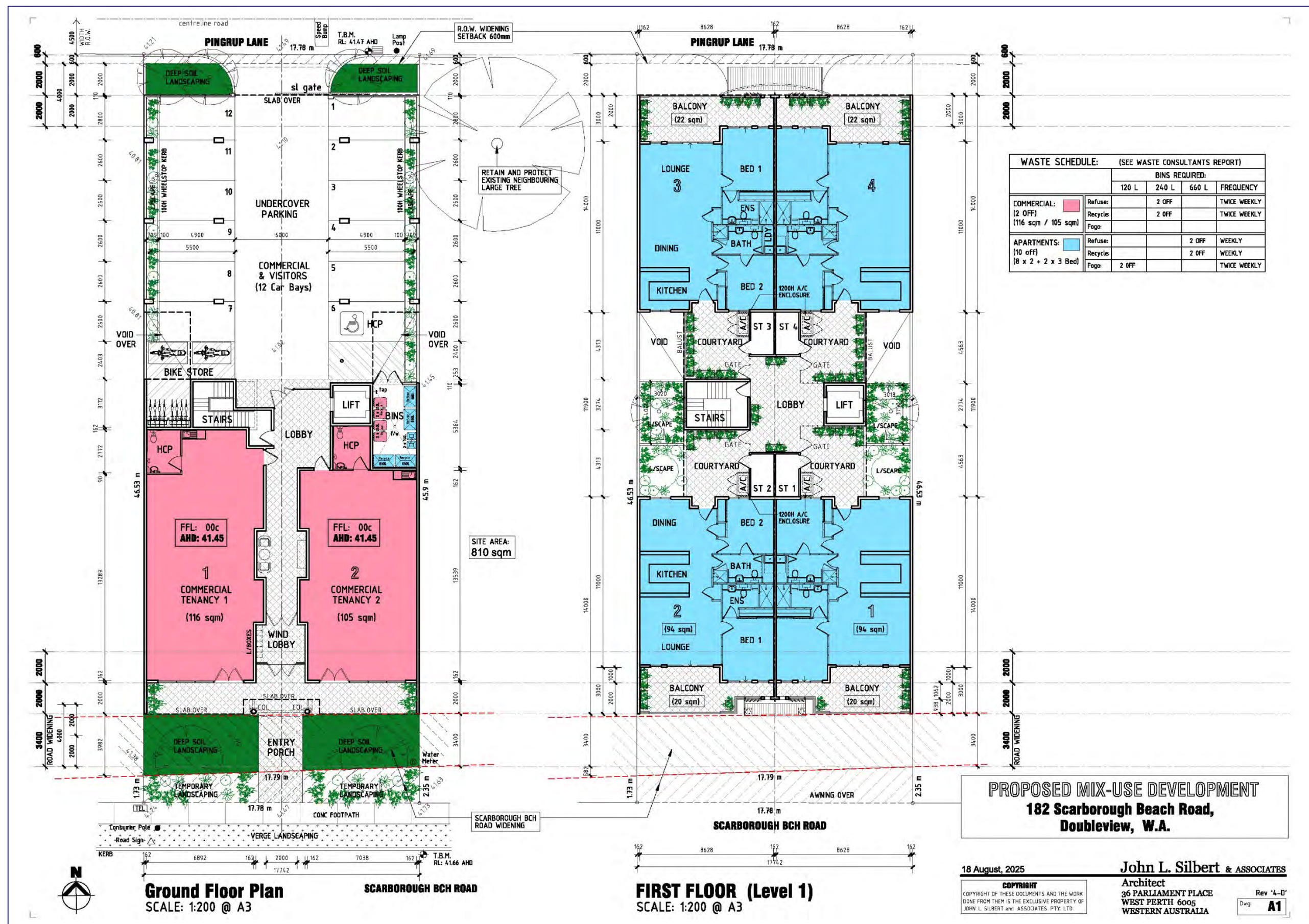
## PROPOSED DEVELOPMENT PLAN

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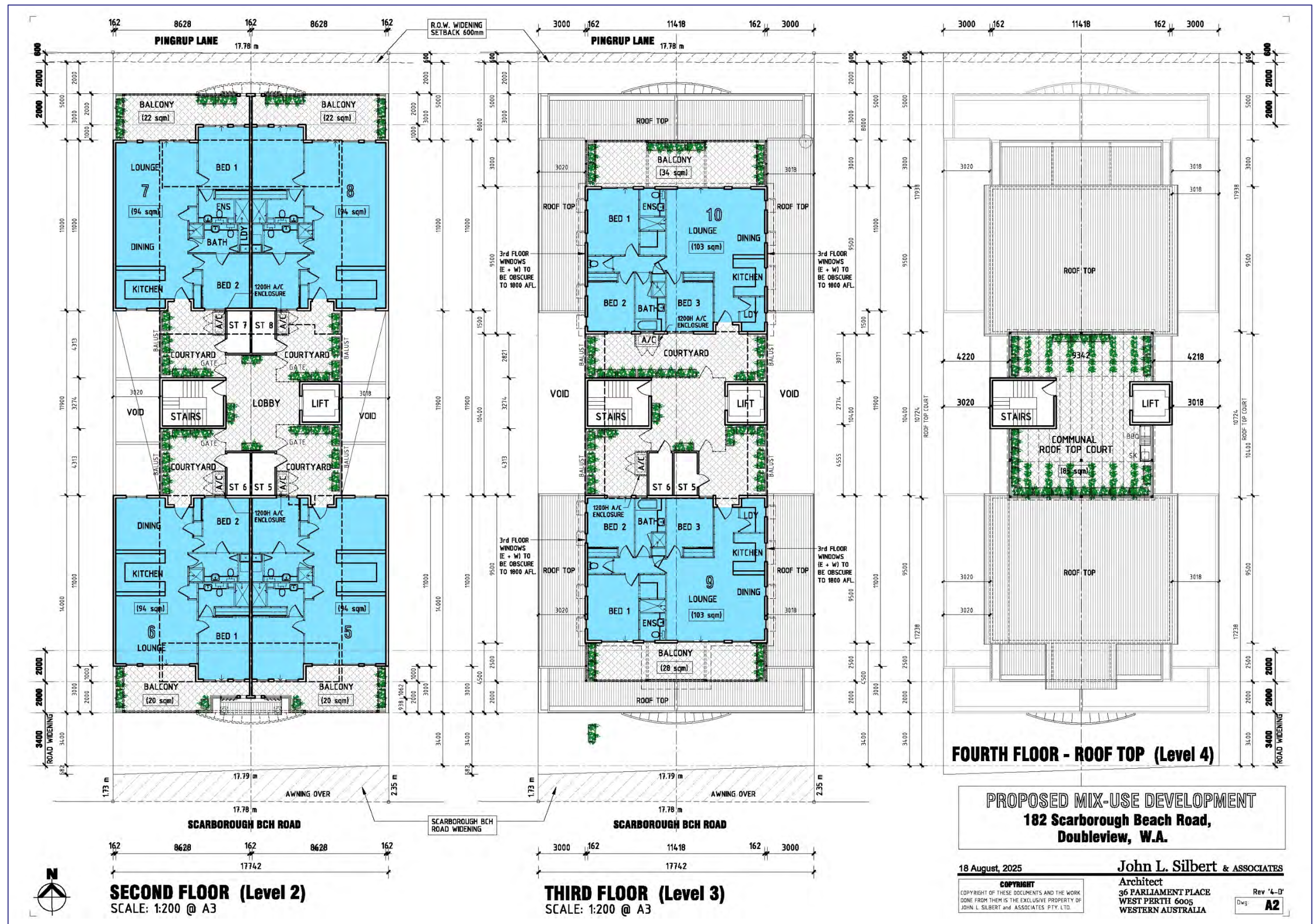


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**Attachment 8f - Sustainable Design  
Assessment Report Prepared by Emergen  
(Received 26 March 2026)**





EMERGEN

# SUSTAINABLE DESIGN ASSESSMENT REPORT

PROPOSED MIXED-USE DEVELOPMENT

182 SCARBOROUGH BEACH RD, DOUBLEVIEW

PREPARED BY

NYONIKA OBERAI

Project: 132548

Published Date: 29/10/2025

City of Stirling  
26 March 2026  
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## DOCUMENT REVISION

| DATE       | DOCUMENT | COMPLETED BY    | REVIEWED BY    | APPROVED BY     | REV NO. |
|------------|----------|-----------------|----------------|-----------------|---------|
| 29/10/2025 | SDAR     | Jhona Dela Cruz | Nyonika Oberai | Glenn Underwood | 00      |

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## 1 OVERVIEW

EMERGEN has developed a sustainable design report on the proposed Mixed-use development at 182 Scarborough Beach Rd, Doubleview, WA, in consultation with Urbanista Town Planning.

The purpose of this report is to support the development application by identifying the principles incorporated in the design that meet sustainable objectives and targets for the site. The initial assessment is based on preliminary documentation with the outcomes subject to change during design development.

### 1.1 STATE PLANNING POLICY SUMMARY

EMERGEN (a division of CADDIS GROUP), in collaboration with the design team (Urbanista Town Planning) has developed a sustainable design strategy aligning with **State Planning Policy 7.0** and **City of Stirling**, which focuses on the Design of the Built Environment - specifically, Principle 5: Sustainability.

This report serves the vital purpose of bolstering the development application by articulating the sustainability principles and commitments for the project site. We acknowledge the significance of State Planning Policy 7.0 in promoting sustainability within the built environment. Good design, as outlined in the policy, is not only about aesthetics but also optimises the sustainability of our built surroundings, yielding positive outcomes on environmental, social, and economic fronts.

Our approach to sustainable landscape and urban design adheres closely to the established water-sensitive urban design principles, ensuring minimal adverse impacts on existing natural features and ecological processes while promoting green infrastructure at all scales of the project. Furthermore, our strategy for sustainable built environments embraces passive environmental design measures tailored to local climate and site conditions. This includes careful consideration of optimal orientation, shading, building envelope, and natural ventilation, ultimately reducing reliance on energy-intensive heating and cooling technologies. This, in turn, results in reduced energy consumption, decreased resource usage, and lowered operating costs throughout the project's lifecycle.



## 2 TARGETS

The design team will utilise a structured approach to a sustainable outcome for the design and construction of the development including the following Sustainable Targets.

Table 1: Sustainability Targets

| DESCRIPTION                 | GOAL                                                                                                                         | SUSTAINABILITY COMMITMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| STRUCTURE DESIGN EFFICIENCY | Integrate passive solar design principles into optimising solar access in winter and shading in summer.                      | <ul style="list-style-type: none"> <li>Enhance solar passive performance by incorporating shading devices on north and west-facing windows to reduce summer heat gain and improve visual interest.</li> <li>Above <b>60%</b> of the combined living and bedroom area of each unit have high level of daylight (above 160 Lux).</li> <li>Building orientation and design to maximise natural ventilation and promote cooling opportunities</li> <li>External shading devices to minimise heat gains</li> <li>Building form and orientation to maximise natural daylighting</li> </ul> |
| ENERGY EFFICIENCY           | Enhance energy performance by reducing consumption through efficient design and the use of renewable and low-energy systems. | <ul style="list-style-type: none"> <li>Efficient LED Lighting.</li> <li>Provision for solar photovoltaic (PV) system to supply renewable energy.</li> <li>All units meet the minimum NatHERS energy efficiency requirement of 6 stars for sole occupancy and 7 stars average, based on the NCC 2022.</li> </ul>                                                                                                                                                                                                                                                                      |
| WATER EFFICIENCY            | Efficient water fixtures.                                                                                                    | <ul style="list-style-type: none"> <li>High WELS Ratings</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| HEAT RESILIENCE             | Reduce impacts of heat island effect                                                                                         | <ul style="list-style-type: none"> <li>Light roof colour (SRI <math>\geq 0.64</math>).</li> <li>Incorporate vegetation and green spaces around the building to provide shading and reduce surrounding air temperatures.</li> </ul>                                                                                                                                                                                                                                                                                                                                                   |
| SUSTAIBLE TRANSPORT         | Low carbon options                                                                                                           | <ul style="list-style-type: none"> <li>Provision for future EV charging bays.</li> <li>Provision for secure bicycle storage area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| WASTE EFFICIENCY            | Waste reduction and recycling through effective waste management.                                                            | <ul style="list-style-type: none"> <li>Implement a waste management plan that maximizes waste reduction, promotes recycling, and ensures effective waste separation and management.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                       |





|                                  |                               |                                                                                                                                                                                                                                                                                             |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INDOOR<br>ENVIRONMENT<br>QUALITY | Enhance indoor air<br>quality | <ul style="list-style-type: none"><li>• Natural ventilation to all apartment units.</li><li>• Low VOC and Low Formaldehyde products to be used.</li><li>• Minimum 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC limits.</li></ul> |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|







### 3 PROJECT INFORMATION

The proposed development is located at 182 Scarborough Beach Road, Doubleview, and seeks to revitalize the site through a contemporary mixed-use project. The proposal includes 10 apartment units across three floors and two ground-floor commercial tenancies. The development is designed to enhance the local streetscape by delivering high-quality, sustainable housing that respects and complements the suburb's existing low- to medium-density residential character.



Figure 1: Existing Site Image/Proposed Development

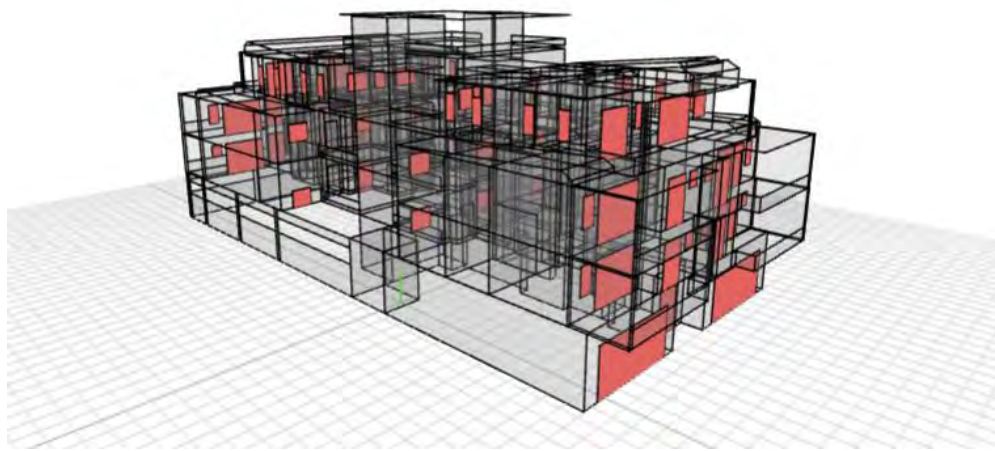




## 4 STRUCTURE DESIGN EFFICIENCY

### 4.1 SOLAR PASSIVE DESIGN

The heatmap shows the average direct solar radiation ( $\text{W/m}^2$ ) by hour and month. As expected, no solar occurs overnight, with exposure starting around 7–6 AM, peaking at midday, and tapering off by evening. Peak values are highest in summer (up to  $\sim 880 \text{ W/m}^2$ ) with longer daylight hours, while winter months show lower peaks ( $\sim 350\text{--}550 \text{ W/m}^2$ ) and shorter exposure periods. This data highlights seasonal variation in solar availability.



Direct Solar (mean)  $\text{W/m}^2$

|       |     |     |     |     |     |     |     |     |     |     |     |     |   |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| 12 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 11 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 10 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 9 PM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 8 PM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 |
| 7 PM  | 225 | 122 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 23  | 504 |   |
| 6 PM  | 550 | 462 | 587 | 140 | 0   | 0   | 0   | 0   | 282 | 498 | 382 | 666 |   |
| 5 PM  | 708 | 626 | 721 | 544 | 443 | 363 | 313 | 394 | 450 | 627 | 592 | 757 |   |
| 4 PM  | 798 | 722 | 788 | 634 | 529 | 457 | 393 | 441 | 497 | 689 | 694 | 809 |   |
| 3 PM  | 839 | 783 | 825 | 674 | 601 | 525 | 454 | 475 | 551 | 726 | 754 | 853 |   |
| 2 PM  | 863 | 824 | 849 | 685 | 667 | 558 | 487 | 497 | 598 | 739 | 796 | 885 |   |
| 1 PM  | 870 | 846 | 840 | 695 | 683 | 545 | 503 | 506 | 619 | 724 | 806 | 884 |   |
| 12 PM | 851 | 838 | 811 | 690 | 655 | 530 | 501 | 530 | 620 | 692 | 805 | 865 |   |
| 11 AM | 828 | 810 | 770 | 646 | 587 | 495 | 462 | 519 | 616 | 652 | 781 | 836 |   |
| 10 AM | 799 | 763 | 695 | 571 | 477 | 420 | 374 | 455 | 574 | 595 | 739 | 789 |   |
| 9 AM  | 744 | 702 | 570 | 457 | 342 | 191 | 179 | 356 | 464 | 512 | 687 | 711 |   |
| 8 AM  | 659 | 609 | 294 | 173 | 0   | 0   | 0   | 51  | 262 | 411 | 621 | 586 |   |
| 7 AM  | 525 | 450 | 0   | 0   | 0   | 0   | 0   | 0   | 145 | 528 | 383 |     |   |
| 6 AM  | 129 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 334 | 0   |   |
| 5 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 4 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 3 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 2 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
| 1 AM  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |   |
|       | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |   |

Location  
Swanbourne, WA, AUS

Coordinates  
31.96° S / 115.76° E

Weather File  
AUS\_WA\_Swanbourne.946140\_TMYx.2007-2021

Figure 2: Average Direct Solar ( $\text{W/m}^2$ )

By aligning orientation, window sizing, shading, and material selection with the solar availability shown, the building can achieve improved comfort, reduced energy demand, and stronger alignment with passive design principles.





## 4.2 DAYLIGHTING

The proposed development has been designed to optimise natural daylight, improving occupant comfort and reducing reliance on artificial lighting.

To evaluate the effectiveness of these strategies, a detailed daylight assessment was undertaken using Green Star Buildings Credit 11 – Light Quality as the performance benchmark. Under this framework, high daylight levels are defined as at least 160 lux from daylight for 80% of occupied hours, with compliance achieved when 60% of the combined assessed areas meet this target. This methodology provides a recognised standard for assessing internal daylight performance.

The results confirm that the majority of apartment units and key common areas achieve adequate daylight, exceeding the 60% compliance threshold and demonstrating the success of the proposed daylighting strategies. Figure 5 to Figure 8 illustrate the distribution of daylight across the building, while Table 3 and 4 summarises compliance by floor.

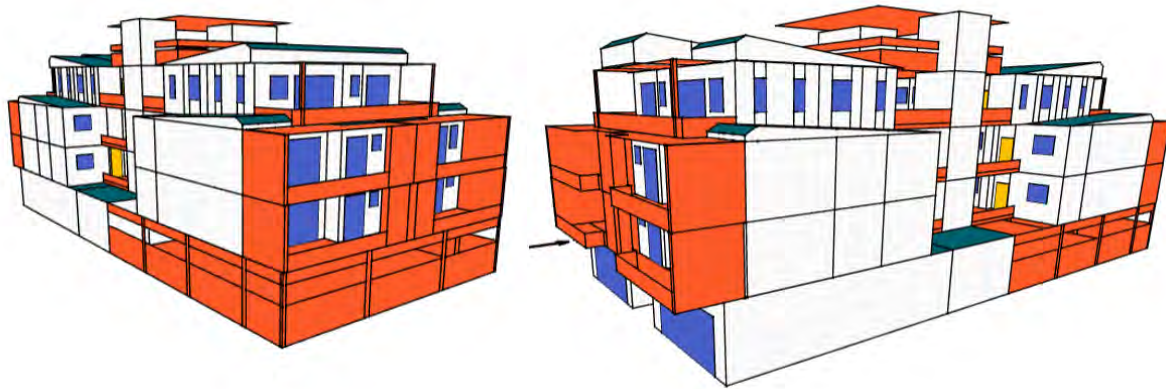


Figure 3: Daylighting Model in Better Buildings

Table 2: Calculation Conditions - Daylight

| CALCULATION CONDITIONS |                                                           |
|------------------------|-----------------------------------------------------------|
| TEST FACTOR            | Spatial Daylight Autonomy                                 |
| SKY MODEL              | Perez Sky, adapted according to hourly weather conditions |
| DATE                   | Annual (on all days between 8am until 6pm)                |

Table 3: Daylighting Results for Commercial Tenancies

| SPACE     | PROPOSED USAGE           | NOMINATED AREA (m <sup>2</sup> ) | COMPLIANT AREA (m <sup>2</sup> ) | COMPLIANT PERCENTAGE (%) |
|-----------|--------------------------|----------------------------------|----------------------------------|--------------------------|
| Tenancy 1 | Regularly Occupied Areas | 112.11                           | 60.93                            | 54.13                    |
| Tenancy 2 |                          | 100.21                           | 62.06                            | 61.93                    |







Table 4: Daylighting Results for Apartments

| LEVEL | PROPOSED USAGE           | NOMINATED AREA (m <sup>2</sup> ) | COMPLIANT AREA (m <sup>2</sup> ) | COMPLIANCE (%) |
|-------|--------------------------|----------------------------------|----------------------------------|----------------|
| 1     | Living and Bedroom Areas | 214.32                           | 145.5                            | 67.89          |
| 2     |                          | 232.83                           | 162.58                           | 69.83          |
| 3     |                          | 128.24                           | 106.2                            | 82.81          |

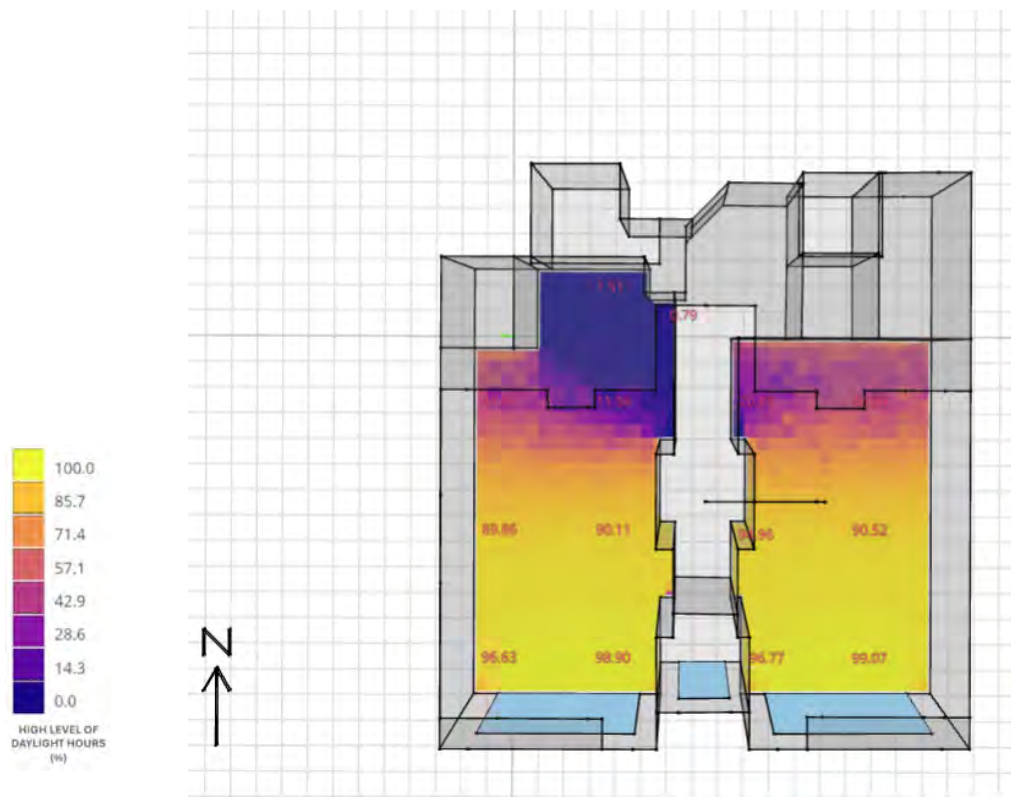


Figure 4: Daylighting for Ground Floor



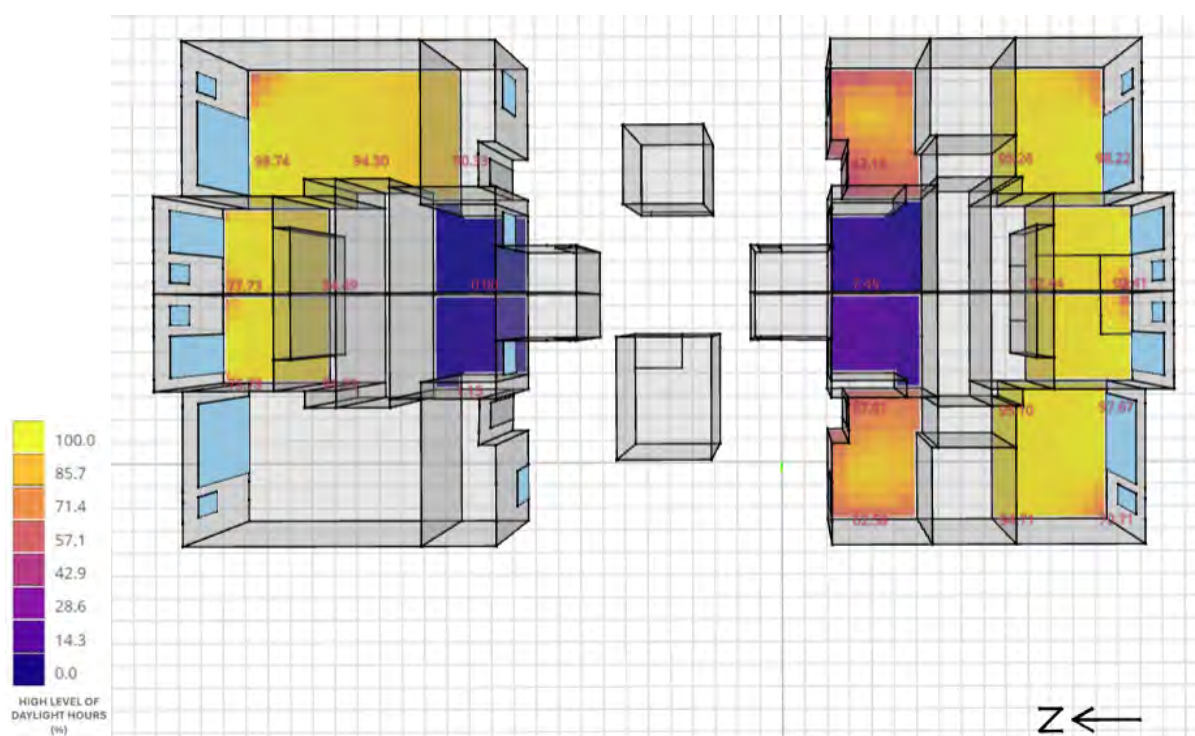


Figure 5: Daylighting for First Floor

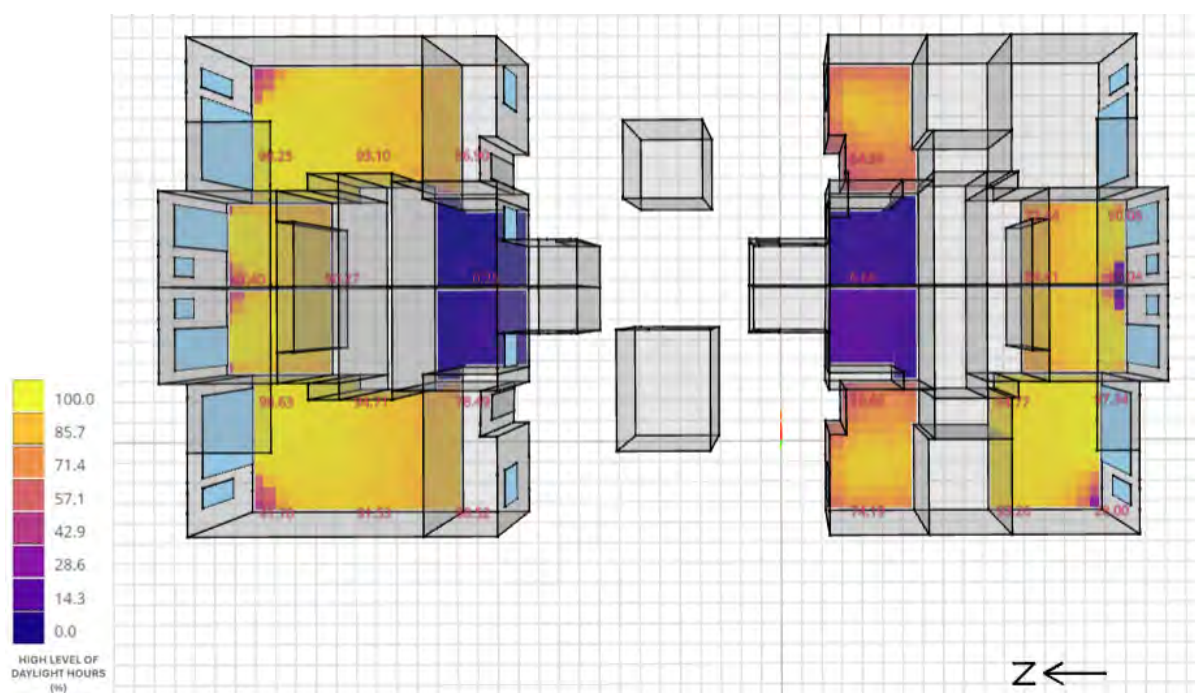


Figure 6: Daylighting for Second Floor



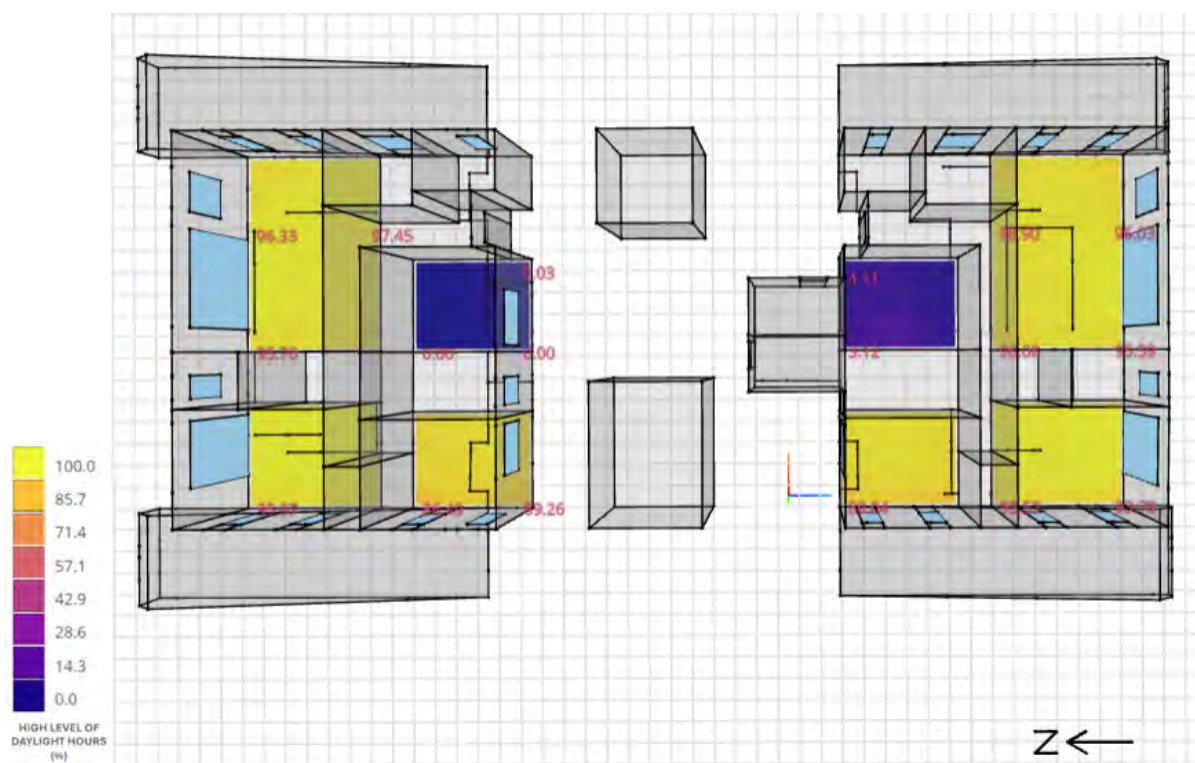


Figure 7: Daylighting for Third Floor

## 5 PASSIVE DESIGN

### 5.1 NATURAL VENTILATION

The natural ventilation strategy has been informed by the Built Environment Sustainability Scorecard (BESS), a recognised best-practice guidance tool commonly used to demonstrate effective ventilation outcomes at the planning stage.

- In Apartments, Cross ventilation can be designed for rooms or for an entire dwelling. Accordingly, cross ventilation principles are applied. BESS guidance for cross ventilation recommends that: The length of the breeze path should be a maximum of 15 metres; Ventilation openings should be at least 1m<sup>2</sup> or 2% of the floor area in size; Ventilation openings on adjacent walls should be at least 3 metres apart; There should not be more than 1 doorway or opening between ventilation openings.





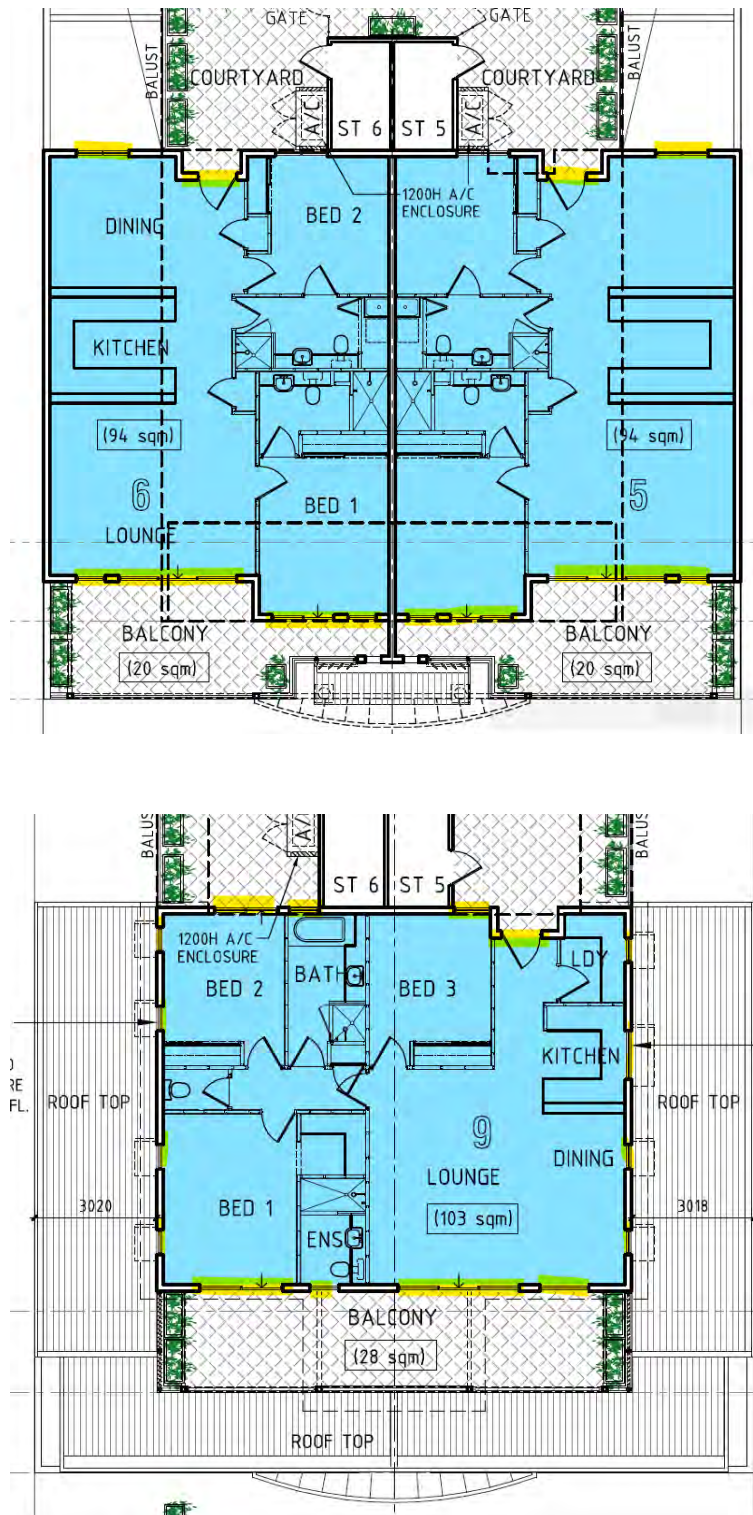


Figure 8: Typical apartment - Cross ventilation strategy





## 6 ENERGY EFFICIENCY

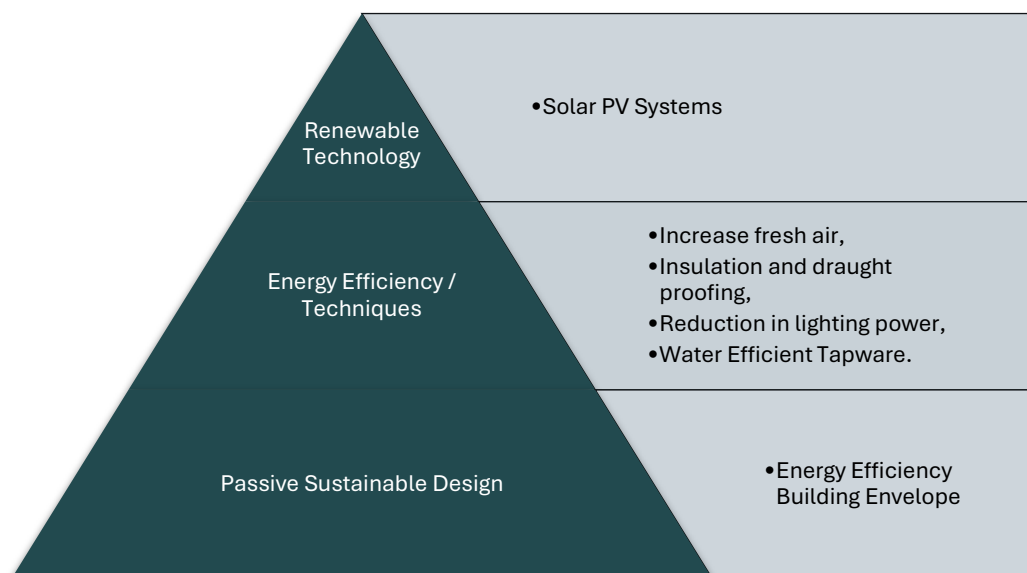


Figure 9: Energy Reduction Strategy

### 6.1 LIGHTING COMFORT

Lighting within the building must meet the following criteria:

- All lighting must be flicker-free.
- Light sources must have a minimum Colour Rendering Index (CRI) average R1 to R8 of 85 or higher and have a CRI R9 of 50 or higher.
- Light sources must meet best practice illuminance levels for each task within each space type with a maintained illuminance that meets the levels recommended in AS/NZS 1680.1:2006 series applicable to the project type and including maintenance.
- The maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method as defined in AS/NZS 1680.4.; and
- All light sources must have a minimum of 3 MacAdam Ellipses.
- The walls within the field of view of occupants in regularly occupied spaces must have an average surface reflectance value of 0.70 and an average surface illuminance of at least 50% of the horizontal illuminance levels required for task.
- Vertical illuminance in workspaces: ensure that 50% of the horizontal task illuminance reaches the average eye height for 90% of primary spaces using vertical illuminance calculation grid.
- The illuminance values must be calculated in accordance with AS/NZS 1680 series for the relevant task.

### 6.2 ARTIFICIAL LIGHTING & CONTROLS

Internal lighting is a significant contributor to overall building energy use. To reduce demand, all functional (non-decorative) lighting will utilise high-efficiency Light-Emitting Diodes (LEDs) and be fitted with



appropriate controls, such as occupancy sensors and time switches, to limit operation when spaces are unoccupied, particularly in transient areas such as amenities.

Where compliance with the relevant Australian Standards for illumination levels can be maintained, the development will also target at least a 10% improvement on the 2022 NCC Section J Part J7 lighting power density limits. This is summarised in Table 5.

As illustrated in Figure 10, the lighting strategy combines high-efficiency fittings with smart controls and integrates principles of human-centric lighting, aligning energy performance, user wellbeing, and sustainable design outcomes (Image source: XtraLight, 2025).

Table 5: Proposed lighting power density improvement

| ARTIFICIAL LIGHTING                                         | PROPOSED DEVELOPMENT OUTCOME                            |
|-------------------------------------------------------------|---------------------------------------------------------|
| NCC 2022, Section J Part J7: Maximum lighting power density | At least <u>10% reduction</u> in lighting power density |

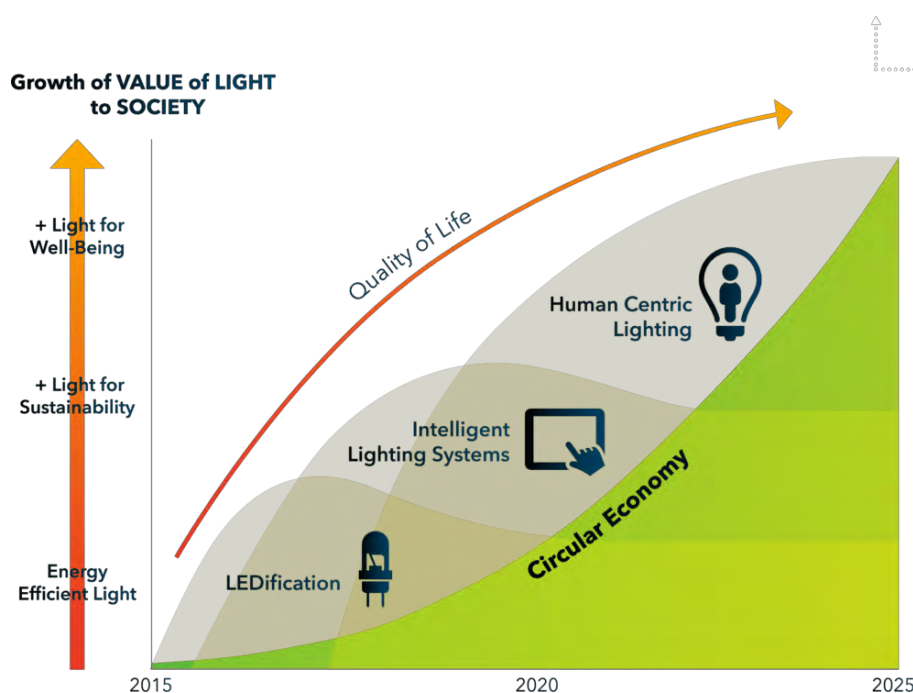


Figure 10: Proposed lighting strategy of LED lighting with integrated controls. (Source: XtraLight, “LED Lighting Controls,” <https://www.xtralight.com/led-lighting-controls/>)

### 6.3 RENEWABLE TECHNOLOGY

Integrating solar panels into the residential development delivers multiple advantages, including cost savings, increased energy independence, and reduced environmental impact. **Given that the site will operate as an all-electric development**, a solar photovoltaic (PV) system will play a key role in lowering greenhouse gas emissions and offsetting electricity consumption from the grid, thereby enhancing the project’s overall sustainability performance.







## 6.4 ENERGY USE

Energy savings in a building can be realised by minimising the need for heating and cooling through a well-designed and insulated façade. The design team will focus on enhancing energy efficiency by exceeding the minimum requirements of BCA Section J. This will involve optimising the building envelope, air conditioning and ventilation systems, and lighting to ensure lower energy consumption.

The review has been undertaken in accordance with the Energy Efficiency provisions of the NCC 2022 for the building class referred in the table below:

Table 6: Energy Compliance Overview

| BUILDING                 | CLASS | VERIFICATION |
|--------------------------|-------|--------------|
| 2 X Commercial Tenancies | 6     | J1V3         |
| 10 X Sole Occupancy      | 2     | NatHERS      |

These results are produced from models based on the documentation provided by the Architects. Any updates to the plans may affect the results and may require a change to specification (Section 5.1.1).

### 6.4.1 BUILDING SPECIFICATIONS

The construction for the proposed building envelope is as per plans provided and outlined below.

Table 7: Proposed Building Specifications for Commercial Tenancies

| CONSTRUCTION          | DESCRIPTION                | REQUIREMENT                                                                                                                          |
|-----------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b>ENVELOPE WALLS</b> | External concrete Wall     | 150mm concrete wall and 20mm cavity on 92mm steel stud internally lined with 13mm plasterboard. External finishes as per elevations. |
|                       | Internal Steel Framed Wall | Steel framed wall with plasterboard lining on both sides                                                                             |
| <b>INTERNAL WALLS</b> | Internal Steel Framed Wall | Steel framed wall with plasterboard lining on both sides                                                                             |
| <b>FLOORS</b>         | Slab on Ground             | Concrete slab with ground contact. Floor coverings as per plans.                                                                     |
| <b>ROOFS/CEILING</b>  | Roof Type 1                | Min. 200mm suspended concrete slab                                                                                                   |





Table 8: Proposed Glazing Specifications for Apartment Units

| WINDOW SPECIFICATION |                                                  | U-VALUE     | SHGC        |
|----------------------|--------------------------------------------------|-------------|-------------|
| <b>GLASS TYPE 1:</b> | Double Glazed, Clear glazing in Aluminium Frame. | <b>3.10</b> | <b>0.27</b> |

Note: Glazing values provided are for Whole System (Frame + Glass)

Table 9: Proposed Building Specifications for Apartment Units

| CONSTRUCTION          |                               | DESCRIPTION                                                           | REQUIREMENT                                                                                    |
|-----------------------|-------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <b>ENVELOPE WALLS</b> | External concrete Wall        | 175mm concrete wall. External finishes as per elevations.             | <b>R1.2 Insulation.</b>                                                                        |
|                       | Party Wall                    | 165mm concrete wall.                                                  | <b>No Insulation Required.</b>                                                                 |
| <b>INTERNAL WALLS</b> | Internal Steel Framed Wall    | Steel framed wall with plasterboard lining on both sides              | <b>No Insulation Required.</b>                                                                 |
|                       | Concrete Wall (Lift & Stairs) | 200mm Concrete wall.                                                  | <b>No Insulation Required.</b>                                                                 |
| <b>FLOORS</b>         | Slab on Ground                | Concrete slab with ground contact. Floor coverings as per plans.      | <b>No Insulation Required.</b>                                                                 |
|                       | Suspended Concrete Slab       | Min. 200mm suspended concrete slab. Floor covering as per plans.      | <b>R1.3 Rigid Insulation Board</b> to exposed floors.                                          |
| <b>ROOFS/CEILING</b>  | Roof Type 1                   | Min. 200mm suspended concrete slab                                    | <b>R4.1 Insulation Batts</b> to dropped plasterboard ceilings.                                 |
|                       | Roof Type 2                   | Metal deck roof sheet. Medium/light roof colour ( <b>SA ≤ 0.45</b> ). | <b>60mm Anticon (R1.3)</b> with <b>R4.1 Insulation Batts</b> to dropped plasterboard ceilings. |

Table 10: Proposed Glazing Specifications for Apartment Units

| WINDOW SPECIFICATION |                                                  | U-VALUE    | SHGC        |
|----------------------|--------------------------------------------------|------------|-------------|
| <b>GLASS TYPE 1:</b> | Single Glazed, Clear glazing in Aluminium Frame. | <b>6.7</b> | <b>0.7</b>  |
| <b>GLASS TYPE 2:</b> | Double Glazed, Clear glazing in Aluminium Frame. | <b>4.8</b> | <b>0.51</b> |

Note: Glazing values provided are for Whole System (Frame + Glass)





#### 6.4.2 J1V3 – VERIFICATION METHOD USING REFERENCE BUILDING RESULT

The figures shown below demonstrate the difference in performance between the Proposed Building and the Reference Building for commercial tenancies, allowing for a quantifiable comparison on the performance of each building.

Table 11: Building GHG emissions for Commercial Tenancies

| BUILDING MODEL                                   | GHG EMISSIONS | COMPLIANCE  |
|--------------------------------------------------|---------------|-------------|
| Proposed (kgCO <sub>2</sub> -e/m <sup>2</sup> )  | <b>55.80</b>  | <b>PASS</b> |
| Reference (kgCO <sub>2</sub> -e/m <sup>2</sup> ) | <b>55.87</b>  |             |

A comparison in energy demand between the Proposed Building and the Reference Building, has been shown in Table 12, allowing for a quantifiable comparison of the building fabric performance.

Table 12: Estimated energy for Commercial Tenancies

| MODEL           | HEATING | COOLING  | FANS   | LIGHTS   | EQUIP    | TOTAL            |
|-----------------|---------|----------|--------|----------|----------|------------------|
| Proposed (kWh)  | 291.21  | 1,570.42 | 134.68 | 9,841.76 | 7,355.49 | <b>19,193.56</b> |
| Reference (kWh) | 360.44  | 1,526.56 | 135.16 | 9,841.76 | 7,355.49 | <b>19,219.41</b> |

The Proposed Buildings occupied zones are deemed comfortable for the majority of occupants (within  $\pm 1$  PMV) for at least 98% of the occupied hours, as shown in Table 13, thereby meeting the acceptance criteria.

Table 13: Proposed Building PMV results for Commercial Tenancies

| ASSESSMENT PARAMETER           | VALUE       | COMPLIANCE  |
|--------------------------------|-------------|-------------|
| Total Assessed Hours (hrs)     | <b>730</b>  | <b>PASS</b> |
| Hours within $\pm 1$ PMV (hrs) | <b>730</b>  |             |
| Percentage within $\pm 1$ PMV  | <b>100%</b> |             |







### 6.4.3 NATHERS RESULT

The results below are based on NatHERS rating. The minimum requirement under the NCC 2022 is 6 stars and average of 7 stars.

Table 14: Options and Upgrades Required

| UNIT NO. | SINGLE GLAZING | DOUBLE GLAZING | INSULATE EXPOSED ROOF | STAR RATING |
|----------|----------------|----------------|-----------------------|-------------|
| 1        | X              |                |                       | 7.3         |
| 3        | X              |                |                       | 7.9         |
| 6        | X              |                |                       | 7.5         |
| 8        | X              |                | X (R4.0)              | 7.4         |
| 9        |                | X              | X (R4.0 +ANTICON)     | 6.1         |

Table 15: NatHERS Results

| UNIT NO. | HEATING | COOLING | TOTAL | STAR RATING |
|----------|---------|---------|-------|-------------|
| 1        | 31.3    | 24.4    | 55.7  | 7.3         |
| 3        | 21.2    | 24.3    | 45.5  | 7.9         |
| 6        | 25.5    | 27.3    | 52.8  | 7.5         |
| 8        | 25      | 29.9    | 54.9  | 7.4         |
| 9        | 35.4    | 41.4    | 76.8  | 6.1         |

## 7 WATER EFFICIENCY

### 7.1 SANITARY FIXTURE AND APPLIANCE EFFICIENCY

All new water fixtures are to ensure that high WELS rating fixtures and fitting are to be specified in line with minimum benchmarks below.

Table 16: WELS Ratings

| FIXTURE / EQUIPMENT TYPE | WELS RATING |
|--------------------------|-------------|
| TAPS                     | 4 Star      |
| TOILETS                  | 4 Star      |
| SHOWERS                  | 4 Star      |
| CLOTHES WASHING MACHINE  | 4 Star      |
| DISHWASHERS              | 4 Star      |



## 8 HEAT RESILIENCE

Urban heat island effect occurs when built-up areas are warmer than their surroundings due to hard surfaces, dark finishes, and limited vegetation. The proposed development will mitigate this effect by ensuring that at least 75% of the total site area consists of one or a combination of the following strategies in Table 17.

Table 17: Proposed heat resilience strategies

| CATEGORY                   | PROPOSED DEVELOPMENT STRATEGIES                                             |
|----------------------------|-----------------------------------------------------------------------------|
| Vegetation and landscaping | Provide shaded and planted areas to reduce surface heat gain                |
| Roofing materials          | 3-year SRI $\geq 64$ , or initial SRI $\geq 82$                             |
| Unshaded hardscaping       | 3-year SRI $\geq 34$ , or initial SRI $\geq 39$                             |
| Shaded hardscaping         | Hard surfaces shaded by vegetation, roof structures, or photovoltaic panels |

## 9 SUSTAINABLE TRANSPORT

### 9.1 WALKABILITY TO THE SITE

The building's design and location encourage walking to and from several amenities within the vicinity. This means designing roads within the building boundary to prioritise pedestrians, and either providing within, or being located close to, several amenities.

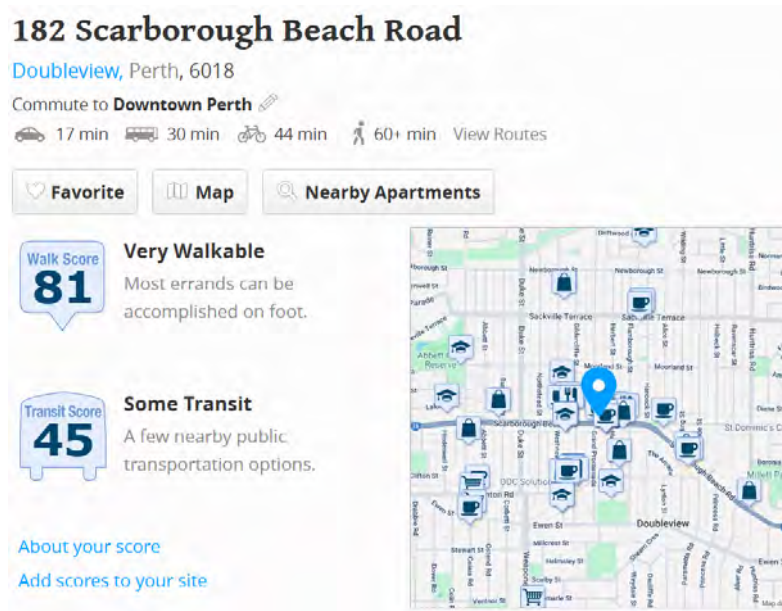


Figure 11: Walkability Score of the Proposed Development





## 9.2 BICYCLE PARKING FACILITIES & SUSTAINABLE TRANSPORT FACILITIES

This category aims to reduce occupants' reliance on carbon-intensive transport options. The development will include infrastructure to support the future installation of at least two metered electric vehicle (EV) charging stations. In addition, a number of bicycle racks will be provided to encourage cycling.

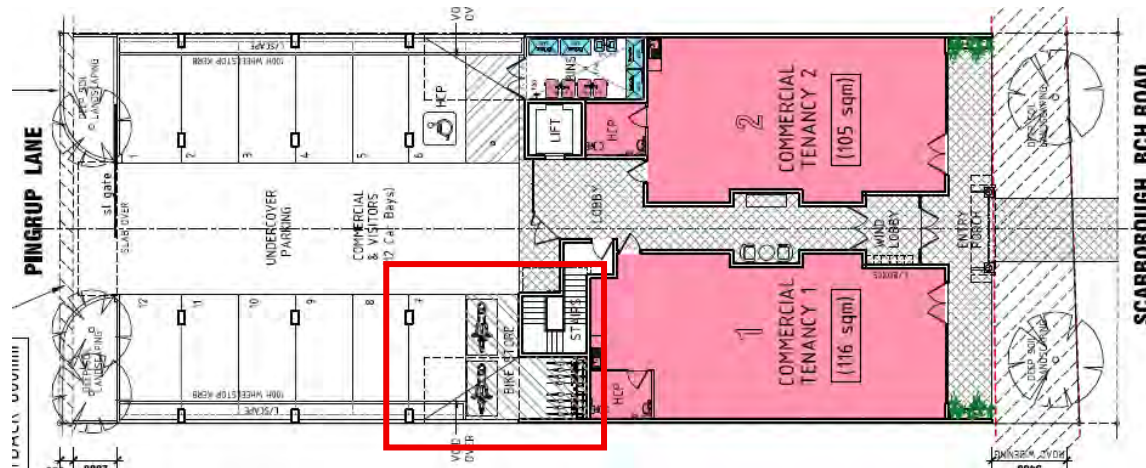


Figure 12: Proposed Secure Bike Storage on Ground Floor

## 10 WASTE EFFICIENCY

A waste planning expert will produce a Waste Management Plan (OWMP) that addresses best practice in waste management, including:

- Identifying the objectives of the plan, by setting diversion from landfill targets and / or target for reducing total materials generation (general waste materials + recyclable / reusable materials);
- Clearly identify waste streams including general waste, paper and cardboard, glass and plastic;
- Clearly identify applicable bins for various waste streams, that allow for separation of recyclable streams – or use of comingled systems where appropriate.
- Clearly identify at least one other waste stream that can be recycled, and for which recycling facilities are provided.
- Clearly identify storage areas for all waste streams identified in the OWMP.
  - o Area to be sized sufficiently for all streams nominated above, based on waste generated by the project and the collection frequency for each stream; and
  - o Calculations shall be based on third-party best practice guidelines.
- Outline best practice access requirements for the collection of all waste streams identified in the OWMP.
- Outline individual roles responsible for delivering and reviewing the OWMP





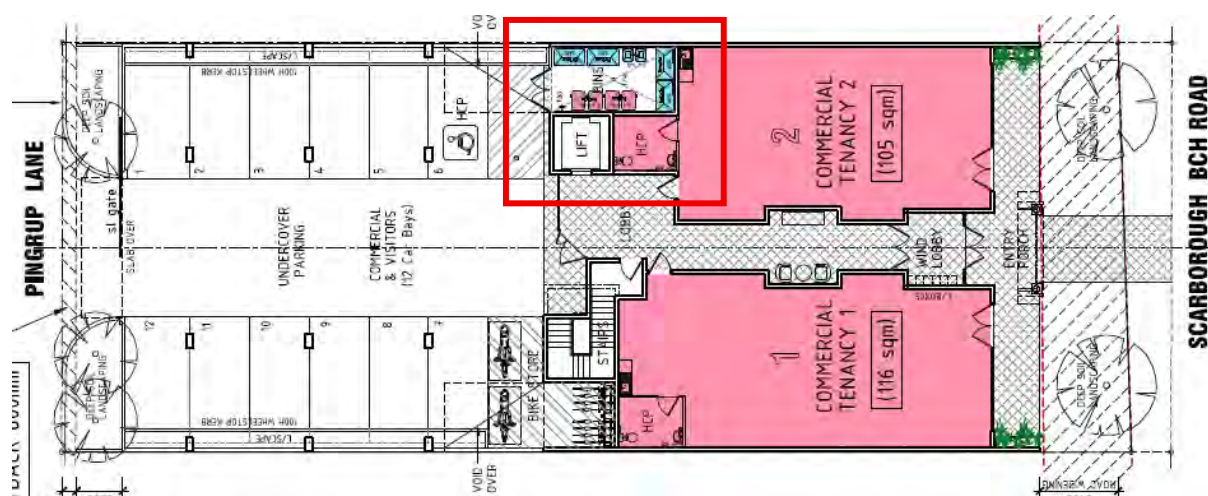


Figure 13: Proposed Bin Storage on Ground Floor

## 11 INDOOR ENVIRONMENT QUALITY

### 11.1 PROVISIONS FOR INCREASED OUTDOOR AIR

Pollutants entering the building are minimised, and a high level of fresh air is provided to ensure levels of indoor pollutants are maintained at acceptable levels. It is proposed that outdoor air provided to primary areas will be at a rate at least 50% greater than minimum in AS 1668.2:2012, this will need to be confirmed by the mechanical engineer.

### 11.2 INTERNAL FINISHES

Internal Finishes (paints, adhesives, sealants, carpets) with low VOC and formaldehyde content will be prioritised.

Using low VOC (volatile organic compounds) products offers numerous benefits, primarily by enhancing indoor air quality and promoting better health. These products release fewer harmful chemicals, reducing the risk of respiratory issues, headaches, dizziness, and long-term health problems. Environmentally, low VOC products contribute less to air pollution and smog formation, supporting a healthier ecosystem.

### 11.3 PAINTS, ADHESIVES, AND SEALANTS

To meet the requirements, at least 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC (Total Volatile Organic Compounds) limits. Compliance with these limits can be achieved through one of the following methods:

1. **Product Certification Scheme:** The contractor can use products that are certified under a recognized and current Product Certification Scheme at the time of purchase. These schemes assess and verify the TVOC content of the materials, ensuring they meet the specified limits.
2. **Laboratory Product Testing:** If there are no certified products available, the contractor can conduct laboratory testing on the paints, adhesives, and sealants, to determine their TVOC





content. The testing should be carried out using the whole paint, including water and tinters, to obtain accurate results.

3. **Absence of Non-compliant Materials:** Alternatively, if none of the materials mentioned (paints, adhesives, sealants, and carpets) are present at the time of practical completion (PC), and thus no TVOC emissions are expected, compliance can be achieved.

All paints used for internal application on the job are to have a low TVOC content as outlined below. TVOC content must be based on whole paint (water and tinters included):

Table 18: Paint VOC limits

| PRODUCT TYPE / SUBCATEGORY           | MAX TVOC CONTENT (G/L OF READY TO USE PRODUCT) |
|--------------------------------------|------------------------------------------------|
| Walls and ceilings – Any gloss level | 16                                             |
| Trim, varnishes and wood stains      | 75                                             |
| Primers, sealers and prep coats      | 65                                             |

Maximum TVOC Content Limits for Paints, Varnishes and Protective Coatings

\*EU Directive

The TVOC content of the 'ready-to-use' paint shall be theoretically calculated as the sum total of the VOCs of each of the raw material component comprising the paint.

Where the TVOC content of individual components is not known, it must be determined experimentally by one of the following testing methods as appropriate:

- ISO Method 17895 (2005), for a material with a presumed VOC content <1%;
- ISO Method 11890-2 (2006), for a material with a presumed VOC <15%;
- ISO Method 11890-1 (2007), for a material with a presumed VOC content >15%;
- ASTM D3960, which is comprised of four individual testing procedures that measures TVOC (D2369) as well as density (D1475) and water content (D4017). Exempt compounds (D4457) must not be subtracted in the calculation of VOC content.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All sealants used in an internal application on the job are to have a low TVOC content as outlined below.

Table 19: Adhesives/Sealants VOC limits

| PRODUCT                                                                                                              | MAXIMUM TVOC CONTENT (G/LITRE) |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------|
| General purpose adhesives and sealants                                                                               | 50                             |
| Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives | 250                            |
| Structural glazing adhesive, wood flooring and laminate adhesives and sealants                                       | 100                            |
| Primers, sealers and prep coats                                                                                      | 65                             |





|                                                  |     |
|--------------------------------------------------|-----|
| One and two pack performance coatings for floors | 140 |
|--------------------------------------------------|-----|

Maximum TVOC limits for Adhesives & Sealants

\*Sealants used to enhance the fire- and water-proofing properties are included.

The testing method applicable to adhesive and sealants is only ASTM D3960 as detailed above for paints. For more information on ASTM D3960 refer to South Coast Air Quality Management District Rule 1168.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All carpets and/or other flooring used on the project are to have low TVOC emission rates as outlined below.

Table 20: Carpet VOC limits

| ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS |                                 |
|--------------------------------------------------------------------|---------------------------------|
| Total VOC limit                                                    | 0.5 mg/m <sup>2</sup> per hour  |
| 4-pc (4-Phenolcyclohexene) limit                                   | 0.05 mg/m <sup>2</sup> per hour |

Compliance Testing: Refer to Carpet and Rug Institute Green Label (US) OR American Society for Testing and Materials (ASTM) D5116 Guide for Small-Scale Environmental Chamber Determinations of Organic Emissions from Indoor Material/Products OR

For carpets and laminate floor coverings, an option for demonstrating compliance with TVOC levels is as follows: ISO 10580 (also known as ISO/TC 219) – Document N238 – Resilient,

Textile and Laminate Floor Coverings Evaluation of Volatile Organic Compounds Emissions, with a limit of 500µg/m<sup>2</sup>/hr at 24 hours. OR

For floor coverings (other than carpet), an option for demonstrating compliance with TVOC levels is as follows:

ISO16000 parts 9, 10 and 11 (also known as the EN 13419), with a TVOC limit at three days of 5mg/m<sup>2</sup>/h and 0.5mg/m<sup>2</sup>/h at 28 days.

Carpet or other flooring installed as part of the base building works prior to fit out works, can be deemed re-used for the purpose of this credit.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

There are two options for demonstrating compliance for carpets, as follows:





**Option A - Product Certification:**

Carpets certified under a relevant Product Certification Scheme standard recognised by the GBCA under the GBCA assessment Framework for Product Certification Schemes are deemed to satisfy the requirements of this criterion. Relevant GBCA recognized standards are listed on the GBCA web site. The certificate must be current at the time of project registration or submission and list the relevant product name and model.

A UL GREENGUARD Children & Schools® certification current at the time of project registration or submission is another acceptable evidence for demonstrating compliant TVOC levels for carpets.

**Option B - Experimental Testing**

All carpets comply with the Total VOC (TVOC) limits within Table below. The emission levels detailed in this table must be established by a NATA or another ISO/IEC17025 accreditation laboratory.

*Table 21: Flooring VOC limits*

| ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS – TO ASTM D5116 TEST PROTOCOL |                                 |
|--------------------------------------------------------------------------------------------------|---------------------------------|
| Carpets using ASTM D5116 Test Protocol:                                                          |                                 |
| Total VOC limit                                                                                  | 0.5 mg/m <sup>2</sup> per hour  |
| 4-pc (4-Phenolcyclohexene) limit                                                                 | 0.05 mg/m <sup>2</sup> per hour |
| Carpet using ISO 16000 test protocol (also known as EN 13419)                                    |                                 |
| TVOC at three days-                                                                              | 0.5 mg/sqm per hour             |
| Flooring using ISO 10580 (also known as ISO/TC 219) – Document                                   |                                 |
| TVOC at 24 hours - 0                                                                             | 0.5mg/sqm per hour              |

## 11.4 FORMALDEHYDE MINIMISATION

All engineered wood products used internally, including exposed and concealed applications, must have low formaldehyde emissions as defined in the table below, or contain no formaldehyde. Engineered wood products are defined as particleboard, plywood, veneer, MDF, Laminated Veneer Lumber (LVL), High-Pressure Laminate (HPL), Compact Laminate and decorative overlaid wood panels and include both finished and unfinished products.

These requirements are not applicable to exterior applications, formwork, internal car park applications, reused engineered wood products or raw timber.

The contractor must obtain approval from the design team before substituting any product.

The limits listed here are defined according to the test method. The levels listed are equivalent results for different test procedures.





Table 22: Formaldehyde emission limits

| TEST PROTOCOL                                                                                                                                                                                                                         | EMISSION LIMIT/ UNIT OF MEASUREMENTS                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood                                                                                                                                                         | < 1.0 mg/L                                                                                |
| AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16                                                                                                                                      | < 1.5 mg/L                                                                                |
| AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16                                                                                                                                                 | < 1.0 mg/L                                                                                |
| JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460                                                                                                                                                 | < 1.0 mg/L                                                                                |
| JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460                                                                                                                                                                       | < 1.0 mg/L                                                                                |
| JIS A1901 (not applicable to Plywood)                                                                                                                                                                                                 | < 1.0 mg/L                                                                                |
| ASTM D5116                                                                                                                                                                                                                            | <0.1 (+/- 0.0005) mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr) |
| ISO 16000 part 9, 10 and 11 (also known as EN 13419)                                                                                                                                                                                  | <0.1 (+/- 0.0005) mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr) |
| ASTM D6007                                                                                                                                                                                                                            | 0.12mg/m <sup>3</sup> *                                                                   |
| ASTM E1333                                                                                                                                                                                                                            | 0.12mg/m <sup>3</sup> **                                                                  |
| EN 717-1 (also known as DIN EN 717-1)                                                                                                                                                                                                 | 0.12 mg/m <sup>3</sup>                                                                    |
| EN 717-2 (also known as DIN EN 717-2)                                                                                                                                                                                                 | 3.5 mg/m <sup>2</sup> hr (may also be represented as mg/m <sup>2</sup> /hr).              |
| *The test report must confirm that the conditions of Table 1 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98. |                                                                                           |





## 12 CONCLUSION

In conclusion, the report outlines sustainability commitments that align with core principles, focusing on energy, water, and waste management. It highlights efforts to promote environmental responsibility and resource efficiency, underscoring a commitment to a greener, more sustainable future.

Table 23: Sustainability Commitments

| DESCRIPTION                 | GOAL                                                                                                                         | SUSTAINABILITY COMMITMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| STRUCTURE DESIGN EFFICIENCY | Integrate passive solar design principles into optimising solar access in winter and shading in summer.                      | <ul style="list-style-type: none"> <li>Enhance solar passive performance by incorporating shading devices on north and west-facing windows to reduce summer heat gain and improve visual interest.</li> <li>Above <b>60%</b> of the combined living and bedroom area of each unit have high level of daylight (above 160 Lux).</li> <li>Building orientation and design to maximise natural ventilation and promote cooling opportunities</li> <li>External shading devices to minimise heat gains</li> <li>Building form and orientation to maximise natural daylighting</li> </ul> |
| ENERGY EFFICIENCY           | Enhance energy performance by reducing consumption through efficient design and the use of renewable and low-energy systems. | <ul style="list-style-type: none"> <li>Efficient LED Lighting.</li> <li>Provision for solar photovoltaic (PV) system to supply renewable energy.</li> <li>All units meet the minimum NatHERS energy efficiency requirement of 6 stars for sole occupancy and 7 stars average, based on the NCC 2022.</li> </ul>                                                                                                                                                                                                                                                                      |
| WATER EFFICIENCY            | Efficient water fixtures.                                                                                                    | <ul style="list-style-type: none"> <li>High WELS Ratings</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| HEAT RESILIENCE             | Reduce impacts of heat island effect                                                                                         | <ul style="list-style-type: none"> <li>Light roof colour (SRI <math>\geq 0.64</math>).</li> <li>Incorporate vegetation and green spaces around the building to provide shading and reduce surrounding air temperatures.</li> </ul>                                                                                                                                                                                                                                                                                                                                                   |
| SUSTAIBLE TRANSPORT         | Low carbon options                                                                                                           | <ul style="list-style-type: none"> <li>Provision for future EV charging bays.</li> <li>Provision for secure bicycle storage area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| WASTE EFFICIENCY            | Waste reduction and recycling through effective waste management.                                                            | <ul style="list-style-type: none"> <li>Implement a waste management plan that maximizes waste reduction, promotes recycling, and ensures effective waste separation and management.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                       |







|                                  |                               |                                                                                                                                                                                                                                                                                             |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INDOOR<br>ENVIRONMENT<br>QUALITY | Enhance indoor air<br>quality | <ul style="list-style-type: none"><li>• Natural ventilation to all apartment units.</li><li>• Low VOC and Low Formaldehyde products to be used.</li><li>• Minimum 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC limits.</li></ul> |
|----------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|





## 12.1 SIMULATION SOFTWARE

Daylight modelling was conducted using Better Building software, which employs the Radiance simulation engine. The software is one of the listed software's in the simulation software standards in the *Green Star Buildings Submission Guidelines*. Details of the software and simulator are shown in Table 24.

Table 24: Daylight modelling analysis software requirements

| PARAMETER                  | Input           |
|----------------------------|-----------------|
| Software Name and Version  | Better Building |
| Software Developer         | Better Building |
| Software simulation engine | Radiance        |

## 12.2 GLAZING VISUAL LIGHT TRANSMITTANCE

The Visual Light Transmittance (VLT) inputted into the software for all glazing materials is as per Table 25.

Table 25: Visual light transmittance

| GLAZING SYSTEM              | VISUAL LIGHT TRANSMITTANCE |
|-----------------------------|----------------------------|
| All levels external glazing | 0.60                       |

## 12.3 MATERIAL REFLECTANCE VALUES

Daylight modelling reflectance values were based on conservative industry defaults as shown in Table 26.

Table 26: Material reflectance values

| SURFACE  | REFLECTANCE VALUE | DESCRIPTION                   |
|----------|-------------------|-------------------------------|
| Ceilings | 0.70              | Typical light-painted ceiling |
| Walls    | 0.70              | Standard painted plasterboard |
| Floors   | 0.30              | Standard carpet/tile finish   |

## 12.4 WEATHER

The weather file was assigned based on the project location, as per Table 27.

Table 27: Weather file input

| PARAMETER             | INPUT                                  |
|-----------------------|----------------------------------------|
| Climate file          | AUS_WA_Esperance.946380_TMYx.2007-2021 |
| Climate file location | Esperance, WA, AUS                     |

## 12.5 DAYLIGHT LEVELS

The simulation inputs for the daylight levels assessment were assigned as per Table 28.





Table 28: Radiance simulation inputs

| PARAMETER                   | INPUT                           |
|-----------------------------|---------------------------------|
| Dynamic daylight simulation | Spatial Daylight Autonomy (sDA) |
| Sky model                   | Standard CIE overcast sky       |
| Grid size                   | 0.5 m                           |
| Grid height                 | 0.75 m                          |





## Attachment 9a - Water Corporation Referral (Received 15 May 2026)

Your Ref: DA25/1738  
Our Ref: 212933533 - DAP435447  
Enquiries: [REDACTED]  
Direct Tel: [REDACTED]  
Email: land.planning@watercorporation.com.au

14 May 2026

Senior Planning Officer  
City Of Stirling  
PO BOX 130  
OSBORNE PARK WA 6017

Attention of: Sam Michie

**Re: 182 Scarborough Beach Rd, Doubleview**

Thank you for your letter dated 20<sup>th</sup> April 2026. We offer the following comments regarding this proposal.

**Water**

Reticulated water is currently available to the subject area.

**Wastewater**

Reticulated sewerage is currently available to the subject area. A 150mm sewer connection will be required to service the proposed Mixed-Use Development.

**Drainage**

The subject area falls within the Colin Rd Drainage Catchment.

Our drainage system can only take predevelopment flows. So, the developer will need to compensate any additional flows on their own land.

**Approval for works**

Any works carried out in proximity to our Assets must receive prior approval by applying for an [Asset Protection Risk Assessment](#) (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our [guidelines](#).

**General Comments**

This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued. Attachments required for approval will include;

- Final construction site & architectural floor plans
- Structural engineers pile details

For further information about building applications, the developer should follow this link:

<https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application>

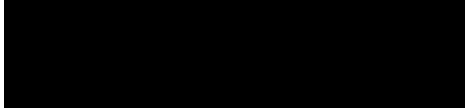
The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works associated with the Water Corporation.

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 months, please contact us to confirm that this information is still valid.

Please provide the above comments to the landowner, developer and/or their representative.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

Kind Regards





## Attachment 9b - Department of Planning, Lands and Heritage Referral (Received 16 July 2026)



Department of **Planning,  
Lands and Heritage**



City of Stirling  
PO Box 1533  
Osborne Park WA 6916

Your ref: DA-25/1738  
Our ref: A15536952

16 July 2026

Attention: Sam Michie

***Re: Mixed Use Development, 182 Scarborough Beach Road, Doubleview***

Dear Sam,

Further to your referral dated 14 April 2026, in accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation dated 31 March 2025, the following comments are provided. This proposal seeks approval for a development which includes 10 residential units and two commercial tenancies.

**Land Requirements**

The subject site abuts Scarborough Beach Road, which is classified as an Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS) and Category 3 within WAPC Plan No. SP 694/7. The site is located within active Planning Control Area 166. No permanent structures are supported within this PCA, as the land is required for the future widening of Scarborough Beach Road.

**Access**

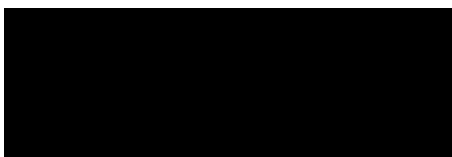
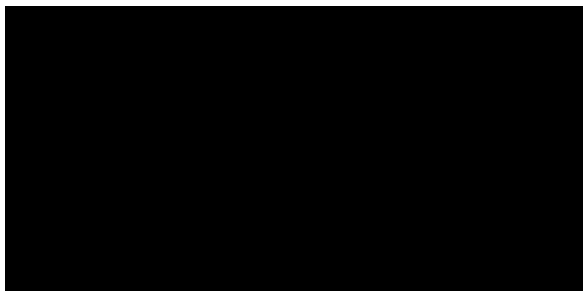
Vehicular access is proposed from Pingrup Lane, thereby reducing direct access to Scarborough Beach Road. This approach is supported and in accordance with WAPC Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of access points onto regional roads.

**Recommendation**

The Department provides following observations/recommendations:

- The trip generation methodology adopted in the Transport Impact Statement by Transcore (September 2025) is considered satisfactory and consistent with applicable guidelines.
- A swept path analysis should be provided to demonstrate that all vehicle types, including the waste collection and emergency vehicles can safely manoeuvre into and out of the site without conflict.
- It is recommended that parking be provided in accordance with the relevant Local Planning Scheme requirements and to the satisfaction of the City.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on [REDACTED] or via email [REDACTED]



Metropolitan Region Scheme, including PCA 166



## PART C – TOWN OF BASSENDEAN

**1. Declarations of Due Consideration**

**2. Disclosure of Interests**

**3. Form 1 DAP Applications**

- 3.1 Lot 75 (No.72) Walter Road East, Eden Hill - Lot 75 (No.72) Walter Road East, Eden Hill – DAP/26/03107

**4. Form 2 DAP Applications**

Nil

**5. Section 31 SAT Reconsiderations**

Nil

## Form 1: Responsible Authority Report (Regulation 12)

### Part C – Item 3.1

### LOT 75 (NO.72) WALTER ROAD EAST, EDEN HILL

| RESPONSIBLE AUTHORITY REPORT – FORM 1 |                                 |
|---------------------------------------|---------------------------------|
| DAP Name:                             | Metro Inner DAP                 |
| DAP File No:                          | DAP/26/03107                    |
| LG Reference:                         | DA2026-068                      |
| Proposed Development:                 | Child Care Premises             |
| Value of Development:                 | \$2 million                     |
| Owner:                                | Ruttash Kumar & Neha Patel      |
| Applicant:                            | Urbanista Town Planning         |
| Local Government Area:                | Town of Bassendean              |
| Responsible Authority:                | Town of Bassendean              |
| Authorising Officer:                  | Manager Planning and Regulation |
| Application Acceptance Date:          | 5 May 2026                      |

### LOCATION PLAN



## RESPONSIBLE AUTHORITY RECOMMENDATION

### RECOMMENDATION FOR APPROVAL

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03107 for a Child Care Premises at Lot 75 (72) Walter Road East, Eden Hill in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the Town of Bassendean Local Planning Scheme No. 11, subject to the following conditions:

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

| Plan/ Document Name                                                                                                                                                                                                                                                                                                           | Reference                          | Date                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------|
| Development Plans <ul style="list-style-type: none"> <li>- Cover Page</li> <li>- 3D perspectives</li> <li>- Existing Site Survey</li> <li>- Site Plan</li> <li>- Ground Floor</li> <li>- First Floor</li> <li>- Roof Plan</li> <li>- Elevations (11 of 13)</li> <li>- Elevations (12 of 13)</li> <li>- Solar Study</li> </ul> | 25071 Revision 10.00               | 31.7.2026                |
| Amended Operational Management Plan                                                                                                                                                                                                                                                                                           |                                    | 28.07.2026               |
| Landscape and Outdoor Play Area Plans <ul style="list-style-type: none"> <li>- Shade Plan</li> <li>- Planting Plan</li> </ul>                                                                                                                                                                                                 | L-03 Revision 0<br>L-02 Revision 0 | 26.03.2026<br>26.03.2026 |
| Transport Impact Statement<br>Supplementary Letter                                                                                                                                                                                                                                                                            | Revision r01b<br>t26.053.wt.l01    | 06.07.2026<br>03.08.2026 |

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval, being 20 August 2030. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. This approval is for a 'Child Care Premises' as defined under the Town of Bassendean Local Planning Scheme No. 11.

### Operational

4. This Child Care Premises shall operate in accordance with the Operational Management Plan, prepared by Nourished Early Learning (28 July 2026), at all times, except where otherwise modified or required by a condition of this approval, to the satisfaction of the Town of Bassendean.
5. The 'Child Care Premises' shall accommodate a maximum of 55 children at any one time.



6. No more than 12 staff are permitted to be present on site at any one time.
7. The Child Care Premises is permitted to operate between 7:00am and 6:00pm, Monday to Friday only.

#### Built form

8. All works, including earthworks and footings, are to be contained within the boundaries of the subject lot, with the exception of the proposed awning which extends over the Walter Road East 'Other Regional Road' reserve.

#### Stormwater

9. Stormwater must be contained and disposed of onsite. If ground conditions are deemed unsuitable for onsite disposal via infiltration (as verified by a geotechnical investigation), a combination of utilising the Town's stormwater drainage system and containment onsite will be permitted at the landowner/developers cost. Prior to the submission of an application for a building permit, a stormwater management plan providing details and calculations must be submitted for approval by the Town of Bassendean.

#### Parking & Vehicle Access

10. Prior to the submission of an application for a Building Permit, an updated Operational Management Plan must be submitted to and approved by the Town of Bassendean. The updated Operational Management Plan must include a Parking Management Plan that establishes the allocation of bays onsite and the following parking hierarchy for staff:
  - a. staff are to utilise available on-site parking bays in the first instance;
  - b. where all on-site parking bays are occupied, staff are to utilise available on-street parking bays along Cumberland Way; and
  - c. only where the above parking options are unavailable, staff may utilise available on-street parking bays along Marion Street.
11. Prior to the submission of an application for a building permit, engineering drawings must be submitted to, and approved by the Town of Bassendean depicting the relocation, upgrade and/or modification to landscaping, services, footpath, signage and other infrastructure within the verge, to the satisfaction of the Town of Bassendean.
12. Prior to the initial occupation or use, 8 car parking bays must be provided onsite in accordance with the approved plans. Car parking bays and manoeuvring spaces must comply with the Australian Standard AS/NZ 2890.1:2004 – Parking Facilities – Off-Street Car Parking. Accessible parking bay/s must comply with AS/NZ 2890.6:2009 – Parking Facilities – Off-street parking for people with disabilities and be maintained onsite for the life of the development.
13. Prior to the initial occupation or use, 2 bicycle parking bays must be provided onsite in accordance with the approved plans. Bicycle parking facilities shall comply with AS/NZ 2890.3:2015 – Parking Facilities Part 3 – Bicycle Parking and be maintained onsite for the life of the development.

14. Prior to the initial occupation or use, vehicle parking, access and circulation areas onsite must be sealed, kerbed, drained and line marked in accordance with approved plans to the satisfaction of the Town of Bassendean.
15. The proposed crossover shall be constructed in accordance with the Town of Bassendean's crossover specifications. Separate approval is to be obtained from the Town of Bassendean's Asset Services for the proposed crossover, and the crossover being constructed in accordance with that approval.

#### Waste

16. Prior to applying for a Building Permit, an updated Waste Management Plan which is consistent with the approved plans, is to be submitted, approved and thereafter implemented to the satisfaction of the Town of Bassendean.
17. Waste storage areas shall be maintained in a clean and tidy condition at all times.

#### Trees and Landscaping

18. Prior to applying for a Building Permit, a detailed Landscaping Plan, consistent with the approved development plans, is to be submitted, approved and thereafter implemented to the satisfaction of the Town of Bassendean. An acceptable landscaping plan must:
  - a. Include all aspects of landscaping and outdoor space;
  - b. Identify the individual, existing regulated trees to be retained as part of the development;
  - c. Detail the location and type of proposed trees, shrubs, ground cover and lawn areas to be planted;
  - d. Detail landscaping of the verge areas adjacent to the development site; and
  - e. Detail the proposed watering system to ensure the establishment of species and their survival during the hot, dry summer months.
19. Prior to the commencement of any site works, a Tree Protection Plan is to be submitted and approved by the Town of Bassendean which identifies trees both within the subject site, and on adjoining sites which will be affected by works associated with the proposed development. The approved Tree Protection Plan must thereafter be implemented for the duration of the works, to the satisfaction of the Town of Bassendean.
20. Prior to the commencement of any site works, tree protection measures shall be installed and maintained for the duration of the works in accordance with AS 4970–2009 Protection of Trees on Development Sites. The protection measures shall:
  - a. Establish Tree Protection Zones (TPZs) around all trees nominated for retention on the approved plans;
  - b. Include protective fencing located at the extent of the TPZ, unless otherwise approved by the local government;

- c. Prevent the storage of materials, parking of vehicles, placement of site facilities, excavation, filling, trenching, soil compaction or any other activity likely to damage the retained trees within the TPZ;
  - d. Be maintained in good condition for the duration of construction works.
- Any pruning or root disturbance associated with the development shall be undertaken in accordance with AS 4970–2009 and carried out by a suitably qualified arborist.

#### Sustainability

21. Prior to the submission of an application for a Building Permit, an Environmentally Sustainable Design (ESD) Report shall be prepared by a suitably qualified person and submitted to, and approved by, the Town of Bassendean. The report shall identify the sustainability measures incorporated into the development, including (where relevant) energy efficiency, water efficiency, building materials, waste management, urban greening, climate resilience and indoor environmental quality, and demonstrate how the development meets the Town's sustainability objectives. The approved ESD Report shall form part of the development approval, and the development shall be constructed and operated in accordance with the approved report to the satisfaction of the Town of Bassendean.

#### Noise

22. The development shall be carried out and operated in accordance with the recommendations and requirements of the acoustic report prepared by SLR Consulting Australia Pty Ltd dated 27 March 2026.

#### Construction

23. In conjunction with an application for a Building Permit, a Construction Management Plan (CMP) must be submitted to and approved by the Town of Bassendean, and thereafter implemented to the satisfaction of the Town. The CMP must detail the management practices to be implemented during construction, including, but not limited to, noise, dust, odour, waste management, construction-related parking, and the movement and management of delivery vehicles.
24. Prior to commencement of development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required. If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the issuance of a Building Permit to the satisfaction of the Town of Bassendean on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.

#### Public Art

25. Prior to applying for a Building Permit, the owner is to comply with the Town of Bassendean Local Planning Policy No. 15 - Percent for Art Policy through the contribution of a sum of 1% of the estimated cost of the development towards public art, being either:



- a. Payment to the Town of Bassendean the sum of 1% cash-in-lieu amount. This must be paid to the Town prior to the date specified in an invoice issued by the Town of Bassendean, or prior to applying for a building permit for the development the subject of the approval, whichever occurs first, or
- b. The provision of public art on site to a minimum value of the 1\$ contribution amount. Please note in providing the public art;
  - i. The owner(s) or applicant on behalf of the owner(s) must seek approval from the Town for a specified Public Art work including the artist proposed to undertake the work to the satisfaction of the Town of Bassendean.
  - ii. No part of the development may be occupied or used unless the Public Art has been installed in accordance with the approval granted by the Town of Bassendean; and
  - iii. The Public Art approved must be maintained in compliance with the conditions of approval for the public art proposal to the satisfaction of the Town of Bassendean.

#### Signage

26. Any signage installed onsite being flush mounted, or painted onto the building and/or fence, to the satisfaction of the Town of Bassendean.
27. Signage shall be located wholly within the boundaries of the subject property.
28. The applicant must hold and maintain a current Public Liability Insurance Policy with indemnity of not less than \$20,000,000. Upon request, a Certificate of Currency must be provided to the Town of Bassendean prior to the commencement of any construction activities.

#### **Advice Notes**

- i. Whilst awning structures are placed over public land, the maintenance and upkeep of the awning remains the responsibility of the landowner. All structures must be properly maintained and the landowner is required to ensure the awning is subject to regular assessment and maintenance. It is essential that an appropriate insurance policy is in place addressing potential liabilities that may arise in relation to the awning. Evidence that a current policy is in place should be provided to the Town. It may be of benefit to ask your insurer to list the Town as an interested party. In doing so, the Town is automatically kept informed that the policy remains current.
- ii. The approved development constitutes a 'food business' pursuant to the Food Act 2008 and is required to comply with the Food Act 2008, Food Regulations 2009 and the Australia New Zealand Food Standards Code.
- iii. Separate approval from the Town's Health Services is required prior to occupation and operation of the food business.
- iv. All plant, equipment and mechanical services shall be located, designed and operated to ensure compliance with the Environmental Protection (Noise) Regulations 1997.

- v. Investigations and remediation are to be carried out in compliance with the Contaminated Sites Act 2003 and current Department of Water and Environmental Regulation contaminated sites guidelines. (Department of Water and Environmental Regulation)
- vi. All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011.
- vii. In accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a Mandatory Auditor's Report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition 24. A current list of accredited auditors is available from [www.dwer.wa.gov.au](http://www.dwer.wa.gov.au).
- viii. In accordance with Town of Bassendean Local Planning Policy No.13 - Tree Retention and Provision, the definition of a regulated tree is:

*A living tree that:*

- a) Is over 8m in height; and/or*
- b) has an average canopy diameter of at least 6m; and/or*
- c) has a trunk circumference of at least 1.5m, measured 1.4m above the ground; and*
- d) is of a species that is not included on State or local area weed registers.*

## PROPOSAL:

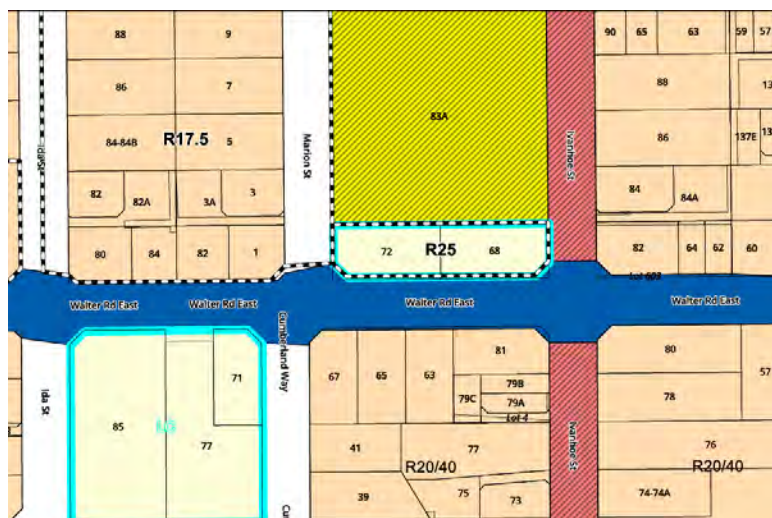
The proposal is for a 'Child Care Premises' at Lot 75 (No.72) Walter Road East, Eden Hill (subject site). The proposal involves:

- A two storey, purpose built 'Child Care Premises' capable of accommodating up to 55 children (aged 0 – 5 years old) and 12 staff.
- Childcare services are proposed to be provided Monday to Friday, between 7:00am and 6:00pm.
- The proposal includes 8 onsite parking bays (including 1 ACROD bay) and 2 bays in the Marion Street verge, adjacent to the site.



## SUBJECT SITE AND SURROUNDS:

The subject site is located at the corner of Walter Road East and Marion Street. It is vacant and regular in shape, with existing trees located along the northern boundary. The site is partially zoned 'Urban' under the MRS, and partially reserved for the purpose of 'Other Regional Road'. The site is zoned 'Local Centre' under the Town of Bassendean Local Planning Scheme No. 11.





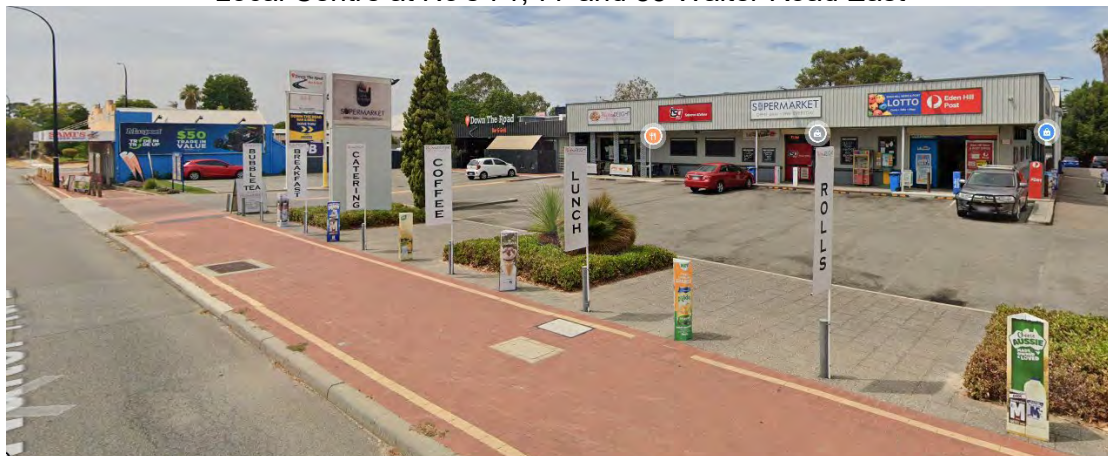
The subject site is bound to the north by the Eden Hill Primary School, with the premises being adjacent to the school's oval. The primary school is entered on the Towns Heritage List.

Marion Street is one of the primary access points for the school during drop-off and pick-up periods. There are 28 on-street parking bays provided along its eastern side adjacent to the school, however, this can become congested at peak drop-off and pick-up times.

Lots on the western side of Marion Street are zoned 'Residential' with a density coding of R17.5. A number of the properties along Marion Street are identified on the Towns Local Heritage Survey. There are residential zoned lots directly south of the subject site with a density coding of R20/40.

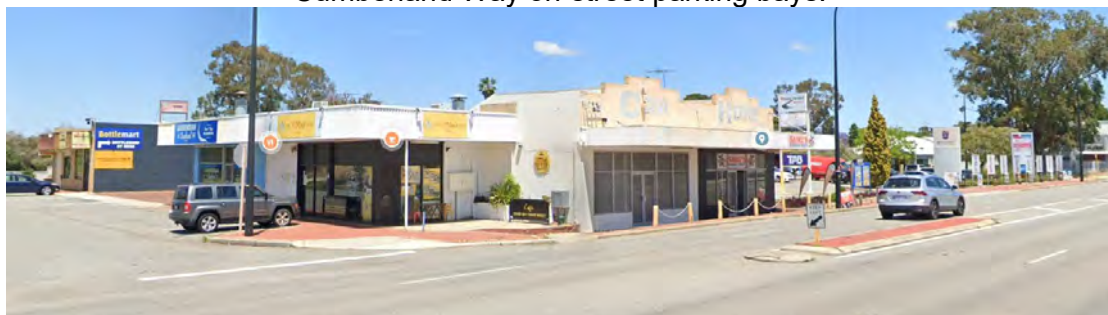
The subject site is one of a number lots zoned for commercial uses along Walter Road East which create a linear 'local centre', extending from Ivanhoe Street to Ida Street. No's 71, 77 and 85 Walter Road East are zoned 'Local Centre' and contain a mix of uses including a tavern, restaurants, fast food outlets and a small supermarket. No.68 Walter Road East, to the east of the subject site, is also zoned 'Local Centre' and was most recently used as a convenience store.

Local Centre at No's 71, 77 and 85 Walter Road East

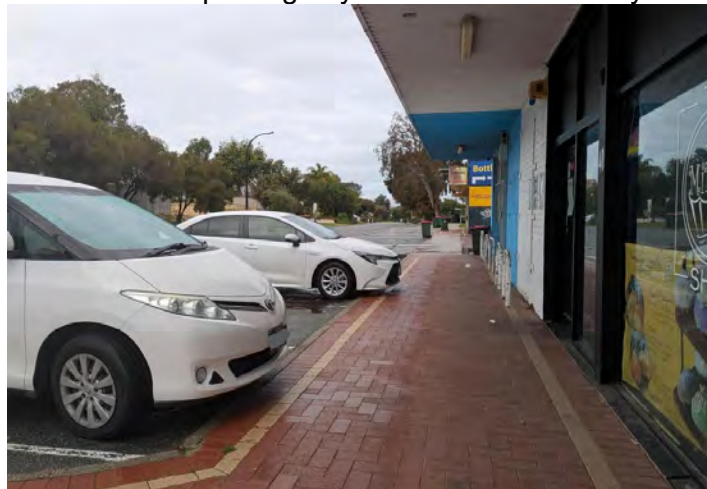


In addition to the on-site vehicle parking bays (in the image above) which service this commercial centre, there are also 18 dedicated on-street, publicly accessible parking bays located on Cumberland Way, all within 100m of the subject site.

View of the local centre at 71 Walter Road from the subject site, including Cumberland Way on-street parking bays.



On-street parking bays on Cumberland Way.



### BACKGROUND:

An application has been made to develop a purpose-built Child Care Premises at Lot 75 (No. 72) Walter Road East, Bassendean. The applicant has opted for the application to be determined by the Metro Inner Development Assessment Panel (DAP).

The subject site has been vacant for approximately 22 years.

It was originally developed and used as a service station (circa 1958). This land use existed until the building was demolished in 2004. It is understood that remediation works were undertaken on the lot in subsequent years. In 2021 the site was reclassified under the *Contaminated Sites Act 2003* as decontaminated and suitable for all land uses.

The subject site has remained vacant since this time, with the exception of a billboard which was approved in 2013 and remained in place until 2018.

### PLANNING ASSESSMENT:

| PLANNING FRAMEWORK           |                                                                                                                                                                                                       |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Region Scheme                | Metropolitan Region Scheme                                                                                                                                                                            |
| Region Scheme - Zone/Reserve | Urban<br>Other Regional Road                                                                                                                                                                          |
| Local Planning Scheme        | Town of Bassendean Local Planning Scheme No.11                                                                                                                                                        |
| Local Planning Scheme - Zone | Local Centre<br>R25                                                                                                                                                                                   |
| Lot Size                     | 1,055.9m <sup>2</sup>                                                                                                                                                                                 |
| Existing Land Use            | Vacant Land                                                                                                                                                                                           |
| Heritage Status              | <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> State Register of Heritage Places<br><input type="checkbox"/> Local Heritage List<br><input type="checkbox"/> Local Heritage Area |
| Bushfire Prone Area          | No                                                                                                                                                                                                    |

### Legislative Context

The assessment of this application has been undertaken having regard to the following legislative and policy framework:

#### *Metropolitan Region Scheme*

The subject site is zoned 'Urban' and 'Other Regional Road' under the Metropolitan Region Scheme.

#### *Local Planning Scheme No.11*

The subject site is zoned 'Local Centre' under Local Planning Scheme No. 11 (LPS 11). The land use relevant to the assessment of this application is 'Child Care Premises'. Under LPS 11, 'Child Care Premises' means:

*'premises where-*

- a. An education and care service as defined in the Education and Care Services National Law (Western Australia) Section 5(1), other than a family day care service as defined in that section, is provided; or*
- b. A child care service as defined in the Child Care Services Act 2007 section 4 is provided.'*

In accordance with Table 3 of LPS 11, 'Child Care Premises' is a 'D' use in the 'Local Centre' zone, meaning that it is not permitted unless the Town (or relevant decision maker) has exercised discretion by granting development approval.

In accordance with Cl. 32 of LPS 11, additional site and development requirements applicable to the subject site, are as follows:

*Vehicle access is not permitted from Walter Road East, Eden Hill. Vehicle access must be provided from the secondary street (Ivanhoe Street or Marion Street).*

The proposed development complies with this requirement.

Other legislative considerations include

- *Planning and Development (Local Planning Schemes) Regulations 2015*

### State Government Policies

N/A

### Local Planning Policies

- Local Planning Policy No.7 – Commercial and Mixed-Use Development
- Local Planning Policy No. 8 – Car Parking and End of Trip Facilities
- Local Planning Policy No. 9 – Design Review Panel
- Local Planning Policy No. 13 – Tree Retention and Provision
- Local Planning Policy No. 14 – Stormwater
- Local Planning Policy No. 15 – Public Art
- Local Planning Policy No. 16 – Advertising and signage

### Strategic Planning Framework

- Town of Bassendean Local Planning Strategy



### Other

- Position Statement – Child Care Premises (WAPC)
- WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel
- AS/NZS 2890.1:2004 – Parking Facilities – Off-Street Car Parking
- Town of Bassendean Crossover Policy

### KEY CONSIDERATIONS

The following matters have been identified as key considerations for the determination of this application, and are discussed in the sections below:

- Land use
- Built Form
- Parking & Vehicle access
- Waste management
- Landscaping & Tree Retention
- Sustainability Measures

### Land Use

The subject site is zoned 'Local Centre' under Local Planning Scheme No. 11 (LPS 11). The land use relevant to the assessment of this application is 'Child Care Premises'. The proposal is considered to meet the objectives of the 'Local Centre' zone by;

- Providing a facility which serves the local community with a high level of accessibility for local residents; and
- Providing development that is compatible with surrounding uses and being of a scale appropriate to the locality.

The land use can therefore be contemplated in this location and is supported.

### Built Form

As presented, the proposal incorporates elements and materials which are visually interesting and speak to the heritage and character of the surrounding area. The use of red brick, weatherboard cladding, pitched roof forms, and a wrap-around veranda make reference to the heritage listed Eden Hill Primary school, nearby houses on the Towns Local Heritage Survey and the shop fronts on nearby Local Centre lots. The proposal presents in an aesthetically pleasing manner and provides shelter to abutting pedestrian spaces.

The proposal is considered to be consistent with the built form requirements of the Towns Local Planning Policy No.7 – Commercial and Mixed-Use Development (LPP7). The presentation of the development improved significantly through the DRP process and the Town is satisfied that the built form contributes positively to the surrounding streetscape character and amenity and can therefore be supported.

### Parking & Vehicle Access

The proposal involves 8 onsite parking bays, including 1 ACROD bay. The proposal also includes the 2 parking bays within the Marion Street Road Reserve.

The onsite parking provision complies with the minimum car parking rates recommended in the WA Planning Manual - Non-Residential Car Parking rates in Perth and Peel (Planning Manual), however represents an 8 bay shortfall when considered against the requirements of the Town of Bassendean Local Planning Policy No. 8 – Parking and End of Trip Facilities (LPP 8).

The proposed vehicle manoeuvring within the subject site is considered consistent with the requirements of LPP7 and LPP8. Whilst a dedicated reversing bay is not being provided, there is sufficient space for vehicles to turn around within the carpark when all bays are occupied, albeit requiring a 'multiple-point turn' manoeuvre.

| Provision & Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Proposal & Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Local Planning Policy No. 8 – Parking and End of Trip Facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>6.1.1 Car parking is to be provided in accordance with Table 1.</b></p> <p>Table 1:<br/><i>Child Care Premises - 1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member.</i></p> <p>The proposal requires 18 bays.<br/>(Calculated using 12 staff and 55 children).</p>                                                                                                                                                                                                   | <p>8 vehicle bays onsite, 2 vehicle bays within the verge. <b>Shortfall of 8 bays.</b></p> <p>It is noted that without the proposed verge bays, <b>a shortfall of 10 bays is proposed.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>6.1.2 The car parking requirements applicable under Table 1 may be varied, having regard to:</b></p> <p>(a) <i>The nature of the proposed development;</i></p> <p>(b) <i>The number of employees likely to be employed on site;</i></p> <p>(c) <i>The anticipated demand for parking; and</i></p> <p>(d) <i>The orderly and proper planning of the locality.</i></p> <p>The Traffic Impact Statement provided by the applicant identifies 10 parking bays are required during the morning peak drop-off period.</p> | <p>If assessed in the context of a total of 10 bays (8 onsite, 2 new on-street bays) being provided, the proposal aligns with the TIS analysis of actual demand for the site.</p> <p>The use of on-street bays along Marion Street are proposed as a supplement to this.</p> <p>The updated documentation (<b>Attachment 3g</b>) for the application notes a maximum of 12 staff onsite at any time, with shift times staggered to reduce pressure on parking at peak times associated with school pick-up and drop-off periods.</p> <p>The updated OMP (<b>Attachment 2a</b>) also proposes staggered arrival times for the children (to be selected by parents). It is also proposed that 6 bays (along the northern side of the site) be allocated to</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | staff, with the remaining 4 bays being dedicated to pick-ups and drops-offs.                                                    |
| WA Planning Manual - Non-Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Car Parking rates in Perth and Peel                                                                                             |
| <p><i>3.1 (b) For development within local and neighbourhood centres, and urban corridor and mixed use precincts, the minimum and maximum on-site car parking requirements are to be established based on the rates set out in Appendix A.</i></p> <p><i>Appendix A - Child Care Premises:</i><br/> <i>Minimum - 0.5 spaces per staff member and 1 space per 20 children catered for.</i><br/> <i>Maximum - 0.5 spaces per staff member and 1 space per 5 children catered for.</i></p> <p>Minimum requirement is 8 bays.<br/>Maximum required is 17 bays.</p> | <p>8 vehicle bays onsite, 2 vehicle bays within Marion Street verge.</p> <p>The proposal satisfies the minimum requirement.</p> |

The Transport Impact Statement (TIS) (**Attachment 2b**) prepared by Transcore dated 6 July 2026, provides details of expected demand for onsite parking facilities during peak pick-up and drop off periods, subject to the management of the car park spaces as outlined in the Operational Management Plan included as **Attachment 2a** to this report.

For context, it is noted that opportunities exist for the use of alternative transport modes to access the site. The proposal provides two (2) secure bicycle parking facilities and access to shower and change room facilities for those staff members who choose to cycle to the centre. In addition, the subject site is also located in proximity to a bus stop on Ivanhoe Street (less than 200m away) which is serviced by two bus routes, providing connection to Bassendean Train Station, Morley Shopping Centre and Bennett Springs.

Ideally, the parking demand of the proposed centre would be accommodated onsite, however, the Town acknowledges that this is a small site, particularly for a child care premises, and accepts that, in the absence of a raised play area - which the proponent considers to be cost prohibitive—opportunities to provide additional on-site parking are limited. In lieu of additional on-site bays, the applicant proposes management of the onsite facilities, reliance on existing on-street parking along Marion Street, and the provision of additional on-street parking bays.

Following comments from the DRP, DoE and the Town, additional information was provided by the applicant on two occasions – refer to **Attachments 3a-j**. A summarised assessment is provided below, with further assessment detail provided at **Attachment 6**.



### *Proposed Management Measures*

The proposed management measures are not considered practical within the context of the daily operation of a child care premises:

- Notably, the proposed staggered arrival of children, with parents selecting a preferred 'drop-off' time in 30-minute increments.
- Centre staff monitoring access and parking during peak periods – and directing parents to relocate where needed.

The structure of government childcare subsidies, regulatory compliance which dictate staff to child ratios and minimum supervision requirements mean that the expectation for staff to provide traffic control, and parents to commit to a designated drop-off time is impractical and unrealistic. These measures are not supported by the Town as appropriate parking management.

### *Reliance on existing on-street parking along Marion Street*

The proposal relies heavily on the suggested use of these bays by staff and visitors to the child care premises. Critical to considering this as a viable parking solution is the reality of usage of on-street bays existing along Marion Street.

Whilst the Town accepts that there is likely to be some synergy with parents accessing the school and the child care, heavy dependence on these bays by the child care premises is not appropriate.

These bays are likely to be available for use during afternoon peak pick-up period associated with the child care premises (with school pick-up being earlier in the afternoon), however, these bays are generally occupied during the school's morning drop-off period. The Town has found that parking associated with school drop-off continually proves to be problematic, with complaints regarding unsafe, inconvenient and unlawful parking are common from the residents of Marion Street. The Town's rangers have confirmed that they have received complaints regarding parking along this road during school pickup and dropoff times. The school itself has also noted issues in this regard (see comments in **Attachment 4d**).

### *Provision of new on-street parking bays*

Whilst the applicant has provided swept path analysis (**Attachment 3a**) the Town considers that, as proposed, the 2 new on-street bays proposed within the Marion Street verge may create an unsafe pedestrian environment and may contribute to reduced visibility, and potentially illegal turns in the Walter Road junction. This proposal would also be likely to conflict with verge infrastructure such as 'school zone' signs.

### *Town of Bassendean position*

The Town notes that there are 18 on-street parking bays on Cumberland Way, less than 50m from the subject site. The commercial premises fronting these bays (tavern and restaurants) predominately operate in the afternoons and evenings. Consequently, parking demand during the child care centre's operating hours is generally low, and these bays are expected to be readily available. The Town has confirmed that the bays are typically available throughout the day, including during peak school drop-off and pick-up periods when parking demand is likely to be highest.

Noting that Walter Road East is a dual-carriageway regional road divided by a median strip, it does create a physical barrier between the subject site and Cumberland Way which may not be suitable for vulnerable users (parents with small children), however, would be suitable for use by staff members.

There is potential and capacity therefore, for staff at the child care premises to park in this location with minimal impacts on parking demand in the locality. The Town views the use of these bays by staff as more appropriate than the addition of bays within the Marion Street verge and/or use of Marion Street bays noting the conflict with the school.

It is suggested that a hierarchy for staff parking is established, whereby the allocated, on-site staff bays are used first. The Town notes that sufficient on-site bays still need to be dedicated for pick-up and drop-off by parents, as outlined in the TIS and existing OMP (refer to the diagram below). Once these bays are occupied, the on-street parking along Cumberland Way should be used, and only in the instance where both of these locations are fully occupied, should on-street bays along Marion Street be used.

Proposed allocation of bays onsite.

Blue – allocated to staff. Red – allocated to pick-up and drop-off.



### Parking Summary

The Town accepts the recommendations of the TIS, and acknowledges that the proposed on-site parking meets minimum requirement under the WA Planning Manual.

When taking into account the potential for reciprocal use of nearby publicly available, on-street parking on Cumberland Way and the availability of public transport services, the proposed parking variation in accordance with LPP8 can be considered. On this basis, the Town is willing to support the variation, subject to a condition being

implemented which requires an updated OMP be provided to, and approved by the Town which specifies:

- The allocation of bays onsite for staff use versus for pick-up and drop-off by parents.
- That staff will be directed to use onsite bays first.
- Once full, on-street bays along Cumberland Way are to be utilised.
- If occupied, bays along Marion Street can be used.

### Waste Management

The Town has reviewed the Waste Management Plan (**Attachment 3e**) which has been submitted in conjunction with the development application.

A private waste collection is intended to service the child care premises. Staff will be responsible for placing bins in the correct location for collection. Collection is proposed to occur outside of peak traffic periods (between 10:00am and 2:00pm).

The onsite waste storage facilities proposed are suitable to accommodate the amount of waste expected to be generated onsite and fully enclosed, provided with a hose-cock and floor waste to manage/contain odour.

The Waste Management Plan will need to be updated to align with amended plans. It is recommended that this is dealt with via a condition of development approval.

### Tree Retention and Landscaping

Requirements relating to tree retention and provision are set out in Local Planning Policy No.13 – Tree Retention and Provision (LPP13) which applies to all land zoned under the Town's Local Planning Scheme No.11 where the estimated cost of development is equal to or greater than \$100,000.

LPP13 sets out a number of provisions that apply to 'regulated trees'. The definition is provided below for reference. The subject site includes a number of existing trees along the northern boundary which are considered to meet the definition of a 'regulated tree' in accordance with LPP13.

A 'Regulated Tree' is defined as:

*A living tree that:*

- a) Is over 8m in height; and/or*
- b) has an average canopy diameter of at least 6m; and/or*
- c) has a trunk circumference of at least 1.5m, measured 1.4m above the ground; and*
- d) is of a species that is not included on State or local area weed registers.*

The application varies the requirements of LPP13 by proposing the removal of regulated trees without justification against the provisions of LPP13 and in the absence of an arborist report prepared by a suitably qualified expert. Some justification was provided by the applicant in **Attachment 3g**, page 14, however, this is not sufficient to support the exercise of discretion and the blanket removal of all trees onsite.

There is some uncertainty as to the location of the legal lot boundary of the subject site, relative to the existing trees. The applicant has noted that the site survey



incorrectly depicts the trees as being a part of the subject site. An updated site survey plan has not been provided to clarify. If the trees are located outside of the subject site, the removal of the trees is not a consideration for this application and measures should be taken to protect these trees during construction.

In the absence of technical reporting from the applicant, the Town's arborist inspected the trees onsite and provided high level advice:

- The trees along the northern boundary are Casuarina saplings which have self-seeded from the large specimen on the adjacent school oval.
- Noting the trees' proximity to each other, it may be suitable to reduce the number of trees. This would help to create better growing conditions for those retained. Retaining all of the trees could result in conditions not conducive to safe growth in the long term.
- Should some of the trees be removed, noting the narrow growth and limited spread of the trees, the area of tree canopy lost would be minimal.

At Design Review 1 (DR1) the panel suggested that further detail regarding the retention of the existing trees along the northern boundary be provided and that investigation into selective thinning to improve usability of the space be undertaken. During discussion it was noted that these trees could make an inviting 'grove' for children to play in.

In consideration of the above, there may be scope to consider the removal of some of the existing trees onsite, subject to more detailed analysis being provided and a more balanced approach being taken.

It is recommended that a condition of approval be included which requires an updated Landscaping Plan showing which of these trees are to be retained, or technical documentation which suitably demonstrates why removal is required.

### *Landscaping*

The proposed landscaping is generally consistent with the requirements of LPP7 with only minor variation proposed (refer to **Attachment 6** – Full Planning Assessment).

The landscaping proposed to the Marion Street boundary does not satisfy the required minimum width, being 1.2m in lieu of 2m. The Town is of the view that this can be supported noting other large areas of landscaping provided onsite, and other requirements that need to be met (i.e. parking provision).

The initial submission for the application included Landscaping and Outdoor Play Area Plans included as **Attachment 2c**. Through the DRP process, amended plans were provided (**Attachment 1**) which the applicant advised were to be taken as the proposed planting arrangement for both the subject site and adjoining verge areas, *'including the number and general location of proposed trees, carpark screening, low-line planting and frontage planting'*, however, noted that the Landscaping and Outdoor Play Area Plans should be used for information about the proposed play environment. The applicant acknowledged the inconsistencies between these plans and suggests this can be addressed through a condition of approval.

At DR1, the panel suggested that the area identified for road widening along Walter Road East be landscaped. It was also suggested that the species selection be

reviewed. In particular, the suitability of lemon and mulberry trees in the context of a child care premises. The applicant provided updated development plans which included landscaping along Walter Road East frontage within the ORR reserve, as well as within the carpark, verge and truncation.

As proposed, the landscaping is generally consistent with the requirements of LPP7, and the application of discretion to permit the minor variation presented to landscaping along Marion Street boundary is therefore considered appropriate.

### Sustainability Measures

The proposal includes a number of basic sustainability elements which aim to address the requirements relating to sustainability in the Towns Local Planning Policy No. 7 – Commercial and Mixed-Use Development (LPP7).

The Towns policy is not prescriptive in describing what measures should be provided but it encourages the use of small-scale renewable energy systems, such as solar panels, and the inclusion of rainwater tanks or recycled water systems. It also encourages the incorporation of electric vehicle charging points.

The proposal includes a 20kW solar photovoltaic system which is to be installed on the roof, elements of passive solar design, and the use of energy efficient fixtures and fittings. Refer to **Attachments 3g and 6** for reference to more detail.

On both occasions the DRP noted that sustainability initiatives within the proposal needed to be further developed and to include features which exceed 'common-place' items such as LED lights and water efficient fixtures. The Town supports this feedback and recommends additional sustainability features are investigated through the preparation of an Environmentally Sustainable Design (ESD) Report. The Report shall be prepared by a suitably qualified person and identify the sustainability measures incorporated into the development, including (where relevant) energy efficiency, water efficiency, building materials, waste management, urban greening, climate resilience and indoor environmental quality, and demonstrate how the development meets the Town's sustainability objectives.

### Noise & Emissions

The WAPC Position Statement – Child Care Premises provides guidance on noise and emissions, including:

- Premises should minimise noise impacts on adjoining properties; and
- Where premises abut an Other Regional Road reserve, play areas should be behind the premises to provide appropriate separation from emissions and noise.
- Premises abutting a regional road should be referred to DWER for noise and DoH for advice related to emissions.

An acoustic report was provided with the development application – the predicted noise emissions will comply with required noise levels at all surrounding sensitive noise receptors.

As now proposed, the wall between the eastern play area and Walter Road East is shown as being brick pillars with garrison style sections for visual permeability - this being changed from a solid wall in the initial lodgement package. In lieu of an updated acoustic report, the applicant provided a brief analysis and justification (**Attachment 3d**) which is summarised as follows:

- Based on AAAC guidelines, solid fencing can reduce noise emissions by 6-10 decibels.
- If 10 decibels were added to the levels provided in the acoustic report, receptors 6 and 10 would still comply with assigned noise levels. Receptor 7 would be at 48 decibels where the assigned level is 47.

More detailed assessment is provided in **Attachment 6**. The Town is satisfied by the analysis that the change to open style fencing in this location will not result in appropriate acoustic impact on surrounding lots.

It is noted that whilst Walter Road East is an Other Regional Road (ORR), it carries only approximately 15,000 vehicles per day. As such, the requirements of State Planning Policy 5.4 – Road and Rail Noise are not applicable.

The majority of the proposed outdoor play spaces are located behind the building and away from Walter Road East. The portion at the eastern end of the lot is, however, adjacent to the road reserve. In considering this variation, the application was referred to DoH for advice relating to emissions (in accordance with the Position Statement), however, no advice was received in this regard (refer **Attachment 4c**).

Noting this, whilst the inconsistency of the proposal with this aspect of the position statement is noted, the variation is considered acceptable.

### Signage

Signage complies with the Town's Local Planning Policy No.16 – Advertising and Signage, subject to signs being flush mounted or painted onto the building and onto the fence. This is recommended as a condition of approval.

### Public Art

In accordance with the Town of Bassendean Local Planning Policy No. 15 – Public Art, a developer is required to make a public art contribution equivalent to 1% of the estimated cost of development. The public art contribution may be made in the form of provision of art on the development site, or a cash contribution. The applicant has not yet advised of the intended method of satisfying the policy requirements. A condition of approval is recommended to ensure the public art liability is met.

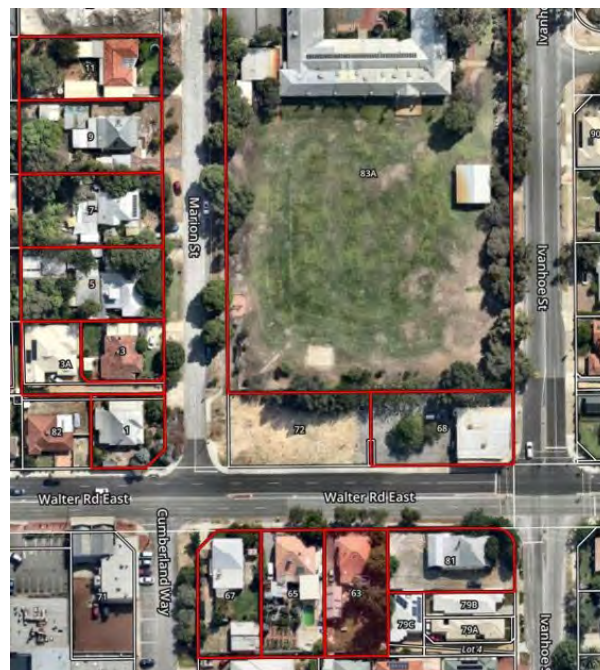


## CONSULTATION:

### PUBLIC CONSULTATION

The application was advertised for a period of 14 days between 25 May and 9 June 2026 to surrounding landowners.

Letters were sent to owners and occupiers of the properties in proximity to the subject site (outlined in red in the image below), and which in the view of the Town may be affected by the proposal.



Details of the application, and an invitation to comment, were made available on the Town's website. A copy of the application was also made available at the Town's customer service centre.

Only one submission was received which provided support for the proposal.

| Comment/Matter Raised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Responsible Authority response                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| I support this development as set out in the documents attached to this consultation. I particularly support the signage as depicted in the application. I also support the sustainable planting and solid walls facing Walter Road East. This plot of land is currently being used by motorists to rev their engines late at night as well as a range of other antisocial behaviours. I would support the use of cctv in the proposed car park and on the side of the development facing the Pink Deli which is also the site of antisocial behaviours at night. | The officer notes the support for the proposal.<br>No amendments to the proposal resulted from the comments made. |

## REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The application was referred to the following agencies:

- Department of Planning, Lands and Heritage (DPLH)
- Department of Health (DoH)
- Department of Water and Environmental Regulation (DWER)
- Department of Education (DoE)

The response received from DPLH included the following comments:

- No development of a permanent nature is proposed within the portion of the subject site affected by the 'Other Regional Road' reservation.
- Vehicular access being from Marion Street is in accordance with Development Control Policy 5.1 which seeks to minimise the number of new crossovers onto regional roads.
- There is no objection to the proposal being on an Other Regional Road on planning grounds but notes that the WAPC Draft Position Statement for Child Care Premises states that where a child care premises is proposed abutting a regional road, the play area should not be adjacent to the regional road.
- It is recommended that appropriate separation from vehicle emissions and noise be given consideration when determining the application, given that a portion of the play space is proposed to abut Walter Road East.

The comments are noted, however, no changes to the proposal resulted from the above.

The response received from DWER included the following comments and recommended conditions:

- DWER did not assess the development application in relation to noise and defers to the local government Environmental Health Officer's (EHO) assessment of the acoustic report.
- Between 1970 and 2002 the subject site was used as a service station which was decommissioned in 2004. In 2007 the site was reported as a contaminated site due to the presence of hydrocarbons in the soil and groundwater.
- Additional technical information provided in 2021 resulted in the site being classified as decontaminated.
- The current condition of soil and groundwater is unknown. The proposed redevelopment is for a more sensitive land use. As such conditions EN9 and Ena2 of the Model Subdivision Conditions Schedule (Department of Planning, Lands and Heritage; WAPC, December 2025) are recommended. Refer below.
- Acid Sulfate Soil (ASS) risk is low to moderate within 3m of the natural soil surface. No ASS management is warranted for this development.

### Recommended Conditions:

a) Prior to commencement of development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required.

b) If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the subsequent planning approval and/or building licence to the satisfaction of the Town of

Bassendean on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.

Investigations and remediation are to be carried out in compliance with the Contaminated Sites Act 2003 and current Department of Water and Environmental Regulation contaminated sites guidelines. (Department of Water and Environmental Regulation)

Advice note:

In relation to Condition [X] and in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a Mandatory Auditor's Report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition [X]. A current list of accredited auditors is available from [www.dwer.wa.gov.au](http://www.dwer.wa.gov.au).

The comments are noted and the recommended conditions are included. No changes to the proposal resulted from these comments.

The response received from DoH included the following comments:

- The DoH does not object to the proposal subject to comments and recommended conditions and advice notes.
- All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011. Disposal of wastewater generated on site is required to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974.
- Whilst the site is not recorded on the contaminated sites database, it may be subject to other classifications and the proponent should obtain a Basic Summary of Records for the land.
- Any handling of food intended for sale, or sale of food at this facility will need to comply with the Food Act 2008, Food Regulations 2009 and any relevant standards of the Australia New Zealand Food Standards Code

The comments are noted. No changes results from the above comments.

The response received from DoE included the following comments:

- As the subject site is adjacent to Eden Hill Primary School, consideration should be given to the WAPC Operational Policy 2.4 – Planning for School Sites.
- A child care premises is considered compatible with a school site, however, it is imperative that the proposal does not adversely impact student safety or school amenity and operations.
- The proposal includes a shortfall of at least 7 parking bays with the on-street parking along Marion Street being used to compensate. These bays are already heavily utilised for school drop-off and pick-up periods.
- Whilst it is expected there will be some synergy between parents with children attending both facilities, the heavy reliance on the street parking will impact on the availability for children attending the school only.
- The proposed staggering of staff rosters results in at least 8 staff being on site during school drop-off and pick-up periods. If 4 bays are to be reserved for



parents at the child care premises (as recommended in the TIS), up to 6 staff members will be parking off site.

- Use of the on-street bays during school peak periods is likely to result in traffic and carparking conflict and will compromise the safety of students and pedestrians.
- Notwithstanding the above, the DoE has no objection to the proposal, subject to the following conditions being recommended and fulfilled prior to occupation of the premises:
  - o The OMP must be revised, submitted and approved, demonstrating that all car parking for the staff members and drop-off and pick-up activities during the school peak periods can be accommodated on-site and managed effectively; and
  - o a Construction Management Plan (CMP) being prepared and approved to ensure that construction-related emissions such as noise, dust and odour are properly managed. In addition, the CMP is to include how car parking and delivery vehicles associated with construction will be managed.

The Town agrees with the comments relating to the parking shortfall and use of on-street bays along Marion Street. Following receipt of the above comments, amended plans were provided which included 2 additional parking bays within the verge, increasing the total parking provision to 10 bays. The applicant also provided letters of justification (refer **Attachments 3f and 3g**) and an amended OMP. This included amended staffing numbers and further staggering of shifts, as well as the staggered arrival times for children. The Town's position on the amended document is discussed above in the planning assessment section. The implementation of a condition of approval requiring a CMP is recommended.

#### DESIGN REVIEW PANEL ADVICE

The proposal was presented to the Town's Design Review Panel (the Panel) on two occasions. Following each review, revised plans and additional information were submitted to address the Panel's recommendations.

The proposal, as presented for determination, includes significant improvements to the initial submission. Meeting minutes of each Design Review (DR) are included as **Attachment 5a and 5b** to this report. A summary of the evaluation at each review is provided in the table below.

|                                      | DR1 15/05/26 | DR2 17/07/26 |
|--------------------------------------|--------------|--------------|
| P1 – Context and character           |              |              |
| P2 – Landscape quality               |              |              |
| P3 – Built form and scale            |              |              |
| P4 – Functionality and build quality |              |              |
| P5 – Sustainability                  |              |              |
| P6 – Amenity                         |              |              |
| P7 – Legibility                      |              |              |
| P8 – Safety                          |              |              |
| P9 – Community                       |              |              |
| P10 - Aesthetics                     |              |              |

At DR1 the panel noted that the proposal for a child care premises in this location as a positive addition to the community, however, requested changes to enable their support. The Panel requested changes to the built form which created a stronger connection to the heritage and character of the local area, reduced the visual bulk, improved the functionality of the entrance and pedestrian access, and addressed the proportions of the entry portico and second storey. Recommendations also included the provision of a robust parking and management strategy, enhanced landscaping outcomes and improved sustainability initiatives. The Town welcomed these comments and supported the provision of amended plans to address the issues raised.

The applicant provided amended plans and updated documentation which were presented to the Panel at DR2. The changes included a new colour and material palette, greater articulation and visual interest in the built form, reconfiguration of the portico and entry space and additional landscaping. An updated Transport Impact Statement and Operational Management Plan were also provided to address the proposed parking shortfall and provide a management strategy. The Town was generally supportive of the changes made, with the exception of the proposed parking shortfall and management strategies proposed.

At DR2 the Panel noted that whilst the changes had resulted in an improved outcome, further work was needed. The recommendations included further improvements to the functionality of the portico and entrance, the provision of additional landscaping detail, development of sustainability initiatives, and to further refine the aesthetics of the build with particular attention being given to the entry portico.

As denoted in the Table above, Principle 6 – Amenity was ‘not supported’ by the Panel at DR2. The key issues raised were the shortfall of parking, the fencing along the northern boundary not being visually permeable, and the size of the wrap-around awning and provision of protection to the footpath along Walter Road East.

The applicant elected not to attend a third Design Review, however, did provide further amended plans to address the recommendations made at DR2. The Town is satisfied that these plans address the key issues raised by the Panel. In particular the northern boundary fencing now includes visually permeable sections, the portico at the entrance has been increased in size to provide improved weather protection, the fencing associated with the portico has also been amended to be consistent with the play area fencing and the size of the awning has been suitably amended to provide improve weather protection to the Walter Road East footpath. The assessment of the proposed parking shortfall is discussed in detail in other sections of this report.

## OTHER ADVICE

### **Environmental Health**

The application was internally referred to the Town’s Environmental Health Team. No queries or objections were raised, however, a number of advice notes were provided for inclusion on a determination notice.

### **Engineering**

The application was internally referred to the Town’s Engineering Team on two occasions. Comments received raised a number of concerns, primarily;

- Parking shortfall
- Non-compliance of the crossover with the Town’s Crossover Policy

- Provision of a landing for the pram ramp
- Conflict of the proposed bin pad location with crossover alignment

The Engineering Team also commented on the proposal for two parking bays within the Marion Street verge. The following were raised as matters to be considered and addressed:

- Vehicles entering and exiting the site need to be 'lane-compliant'. i.e. they do not cross a solid white line within the road when turning.
- The bays will impact the provision of soft landscaping within the verge, in accordance with the Towns Verge Policy.
- All vehicle movements need to be contained within the formal crossover and not extend into the verge.

In consideration of the above, and additional concerns regarding pedestrian safety, the Town proposes an alternative outcome discussed in the planning assessment section above.

### **Sustainability & Environment**

The application was internally referred to the Town's Sustainability and Environment Team. Comments were received in relation to waste management and the proposed location of the bin pad/collection point.

It is proposed that waste management be addressed through an updated waste management plan, required as a condition of approval.

### **ALTERNATIVE TO RESPONSIBLE AUTHORITY RECOMMENDATION**

The proposal is capable of being determined differently to the Responsible Authority Recommendation, noting that discretion is applied to several aspects of the proposal.

Particularly relating to the proposed variation to parking, the DAP may choose to make an alternative recommendation. Whilst the Town's preferred outcome is for existing on-street parking bays within Cumberland Way to be used, the DAP may choose to support the proposed on-street bays within the Marion Street verge. In this case, it is recommended that conditions be implemented requiring updated engineering drawings which demonstrate safe vehicle access and egress. Such conditions are provided in **Attachment 7**.

An additional alternative outcome may be that the DAP chooses to refuse the application. In this scenario, a second alternative recommendation is included at **Attachment 7**.

### **CONCLUSION:**

The proposed Child Care Premises at Lot 75 (No. 72) Walter Road East, Eden Hill represents an appropriate and beneficial use of a long-vacant site within the Local Centre zone. The development will provide a community service in an accessible location, close to residential neighbourhoods, public transport and existing community infrastructure. The proposal is consistent with the intent and objectives of the Local



Centre zone and will contribute to the activation and redevelopment of an underutilised site.

Whilst the application seeks variations relating to parking provision and aspects of landscaping and tree retention, it is considered these matters can be addressed through the recommended conditions of approval.

In considering the application against the applicable planning framework, the Town considers the proposal is capable of achieving an acceptable planning outcome and is of the view it can be supported, subject to the recommended conditions of approval.

## ATTACHMENTS

1. Development Plans as listed in Condition No.1
2. Technical Document(s) that form part of the approval (as listed in Condition No.1)
  - a. Operational Management Plan (28 July 2026)
  - b. Transport Impact Statement (6 July 2026) & supplementary letter.
  - c. Landscape and Outdoor Play Area Plans
3. Application Documents
  - a. Swept Path Analysis (31 July 2026)
  - b. Swept Path Analysis (2 July 2026)
  - c. Acoustic Report
  - d. Applicant's acoustic analysis
  - e. Waste Management Plan
  - f. Applicant letter dated 3 July 2026
  - g. Applicant letter dated 29 July 2026
  - h. Applicant Report (8 April 2026)
  - i. Operational Management Plan (6 July 2026)
  - j. Transport Impact Statement (April 2026)
4. Copies of external referral responses
  - a. Department of Planning, Lands and Heritage
  - b. Department of Water and Environmental Regulation
  - c. Department of Health
  - d. Department of Education
5. Copies of Design Review Panel minutes
  - a. Design Review 1 – 15 May 2026
  - b. Design Review 2 – 17 July 2026
6. Full Planning Assessment Table
7. Alternative to the Responsible Authority Recommendation



RNN ENTERPRISES PTY LTD

Address:Lot 75 (#72) Walter Road East EDEN HILL

Childcare Centre

Job Number: 25071

| Drawing No | Description             |
|------------|-------------------------|
| 01         | Cover Page              |
| 02         | 3D Perspectives         |
| 03         | Existing Site Survey    |
| 04         | Site Plan               |
| 05         | Context Plan            |
| 06         | Overlay                 |
| 07         | 1:200 Ground Floor Plan |
| 08         | Ground Floor            |
| 09         | First Floor             |
| 10         | Roof Plan               |
| 11         | Elevations              |
| 12         | Elevations              |
| 13         | Solar Study             |

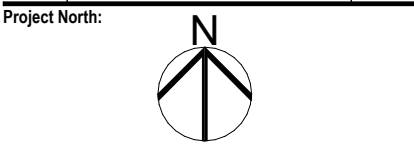






|       |         |          |
|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
| 8.00  | Changes | 26.06.26 |
| 7.00  | Changes | 23.06.26 |
| 6.00  | DRP     | 17.06.26 |
| 5.00  | DRP     | 01.05.26 |
| 4.00  | DRP     | 06.04.26 |
| 3.00  | Concept | 19.02.26 |
| 2.00  | Concept | 03.02.26 |
| 1.00  | Concept | 11.12.25 |

Revision Description Date



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:  
3D Perspectives

Scale: Sheet Size: A2

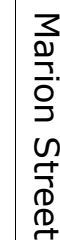
Project No: 25071 Revision Number: 10.00

Drawing No.:  
02 of 13



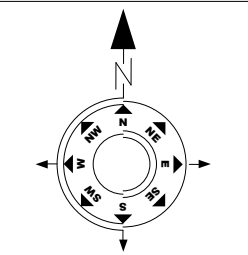
Unit: 3/1 Mulgill Road, Malaga W.A 6090  
(08) 9248 8392 germanodesigns.com.au  
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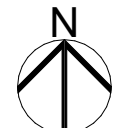
**MY CONTOUR SURVEY**  
 LICENSED LAND & ENGINEERING SURVEYORS  
 8 CLIVE STREET  
 WEST PERTH  
 PHONE: 08 6166 6174

**IMPORTANT NOTICE**  
Final lot angles are subject to boundary re-establishment survey and lot closure calculations.  
Boundary Survey should be conducted by licensed surveyor prior to any construction.



|                 |                    |             |
|-----------------|--------------------|-------------|
| 10.00           | Changes            | 27.07.26    |
| 8.00            | Changes            | 26.06.26    |
| 7.00            | Changes            | 23.06.26    |
| 6.00            | DRP                | 17.06.26    |
| 5.00            | DRP                | 01.05.26    |
| 4.00            | DRP                | 08.04.26    |
| 3.00            | Concept            | 19.02.26    |
| 2.00            | Concept            | 03.02.26    |
| 1.00            | Concept            | 11.12.25    |
| <b>Revision</b> | <b>Description</b> | <b>Date</b> |

| Revision       | Description | Date |
|----------------|-------------|------|
| Project North: |             |      |



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN  
HILL

Drawing Title:

Existing Site Survey

|                             |                                  |
|-----------------------------|----------------------------------|
| Scale:<br><b>1:200</b>      | Sheet Size:<br><b>A2</b>         |
| Project No:<br><b>25071</b> | Revision Number:<br><b>10.00</b> |

Drawing No.: 03 of 13



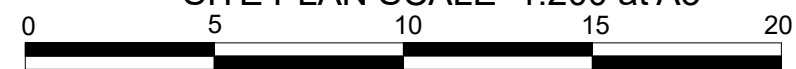
Unit: 3/1 Mulgool Road, Malaga W.A 6090  
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|                                             |                          |                  |  |
|---------------------------------------------|--------------------------|------------------|--|
| T.B.M. ▲ SEWER MANHOLE                      |                          | □ SEWER COVER    |  |
| POWER DOME ● SEWER INSPECT                  | □ COLUMN / PILLAR        |                  |  |
| TELSTRA FLOOR LEVEL FL                      | LARGE TREE               |                  |  |
| WATER METER ⊗ DRAIN                         | SMALL TREE               |                  |  |
| POWER POLE ○ SOAKWELL                       | TREE STUMP               |                  |  |
| STREET LAMP ★ HYDRANT FH                    | WATER LINE               |                  |  |
| BOUNDARY                                    | BUILDING                 | SEWER LINE       |  |
| TW / TR / TF TOP OF WALL / RETAINER / FENCE |                          |                  |  |
| POINT OF INTEREST ▲                         |                          | 0.00             |  |
| SURVEYOR SITE REPORT                        |                          |                  |  |
| ELECTRICITY: UnderGround                    |                          | GAS: NOT SIGHTED |  |
| PHONE: YES                                  | WATER: YES               |                  |  |
| SEWERAGE: YES                               | 2D Line work survey: YES |                  |  |
| ROAD: BITUMEN                               | 3D Line work survey: NO  |                  |  |
| KERB: (Barrier)                             |                          |                  |  |
| FOOTPATH: YES                               |                          |                  |  |
| VEGETATION: -                               |                          |                  |  |
| SOL: SAND/WEED                              |                          |                  |  |
| VEINS:                                      |                          |                  |  |
| REPEL: NO                                   |                          |                  |  |
| AREA: OLD SURVEY AREA                       |                          |                  |  |

**TOWN OF  
BASSENDEAN**

SITE PLAN SCALE 1:200 at A3



 NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES FOR HOUSE POSITION REQUIRED.

IMPORTANT NOTES:  
CHECK CERTIFICATE OF TITLE FOR EASEMENTS, CAVEATS & COVENANTS  
PLUMBING CONTRACTORS TO CONFIRM SEWER DEPTHS BEFORE WORKS  
LOCATION OF BOUNDARY PEGS & IMPROVEMENTS NOT GUARANTEED  
UNLESS BOUNDARIES ARE REPEGGED AT TIME OF SURVEY.

**IMPORTANT NOTES:**  
All SEWER and WATER details plotted from information supplied by Water Corporation. This information is approximate only and a Cadastral Connection will be required if true sewer location points are required for service works.

SURVEY ADDRESS :

LOT 75 (#22) Walter road east, Eden Hill.

AUSTRALIAN HEIGHT DATUM (AHD)  
DERIVED FROM RTK-GPS

|                                 |                    |                       |
|---------------------------------|--------------------|-----------------------|
| CLIENT / S :<br>RNN ENTERPRISES |                    | TBM HEIGHT<br>21.25 A |
| PLAN / DIAGRAM No<br>P 3469     | Job No:<br>ZS 3073 |                       |

|                                 |                    |                       |
|---------------------------------|--------------------|-----------------------|
| CLIENT / S :<br>RNN ENTERPRISES |                    | TBM HEIGHT<br>21.25 A |
| PLAN / DIAGRAM No<br>P 3469     | Job No:<br>ZS 3073 |                       |

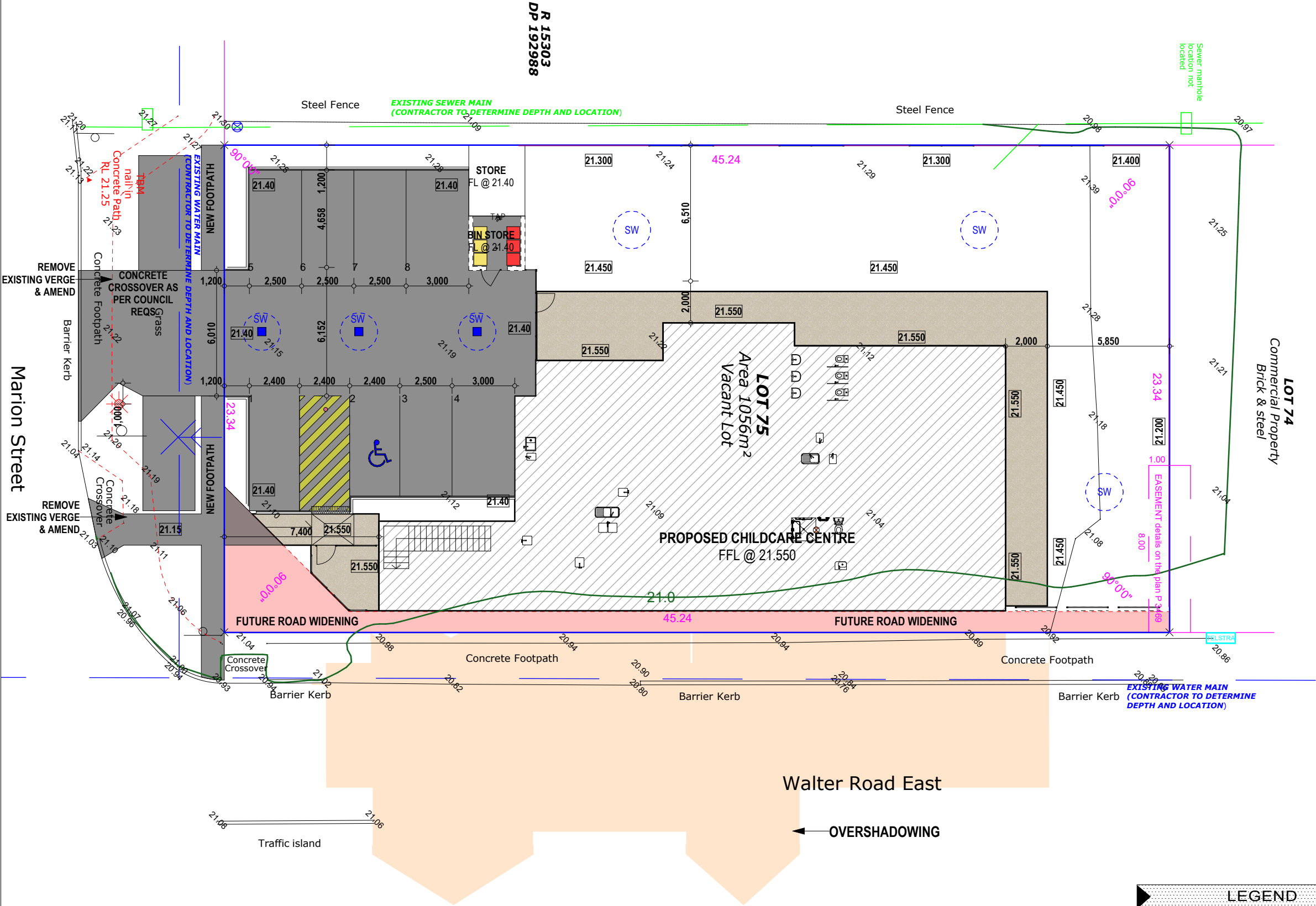
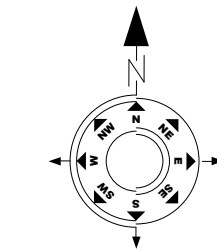




**IMPORTANT NOTICE**  
Features are related to  
fence lines only. No connection  
made to boundaries.  
**REPEG RECOMMENDED**

**MY CONTOUR SURVEY**  
LICENSED LAND & ENGINEERING SURVEYORS  
8 CLIVE STREET  
WEST PERTH  
PHONE: 08 6166 6174

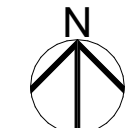
**IMPORTANT NOTICE**  
Final lot angles are subject to  
boundary re-establishment survey  
and lot closure calculations.  
Boundary Survey should be  
conducted by licensed surveyor  
prior to any construction.



| Zone         | Area      | Perim      |
|--------------|-----------|------------|
| First Floor  |           |            |
| Staff        | 95.53     | 57.560     |
|              | 95.53 m²  | 57.560 mm  |
| Ground Floor |           |            |
| Bin Store    | 6.99      | 10.580     |
| Portico      | 8.57      | 11.724     |
| Store        | 9.12      | 12.160     |
| Childcare    | 326.22    | 87.560     |
|              | 350.90 m² | 122.024 mm |
|              | 446.43 m² | 179.584 mm |

|              |              |          |
|--------------|--------------|----------|
| Zoning:      | R25          |          |
| Policies:    | Bassendean   |          |
| Heritage:    | NA           |          |
| Bushfire:    | NA           |          |
| BAL:         | NA           |          |
| Acoustic:    | NA           |          |
| Sewer:       | Rear Outside |          |
| Power:       | LHS          |          |
| Coastal:     | NA           |          |
| Water:       | TBC          |          |
| Wind Rating: | TBC          |          |
| 10.00        | Changes      | 27.07.26 |
| 8.00         | Changes      | 26.06.26 |
| 7.00         | Changes      | 23.06.26 |
| 6.00         | DRP          | 17.06.26 |
| 5.00         | DRP          | 01.05.26 |
| 4.00         | DRP          | 08.04.26 |
| 3.00         | Concept      | 19.02.26 |
| 2.00         | Concept      | 03.02.26 |
| 1.00         | Concept      | 11.12.25 |

| Revision | Description   | Date |
|----------|---------------|------|
| 1        | Project North |      |



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN  
HILL

Drawing Title:  
Site Plan

Scale:  
1:200

Sheet Size:  
A2

Project No:  
25071

Revision Number:  
10.00

Drawing No.:  
04 of 13



Unit: 3/1 Mulgool Road, Malaga WA 6090  
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**TOWN OF  
BASSENDEAN**

**SITE PLAN SCALE 1:200 at A3**

**NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES  
FOR HOUSE POSITION REQUIRED.**

**IMPORTANT NOTES:**  
CHECK CERTIFICATE OF TITLE FOR EASEMENTS, CAVEATS & COVENANTS  
PLUMBING CONTRACTORS TO CONFIRM SEWER DEPTHS BEFORE WORKS  
LOCATION OF BOUNDARY PEGS & IMPROVEMENTS NOT GUARANTEED  
UNLESS BOUNDARIES ARE REPEGGED AT TIME OF SURVEY.

**SURVEY ADDRESS :**  
LOT 75 (#22) Walter road east, Eden Hill.

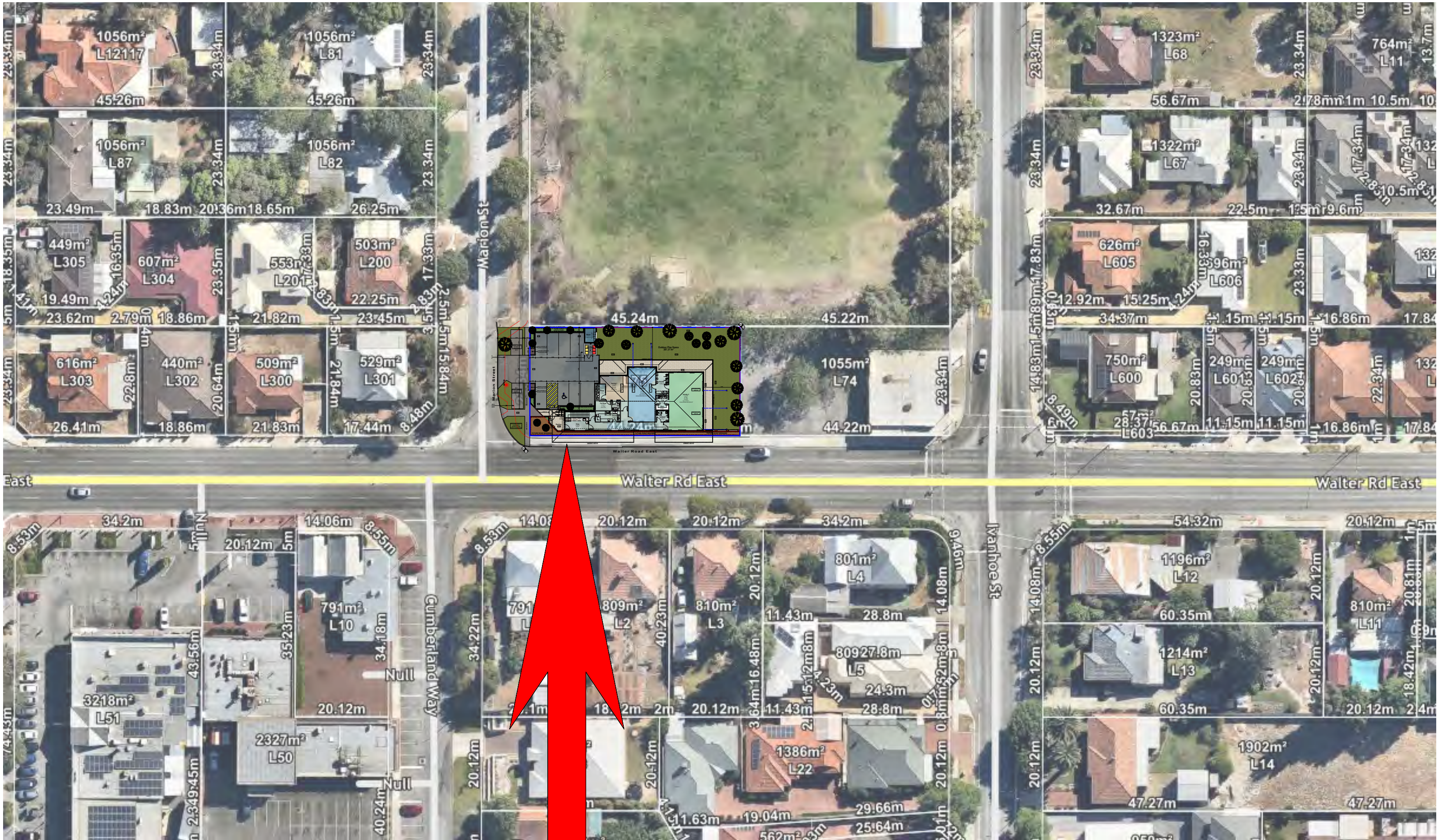
**AUSTRALIAN HEIGHT DATUM (AHD)  
DERIVED FROM RTK-GPS**

**CLIENT / S:**  
RNN ENTERPRISES  
**PLAN / DIAGRAM No**  
P 3469  
**TBM HEIGHT**  
21.25 AHD  
**Job No:**  
ZS 3073

| LEGEND              |                                |
|---------------------|--------------------------------|
| T.B.M. ▲            | SEWER MANHOLE □                |
| POWER DOME ●        | SEWER INSPECT □                |
| TELSTRA □           | FLOOR LEVEL FL                 |
| WATER METER ●       | DRAIN □                        |
| POWER POLE ●        | SOAKWELL □                     |
| STREET LAMP ●       | HYDRANT □                      |
| BOUNDARY            | BUILDING                       |
| TW / TR / TF        | TOP OF WALL / RETAINER / FENCE |
| POINT OF INTEREST ▲ | 0.00                           |

| SURVEYOR SITE REPORT     |                          |
|--------------------------|--------------------------|
| ELECTRICITY: UnderGround | GAS: NOT SIGHTED         |
| PHONE: YES               | WATER: YES               |
| SEWERAGE: YES            | 2D Line work survey: YES |
| ROAD: BITUMEN            | 3D Line work survey: NO  |
| KERB: (Barrier)          |                          |
| FOOTPATH: YES            |                          |
| VEGETATION: -            |                          |
| SOIL: SANDWEED           |                          |
| VEWS:                    |                          |
| REPEG: NO                |                          |
| AREA                     | OLD SURVEY AREA          |





**SUBJECT SITE**  
**22 Walter Road East, Eden Hill 6054**

|       |         |          |
|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
| 8.00  | Changes | 26.06.26 |
| 7.00  | Changes | 23.06.26 |
| 6.00  | DRP     | 17.06.26 |
| 5.00  | DRP     | 01.06.26 |
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| 3.00  | Concept | 19.02.26 |
| 2.00  | Concept | 03.02.26 |
| 1.00  | Concept | 11.12.25 |

Revision Description Date

Project North:



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:  
Overlay

Scale: Sheet Size: A2

Project No: 25071  
Revision Number: 10.00

Drawing No.: 06 of 13



Unit: 3/1 Mulgill Road, Malaga WA 6090  
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| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|

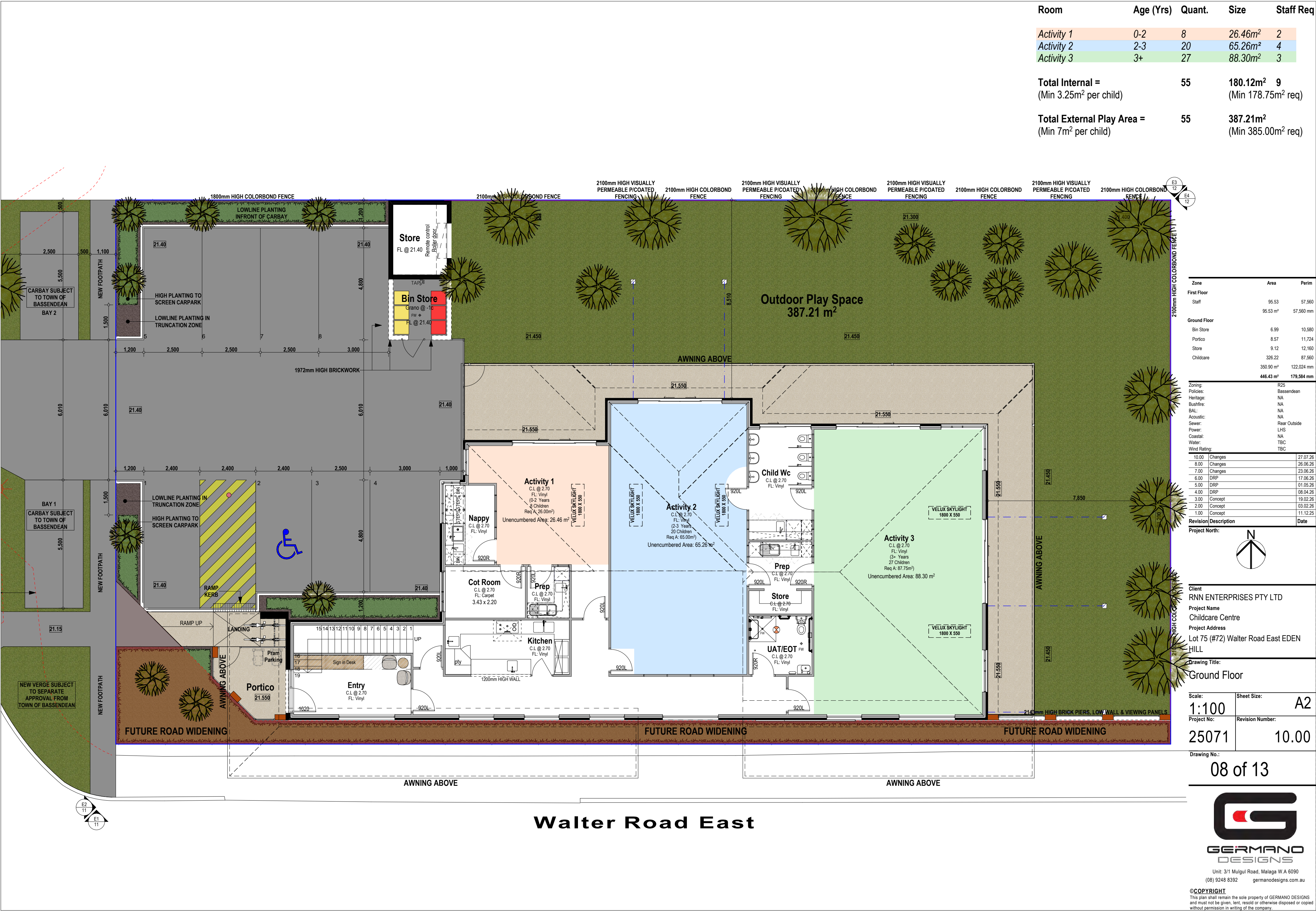
Drawing Title:  
1:200 Ground Floor Plan

**Drawing No.:**

The logo for Germano Designs features a large, stylized black letter 'G' with a red semi-circle inside its upper curve. Below the 'G', the word 'GERMANO' is written in a bold, black, sans-serif font, and the word 'DESIGNS' is written below it in a lighter, grey, sans-serif font.

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| Room                                                          | Age (Yrs) | Quant. | Size                                                   | Staff Req |
|---------------------------------------------------------------|-----------|--------|--------------------------------------------------------|-----------|
| Activity 1                                                    | 0-2       | 8      | 26.46m <sup>2</sup>                                    | 2         |
| Activity 2                                                    | 2-3       | 20     | 65.26m <sup>2</sup>                                    | 4         |
| Activity 3                                                    | 3+        | 27     | 88.30m <sup>2</sup>                                    | 3         |
| Total Internal =<br>(Min 3.25m <sup>2</sup> per child)        |           | 55     | 180.12m <sup>2</sup><br>(Min 178.75m <sup>2</sup> req) | 9         |
| Total External Play Area =<br>(Min 7m <sup>2</sup> per child) |           | 55     | 387.21m <sup>2</sup><br>(Min 385.00m <sup>2</sup> req) |           |

| Zone         | Area                  | Perim      |
|--------------|-----------------------|------------|
| First Floor  |                       |            |
| Staff        | 95.53                 | 57.560     |
|              | 95.53 m <sup>2</sup>  | 57.560 mm  |
| Ground Floor |                       |            |
| Bin Store    | 6.99                  | 10.580     |
| Portico      | 8.57                  | 11.724     |
| Store        | 9.12                  | 12.160     |
| Childcare    | 326.22                | 87.560     |
|              | 350.90 m <sup>2</sup> | 122.024 mm |
|              | 446.43 m <sup>2</sup> | 179.584 mm |

|              |              |
|--------------|--------------|
| Zoning:      | R25          |
| Policies:    | Bassendean   |
| Heritage:    | NA           |
| Bushfire:    | NA           |
| BAL:         | NA           |
| Acoustic:    | NA           |
| Sewer:       | Rear Outside |
| Power:       | LHS          |
| Coastal:     | NA           |
| Water:       | TBC          |
| Wind Rating: | TBC          |

|       |         |          |
|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
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| 1.00  | Concept | 11.12.25 |

| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|

| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|

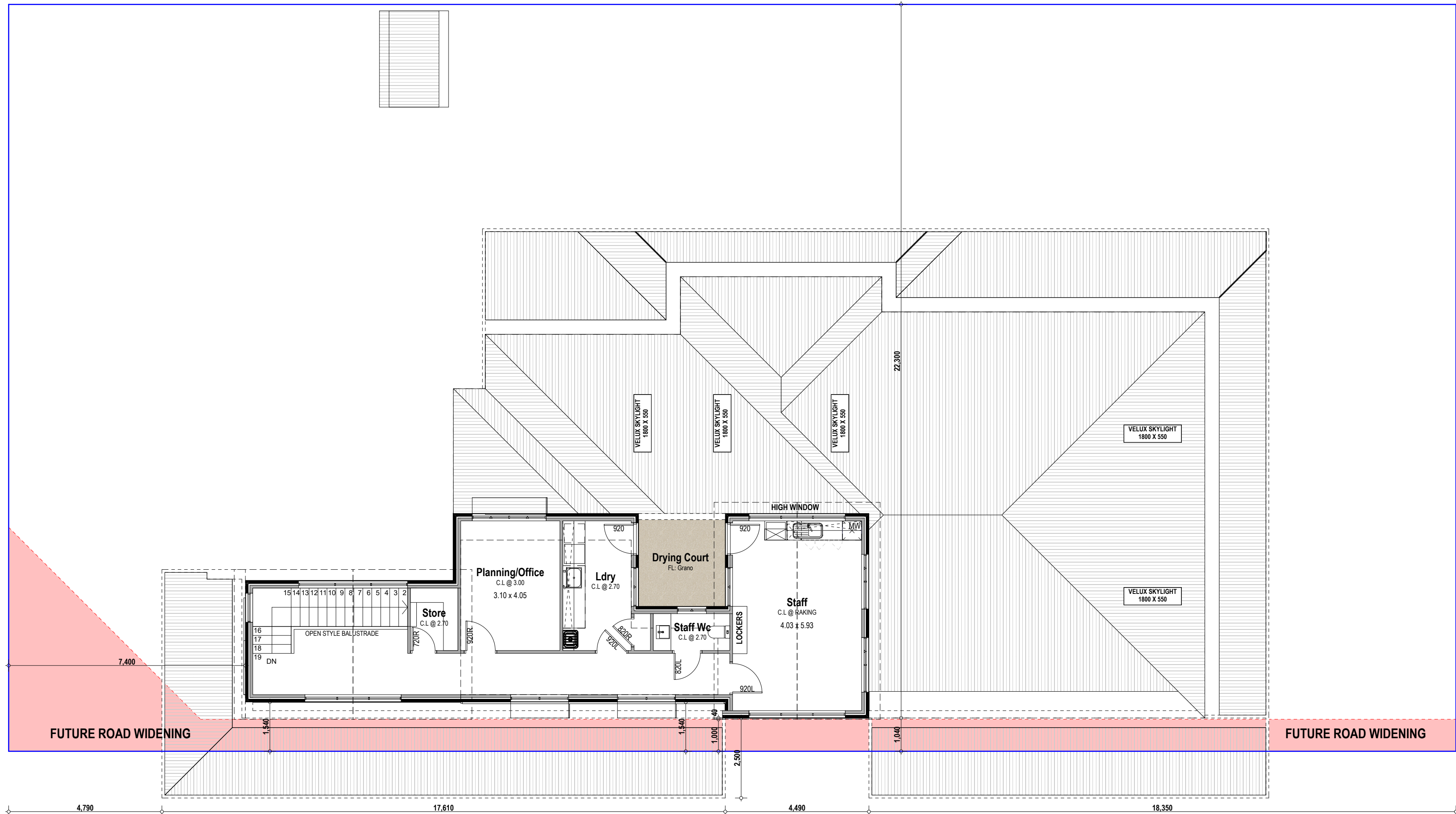


Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:  
Ground Floor

|             |                  |
|-------------|------------------|
| Scale:      | Sheet Size:      |
| 1:100       | A2               |
| Project No: | Revision Number: |
| 25071       | 10.00            |

Drawing No.:  
08 of 13



| Zone         | Area      | Perim      |
|--------------|-----------|------------|
| First Floor  |           |            |
| Staff        | 95.53     | 57.560     |
|              | 95.53 m²  | 57.560 mm  |
| Ground Floor |           |            |
| Bin Store    | 6.99      | 10.580     |
| Portico      | 8.57      | 11.724     |
| Store        | 9.12      | 12.160     |
| Childcare    | 326.22    | 87.560     |
|              | 350.90 m² | 122.024 mm |
|              | 446.43 m² | 179.584 mm |

|              |              |          |
|--------------|--------------|----------|
| Zoning:      | R25          |          |
| Policies:    | Bassendean   |          |
| Heritage:    | NA           |          |
| Bushfire:    | NA           |          |
| BAL:         | NA           |          |
| Acoustic:    | NA           |          |
| Sewer:       | Rear Outside |          |
| Power:       | LHS          |          |
| Coastal:     | NA           |          |
| Water:       | TBC          |          |
| Wind Rating: | TBC          |          |
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| 3.00         | Concept      | 19.02.26 |
| 2.00         | Concept      | 03.02.26 |
| 1.00         | Concept      | 11.12.25 |

| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:  
First Floor

Scale:  
1:100

Sheet Size:  
A2

Project No.:  
25071

Revision Number:  
10.00

Drawing No.:  
09 of 13

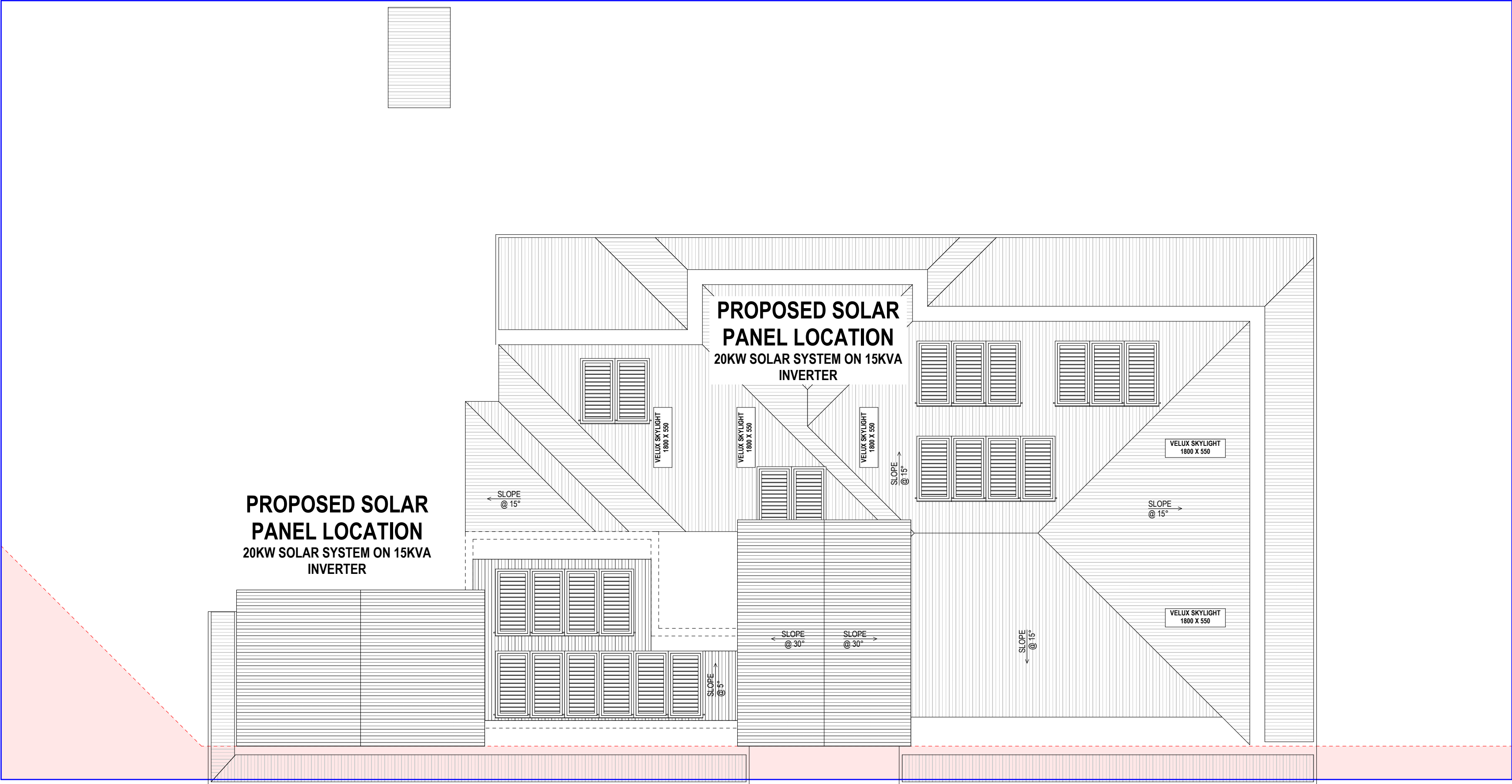


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Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.



|       |         |          |
|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
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| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN HILL

Drawing Title:  
Roof Plan

Scale:  
1:100

Sheet Size:  
A2

Project No:  
25071

Revision Number:  
10.00

Drawing No.:  
10 of 13



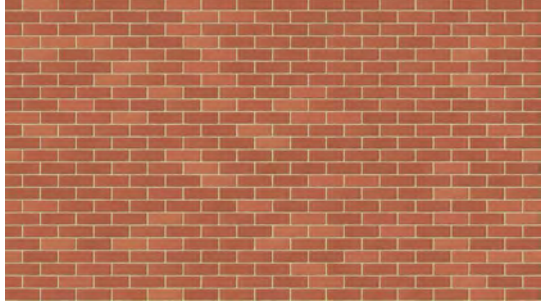
Unit: 3/1 Mulgill Road, Malaga W.A 6090  
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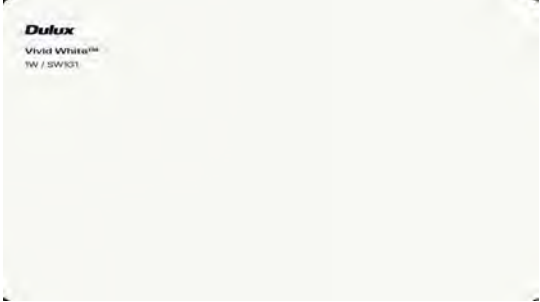
ROOF, GUTTERS, FASCIA & POSTS -  
COLORBOND MONUMENT



FEATURE FACEBRICK - MIDLAND BRICK  
RED SMOOTH HALF CREAM MORTAR



MAIN RENDER - DULUX VIVID WHITE



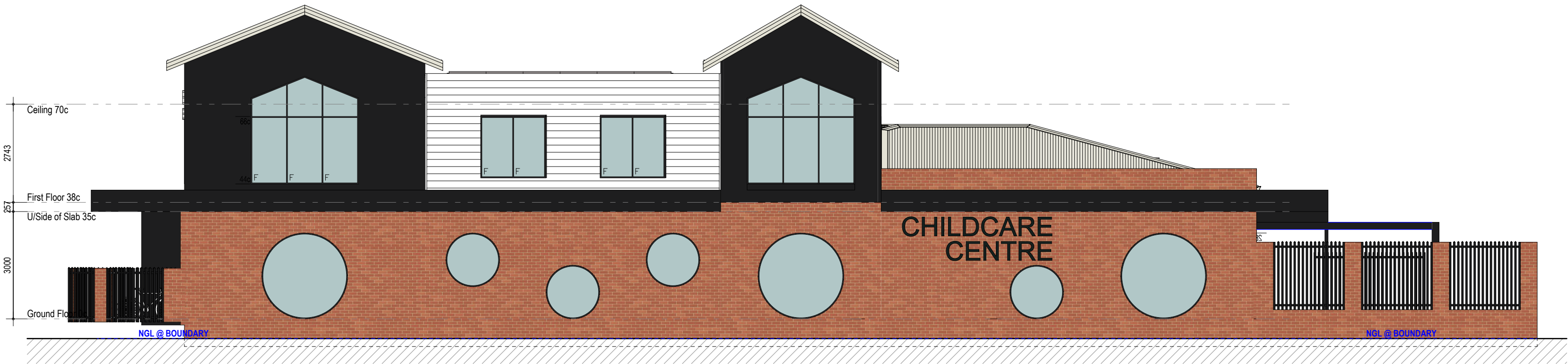
FEATURE RENDER - DULUX COLORBOND  
MONUMENT



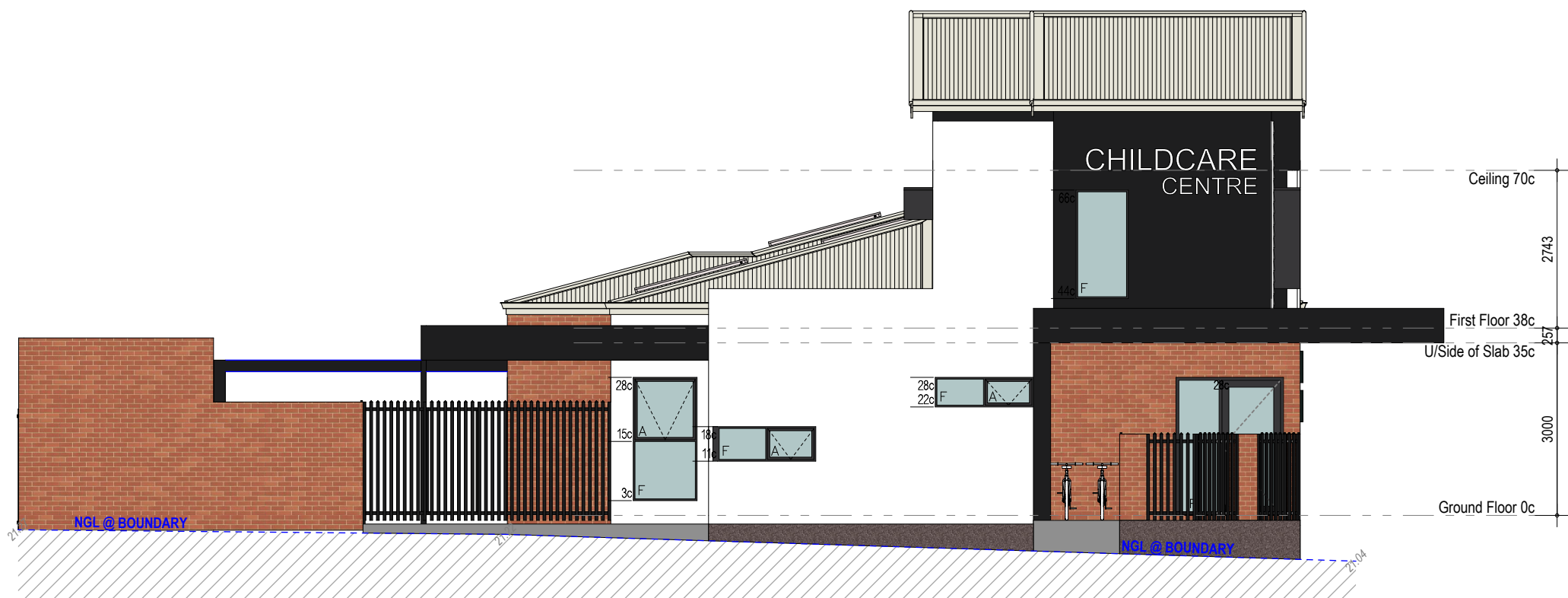
WINDOW & DOOR FRAMES - CHARCOAL  
LUSTRE



JAMES HARDIE LINEA WEATHERBOARD  
PAINTED WHITE



E1  
Elevation  
1:100



E2  
Elevation  
1:100

|       |         |          |
|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
| 8.00  | Changes | 26.06.26 |
| 7.00  | Changes | 23.06.26 |
| 6.00  | DRP     | 17.06.26 |
| 5.00  | DRP     | 01.06.26 |
| 4.00  | DRP     | 08.04.26 |
| 3.00  | Concept | 19.02.26 |
| 2.00  | Concept | 03.02.26 |
| 1.00  | Concept | 11.12.25 |

Revision Description Date

Project North:



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN  
HILL

Drawing Title:  
Elevations

|                      |                           |
|----------------------|---------------------------|
| Scale:<br>1:100      | Sheet Size:<br>A2         |
| Project No:<br>25071 | Revision Number:<br>10.00 |

Drawing No.:  
11 of 13



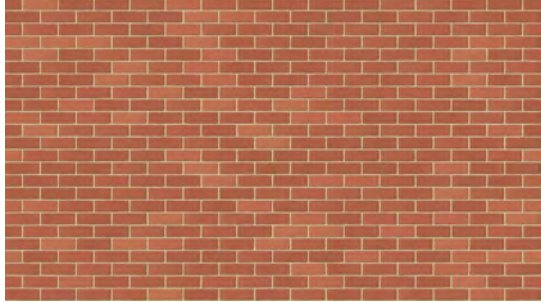
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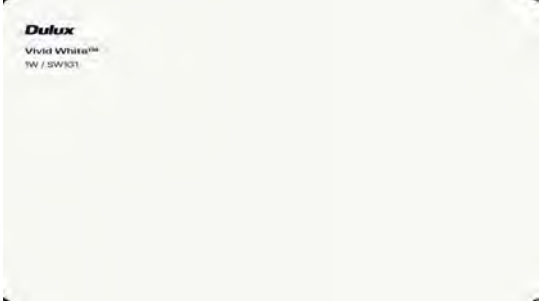
ROOF, GUTTERS, FASCIA & POSTS -  
COLORBOND MONUMENT



FEATURE FACEBRICK - MIDLAND BRICK  
RED SMOOTH HALF CREAM MORTAR



MAIN RENDER - DULUX VIVID WHITE



FEATURE RENDER - DULUX COLORBOND  
MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL  
LUSTRE

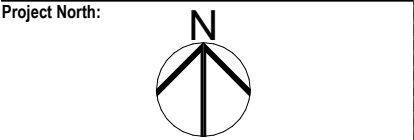


JAMES HARDIE LINEA WEATHERBOARD  
PAINTED WHITE



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|-------|---------|----------|
| 10.00 | Changes | 27.07.26 |
| 8.00  | Changes | 26.06.26 |
| 7.00  | Changes | 23.06.26 |
| 6.00  | DRP     | 17.06.26 |
| 5.00  | DRP     | 01.06.26 |
| 4.00  | DRP     | 08.04.26 |
| 3.00  | Concept | 19.02.26 |
| 2.00  | Concept | 03.02.26 |
| 1.00  | Concept | 11.12.25 |

| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|



Client  
RNN ENTERPRISES PTY LTD  
Project Name  
Childcare Centre  
Project Address  
Lot 75 (#72) Walter Road East EDEN  
HILL

Drawing Title:  
Elevations

|                       |                           |
|-----------------------|---------------------------|
| Scale:<br>1:100       | Sheet Size:<br>A2         |
| Project No.:<br>25071 | Revision Number:<br>10.00 |

Drawing No.:  
12 of 13

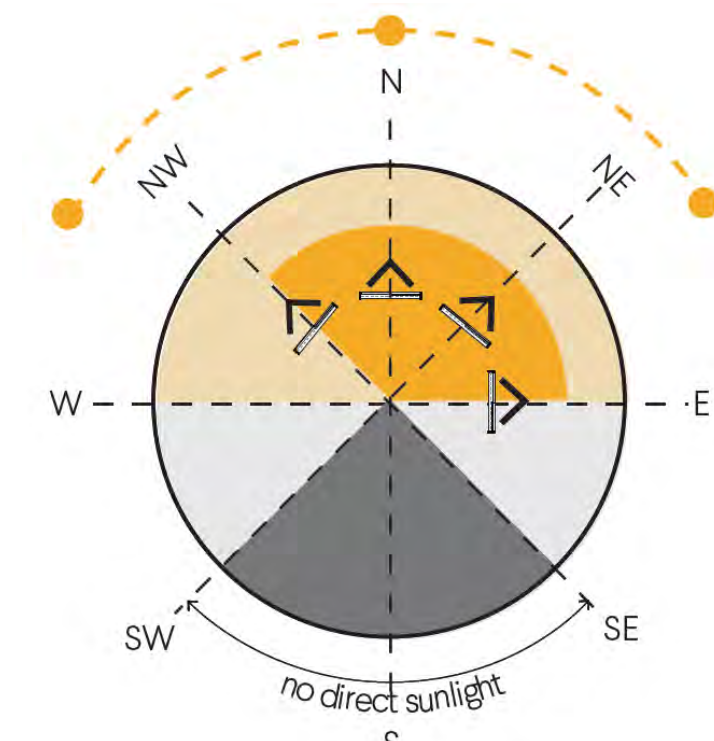
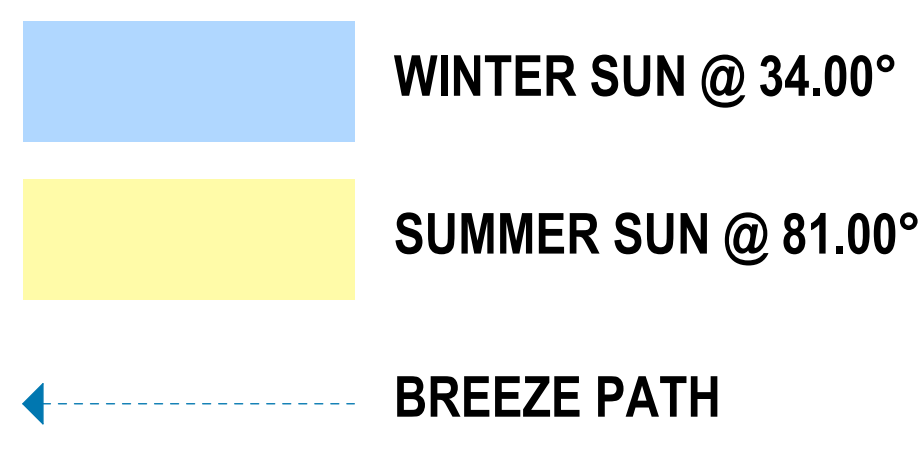
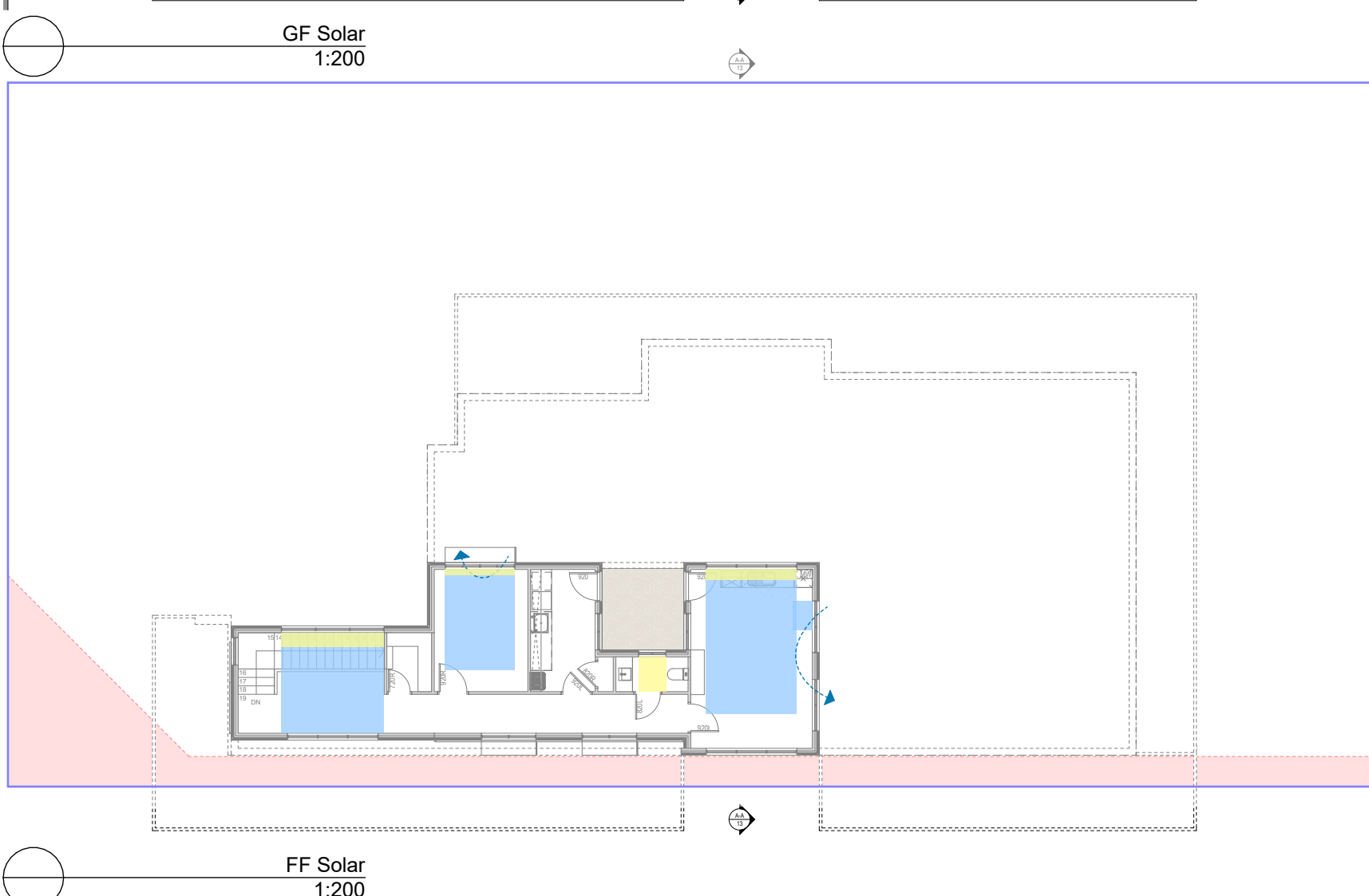
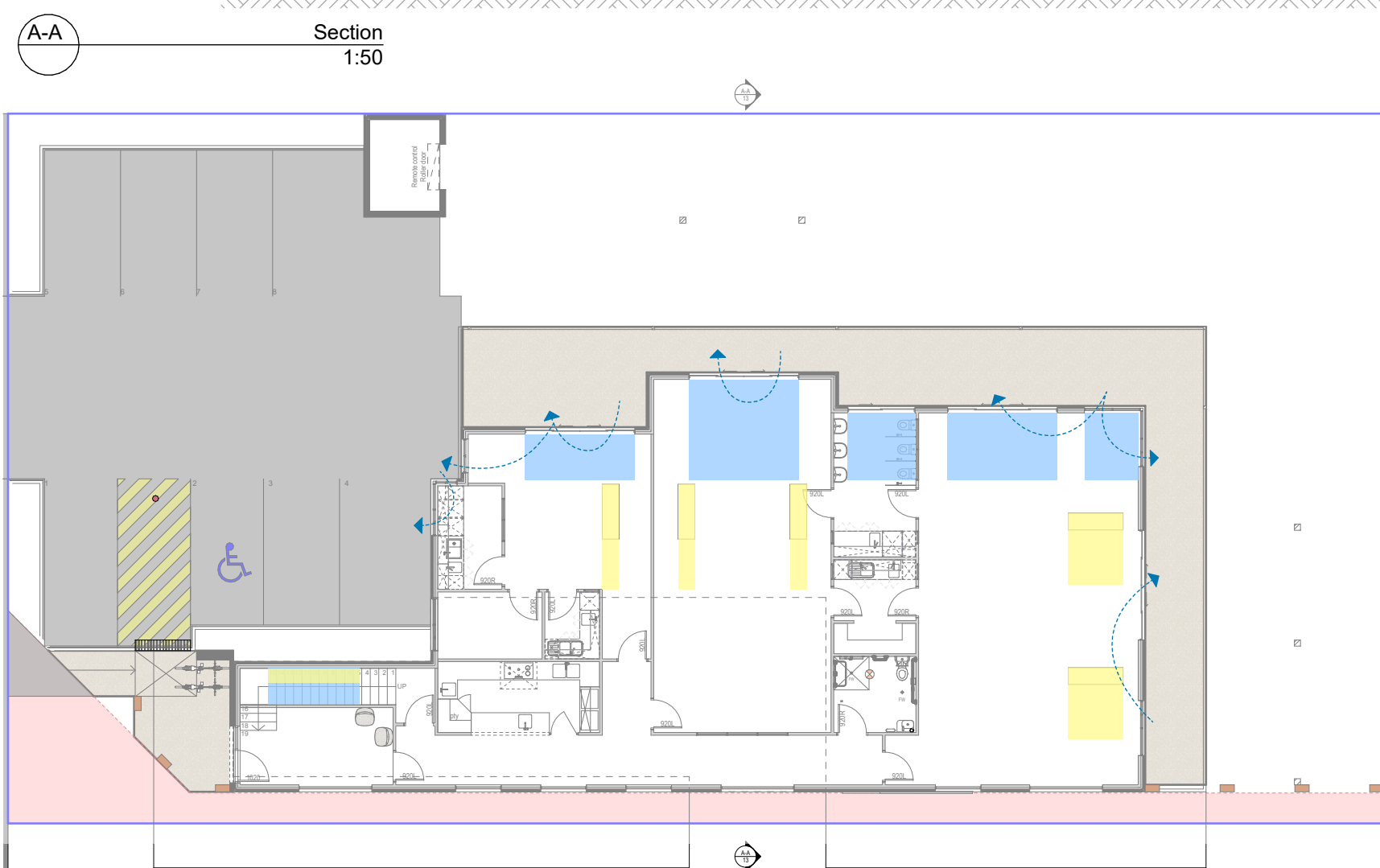
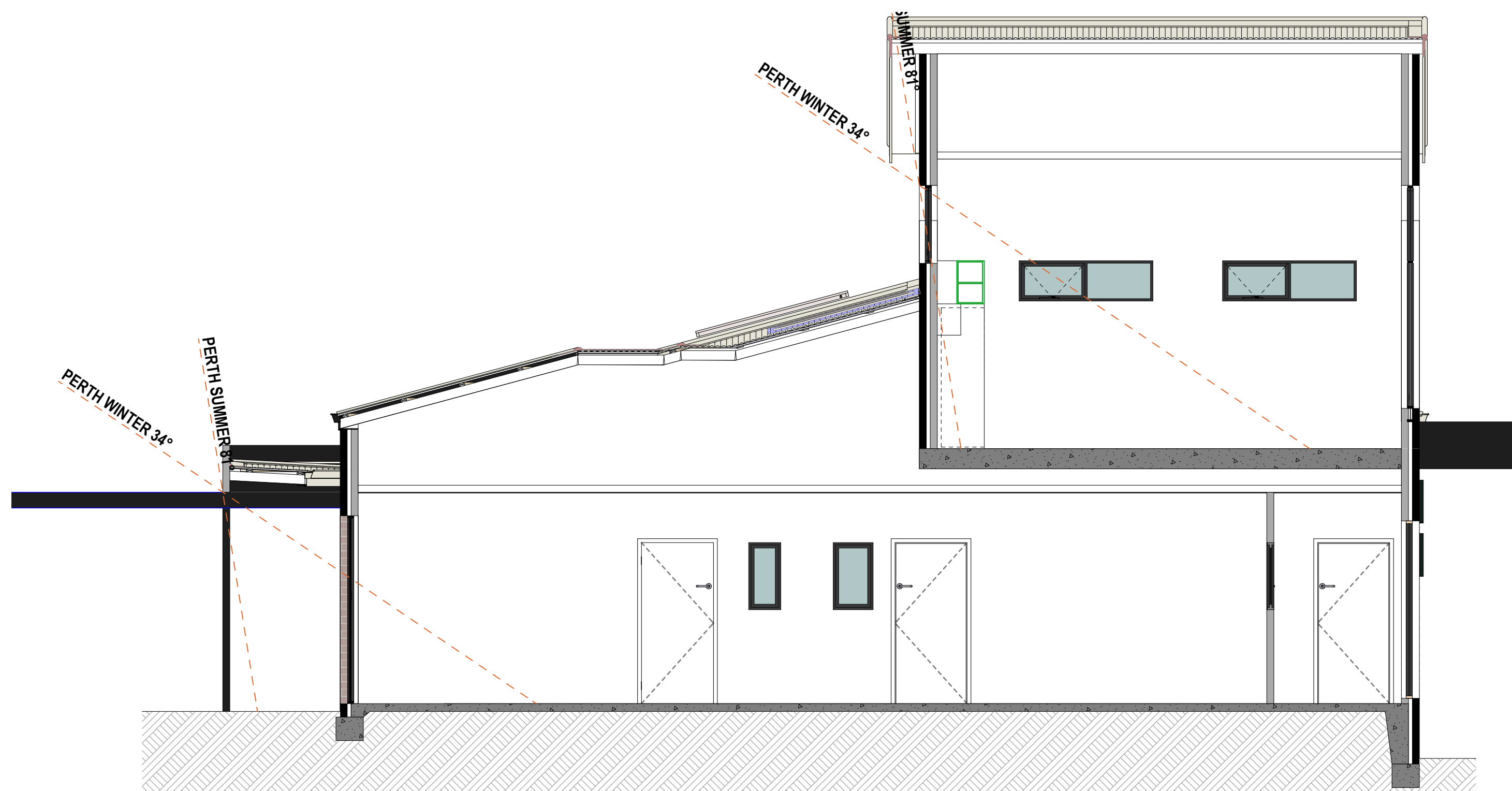


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Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.



| 10.00                | Changes | 27.07.26 |
|----------------------|---------|----------|
| 8.00                 | Changes | 26.06.26 |
| 7.00                 | Changes | 23.06.26 |
| 6.00                 | DRP     | 17.06.26 |
| 5.00                 | DRP     | 01.05.26 |
| 4.00                 | DRP     | 08.04.26 |
| 3.00                 | Concept | 19.02.26 |
| 2.00                 | Concept | 03.02.26 |
| 1.00                 | Concept | 11.12.25 |
| Revision Description |         | Date     |
| Project North:       |         |          |

|                 |                  |                                         |
|-----------------|------------------|-----------------------------------------|
| Client          |                  | RNN ENTERPRISES PTY LTD                 |
| Project Name    |                  | Childcare Centre                        |
| Project Address |                  | Lot 75 (#72) Walter Road East EDEN HILL |
| Drawing Title:  |                  |                                         |
| Solar Study     |                  |                                         |
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| 13 of 13        |                  |                                         |



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# OPERATIONAL MANAGEMENT PLAN

## **Nourished Early Learning Centre**

72 Walter Road East, Eden Hill WA

Nourished Early Learning provides holistic, play-based early education grounded in wellbeing, nutrition and strong relationships. Aligned with the Early Years Learning Framework and the National Quality Framework, the centre is designed to deliver a safe, nurturing and high-quality learning environment that supports children's development and family partnerships.

This Operational Management Plan outlines how the centre will function on a day-to-day basis, with a focus on traffic management, parking, staffing, noise, waste and overall site operations. The plan supports the Development Application and should be read in conjunction with the Planning Report, Transport Impact Statement, Acoustic Report and Waste Management Plan.

## **1. Development Overview**

Nourished Early Learning is a centre-based long day care service designed to accommodate a maximum of 55 children aged 0–5 years. The development comprises a two-storey purpose-built childcare facility with ground floor activity rooms and first floor staff and administrative areas. The development responds to ongoing demand for high-quality early childhood education within the local catchment.

The internal and external play areas exceed the minimum space requirements prescribed under the Education and Care Services National Regulations 2012 (WA).

- Internal Play Area: 180.12m<sup>2</sup>
- Outdoor Play Area: 388.68m<sup>2</sup>

## 2. Hours of Operation

- Monday to Friday
- 7:00am – 6:00pm
- Closed weekends and public holidays
- No evening, overnight, or weekend operation proposed.

## 3. Child Numbers & Staffing

| Age Group                              | Children | Ratio | Educators Required |
|----------------------------------------|----------|-------|--------------------|
| 0–2 years                              | 8        | 1:4   | 2                  |
| 2–3 years                              | 20       | 1:5   | 4                  |
| 3+ years                               | 27       | 1:10  | 3                  |
| Minimum Educators Required at Capacity | 9        |       |                    |

### Permanent Staffing Structure:

- 1 Centre Director (Nominated Supervisor)
- 8 Full Time Educators (including Early Childhood Teacher)
- 2 Part Time Educators (equivalent to 1 full time as hours do not overlap)
- 1 Chef (6:45am-12pm)

The Centre Director is responsible for the leadership and management of the service, including regulatory compliance, educational leadership, family engagement and centre administration. The service will maintain educator-to-child ratios and supervision requirements in accordance with the Education and Care Services National Law (WA) and the Education and Care Services National Regulations at all times.

To maintain regulatory compliance, including educator meal breaks, annual leave, personal leave, programming and non-contact time, or unplanned absences, suitably qualified relief educators may be engaged. The engagement of relief educators is determined by operational requirements and does not alter the permanent staffing establishment of the service.



## 4. Staff Rosters

While the maximum capacity of the Childcare Centre is 55 children, which requires a minimum of 9 educators, typically childcare centre's operate at a capacity of 80-85% (approximately 44 children & 7 educators).

The centre will ensure that the staggered permanent staff roster caters for the minimum required educators at peak capacity (9 educators), during the hours of 9:00am – 4:00pm, *at all times*.

This is catered for via 8 full-time educators, beginning and ending their shift in a staggered manner and 2 part-time educators with a separate morning and separate afternoon shift.

During the morning drop-off period (7am-9am) and the afternoon pick-up period (4pm – 6pm), the permanent staff roster caters for a maximum of 7 educators (80% capacity).

On days when higher child numbers are anticipated, a suitably qualified relief educator will be hired to cover the morning shift (7am-1pm) and the closing shift (1pm-6pm), to ensure the required educator-to-child ratios are maintained.

In addition, the centre director can also extend their shift to cater for any days that exceed the expected 80-85% capacity.

The permanent staffing roster operates on staggered commencement and finishing times to align staffing with operational requirements while minimising overlaps with peak parent drop-off and collection periods.

Educator meal breaks are individually staggered throughout the operating day to ensure continuity of supervision.

## Permanent Staff Roster

| ROLE                                 | NO. OF STAFF | START TIME | FINISH TIME | NOTES                                                    |
|--------------------------------------|--------------|------------|-------------|----------------------------------------------------------|
| CHEF                                 | 1            | 6:45am     | 12:30pm     | Arrives before parent peak, leaves before afternoon peak |
| EDUCATOR (OPENING SHIFT)             | 2            | 6:45am     | 4:00pm      | Covers centre 'set-up' and early arrivals                |
| EDUCATOR (DAY SHIFT 1)               | 2            | 7:45am     | 4:45pm      | Main daytime staffing                                    |
| EDUCATOR (DAY SHIFT 2)               | 2            | 8:15am     | 5:15pm      | Main daytime staffing                                    |
| EDUCATOR (CLOSING SHIFT)             | 2            | 9:00am     | 6:00pm      | Remain for closing                                       |
| PART TIME EDUCATOR (MORNING SHIFT)   | 1            | 7:00am     | 1:00pm      | Covers morning arrivals and early lunch breaks           |
| PART TIME EDUCATOR (AFTERNOON SHIFT) | 1            | 1:00pm     | 6:00pm      | Covers afternoon departures and late lunch breaks        |
| CENTRE DIRECTOR                      | 1            | 9:00am     | 4:00pm      | Administrative & ratio support                           |

## Educator Ratio Cover (Permanent Staff Roster – 80-85% Capacity)

| Time Period     | Educator Cover (Min 9 educators at capacity) | Babies Room (Max 8 children) | Toddler Room (Max 20 children) | Pre-School Room (Max 27 children) |
|-----------------|----------------------------------------------|------------------------------|--------------------------------|-----------------------------------|
| 7am – 7:45am    | 3 educators                                  | 1 educator<br>4 children     | 1 educator<br>5 children       | 1 educator<br>10 children         |
| 7:45am – 8:15am | 5 educators                                  | 1 educator<br>4 children     | 2 educators<br>10 children     | 2 educators<br>20 children        |
| 8:15am – 9am    | 7 educators                                  | 2 educators<br>8 children    | 3 educators<br>15 children     | 2 educators<br>20 children        |
| 9am – 4pm       | 9 educators<br>1 centre director             | 2 educators<br>8 children    | 4 educators<br>20 children     | 3 educators<br>27(30) children    |
| 4pm – 4:45pm    | 7 educators                                  | 2 educators<br>8 children    | 3 educators<br>15 children     | 2 educators<br>20 children        |
| 4:45pm – 5:15pm | 5 educators                                  | 1 educator<br>4 children     | 2 educators<br>10 children     | 2 educators<br>20 children        |
| 5:15pm – 6pm    | 3 educators                                  | 1 educator<br>4 children     | 1 educator<br>5 children       | 1 educator<br>10 children         |

## 5. Outdoor Play & Acoustic Management

Outdoor play is rostered in rotational groups. Maximum children outdoors at any one time: 20–25 children. Typical outdoor play periods:

- 9:30am – 11:30am
- 2:30pm – 4:00pm

No amplified music, external PA systems, evening or weekend operations are proposed.

## 6. Parking Management

The development provides 8 on-site parking bays, including 1 ACROD bay. While this represents a variation to standard parking requirements, the provision is supported by the Transport Impact Statement and is appropriate given the operational characteristics of the use. Parking is managed through:

- **Staggered drop-off and pick-up times** – Upon enrollment, parents will confirm their child's preferred drop off and pick up time in half an hour blocks (ie. 7am-7:30am, 7:30am-8am, 4:30-5pm, 5-5:30pm etc.). An allocated time slot will be provided to each child on a first in, best dressed basis. The maximum number of students that will be allocated to a time slot is **18 children**.
- **Clear parent communication** – parking expectations will be outlined in enrolment material, parent handbooks and regular communications, including the need to use bays efficiently and avoid extended stays during peak times.
- **Staff parking management** – staff will be allocated six exclusive bays (2 in the verge and 4 on site), however when these are full, staff may utilise lawful on-street parking, carpooling or public transport where appropriate, so that on-site bays remain available for parents and visitors.
- **Allocation of pick-up/drop-off bays** – 4 pick-up/drop-off bays will be allocated during the hours of 7am-9am and 4pm-6pm. Outside of these hours, these bays will be available for the use of the Centre Director and visitors.
- **Peak period monitoring** – centre management will monitor parking and access arrangements during peak periods, particularly during the initial months of operation, and respond to any issues if they arise.
- **Appointment scheduling outside peak periods** – longer parent meetings, orientation sessions, tours and administrative appointments will be scheduled outside peak drop-off and pick-up times to reduce pressure on parking bays.
- **Encouragement of active and alternative transport** – families living nearby will be



encouraged to walk, cycle or use prams where practical, and secure pram/bicycle parking can be made available on-site.

- **Staff arrival and departure timing** – staff rosters will be managed so that staff arrival and departure times do not directly coincide with the busiest parent drop-off and pick-up periods where practicable.
- **Overflow management** – Parents will be reminded to use lawful on-street parking where available and not to obstruct driveway, accessways or neighbouring properties.

## **7. Drop Off & Pick Up Procedure**

Parents and carers will be required to park within a designated on-site bay and safely escort children into or out of the centre. Vehicles must not queue within the accessway, obstruct another parking bay, block the driveway or wait within the site when a bay is unavailable.

Drop-off and pick-up visits will generally be limited to the time reasonably required to sign the child in or out and safely complete the handover. Longer discussions with educators, parent meetings, tours and administrative appointments will be arranged outside peak periods.

If all available parent bays are occupied, drivers will be directed to continue past the site and use lawful on-street parking where available. Parents must not stop within the accessway or wait in a manner that obstructs neighbouring properties or affects the safe movement of vehicles and pedestrians.

## **8. Waste Management**

- Dedicated enclosed bin store provided within site boundary.
- Waste streams include general waste, recycling, food waste, and sealed nappy disposal.
- Waste collection scheduled outside peak periods where practicable.
- Collection vehicle: standard rear-lift waste vehicle.
- Waste will be managed in accordance with the approved Waste Management Plan. Staff are responsible for bin presentation and maintaining cleanliness of the storage area.

## **9. Deliveries**

- Light commercial vehicles only
- Scheduled between 10:00am – 2:00pm
- No heavy vehicle or articulated truck access required
- Delivery timing avoids peak traffic periods and ensures safe site operation.



3 August 2026

Urbanista Town Planning  
By E-mail

Attention: Daniella Mrdja

Dear Daniella,

**RE: Review of the proposed updated Operational Management Plan (OMP)**

Transcore prepared a Traffic Impact Statement (TIS), dated 6 July 2026 for the proposed childcare centre development at Lot 75 (72) Walter Road East, Eden Hill, within the Town of Bassendean.

As part of the Development Application (DA), an updated Operational Management Plan (OMP) has been prepared, outlining the proposed hours of operation, child enrolment numbers, staff rosters, parking management arrangements, and drop-off and pick-up procedures.

Transcore has reviewed the content of the OMP and supports the proposed parking management elements, some of which are based on the assessments contained in Transcore's TIS, and operational measures.

Based on the above, it is concluded that the proposed parking management arrangements are considered appropriate and adequate to effectively manage the anticipated parking demand associated with the proposed childcare centre development.

Yours truly,

A handwritten signature in blue ink, appearing to read "Waihin Tun".

Waihin Tun  
Senior Traffic Engineer



# Lot 75 (72) Walter Road East, Eden Hill Proposed Childcare Centre Transport Impact Statement

**PREPARED FOR:**  
**Urbanista Town Planning**

**July 2026**



# Document history and status

| Author     | Revision | Approved by | Date approved | Revision type |
|------------|----------|-------------|---------------|---------------|
| Waihin Tun | r01      | B Bordbar   | 15/03/2026    | Draft         |
| Waihin Tun | r01a     | B Bordbar   | 8/04/2026     | Final         |
| Waihin Tun | r01b     | B Bordbar   | 6/07/2026     | Revised Final |
|            |          |             |               |               |
|            |          |             |               |               |
|            |          |             |               |               |

**File name:** t26.053.wt.r01b

**Author:** Waihin Tun

**Project manager:** Waihin Tun

**Client:** Urbanista Town Planning

**Project:** Lot 75 (72) Walter Road East, Eden Hill

**Document revision:** r01b

**Project number:** t26.053

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# 1 Introduction

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This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean.

The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection. It is bounded by Eden Hill Primary School to the north, a convenience store to the immediate east, Walter Road East to the south and Marion Street to the west. Please refer to **Figure 1** for more details.

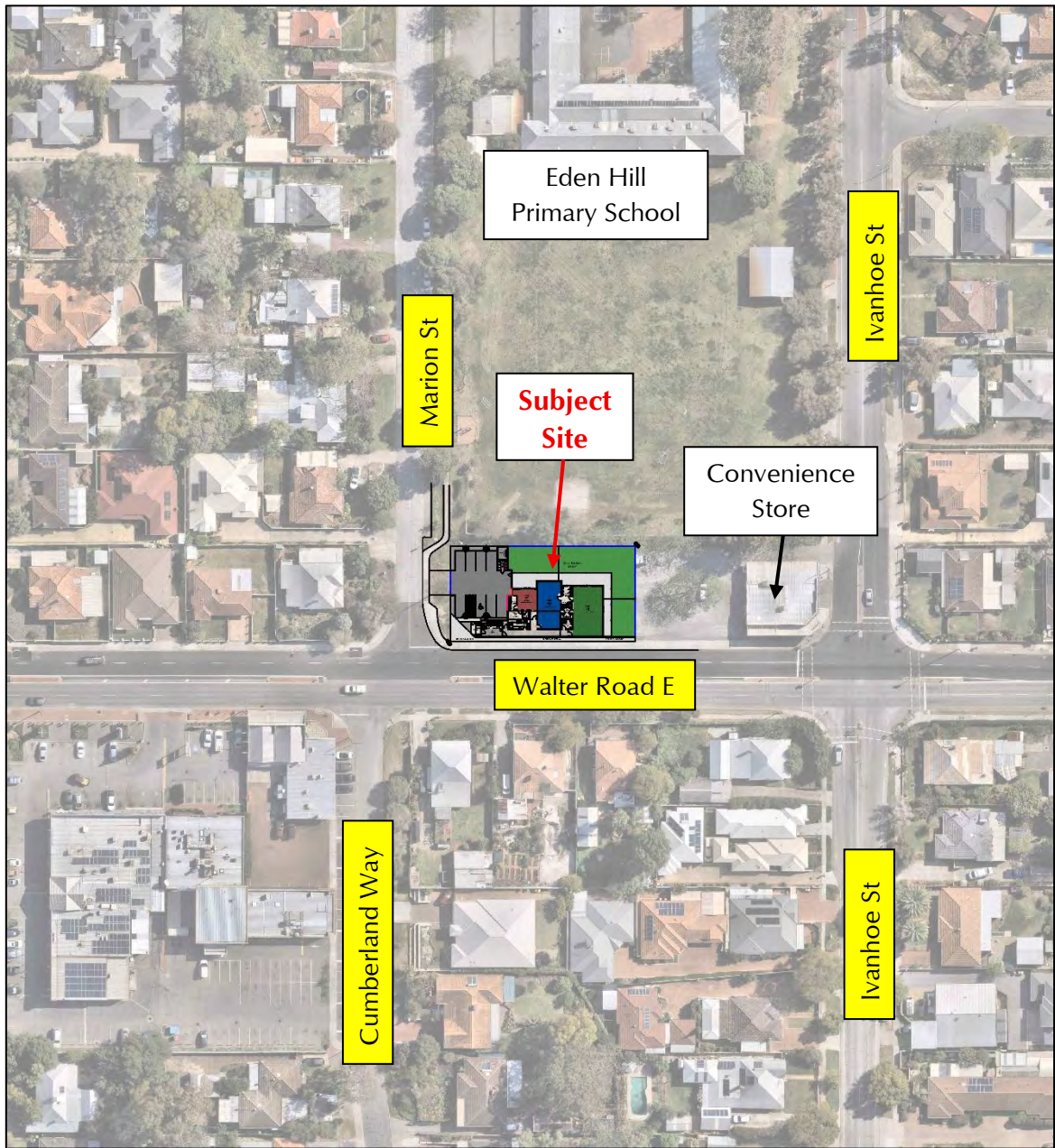
The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*.

**Section 6.2** of Transcore’s report provides details of the estimated trip generation for the proposed development and assess the potential impact on the adjacent road network. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement (TIS) is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access/ egress movement patterns and parking demand and supply at the subject site.

---

<sup>1</sup> Between 10 and 100 vehicular trips per hour



**Figure 1: Location of the subject site**

## 2 Development Proposal

---

Development Application (DA) for the subject site proposes a double-storey childcare centre with an associated carpark. The proposed childcare centre is to accommodate a total of 55 children and approximately 10 staff members including Educators, Chef and Centre Director.

The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay.

The bin storage area is located at the northeast corner of the carpark. It is our understanding that the waste collection by private contractor will be collected on verge. Verge collection can occur when the centre is open but outside of peak operation periods for the centre and the adjacent school. Deliveries will be accommodated on site.

As part of the development proposal, vehicular access to the subject site is proposed via a full movement crossover on Marion Street. Due to the location of the subject site, this is the only realistic option for the crossover location. Pedestrian access to the proposed childcare centre is available via the existing external footpath network on both Walter Road East and Marion Street and also through the carpark via the ACROD shared space.

The proposed development plans are attached in **Appendix A**.



# 3 Vehicle Access and Parking

## 3.1 Access

The subject site is currently unoccupied with no formal vehicular crossovers on adjacent roads. The site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development.

It is measured that the proposed crossover is located approximately 13.0m away from the intersection of Walter Road East and Marion Street, which is equivalent to approximately three (3) vehicles storage length. The location of the proposed crossover on Marion Street is illustrated in **Figure 2**.

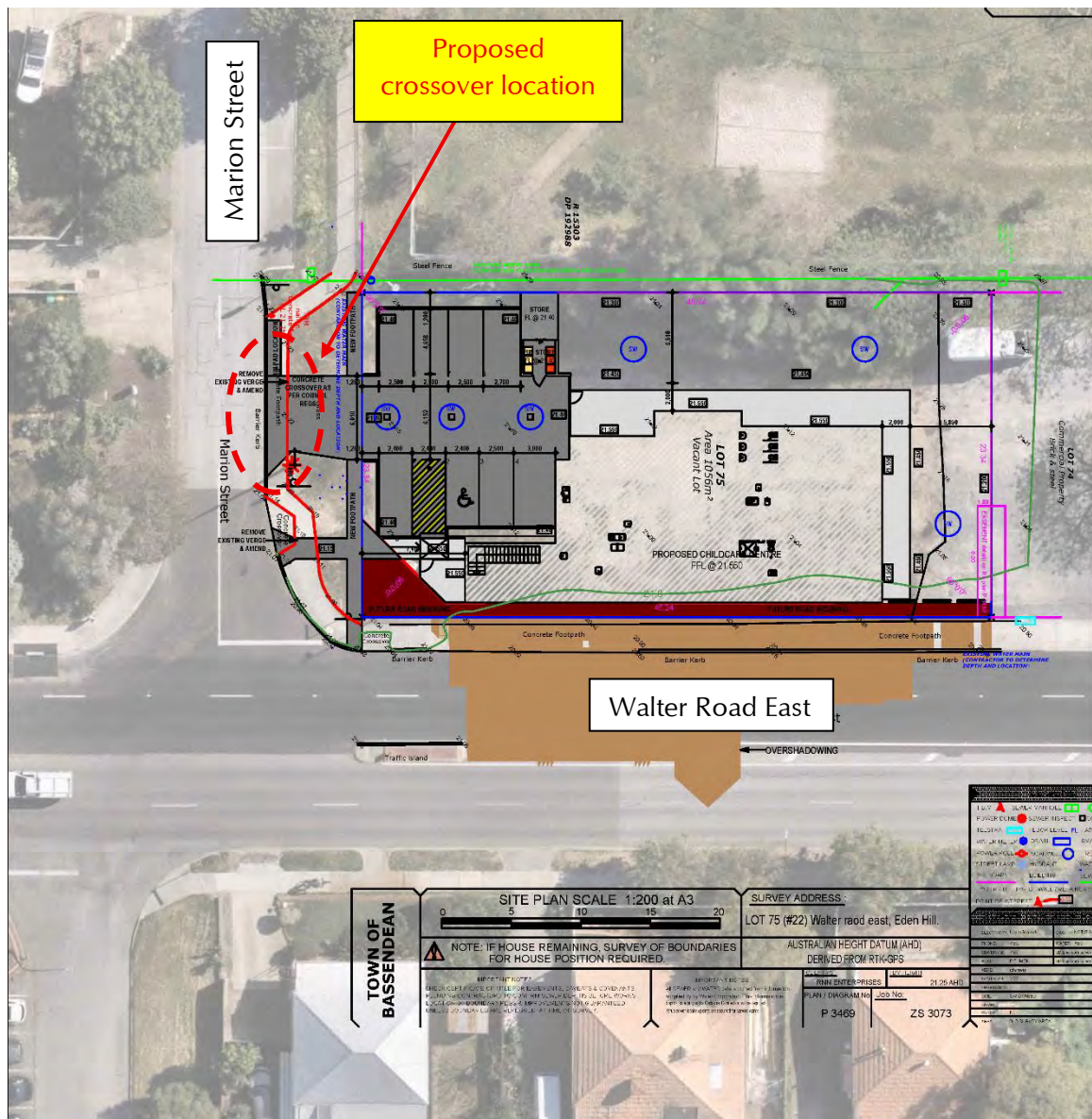


Figure 2: Location of the crossover at the subject site

## 3.2 Parking

Town of Bassendean's Local Planning Policy No. 8 (Car Parking and End-of-Trip Facilities) document states that *"1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member"* under Child Care Premises.

The proposed childcare centre accommodates a total of 55 children and approximately 10 staff members, and according to the Town's policy, it is calculated that the proposed childcare centre requires provision of 16 bays.

The proposed childcare centre provides a total of eight (8) bays (inclusive of one ACROD bay) which represents a formal parking shortfall of eight (8) parking spaces under the requirement of the Town's policy. Accordingly, the parking supply and demand of the proposed childcare centre with estimated actual parking demand based on trip generation is further discussed in the following section (**Section 3.3**) of the report.

## 3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated critical peak hour traffic generation of the proposed childcare centre, to estimate the actual peak parking demand of the centre.

**Section 6.2** of this report details the anticipated peak hour traffic generation of the proposed childcare centre. It is established that the calculated morning peak hour trip generation of the proposed childcare centre is 27 vehicles in and 21 vehicles out of the carpark (afternoon peak hour is estimated to generate less trips). This represents a potential 27 vehicles using the childcare centre car park during the critical peak hour.

The NSW *"Guide to Traffic Generating Developments"* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates the average drop-off/ pick-up duration is approximately 3 to 5 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed childcare centre is 5 minutes, it is calculated that each parking bay can accommodate a turnover of up to 12 vehicles per hour.

Accordingly, it is therefore established that at least 3 bays ( $27/12 = 2.25$  bays) should be reserved for pick-up and drop-off activities. Based on the information provided to Transcore, it is noted that 7 of the 10 staff will begin their shifts before 9:00am. Therefore, it results in actual parking demand of 10 bays (3 bays for drop off/pick up + 7 bays for staff) before 9:00am.

It is therefore recommended that three (3) bays should be marked as drop off/pick up bays during these periods and five (5) bays should be marked as staff bays. During the periods outside of the drop off pick up bays, one (1) bay should be used as visitor bay and seven (7) bays can be used as staff bays.

It is therefore considered that adequate drop off/ pick up bays are provided within the subject site.

In addition, the proposed crossover has a length of 5.8m, excluding the existing footpath on Marion Street. Accordingly, sufficient queuing length is available for a vehicle to wait within the crossover should the car park be full during peak drop off/pick up periods.

The parking utilisation pattern should be supported by a Parking Management Plan (PMP).

Further, it also should be noted that:

- Some of the staff of the childcare centre are expected to use public transport or to be dropped off at the centre as the subject site is well served by a number of public transport bus services operating along Ivanhoe Street in the vicinity of the subject site.
- The operator of the childcare centre will also encourage local employees and staff car-pooling and use of other means of transport which will further reduce the parking demand at the subject site.
- The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods (to be articulated in the PMP).



## 4 Provision for Service Vehicles

---

The bin storage area is located at the northeast corner of the carpark, and it is our understanding that waste will be collected by a private contractor on verge.

For kerbside/verge waste collection, the centre operators will wheel out the rubbish bins to the designated bin pad location for kerbside collection on the designated collection days. The verge collection should occur outside the centre and adjacent school peak operating times.

On site deliveries are anticipated to occur by small vans outside the centre peak operating periods.

## 5 Hours of Operation

---

Based on the information provided to Transcore, hours of operation are noted as follows:

- Monday – Friday: 7:00am to 6:00pm;
- Closed weekends and public holidays;
- No evening, overnight, weekend operation proposed.

# 6 Daily Traffic Volumes and Vehicle Types

---

## 6.1 Existing Trip Generation

The subject site is currently a vacant land, and therefore, the existing traffic at the subject site is zero.

## 6.2 Proposal Trip Generation

In order to establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys undertaken by Transcore at similar centres in the Perth region were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:30AM – 9:30AM and 3:00PM – 5:00PM. From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:30AM – 9:30AM: 1.25 trips per child (57% in / 43% out); and,
- 3:00PM – 5:00PM: 1.10 trips per child (49% in / 51% out).

From this information, the traffic generation rate for the combined period of 7:30AM – 9:30AM and 3:00PM – 5:00PM was calculated as 2.36 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- AM peak hour: 8:00AM – 9:00AM: 0.87 trips per child (57% in/ 43% out); and,
- PM peak hour: 4:00PM – 5:00PM: 0.71 trips per child (47% in/ 53% out).

Comparison of the four-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods, and that full concentration of traffic does not occur in one peak hour. Accordingly, the following number of trips were estimated for the proposed childcare centre, assuming a maximum scenario of 55 children being present (i.e., centre at full capacity):

- AM peak hour: 48 trips generated (27 in / 21 out);
- PM peak hour: 39 trips generated (18 in / 21 out); and,
- Daily traffic generation: 192 trips generated (96 in / 96 out).



Accordingly, it is estimated that the proposed childcare centre development would generate a total of approximately **192** vehicular trips per regular weekday with about **48** trips during a typical weekday AM peak hour and **39** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

## 6.3 Trip Distribution

Based on the general spatial distribution of existing residential developments in the immediate area, permeability of the local road network, the childcare centre's traffic distribution adopted for this analysis is as follows:

- 20% to and from the north of Marion Street;
- 30% to and from the east of Walter Road East; and,
- 50% to and from the west of Walter Road East.

The directional morning and afternoon trip distribution of the development-generated traffic are illustrated in **Figure 3**.



**Figure 3. Estimated traffic movements for the proposed development – AM peak/PM peak**

## 6.4 Impact on Surrounding Roads

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

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

As detailed in **Section 6.2**, it is clear that the proposed development at the subject site will not increase traffic flows on any roads of the surrounding road network near the 100vph threshold, and therefore, in accordance with the guidelines it is concluded no further detailed analysis is warranted.

## 7 Traffic Management on Frontage Streets

---

**Walter Road East**, located immediately south of the subject site is constructed as a two-lane divided dual carriageway. Pedestrian footpaths are available on both sides of the road in the vicinity of the subject site. Please refer to **Figure 4** for more details.

Walter Road East, in the vicinity of the subject site is classified as a *Distributor A* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the speed limit of 60km/h.

Traffic count data obtained from Main Roads WA indicates that Walter Road East (east of Beechboro Road) carried 14,884 vehicles per day (vpd) in 2021/22. The morning and afternoon peaks were recorded between 8:00am to 9:00am and 4:00pm to 5:00pm with a total of 1,377vph and 1,300vph respectively.



**Figure 4: East bound view along Walter Road East**



**Marion Street**, located west of the subject site is constructed as a single carriageway, two-way undivided road. Pedestrian footpaths are available on both sides of the road. Please refer to **Figure 5** for more details.

Marion Street is classified as an *Access Road* under the *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under 40km/h between 7:30am – 9:00am and 2:30pm – 4:00pm on school days and the default 50km/h speed limit outside of school operation periods.

There are no traffic counts available for this road. Marion Street North forms a priority-controlled 'T' intersection with Walter Road East.



**Figure 5. North bound view along Marion Street**

## 8 Public Transport Access

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According to the current Transperth bus network map, although the subject site does not have direct access to the existing bus services, it is well served by a number of bus serves operating along Ivanhoe Street in the vicinity of the subject site.

The closest available bus services are routes 355 and 356 which operate on Ivanhoe Street with the nearest bus stop located approximately 140m walking distance from the subject site. These bus routes provide direct links to Galleria Shopping Centre, Galleria Bus Station, Morley Train Station, Bassendean Train Station, Ballajura Train Station and Whiteman Park Train Station.

The public transport services available to the subject site are illustrated in the relevant Transperth service map (please refer to **Figure 6.**)

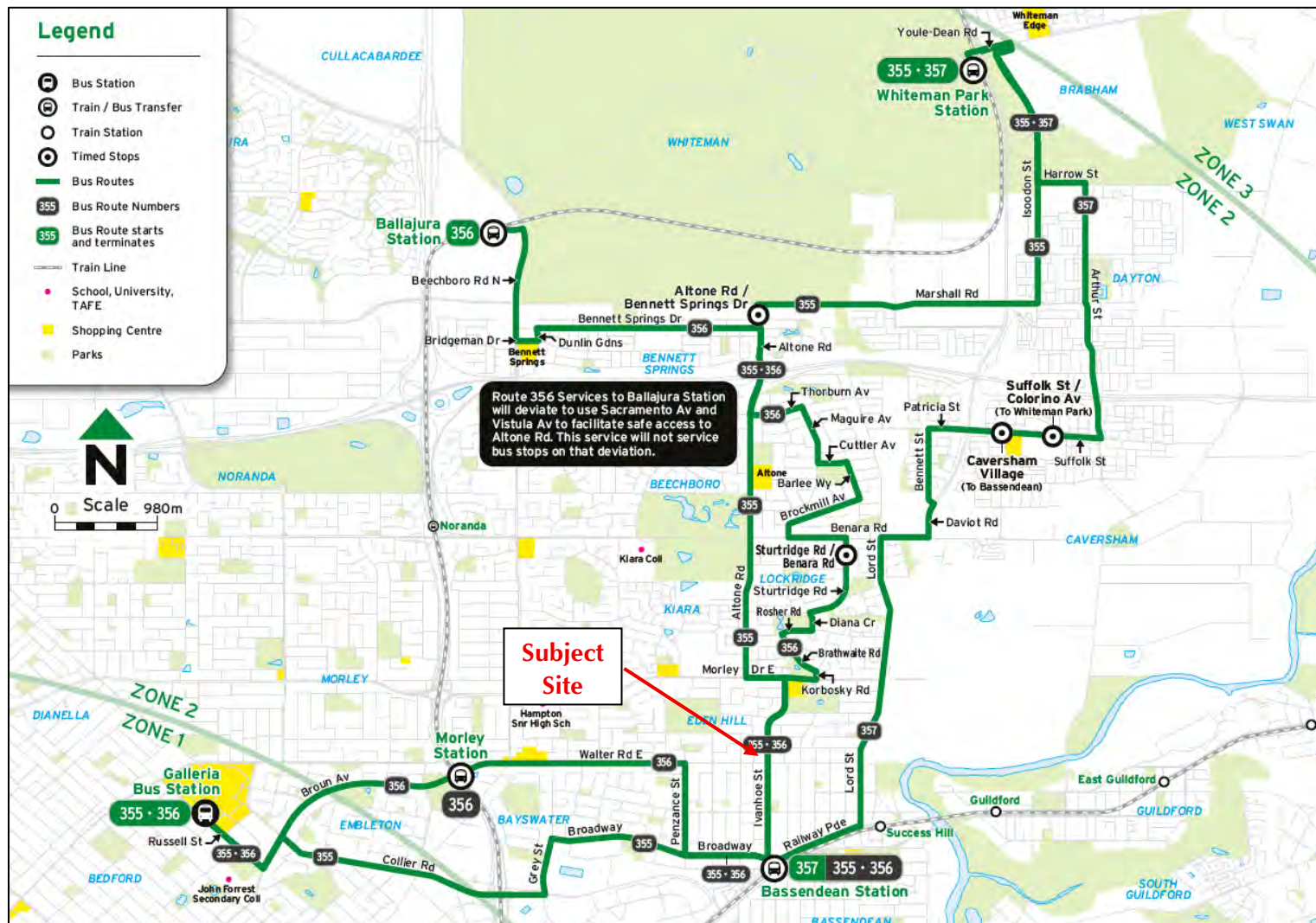


Figure 6: Public transport services map (source: Transperth)



## 9 Pedestrian Access

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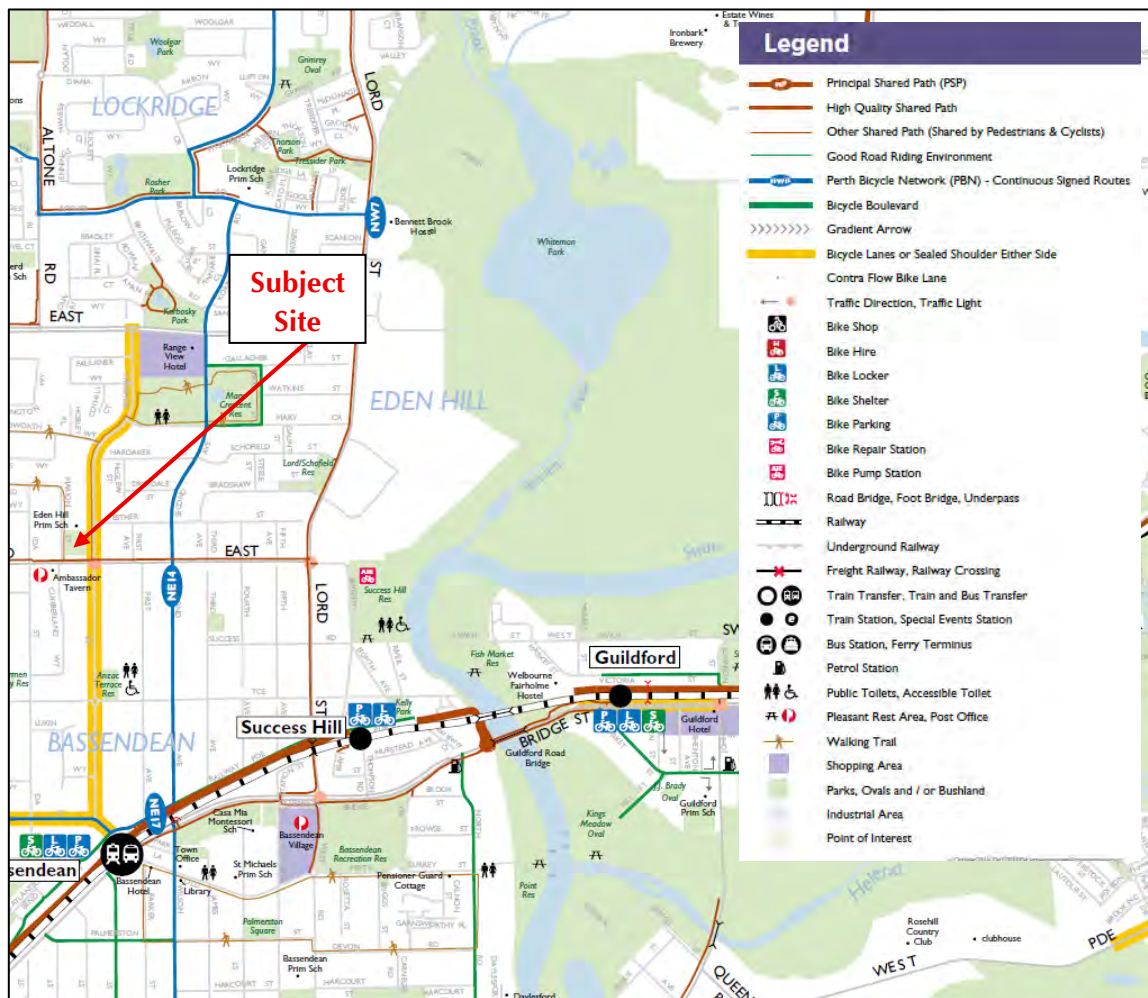
Pedestrian access to the subject site is available directly from the existing footpath network available on both sides of Walter Road East and Marion Street.

Pedestrian crossing opportunity is available at signalised intersection of Walter Road East and Ivanhoe Street, located approximately 40m east of the subject site.

## 10 Cycle Access

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path within the locality via the “Other Shared Path (Shared by Pedestrians & Cyclists)” on Walter Road East, which further connects to Ivanhoe Street (classified as *Bicycle Lanes or Sealed Shoulder Either Side*), Second Avenue (classified as *Perth Bicycle Network (PBN) – continuous signed routes*), and Lord Street (also classified as *Other Shared Path (Shared by Pedestrians & Cyclists)*) to the east of the subject site.

The existing bike network map in the locality of the subject site is illustrated in **Figure 7**, and it shows the cyclist connectivity in the vicinity of the subject site.



**Figure 7: Existing bike map in the locality (source: Department of Transport)**

# 11 Site Specific Issues

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The subject site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development. The proposed crossover is the only realistic option for a crossover to serve this site and the development.

The proposal entails eight (8) on-site parking bays including one ACROD bay. In order to reduce the risk of congestion on-site, it is recommended that the parking bays opposite the bin storage area should be marked and used as a turnaround bay during the drop off and pick up periods. It is also proposed that four (4) bays should be marked for drop off/pick up activities during these periods.

The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The staff scheduling will be articulated in a Parking Management Plan (PMP) which outlines how on-site parking will be managed to address the anticipated parking demand.



## 12 Safety Issues

---

No specific safety issues were identified as part of the proposed development.

## 13 Conclusions

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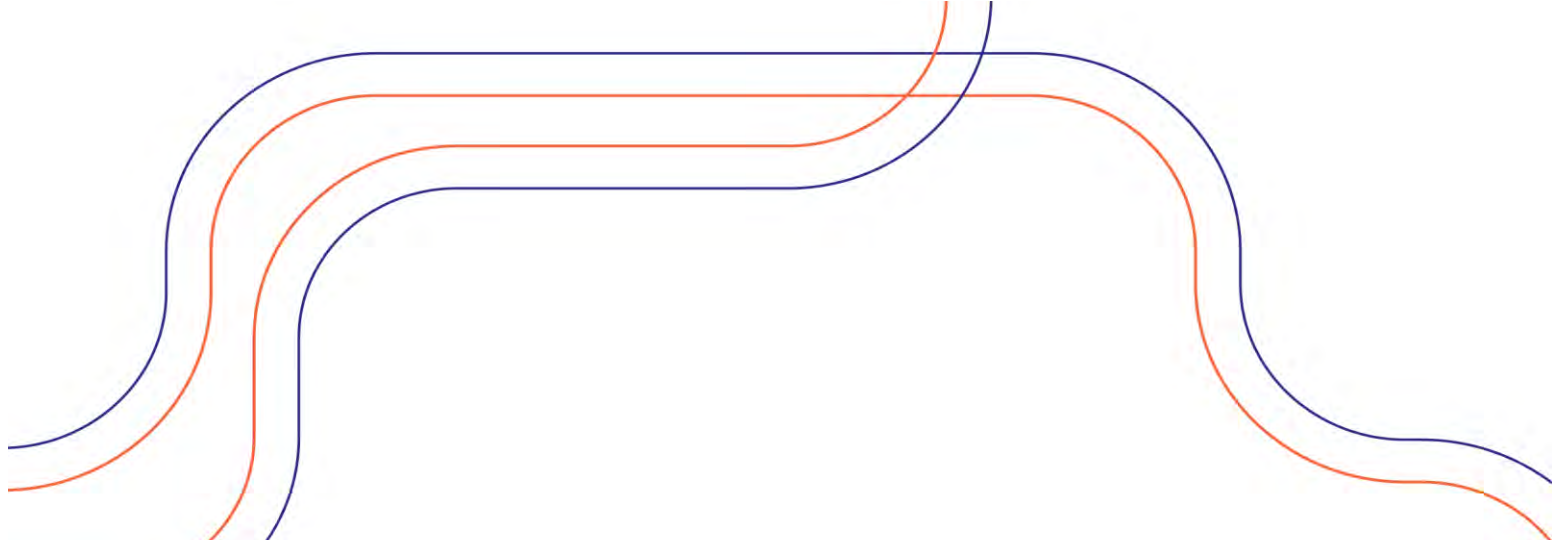
This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean. The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection.

The childcare centre is designed to accommodate up to 55 children and approximately 10 staff members. The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay. Vehicular access to the subject site is proposed via a full movement crossover on Marion Street.

The bin storage area for the proposed childcare centre is located at the northeast corner of the carpark. The waste is proposed to be collected by private contractor on verge (outside the peak operating times of the centre and the adjacent school).

It is estimated that the proposed development would generate a total of about 192 vehicular trips per regular weekday with about 48 trips during the typical weekday AM peak hour and 39 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

It is recommended that a Parking Management Plan (PMP) should be prepared to articulate appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The Parking Management Plan (PMP) is also to outline how on-site parking will be managed to address the anticipated parking demand.



# Appendix A

---

## PROPOSED DEVELOPMENT PLANS





TOWN OF  
BASSENDEAN

SITE PLAN SCALE 1:200 at A3

 NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES FOR HOUSE POSITION REQUIRED.

**IMPORTANT NOTES:**  
 ORIGIN OF INFORMATION: THIS IS FOR INFORMATION ONLY. U.S. GOVERNMENT  
 FIELD PRESENTS INFORMATION IN ITS BEST JUDGMENT. NO  
 LOCATION OF BOUNDARY PLOTS OR IMPROVEMENTS NOT GUARANTEED  
 UNLESS BOUNDARIES ARE REFERRED TO IN FIELD SURVEY.

**IMPORTANT NOTES:**  
 1. If there are any changes to the information on this page, please contact the relevant authority.  
 2. If you are a student, please contact your school or college.  
 3. If you are a teacher, please contact your school or college.  
 4. If you are a parent, please contact your school or college.  
 5. If you are a member of the public, please contact the relevant authority.

**SURVEY ADDRESS :**  
LOT 75 (#22) Walter road east, Eden Hill.

AUSTRALIAN HEIGHT DATUM (AHD)  
DERIVED FROM RTK-GPS

|                 |                |
|-----------------|----------------|
| DATE: 11-11-87  | TIME: 10:00 AM |
| RAN ENTERPRISES | 21 25 4        |
| PLAN PROGRAM No | Job No:        |
| P 3469          | ZS 3073        |

**IMPORTANT NOTICE**  
Features are related to  
fence lines only. No connection  
made to boundaries.  
**REPEP RECOMMENDED**

**MY CONTOUR SURVEY**  
LICENSED LAND & ENGINEERING SURVEYORS  
8 CLIVE STREET  
WEST PERTH  
PHONE: 08 6166 6174

**IMPORTANT NOTICE**  
Final lot angles are subject to boundary re-establishment survey and lot closure calculations. Boundary Survey should be conducted by licensed surveyor prior to any construction.



| Zone         | Area                 | Volume              |
|--------------|----------------------|---------------------|
| Roof Area    |                      |                     |
| Roof         | 96.53                | 2.12                |
|              | 21.62 m <sup>2</sup> | 2.12 m <sup>3</sup> |
| Ground Floor |                      |                     |
| R - Room     | 6.05                 | 0.13                |
| Kitchen      | 6.1                  | 0.13                |
| Bath         | 9.42                 | 0.20                |
| Living Room  | 28.22                | 0.60                |
|              | 51.90 m <sup>2</sup> | 1.07 m <sup>3</sup> |
|              | 66.52 m <sup>2</sup> | 1.78 m <sup>3</sup> |

[illegible]

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| 7.2  | Changes | 10 |
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| 8.2  | 200     | 25 |
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Project North: N



Client:  
RNN ENTERPRISES PTY LTD  
Project Name:  
Childcare Centre  
Project Address:  
Lot 75 (#72) Walter Road East EDEEN  
HILL  
Drawing Title:  
Site Plan

|        |             |
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| Scale: | Sheet Size: |
| 1:200  | A           |

|             |                 |
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| Project No: | Section Number: |
| 25071       | 8.0             |

04 of 13



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Project Name  
Childcare Centre  
Project Address  
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HILL

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Drawing No:  
07 of 13

**GERMANO**  
CONSULTANTS  
10/101 10/101 Road, Adelaide, SA 5000  
08 827 8300 germanoconsultants.com.au

**SCOTT**  
10/101 10/101 Road, Adelaide, SA 5000  
08 827 8300 scottconsultants.com.au





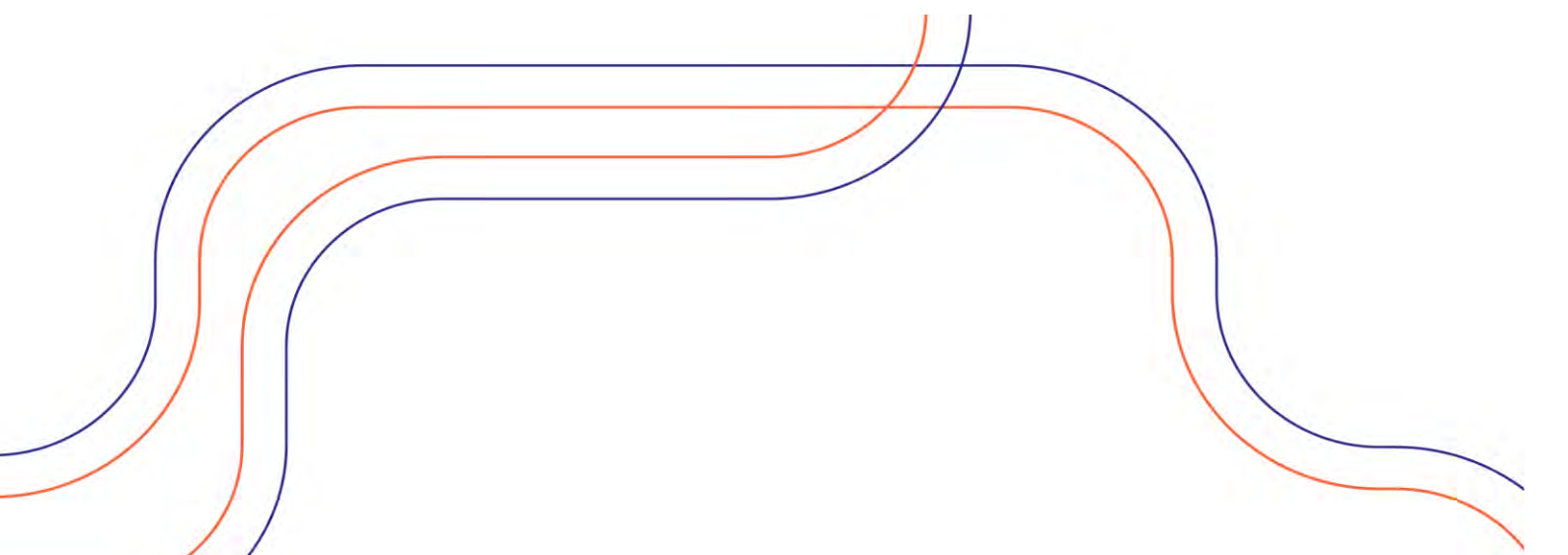


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| 25071          | 8.00             |



**GERMANO  
DESIGNS**  
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TEL: 514-818-8160      [www.germanodesigns.com](http://www.germanodesigns.com)

### SCOPTING-11

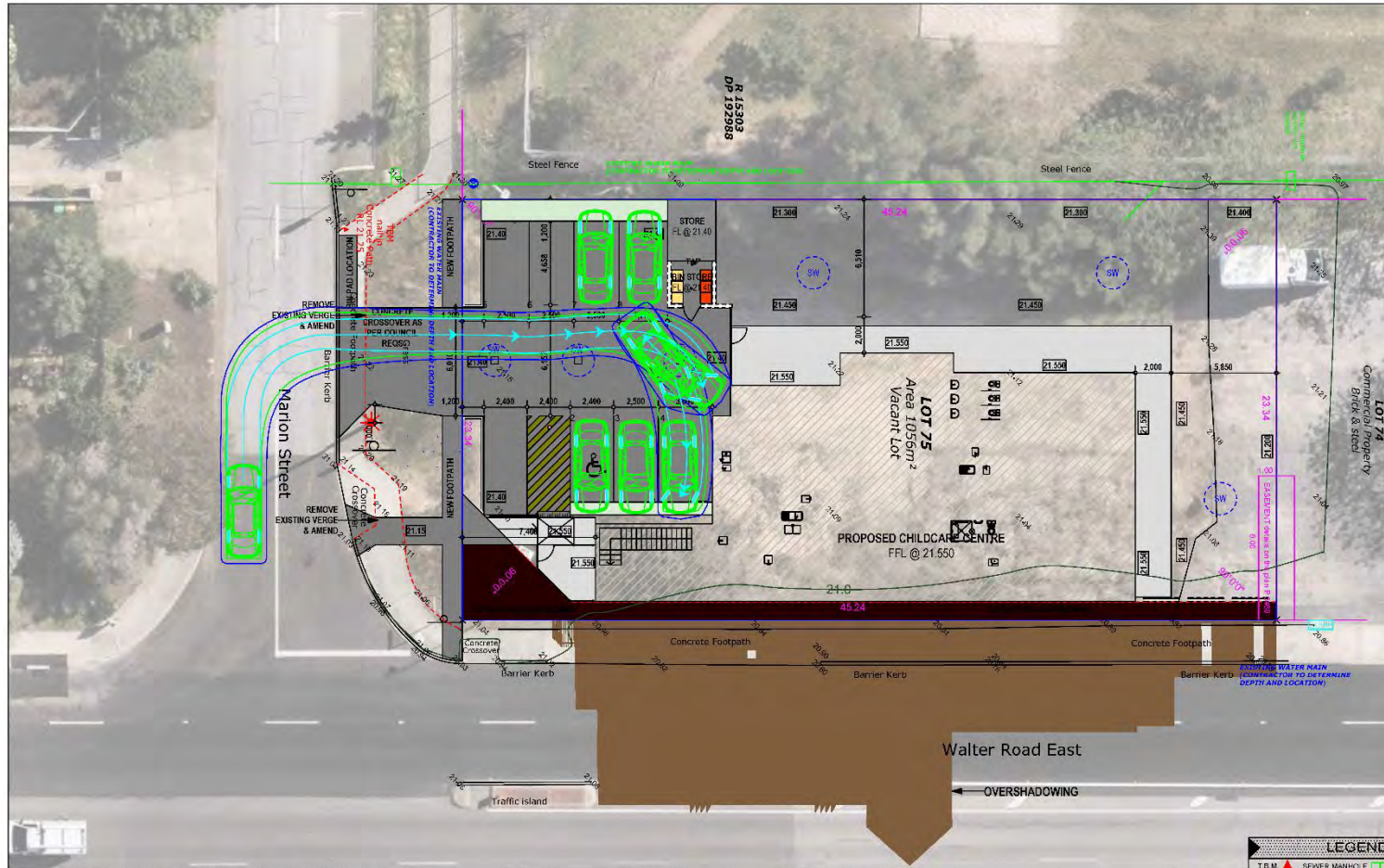


# Appendix B

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## SWEPT PATH ASSESSMENTS





Lot 75 (72) Walter Road East, Eden Hill  
 B99 Passenger Vehicle  
 Bay 4 Entry

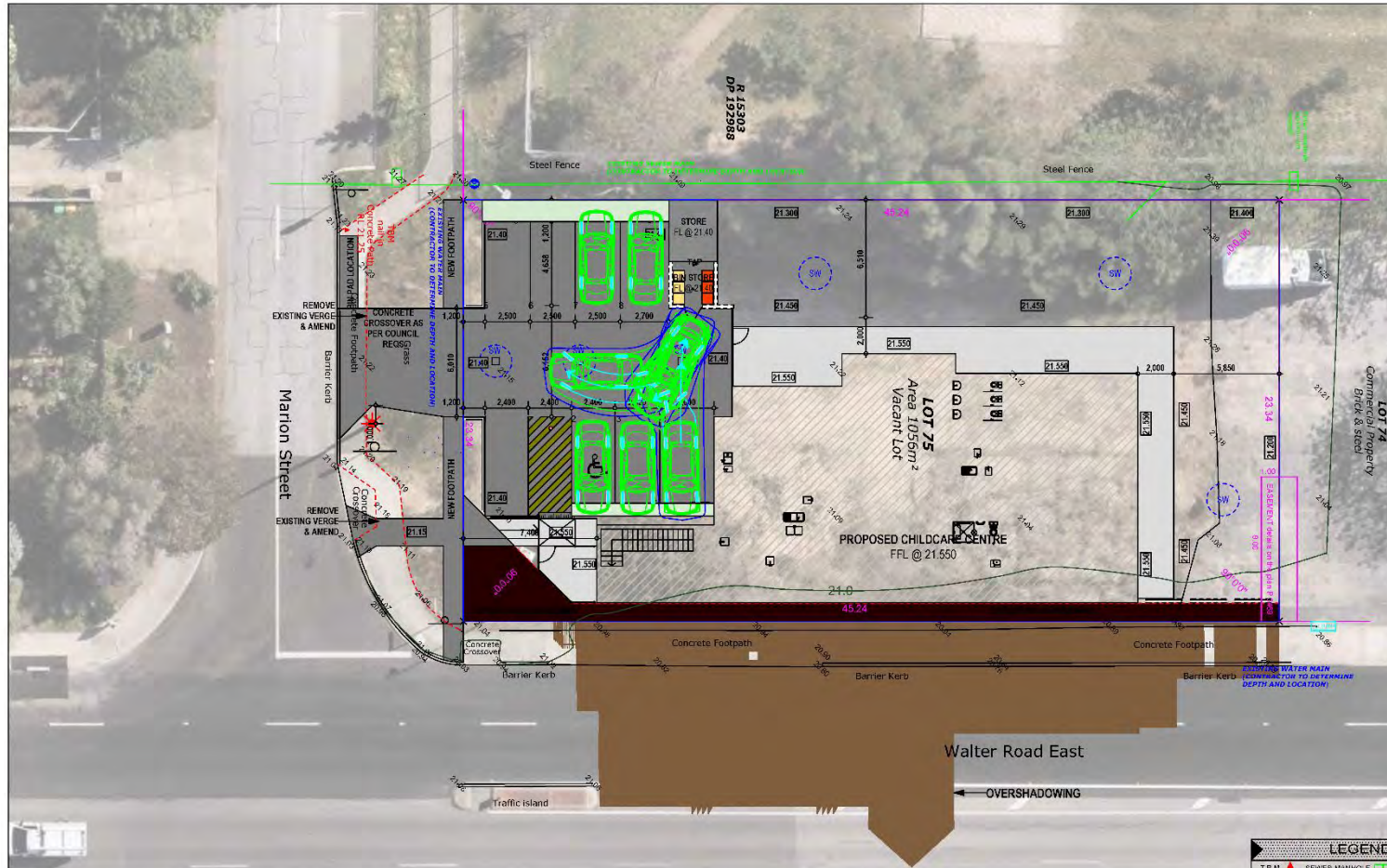
**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance



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 02/07/2026  
 Scale: 1:200 @ A3







Lot 75 (72) Walter Road East, Eden Hill  
B99 Passenger Vehicle  
Bay 4 Exit

**LEGEND**  
Vehicle Body  
Wheel Path  
300mm Clearance



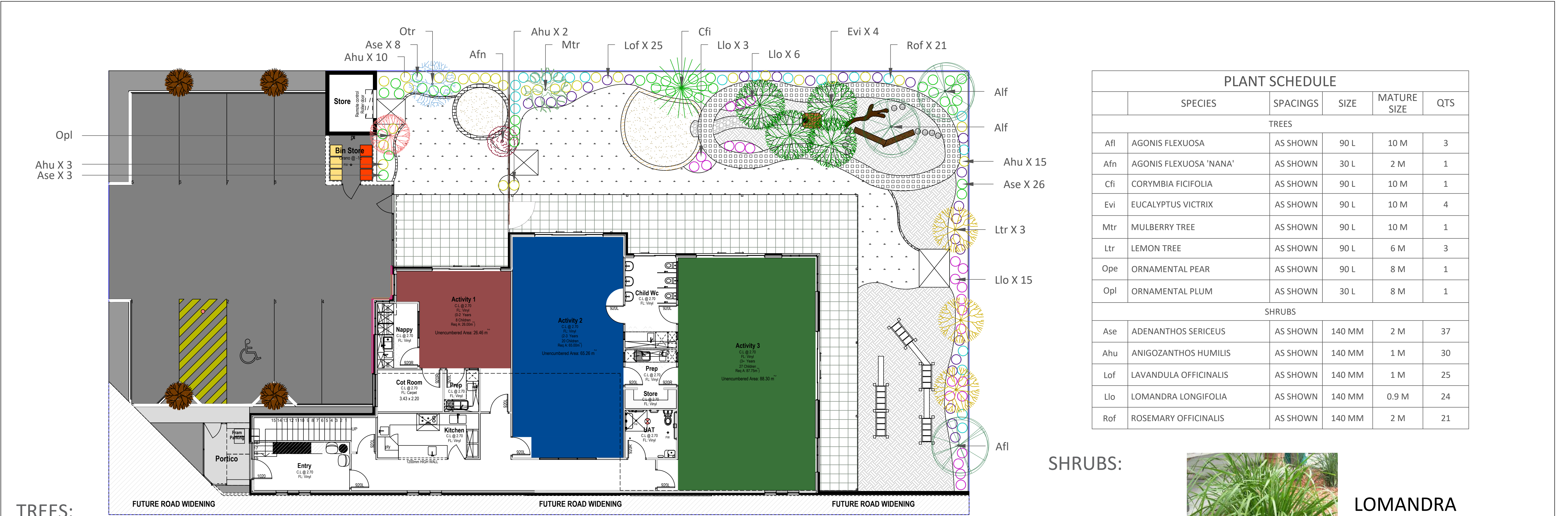
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02/07/2026  
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TREES:



CORYMBIA FICIFOLIA



LEMON TREE



EUCALYPTUS VICTRIX



ORNAMENTAL PLUM



AGONIS FLEXUOSA



AGONIS FLEXUOSA  
'NANA'



ORNAMENTAL  
PEAR



MULBERRY  
TREE

SHRUBS:



LOMANDRA  
LONGIFOLIA



LAVANDULA  
OFFICINALIS



ANIGOZANTHOS  
HUMILIS



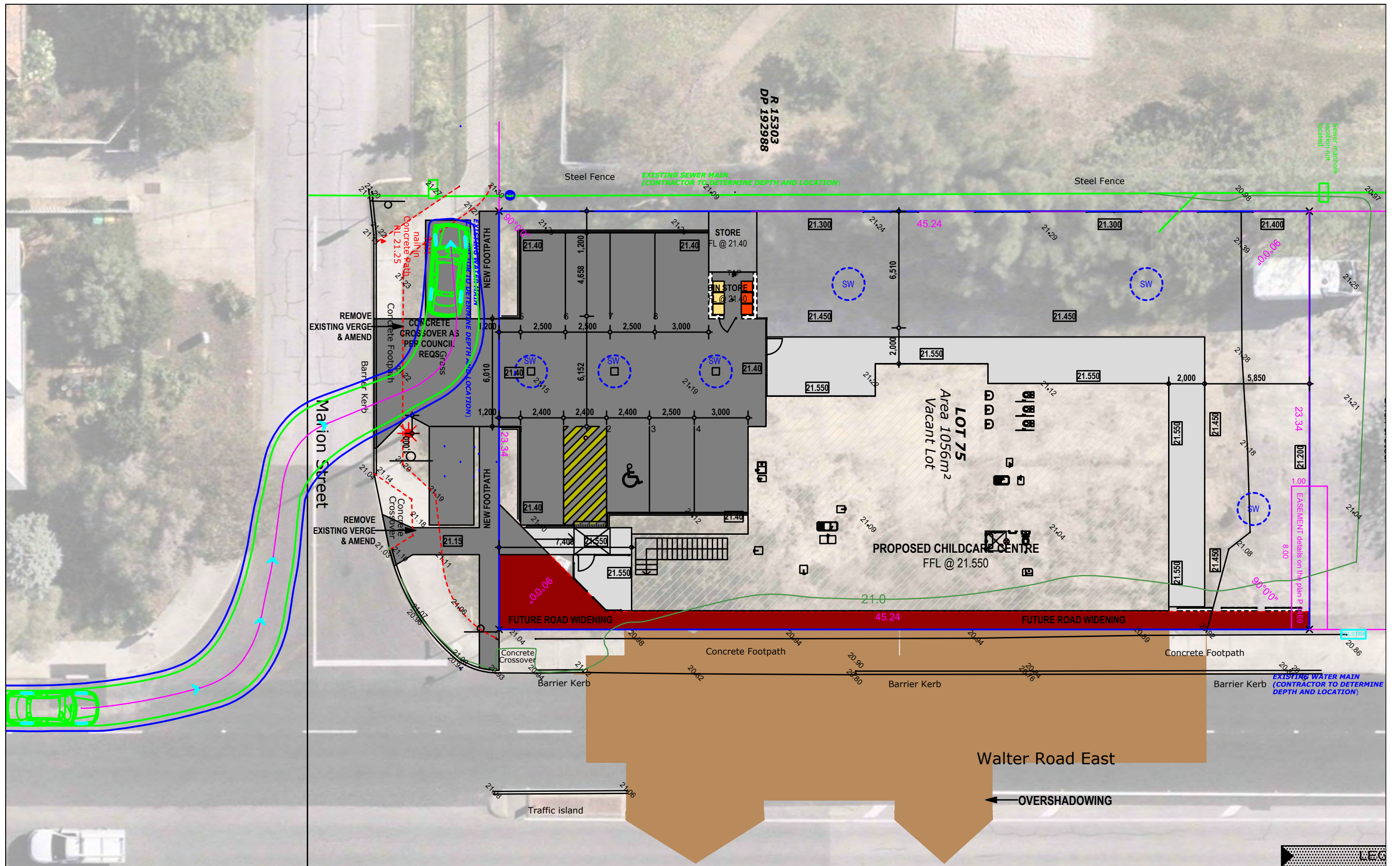
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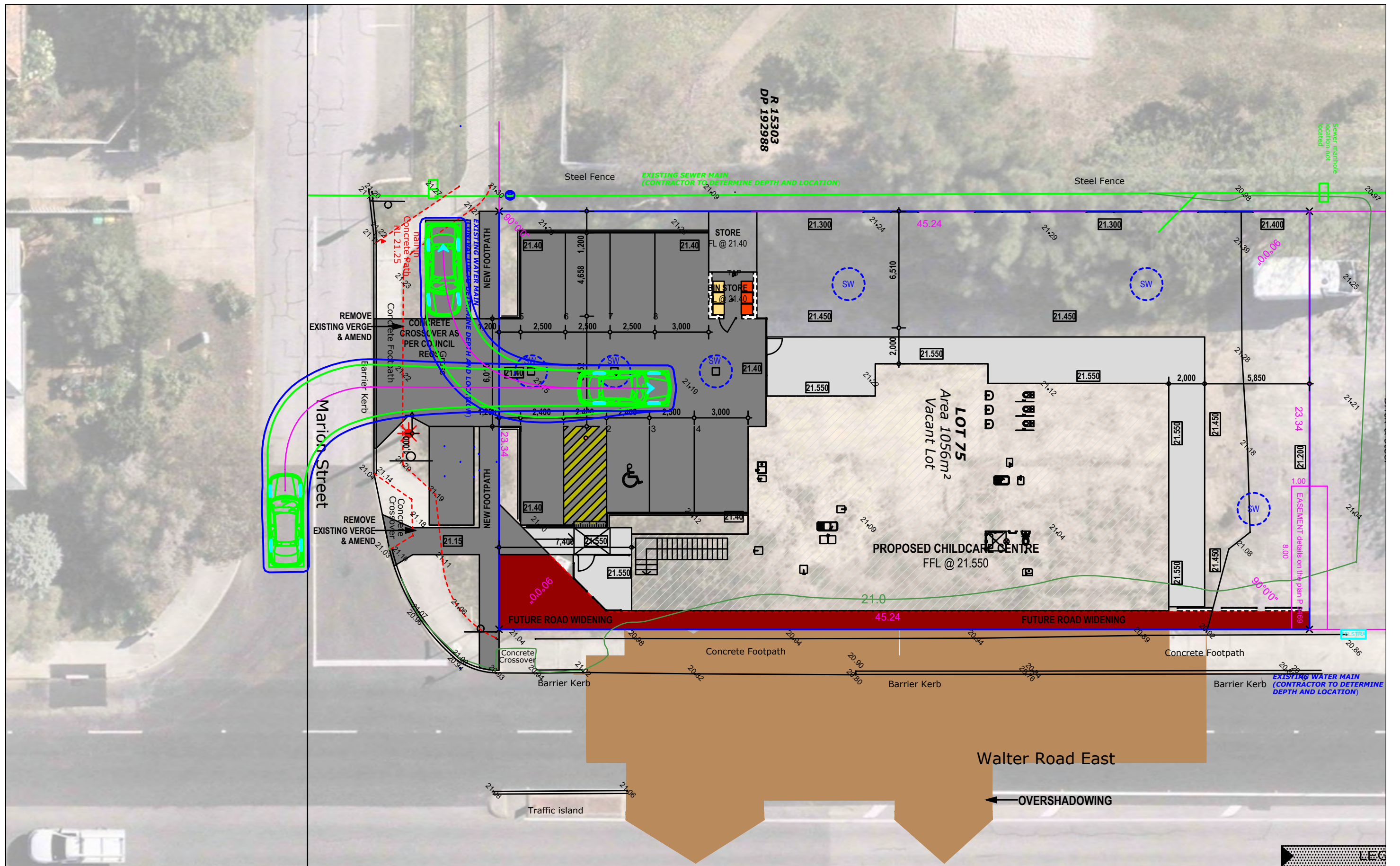
ADENANTHOS  
SERICEUS

| PLANT SCHEDULE |                        |          |        |             |     |
|----------------|------------------------|----------|--------|-------------|-----|
|                | SPECIES                | SPACINGS | SIZE   | MATURE SIZE | QTS |
| TREES          |                        |          |        |             |     |
| Afi            | AGONIS FLEXUOSA        | AS SHOWN | 90 L   | 10 M        | 3   |
| Afn            | AGONIS FLEXUOSA 'NANA' | AS SHOWN | 30 L   | 2 M         | 1   |
| Cfi            | CORYMBIA FICIFOLIA     | AS SHOWN | 90 L   | 10 M        | 1   |
| Evi            | EUCALYPTUS VICTRIX     | AS SHOWN | 90 L   | 10 M        | 4   |
| Mtr            | MULBERRY TREE          | AS SHOWN | 90 L   | 10 M        | 1   |
| Ltr            | LEMON TREE             | AS SHOWN | 90 L   | 6 M         | 3   |
| Ope            | ORNAMENTAL PEAR        | AS SHOWN | 90 L   | 8 M         | 1   |
| Opl            | ORNAMENTAL PLUM        | AS SHOWN | 30 L   | 8 M         | 1   |
| SHRUBS         |                        |          |        |             |     |
| Ase            | ADENANTHOS SERICEUS    | AS SHOWN | 140 MM | 2 M         | 37  |
| Ahu            | ANIGOZANTHOS HUMILIS   | AS SHOWN | 140 MM | 1 M         | 30  |
| Lof            | LAVANDULA OFFICINALIS  | AS SHOWN | 140 MM | 1 M         | 25  |
| Llo            | LOMANDRA LONGIFOLIA    | AS SHOWN | 140 MM | 0.9 M       | 24  |
| Rof            | ROSEMARY OFFICINALIS   | AS SHOWN | 140 MM | 2 M         | 21  |

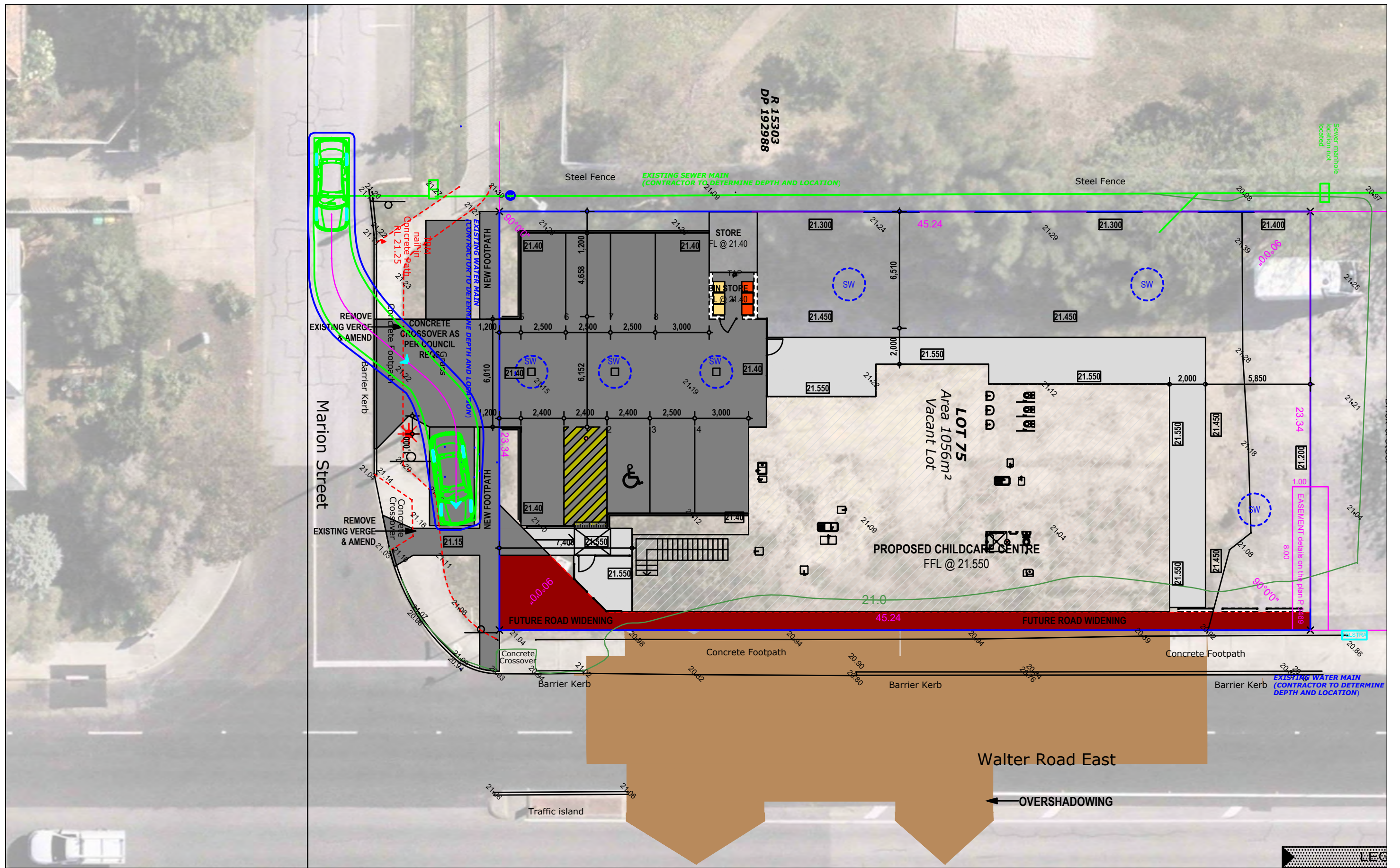






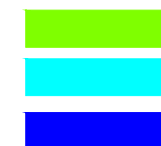






Lot 75 (72) Walter Road East, Eden Hill  
 Austroads 2023: B99 Passenger Vehicle  
 Passenger vehicle forward entry (south bay)

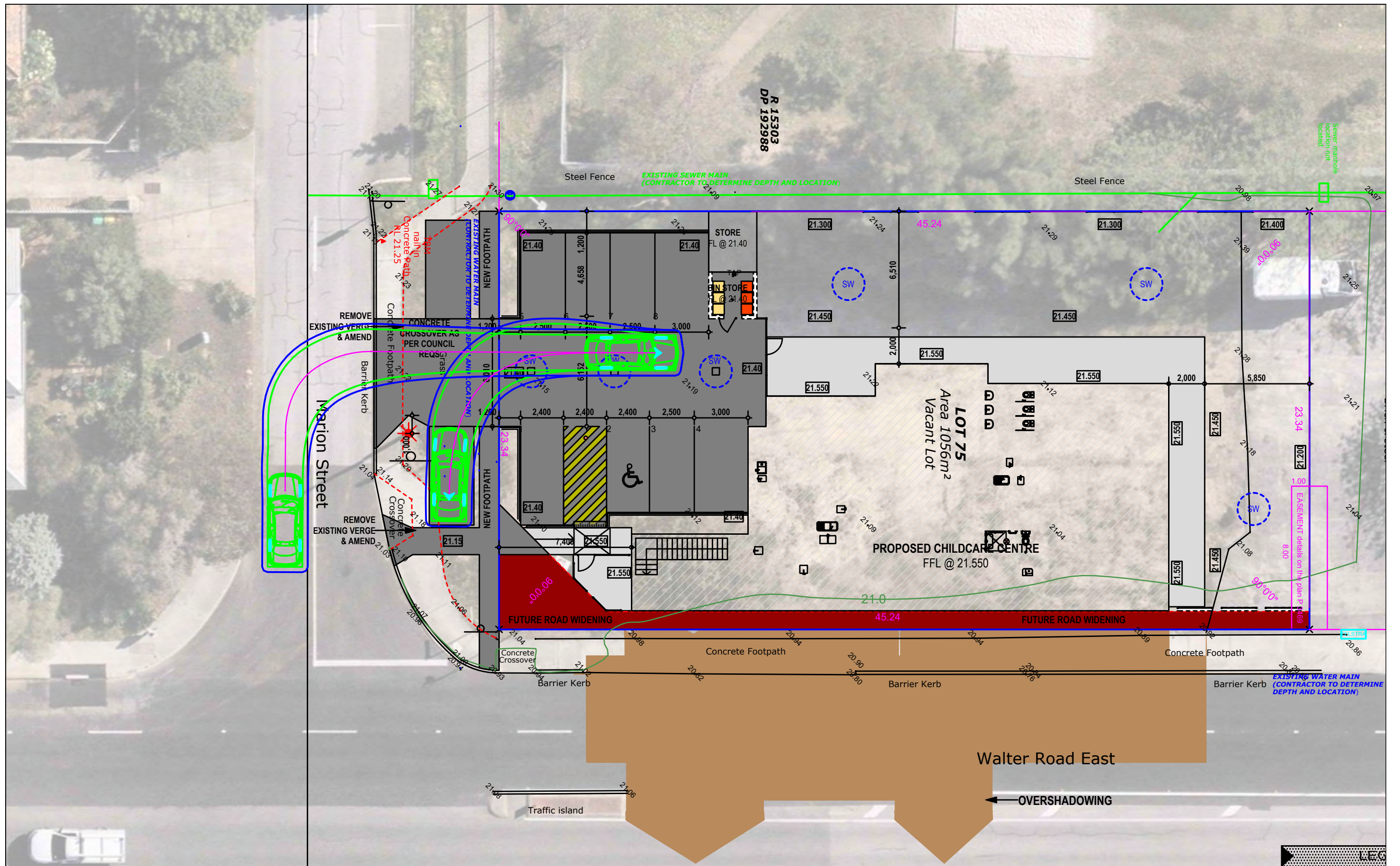
**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance



t26.053.sk09  
 31/07/2026  
 Scale: 1:200 @ A3

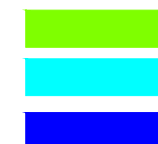






Lot 75 (72) Walter Road East, Eden Hill  
 Austroads 2023: B99 Passenger Vehicle  
 Passenger vehicle reverse entry (south bay)

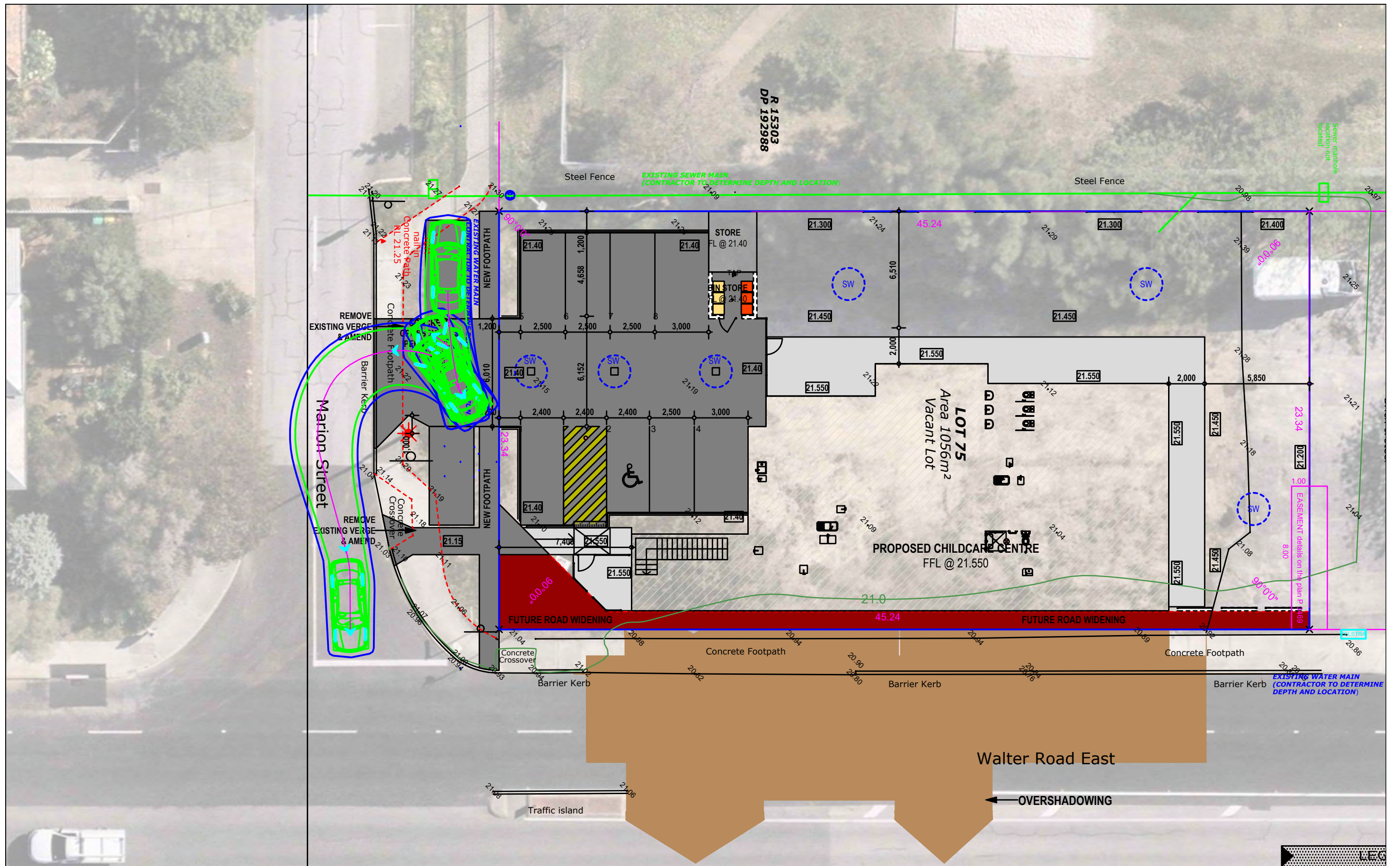
**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance



t26.053.sk10  
 31/07/2026  
 Scale: 1:200 @ A3







Lot 75 (72) Walter Road East, Eden Hill

Austroroads 2023: B99 Passenger Vehicle

Passenger vehicle reverse exit (north bay)

**LEGEND**

Vehicle Body

Wheel Path

300mm Clearance

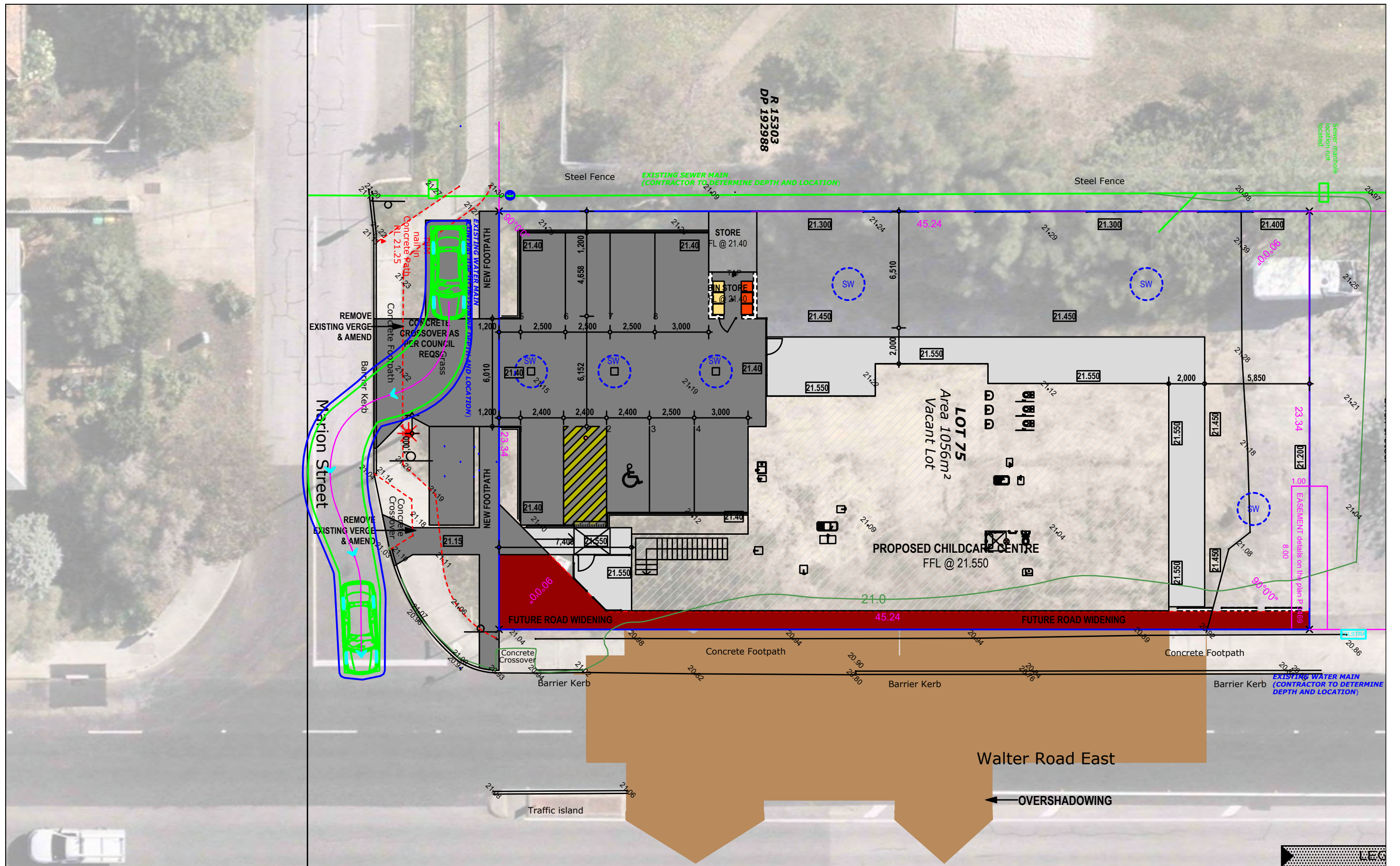
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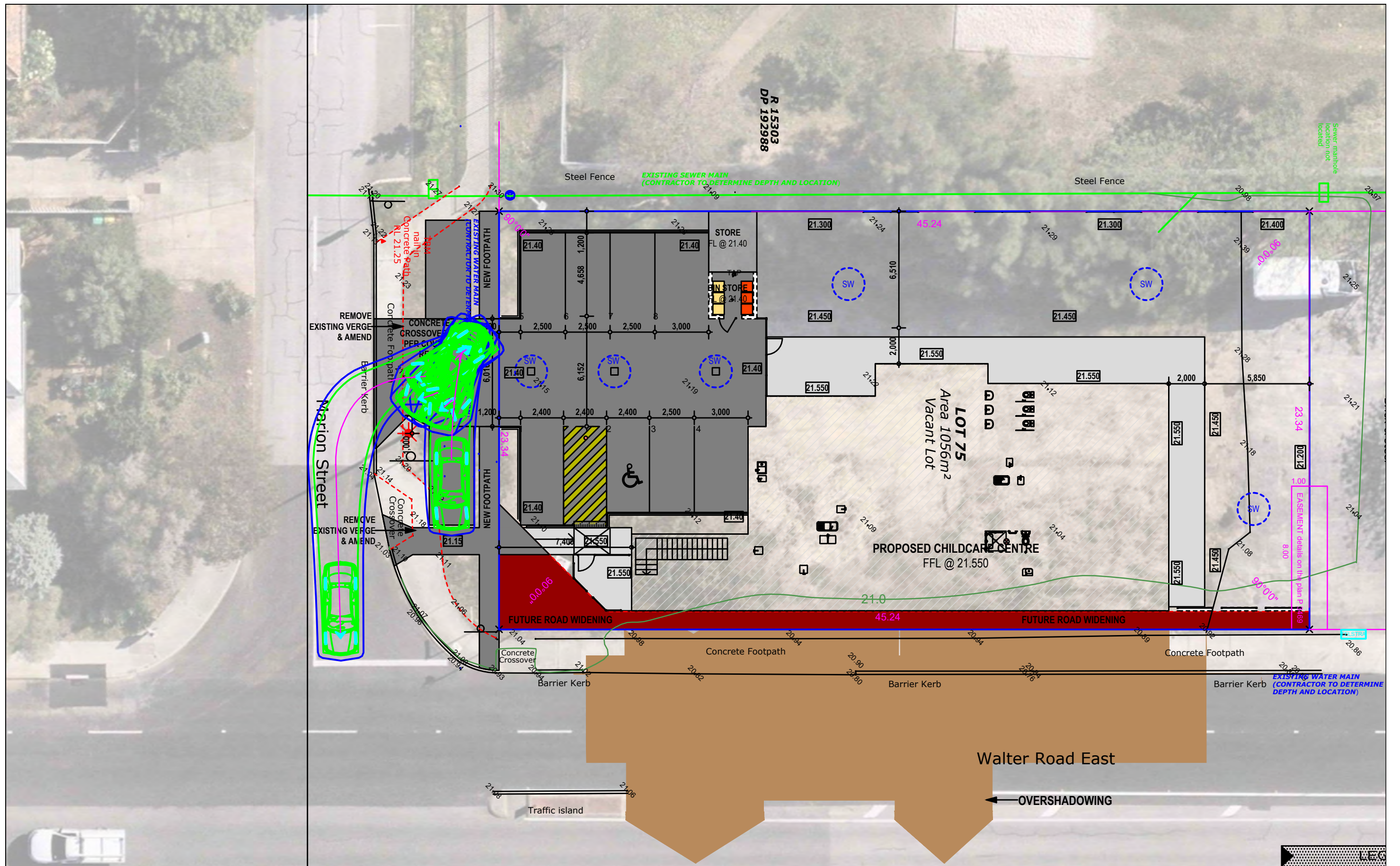
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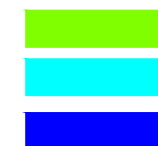






Lot 75 (72) Walter Road East, Eden Hill  
 Austroads 2023: B99 Passenger Vehicle  
 Passenger vehicle reverse exit (south bay)

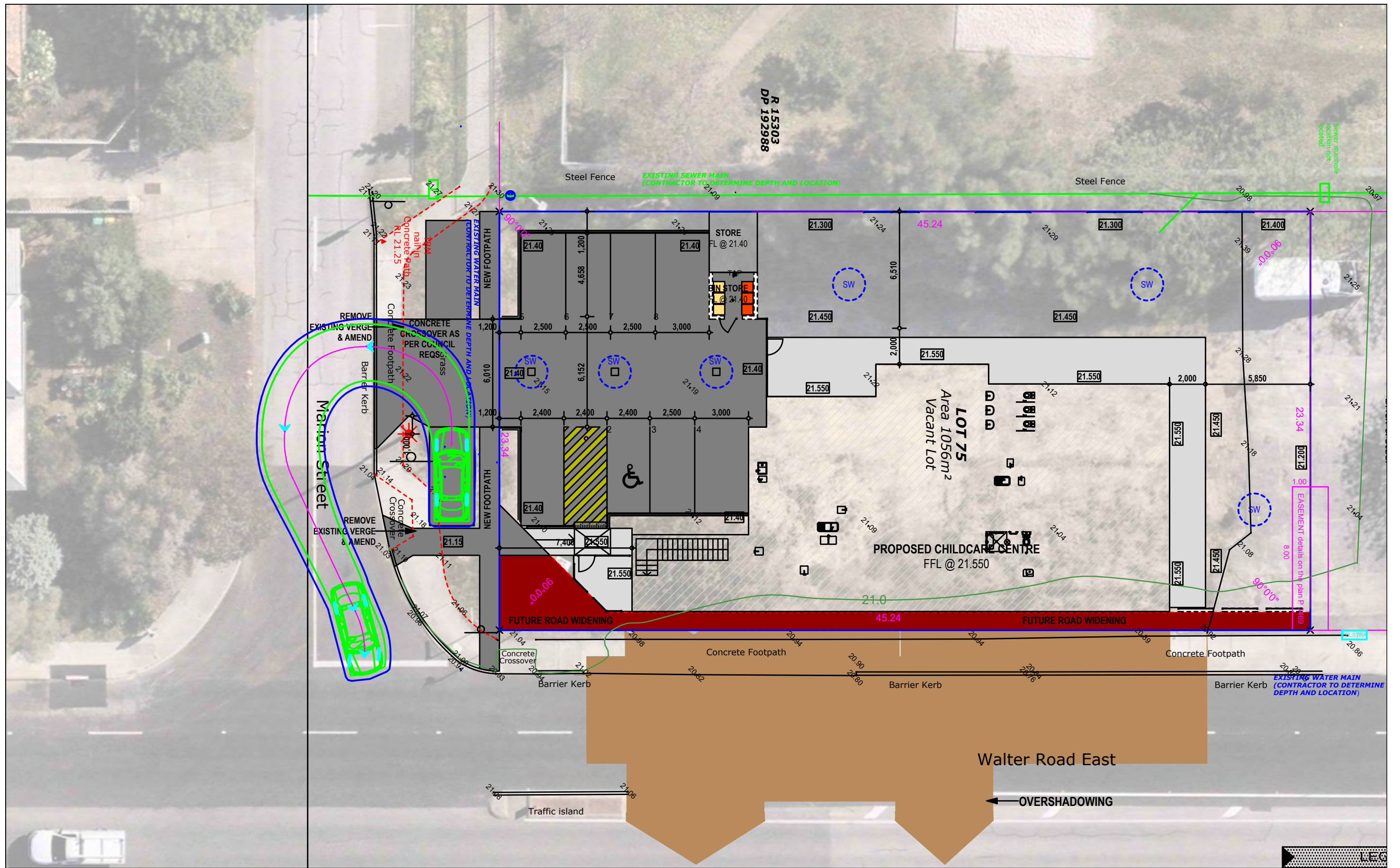
**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance



t26.053.sk13  
 31/07/2026  
 Scale: 1:200 @ A3

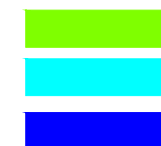






Lot 75 (72) Walter Road East, Eden Hill  
 Austroads 2023: B99 Passenger Vehicle  
 Passenger vehicle forward exit (south bay)

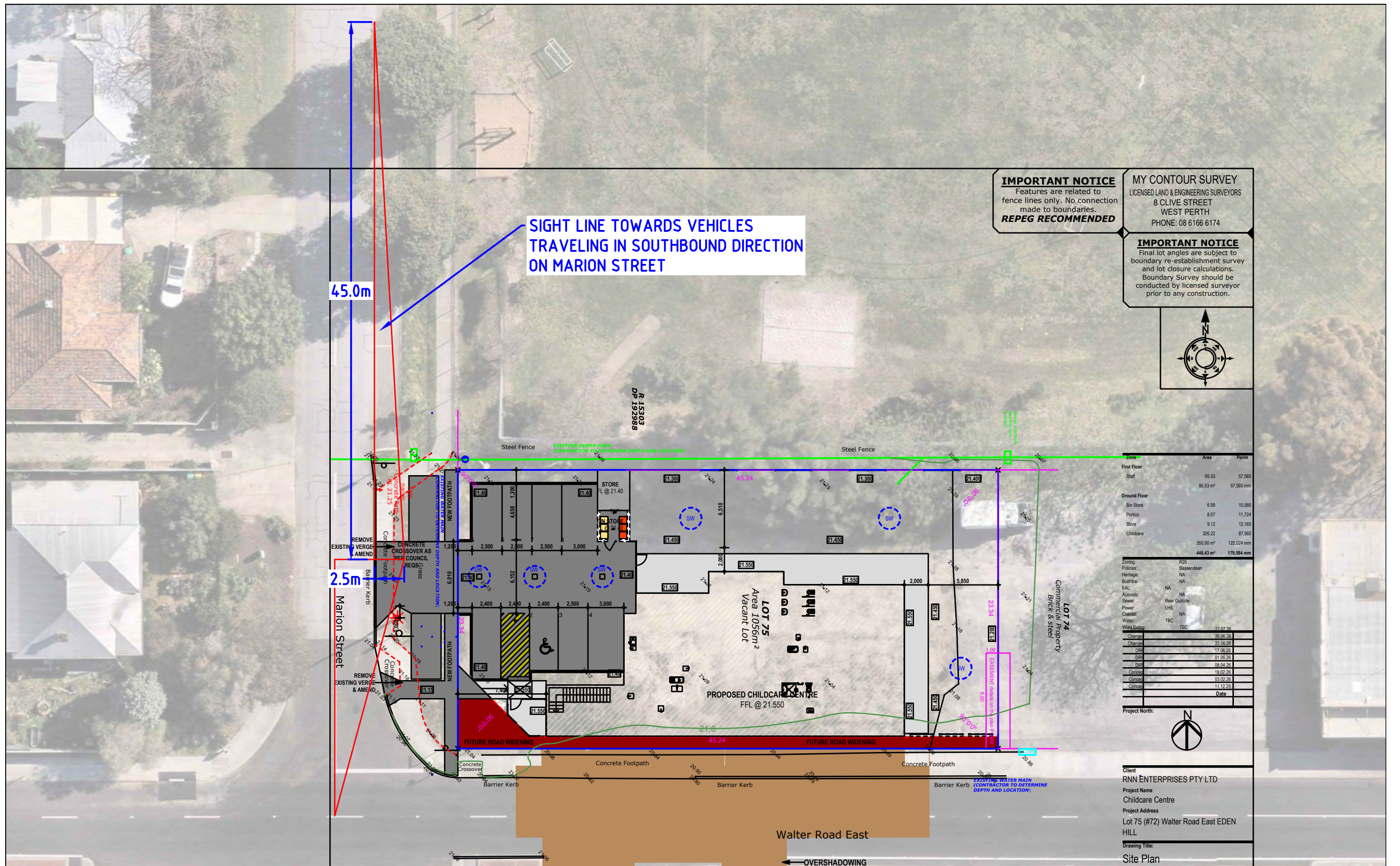
**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance



t26.053.sk14  
 31/07/2026  
 Scale: 1:200 @ A3











Lot 75 (72) Walter Road East, Eden Hill  
B99 Passenger Vehicle  
Bay 4 Exit

**LEGEND**  
Vehicle Body  
Wheel Path  
300mm Clearance

t26.053.sk06  
02/07/2026  
Scale: 1:200 @ A3







Lot 75 (72) Walter Road East, Eden Hill  
 B99 Passenger Vehicle  
 Bay 4 Entry

**LEGEND**  
 Vehicle Body  
 Wheel Path  
 300mm Clearance

t26.053.sk05  
 02/07/2026  
 Scale: 1:200 @ A3





27 March 2026

SLR Ref No.: 675.073794.00001-L01-V1.0-20260327.docx

Attention: Daniella Mrdja  
Urbanista Town Planning  
231 Bulwer Street  
Perth WA 6000

SLR Project No.: 675.073794.00001

## **RE: Nourished Early Learning Centre – 72 Walter Road East, Eden Hill Acoustic Environmental Report**

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### **1.0 Introduction**

In accordance with your instructions, we've undertaken a noise impact assessment for a proposed early learning centre at 72 Walter Road East, Eden Hill.

This assessment, provided in the following sections, follows requirements in the Environmental Protection (Noise) Regulations 1997 ("ENPR") and relevant guidelines from the Association of Australasian Acoustical Consultants.

#### **1.1 About the author**

SLR Consulting Australia Pty Ltd (SLR) – Perth office is a member of the Association of Australian Acoustical Consultants. This may be verified by visiting the AAAC website 'WA' page at <https://aaac.org.au/wa>.

The author and reviewer of this report are qualified and experienced in the area of environmental noise assessment and who by their qualifications and experience are eligible to hold membership of the Australian Acoustical Society. This may be verified by visiting the AAS website and the 'Find a Member' tool at <https://www.acoustics.org.au/>.

#### **1.2 Scope of work**

SLR was engaged to undertake the following:

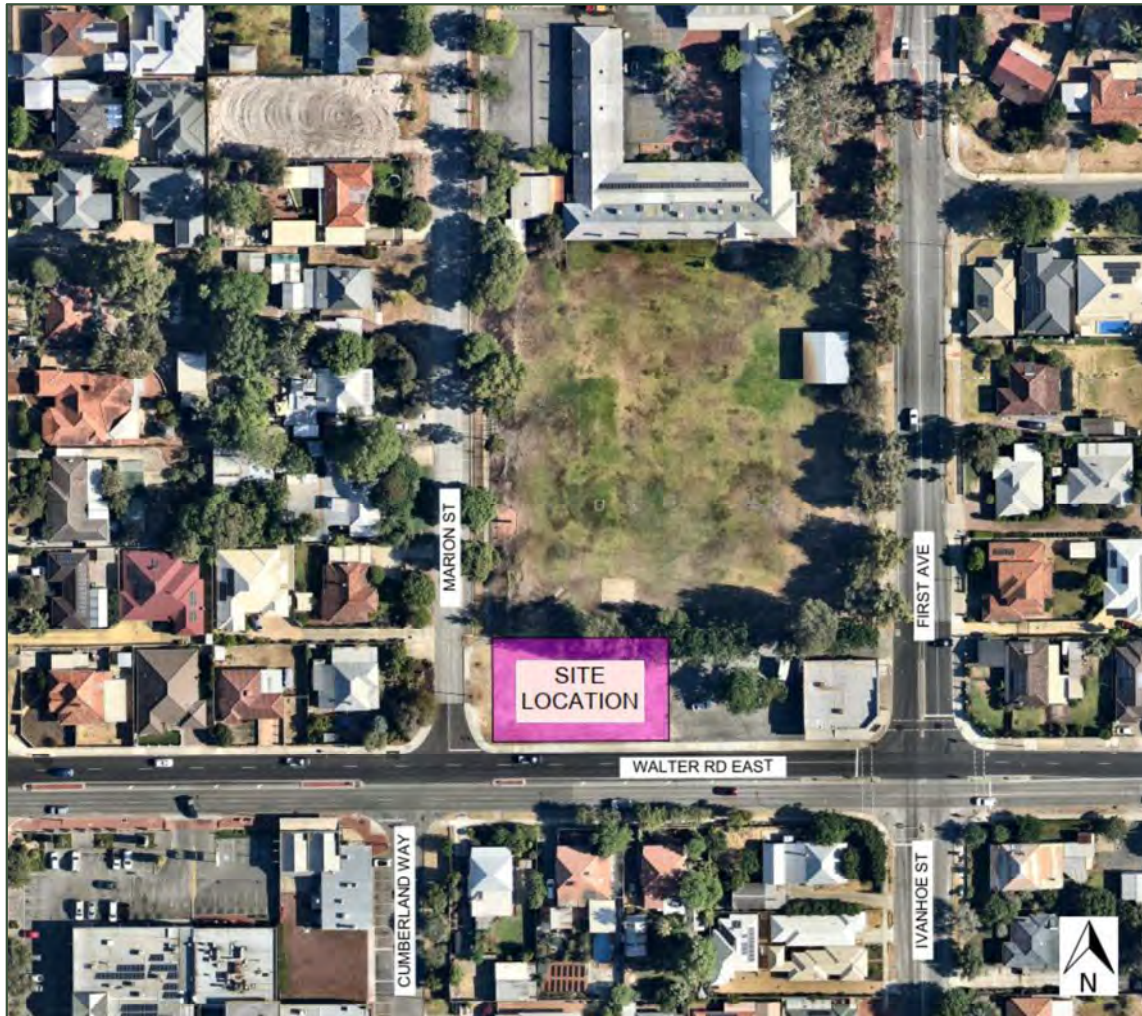
- Establish the applicable 'assigned noise levels' for the nearest noise sensitive receivers in accordance with Schedule 3 of the Environmental Protection (Noise) Regulations 1997.
- Establish noise emission from the site. This will include any new mechanical services plant associated with the building, delivery and waste services, carpark activity and children noise associated with the external play areas.
- Undertake modelling of site and surroundings and assess the noise emission from the site to the nearest noise sensitive receivers.
- Should there be any potential non-compliance emissions, identify 'in principle' options to achieve compliance.
- Provide an environmental noise assessment report summarising all requirements and recommendations.



## 1.3 Site locality

The proposed childcare centre will be located at 72 Walter Road East, Eden Hill. **Figure 1** presents an aerial image indicating site locality. The site is surrounded by a medium-density residential buildings to west and south, commercial premises to east and southwest across Walter Rd E, and Eden Hill Primary School to north.

**Figure 1 Annotated aerial image indicating site locality.**



## 2.0 Project criteria

### 2.1 Environmental noise regulations

Project noise emissions are addressed by state noise policy in the form of the Western Australia Environmental Protection (Noise) Regulations 1997 (“EPNR”, “the Regulations”). To achieve compliance with this policy, noise levels at nearby residential areas are not to exceed defined limits referred to as Assigned Noise Levels.

These limits are determined from consideration of prevailing background noise levels and ‘influencing factors’ that considers the level of commercial and industrial zoning in the locality. The influencing factor considers zoning and road traffic around the nearest sensitive receiver of interest, within a 100 m and 450 m radius.

A summary of the applicable noise limits is provided in **Table 1**.



**Table 1 Summary of assigned noise levels**

| Part of premises receiving noise                                                                                             | Time of day                                                                                          | Assigned level, dB |                 |                   |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------|-----------------|-------------------|
|                                                                                                                              |                                                                                                      | L <sub>A10</sub>   | L <sub>A1</sub> | L <sub>Amax</sub> |
| Noise Sensitive premises at locations within 15 metres of a building directly associated with a noise sensitive use          | 0700 to 1900 hours Monday to Saturday ('Day')                                                        | 45 + IF            | 55 + IF         | 65 + IF           |
|                                                                                                                              | 0900 to 1900 hours Sunday and public holidays ('Sundays')                                            | 40 + IF            | 50 + IF         | 65 + IF           |
|                                                                                                                              | 1900 to 2200 hours all days ('Evening')                                                              | 40 + IF            | 50 + IF         | 55 + IF           |
|                                                                                                                              | 2200 hours on any day to 0700 Monday to Saturday and 0900 hours Sunday and public holidays ('Night') | 35 + IF            | 45 + IF         | 55 + IF           |
| Noise Sensitive premises at locations further than 15 metres from a building directly associated with a noise sensitive use. | All hours                                                                                            | 60                 | 75              | 80                |
| Commercial premises                                                                                                          | All hours                                                                                            | 60                 | 75              | 80                |
| Industrial and utility premises                                                                                              | All hours                                                                                            | 65                 | 80              | 90                |

The specific assigned levels for each receiver are included in **Section 3.2** of this report.

If noise emitted from any premises when received at any other premises cannot reasonably be free of intrusive characteristics of tonality, modulation and impulsiveness, then a series of adjustments must be added to the emitted levels (measured or calculated) and the adjusted level must comply with the assigned level.

The adjustments are detailed in **Table 2** and are further defined in Regulation 9(1) of the Environmental Protection (Noise) Regulations 1997.

**Table 2 Adjustments to the emitted levels**

| Noise characteristic | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Adjustment if present (Note <sup>1</sup> ) |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Tones                | Where the difference between the A weighted sound pressure level in any one third octave band and the arithmetic average of the A weighted sound pressure levels in the two adjacent one third octave bands is greater than 3 dB in terms of L <sub>Aeq,T</sub> where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L <sub>ASlow</sub> levels. | +5 dB                                      |
| Modulation           | A variation in the emission of noise that –<br>Is more than 3 dB L <sub>Afast</sub> or is more than 3 dB L <sub>Afast</sub> in any one third octave band;<br>Is present for at least 10% of the representative assessment period; and,<br>Is regular, cyclic and audible.                                                                                                                                                                                         | +5 dB                                      |
| Impulsiveness        | Present where the difference between the L <sub>Apeak</sub> and L <sub>Amax</sub> is more than 15 dB when determined for single representative event.                                                                                                                                                                                                                                                                                                             | +10 dB                                     |

Note 1 Where noise emission is not music, these adjustments are cumulative to a maximum of 15 dB.





## 3.0 Environmental noise impact assessment

### 3.1 Overview

The study considers individual scenarios, testing each against relevant criteria.

The early learning centre is proposed to operate Monday to Friday between 7.00am and 6.00pm, with some staff members arriving from 6.45am to cover early arrivals.

### 3.2 Nearby noise sensitive receivers

The approximate locations of key noise sensitive receivers (NSRs) to the site are shown in **Figure 2**. The receptors R1 to R8 are considered 'highly sensitive' residential premises, the receptors R9 and R10 are commercial premises and receptor R11 is an educational premises.

**Figure 2 Noise sensitive receivers.**



Influencing factors have been determined based on the proportion of industrial and residential zoned land within 100 and 450 metres of the receptor, and the proximity of major





and secondary roads within those distances, in accordance with the Schedule 3 of the regulations. Main Roads Traffic Map traffic counts for nearby roads are:

- Walter Road East 14,884 vehicles per day (2021/2022) Secondary Road

All receptors are within 100 metres of Walter Rd E. There is up to 8% of commercial activity within 100 m from receptors R1, R2, R7 and R8, and between 9% and 19% from receptors R3 to R6. No industrial activity has been identified with the project area.

A summary of design assigned noise levels is provided in **Table 3**.

**Table 3 Assigned noise levels for all receptors, dB**

| Locality                      | Time of day                      | IF | L <sub>A10</sub> | L <sub>A1</sub> | L <sub>Amax</sub> |
|-------------------------------|----------------------------------|----|------------------|-----------------|-------------------|
| R1, R2, R7, R8<br>Residential | Day                              | 2  | 47               | 57              | 67                |
|                               | Day – Sunday and public holidays |    | 42               | 52              | 67                |
|                               | Evening                          |    | 42               | 52              | 57                |
|                               | Night                            |    | 37               | 47              | 57                |
| R3 to R6<br>Residential       | Day                              | 3  | 48               | 58              | 68                |
|                               | Day – Sunday and public holidays |    | 43               | 53              | 68                |
|                               | Evening                          |    | 43               | 53              | 58                |
|                               | Night                            |    | 38               | 48              | 58                |
| R9, R10<br>Commercial         | All hours                        | -  | 60               | 75              | 80                |
| R11<br>Educational            | Day                              | 0  | 45               | 55              | 65                |
|                               | Day – Sunday and public holidays |    | 40               | 50              | 65                |
|                               | Evening                          |    | 40               | 50              | 55                |
|                               | Night                            |    | 35               | 45              | 55                |

### 3.3 Scenarios

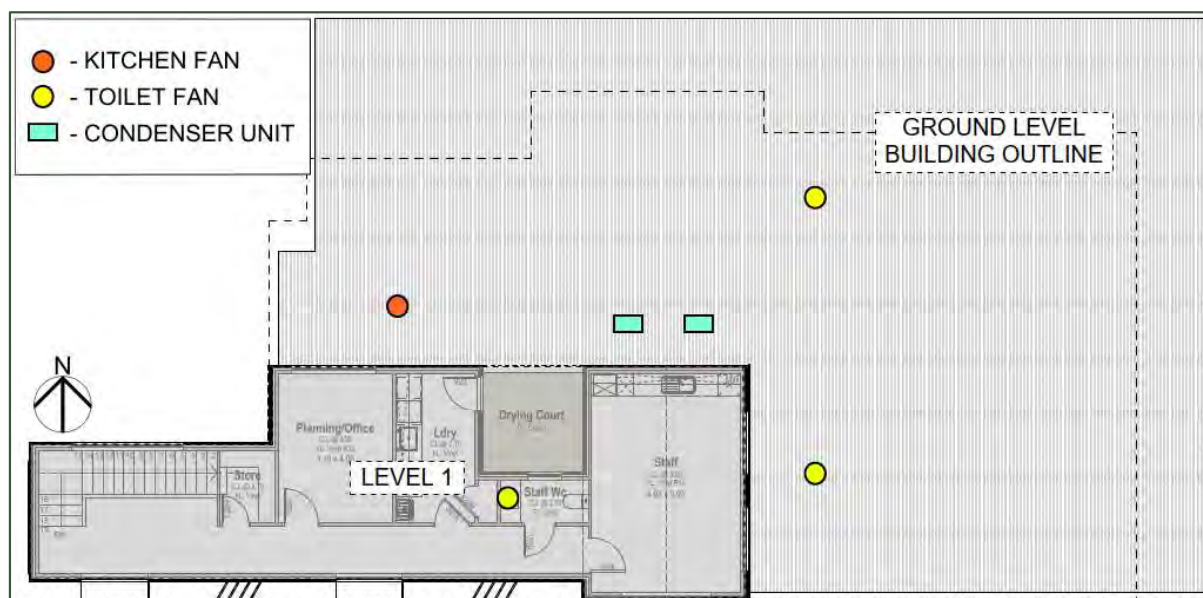
#### 3.3.1 Mechanical services

No specific mechanical plant selections have been provided for the project at this stage. Mechanical plant items and usage rates have therefore been modelled based on experience with similar previous applications. All such plant would operate only during the centre opening times, currently assumed to be 7.00am and 6.00pm. To represent the worst-case scenario, the assessment was also undertaken for nighttime operation (before 7.00am), when first staff arrives.

**Figure 3** below shows indicative location of each plant unit.



**Figure 3 Mechanical plant locations.**



The effective sound power levels of the noise sources have been identified for the project. A typical range of sound power levels for mechanical plant derived from AAAC Guidelines are presented in **Table 4**.

**Table 4 Mechanical plant sound power levels**

| Noise Source        | Location                       | Qty | Individual sound power level<br>$L_{WA}$ (dB re 1pW) |
|---------------------|--------------------------------|-----|------------------------------------------------------|
| Condenser Unit      | Roof                           | 2   | 65                                                   |
| Kitchen Exhaust Fan | Roof                           | 1   | 70                                                   |
| Toilet Exhaust Fan  | Roof (two at GF and one at L1) | 3   | 62                                                   |

Modern mechanical plant are considered to be free from intrusive characteristics at the nearest assessment positions. Therefore, no adjustments (**Table 2**) were applied to predicted noise levels.

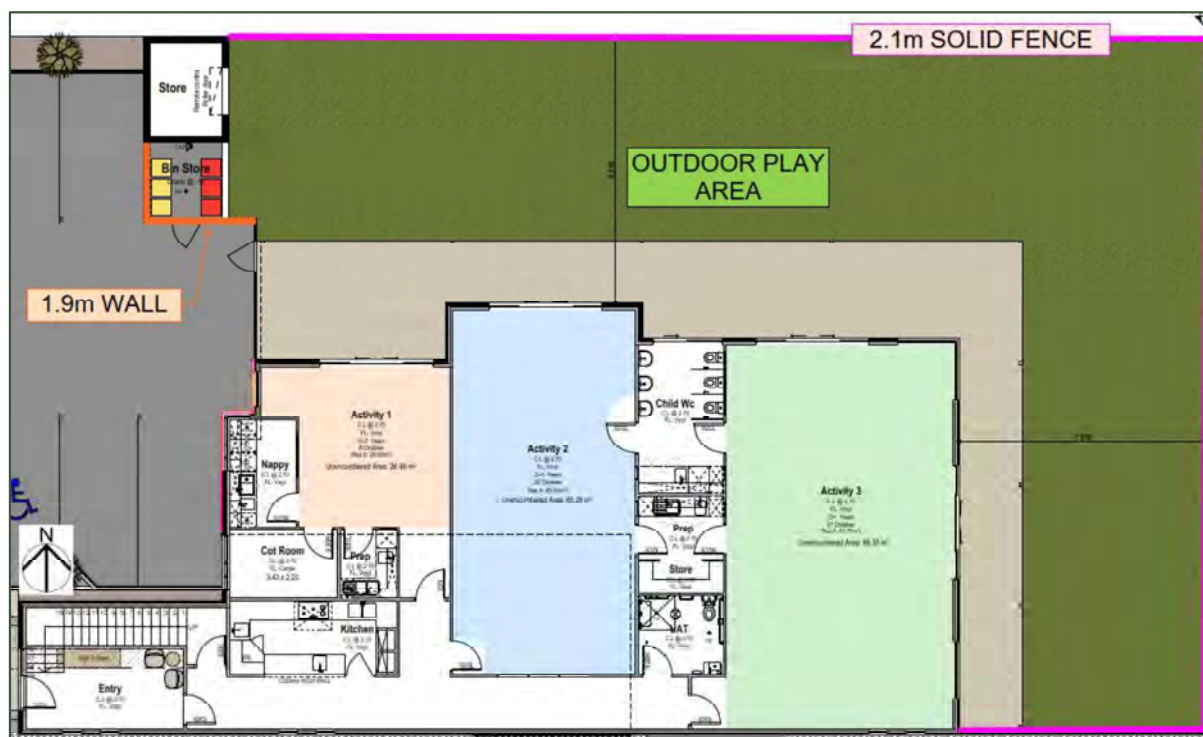
### 3.3.2 Outdoor play areas

This scenario considers the sound of children playing within outdoor play areas. It is proposed that the centre will accept a maximum of 55 children across three age groups that are no more than 5 years old.

There is one outdoor play area associated with the centre, located to north and east of the building, as indicated on **Figure 4** below. There is 2.1 m solid fence proposed at the site boundary and 1.9 m wall separating outdoor areas from bin store. Both walls will provide screening between the outdoor play areas and receivers.



**Figure 4 Annotated plan sketch indicating outdoor play areas.**



Noise emissions were established based on industry guidelines<sup>1</sup> and previous experience on similar projects. The effective sound power level of the noise source has been identified for the project. AAAC Guidelines provide a typical range of effective sound power levels for groups for 10 children playing.

The modelled sound power levels for each activity group are presented in **Table 5**.

**Table 5 Outdoor play area operation times and sound power levels**

| Age group, years | Time of operation                | Number of children | Total sound power level L <sub>WA</sub> (dB re 1 pW) |
|------------------|----------------------------------|--------------------|------------------------------------------------------|
| 0-2              | Up to 3.5 hours per day rostered | 8                  | 77                                                   |
| 2-3              | Up to 3.5 hours per day rostered | 20                 | 88                                                   |
| 3-5              | Up to 3.5 hours per day rostered | 27                 | 91                                                   |

Outdoor play will be rostered in rotational groups. Maximum children outdoors at any time is proposed to be between 20 and 25. Two outdoor play periods are proposed:

- 9.30am to 11.30am,
- 2.30pm to 4.00pm.

No amplified music, external public address systems or evening/weekend operations are proposed.

For the purpose of this assessment, to represent the worst-case scenario in terms of noise emissions, it is assumed that outdoor play area is used by 3–5-year-old group during both

<sup>1</sup> Association of Australian Acoustical Consultants (AAAC) Guideline for Child Care Centre Acoustic Assessment (v3.0), available from <https://aaac.org.au/>.





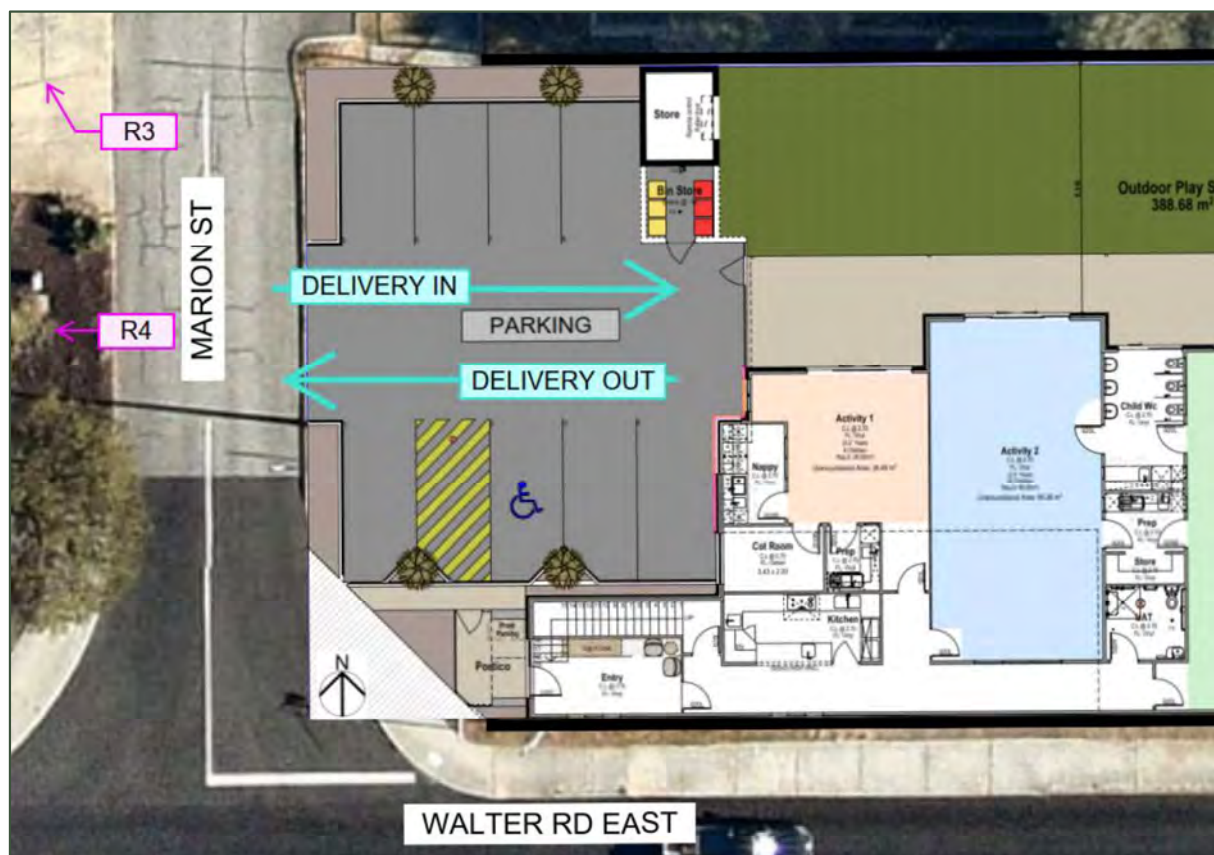
periods of play time. In reality, the outdoor play will be shared and rostered across all age groups, reducing noise impacts.

### 3.3.3 Deliveries and servicing

This scenario considers noise from internal combustion engine (ICE) delivery and service vehicle movements within the premises. Deliveries servicing the development are noted to take place any time between 10.00am to 2.00pm Monday to Friday only.

In this scenario, within a given 15-minute period, an ICE vehicle (car or van) enters the premises into the parking associated with the centre using Marion Street parking entry, pulls into a car park, the doors are opened and shut twice, and then the vehicle departs, as indicated on **Figure 5** below. Conservatively, this assumes the vehicle arrives and leaves in the same 15-minute period, even though this may not be case.

**Figure 5 Delivery/servicing at parking.**



The  $L_{A1}$  and  $L_{Amax}$  are used to assess events that are relatively short in duration, such as vehicle movements. The minimum assessment timeframe in the Regulations is 15 minutes (900 seconds), so an event may be compared against the  $L_{A1}$  assigned level if it is 9 seconds in duration or less.

Conservatively, noting that engine noise is dominant at low speeds, a maximum speed of approximately 10 km/hr was modelled. The path taken for each vehicle was considered to be to the closest to the receivers R3 and R4.

In order to directly assess against the assigned noise levels, the movement of light vehicles were simulated as a series of points, each of which represent the vehicle position over time. The time-series change in sound level was then calculated at the nearest receiver to assess the relevant  $L_{A1}$  and  $L_{Amax}$  metrics.



The continuous sound power level of a vehicle (light van, car) is modelled as  $L_{WA}$  84 dB, in line with previous measurements of such vehicles, noting that electric and hybrid powered vehicles will be quieter.

Door shutting is modelled as  $L_{WAmax}$  84 dB inclusive of a 10 dB impulsive adjustment that may be applicable as per **Table 3**.

### 3.3.4 Car parking

This scenario describes staff and visitors parking (e.g. drop offs and collections). An eight-bay parking is proposed to be associated with the centre, located west of the building with entry of Marion Street, as indicated on **Figure 5**.

Modelling of this scenario is the same as that described in Section 3.3.3, except that six vehicles are modelled in a fifteen-minute period as a minimum. The parking activity is expected to exceed the 9 seconds in duration within 15-minute assessment period, therefore its activity has been assessed against the  $L_{A10}$  criteria.

The majority of car noise associated with the centre operation, including staff members and parents' drop-offs and pick-ups, is modelled as occurring during operation times, 7.00am and 6.00pm. The centre operational plan proposes that up to three (3) staff members will be arriving before 7.00am.

### 3.3.5 Waste collection

Regulation 14A provides requirements for such activities as the collection of waste, landscaped area maintenance and car park cleaning. Such activities can also be exempt from having to comply with Regulation 7 (the assigned levels described in Section 2.1), provided they are undertaken in accordance with Regulation 14A (2) as follows:

- during daytime hours, defined as 07:00 to 19:00 Monday to Saturday (excluding public holiday), or 09:00 to 19:00 on a Sunday or public holiday;
- in the quietest reasonable and practicable manner; and
- using the quietest equipment reasonably available.

In the case where specified works are to be carried outside daytime hours and their noise emissions are likely not to comply with Regulation 7, the works also need to be carried out according to a Noise Management Plan which has been approved by the local government authority CEO.

Accordingly, waste collection services are not assessed in detail.

## 3.4 Methodology

A noise prediction model for the site was developed utilising the SoundPLAN software (version 8.2). The noise model applied geospatial datasets for existing buildings and structures, including fences as indicated on **Figure 4**.

The model implements the International Standard ISO 9613-2 method for calculating the outdoor noise propagation. Given the relatively short propagation distances, parking and road surfaces were modelled as 80% reflective surfaces, other ground surfaces were modelled as 60% absorptive and losses associated with tree/foliage screening were not modelled.



## 3.5 Assessment

### 3.5.1 Mechanical services

The predicted noise levels from the mechanical plant are detailed below.

**Table 6 Predicted noise levels from mechanical plant.**

| NSR ID | Assigned noise level<br>Day/Night L <sub>A10,T</sub> dB | Predicted level<br>Weekday |                             | Result |
|--------|---------------------------------------------------------|----------------------------|-----------------------------|--------|
|        |                                                         | Day L <sub>A10,T</sub> dB  | Night L <sub>A10,T</sub> dB |        |
| R1     | 47 / 37                                                 | 22                         | < 20                        | OK     |
| R2     | 47 / 37                                                 | 26                         | < 20                        | OK     |
| R3     | 48 / 38                                                 | 28                         | < 20                        | OK     |
| R4     | 48 / 38                                                 | 28                         | < 20                        | OK     |
| R5     | 48 / 38                                                 | 21                         | < 20                        | OK     |
| R6     | 48 / 38                                                 | 25                         | < 20                        | OK     |
| R7     | 47 / 37                                                 | 25                         | < 20                        | OK     |
| R8     | 47 / 37                                                 | < 20                       | < 20                        | OK     |
| R9     | 60                                                      | < 20                       | < 20                        | OK     |
| R10    | 60                                                      | 28                         | < 20                        | OK     |
| R11    | 45 / 35                                                 | 23                         | < 20                        | OK     |

From the table above it can be seen that predicted noise emissions from the mechanical plant associated with the building meet the project assigned noise levels of the EPNR at all noise sensitive receptors for operation during the day and night periods.

### 3.5.2 Outdoor play areas

The predicted noise levels from the proposed outdoor play areas used by 25 children simultaneously are detailed below.

**Table 7 Predicted noise levels from outdoor play areas.**

| NSR ID | Assigned noise level<br>Day L <sub>A10,T</sub> dB | Predicted level                   | Result |
|--------|---------------------------------------------------|-----------------------------------|--------|
|        |                                                   | Weekday Day L <sub>A10,T</sub> dB |        |
| R1     | 47                                                | 33                                | OK     |
| R2     | 47                                                | 37                                | OK     |
| R3     | 48                                                | 37                                | OK     |
| R4     | 48                                                | 41                                | OK     |
| R5     | 48                                                | 30                                | OK     |
| R6     | 48                                                | 35                                | OK     |
| R7     | 47                                                | 38                                | OK     |
| R8     | 47                                                | 34                                | OK     |
| R9     | 60                                                | 37                                | OK     |





| NSR ID | Assigned noise level<br>Day $L_{A10,T}$ dB | Predicted level            | Result |
|--------|--------------------------------------------|----------------------------|--------|
|        |                                            | Weekday Day $L_{A10,T}$ dB |        |
| R10    | 60                                         | 44                         | OK     |
| R11    | 45                                         | 33                         | OK     |

From the table above it can be seen that predicted noise emissions from the outdoor play areas meet the project assigned noise levels of the EPNR at all noise sensitive receptors.

In order to minimise a noise emission from the outdoor play areas and maintain the compliance, the following operational aspects are suggested to be implemented:

- The behaviour and style of play of children to be monitored to prevent particularly loud activities,
- Soft finishes to be favoured to minimise impact noise,
- Implement procedures to ensure crying (or otherwise loud) children are taken inside to be comforted,
- No amplified music to be played outside.

### 3.5.3 Deliveries and servicing

**Table 8** presents predicted results from deliveries and servicing light van movements during day times for  $L_{A1}$  and  $L_{Amax}$  criteria.

**Table 8 Predicted noise levels from deliveries and servicing.**

| NSR ID | Assigned noise level<br>Day $L_{A1,T}$ / $L_{Amax}$ dB | Predicted level<br>Weekday |                   | Result |
|--------|--------------------------------------------------------|----------------------------|-------------------|--------|
|        |                                                        | Day $L_{A1,T}$ dB          | Day $L_{Amax}$ dB |        |
| R1     | 57 / 67                                                | 34                         | 36                | OK     |
| R2     | 57 / 67                                                | 39                         | 40                | OK     |
| R3     | 58 / 68                                                | 44                         | 46                | OK     |
| R4     | 58 / 68                                                | 46                         | 51                | OK     |
| R5     | 58 / 68                                                | 43                         | 45                | OK     |
| R6     | 58 / 68                                                | 39                         | 43                | OK     |
| R7     | 57 / 67                                                | 28                         | 35                | OK     |
| R8     | 57 / 67                                                | 22                         | 24                | OK     |
| R9     | 75 / 80                                                | 41                         | 44                | OK     |
| R10    | 75 / 80                                                | 28                         | 30                | OK     |
| R11    | 55 / 65                                                | 33                         | 34                | OK     |

From the table above it can be seen that predicted noise emissions from deliveries and servicing meet the project assigned noise levels of the EPNR at all noise sensitive receptors for operation during the day period.

### 3.5.4 Car parking

The following tables present predicted results from car park movements during day and night times (before 7.00am) for  $L_{A10}$  and  $L_{Amax}$  criteria.



**Table 9 Predicted  $L_{A10}$  noise levels from car parking.**

| NSR ID | Assigned noise level<br>Day/Night $L_{A10,T}$ dB | Predicted level<br>Weekday |                      | Result |
|--------|--------------------------------------------------|----------------------------|----------------------|--------|
|        |                                                  | Day $L_{A10,T}$ dB         | Night $L_{A10,T}$ dB |        |
| R1     | 47 / 37                                          | 34                         | < 20                 | OK     |
| R2     | 47 / 37                                          | 39                         | < 20                 | OK     |
| R3     | 48 / 38                                          | 43                         | < 20                 | OK     |
| R4     | 48 / 38                                          | 45                         | < 20                 | OK     |
| R5     | 48 / 38                                          | 42                         | < 20                 | OK     |
| R6     | 48 / 38                                          | 27                         | < 20                 | OK     |
| R7     | 47 / 37                                          | 25                         | < 20                 | OK     |
| R8     | 47 / 37                                          | 22                         | < 20                 | OK     |
| R9     | 60                                               | 40                         | < 20                 | OK     |
| R10    | 60                                               | 28                         | < 20                 | OK     |
| R11    | 45 / 35                                          | 33                         | < 20                 | OK     |

**Table 10 Predicted  $L_{Amax}$  noise levels from car parking.**

| NSR ID | Assigned noise level<br>Day/Night $L_{Amax}$ dB | Predicted level        | Result |
|--------|-------------------------------------------------|------------------------|--------|
|        |                                                 | Any time $L_{Amax}$ dB |        |
| R1     | 67 / 57                                         | 36                     | OK     |
| R2     | 67 / 57                                         | 41                     | OK     |
| R3     | 68 / 58                                         | 46                     | OK     |
| R4     | 68 / 58                                         | 51                     | OK     |
| R5     | 68 / 58                                         | 45                     | OK     |
| R6     | 68 / 58                                         | 43                     | OK     |
| R7     | 67 / 57                                         | 35                     | OK     |
| R8     | 67 / 57                                         | 24                     | OK     |
| R9     | 80                                              | 44                     | OK     |
| R10    | 80                                              | 30                     | OK     |
| R11    | 65 / 55                                         | 34                     | OK     |

From the table above, it can be seen that predicted noise emissions from car park operations meet the project assigned noise levels of the EPNR at all receptors.

**Appendix A** presents figures indicating the distribution of predicted  $L_{A10}$  noise levels from the site operation.

Note that noise contour maps have not been presented for mechanical services operation during nighttime given that they are predicted to be below ambient noise levels in the project area (less than  $L_{A90}$  30 dB).



## 4.0 Conclusion

This assessment of noise emissions for the proposed childcare centre at 72 Walter Road East, Eden Hill, has determined that the predicted noise emissions from its operations can meet the project assigned noise levels of the WA Environmental Protection (Noise) Regulations 1997 at all noise sensitive receptors.

I trust the above is satisfactory and please do not hesitate to contact me if you need any further information.

Regards,

**SLR Consulting Australia Pty Ltd**



**Natalia Bigaj, MEng, MAAS**

Associate Consultant Acoustics & Vibration

[nbigaj@slrconsulting.com](mailto:nbigaj@slrconsulting.com)





## **Appendix A**

### **Noise Contour Maps**

Figure 6 Noise Contour Map – L<sub>A10</sub> dB – Day time – Mechanical Services.



Figure 7 Noise Contour Map –  $L_{A10}$  dB – Day time – Outdoor Play.





Figure 8 Noise Contour Map –  $L_{Amax}$  dB – Any time – Delivery and Servicing.





Figure 9 Noise Contour Map –  $L_{Amax}$  dB – Any time – Carpark.



## Vikky Brown

---

**From:** Daniella Mrdja <daniella@urbanistaplanning.com.au>  
**Sent:** Friday, 31 July 2026 1:33 PM  
**To:** Vikky Brown  
**Cc:** Andra Biondi  
**Subject:** Fw: 72 Walter Road East EDEN HILL

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Vikky,

Below is the response from Acoustic Consultant regarding the modification to the fence. It isn't too helpful, so I have undertaken my own assessment.

Based on the plans being amended to include open style fencing in the south-east corner, along the Walter Road frontage, receptors 6, 7 and 10 are likely to be most impacted by 'additional' outdoor play noise

**Figure 2 Noise sensitive receivers.**



The Acoustic Report currently predicts noise levels from the outdoor play areas to the receptors as follows:



| NSR ID | Assigned noise level<br>Day L <sub>A10,T</sub> dB | Predicted                     |
|--------|---------------------------------------------------|-------------------------------|
|        |                                                   | Weekday L <sub>A10,T</sub> dB |
| R1     | 47                                                | 33                            |
| R2     | 47                                                | 37                            |
| R3     | 48                                                | 37                            |
| R4     | 48                                                | 41                            |
| R5     | 48                                                | 30                            |
| R6     | 48                                                | 35                            |
| R7     | 47                                                | 38                            |
| R8     | 47                                                | 34                            |
| R9     | 60                                                | 37                            |

10

Based on the AAAC guidelines referred to in the Acoustic Report, a solid boundary fence can reduce noise emissions by 6-10 decibels - see below.

Therefore if 10 decibels were added to the predicted level for receptors 6, 7 and 10, which is the worst case scenario, the predicted noise levels at receptors 6 and 10 would still comply with assigned noise levels and the noise level at receptor 7 would be 48 decibels where the assigned level is 47 decibels. Notwithstanding, it is highly unlikely that this small portion of open fence would result in an additional 10 decibels as the primary play space is located away from Walter Road towards the north of the site.

## 6.5 Boundary Fences / Barriers

The standard height for a boundary fence is 1.8 metres although 2.1 metres are not uncommon. Higher fences that are solid and well constructed can significantly reduce the noise impact for ground floor receptors. The local Council has guidelines on the allowable height of fences.

These fences or walls around the outdoor play area will often be

In regards to noise from traffic, as mentioned in the email below, Walter Road does not form part of SPP5.4, therefore noise from traffic coming into the site was not considered in this instance. While I appreciate that Walter Road is a 'blue road' and traffic noise is mentioned in the Child Care Premises Position Statement, this is just an anomaly in this instance. As per Table 1 of SPP5.4, roads that considered under this policy generally carry approximately 25,000 vehicles per day. Based on Main Roads data Walter Road East carries approximately 15,000 vehicles per day. Given this, it is not expected that this minor opening will result in a significant noise impact on the outdoor play area.

With regards to the other matters, I will provide this in a separate email later today.

Thank you.



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---

**From:** Natalia Bigaj <nbigaj@slrconsulting.com>

**Sent:** Tuesday, July 28, 2026 12:52 PM

**To:** Daniella Mrdja <daniella@urbanistaplanning.com.au>; Neha Patel <nehapatel07@outlook.com>

**Subject:** RE: 72 Walter Road East EDEN HILL

Hi Daniella,

We haven't assessed the traffic noise impact as this wasn't part of the scope.

In general, Walter Rd is classified as a secondary road and is not listed in SPP 5.4 Road and Rail Noise as significant route, therefore the noise impact should be minimal. However, it should be noted that during peak traffic hours it might be more noticeable.

Kind regards,  
Natalia

**Natalia Bigaj**

Associate Consultant - Acoustics & Vibration

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**From:** Daniella Mrdja <daniella@urbanistaplanning.com.au>  
**Sent:** Tuesday, July 28, 2026 12:31 PM  
**To:** Natalia Bigaj <nbigaj@slrconsulting.com>; Neha Patel <nehapatel07@outlook.com>  
**Subject:** Re: 72 Walter Road East EDEN HILL

Hi Natalia,

These plans have been amended to include an open style fence along Walter Road in the south-east corner. Can you please confirm that there are no issues with noise from traffic?

Thank you  
Daniella



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# Waste Management Plan

Lot 75 (#72) Walter Road, East Eden Hill

Prepared for Neha Patel

8 April 2026

Project Number: WMP26025

#### DOCUMENT CONTROL

| Version | Description            | Date      | Author | Reviewer | Approver |
|---------|------------------------|-----------|--------|----------|----------|
| 1.0     | First Approved Release | 8/04/2026 | JL     | AB       | AB       |
|         |                        |           |        |          |          |
|         |                        |           |        |          |          |

#### Approval for Release

| Name        | Position                                          | File Reference                        |
|-------------|---------------------------------------------------|---------------------------------------|
| Ann Brouwer | Project Manager – Waste Management Plan Lead (WA) | WMP26025-01_Waste Management Plan_1.0 |

Signature

**Ann Brouwer**

Digitally signed by Ann Brouwer  
Date: 2026.04.08 15:49:49  
+08'00'

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## Executive Summary

Neha Patel is seeking development approval for the childcare centre located at Lot 75 (#72) Walter Road East, Eden Hill (the Proposal).

To satisfy the conditions of the development application the Town of Bassendean (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Town's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

### Proposed Waste Collection Summary

| Waste Type | Generation (L/week) | Bin Size (L) | Number of Bins | Collection Frequency | Collection         |
|------------|---------------------|--------------|----------------|----------------------|--------------------|
| Refuse     | 964                 | 240          | Three          | Twice each week      | Private Contractor |
| Recycling  | 964                 | 240          | Three          | Twice each week      | Private Contractor |

A private contractor will service the bins at the Proposal from the Bin Presentation Area on the Marion Street verge.

The childcare centre operator/suitably qualified staff will oversee the relevant aspects of waste management at the Proposal.



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Figure 1: Locality Plan

## 1 Introduction

Neha Patel is seeking development approval for the childcare centre located at Lot 75 (#72) Walter Road East, Eden Hill (the Proposal).

To satisfy the conditions of the development application the Town of Bassendean (the Town) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Town's requirements.

The Proposal is bordered by Eden Hill Primary School to the north, commercial property to the east, Walter Road East to the south and Marion Street to the west, as shown in Figure 1.

### 1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

## 2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

### 2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m<sup>2</sup>) of the activity rooms and staff room at the Proposal – **275.55m<sup>2</sup>**.

### 2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021) as they provide contemporary estimates of waste generated from Childcare Centres.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

**Table 2-1: Waste Generation Rates**

| Tenancy Use Type                      | City of Melbourne Guideline Reference | Refuse Generation Rate       | Recycling Generation Rate    |
|---------------------------------------|---------------------------------------|------------------------------|------------------------------|
| Childcare Activity Rooms & Staff Room | Childcare                             | 350L/100m <sup>2</sup> /week | 350L/100m <sup>2</sup> /week |

### 2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Proposal will generate 964L of refuse and 964L of recyclables each week.

**Table 2-2: Estimated Waste Generation**

| Childcare Activity Rooms & Staff Room | Area (m <sup>2</sup> ) | Waste Generation Rate (L/100m <sup>2</sup> /day) | Waste Generation (L/week) |
|---------------------------------------|------------------------|--------------------------------------------------|---------------------------|
| Refuse                                | 275.55                 | 350                                              | 964                       |
| Recyclables                           | 275.55                 | 350                                              | 964                       |
| Total                                 |                        |                                                  | 1,928                     |



### 3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

#### 3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

#### 3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

**Table 3-1: Typical Bin Dimensions**

| Dimensions (m) | Bin Sizes |       |        |
|----------------|-----------|-------|--------|
|                | 240L      | 660L  | 1,100L |
| Depth          | 0.730     | 0.780 | 1.070  |
| Width          | 0.585     | 1.260 | 1.240  |
| Height         | 1.060     | 1.200 | 1.330  |

Reference: SULO Bin Specification Data Sheets

#### 3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

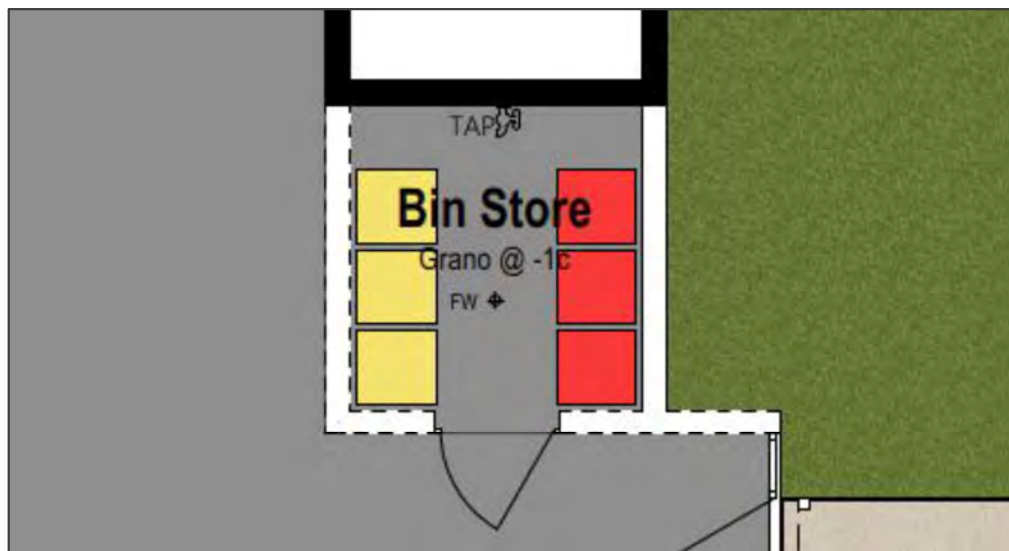
- Three 240L refuse bins; and
- Three 240L recycling bins.

**Table 3-2: Bin Requirements for Bin Storage Area**

| Waste Stream | Waste Generation (L/week) | Number of Bins Required |      |        |
|--------------|---------------------------|-------------------------|------|--------|
|              |                           | 240L                    | 660L | 1,100L |
| Refuse       | 964                       | 3                       | 1    | 1      |
| Recycling    | 964                       | 3                       | 1    | 1      |

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables.

Diagram 1: Bin Storage Area



### 3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the cleaners/suitably qualified staff during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

## 4 Waste Collection

While onsite collection was considered, the layout of the site does not allow sufficient space for an 8.8m MRV to turn around to allow a forward in and out manoeuvre and presents a number of safety concerns.

Therefore, collections from the kerbside are proposed, where a private waste collection contractor will service the Proposal and provide three 240L bins for refuse and three 240L bins for recyclables.

The private contractor will collect refuse and recyclables twice each week from the Proposal utilising a side arm waste collection vehicle.

The private contractor will service bins from the Bin Presentation Area located in the Marion Street, refer Diagram 2. The Bin Presentation Area will be located as far as practicable from the intersection of Walter Road and Marion Street.

It is proposed that servicing will be scheduled to occur outside Eden Hill primary school and the Proposal's drop-off and pick-up periods, as well as outside peak traffic periods (typically 7:00am–10:00am and 2:00pm–5:00pm).

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians or bike lanes. Bins will be lined up neatly and in a single row along the verge, with sufficient space between each bin to facilitate collection by the private contractor's waste collection vehicle.

The childcare centre operator/suitably qualified staff will ferry the bins to and from the Bin Presentation Area on collection days. The travel path between the Bin Storage Area and the Bin Presentation Area will be of flat surface and kept free of obstacles.

The childcare centre operator/suitably qualified staff will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

Once servicing is complete the private contractor's waste collection vehicle will continue in a forward motion south along Marion Street, moving with traffic flow.

**Diagram 2 : Indicative Bin Presentation Area**





## **4.1 Bulk and Specialty Waste**

Bulk and speciality waste materials will be removed from the Proposal as they are generated. Removal of these wastes will be monitored by the childcare centre operator/suitably qualified staff, who will liaise with staff and cleaners to assist with the removal of these wastes, as required.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

## 5 Waste Management

The childcare centre operator/suitably qualified staff will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ferrying of bins to and from the Bin Storage Area and the Bin Presentation Area on collection days;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

## 6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Three 240L refuse bins, collected twice each week; and
- Three 240L recycling bins, collected twice each week.

A private contractor will service the bins at the Proposal from the Bin Presentation Area on the Marion Street verge.

The childcare centre operator/suitably qualified staff will oversee the relevant aspects of waste management at the Proposal.



## Figures

Figure 1: Locality Plan

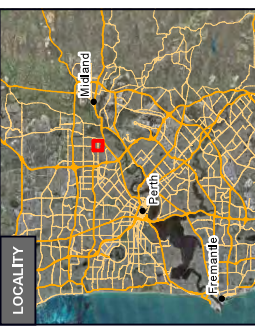




## LEGEND

- Site Boundary
- Cadastre
- Crown Allotment
- Freehold
- Strata Plan or Lot
- Road
- Easement
- Reserve

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**LOCALITY**  
72 Walter Road East  
Eden Hill WA 6054  
Neha PATEL

0 5 10 15 20 25 m  
0 10 20 30 40 km  
Scale @ A3 : 1:600  
Coordinate System: GDA2020 MGA Zone 50

Prepared: Z O'Rourke Date: 13/03/2026  
Reviewed: A Brouwer Revision: A  
Project: WMP26025







**Assets | Engineering | Environment | Noise | Spatial | Waste**

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3 July 2026

Vikky Brown  
Town of Bassendean  
35 Old Perth Road  
BASSENDEAN WA 6054

Dear Vikky,

## NO. 72 (LOT 75 ) WALTER ROAD EAST, EDEN HILL

### PROPOSED CHILD CARE PREMISES – RESPONSE TO RFI

Thank you for the opportunity to respond to the Town's Request for Further Information and Design Review Panel feedback regarding the proposed Child Care Premises at No. 72 (Lot 75) Walter Road East, Eden Hill.

Further to your email correspondence dated 19 June 2026, and having regard to the matters raised through the Town's planning assessment, internal referrals, state agency comments, public advertising process and the Design Review Panel assessment, we have reviewed the proposal and prepared amended plans and supporting justification where necessary.

The below response addresses each of the matters raised and provides further justification where required. The amended plans and supporting information are intended to respond constructively to the Town's comments and demonstrate that the proposal represents an appropriate planning and built form outcome for the site.

We look forward to continuing to work with the Town to progress the application toward development approval.

## TRAFFIC AND PARKING

| RFI Comment                                                                                                                                                                                                                                                             | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>The Town is of the view that Clause 6.1.2 of Local Planning Policy No. 8 – Car Parking and End of Trip Facilities (LPP8) has not been satisfied to support the proposed 9 vehicle bay shortfall. On this basis, the proposed parking shortfall is not supported.</i> | At the outset, we respectfully disagree with the Town's position that Clause 6.1.2 of LPP8 has not been satisfied. The proposed 9 bay shortfall must be considered in the context of the nature, scale and operating characteristics of the use, the availability of nearby public parking, existing on-street parking conditions, and the site's accessibility by alternative transport modes. When assessed holistically, the shortfall is considered capable of being appropriately managed and is not expected to result in any unacceptable parking, traffic or amenity impacts. |
| <i>In particular, the Town considers that the proposed number of parking bays will not</i>                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| adequately accommodate the anticipated parking demand and that the shortfall is not sufficiently offset by alternative transport options or suitable off-site parking opportunities.                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| The Traffic Impact Statement (TIS) states that the actual parking demand generated by the centre will be 13 bays.                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>The original TIS calculated the parking demand of the childcare centre as 13 car bays. This is made up of 10 bays for the staff and 3 bays as drop-off/pick-up bays.</p> <p>However, the TIS did not take into account that 3 of the 10 staff will begin their shift after 9am, at a time where it is highly likely that all children would have arrived for the day. Give this, the TIS has been updated to reduce the morning parking demand to a maximum of 10 bays.</p>                                                                                                                                                                                                                                   |
| <p>The proposed parking provision does not accommodate the anticipated staff demand, with only eight bays available despite the expected number of staff on site.</p> <p>Additional parking pressure will occur during parent drop-off and pick-up periods.</p>                                                                                                                                                                                                                                                                   | <p>As stated above, the TIS has been updated to reduce the maximum parking demand to bays. While it is acknowledged less than 10 car bays are provided on site, additional management methods have been introduced into the operational management plan to address any potential conflicts that could arise to ensure appropriate and consistent management is undertaken. In addition, further planning justification is provided below to support this variation.</p>                                                                                                                                                                                                                                          |
| <p>The Town contests the extent to which on-street parking on Marion Street can reasonably be relied upon. Existing congestion issues already occur during school pick-up and drop-off periods and the proposal is likely to exacerbate these conditions.</p> <p>Whilst some overlap between school and childcare trips is acknowledged, the functionality of the proposal appears to depend upon the utilisation of a significant proportion of the available on-street parking supply, which is not considered appropriate.</p> | <p>Marion Street currently exists with 21 dedicated on street bays that run along the western boundary of Eden Hill Primary. These car bays are almost always vacant, except during a small period in the morning (8:15am – 8:45am) and in the afternoon (2:55pm – 3:25pm) on school days.</p> <p>In terms of traffic and on-street parking conflicts with the adjoining Eden Hill Primary School, it is clear that in the afternoon, the school pick up times and the childcare centre pick up times do not conflict with one another. However, the applicant accepts that there may be some minor conflicts in the morning. Further information and justification regarding this matter is provided below.</p> |
| <p>The expected maximum staff numbers appear to be understated. Whilst the application refers to a maximum of 10 staff members, the staffing table contained within the Operational Management Plan indicates that up to 11 staff members may be required on site.</p> <p>The Town considers it unrealistic to base parking demand calculations on 10 staff</p>                                                                                                                                                                   | <p>The operational management plan has been updated to clarify this matter.</p> <p>The application proposed a maximum of 11 staff at any one time which includes:</p> <ul style="list-style-type: none"> <li>• 1x Centre Director</li> <li>• 9x Educators</li> <li>• 1x Chef</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                          |

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><i>members, as this would effectively prevent the centre from operating at full capacity. It is also unreasonable to assume that the Centre Director will permanently provide ratio support, noting they will have broader operational and administrative responsibilities.</i></p> <p><i>Amended documentation should be provided which accurately and consistently reflects the maximum number of staff expected to be on site to enable an accurate assessment of parking demand.</i></p> <p><i>The TIS and Operational Management Plan propose staggered staff start and finish times to reduce parking demand. The Town questions the effectiveness of this measure given that, by 7:30am, nine staff members are expected to be on site. It is likely that these staff will occupy most of the available on-site parking prior to the commencement of the morning peak period</i></p> | <p>While the TIS suggests that the staff parking demand is 1 bay per staff member, it is important to recognise the shift times of these 11 staff and the operational management methods that have been proposed to ensure potential parking and traffic issues are managed at all times.</p> <p>These methods include:</p> <ul style="list-style-type: none"> <li>• There is only a short period between the hours of 9:30am-12pm (2.5hrs) where all 11 staff on site at one time.</li> <li>• During the morning drop off period (7am-9am), a maximum of 5 staff are on site with an additional 3 staff commencing at 8:30am.</li> <li>• During the morning and afternoon period, 3 car bays will be available exclusively for staff and outside of these times, all bays will be available for staff to use.</li> <li>• Due to the relatively small scale of the child care centre, the maximum hours that the Centre Director (nominated supervisor) will undertake general administration duties is 9:30am-3:30pm, outside of the morning drop off and afternoon pick up period.</li> <li>• Staff will be encouraged and incentives provided, to use alternative forms of transport to travel to and from the centre.</li> <li>• End of trip facilities and bicycle parking have been provided for staff.</li> <li>• It is extremely likely that the Marion Street car bays will be available for the 9 staff that arrive by 7:30am and from 9:30am.</li> <li>• An informal arrangement for staff to park on the adjacent western property at No. 68 Walter Road East has been discussed with this landowner.</li> </ul> <p>Based on the above, it is considered that a staff parking demand of 1 bay per staff member is excessive and the 3 exclusive staff bays are sufficient for this small centre.</p> |
| <p><i>The TIS suggests that parking bays could be allocated for different purposes at different times of the day. The Town questions how this would realistically be implemented and is not satisfied that this represents an appropriate parking management solution.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>In a childcare centre setting, it is not uncommon for car bays to be restricted at all times for certain users or restricted only during peak periods. This is because childcare centres generally require a significant number of car bays that are only fully utilised for a very short window of the day.</p> <p>No different to a school, it is widely accepted that during drop off and pick up times, there will be a peak in the traffic and car park usage. However, these peaks are for a short time only. Given the small size of the centre, it is not feasible to provide all the associated infrastructure to support a short peak period in a day. It is, however, crucial that strict management methods are incorporated and implemented to ensure traffic and parking is appropriately managed during these peaks.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The operational management plan has been amended to discuss these methods in greater detail.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <i>The application suggests that parking demand can be managed through staff monitoring parking utilisation, relocating vehicles during the day, and directing parents during peak periods. The Town considers this approach impractical and inappropriate. Staff members will be required to maintain minimum supervision ratios for young children and cannot reasonably be expected to simultaneously undertake parking management functions.</i>                                                                                                     | <p>As mentioned above, three bays will be available for the exclusive use of the staff. If these bays are occupied by the three staff that arrive at 6:45am, the chef's shift will end at 12pm and the two educators shifts will end at 3pm.</p> <p>Should other staff want to use these bays during upon the early morning staff leaving, it is not unreasonable for a 3 minute 1 bay 'swap' to occur at midday and a 2 bay 'swap' to occur at 3pm. Especially given these times are generally around baby's nap times.</p> |
| <i>The parking bays proposed along the northern side of the site do not comply with the requirements of AS2890, being 4.6m in length rather than the required 5.4m. Amended plans should be provided demonstrating compliance with AS2890 or alternatively include turning templates and supporting analysis demonstrating that vehicles can safely park and manoeuvre within the available space. The Town notes that parents commonly utilise larger vehicles and require sufficient door-opening clearances to access child restraints and prams.</i> | <p>The plans illustrate bays with a paved length of 4.8m. The low line landscaping in front of the bays is considered the 'overhang allowance', which is compliant with AS2890.1.</p> <p>Although tight, the swept path provided for car bay 4 illustrates that sufficient manoeuvring is provided. Notwithstanding, upon advice from the Town and/or the traffic consultant, the applicant will accept that the car bays that offer the least manoeuvrability be signposted as exclusive for staff.</p>                     |

## Land Use Suitability

Although the Town has not raised any specific concerns regarding the suitability of the site within its surrounding context, it is appropriate to consider this matter at the outset. The broader locational context is directly relevant to the overall suitability of the proposal, particularly when assessing whether the proposed car parking provision is acceptable having regard to the nature of the use, the site's Local Centre zoning, its proximity to Eden Hill Primary School, and the surrounding road and parking environment.

As noted above, the site is zoned Local Centre and is located within an established urban environment along Walter Road East. This is an important distinction, as the proposal is not located within an isolated low density residential area. Rather, it is located within a centre-based context where non-residential, community-serving and daily-needs land uses are reasonably expected and encouraged.

In this regard, the proposal should be assessed having regard to the revised draft Western Australian Planning Commission Position Statement: Child Care Premises dated April 2025. While it is acknowledged that the

Position Statement remains in draft form, it is considered a seriously entertained planning proposal and therefore represents the most recent and specific State-level planning guidance for the assessment of Child Care Premises in Western Australia and is therefore a relevant planning consideration.

Clause 4.1 of the draft Position Statement provides location guidance for Child Care Premises and recognises that these uses perform an important community service function. The guidance supports the location of Child Care Premises in accessible and appropriate locations, including locations that are convenient to the residential catchments they serve and compatible with surrounding land uses.

The proposal is consistent with this intent. The Local Centre zoning of the site supports the provision of uses that serve the surrounding residential catchment and provide convenience-based services to the local community. A Child Care Premises directly supports local residents, working parents and families undertaking daily school, work and household routines.

The site's proximity to Eden Hill Primary School, located immediately to the north of the subject land, further reinforces its locational suitability. The co-location of child care premises near schools is a practical and appropriate planning outcome, as it supports linked trips and enables families with children attending both facilities to undertake drop-off and pick-up activities as part of a single journey.

Importantly, the relationship between the proposed Child Care Premises and Eden Hill Primary School should be understood in its proper physical and operational context. The primary school's parent parking, kiss-and-ride and main drop-off/pick-up activity predominantly occur along Ivanhoe Street, which is located on the opposite side of the school from the proposed Child Care Premises. Given this, the proposal is therefore not directly located within or associated with the adjacent school's main drop-off and pick-up frontage.

This distinction is important because it demonstrates that the proposed Child Care Premises is appropriately located near an existing school and community facility, while also being sufficiently separated from the school's main parent parking and kiss-and-ride facility. This reduces the potential for conflict between the operational parking demands of the school and the proposed childcare use, especially during peak periods.

Given this, it is considered that from a locational perspective, the proposed Child Care Premises is suitably located, supporting the conclusion that the site can benefit from proximity to the school, including the opportunity for linked trips without depending on or conflicting with the adjacent school's primary pick-up and drop-off location.

This location also aligns with the broader objective of the draft Position Statement, which encourages Child Care Premises to be located in commercial, mixed use and centre-based locations where impacts, compared with purely residential locations, can be reduced. The Local Centre zoning provides an appropriate transition between the surrounding residential context and the non-residential uses associated with the centre, remaining compatible with the intended role and function of the zone.

While parking and traffic matters are relevant considerations, they should be assessed within the broader planning context. Given that the proposed use is appropriately located within a Local Centre zone, adjacent to an existing primary school, and within an established urban environment, it is considered that any parking

and/or traffic matters can therefore be considered through the design response, operational management measures and traffic assessment.

Having regard to the above, the proposed Child Care Premises is considered appropriate from a locational perspective. The proposal is consistent with the role and function of the Local Centre zone, meets the objectives of draft WAPC Position Statement: Child Care Premises, supports appropriate co-location with Eden Hill Primary School, and provides an essential community service in a convenient and accessible location.

Having established that the site is appropriately located, the car parking provision is addressed below having regard to the interim State parking guidance and the operational characteristics of the use.

## **Eden Hill Primary School**

The Town's comments regarding the potential interaction between the proposed Child Care Premises and school-related traffic associated with Eden Hill Primary School is acknowledged. A more detailed review of this matter has been undertaken, having regard to the scale of the school, its local intake area, the location of its primary access arrangements, existing school-related parking management and the timing of peak movements.

Eden Hill Primary School is not considered to represent a major regional traffic generator. Department of Education data identifies 347 full-time students as at Semester 1, 2026, with a total of 366 students when part-time kindergarten students are included. While the school clearly generates localised activity during school drop-off and pick-up times, the overall student population is relatively modest and consistent with a local primary school serving its surrounding neighbourhood.

The WAPC's Transport Impact Assessment Guidelines indicates that approximately 65-70% of children are driven to primary school, with an average occupancy of 1.4-1.5 children per vehicle. This equates to 0.5 children per vehicle. Based on these guidelines, the trip generation rates for Eden Hill Primary School, with 347 enrolled students, would be approximately 174 trips to and from school.

Importantly, Eden Hill Primary School is a local-intake school, meaning it primarily serves students residing within its defined local intake area. The school's enrolment information confirms that places are provided for students who reside within the local intake boundaries determined by the Department of Education. A review of the local intake area map indicates that a significant portion of the catchment is located to the north of the subject site. On this basis, it is reasonable to expect that a substantial proportion of school-related trips will approach the school from the north and will not rely on Walter Road East or Marion Street as the primary access route.



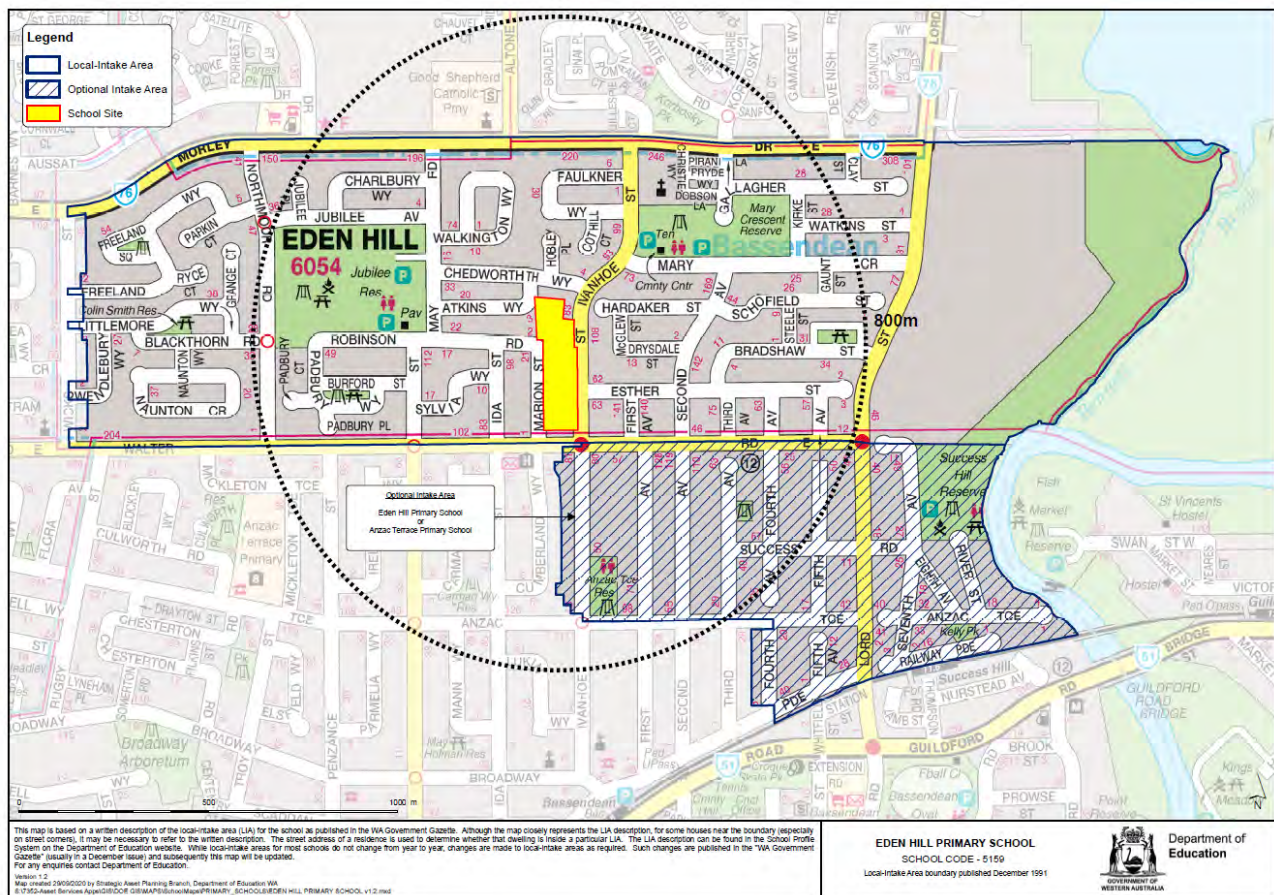


Figure 1: Eden Hill Primary School Local Area Intake Map with 800m radius

This also supports the expectation that a proportion of students will walk or cycle to school, particularly given the localised nature of the intake area and the number of households within an 800 metre walkable catchment of the school. Accordingly, the traffic generated by the school is not expected to be wholly vehicle-based, nor is it expected to be concentrated at the subject site's Marion Street access point.

The physical and operational focus of Eden Hill Primary School is also directed toward Ivanhoe Street. The school's published address is 83A Ivanhoe Street, Eden Hill, and the school's public-facing contact and location information identifies Ivanhoe Street as the school address. This is further supported by the Town's own parking management response, which relates to Chedworth Way and Ivanhoe Street, rather than Marion Street. The Town's public planning notice confirms that parking signage changes were introduced at the corner of Chedworth Way and Ivanhoe Street following concerns about cars parking on verges during school pick-up times at Eden Hill Primary School. The stated purpose of those restrictions was to improve visibility, road safety and compliance at that location.

The fact that the Town's recent school-related parking response was directed to Chedworth Way and Ivanhoe Street, and not Marion Street, is relevant. It indicates that the primary area of school-related parking pressure and traffic management concern is associated with this frontage and nearby streets, rather than the Marion Street frontage or the proposed access point to the Child Care Premises.





Figure 2: Eden Hill Primary Access Points and Street Parking

In terms of timing, any potential overlap between the Child Care Premises and Eden Hill Primary School is expected to be limited to a short morning period. The school's first siren is at 8:50am, and the school advises that children should not be sent to school before 8:20am. Accordingly, the only realistic period of interaction between school drop-off activity and childcare drop-off activity is likely to be approximately 8:20am to 8:50am, being a period of around 30 minutes. This is a short and manageable period rather than an extended conflict throughout the day.

By contrast, no material afternoon conflict is expected. Eden Hill Primary School finishes at 3:05pm, whereas childcare pick-up is typically more dispersed and occurs later in the afternoon, generally after work hours. As

such, the afternoon school pick-up peak will have largely dissipated before the Child Care Premises experiences its primary afternoon pick-up demand. This also means that any use of available on-street parking along Marion Street during the morning period will not be replicated in the same way in the afternoon, as the two uses operate with different afternoon peak periods.

It is also noted that Marion Street on-street parking bays are generally available during the day and are only expected to experience some use during the short morning period. Given the limited duration of this morning overlap, and the absence of an equivalent afternoon overlap, the proposal is not expected to result in an unreasonable or ongoing parking conflict with the school.

As a further operational management measure, the owner/operator of the Child Care Premises has indicated that an informal arrangement will be in place with the owner of the adjoining property at No. 68 Walter Road East for childcare staff to use the adjoining car park. This will assist in reducing staff parking demand on the subject site and in the surrounding street network, particularly during the morning drop-off period when parent parking turnover is most relevant.

Overall, the potential interaction between the Child Care Premises and Eden Hill Primary School is considered limited and manageable. The school is a local-intake primary school, its catchment and likely trip patterns are primarily oriented away from Marion Street, its main address and school-related parking management issues are focused on Ivanhoe Street and Chedworth Way, and the only likely overlap is a short morning period of approximately 20 minutes. On this basis, the proposal is not expected to create an unacceptable traffic or parking conflict with Eden Hill Primary School or compromise the safe and efficient operation of Marion Street.

### ***Operational Management Plan – Parking***

In accordance with the applicable childcare legislation, a minimum of 9 educators is required for the proposed Child Care Premises. The Operational Management Plan has been amended to clarify the anticipated staffing arrangements, including that the Centre Director will also be an Educator and is therefore not a separate additional staff member for the purposes of calculating staffing numbers or parking demand. On this basis, the maximum number of staff on-site is expected to be 10, comprising 9 educators (including the Centre Director) and a part-time chef.

Prior to 9:00am, it is anticipated that 6 educators and the chef will be on-site. Of these staff, only the 2 educators rostered for the opening shift are expected to utilise on-site parking. The chef will park elsewhere, while the remaining staff arriving for the standard shift at approximately 7:30am will be able to utilise the available Marion Street on-street parking bays, which are highly likely to be available at that time, or otherwise travel to the site by alternative transport means.

This arrangement leaves 6 on-site parking bays available for parent drop-off during the morning peak period. This is considered sufficient, noting that the Transport Impact Statement identifies a demand for approximately 3 drop-off bays at any one time during the drop-off period. Accordingly, the on-site car park is expected to accommodate the operational drop-off demand of the Child Care Premises. In the unlikely event that the car park is temporarily full, there is sufficient space for a vehicle to briefly wait within the crossover area due to the crossover's depth of approximately 5.8 metres excluding the footpath, noting the short-stay and high-turnover nature of childcare drop-off activity (refer to below image).



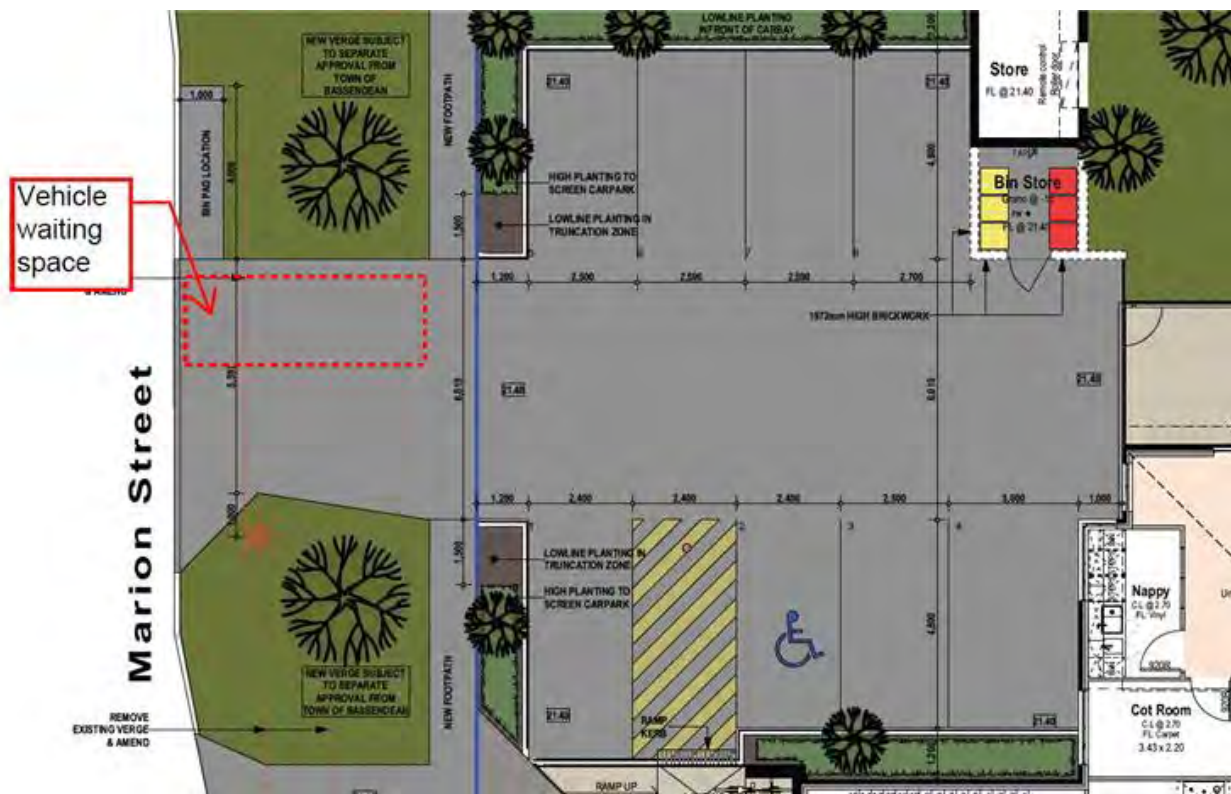


Figure 3: Vehicle waiting location

### Car Parking Ratio

The Town's comments in relation to car parking are noted. However, it is respectfully submitted that the proposed car parking provision should be assessed having regard to the most contemporary State planning guidance for non-residential car parking, the WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel, adopted in 2024.

Additionally, clause 4.4 of the draft Position Statement relating to Child Care Premises states:

*“Childcare premises car parking provision in the Perth and Peel region should accord with the Interim Guidance for non-residential car parking requirements in Perth and Peel (February 2023) Appendix A and Appendix B”*

As the subject site is zoned Local Centre, the site falls within the type of centre-based context contemplated by the WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel, which provides specific parking guidance for local and neighbourhood centres, urban corridors and mixed-use precincts.

The WA Planning Manual establishes a minimum car parking rate for Child Care Premises of:

**“0.5 spaces per staff member plus 1 space for 20 children catered for”**

This rate is directly relevant to the assessment of the proposal and provides a more contemporary, place-responsive car parking requirement than the rate contained in Local Planning Policy No. 8 – Car Parking and End of Trip Facilities.

Applying the WA Planning Manual car parking ratio to the proposed Child Care Premises results in the following car parking requirements for the proposal:

|                                         | <b><i>Provision</i></b>                     | <b><i>Requirement</i></b> |
|-----------------------------------------|---------------------------------------------|---------------------------|
| <b><i>Staff parking</i></b>             | <i>11 staff x 0.5 bays per staff member</i> | <i>5.5 bays</i>           |
| <b><i>Child-related parking</i></b>     | <i>55 children / 20</i>                     | <i>2.75 bays</i>          |
| <b><i>Total Minimum Requirement</i></b> |                                             | <i>8.25 bays</i>          |
| <b><i>On-site Bays Proposed</i></b>     |                                             | <i>8 bays</i>             |

On this basis, the proposed car parking arrangements is consistent with the minimum parking requirement identified under the WA Planning Manual. This reflects a different assessment outcome and demonstrates that the parking demand associated with the proposal has been overstated when assessed solely against LPP 8.

The WA Planning Manual is particularly relevant in this instance because the site is located within a Local Centre zone, where a more flexible and efficient approach to parking is appropriate. Local centre sites are intended to accommodate non-residential and community-serving uses within established urban areas, where parking demand should be considered in the context of accessibility, land use mix, linked trips, short-stay activity and the efficient use of land.

Comparatively, the LPP 8 rate applies a more conservative staff-plus-child calculation, including one bay per staff member. This approach assumes that every staff member will generate a separate long-stay parking demand and that parent/guardian parking demand is additional to that demand. In practice, this is likely to overstate the true parking requirement for a Child Care Premises, particularly where the use is characterised by short-stay parent drop-off and pick-up activity, staggered staff rosters and high turnover of bays during peak periods.

The interim guidance adopts a more balanced approach by recognising that Child Care Premises within centre-based and mixed-use contexts do not require the same level of dedicated on-site parking. This approach is consistent with broader contemporary planning objectives which seek to avoid the over-provision of parking, support local centre activation, and encourage more efficient use of urban land.

In this context, the provision of eight on-site parking bays is considered appropriate. The proposal satisfies, or is at most only marginally below, the minimum requirement identified under the interim State guidance. The proposed parking provision is also supported by the operational characteristics of the use, including short-stay parent drop-off and pick-up activity, staggered staff start and finish times, and the site's location within an established Local Centre environment.

Additionally, the amended development plans propose the provision of two (2) bicycle parking bays on-site. The bicycle parking provision will support alternative modes of transport for staff and visitors where practical, particularly given the site's proximity to the surrounding residential catchment and Eden Hill Primary School.

While it is acknowledged that the majority of child care drop-off and pick-up activity is likely to occur by private vehicle, the provision of bicycle parking nevertheless contributes to a more balanced access arrangement and supports the broader planning objective of encouraging non-car-based trips where possible.

The proposed two (2) bicycle bays are therefore considered sufficient and appropriate in the circumstances, particularly as bicycle parking is intended to supplement, rather than replace, the primary on-site car parking and short-stay drop-off/pick-up function of the development.

Accordingly, it is respectfully submitted that the proposed parking provision should not be characterised as a significant shortfall. Rather, when assessed against the more contemporary and directly relevant interim State guidance, the proposal provides an appropriate level of parking for a 55-place Child Care Premises within a Local Centre zone.

## BUILT FORM

| RFI Comment                                                                                                                                                                                                                                                                                                                                                    | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <i>The Town does not support the proposed built form and considers it inconsistent with the objectives and requirements of LPP7.</i>                                                                                                                                                                                                                           | The Town's comments in relation to built form, articulation, awnings, glazing and pedestrian entry functionality are acknowledged. These matters were also raised during the Design Review Panel process, particularly in relation to the need to improve the Walter Road East façade, provide greater visual relief, strengthen the entry presentation and improve the functionality of the portico and pedestrian arrival area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><i>In particular, the proposal is considered inconsistent with provisions 2(a), 2(e) and 3(a) of LPP7 for the following reasons:</i></p> <p><i>Whilst the Town is willing to consider a variation to the glazing requirements under provision 3(a), additional glazing and a stronger visual relationship with Walter Road East should be achieved.</i></p> | <p>With respect to pedestrian shelter, the amended plans now include awnings along the Walter Road East interface and around the entry/portico area. This responds directly to the Town's comment regarding the absence of awnings and improves the pedestrian experience by providing weather protection, visual relief and a stronger street edge. The previous concern regarding privacy has therefore been addressed through the revised design, which balances pedestrian shelter with the operational requirements of a Child Care Premises.</p> <p>In relation to glazing and visual engagement with Walter Road East, the proposal incorporates windows and viewing panels along the street frontage, including circular windows that contribute to visual interest and passive surveillance. While the extent of glazing is necessarily moderated by the operational requirements of a Child Care Premises, including privacy, acoustic management, security and child safety, the revised design provides a stronger visual relationship with the street than the earlier design.</p> |
| <i>Greater visual interest and architectural articulation should be provided to the Walter Road East frontage. Increased articulation would reduce the rigidity and uniformity of</i>                                                                                                                                                                          | In response to this feedback, the plans have been amended to provide a more resolved and legible built form outcome. The Walter Road East elevation now incorporates a stronger architectural style through the use of face brickwork, circular windows, contrasting upper level materials, vertical architectural elements, signage, landscaping and a defined                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



| RFI Comment                                                                                                                                                                                                                                                                                                                                                            | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <p><i>the façade and improve the pedestrian experience.</i></p>                                                                                                                                                                                                                                                                                                        | <p>awning treatment. These elements assist in breaking up the building mass and reduce the perceived rigidity of the façade when viewed from Walter Road East.</p> <p>The architectural response has also been refined to better respond to the surrounding context. The use of brickwork, simple contemporary forms and playful circular openings provides a more contextual and child-focused design response, while avoiding a faux-heritage approach. This is consistent with the Design Review Panel's recommendation that the proposal should draw from relevant local materials and forms in a contemporary manner.</p> |
| <p><i>Provision 2(e) requires continuous pedestrian shelter and awnings along street frontages. The development report suggests that an awning has not been provided due to the need for privacy. The Town questions how the provision of an awning would adversely impact privacy and does not consider this to be sufficient justification for its omission.</i></p> | <p>With respect to pedestrian shelter, the amended plans now include awnings along the Walter Road East interface and around the entry/portico area. This responds directly to the Town's comment regarding the absence of awnings and improves the pedestrian experience by providing weather protection, visual relief and a stronger street edge. The previous concern regarding privacy has therefore been addressed through the revised design, which balances pedestrian shelter with the operational requirements of a Child Care Premises.</p>                                                                         |
| <p><i>The Town also has concerns regarding the functionality of the proposed entrance area, noting its limited size and proximity to traffic on Walter Road East. Specifically:</i></p> <ul style="list-style-type: none"> <li><i>The entrance could be made more prominent and legible, particularly for users arriving from the car park.</i></li> </ul>             | <p>The entry arrangement has also been revised to improve legibility and functionality. The amended plans provide a clearer pedestrian arrival sequence from the car park to the building entrance, including a defined portico, ramp, landing, pram parking area, entry door and sign-in desk. This improves wayfinding for parents, children and visitors and better identifies the main entry point when arriving from either the car park or the street.</p>                                                                                                                                                               |
| <ul style="list-style-type: none"> <li><i>The proposed fence and gate arrangement is likely to impede pedestrian flow and accessibility, particularly for parents with prams, bags, car seats and multiple children.</i></li> </ul>                                                                                                                                    | <p>The secure fence and gate arrangement remains necessary given the nature of the proposed use. A Child Care Premises requires a controlled and secure entry point to ensure children cannot move freely between the centre, car park and street. However, the revised entry layout provides a more practical and legible arrival point for parents with prams, bags and multiple children, while maintaining the necessary safety and security requirements of the use.</p>                                                                                                                                                  |

Overall, the amended plans have responded to the key matters raised by the Town and the Design Review Panel by improving the Walter Road East presentation, introducing awning/weather protection, increasing visual interest, strengthening the street relationship and providing a clearer and more functional pedestrian entry arrangement. The proposal is therefore considered to appropriately address the relevant objectives and provisions of LPP 7, having regard to the site context and the operational requirements of a Child Care Premises.

## TREE RETENTION AND LANDSCAPING

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <p><i>Local Planning Policy No. 13 – Tree Retention and Provision establish requirements relating to the retention and provision of trees throughout the Town.</i></p> <p><i>Where a tree meets the definition of a regulated tree under LPP13, retention should be prioritised in the first instance. Development approval is required for the removal of any regulated tree.</i></p> <p><i>The Town notes that existing trees along the northern boundary appear, based on available records, to meet the definition of a regulated tree. Accordingly, please provide amended plans identifying:</i></p> <ul style="list-style-type: none"> <li><i>• The species, height and canopy diameter of each tree;</i></li> <li><i>• Whether the trees are proposed to be retained or removed; and</i></li> <li><i>• Any protection measures proposed during construction.</i></li> </ul> <p><i>Should removal be proposed, justification against the provisions of LPP13 must be provided and it is likely that an arborist report will be required. In the absence of this information, the Town does not support the removal of any regulated trees.</i></p> | <p>In reviewing the proposed plans and the existing trees at the subject site, we have determined that the trees along the northern boundary at not within the subject site and therefore, justification for their removal against the provisions of LPP 13 is not required.</p> <p>Furthermore, The existing vegetation on the site includes several mature sheoak/casuarina-type trees, some of which may meet the definition of a regulated tree under Local Planning Policy No. 13 by virtue of their height.</p> <p><i>Regulated Tree: means a living tree that:</i></p> <ul style="list-style-type: none"> <li><i>a) Is over 8m in height; and/or</i></li> <li><i>b) has an average canopy diameter of at least 6m;</i></li> <li><i>and/or c) has a trunk circumference of at least 1.5m, measured 1.4m above the ground; and</i></li> <li><i>d) is of a species that is not included on State or local area weed registers.</i></li> </ul> <p>Notwithstanding this, the removal of the trees is considered acceptable in this instance having regard to their location, form and contribution to the site and surrounding streetscape. The trees appear to have a relatively narrow, upright and sparse canopy form, rather than a broad spreading canopy that would make a substantial contribution to urban shade or streetscape amenity. While the trees provide some vegetation mass, their individual canopy contribution is limited, and their retention would significantly constrain the orderly development of the site.</p> <p>The proposed development provides an opportunity to replace the existing vegetation with a more deliberate and coordinated landscape outcome, including new tree planting within suitable deep soil areas. This will provide a better long-term canopy outcome for the site, with replacement trees capable of being selected, located and maintained to support healthy growth, shade provision, residential amenity and local character.</p> <p>The proposal therefore balances the objectives of tree retention with the reasonable development potential of the land. While retention of regulated trees is encouraged, in this case the trees' limited canopy value, constrained location and impact on the proposed built form support their removal, subject to appropriate replacement planting being secured as part of any development approval.</p> |
| <p><i>Landscaping along Marion Street is proposed at a width of 1.2 metres, which varies provision 5(a) of LPP7. The Town is willing to consider this variation subject to broader concerns relating to parking</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>An updated Landscape Plan and Verge Plan can be provided as a condition of development approval to ensure the final landscaping treatment, species selection, verge interface, future road widening area and tree planting are confirmed to the Town's satisfaction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| RFI Comment                                                                                                                                                                                                                                                                | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><i>provision, frontage articulation and pedestrian legibility being satisfactorily addressed.</i></p> <p><i>Landscaping should be provided within the road reserve between the existing footpath and the proposed building along the Walter Road East frontage.</i></p> | <p>In the interim, the landscaping and tree planting shown on the revised development plans should be taken as the proposed planting arrangement for both the subject site and adjoining verge areas, including the number and general location of proposed trees, car park screening, low-line planting and frontage planting. The revised plans show landscaping around the car parking area, including high planting to screen the car park and low-line planting within the truncation areas to maintain sightlines. The plans also show planting along the Walter Road East frontage, within the verge/road widening interface, assisting in softening the building edge and improving the streetscape presentation.</p> <p>The proposed 1.2-metre-wide landscaping strip along Marion Street is acknowledged as a variation to provision 5(a) of LPP7. The reduced width is considered acceptable in this instance given the constrained corner site and the need to accommodate safe vehicle access, pedestrian access and on-site parking. Importantly, the proposal is not reliant solely on the internal landscaping strip to achieve an appropriate landscape interface. The revised plans also propose verge planting and soft landscaping within the adjoining road reserve, together with a reconfigured footpath arrangement along Marion Street to create a straighter, more legible pedestrian path. This provides an improved and more coordinated interface between the development and the street, while also assisting to soften the appearance of the car parking area and built form when viewed from the public realm.</p> <p>It is acknowledged that there are inconsistencies between the development plans and the Landscape Plan. This can be resolved through a condition of approval requiring the submission of an updated Landscape Plan and Verge Plan that is consistent with the approved development plans and confirms the final planting schedule, tree species, tree numbers and shade tree provision.</p> <p>A review of the site feature survey has also identified that the landscaping and presence of trees at the rear of the property has been incorrectly depicted. <b>A revised site feature survey is being prepared</b> to ensure the existing trees are accurately captured and to clearly identify which trees are located within the subject site and which trees are located outside the lot boundaries. In particular, the tallest pine tree at the rear of the site is located on the adjoining school property and is not within the subject site.</p> <p>For landscaping within the outdoor play areas associated with the Child Care Premises, the Town should refer to the Outdoor Play Space Landscape Plan. This plan specifically addresses the internal child care play environment, while the updated Landscape Plan and Verge Plan can address the balance of the site, including the car park, street frontages, verge areas and shade tree provision.</p> |



| RFI Comment | Applicant's Response                                                                                                                                                                                                                                                                                        |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | On this basis, the landscaping matters raised by the Town can be appropriately addressed through the submission of an updated Landscape Plan and Verge Plan as a condition of approval, ensuring consistency across the development documentation and demonstrating compliance with provision 5(c) of LPP7. |

## RAINWATER MEASURES AND SUSTAINABILITY INITIATIVES

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <i>The application does not adequately address provisions 2(i) and 2(j) of LPP7 relating to sustainability. Whilst reference is made to "water conservation measures", no details are provided. Furthermore, the requirement for rainwater tanks does not appear to have been addressed. Please provide amended plans or supporting documentation demonstrating compliance with these provisions or justification for any proposed variation.</i> | <p>The applicant acknowledges the Town's comments regarding provisions 2(i) and 2(j) of LPP7 and has provided further clarification regarding the sustainability measures proposed as part of the development.</p> <p>While rainwater tanks are not proposed, this is considered acceptable in this instance given the constrained nature of the site, the need to prioritise safe and functional childcare operations, outdoor play areas, car parking, access, waste storage and landscaping. The roof area is also being utilised for solar panels, which provides a meaningful and ongoing sustainability benefit for the operation of the centre.</p> <p>Notwithstanding, the development incorporates a range of alternative sustainability measures which, when considered collectively, provide a meaningful and practical response to provisions 2(i) and 2(j) of LPP7. The proposed measures seek to reduce operational energy and water demand, improve thermal comfort, support renewable energy generation, encourage active transport, reduce waste to landfill and provide a more climate-responsive built form. In this regard, while rainwater harvesting is not proposed, the overall sustainability response is considered appropriate to the scale, nature and operational requirements of the Child Care Premises.</p> <p>On this basis, the development is considered to satisfy the intent of LPP7 provisions 2(i) and 2(j), notwithstanding that rainwater tanks are not proposed. The applicant would also be supportive of an appropriately worded condition requiring final details of water-efficient fixtures, fittings and landscaping irrigation measures to be confirmed at the building permit/detailed design stage.</p> |

The below table outlines the key sustainability initiatives proposed as part of the development.

| <b>Design Strategy</b>                           | <b>Initiatives and Strategies</b>                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>20kW Solar PV System</b>                      | <ul style="list-style-type: none"> <li><i>The proposal includes a 20kW solar PV system on a 15kVA inverter to support renewable energy generation and reduce on grid electricity.</i></li> <li><i>This is particularly appropriate for a child care premises, as daytime energy use generally aligns with peak solar generation periods.</i></li> </ul>                            |
| <b>Passive Solar Design and Verandah Shading</b> | <ul style="list-style-type: none"> <li><i>The built form and roof structures have been design to provide shading to windows and verandah areas, assisting with summer heat control.</i></li> <li><i>The amended roof form above the outdoor verandah provides improved weather protection and shading, while still allowing access to natural light and winter sun.</i></li> </ul> |
| <b>Natural Light and Ventilation</b>             | <ul style="list-style-type: none"> <li><i>The design has considered solar access, summer and winter sun angles, and breeze paths as part of the overall building response.</i></li> <li><i>This assists in reducing reliance on artificial lighting and mechanical heating/cooling where practical.</i></li> </ul>                                                                 |
| <b>High Quality Insulation</b>                   | <ul style="list-style-type: none"> <li><i>High-quality insulation is proposed to improve the thermal performance of the building.</i></li> <li><i>This will assist in maintaining comfortable internal temperatures and reducing heating and cooling demand.</i></li> </ul>                                                                                                        |
| <b>Energy Efficient LED Lighting</b>             | <ul style="list-style-type: none"> <li><i>LED lighting is proposed throughout the facility.</i></li> <li><i>This will help reduce operational energy consumption when compared with conventional lighting systems.</i></li> </ul>                                                                                                                                                  |
| <b>Waterwise Fixtures and Fittings</b>           | <ul style="list-style-type: none"> <li><i>Water-efficient tapware, tape aerators and dual-flush toilets can be incorporated throughout the development.</i></li> <li><i>These are simply and cost-effective measures that will reduce potable water consumption during the ongoing operation of the centre.</i></li> </ul>                                                         |
| <b>Water Efficient Appliances</b>                | <ul style="list-style-type: none"> <li><i>Water-efficient appliances, including dishwashing and laundry appliances where required, can be selected at fit-out stage.</i></li> <li><i>This will further reduce water use associated with the day-to-day operation of the child care premises.</i></li> </ul>                                                                        |
| <b>Native and Waterwise Landscaping</b>          | <ul style="list-style-type: none"> <li><i>Landscaping is proposed around the site and within the verge/street interfaces.</i></li> </ul>                                                                                                                                                                                                                                           |

|                                              |                                                                                                                                                                                                                                                                                                                |
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|                                              | <ul style="list-style-type: none"> <li>• <i>Native and waterwise planting will support local biodiversity, reduce irrigation demand and assist in softening the development's presentation to the street.</i></li> </ul>                                                                                       |
| <b>Drip Irrigation</b>                       | <ul style="list-style-type: none"> <li>• <i>A drip irrigation system can be incorporated as part of the detailed landscape plan.</i></li> <li>• <i>This will provide targeted watering to landscaped areas, minimising evaporation losses and reducing unnecessary water use.</i></li> </ul>                   |
| <b>Bicycle Parking</b>                       | <ul style="list-style-type: none"> <li>• <i>Bicycle bays are proposed to encourage staff and visitors to use active transport.</i></li> <li>• <i>This supports reduced car dependency and promotes more sustainable travel behaviour.</i></li> </ul>                                                           |
| <b>Waste and Recycling Management</b>        | <ul style="list-style-type: none"> <li>• <i>A dedicated bin store is provided as part of the development.</i></li> <li>• <i>A recycling program can be implemented within the centre to separate general waste and recyclables, reducing waste sent to landfill.</i></li> </ul>                                |
| <b>Durable and Low-Maintenance Materials</b> | <ul style="list-style-type: none"> <li>• <i>The use of durable external materials will assist in reducing ongoing maintenance requirements and extending the lifecycle of the building.</i></li> <li>• <i>This supports a more sustainable built form outcome over the life of the development.</i></li> </ul> |

## VEHICLE MANOUEVRING

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><i>The application must demonstrate compliance with provision 6.6(d) of LPP8 and provision 4(c) of LPP7, which require that all vehicles are able to enter and exit the site in forward gear and that manoeuvring areas are separate from parking bays. The TIS recommends one parking bay be utilised as a turning area, which raises concerns regarding compliance with these provisions. Turning templates should be provided demonstrating that vehicles, including service vehicles, can safely manoeuvre within the site.</i></p> | <p>The car parking layout has been amended to respond to the City's comments regarding provision 6.6(d) of LPP8 and provision 4(c) of LPP7. In particular, the width of the car parking bays along the southern side of the car park has been rationalised, with two bays reduced from 2.5 metres to 2.4 metres. This minor adjustment has enabled Bay 4 to be increased to 3.0 metres in width, which provides additional manoeuvring clearance and allows vehicles to more practically reverse into and out of this bay. As a result, Bay 4 is no longer required to function as an informal turning area, and the parking bays and manoeuvring aisle can operate as intended.</p> <p>The car park layout provides a 6.0 metre manoeuvring aisle, which enables vehicles to circulate within the car park and exit the site in forward gear. The revised arrangement therefore addresses the concern raised in the TIS regarding the need to utilise a parking bay as a turning area and ensures that manoeuvring areas remain separate from parking bays. The widened Bay 4 also improves the functionality of the southern parking row by providing additional clearance at the eastern end of the car park, reducing the potential for vehicle conflict and improving the overall efficiency of vehicle movements.</p> |



| RFI Comment | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|             | <p>It is also noted that the proposed bay depths of 4.8 metres are acceptable in this instance, as the bays are located adjacent to landscaped areas that can accommodate a 0.6 metre vehicle overhang, subject to the provision of wheel stops. The adjoining landscaping will comprise low-lying planting only, ensuring that the vehicle overhang area remains unobstructed and does not compromise vehicle manoeuvring, visibility or the practical use of the parking bays. The low-level landscaping will also ensure that sightlines within the car park and to/from Marion Street are maintained.</p> <p>Updated swept path/turning templates are provided to demonstrate that vehicles are able to safely manoeuvre within the site. On this basis, the amended layout is considered to provide a safe and functional car parking arrangement that enables vehicles to enter and exit the site in forward gear, separates vehicle manoeuvring areas from parking bays, and satisfies the intent of provision 6.6(d) of LPP8 and provision 4(c) of LPP7.</p> |

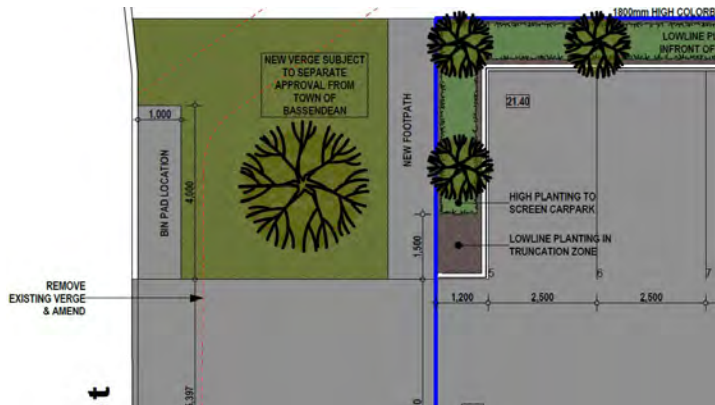
## CROSSOVER

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><i>The proposed crossover does not comply with the Town's crossover specifications. Whilst this can be conditioned, revised plans should demonstrate compliance with the following:</i></p> <ul style="list-style-type: none"> <li><i>Crossovers are to be located a minimum of 0.6 metres from street lighting infrastructure.</i></li> <li><i>Crossovers are to be separated from street trees by a minimum of 2 metres.</i></li> <li><i>Crossover wings are to be designed with a minimum radius of 5.0 metres.</i></li> <li><i>The footpath is to remain the predominant surface treatment.</i></li> </ul> <p><i>The existing redundant crossover and associated pole structure are to be removed, and the verge, kerbing and footpath reinstated to the satisfaction of the Town. This could be dealt with via a condition of approval.</i></p> | <p>The amended development plans depict the provision of two (2) new street trees within the Marion Street verge, where no street trees are currently provided. This represents a positive streetscape outcome and will improve the presentation and amenity of the Marion Street verge through additional tree planting, increased urban greening and the removal of redundant infrastructure.</p> <p>Should the Town, following its assessment of the amended plans, require the location of the proposed verge trees to be adjusted to ensure compliance with the Town's crossover specifications and/or verge requirements, this can be appropriately addressed by way of condition.</p> <p>In addition, the removal of the existing redundant crossover and associated pole structure, together with the reinstatement of the kerbing and footpath to the Town's satisfaction, can also be addressed through an appropriate condition of development approval. These works will rationalise the verge, improve pedestrian amenity and deliver a more coordinated and attractive streetscape outcome.</p> |

## BICYCLE PARKING AND ELECTRIC VEHICLE CHARGING

| RFI Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><i>The Development Plans identify bicycle parking; however, no location is shown. Given the proposed parking shortfall, the provision of bicycle parking infrastructure would be viewed favourably as it encourages alternative transport modes. The Town does not agree with the conclusion within the Development Report that bicycle parking is unnecessary. Provision 6.4 of LPP8 requires bicycle parking to be provided. Updated plans should demonstrate that bicycle parking can be realistically accommodated on site.</i></p> <p><i>The Development Report states that two EV charging bays will be provided; however, these are not shown on the plans. Please update the plans accordingly.</i></p> | <p>The development plans have been amended to include two bicycle bays to support alternative transport for the proposed development. These bicycle bays are conveniently located at the main front entrance of the development, to support visitors cycling to the site and are located underneath the canopy addition to provide some weather protection to bikes parked in this location.</p> <p>These bicycle bays will also assist in supporting the one (1) car parking bay shortfall at the subject site. <b>Should the Town require additional bays, these can be conditioned as part of the development approval.</b></p> <p>Additionally, the plans do not identify any EV charging infrastructure. Accordingly, EV charging is not proposed as part of the development.</p> |

## WASTE MANAGEMENT

| RFI Comment                                                                                                                                                                                                                                                | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p><i>The Town's comments in relation to the Waste Management Plan are noted. The amended development plans identify the location of the proposed bin presentation pad within the verge for private waste collection, as shown in the image below.</i></p> | <p>It is intended that bins will be presented in this location on collection days, with collection to be undertaken by a private waste contractor. This provides a clear and practical waste collection arrangement and avoids the need for waste vehicles to enter or manoeuvre within the site.</p>  <p>On this basis, the applicant is supportive of an appropriate condition requiring the Waste Management Plan to be amended and updated to reflect the proposed private collection arrangement, including the nominated bin presentation location shown on the amended development plans.</p> |

## AGENCY REFERRALS

The application was referred to a number of external State Government agencies for comment during the Town's assessment process. The referral responses are acknowledged and have been reviewed as part of the applicant's response to the request for further information.

Importantly, no referral agency has raised an objection to the proposed child care premises. The matters raised generally relate to technical requirements, operational management, construction management, contamination due diligence and standard health/building compliance matters, which can be appropriately addressed through amended documentation or suitable conditions of development approval.

A summary response to each referral agency comment is provided in the table below.

| Referral Agency/Department                              | Applicant's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Department of Water and Environmental Regulation (DWER) | The comments are noted. The site's historical use as a service station and its previous contaminated sites classification history is acknowledged. The site was reclassified in 2021 as decontaminated and suitable for all land uses; however, the applicant is supportive of an appropriately worded condition requiring further contamination investigation prior to development works. DWER also confirmed that no acid sulfate soils management is warranted for the development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Department of Health                                    | The comments are noted. Matters relating to drinking water, wastewater disposal, non-drinking water labelling, backflow prevention and plumbing compliance can be addressed through the detailed design, building permit and fit-out stages. Any food handling or preparation associated with the childcare premises will comply with the <i>Food Act 2008</i> , <i>Food Regulations 2009</i> and relevant food safety standards, including any required food business notification or registration with the Town prior to operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Department of Planning, Lands and Heritage / WAPC       | The comments are noted. The Department raises no objection on Other Regional Road planning grounds, noting that no permanent development is proposed within the road widening area and that vehicle access is provided from Marion Street rather than Walter Road East. While a portion of the outdoor play space interfaces with Walter Road East, the design incorporates built form separation, boundary fencing, landscaping, acoustic treatment and operational supervision to appropriately manage the regional road interface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Department of Education                                 | <p>The comments are acknowledged. The proposal has been further reviewed with regard to its relationship with Eden Hill Primary School, including school access arrangements, school-related parking activity and the limited overlap between school and child care peak periods. The Operational Management Plan has also been amended to clarify staffing numbers, staff arrival times, staff parking arrangements and parent drop-off demand. The applicant is supportive of an appropriately worded condition requiring the final OMP to be approved prior to occupation.</p> <p>The applicant is supportive of an appropriately worded condition requiring a Construction Management Plan to be prepared prior to the commencement of development works. The CMP can address construction access, contractor parking, delivery vehicle movements, noise, dust, odour, site security and measures to minimise disruption to Eden Hill Primary School and surrounding properties during construction.</p> |



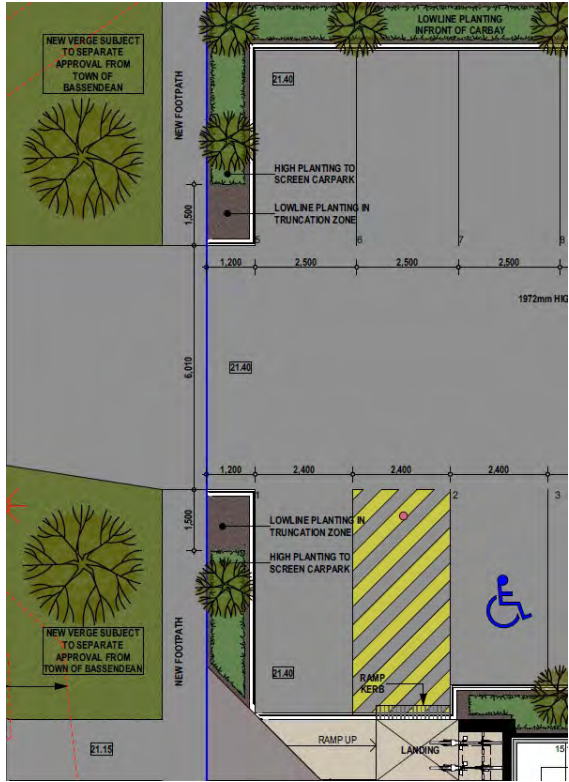
## DESIGN REVIEW PANEL

On 15 May 2026, the proposal was considered by the Town's Design Review Panel. The Panel provided feedback having regard to the 10 Design Principles contained in State Planning Policy 7.0 – *Design of the Built Environment*.

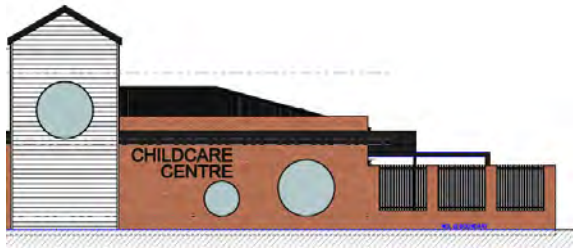
In response to the matters raised by the Panel, the development plans have been amended to improve the overall design outcome and address the key design considerations identified through the review process. A response to the matters raised in the Design Review Panel Report and Recommendations is provided below.

| Design Principle                           | Design Review Panel Comment Meeting #1                                                                                                                                                                                                                                                | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Principle 1 – Context and character</b> | <i>1.1 The context analysis requires a more in-depth review of local built form character and heritage context.</i>                                                                                                                                                                   | <p>1.1 Context analysis: The revised plans provide a stronger contextual response by identifying nearby commercial premises and the broader Walter Road East/local centre setting, while the architectural response has been amended to better reflect the surrounding built form and nearby Eden Hill Primary School context.</p> <p>Additionally, a Context Analysis will be provided as part of the presentation to the next Design Review Panel meeting.</p> |
|                                            | <i>1.2 The surrounding built form is rich in character and should further inform the proposed building design. Materials, architectural forms, and typologies should be investigated and incorporated to create a design that is more complementary to its context and character.</i> | 1.2 Local character, materials and typologies: The revised design incorporates a more locally responsive material palette, including red face brick, white weatherboard-style cladding, rendered upper elements and darker awning/fascia detailing, which provides a more complementary response to the established character of the area.                                                                                                                       |
|                                            | <i>1.3 An appropriate response to the heritage listed Eden Hill Primary School is a high priority. While the panel does not support faux-heritage design, simple use of relevant materials and forms in within a contemporary context would greatly enhance the proposal.</i>         | 1.3 Response to Eden Hill Primary School: The revised design avoids a faux-heritage outcome, while introducing familiar materials and built form elements, including brickwork, pitched roof/gable detailing and a more traditional entry expression within a contemporary child care building.                                                                                                                                                                  |
|                                            | <i>1.4 Existing character shopfronts on Walter Rd may also be utilised to inform the design. This includes the use of street awnings (such as 71 Walter Road and others).</i>                                                                                                         | 1.4 Walter Road shopfront character/awnings: The revised plans now incorporate awning elements along the Walter Road East frontage and around the entry, which better reflects the established commercial/shopfront character along Walter Road and provides additional façade depth and pedestrian shelter                                                                                                                                                      |

| Design Principle                       | Design Review Panel Comment Meeting #1                                                                                                                                                                           | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Principle 2 – Landscape quality</b> | <i>2.1 Further detail is required regarding the retention of the existing trees along the northern boundary. The panel supports retention, with limited selective thinning to improve outlook and usability.</i> | <p>2.1 Northern boundary trees: The comments are noted. The revised plans do not propose the retention of existing trees along the northern boundary. A review of the site feature survey has identified that the landscaping and presence of trees at the rear/northern portion of the property has been incorrectly depicted, and a revised site feature survey is currently being prepared to accurately confirm the location of existing trees and whether they are located within the subject site or on adjoining land. In particular, the tallest pine tree at the rear of the site is understood to be located on the adjoining school property and is not within the subject site.</p> <p>Notwithstanding the above, the revised development plans continue to provide landscaping and new tree planting within the northern outdoor play area and broader site. The final planting arrangement, species selection, tree numbers and shade provision can be confirmed through an updated Landscape Plan and Verge Plan as a condition of development approval. This will ensure that the northern outdoor play area achieves an appropriate landscaped setting, while improving outlook, safety and usability for children.</p> |
|                                        | <i>2.2 Some trees are large but most are small. Investigate planting more large trees and, where possible, locate them away from boundaries.</i>                                                                 | 2.2 Additional Large Trees: As discussed in the landscaping section of this report, a condition of approval can be imposed requiring the preparation of a detailed landscape plan prior to the submission of a building permit. This plan can require the incorporation of larger tree species within suitable areas of the site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                        | <i>2.3 The road widening requirement can be utilised for incorporating landscaping to soften the nil-setback street edge.</i>                                                                                    | 2.3 Road Widening/Soft Landscaping: As noted above, a condition of approval can be imposed requiring the preparation of a detailed landscape plan prior to the submission of a building permit, including the planting and landscaping of the road widening area. The site plan currently depicts this area as landscaped, with further detail to be provided through the landscape plan as a condition of development approval.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                        | <i>2.4 The relocation of the Marion St footpath created some benefits but also reduced the opportunity to create additional screening landscaping to the carpark. Consider</i>                                   | 2.4 Marion Street footpath/car park screening: The revised plans include high planting to screen the car park and low-line planting within the truncation areas to maintain sightlines while improving the streetscape interface.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Design Principle                                 | Design Review Panel Comment Meeting #1                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                                                |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  | <p>reviewing the benefits for each option further.</p>                                                                                                          |                                                                                                                                                                                                                |
|                                                  | <p>2.5 Review the suitability of Lemon and Mulberry trees selections.</p>                                                                                       | <p>2.5 Lemon and Mulberry tree species: The final landscaping plan can review and replace any unsuitable Lemon or Mulberry tree selections with more appropriate, low-maintenance and climate-resilient species.</p>                                                                              |
|                                                  | <p>2.6 Include the carpark area and remainder of the site outside the outdoor play areas on a Landscape Plan.</p>                                               | <p>2.6 Landscape plan scope: The revised plans now show landscaping beyond the outdoor play area, including car park screening, verge planting, truncation planting and planting along the Walter Road East frontage. As stated above, this can be finalised through a condition of approval.</p> |
| <p><b>Principle 3 – Built form and scale</b></p> | <p>3.1 The proposal currently appears as overdeveloped with limited opportunity to create a softer and more generous streetscape.</p>                           | <p>3.1 Perceived overdevelopment/streetscape softness: The revised design reduces the perceived intensity of the development through increased landscaping, articulated façade elements, varied materials, awnings, circular windows and a more defined pedestrian entry.</p>                     |
|                                                  | <p>3.3 The Walter Rd East façade has nil setback and lacks relief to soften the massing. Consider introducing setback variations and incorporating a street</p> | <p>3.3 Walter Road East façade relief: The Walter Road East façade has been improved through the inclusion of awnings, circular glazing elements, face brickwork, a</p>                                                                                                                           |



| Design Principle                                     | Design Review Panel Comment Meeting #1                                                                                                                                                                                                           | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      | <i>awning to provide greater visual relief. Increasing glazing would also improve visual permeability creating a more welcoming presentation.</i>                                                                                                | contrasting upper-level form and an articulated entry feature, rather than presenting as a single flat elevation.                                                                                                                                                                                                                                                                                                          |
|                                                      | <i>3.4 Revising the height, solidity and detailing of the Outdoor Play Space wall could significantly reduce the visual impact of this elevation.</i>                                                                                            | <p>3.4 Outdoor play space wall: The revised plans include brick piers, low wall elements and viewing panels to the Walter Road East frontage, which reduces the hardness of the play space wall and improves visual interest and passive surveillance (refer to below image depicting the revised fence design).</p>                    |
|                                                      | <i>3.5 Where possible, integrate items like the store into the building or at least make them part of the built form to overcome them appearing as add-on compounds.</i>                                                                         | 3.5 Bin store and store integration: The bin store and store are proposed to remain in the same location. Their currently proposed location helps to provide separation between the car park and the outdoor play area.                                                                                                                                                                                                    |
| <b>Principle 4 – Functionality and build quality</b> | <i>4.1 Pedestrian access is currently insufficient to accommodate multiple users comfortably. The overall layout of the portico and entry requires significant design work to improve functionality, accessibility, and generosity of space.</i> | 4.1 Pedestrian access/portico functionality: The pedestrian entry has been revised to provide a clearer and more legible arrival point from the street, with a defined portico, ramp, landing, steps, pram parking and direct connection to the internal entry/sign-in area, providing an overall improved connection for pedestrians between the car park and entry, and arrival experience.                              |
|                                                      | <i>4.2 The proponent confirmed no lift is required for NCC compliance.</i>                                                                                                                                                                       | 4.2 Lift not required: Noted.                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                      | <i>4.3 Consider making the kitchen more open and improving sightlines to the doors of the activity rooms.</i>                                                                                                                                    | <p>4.3 Kitchen sightlines: The kitchen layout is considered appropriate in its current form and is not proposed to be modified. The kitchen is centrally located within the service area of the centre, with convenient access to the preparation area, cot room and internal circulation spaces.</p> <p>The current orientation provides a suitable balance between operational efficiency, child safety and hygiene.</p> |

| Design Principle                    | Design Review Panel Comment Meeting #1                                                                                                                                                                                                               | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                                                                                                                                                                                                                                      | <p>As the kitchen contains cooking appliances, storage and food preparation areas, it is appropriate that it remains partially separated from the activity rooms rather than being fully open.</p> <p>The activity room doors remain clearly accessible from the adjoining circulation areas, and supervision of children will primarily occur within the activity rooms themselves. On this basis, the existing kitchen layout is considered acceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Principle 5 – Sustainability</b> | <p><i>5.1 The fundamental passive solar design is well considered and appropriate. Further detail should be added to ensure north verandahs still optimize northern sun. Summer shading to north facing windows should be further developed.</i></p> | <p>5.1 Passive solar design/north verandahs: The amended plans have further developed the roof structure above the northern outdoor verandah.</p> <p>The previous plans showed a more continuous, shallow verandah roof form along the northern elevation, whereas the revised plans introduce a more articulated pitched roof form above this area. This provides a clearer shading response to the north-facing windows and outdoor verandah areas, while still allowing the northern outdoor play/verandah interface to receive appropriate natural light and winter solar access.</p> <p>The revised roof form therefore better balances summer shading, passive solar access and weather protection. It provides additional protection to the north-facing glazing during higher summer sun angles, while avoiding an overly enclosed verandah outcome that would unnecessarily reduce northern light during winter.</p> <p>On this basis, the amended roof structure is considered to appropriately respond to the passive solar design comments.</p> |
|                                     | <p><i>5.2 Ensure adequate opportunities for cross ventilation.</i></p>                                                                                                                                                                               | <p>5.2 Cross ventilation: The solar study plans identify breeze paths through the building, demonstrating that opportunities for cross ventilation have been considered as part of the revised design.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                     | <p><i>5.3 Consider adding a north facing window to the laundry and staff room. This could include larger north-facing balconies for staff and laundry use.</i></p>                                                                                   | <p>5.3 North-facing windows to laundry/staff room: A north-facing window has been incorporated above the kitchen in the upstairs staff area to allow more light to penetrate this space.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Design Principle             | Design Review Panel Comment Meeting #1                                                                                                                                                                                                                                                                                                                                                                                                                                            | Applicant Response                                                                                                                                                                                                                                                                                                                |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                 |
|                              | <p>5.4 Provide an ESD report with clear commitments. This should include a set of well defined and detailed sustainability initiatives, this may detail PVs, native planting, rainwater harvesting, a heat pump HWS and EV car charging. This should be over and above standard items such as LED lights and water efficient fixtures.</p>                                                                                                                                        | <p>5.4 ESD commitments: Please refer to the sustainability commitments detailed above.</p>                                                                                                                                                                                                                                        |
|                              | <p>5.5 Passive shading devices are included over south-facing windows (for aesthetics); however, a number of large north and east-facing upper-level windows have no passive shading.</p>                                                                                                                                                                                                                                                                                         | <p>5.5 Shading to north/east-facing windows: The revised plans include roof and awning structures that provide shading to windows and assist in reducing heat gain, while maintaining solar access where appropriate.</p>                                                                                                         |
| <b>Principle 6 - Amenity</b> | <p>6.1. There is a significant shortfall of parking required under local planning policies. The onus is on the proponent to present an appropriate and well detailed strategy to justify this approach. Particular attention should be given to peak school collection and drop off times as these will likely be the most problematic. Any shortfall of parking needs to be accompanied by the provision of additional cycle parking and appropriate End of Trip facilities.</p> | <p>6.1 Parking shortfall/peak drop-off and pick-up: Parking justification provided above.</p> <p>Bicycle parking and end-of-trip facilities have now been provided.</p>                                                                                                                                                           |
|                              | <p>6.2 Review the need for a turning bay should the carpark be full. This should consider sightlines from Marion St.</p>                                                                                                                                                                                                                                                                                                                                                          | <p>6.2 Turning bay/car park: The car parking layout has been amended, with the bay and aisle dimensions adjusted to improve vehicle manoeuvrability and the overall functionality of the car park. As discussed above, the revised arrangement is considered suitable for the scale and operation of the Child Care Premises.</p> |



| Design Principle                | Design Review Panel Comment Meeting #1                                                                                                                                                  | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                                                                                                                                                                         | A dedicated turning bay is not considered necessary in this instance, noting the limited number of on-site bays, the short-stay nature of parent drop-off and pick-up activity, and the ability for drivers to assess bay availability from Marion Street before entering the car park. The amended layout also maintains appropriate sightlines to and from Marion Street, ensuring vehicles can enter and exit the site in a safe and legible manner.                                                                                                                         |
|                                 | 6.3 <i>The design layout is effective in mitigating traffic noise.</i>                                                                                                                  | 6.3 Traffic noise mitigation: Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                 | 6.4 <i>Review the choice of a Colorbond fence to the school boundary. This is a missed opportunity to enjoy an outstanding northern aspect and greater interactivity to open space.</i> | 6.4 Colorbond fence to school boundary: Following review of this request, the installation of a Colorbond fence is considered the most appropriate design response in this instance. The retention of the existing chain-link mesh fence, or the use of an alternative visually permeable fence type, is not considered appropriate as these treatments are more readily climbable and may present a safety risk for children. A Colorbond fence will provide a more secure and non-climbable boundary treatment between the Child Care Premises and the adjoining school site. |
|                                 | 6.5 <i>The provision of a window to the cot room is supported.</i>                                                                                                                      | 6.5 Cot room window: Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Principle 7 – Legibility</b> | 7.1 <i>The primary pedestrian entry from the street corner is located legibly however it lacks streetscape prominence and a sense of arrival</i>                                        | 7.1 Entry legibility/sense of arrival: The revised plans strengthen the entry presentation through a more defined portico, clearer pedestrian path, pram parking area, signage opportunity and direct connection to the entry/sign-in space.                                                                                                                                                                                                                                                                                                                                    |
| <b>Principle 8 – Safety</b>     | 8.1 <i>The extent of glazing to Walter Rd East (from the corridor and the playground) can be increased to improve passive surveillance of the street.</i>                               | 8.1 Passive surveillance to Walter Road East: The revised Walter Road East façade incorporates additional visual interest and openings, including circular viewing windows, which improve passive surveillance and reduce the extent of blank wall presentation.                                                                                                                                                                                                                                                                                                                |
|                                 | 8.2 <i>The portico entry small size and location may compromise the safety of small children during busy periods.</i>                                                                   | 8.2 Portico safety during busy periods: The revised entry arrangement provides a more legible and managed arrival sequence, with ramp, landing, steps and pram parking assisting in separating pedestrian movement from the car park and street edge.                                                                                                                                                                                                                                                                                                                           |

| Design Principle                 | Design Review Panel Comment Meeting #1                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                           |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | <i>8.3 Review the need for a turning bay should the carpark be full. This should consider sightlines from Marion St. Reversing onto the street is not supported given the proximity to the corner.</i>                                                                                          | 8.3 Reversing onto Marion Street: The concern is acknowledged and will be addressed through the parking/traffic management response, including operational measures to manage peak periods and prevent unsafe reversing movements onto Marion Street.                        |
| <b>Principle 9 – Community</b>   | 9.1 The provision of a childcare facility in this location is supported.                                                                                                                                                                                                                        | 9.1 Childcare facility supported: Noted.                                                                                                                                                                                                                                     |
|                                  | 9.2 A complementary design response to the Eden Hill Primary School is encouraged to reinforce its community significance and sense of presence within the local centre.                                                                                                                        | 9.2 Complementary response to Eden Hill Primary School: The revised design provides a stronger complementary response through the use of familiar materials, brickwork, a pitched/gabled entry element, weatherboard-style detailing and a more civic entry presentation.    |
| <b>Principle 10 – Aesthetics</b> | <i>10.1 The Walter Rd East façade lacks relief with many materials within the same vertical plane. Create more setback variation.</i>                                                                                                                                                           | 10.1 Walter Road East façade relief: The revised façade includes greater material variation, awning elements, circular windows, contrasting upper-floor treatment and a more defined entry feature, improving articulation and reducing the appearance of a flat façade.     |
|                                  | <i>10.2 The proposed materials are not appropriate to this context.</i>                                                                                                                                                                                                                         | 10.2 Materials: The revised material palette is considered more appropriate to the local context, incorporating red face brick, white weatherboard-style cladding, charcoal window/door framing and Colorbond Monument roof, awning and fascia detailing.                    |
|                                  | <i>10.3 The use of playful elements such as a circular window is supported.</i>                                                                                                                                                                                                                 | 10.3 Circular windows: Noted.                                                                                                                                                                                                                                                |
|                                  | <i>10.4 The proportions of the entry portico are not resolved well. The narrowness of the portico is exacerbated by being two stories. Consider redesigning to create more pleasing proportions this may include wrapping a street awning and cantilevering the top floor over the carpark.</i> | 10.4 Entry portico proportions: The entry portico has been refined to create a stronger sense of arrival and a more visually balanced architectural element, with awnings wrapping the frontage and the entry feature better integrated into the overall façade composition. |

## CONCLUSION

The amended proposal and supporting information have been prepared in response to the matters raised by the Town through its planning assessment, referral comments, public advertising process and Design Review Panel review. The revised plans and accompanying justification demonstrate that the proposal has been meaningfully refined to address the key matters relating to parking, traffic management, built form, landscaping, sustainability, waste, pedestrian access and overall design quality.

The proposed Child Care Premises is considered to be appropriately located within the Local Centre zone, where community-serving uses of this nature are reasonably expected and supported. The site's proximity to Eden Hill Primary School further reinforces its suitability, particularly given the opportunity for linked trips and the localised nature of the surrounding residential catchment. Importantly, the proposal is not considered to create an unacceptable conflict with the school's traffic or parking arrangements, noting that school-related activity is primarily focused on Ivanhoe Street and Chedworth Way, rather than Marion Street.

The parking provision has been further reviewed having regard to contemporary State planning guidance, the operational characteristics of the use, staff rostering arrangements, parent drop-off and pick-up demand, available on-street parking and the amended car park design. The revised layout improves manoeuvrability, enables vehicles to enter and exit the site in forward gear, and provides a practical and functional parking arrangement for the proposed 55-place centre. The provision of bicycle parking, together with operational management measures and the availability of alternative staff parking arrangements, further supports the suitability of the proposal.

The amended built form also responds positively to the Town's and Design Review Panel's comments. The Walter Road East frontage has been improved through greater articulation, awning elements, a more legible entry, enhanced materiality, additional visual interest and a stronger relationship with the street. The proposal now presents as a more resolved and contextually appropriate Child Care Premises, while maintaining the necessary privacy, safety and security requirements associated with the use.

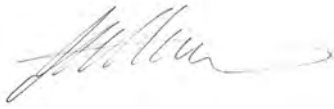
Landscaping and tree provision have also been addressed, with the revised plans identifying additional planting around the car park, street frontages, verge areas and outdoor play spaces. Any remaining detailed landscaping matters, including final species selection, tree numbers, verge treatment and consistency across the development documentation, can be appropriately resolved through a condition of development approval.

Overall, the amended proposal represents an appropriate planning outcome for the site. The development will provide an important community service in a suitable Local Centre location, has been refined in response to the Town's comments, and is capable of operating without unacceptable amenity, traffic, parking or streetscape impacts. On this basis, it is respectfully requested that the Town support the application and grant development approval, subject to appropriate conditions.



Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171 or [andra@urbanistaplanning.com.au](mailto:andra@urbanistaplanning.com.au).

Yours Sincerely



**ANDRA BIONDI**  
Principle Planning Officer  
[Urbanista Town Planning](#)

29 July 2026

Vikky Brown  
Town of Bassendean  
35 Old Perth Road  
BASSENDEAN WA 6054

Dear Vikky,

## **NO. 72 (LOT 75 ) WALTER ROAD EAST, EDEN HILL**

### **PROPOSED CHILD CARE PREMISES – RESPONSE TO RFI #2**

Thank you for the opportunity to respond to the Town's further queries and Design Review Panel #2 feedback regarding the proposed Child Care Premises at No. 72 (Lot 75) Walter Road East, Eden Hill.

Further to our meeting held on 23 July 2026 and the Design Review Panel's comments, we have reviewed the proposal and prepared amended plans and supporting justification where necessary.

The below response addresses each of the matters raised and provides further justification where required.

The amended plans and supporting information are intended to respond constructively to the Town's comments and demonstrate that the proposal represents an appropriate planning and built form outcome for the site.

## **PROPOSED AMENDMENTS**

The following proposed amendments to the plans have been prepared primarily in response to the second Design Review. The proposed amendments are:

- Upper-level Walter Road façade redesigned from a single central gable to two dark gabled elements with larger glazed windows.
- Entry 'tower' redesigned with dark cladding, revised glazing and updated signage treatment.
- Five Velux skylights added over the childcare activity areas.
- Solar panels repositioned and rearranged to accommodate the new skylights.
- Northern boundary fencing changed to a mix of visually permeable fencing and Colorbond panels.
- Provision of two dedicated staff bays in the verge space and carpark and crossover dimensions adjusted to facilitate safe vehicle maneuvering.

- Walter Road awnings extended a further 1.5m to provide weather protection over footpath and entry space.
- Circular window sizes and spacing along Walter Road were revised, and the former upper-level circular window was removed.
- Solar study and elevations were updated to reflect the new roof form, glazing, skylights and fencing.

The images below provide a comparison of the facades of the current plans and the proposed amended plans.

**Plans dated 3 July 2026**



**Amended Plans dated 28 July 2026**





## OPERATIONAL MANAGEMENT PLAN

The applicant has reviewed the Operational Management Plan in response to the Town's comments regarding whether the proposed staffing levels are sufficient to maintain the required child-to-educator ratios.

While the staffing numbers identified in the original Management Plan were sufficient overall, a further review found that the proposed shift arrangements may have resulted in short periods during the early morning, late afternoon and staff lunch breaks when the required ratios were not consistently maintained.

The Operational Management Plan has therefore been amended to provide greater detail regarding staff rostering and shift coverage.

### Permanent Staffing Arrangements

The updated Management Plan recognises that childcare centres generally operate at approximately 80–85% of their maximum licensed capacity. Permanent staffing will be provided on this basis and will comprise:

- 1 Centre Director/Nominated Supervisor;
- 8 full-time educators, including an Early Childhood Teacher;
- 2 part-time educators, equivalent to one full-time position as their shifts do not overlap; and
- 1 chef, working from 6:45am to 12:00pm.

Accordingly, the Centre will have a maximum of 11 permanent staff on site at any one time.

### Staffing at Maximum Capacity

On days when higher attendance levels or operation at maximum capacity are anticipated, suitably qualified relief educators will be engaged to provide additional coverage during:

- the morning shift from 7:00am to 1:00pm; and
- the afternoon and closing shift from 1:00pm to 6:00pm.

The Centre Director may also extend their shift to 8:15am–5:15pm where required.

These arrangements will provide up to 12 staff on site at any one time during maximum-capacity days, ensuring that the required child-to-educator ratios are maintained throughout the day, including during opening and closing periods and staff breaks.

## PARKING

As discussed above, on a standard day where the premises is operating at a capacity of 80-85%, it is expected that the maximum number of staff is 11. During days where the premises is operating at full capacity, the maximum number of staff is increased to 12.

In addition, the plans have been amended to include the construction of 2 dedicated staff parking bays in the Marion Street verge. These bays will be sign-posted as staff only during the hours of 7am-6pm.

On this basis the parking assessment has been amended as follows:

### Town of Bassendean LPP8

| CAR PARKING RATIO                                                                                                                                     | REQUIRED                                                                                                                                      | PROVIDED                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <ul style="list-style-type: none"> <li>1 bay for every 10 children the facility is designed to accommodate</li> <li>1 bay per staff member</li> </ul> | Max. of 55 children<br>Max. of 12 staff<br><br><ul style="list-style-type: none"> <li>5.5 bays (children)</li> <li>12 bays (staff)</li> </ul> | 8 on-site bays<br>2 dedicated verge bays |
| <b>TOTAL</b>                                                                                                                                          | <b>TOTAL = 17.5 BAYS</b>                                                                                                                      | <b>SHORTFALL = 7.5 bays</b>              |

### Local Planning Manual

| CAR PARKING RATIO                                                                                                                                       | REQUIRED                                                                                                                                      | PROVIDED                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <ul style="list-style-type: none"> <li>1 bay for every 20 children the facility is designed to accommodate</li> <li>0.5 bay per staff member</li> </ul> | Max. of 55 children<br>Max. of 12 staff<br><br><ul style="list-style-type: none"> <li>2.75 bays (children)</li> <li>6 bays (staff)</li> </ul> | 8 on-site bays<br>2 dedicated verge bays |
| <b>TOTAL</b>                                                                                                                                            | <b>TOTAL = 8.75 BAYS</b>                                                                                                                      | <b>SHORTFALL = 0.75 bays</b>             |

## Allocation of Car Bays

As illustrated in the Management Plan, 6 car bays will be allocated to the staff (shown in blue below) and 4 car bays will be allocated as pick-up/drop-off bays (shown in red) between the hours of 7am-9am and 4pm-6pm. Outside of these hours, these bays will be available for the use of the Centre Director, who's shift is 9am-4pm and for visitors.



Figure 1: Allocation of Car Bays

## DESIGN REVIEW PANEL

On 17 July 2026, the proposal was considered by the Town's Design Review Panel for the second time. The Panel provided feedback having regard to the 10 Design Principles contained in State Planning Policy 7.0 Design of the Built Environment.

In response to the matters raised by the Panel, the development plans have been amended to improve the overall design outcome and address the key design considerations identified through the review process.

A summary of the design quality evaluation for DRP1 and DRP2 is provided below and overall demonstrates an improvement from the initial meeting.

| Design Principle                              | DRP Meeting #1 | DRP Meeting #2 |
|-----------------------------------------------|----------------|----------------|
| Principle 1 – Context and character           |                |                |
| Principle 2 – Landscape quality               |                |                |
| Principle 3 – Built form and scale            |                |                |
| Principle 4 – Functionality and build quality |                |                |
| Principle 5 – Sustainability                  |                |                |
| Principle 6 - Amenity                         |                |                |
| Principle 7 – Legibility                      |                |                |
| Principle 8 – Safety                          |                |                |
| Principle 9 – Community                       |                |                |
| Principle 10 – Aesthetics                     |                |                |

A response to the matters raised in the Design Review Panel Report and Recommendations is provided below.



| Design Principle                    | Design Review Panel Comment Meeting #2                                                                                                                                                                                                                                                | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Principle 1 – Context and character | 1.1 The proponent has provided some simple context analysis and responded with the incorporation of more complimentary materials and the addition of a street awning however a stronger relationship to surrounding local built form character could be integrated into the proposal. | <p>The revised Walter Road East elevation now incorporates two prominent gabled roof elements, increased vertical articulation and a more residentially scaled upper-level form. These elements provide a clearer reference to the pitched roof forms evident within the surrounding residential area, while still presenting as a contemporary non-residential building.</p> <p>The façade also incorporates a more complementary palette of face brickwork and lightweight horizontal cladding.</p> <p>The use of brickwork at ground level provides a stronger connection to the material character of the locality, while the upper-level cladding and articulated gables reduce the apparent scale and bulk of the building.</p> <p>The addition of the continuous street awning, together with the revised glazing, landscaping and more clearly expressed entry, also strengthens the building's relationship with Walter Road East by providing a more active, articulated and pedestrian-focused frontage.</p> |
|                                     | 2.1 Further detail is required regarding the retention of the existing trees along the northern boundary. The panel supports retention, with limited selective thinning to improve outlook and usability. An updated survey is required for further comment.                          | <p>A review of the site feature survey has identified that the landscaping and presence of trees at the rear/northern portion of the property has been incorrectly depicted and the trees located along the northern boundary are not located on the subject site.</p> <p>Notwithstanding the above, the revised development plans continue to provide landscaping and new tree planting within the northern outdoor play area and broader site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Principle 2 – Landscape quality     | 2.3 The provision of landscaping to Walter Rd has helped soften the nil-setback street edge. Provide greater detail of planting proposed.                                                                                                                                             | A detailed landscape plan confirming the species type in this location will be submitted with the building permit application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                                                      |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      | 2.6 Provide a Landscape Plan with detail of all planting on the site including the play area design                                                                                                                                                                                                                     | The application includes a separate playspace and landscape plan and the site plan provides further details of the proposed landscaping in the car park and within the road widening area.                                                                                                                                      |
| <b>Principle 3 – Built form and scale</b>            | 3.1 The proposed entry fencing and gates still do not present as generous and contribute to the perception of the project being overly developed.                                                                                                                                                                       | The amended plans improve the entry presentation through visually permeable fencing, a clearly defined portico and awning, a more legible ramp and landing arrangement, and additional landscaping. These changes provide a more open and welcoming arrival while retaining the secure entry required for a childcare premises. |
|                                                      | 3.3 The addition of an awning on the Walter Rd East façade has improved relief and softens the massing. The increased glazing has also improved visual permeability creating a more welcoming presentation however the awning does not extend over the footpath generating it's primary purpose as a community benefit. | The amended plans extend the awning a further 1.5m to allow for weather protection over the footpath and the external entry area located on the corner.                                                                                                                                                                         |
|                                                      | 3.4 The adjusted design of the Outdoor Play Space wall has improved the visual impact of the Walter Rd elevation.                                                                                                                                                                                                       | Noted.                                                                                                                                                                                                                                                                                                                          |
|                                                      | 3.5 Where possible, integrate items like the store into the building or at least make them part of the built form to overcome them appearing as add-on compounds.                                                                                                                                                       | While the bin store remains separate from the main building, the amended plans improve its integration through its close relationship with consistent materials, screening and coordinated landscaping. These measures reduce its appearance as an isolated add-on structure.                                                   |
| <b>Principle 4 – Functionality and build quality</b> | 4.1 Pedestrian access has improved but still presents as constrained. The overall layout of the portico and entry requires further design work to improve functionality, accessibility, and generosity of space.                                                                                                        | The external pedestrian entry remains unchanged. However, the internal entry has been widened, and an open balustrade has been introduced to the staircase to create a more spacious and open arrival area while improving access to natural light.                                                                             |
|                                                      | 4.2 Design of Walter Rd fencing has improved the streetscape, however, ensure the new configuration still achieves functional requirements such as acoustics.                                                                                                                                                           | The Acoustic Consultant has confirmed that the proposed open style fence on Walter Road will not result in any non-compliant acoustic matters.                                                                                                                                                                                  |
|                                                      | 4.3 The service area projecting into the verandah interrupts flow along the verandah and complicates the roof form. Consider a simpler plan and roof form.                                                                                                                                                              | The service area remains necessary for the operation of the childcare centre.                                                                                                                                                                                                                                                   |

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                   |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| <b>Principle 5 – Sustainability</b> | <i>5.2 The addition of a window to the laundry has improved cross ventilation.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Noted.                                                                                                            |
|                                     | <i>5.4 The commitment to a 20kW PV system is excellent, however, the overall ESD summary lacks other clear commitments over and above standard requirements. Provide additional clear ESD commitments. As previously noted, this should include a set of well-defined and detailed sustainability initiatives, this may detail an all-electric development, native planting, rainwater harvesting, a heat pump HWS and EV car charging. This should be over and above standard items such as LED lights and water efficient fixtures.</i> | ESD commitments have been provided. These can be further refined at the Building Permit stage.                    |
|                                     | <i>5.5 Passive shading devices are still not included over a number of large north and east-facing upperlevel windows.</i>                                                                                                                                                                                                                                                                                                                                                                                                                | Shading device provided over north facing window to the office.                                                   |
| <b>Principle 6 – Amenity</b>        | <i>6.1. The shortfall of parking remains an issue and needs to be resolved to the satisfaction of the Town's planners</i>                                                                                                                                                                                                                                                                                                                                                                                                                 | Addressed through planning justification.                                                                         |
|                                     | <i>6.4 The Northern Colorbond fencing choice has not been addressed. This is a missed opportunity to enjoy an outstanding northern aspect and greater interactivity to open space.</i>                                                                                                                                                                                                                                                                                                                                                    | The plans have been amended to include portions of the fence as visually permeable.                               |
|                                     | <i>6.5 Consider increasing the size of the awnings to improve functionality. Particular consideration should be given to weather protection at the entry as well as ensuring the awning on the Walter Road East elevation extends over the footpath.</i>                                                                                                                                                                                                                                                                                  | The plans have been amended to include wider awnings along Walter Road to ensure footpaths are weather protected. |
| <b>Principle 7 – Legibility</b>     | <i>7.1 The primary pedestrian entry from the street corner is located legibly however it lacks streetscape prominence and a sense of arrival.</i>                                                                                                                                                                                                                                                                                                                                                                                         | Noted.                                                                                                            |
| <b>Principle 8 – Safety</b>         | <i>8.1 The increased glazing to Walter Rd East has improved passive surveillance of the street.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                       | Noted.                                                                                                            |



|                                  |                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                       |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | <i>8.3 Further detail regarding carpark sightlines have been provided. The turning bay strategy requires further consideration. Reversing onto the street is not supported given the proximity to the corner.</i>                                                                                                                                              | Addressed through TIS.                                                                                                                                                                                                                                                                                |
| <b>Principle 9 – Community</b>   | <i>9.1 The provision of a childcare facility in this location is supported.</i>                                                                                                                                                                                                                                                                                | Noted.                                                                                                                                                                                                                                                                                                |
|                                  | <i>9.2 A complementary design response to the Eden Hill Primary School is encouraged to reinforce its community significance and sense of presence within the local centre.</i>                                                                                                                                                                                | The revised design provides a stronger complementary response through the use of familiar materials, brickwork, a pitched/gabled entry element, weatherboard-style detailing and a more civic entry presentation.                                                                                     |
| <b>Principle 10 – Aesthetics</b> | <i>10.1 The Walter Rd East façade has improved with the addition of an awning, increased glazing and more contextual materials. The aesthetics require further design work to present as a resolved cohesive outcome. This may include creating more contrast with the weatherboard colours.</i>                                                               | The revised Walter Road East elevation now incorporates two prominent gabled roof elements, increased vertical articulation and a more residentially scaled upper-level form.<br><br>The façade also incorporates a more complementary palette of face brickwork and lightweight horizontal cladding. |
|                                  | <i>10.2 The playful circular window design is supported generally for this use. Consider reviewing the one large circular window form within the weatherboard element. Restricting the circular windows to the ground level face brick walls may appear more balanced and cohesive.</i>                                                                        | The use of brickwork at ground level provides a stronger connection to the material character of the locality, while the upper-level cladding and articulated gables reduce the apparent scale and bulk of the building.                                                                              |
|                                  | <i>10.4 The proportions of the entry portico are still not resolved well. The addition of the awning has improved the proportions however it appears too undersized to be functional. Consider improving the quality of the entry fencing type, design it to be more integrated with the main building and extend the depth of the canopy over this space.</i> |                                                                                                                                                                                                                                                                                                       |

## CONCLUSION

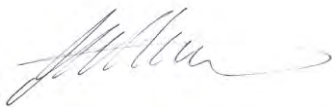
The applicant has carefully considered the Town's further queries and the feedback provided by the Design Review Panel. In response, the development plans and Operational Management Plan have been amended to improve the proposal's built form, streetscape presentation, entry experience, sustainability, parking arrangements and operational functionality.

The revised design provides a more contextual and articulated presentation to Walter Road East through the introduction of gabled roof forms, increased glazing, extended awnings, complementary materials, improved fencing and additional landscaping. The amendments also provide greater certainty regarding staff rostering, educator-to-child ratios and the allocation and management of parking bays.

Overall, the amended proposal represents a more resolved and responsive design outcome and appropriately addresses the key matters raised through the assessment and design review process. It is therefore respectfully requested that the Town support the proposal and progress the application toward determination.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171 or [andra@urbanistaplanning.com.au](mailto:andra@urbanistaplanning.com.au).

Yours Sincerely



**ANDRA BIONDI**

Principle Planning Officer

Urbanista Town Planning



# **CHILD CARE PREMISES**

**NO. 72 WALTER ROAD EAST, EDEN  
HILL**



**Prepared by**

Urbanista Town Planning  
Level 1/231 Bulwer Street  
Perth WA 6000

**Prepared for**

The Owners  
72 Walter Road East  
EDEN HILL 6054

**History and Status of this Document**

| Revision          | Date Issued  | Prepared By  | Reviewed By    | Revision Type |
|-------------------|--------------|--------------|----------------|---------------|
| Original Document | 8 April 2026 | Andra Biondi | Daniella Mrdja | Lodgement     |

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# 1. INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a development application for a Child Care Premises at Lot 75 (No. 72) Walter Road East, Eden Hill.

This report has been prepared to support the development application and provides a comprehensive planning assessment of the proposal against the relevant State and local planning framework, including applicable State Planning Policies, the City of Bassendean Local Planning Scheme, and any relevant Local Planning Policies.

The purpose of this report is to demonstrate that the proposed Child Care Premises represents an appropriate and desirable form of development for the subject site, having regard to its location, surrounding land uses and the applicable planning context. The assessment considers key matters including land use permissibility, built form and site planning, access and traffic, amenity impacts, and environmental considerations.

In doing so, the report adopts a performance-based assessment approach, where relevant, to demonstrate how the proposal satisfies the intent and objectives of the applicable planning controls, even where variations to deemed-to-comply provisions may arise.

Ultimately, this report seeks to clearly establish the planning merit of the proposal and provide a robust justification to support the granting of development approval, subject to any reasonable and appropriate conditions.



*Figure 1: Renders of Proposed Development*



## 1.1 SUPPORTING DOCUMENTATION

To inform and support the design of the proposed development, additional supporting documents have been prepared and included in this submission as summarised in the below table.

| DOCUMENT                           | PREPARED BY              | DATE       |
|------------------------------------|--------------------------|------------|
| Development Plans & Elevations     | Germano Designs          | Feb 2026   |
| Operational Management Plan        | Nourished Early Learning | March 2026 |
| Landscape & Outdoor Play Area Plan | Childscapes              | March 2026 |
| Transport Impact Statement         | Transcore                | March 2026 |
| Acoustic Environmental Report      | SLR Consulting           | March 2026 |
| Waste Management Plan              | Talis Consultants        | March 2026 |

## 2. SITE AND CONTEXT

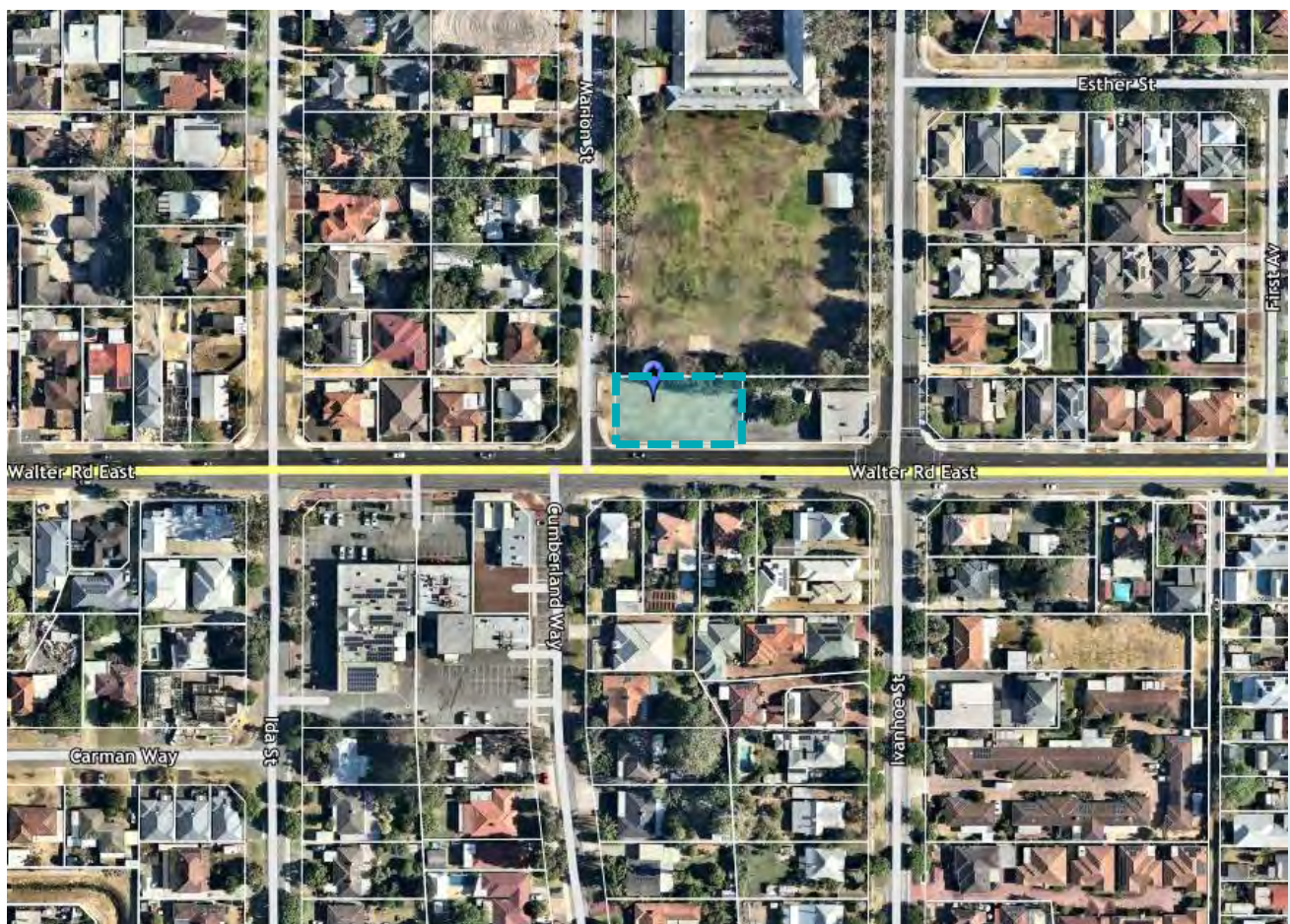
The subject site has a total area of 1,056m<sup>2</sup> and has a total of two (2) frontages, one to the west of the site facing Marion Street and one to south of the site facing Walter Road East. The frontage to Marion Street to the west measures 23.34 metres and the frontage to Walter Road East measures 44.24 metres.

The site is flat and vacant and is characterised by the presence of low-lying grass and some trees at the rear of the lot.

The property is located within an established residential area with some local centre properties immediately abutting the subject site and located across the road. The established residential character is predominantly characterised by single houses and grouped dwellings.

Immediately north of the site, abutting the property, is the Eden Hill Primary School. The school's open space area abuts the rear of the property.

The below aerial image depicts the development site within the surrounding context.



*Figure 2: Aerial of Site (subject site bordered blue)*

## 3. PLANNING FRAMEWORK

### 3.1 METROPOLITAN REGION SCHEME

The subject site is zoned Urban and a portion of the site is reserved as Other Regional Roads (ORR) under the Metropolitan Regional Scheme. The below image depicts the extent of the zoning and reservation across the site.

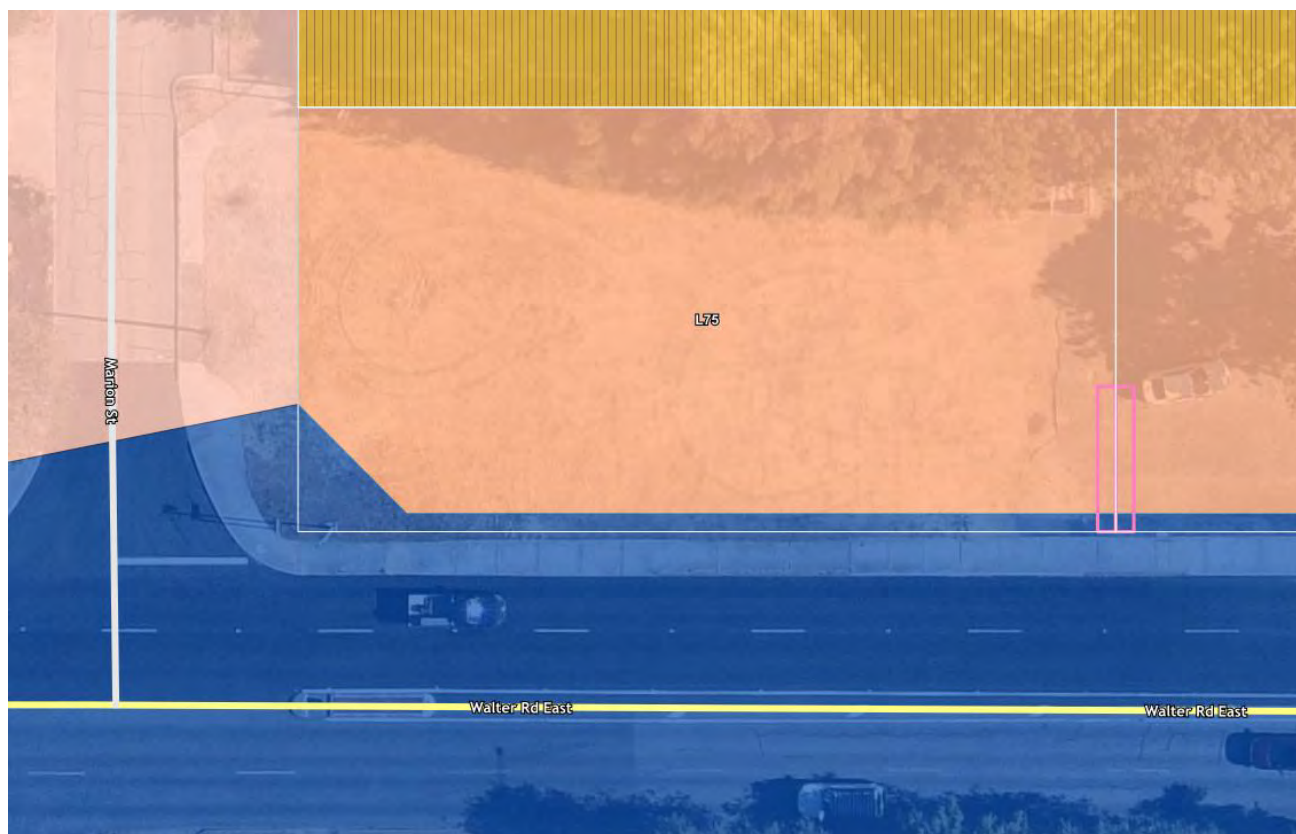


Figure 3: Extent of Road Reservation (shaded blue)

The purpose of the Urban zone is “to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities”.

It is considered that the proposed Child Care Premises use can be contemplated in the Urban zoning as it aligns with the purpose of the zone.

The purpose of the Other Regional Roads reservation is “to provide a regional road network to accommodate current and future transport needs on roads for which the planning responsibilities are shared between the Commission and local government”.

As depicted in the above image, a portion of the ORR reservation is within the lot boundary. As such, no development is proposed within the reservation.



### 3.2 LOCAL PLANNING SCHEME NO. 11

The subject site is zoned Local Centre under the Town of Bassendean's Local Planning Scheme No. 11 (LPS 11). The objectives of the Local Centre zone are:

- To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.
- To encourage high quality, pedestrian-friendly, street orientated development that is compatible with surrounding uses.
- To encourage mixed use development of a scale appropriate to a locality.

The site is also designated with an R25 residential coding. The below image depicts the zoning of the subject site in LPS 11.

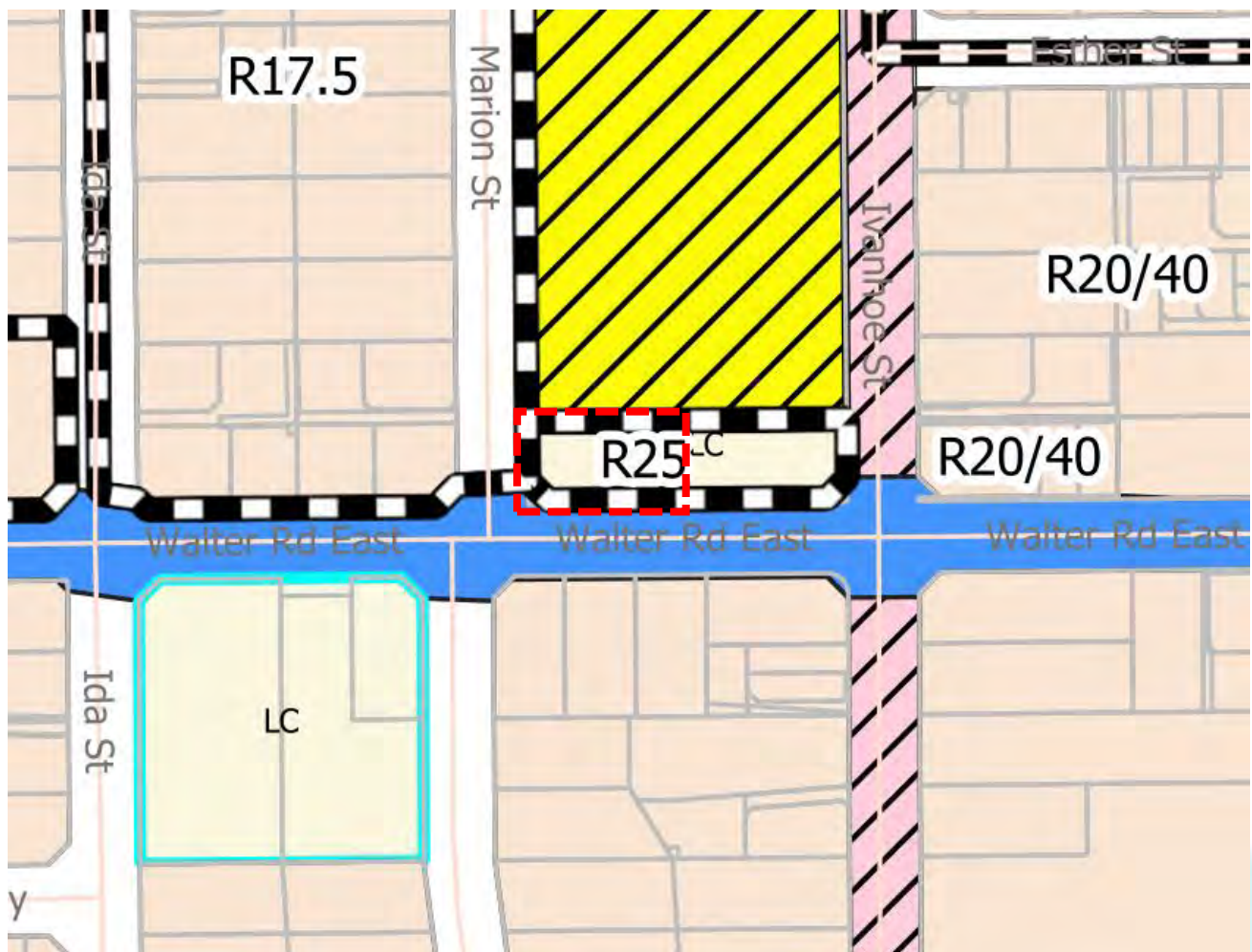


Figure 4: Local Planning Scheme Zoning – Local Centre (subject site bordered red)

### **3.3 LOCAL PLANNING POLICY NO. 7 – COMMERCIAL AND MIXED-USE DEVELOPMENT**

Local Planning Policy No 7 – Commercial and Mixed-Use Development (LPP 7) applies to all development on land zoned ‘Local Centre’ under the operative Local Planning Scheme. In considering the proposal’s adequacy, it must be assessed against the relevant provisions of LPP 7, which require consideration against the following matters:

- Built Form and Location
- Facades
- Access, Car Parking and End-of-Trip Facilities
- Landscaping
- Servicing
- Signage
- Fencing and Screening
- Lighting
- Environmentally Sustainable Design

The development’s compliance against these provisions is discussed in further detail below.

## 4. THE PROPOSAL

### 4.1 LAND USE PERMISSIBILITY

Clause 38. *Land use terms* provides the relevant land use definitions for the land use classification of developments within the scheme area. It is considered that the relevant land use for the proposed development is:

**Child Care Premises:** *means premises where –*

- (a) *an education and care service as defined in the Education and Care Services National Law (Western Australia) s. 5(1), other than a family day care service as defined in that s., is provided; or*
- (b) *a child care service as defined in the Child Care Services Act 2007 s. 4 is provided.*

In accordance with the Zoning Table of LPS 11, a Child Care Premises is a 'D' (discretionary) use which means that the use is not permitted unless the local government has exercised its discretion by granting development approval. On this basis, it is understood that subject to the proposal meeting the relevant provisions of the local planning framework, this land use can be contemplated at the subject site.

Additionally, in considering if the proposal is appropriate within the Local Centre Zone, the below table provides an assessment of the proposal against the zone objectives.

| LOCAL CENTRE ZONE OBJECTIVE                                                                                                                                                         | ASSESSMENT COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.</i> | <p>The proposal aligns with the Local Centre objective by providing a community focused use that supports the daily needs of the surrounding population in a highly accessible location.</p> <p>The Child Care Premises is an appropriate local serving facility, small in scale (55 children and in built form), that is suited to the immediate catchment rather than a broader area. The site's proximity to Eden Hill Primary School further reinforces its role within an established community hub and supports convenient, linked trips for local families.</p> <p>Being located next to Eden Hill Primary School makes the site part of an established community hub and allows parents to easily combine school drop-offs and pick-ups with childcare.</p> |
| <i>To encourage high quality, pedestrian-friendly, street orientated development that is compatible with surrounding uses.</i>                                                      | <p>The proposal satisfies the Local Centre objective by delivering a high-quality, pedestrian-oriented and street-facing built form.</p> <p>A clearly defined main entry with direct street access promotes activation and legibility, while contemporary design elements, articulation and glazing enhance the streetscape and provide passive surveillance.</p>                                                                                                                                                                                                                                                                                                                                                                                                   |



|                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                 | <p>Parking and servicing are appropriately located to the side and rear, allowing the frontage to prioritise pedestrians and landscaping, resulting in a softer, human-scaled interface.</p> <p>At two storeys, with an upper level that is reduced and visually recessive, the development remains compatible with the surrounding residential context and delivers an appropriate built form outcome within the Local Centre.</p>                                                                                                                                                                                                                                                                                                                                                                            |
| <i>To encourage mixed use development of a scale appropriate to a locality.</i> | <p>The proposal is consistent with the objective of encouraging mixed use development of a scale appropriate to the locality.</p> <p>The Child Care Premises represents a compatible non-residential use within a predominantly residential area, contributing to a localised mix of uses alongside nearby Local Centre properties and the adjoining Eden Hill Primary School. The scale of the development, being a small two-storey building accommodating up to 55 children, is appropriately sized to serve the immediate community without introducing an intensity of use that would be inconsistent with the surrounding residential character.</p> <p>Accordingly, the proposal supports a balanced mix of uses while maintaining a scale and form that is respectful of the established locality.</p> |

Based on the above assessment, it is considered that the land use is compatible with the Local Centre zone and can be supported subject to meeting the relevant development criteria.



Figure 5: Proposed Built Form of Child Care Premises

## 4.2 ACTIVITIES AND OPERATION

The follow activities and operations are proposed:

### **OVERALL DEVELOPMENT**

- A two (2) storey Child Care Premises building
- A single, full movement, two-way crossover is proposed via Marion Street to service the development.
- A total of eight (8) car parking bays is provided on site, including one (1) ACROD bay.
- Landscaped areas are provided to the street frontage and throughout the site, including planting within the car parking area and along boundaries, contributing to the presentation of the development.
- A dedicated bin store and service area is located to the north-east of the site, integrated within the overall site layout.
- Pedestrian access is provided via a clearly defined entry from Walter Road East.

### **CHILD CARE PREMISES**

- A gross floor area of 445.73m<sup>2</sup> across two levels.
- The ground floor accommodates the primary child care functions including:
  - A main entry, reception and sign-in area at the front of the development.
  - 1 x 0-2 year old space to accommodate a maximum of 8 children in 26.46m<sup>2</sup> co-located with a cot room and nappy change facility.
  - 1 x 2-3 year old activity room accommodating a maximum of 20 children in 65.26m<sup>2</sup>.
  - 1 x 3+ year old activity room accommodating a maximum of 27 children in 88.30m<sup>2</sup>.
  - Kitchen, preparation areas, storage areas and child accessible toilet facilities.
- The first floor accommodates staff and administrative areas including:
  - Staff room and amenities
  - Planning/office space.
  - Laundry and drying court.
- An outdoor play area of 388.68m<sup>2</sup> is provided at the rear of the site.
- The centre is designed to accommodate a maximum of 55 children and a maximum of 10 staff.
- Supporting facilities include a pram parking area, bin store, storage areas and appropriately located service areas integrated into the development.
- Days and hours of operation are Monday to Friday, 7:00am to 6:00pm, closed weekends and public holidays. No evening, overnight or weekend operation is proposed.

A copy of the Development Plans and Elevations is provided as **Attachment 1**. Additionally, in support of the development proposal, a detailed Operational Management Plan is provided as **Attachment 2**.

## 4.3 BUILT FORM & LAYOUT

The below image depicts the proposed configuration of the development site. As depicted in the below image, the development site is comprised of a single storey Child Care Premises centrally located on the lot, with vehicle access and car parking provided to the western side, and a clearly defined pedestrian entry and portico addressing the primary street frontage, to anchor the development.

The building is arranged to accommodate internal activity areas along the southern and central portions of the site, with direct access to an outdoor play area located to the north.

Overall, the layout achieves a clear separation between vehicle movement, building functions and outdoor play spaces, resulting in an efficient and legible site arrangement.

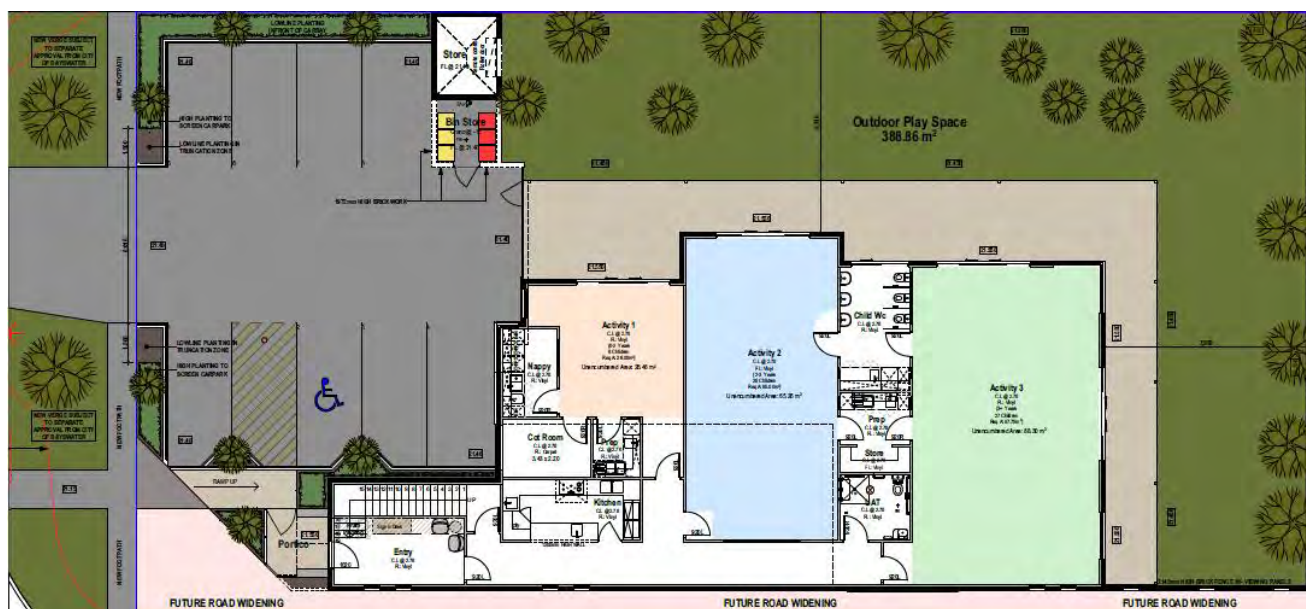


Figure 6: Proposed Site Layout and Configuration

The subject site is listed in Table 5 – Additional requirements that apply to land in Scheme area of LPS 11. Specifically, Item No. 2 of Table 5 references the subject property and states the following:

1. Vehicle access is not permitted from Walter Road East, Eden Hill. Vehicle Access must be provided from the secondary street (Ivanhoe Street or Marion Street).

In considering the above provision, the proposal complies with this requirement, with all vehicular access provided via the secondary street (Marion Street). No vehicle access is proposed from Walter Road East, ensuring the primary road frontage is maintained for pedestrian access and streetscape outcomes.

As discussed above, there are several provisions in LPP 7 that must be considered. An assessment against these relevant provisions is provided in the below table.



| LPP 7 PROVISION                                                                                                                                                                             | ASSESSMENT COMMENT                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Built Form and Location</b>                                                                                                                                                              |                                                                                                                                                                                                         |
| <i>a) The facades of all buildings facing the public realm shall be articulated and use a variety of materials to avoid a rigid, uniform appearance.</i>                                    | The proposed building incorporates varied materials, glazing and articulated elements, avoiding a uniform appearance, that contributes positively to the streetscape.                                   |
| <i>(b) The ground floor level facades of all buildings facing the public realm shall be constructed of brick, glass, stone, masonry or concrete, unless otherwise approved by the Town.</i> | Ground floor facades facing the public realm incorporate appropriate materials including masonry and glazing, consistent with this provision.                                                           |
| <i>(c) Concrete walls that are visible from an adjoining property or public realm must be painted and provided with an articulated or detailed finish.</i>                                  | Not applicable – no concrete walls oriented towards to the public realm are proposed.                                                                                                                   |
| <i>(d) Building entrances must be clearly defined and easily identifiable from the street and public realm.</i>                                                                             | A clearly defined main entry with a portico element is provided and is identifiable from the street, enhancing legibility and wayfinding.                                                               |
| <i>(e) Buildings must provide a continuous pedestrian shelter/awnings along all commercial frontages to a minimum height of 3 metres and a minimum depth of 1.5 metres.</i>                 | The proposal does not incorporate continuous awnings, as it is designed as a Child Care Premises requiring a level of privacy; however, a portico is provided at the entry to offer weather protection. |
| <i>(f) A minimum ground floor to first floor height of 3.2 metres with a minimum 3.0 metres ceiling height is to be provided.</i>                                                           | The ground floor ceiling height is 3 metres, which is suitable for the proposed use and consistent with non-commercial, community based development.                                                    |
| <i>(g) 'Zincalume' or similar finished metal roof sheeting will not be permitted where a roof surface may be visible from the street or other public places.</i>                            | No 'zincalume' or highly reflective roof materials are proposed, where visible from the public realm.                                                                                                   |
| <i>(h) Reflective glass and glass curtain walling of buildings will not be permitted.</i>                                                                                                   | The proposed development does not utilise reflective glass or curtain walling, ensuring compatibility with the surrounding residential context.                                                         |

| <b>Facades</b>                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>(a) At the ground level, buildings should address the primary street with a primary business entrance and a commercial façade that is transparent over at least 50% of the area of the façade.</i>                                                                                                                           | <p>The development provides a clearly articulated street facing façade with a defined entry and areas of glazing.</p> <p>While the façade does not achieve 50% transparency, this is appropriate given the Child Care Premises requires a level of privacy from the public realm.</p> <p>Notwithstanding, multiple windows are incorporated along the Walter Road East frontage to provide articulation and a degree of visual activation.</p> |
| <i>(b) Where window security devices are provided, they must be installed on the inside of a window and be at least 75% visually permeable.</i>                                                                                                                                                                                 | No security devices to windows are proposed. Any future installations can be designed to comply with this requirement.                                                                                                                                                                                                                                                                                                                         |
| <i>(c) Entries and window frontages of ground floor tenancies that face the public realm must not be covered, closed or screened off (including by means of dark tinting, shutters, signage, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development.</i> | Where windows to the ground floor are provided, they maintain an open and visible frontage, with no screening treatments that diminish interactions with the public realm.                                                                                                                                                                                                                                                                     |
| <b>Fencing and Screening</b>                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <i>(a) Other than fencing on lot boundaries or for residential development, fencing is generally not permitted.</i>                                                                                                                                                                                                             | <p>No fencing is proposed to the primary street frontage.</p> <p>However, a section of visually permeable fencing is provided adjacent to the entry at the truncated corner of Walter Road East and Marion Street, which is considered appropriate as it provides a clear separation between patrons and the adjoining footpath/public realm while maintaining visual openness.</p>                                                            |
| <p><i>(b) Where fencing is supported by the Town:</i></p> <p><i>a. Any fence located between the street alignment and buildings facing public streets must be visually permeable above 0.75 metres from natural ground</i></p>                                                                                                  | <p>(b) a. The proposed fencing along the primary street façade meets this provision on the policy as it is:</p> <ul style="list-style-type: none"> <li>• Permeable above 0.75m</li> <li>• Is not more than 2.0m in height</li> </ul>                                                                                                                                                                                                           |

|                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>level, and must have a maximum height of 2.0 metres from natural ground level.</p> <p><i>b. On any land which adjoins land zoned for residential purposes, the development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Town.</i></p> | <p>(b) b. This proposal does not adjoin land zoned residential, therefore this provision does not apply.</p> <p>However, as the proposed outdoor play area abuts a school located to the north of the subject site, the outdoor play area is proposed to be screened with 2.1 metre high fencing.</p> |
| <b>Lighting</b>                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                       |
| <p><i>(a) All lighting is to be installed in accordance with Australian Standard AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting, and confined to the land at all times.</i></p>                                                                                                                                                                                          | <p>Lighting will be designed to comply with AS 4282 and will be contained within the site.</p>                                                                                                                                                                                                        |
| <p><i>(b) Areas under publicly accessible awnings and rear lanes shall be provided with safe and secure lighting.</i></p>                                                                                                                                                                                                                                                                | <p>The portico at the front entry of the proposed building can be installed with appropriate lighting to enhancing safety and security.</p>                                                                                                                                                           |
| <p><i>(c) Lighting for internal access ways, parks and any other public realm spaces provided as part of a development shall be energy efficient LED lighting.</i></p>                                                                                                                                                                                                                   | <p>Energy efficient lighting, such as LED, will be utilised throughout the development.</p>                                                                                                                                                                                                           |
| <b>Environmentally Sustainable Design</b>                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                       |
| <p><i>(a) The incorporation of environmentally sustainable design elements is strongly encouraged and will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy.</i></p>                                                                                                                                                  | <p>The proposal is capable of integrating additional sustainable design measures.</p>                                                                                                                                                                                                                 |
| <p><i>(b) Proposals for solar panels are exempt from requiring development approval.</i></p>                                                                                                                                                                                                                                                                                             | <p>Not applicable.</p>                                                                                                                                                                                                                                                                                |

Based on the above assessment, it is considered that the proposal meets the relevant built form and layout requirements of LPP 7 and can be supported.



## 4.4 LANDSCAPING

LPP 7 requires new development within the Local Centre to incorporate adequate landscaping. In support of the development proposal, Landscape and Outdoor Play Area Plans have been prepared and are provided as **Attachment 3**, depicting the layout of generous landscaped areas incorporating turf, mulch and planted garden beds, a variety of mature canopy and feature trees (including Eucalyptus, Corymbia and Agonis species), as well as integrated play areas such as sensory gardens, shaded play zones and natural play features, collectively contributing to a high quality, functional and visually appealing outdoor environment. The below image depicts the proposed landscape layout for the Child Care Premises.



Accordingly, the proposal has been assessed against the relevant landscaping provisions of LPP 7 in the table below.

| LANDSCAPING PROVISION                                                                                                   | ASSESSMENT COMMENT                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Unless a nil setback to the building is provided, provision shall be made for a minimum area of landscaping as follows: |                                                                                                                                                                                                                                                                                                                                                                                 |
| (a) A minimum width of 3 metres abutting the primary street and 2 metres abutting the secondary street;                 | The proposal does not meet the minimum landscaping requirement along the primary (Walter Road East) and secondary frontage (Marion Street). Only a small portion of available landscaping area is provided in the primary street setback area, at the truncated corner. Additionally, only a 1 metre wide landscaping area is provided along the secondary street setback area. |

|                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                          | <p>This is because the design proposes a building a nil setback to Walter Road East and a sufficiently sized car parking area must be accommodated along the secondary frontage.</p> <p>While portions of the frontage accommodate vehicle access and hardstand areas, the overall design integrates landscaping areas throughout the setback areas, achieving the intent of providing a green, well presented streetscape.</p>                                                                                                         |
| <i>(b) A minimum width of 1.5 metres to side boundaries, provided from the front boundary to the building line.</i>                                                                                                                      | <p>Landscaping is provided along the side boundaries, with planting beds, shrubs and trees extending along the length of the site and contributing to visual screening and amenity.</p> <p>The landscape treatment is continuous and functional and is integrated with the proposed outdoor play areas.</p> <p>While minor variations in width occur due to site layout and built form, the proposal satisfies the intent of the provision.</p>                                                                                         |
| <i>(c) Landscaped areas and the street verge are to be landscaped (including shade trees in car parking areas provided at a ratio of 1 per 4 car parking bays), irrigated and thereafter maintained to the satisfaction of the Town.</i> | <p>The Landscape Plans demonstrate a comprehensive planting strategy, including a variety of canopy trees, shrubs and groundcovers, as well as shade trees distributed across the site and within proximity to car parking areas.</p> <p>The inclusion of species such as Eucalyptus, Corymbia and Agonis, along with irrigated garden beds and turf, supports long term establishment and maintenance.</p> <p>The proposal therefore satisfies the intent of providing a well landscaped, functional and maintainable environment.</p> |

Based on the above assessment, it is considered that the proposed landscape design meets the provisions of the LPP 7 and can be supported.

## 4.5 ACCESS, PARKING AND END-OF-TRIP FACILITIES

LPP 7 contains provisions related to access, providing adequate car parking and end-of-trip facilities for properties zoned Local Centre. An assessment against the relevant provisions is provided in the below table.

| LPP 7 PROVISION                                                                                                                                                                                                                                                     | ASSESSMENT COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>(a) On-site car parking and end-of-trip facilities are to be provided in accordance with the requirements of the relevant Local Planning Policy and Australian Standards.</i>                                                                                    | On-site car parking has been assessed in further detail below, against the relevant planning framework. On-site car parking will meet the applicable Australian Standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <i>(b) Where legally available and practical, service vehicle access shall be provided from laneways or rights of way.</i>                                                                                                                                          | Not applicable – no laneway or right-of-way access is available. Accordingly, service vehicle access is appropriately provided from the secondary street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <i>(c) Manoeuvring areas shall be exclusive of car parking bays and the interior of the building.</i>                                                                                                                                                               | Adequate manoeuvring areas are provided on site, separate from car parking bays and building areas, allowing for safe and efficient vehicle movement throughout the site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <i>(d) The development is to incorporate clear pedestrian paths that are separate to areas for vehicle access and car parking.</i>                                                                                                                                  | Clearly defined pedestrian pathways are provided from the street to the building entry, separated from vehicle access and parking area (refer to below image depicting the internal pedestrian areas). <div data-bbox="802 1263 1434 1675" data-label="Image"> <p>The diagram is a site plan for a development. It shows a 'NEW FOOTPATH' running vertically on the left side. A 'NEW VERGE SUBJECT TO SEPARATE APPROVAL FROM CITY OF BATHURST' is indicated at the top left. The plan includes a 'RAMP UP' area, a 'Portico' area, and an 'Entry' area. There are also 'LOW LINE PLANTING IN TRUNCATION ZONE' and 'HIGH PLANTING TO SCREEN CARPARK' areas. A blue wheelchair symbol is shown near the ramp. The plan also shows a 'Car Parking' area with several bays and a 'Portico' area with a ramp leading to the 'Entry'.</p> </div> |
| <i>(e) The incorporation of electric vehicle charging points or the capacity for electric vehicle charging points in the public realm will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy.</i> | No EV charging points are proposed, as the development is a Child Care Premises with high turnover of parking bays, and the limited number of staff parking on-site does not warrant dedicated EV infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |



### 4.5.1 CAR PARKING

Further to the above, *Table 1 – Minimum Car Parking Requirements* of the Town's *Local Planning Policy No 8 – Car Parking and End-of-Trip Facilities* provides the minimum car parking requirement for a Child Care Premises. The below table provides an assessment against the relevant ratio for the land use proposed in the development.

| LAND USE            | CAR PARKING RATIO                                                                                                                                          | REQUIRED                                                                                                                                             | PROVIDED            |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Child Care Premises | <ul style="list-style-type: none"> <li>1 bay for every 10 children the facility is designed to accommodate</li> <li>Plus 1 bay per staff member</li> </ul> | Max. of 55 children<br>Max. of 10 staff<br>Therefore: <ul style="list-style-type: none"> <li>5.5 bays (children)</li> <li>10 bays (staff)</li> </ul> | 8 bays              |
|                     |                                                                                                                                                            | TOTAL: 15.5 bays required                                                                                                                            | SHORTFALL: 7.5 bays |

In terms of parking, the proposal provides eight (8) on-site bays (including one ACROD bay), representing a shortfall against the Town's policy requirement of 16 bays. While the proposal results in a shortfall against the requirement, it important to recognise that the policy provides a guide for anticipated car parking demand.

The Traffic Impact Statement (TIS) prepared in support of the application provides a more detailed and site specific assessment of parking demand, having regard for the operational characteristics of the proposed Child Care Premises.

The assessment demonstrates that actual parking demand is lower due to the short duration of drop-off and pick-up activities, typically occurring over brief intervals of approximately 3 to 5 minutes, rather than sustained parking demand. On this basis, the TIS identifies a realistic peak demand of approximately 13 bays, which is lower than the requirements of LPP 8.

Importantly, the proposal provides eight (8) onsite bays, which, when considered in conjunction with the rapid turnover of bays, enables a significantly higher number of users to be accommodated within peak drop-off and pick-up periods than number of bays recommended in LPP 8. The short dwell times associated with drop-off and pick-up allows each car parking bay to service multiple uses within the peak hour, resulting in a reduction of the overall demand for permanent parking supply at the site.

In addition to the number of parking bays being suitable, it is considered appropriate to incorporate a Parking Management Plan (PMP), to ensure onsite parking is used efficiently and that demand during peak periods is appropriately managed. The PMP will address matters such as:

- Allocation of bays between staff and short-term drop-off/pick-up.
- Staggering of staff start and finish times to avoid overlap with peak parent drop-off and pick-up activity.
- Active management of parking behaviour by staff to maintain turnover and availability.

The design response further supports this approach, with a clear and legible parking layout, safe access from Marion Street and proximity between the parking area and the building entry, all of which collectively facilitate efficient use of the bays and vehicle turnover.

An additional factor supporting the reduced onsite parking provision is the subject site's co-location with the Eden Hill Primary School, located approximately 150 metres north of the property. This close proximity is likely to result in linked and consolidated trips, whereby parents with multiple children attending the primary school and the Child Care Premises can undertake a single journey to the locality and complete both drop-off and/or pick-up activities together.

Marion Street already accommodates on-street parking associated with the primary school, with these bays being available for regular short-term turnover during peak periods. It is reasonable to expect that a proportion of parents will use the existing on-street car parking and walk between the two facilities (the Primary School and the Child Care Premises). This shared use of the on-street car parking, combined with the short duration of both drop-off and pick-up activities will further reduce parking demand at the subject site.

Having regard for the above, it is considered that the proposed shortfall is acceptable as it appropriately responds to the surrounding context of the locality, supporting a site-specific design approach for this Child Care Premises. The car parking provision is appropriate for the scale of the building and the size of the site and is unlikely to cause any detrimental amenity impacts to the surrounding locality. On this basis, it is considered that the proposed car parking shortfall can be supported.

#### **4.5.2 BICYCLE PARKING AND END-OF-TRIP FACILITIES**

In addition to the above, LPP 8 also requires adequate provision of bicycle parking for commercial developments as well as adequate provision of end-of-trip facilities such as showers and lockers.

In this instance, no bicycle parking is depicted on the development plans, however a shower is available in the UAT on the ground floor, as well as considerable staff areas on the upper floor of the proposed development.

In this instance, the provision of bicycle parking is not considered necessary, having regard to the local catchment and walkable context of the site, which is expected to predominantly serve nearby residents. The nature of the use typically results in arrivals by parents accompanying young children, with travel patterns more commonly associated with short vehicle trips or walking, rather than independent cycling.

Notwithstanding this, the site can accommodate bicycle parking should the Town consider it necessary. Any such provision could be readily incorporated in a convenient and accessible location, without impacting the overall design or functionality of the site.

## 4.6 TRAFFIC

The Transport Impact Statement prepared by Transcore (March 2026), provided as **Attachment 4** assesses the traffic and access implications of the proposed Child Care Premises at No. 72 Walter Road East, Eden Hill. The site is located on a corner lot at the intersection of Walter Road East (a Distributor A road) and Marion Street (an Access Road), with vehicular access proposed via a single full-movement crossover from Marion Street, appropriately located approximately 13 metres from the intersection to allow for safe vehicle entry and exit for the Child Care Premises.

The development is expected to generate a total of approximately 192 vehicle trips per weekday, including 48 trips during the AM peak hour and 39 trips during the PM peak hour. This level of traffic generation is considered moderate and well within the capacity of the surrounding road network, with no impacts on the surrounding network anticipated.

The site is well connected to the surrounding transport network, with pedestrian access provided via existing footpaths on both frontages, nearby signalised crossing facilities, and access to public transport services within approximately 140 metres. Service and waste vehicles can be accommodated on-site with appropriate turning movements, and no significant safety issues have been identified.

Overall, the TIS concludes that the proposed development can be accommodated within the existing transport network without adverse impacts, subject to the implementation of appropriate parking and operational management measures.



## 4.7 NOISE

The Acoustic Environmental Report prepared by SLR Consulting (March 2026) provided as **Attachment 5**, assesses the potential noise impacts associated with the proposed child care premises at 72 Walter Road East, Eden Hill, in accordance with the *Environmental Protection (Noise) Regulations 1997* (the Regulations) and relevant AAAC guidelines. The acoustic assessment has considered the measures outlined in the Operational Management Plan as well as the design of the building depicted on the development plans.

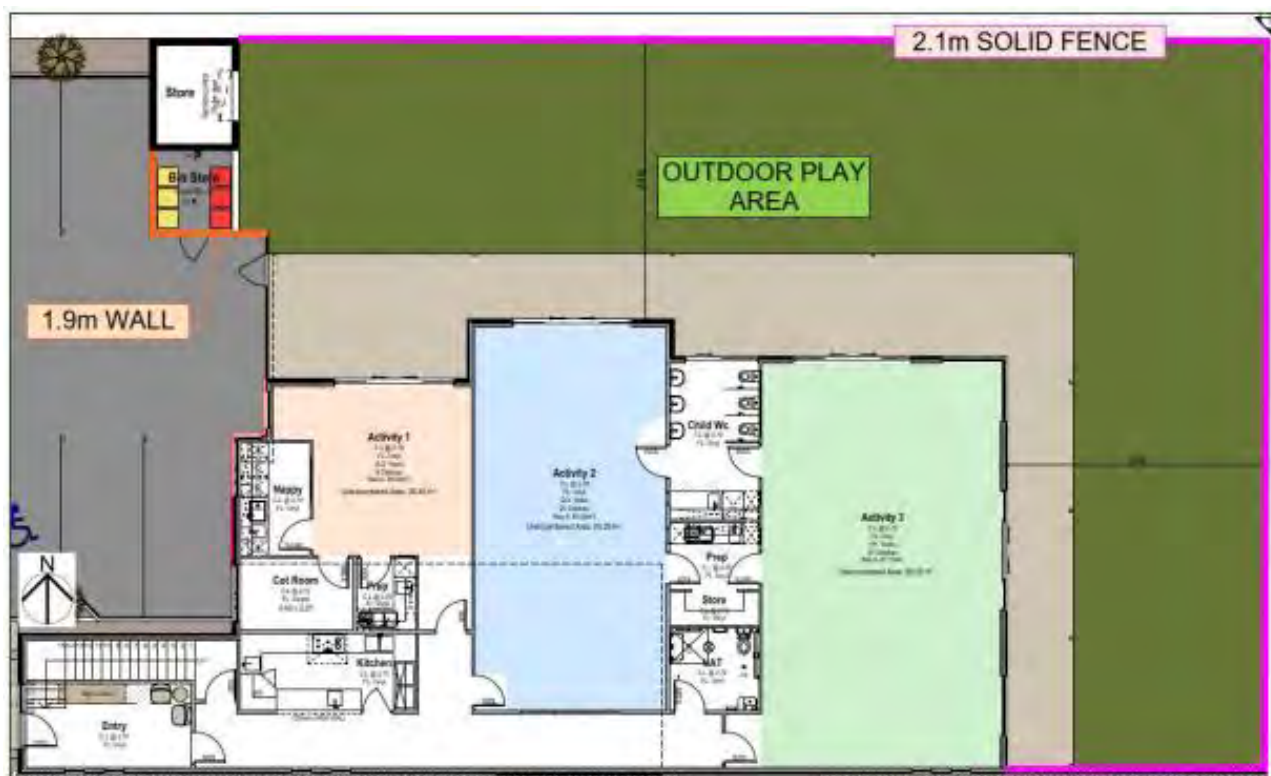
The assessment establishes assigned noise levels for surrounding sensitive receivers based on locality factors, including proximity to Walter Road East (approximately 14,884 vehicles per day) and the mix of residential and commercial zoning within the surrounding area. The below image depicts the location of the noise sensitive receptors adjacent and nearby the site.



Figure 7: Nearby Noise Sensitive Receptors

A detailed noise modelling assessment was undertaken using SoundPLAN software (ISO 9613-2 methodology), assessing key operational scenarios including mechanical plant, outdoor play, car parking, and delivery/servicing activities. Mechanical plant (e.g. condenser units, exhaust fans) was modelled conservatively based on typical sound power levels and assumed to operate during and prior to opening hours, while outdoor play noise was assessed using industry derived sound power levels for grouped children, with a worst case assumption of 25 children outdoors at any one time.

The assessment also considered vehicle movements associated with drop-off/pick-up and servicing, including modelling of short-duration events (LA1 and L<sub>Amax</sub> criteria) and continuous activity (LA10), with conservative assumptions regarding vehicle speed, frequency and proximity to receivers. Acoustic screening measures, including a 2.1 metre solid boundary fence around the perimeter of the premises (which is depicted as the height depicted on the development plans) and building orientation, were incorporated into the model to reflect realistic attenuation of noise emissions. Discussion with the acoustic consultant has confirmed that this fence is only required to be solid (i.e., colorbond fencing is sufficient) to achieve compliance with the assigned levels.



*Figure 8: Location of Noise Attenuation Walls*

The assessment and results demonstrate that all noise sources including mechanical services, outdoor play, car parking and servicing, comply with the assigned noise levels at all identified sensitive receptors during applicable time periods. Predicted noise levels are consistently below regulatory limits, indicating that the development will not result in unreasonable noise impacts. The report therefore concludes that the proposal is acoustically compliant, with recommended operational measures (such as managed outdoor play, no amplified sound and general behavioural controls) further ensuring ongoing compliance.

## 4.8 BIN STORAGE AND WASTE MANAGEMENT

LPP 7 contains provisions relating to bin storage and waste management for properties zoned Local Centre. In support of the proposal, a Waste Management Plan (WMP) report has been prepared by Talis Consultants and is provided as **Appendix 6**.

The WMP outlines a coordinated and practical approach to waste storage, handling and collection for the proposed Child Care Premises, demonstrating that the development can adequately accommodate the anticipated waste volumes and provide for efficient servicing of waste.

The assessment demonstrates that the development is expected to generate approximately:

- 964L/week of general waste
- 964L/week of recyclables

This will be managed through the provisions of three (3) x 240L general waste bins and three (3) x 240L recycling bins, stored within a dedicated onsite bin store area. The storage area is designed to be functional and compliant incorporating drainage to sewer, wash down infrastructure, suitable ventilation, adequate manoeuvring space for moving bins in and out, is suitably screened from public view and is secure.

It is intended that waste will be separated at source within the building via internal bins allocated for different waste streams. Staff will be responsible for transferring waste to the bin storage area. This approach supports effective recycling practices and minimises disruption to the operation of the centre.

Collection will be undertaken by a private contractor, twice weekly, for both general waste and recycling, using a side-arm collection vehicle. Bins are to be presented on the Marion Street verge in a designated presentation area, position to allow efficient collection. Staff will be responsible for presenting bins on collection days and returning them to the storage area following servicing.

Provision for bulk and speciality waste is also included in the WMP. The removal of this waste stream will be undertaken as required, and sanitary waste will be collected by a specialist contractor. Ongoing management of all waste operations, including monitoring bin capacity, maintaining cleanliness, coordinating collections and promoting waste reduction practices will be undertaken by the Child Care Premises operator/suitably qualified staff.

In considering the proposed waste arrangements provided in the WMP, an assessment against the relevant provisions is provided in below. LPP 7 requires consideration of the following for waste:

- (a) Where areas for the storage of refuse are required, this area shall be:*
- a. Accessible to service vehicles;*
  - b. Screened from view from any public street and enclosed by a wall of masonry or other approved building material being of not less than 1.8 metres in height;*
  - c. Provided with 75mm minimum thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both bins and the bin storage area to be washed out; and*



It is considered that the proposal meets this provision for the following reasons:

- The bin store is located adjacent to the vehicle access and parking area, allowing convenient and safe access for service vehicles without impacting pedestrian circulation.
- The refuse storage area is enclosed and positioned away from the primary street frontage, ensuring it is screened from public view and does not detract from the streetscape.
- The bin store will be constructed with a concrete floor and appropriate drainage and wash-down facilities in accordance with the Policy requirements, ensuring hygienic operation and ease of maintenance.

On this basis, it is considered the proposed waste management arrangements are adequate and can be supported.

## 4.9 SIGNAGE

LPP 7 contains specific provisions that relate to signage for commercial developments in the Local Centre zone. An assessment against the relevant signage provisions is provided in the below table. The below images depicted the proposed signage locations for the development (bordered blue).



Figure 9: Proposed Signage Locations

| SIGNAGE PROVISION                                                                                                                                                  | ASSESSMENT COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>(a) Signs attached to the buildings shall be designed to be an integrated part of the building, e.g. recessed into the facade, fascia or awning.</i>            | <p>The proposed signage is directly integrated into the building design, being directly affixed to the primary street facing facades and incorporated within the architectural form of the building.</p> <p>As depicted on the elevations and 3D perspectives, the “Childcare Centre” centre signage is positioned within well defined wall planes and does not impose on the overall architectural nature of the building. Signage is also appropriately positioned at entrances and oriented towards the public realm for appropriate wayfinding.</p> <p>On this basis, it is considered that the proposed signage reads as part of the overall façade rather than its own standalone element ensuring it is not visually dominant.</p> |
| <i>(b) Signs may be internally or indirectly illuminated, move, flash, rotate or reflect so long as they are not a distraction to drivers or cause a nuisance.</i> | <p>Any illuminated signage will be designed to avoid adverse impacts on surrounding properties and road users, ensuring it does not create distraction, glare or nuisance.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

Based on the assessment provided above, it is considered the proposed signage is proportionate and appropriate for this development and can be supported.

## 4.10 SERVICES

LPP 7 outlines a number of requirements relating to building services, which have been assessed against the relevant provisions below.

|                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>(b) Exhaust facilities must be designed in accordance with Australian Standard AS 1668.2—2002 - The Use of Ventilation and Air Conditioning in Buildings, Part 2: Ventilation Design for Indoor Air Containment Control (excluding requirements for the health aspects of tobacco smoke exposure) and be fitted with filtration and odour suppression devices.</i> | Exhaust and ventilation systems will be designed and installed in accordance with AS 1668.2, including appropriate filtration and odour control measures, to ensure no adverse amenity impacts on surrounding properties. |
| <i>(c) All service areas and service related hardware (including antennae, satellite dishes and air-conditioning units), must be designed to be located away from public view and/or screened.</i>                                                                                                                                                                    | All service infrastructure, including air-conditioning units and associated plant, will be located away from public view or appropriately screened to minimise visual impact on the streetscape and adjoining properties. |

Based on the above assessment, is it considered that the proposal meets the relevant provisions and can be supported.

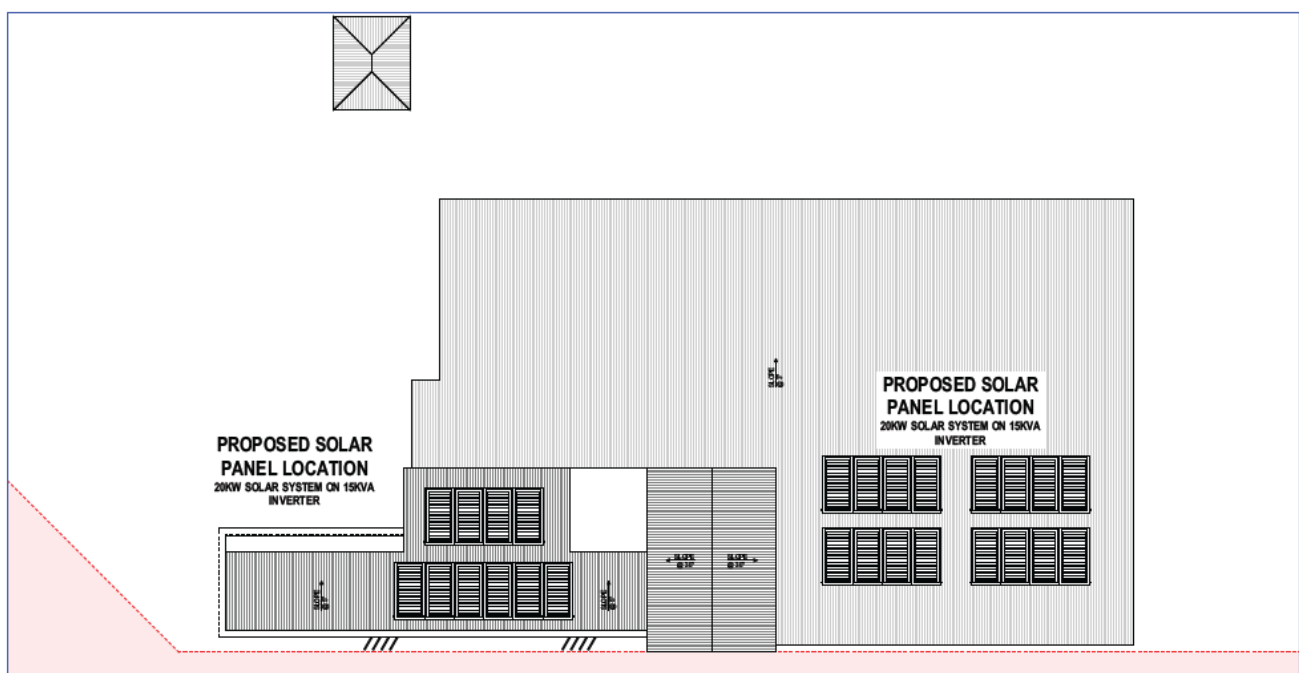


## 4.11 SUSTAINABILITY

LPP 7 requires that development of small scale renewable energy systems is encouraged. Where the use of a solar panel energy system is proposed, it must be integrated into the overall design of the building and located on rooftops so as not to detract from the building itself or impose on the existing streetscape.

In considering the above requirements, the following sustainability measures are proposed:

- Installation of a rooftop solar photovoltaic system (approximately 20kW on a 15kVA inverter) to support onsite renewable energy generation.
- Provision of 2 x elective vehicle (EV) charging bays to facilitate low-emission transport.
- Building orientation and roof form designed to provide passive shading to windows, reducing solar heat gain and reliance on mechanical cooling.
- Incorporation of high quality insulation and energy efficient LED lighting throughout the development.
- Water conservation initiatives, including efficient fixtures and landscaping treatments.
- Use of native, low water demand landscaping to reduce irrigation requirements and support local biodiversity.



*Figure 10: Proposed Location of Solar Panels on Roof*

The proposed solar panels are appropriately located on the roof of the building and integrated into the overall building design, ensuring they are not visually prominent from the public realm and do not detract from the streetscape. Accordingly, the proposal demonstrates a strong response to LPP 7 by incorporating renewable energy infrastructure in a manner that is both functional and visually unobtrusive, consistent with the policy intent.

## 5. CONCLUSION

The proposed Child Care Premises at Lot 75 (No. 72) Walter Road East, Eden Hill represents an appropriate, well considered and contextually responsive form of development that aligns with the intent and objectives of the applicable planning framework.

The development introduces a community focused land use within a Local Centre zone that is intended to accommodate such services, providing a valuable facility to support the daily needs of the surrounding residential catchment. Its co-location with Eden Hill Primary School further reinforces the site's role as part of an established community hub and promotes efficient, linked trip movements.

From a built form and design perspective, the proposal delivers a high quality, two-storey development that is appropriately scaled, well-articulated and designed to integrate with the surrounding residential context. The site layout achieves a clear separation of functions, supports safe and legible access arrangements and incorporates landscaping that enhances both the streetscape and on-site amenity.

While variations to certain policy provisions are proposed, including landscaping widths and car parking, these can be justified through a performance based assessment. In particular, the car parking provision is supported by a detailed Transport Impact Statement, demonstrating that actual demand will be lower than policy requirements due to the operational characteristics of the use, short duration parking turnover and the availability of on-street parking and shared trips associated with the adjacent primary school.

Technical matters including traffic, noise, waste management and servicing have been comprehensively assessed, all of which confirm that the development can operate without adverse impacts on the surrounding locality. Appropriate design measures and operational controls further ensure ongoing compliance with relevant standards and policies.

Overall, the proposal achieves a balanced and site responsive outcome that satisfies the intent of the Local Planning Scheme and associated Local Planning Policies. It is therefore considered that the development represents a positive planning outcome and warrants support, subject to reasonable and appropriate conditions of approval.



## **OPERATIONAL PLAN**

**Site: 72 Walter Road East, Eden Hill WA**

Nourished Early Learning provides holistic, play-based early education grounded in wellbeing, nutrition and strong relationships. Aligned with the Early Years Learning Framework and the National Quality Framework, the centre is designed to deliver a safe, nurturing and high-quality learning environment that supports children's development and family partnerships.

This Operational Management Plan outlines how the centre will function on a day-to-day basis, with a focus on traffic management, parking, staffing, noise, waste and overall site operations. The plan supports the Development Application and should be read in conjunction with the Planning Report, Transport Impact Statement, Acoustic Report and Waste Management Plan.

### **1. Development Overview**

Nourished Early Learning is a centre-based long day care service designed to accommodate a maximum of 55 children aged 0–5 years. The development comprises a two-storey purpose-built childcare facility with ground floor activity rooms and first floor staff and administrative areas. The development responds to ongoing demand for high-quality early childhood education within the local catchment.

The internal and external play areas exceed the minimum space requirements prescribed under the Education and Care Services National Regulations 2012 (WA).

- Internal Play Area: 180.12m<sup>2</sup>
- Outdoor Play Area: 388.68m<sup>2</sup>

### **2. Hours of Operation**

- Monday to Friday
- 7:00am – 6:00pm
- Closed weekends and public holidays
- No evening, overnight, or weekend operation proposed.



### 3. Child Numbers & Staffing (NQF Compliant)

| Age Group                  | Children | Ratio | Educators Required |
|----------------------------|----------|-------|--------------------|
| 0–2 years                  | 8        | 1:4   | 2                  |
| 2–3 years                  | 20       | 1:5   | 4                  |
| 3+ years                   | 27       | 1:10  | 3                  |
| Minimum Educators Required | 9        |       |                    |

#### Staffing Structure at Full Capacity:

- 1 Centre Director (Nominated Supervisor)
- 9 Educators (including Early Childhood Teacher)
- 1 Chef (6:45am-12pm)

The Centre Director may count towards regulatory ratios when engaged in direct educational practice.

### 4. Staggered Staff Rosters

| ROLE                       | QUANTITY | START  | FINISH  | NOTES                                                    |
|----------------------------|----------|--------|---------|----------------------------------------------------------|
| CHEF                       | 1        | 6:45am | 12:00pm | Arrives before parent peak, leaves before afternoon peak |
| EDUCATOR (OPENING SHIFT)   | 2        | 6:45am | 3:00pm  | Covers early arrivals                                    |
| EDUCATOR (STANDARD SHIFTS) | 2        | 7:30am | 4:00pm  | Main daytime staffing                                    |
|                            | 3        | 8:30am | 5:00pm  |                                                          |
| EDUCATOR (CLOSING SHIFT)   | 2        | 9:30am | 6:00pm  | Remain for closing                                       |
| CENTRE DIRECTOR            | 1        | 9:30am | 3:30pm  | Administrative & ratio support                           |

Staff arrivals and departures are distributed across the day to minimise peak traffic overlap.

## 5. Outdoor Play & Acoustic Management

Outdoor play is rostered in rotational groups. Maximum children outdoors at any one time: 20–25 children.

Typical outdoor play periods:

- 9:30am – 11:30am
- 2:30pm – 4:00pm

No amplified music, external PA systems, evening or weekend operations are proposed.

## 6. Parking Management

The development provides 8 on-site parking bays, including 1 ACROD bay. While this represents a variation to standard parking requirements, the provision is supported by the Transport Impact Statement and is appropriate given the operational characteristics of the use. Parking is managed through:

- **Staggered drop-off and pick-up times** – Upon enrollment, parents will confirm their child's preferred drop off and pick up time in half an hour blocks (ie. 7am-7:30am, 7:30am-8am, 4:30-5pm, 5-5:30pm etc.). An allocated time slot will be provided to each child on a first in, best dressed basis. The maximum number of students that will be allocated to a time slot is **18 children**.
- **Clear parent communication** – parking expectations will be outlined in enrolment material, parent handbooks and regular communications, including the need to use bays efficiently and avoid extended stays during peak times.
- **Staff parking management** – staff will be allocated three exclusive bays, however when these are full, will be required to park off-site where appropriate, carpool where possible, or use nearby public transport, so that on-site bays remain available for parents and visitors.
- **Allocation of short-stay bays** – visitor bays may be identified as short-stay drop-off/pick-up bays to discourage long-term parking and support regular turnover.
- **Peak period monitoring** – centre management will monitor parking and access arrangements during peak periods, particularly during the initial months of operation, and respond to any issues if they arise.
- **Appointment scheduling outside peak periods** – longer parent meetings, orientation sessions, tours and administrative appointments will be scheduled outside peak drop-off and pick-up times to reduce pressure on

parking bays.

- **Encouragement of active and alternative transport** – families living nearby will be encouraged to walk, cycle or use prams where practical, and secure pram/bicycle parking can be made available on-site.
- **Staff arrival and departure timing** – staff rosters will be managed so that staff arrival and departure times do not directly coincide with the busiest parent drop-off and pick-up periods where practicable.
- **Overflow management** – where nearby lawful on-street or public parking is available, parents can be advised of appropriate overflow parking options, while being reminded not to obstruct driveways, accessways or neighbouring properties.

## 7. Pick Up/Drop Off

To support efficient vehicle turnover during peak drop-off and pick-up periods, the child care centre will implement a managed drop-off and pick-up process. Parents and carers will be encouraged to keep parking durations short, generally limited to the time required to safely escort children to and from the centre. The operator will provide clear communication to families regarding expected parking behaviour, including avoiding extended stays within visitor bays during peak periods.

Staff will monitor parking activity during the morning and afternoon peaks, particularly during the initial operating period, to ensure bays are being used efficiently and that vehicles do not queue or obstruct accessways. Where required, families will be reminded to stagger arrival times, use available bays only for short-term drop-off and pick-up, and avoid remaining on-site longer than necessary. This management approach will assist in maintaining a steady turnover of bays and reducing parking demand at any one time.

## 8. Waste Management

- Dedicated enclosed bin store provided within site boundary.
- Waste streams include general waste, recycling, food waste, and sealed nappy disposal.
- Waste collection scheduled outside peak periods where practicable.
- Collection vehicle: standard rear-lift waste vehicle.
- Waste will be managed in accordance with the approved Waste Management Plan. Staff are responsible for bin presentation and maintaining cleanliness of the storage area.

▪



## 9. Deliveries

- Light commercial vehicles only
- Scheduled between 10:00am – 2:00pm
- No heavy vehicle or articulated truck access required

Delivery timing avoids peak traffic periods and ensures safe site operation.



# Lot 75 (72) Walter Road East, Eden Hill Proposed Childcare Centre Transport Impact Statement

**PREPARED FOR:**  
**Urbanista Town Planning**

**April 2026**

# Document history and status

| Author     | Revision | Approved by | Date approved | Revision type |
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| Waihin Tun | r01a     | B Bordbar   | 8/04/2026     | Final         |
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**Author:** Waihin Tun

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**Client:** Urbanista Town Planning

**Project:** Lot 75 (72) Walter Road East, Eden Hill

**Document revision:** r01a

**Project number:** t26.053

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## APPENDIX A: PROPOSED DEVELOPMENT PLANS

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# 1 Introduction

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This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean.

The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection. It is bounded by Eden Hill Primary School to the north, a convenience store to the immediate east, Walter Road East to the south and Marion Street to the west. Please refer to **Figure 1** for more details.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*.

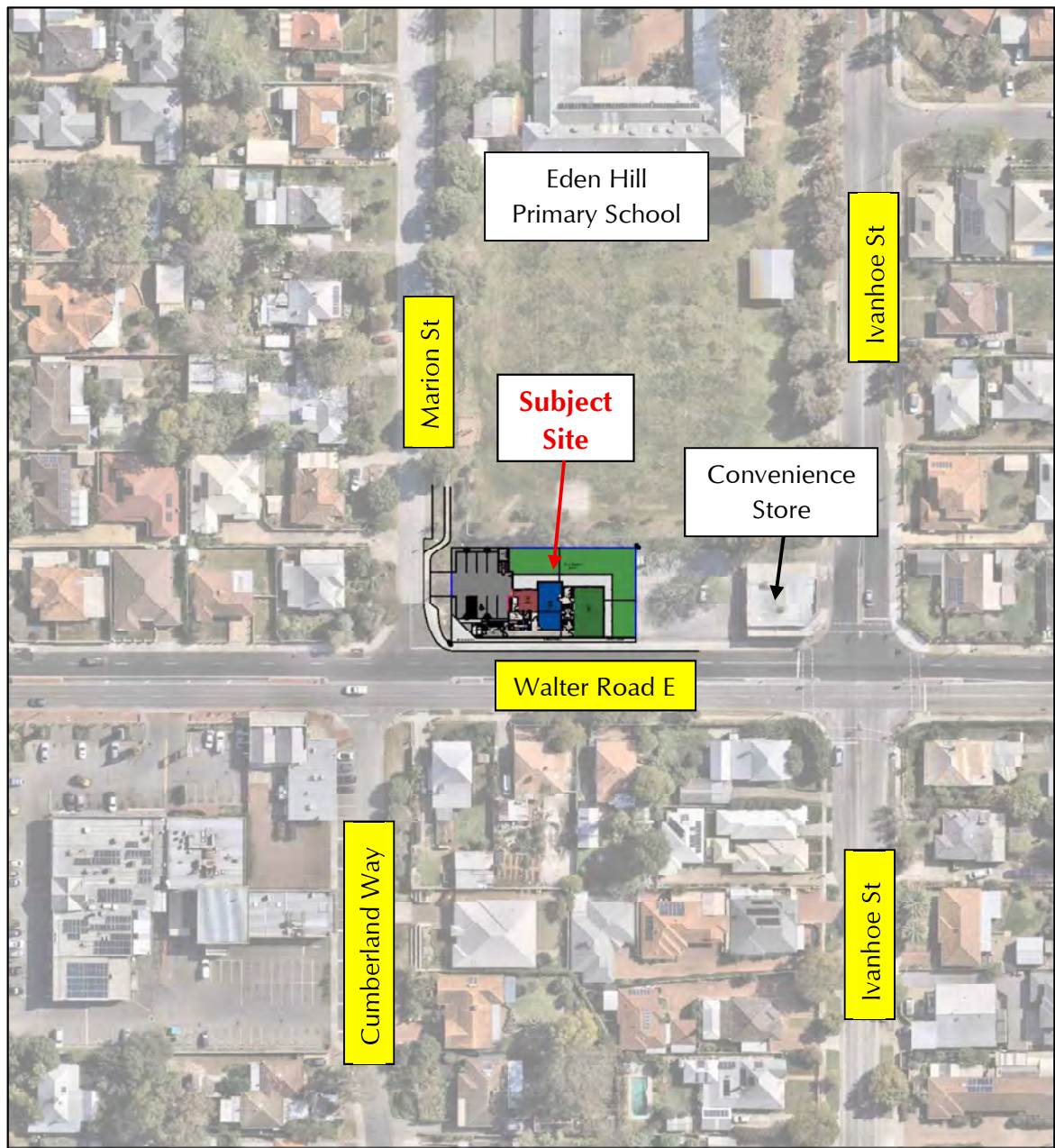
**Section 6.2** of Transcore’s report provides details of the estimated trip generation for the proposed development and assess the potential impact on the adjacent road network. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement (TIS) is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access/ egress movement patterns and parking demand and supply at the subject site.

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<sup>1</sup> Between 10 and 100 vehicular trips per hour





**Figure 1: Location of the subject site**

## 2 Development Proposal

---

Development Application (DA) for the subject site proposes a double-storey childcare centre with an associated carpark. The proposed childcare centre is to accommodate a total of 55 children and approximately 10 staff members including Educators, Chef and Centre Director.

The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay.

The bin storage area is located at the northeast corner of the carpark. It is our understanding that the waste collection by private contractor will be collected on verge. Verge collection can occur when the centre is open but outside of peak operation periods for the centre and the adjacent school. Deliveries will be accommodated on site.

As part of the development proposal, vehicular access to the subject site is proposed via a full movement crossover on Marion Street. Due to the location of the subject site, this is the only realistic option for the crossover location. Pedestrian access to the proposed childcare centre is available via the existing external footpath network on both Walter Road East and Marion Street.

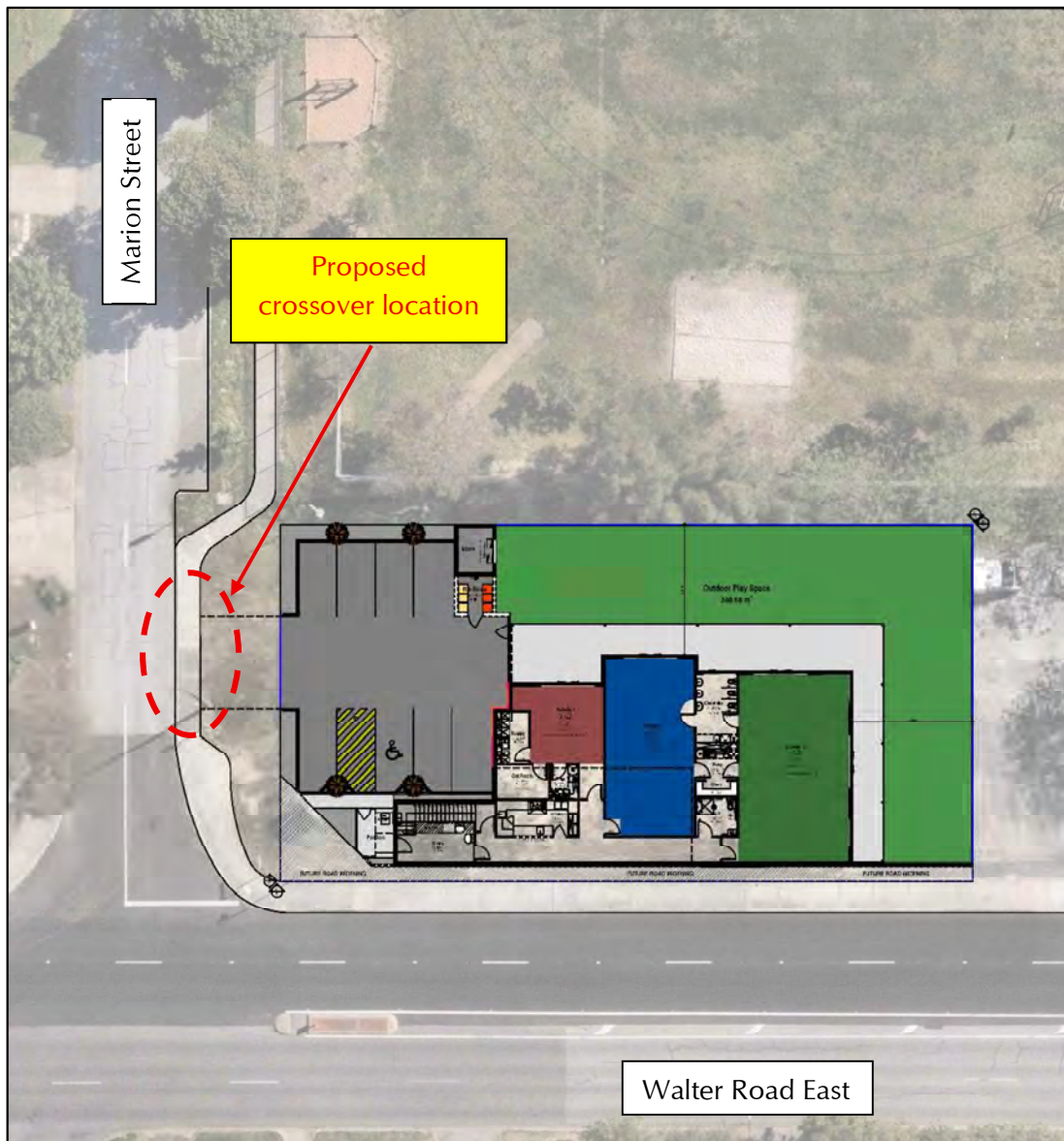
The proposed development plans are attached in [Appendix A](#).

## 3 Vehicle Access and Parking

### 3.1 Access

The subject site is currently unoccupied with no formal vehicular crossovers on adjacent roads. The site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development.

It is measured that the proposed crossover is located approximately 13.0m away from the intersection of Walter Road East and Marion Street, which is equivalent to approximately three (3) vehicles storage length. The location of the proposed crossover on Marion Street is illustrated in **Figure 2**.



**Figure 2: Location of the crossover at the subject site**



## 3.2 Parking

Town of Bassendean's Local Planning Policy No. 8 (Car Parking and End-of-Trip Facilities) document states that *"1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member"* under Child Care Premises.

The proposed childcare centre accommodates a total of 55 children and approximately 10 staff members, and according to the Town's policy, it is calculated that the proposed childcare centre requires provision of 16 bays.

The proposed childcare centre provides a total of eight (8) bays (inclusive of one ACROD bay) which represents a formal parking shortfall of eight (8) parking spaces under the requirement of the Town's policy. Accordingly, the parking supply and demand of the proposed childcare centre with estimated actual parking demand based on trip generation is further discussed in the following section (**Section 3.3**) of the report.

In order to reduce the risk of congestion on-site it is recommended that the parking bays opposite the bin storage area should be marked and used as a turnaround bay during the drop off and pick up periods.

## 3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated critical peak hour traffic generation of the proposed childcare centre, to estimate the actual peak parking demand of the centre.

**Section 6.2** of this report details the anticipated peak hour traffic generation of the proposed childcare centre. It is established that the calculated morning peak hour trip generation of the proposed childcare centre is 27 vehicles in and 21 vehicles out of the carpark (afternoon peak hour is estimated to generate less trips). This represents a potential 27 vehicles using the childcare centre car park during the critical peak hour.

The NSW *"Guide to Traffic Generating Developments"* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates the average drop-off/ pick-up duration is approximately 3 to 5 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed childcare centre is 5 minutes, it is calculated that each parking bay can accommodate a turnover of up to 12 vehicles per hour.

It is therefore established that at least 3 bays ( $27/12 = 2.25$  bays) should be reserved for pick-up and drop-off activities result in actual parking demand of 13 bays (3 bays for drop off/pick up + 10 bays for staff).

It is therefore recommended that four (4) bays should be marked as drop off/pick up bays during these periods, three bays should be marked as staff bays and one (1) bay should be marked as turn around bay. During the periods outside of the drop off pick up bays, one (1) bay should be used as visitor bay and seven bays can be used as staff bays. The parking utilisation pattern should be supported by a Parking Management Plan (PMP).

Further, it also should be noted that:

- Some of the staff of the childcare centre are expected to use public transport or to be dropped off at the centre as the subject site is well served by a number of public transport bus services operating along Ivanhoe Street in the vicinity of the subject site.
- The operator of the childcare centre will also encourage local employees and staff car-pooling and use of other means of transport which will further reduce the parking demand at the subject site.
- The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods (to be articulated in the PMP).

## 4 Provision for Service Vehicles

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The bin storage area is located at the northeast corner of the carpark, and it is our understanding that waste will be collected by a private contractor on verge.

For kerbside/verge waste collection, the centre operators will wheel out the rubbish bins to the designated bin pad location for kerbside collection on the designated collection days. The verge collection should occur outside the centre and adjacent school peak operating times.

On site deliveries are anticipated to occur by small vans outside the centre peak operating periods.



## 5 Hours of Operation

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Based on the information provided to Transcore, hours of operation are noted as follows:

- Monday – Friday: 7:00am to 6:00pm;
- Closed weekends and public holidays;
- No evening, overnight, weekend operation proposed.

# 6 Daily Traffic Volumes and Vehicle Types

---

## 6.1 Existing Trip Generation

The subject site is currently a vacant land, and therefore, the existing traffic at the subject site is zero.

## 6.2 Proposal Trip Generation

In order to establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys undertaken by Transcore at similar centres in the Perth region were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:30AM – 9:30AM and 3:00PM – 5:00PM. From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:30AM – 9:30AM: 1.25 trips per child (57% in / 43% out); and,
- 3:00PM – 5:00PM: 1.10 trips per child (49% in / 51% out).

From this information, the traffic generation rate for the combined period of 7:30AM – 9:30AM and 3:00PM – 5:00PM was calculated as 2.36 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- AM peak hour: 8:00AM – 9:00AM: 0.87 trips per child (57% in/ 43% out); and,
- PM peak hour: 4:00PM – 5:00PM: 0.71 trips per child (47% in/ 53% out).

Comparison of the four-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods, and that full concentration of traffic does not occur in one peak hour. Accordingly, the following number of trips were estimated for the proposed childcare centre, assuming a maximum scenario of 55 children being present (i.e., centre at full capacity):

- AM peak hour: 48 trips generated (27 in / 21 out);
- PM peak hour: 39 trips generated (18 in / 21 out); and,
- Daily traffic generation: 192 trips generated (96 in / 96 out).

Accordingly, it is estimated that the proposed childcare centre development would generate a total of approximately **192** vehicular trips per regular weekday with about **48** trips during a typical weekday AM peak hour and **39** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

## 6.3 Trip Distribution

Based on the general spatial distribution of existing residential developments in the immediate area, permeability of the local road network, the childcare centre's traffic distribution adopted for this analysis is as follows:

- 20% to and from the north of Marion Street;
- 30% to and from the east of Walter Road East; and,
- 50% to and from the west of Walter Road East.

The directional morning and afternoon trip distribution of the development-generated traffic are illustrated in **Figure 3**.



**Figure 3. Estimated traffic movements for the proposed development – AM peak/  
PM peak**



## 6.4 Impact on Surrounding Roads

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

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

As detailed in **Section 6.2**, it is clear that the proposed development at the subject site will not increase traffic flows on any roads of the surrounding road network near the 100vph threshold, and therefore, in accordance with the guidelines it is concluded no further detailed analysis is warranted.

## 7 Traffic Management on Frontage Streets

---

**Walter Road East**, located immediately south of the subject site is constructed as a two-lane divided dual carriageway. Pedestrian footpaths are available on both sides of the road in the vicinity of the subject site. Please refer to **Figure 4** for more details.

Walter Road East, in the vicinity of the subject site is classified as a *Distributor A* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the speed limit of 60km/h.

Traffic count data obtained from Main Roads WA indicates that Walter Road East (east of Beechboro Road) carried 14,884 vehicles per day (vpd) in 2021/22. The morning and afternoon peaks were recorded between 8:00am to 9:00am and 4:00pm to 5:00pm with a total of 1,377vph and 1,300vph respectively.

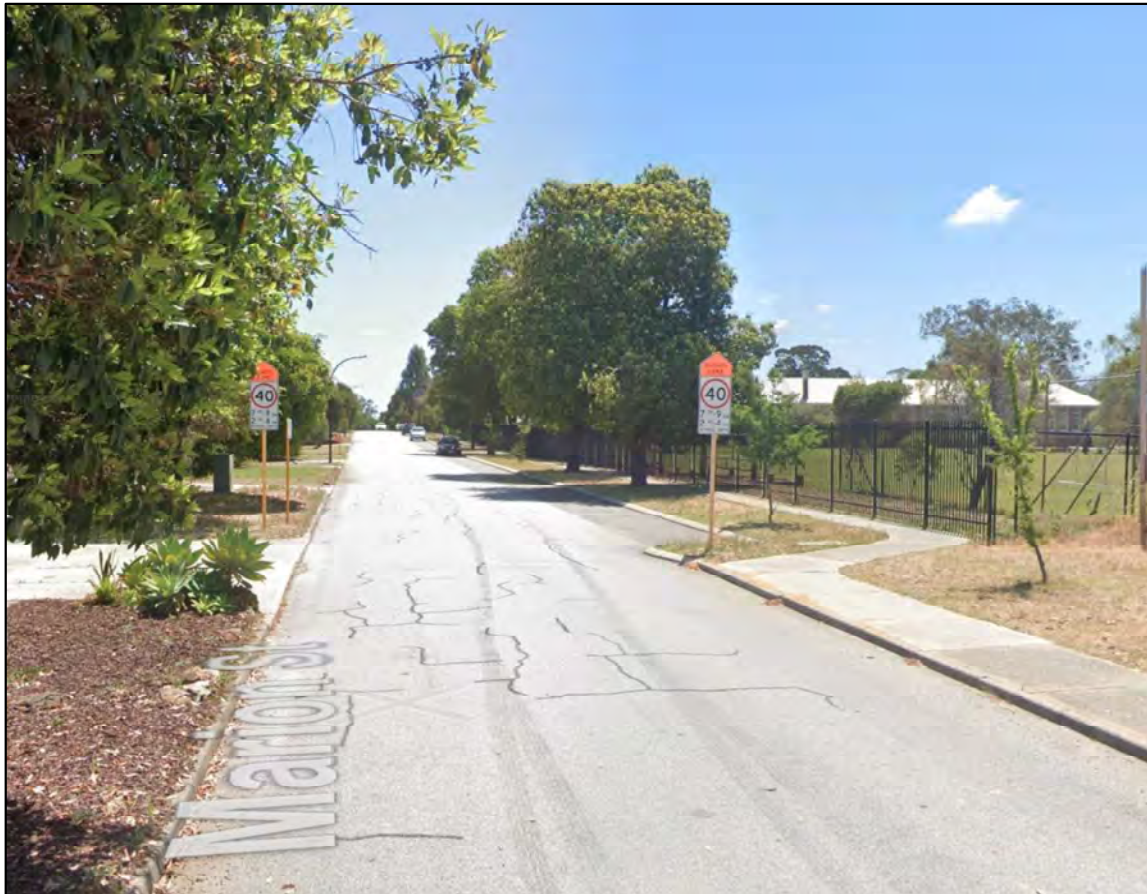


**Figure 4: East bound view along Walter Road East**

**Marion Street**, located west of the subject site is constructed as a single carriageway, two-way undivided road. Pedestrian footpaths are available on both sides of the road. Please refer to **Figure 5** for more details.

Marion Street is classified as an *Access Road* under the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under 40km/h between 7:30am – 9:00am and 2:30pm – 4:00pm on school days and the default 50km/h speed limit outside of school operation periods.

There are no traffic counts available for this road. Marion Street North forms a priority-controlled 'T' intersection with Walter Road East.



**Figure 5. North bound view along Marion Street**



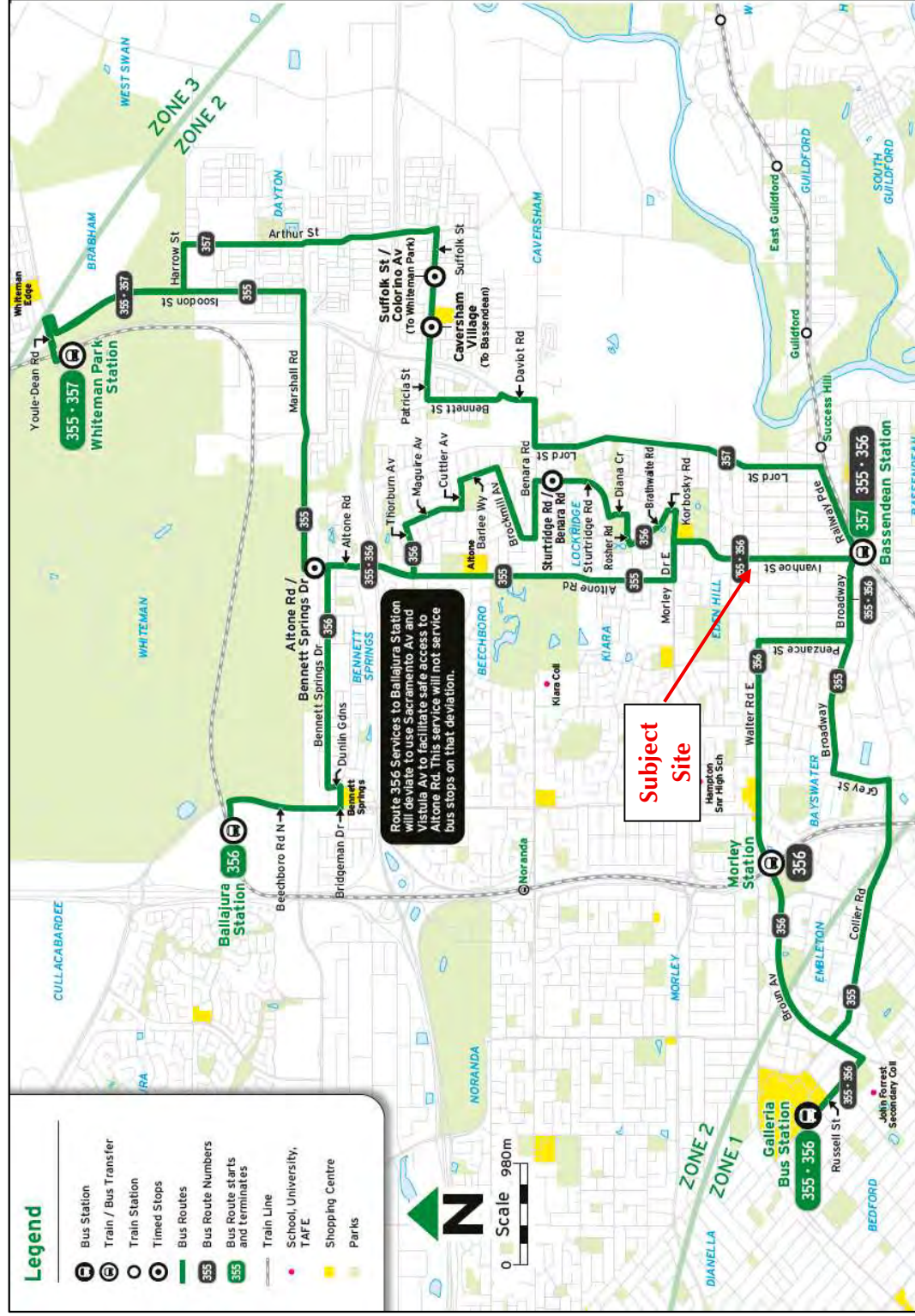
## 8 Public Transport Access

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According to the current Transperth bus network map, although the subject site does not have direct access to the existing bus services, it is well served by a number of bus serves operating along Ivanhoe Street in the vicinity of the subject site.

The closest available bus services are routes 355 and 356 which operate on Ivanhoe Street with the nearest bus stop located approximately 140m walking distance from the subject site. These bus routes provide direct links to Galleria Shopping Centre, Galleria Bus Station, Morley Train Station, Bassendean Train Station, Ballajura Train Station and Whiteman Park Train Station.

The public transport services available to the subject site are illustrated in the relevant Transperth service map (please refer to **Figure 6.**)



## 9 Pedestrian Access

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Pedestrian access to the subject site is available directly from the existing footpath network available on both sides of Walter Road East and Marion Street.

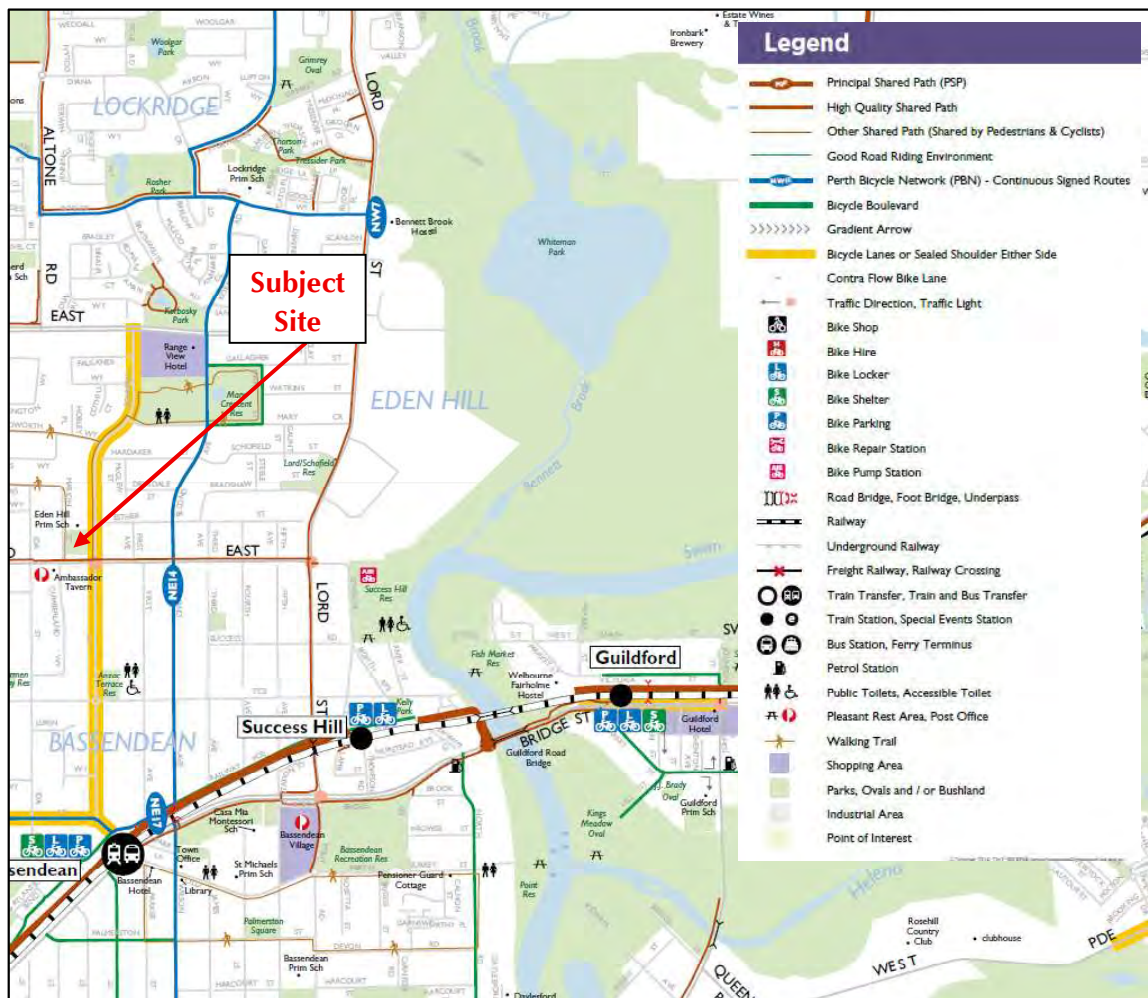
Pedestrian crossing opportunity is available at signalised intersection of Walter Road East and Ivanhoe Street, located approximately 40m east of the subject site.



## 10 Cycle Access

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path within the locality via the “Other Shared Path (Shared by Pedestrians & Cyclists)” on Walter Road East, which further connects to Ivanhoe Street (classified as *Bicycle Lanes or Sealed Shoulder Either Side*), Second Avenue (classified as *Perth Bicycle Network (PBN) – continuous signed routes*), and Lord Street (also classified as *Other Shared Path (Shared by Pedestrians & Cyclists)*) to the east of the subject site.

The existing bike network map in the locality of the subject site is illustrated in **Figure 7**, and it shows the cyclist connectivity in the vicinity of the subject site.



**Figure 7: Existing bike map in the locality (source: Department of Transport)**

## 11 Site Specific Issues

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The subject site is a corner site with frontage on Walter Road East and Marion Street. Due to status and function of Walter Road East, one full movement crossover is proposed on Marion Street to serve the proposed development. The proposed crossover is the only realistic option for a crossover to serve this site and the development.

The proposal entails eight (8) on-site parking bays including one ACROD bay. In order to reduce the risk of congestion on-site, it is recommended that the parking bays opposite the bin storage area should be marked and used as a turnaround bay during the drop off and pick up periods. It is also proposed that four (4) bays should be marked for drop off/pick up activities during these periods.

The operator of the childcare centre will introduce appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The staff scheduling will be articulated in a Parking Management Plan (PMP) which outlines how on-site parking will be managed to address the anticipated parking demand.

## 12 Safety Issues

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No specific safety issues were identified as part of the proposed development.



## 13 Conclusions

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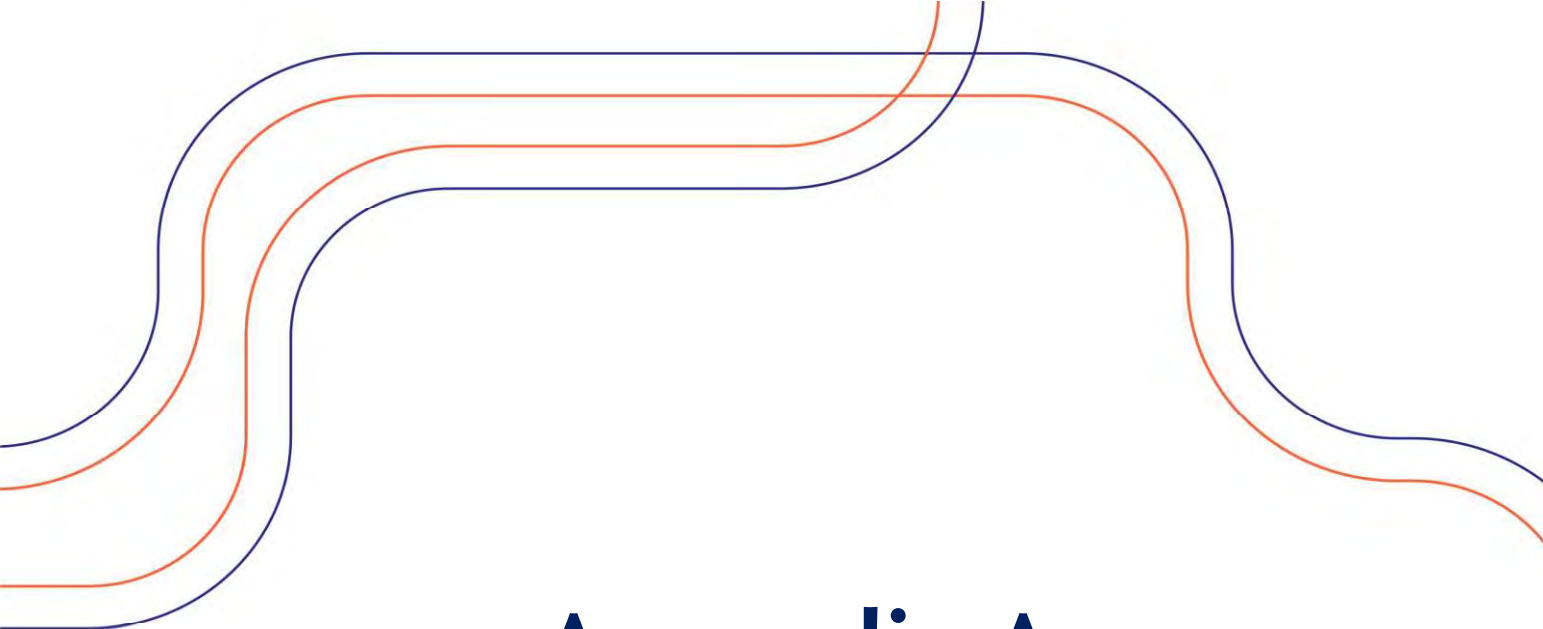
This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Urbanista Town Planning with respect to the proposed childcare centre to be located at Lot 75 (72) Walter Road East, Eden Hill in the Town of Bassendean. The subject site is currently a vacant land with no formal vehicular crossovers on adjacent roads and located at the northeast corner of Walter Road East and Marion Street intersection.

The childcare centre is designed to accommodate up to 55 children and approximately 10 staff members. The proposed development provides a total of eight (8) on-site parking bays, including one ACROD bay. Vehicular access to the subject site is proposed via a full movement crossover on Marion Street.

The bin storage area for the proposed childcare centre is located at the northeast corner of the carpark. The waste is proposed to be collected by private contractor on verge (outside the peak operating times of the centre and the adjacent school).

It is estimated that the proposed development would generate a total of about 192 vehicular trips per regular weekday with about 48 trips during the typical weekday AM peak hour and 39 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

It is recommended that a Parking Management Plan (PMP) should be prepared to articulate appropriate staff scheduling with the aim of reducing the parking demand at the subject site during peak drop off/pick up periods. The Parking Management Plan (PMP) is also to outline how on-site parking will be managed to address the anticipated parking demand.



# Appendix A

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## PROPOSED DEVELOPMENT PLANS



| Room                                                  | Age (Yrs) | Quant | Size                | Staff Req |
|-------------------------------------------------------|-----------|-------|---------------------|-----------|
| Activity 1                                            | 0-3       | 8     | 26.4m <sup>2</sup>  | 2         |
| Activity 2                                            | 2-3       | 20    | 65.24m <sup>2</sup> | 4         |
| Activity 3                                            | 3+        | 27    | 88.30m <sup>2</sup> | 3         |
| <b>Total Internal = 55</b>                            |           |       |                     |           |
| (Min 3.25m <sup>2</sup> per child)                    |           |       |                     |           |
| <b>Total External Play Area = 55</b>                  |           |       |                     |           |
| (Min 3.25m <sup>2</sup> per child)                    |           |       |                     |           |
| <b>Total External Play Area = 388.68m<sup>2</sup></b> |           |       |                     |           |
| (Min 3.25m <sup>2</sup> per child)                    |           |       |                     |           |



| Room         | Area                       | Volume                      | Height      | Notes |
|--------------|----------------------------|-----------------------------|-------------|-------|
| Activity 1   | 26.4m <sup>2</sup>         | 105.6m <sup>3</sup>         | 4.0m        |       |
| Activity 2   | 65.24m <sup>2</sup>        | 260.96m <sup>3</sup>        | 4.0m        |       |
| Activity 3   | 88.30m <sup>2</sup>        | 353.2m <sup>3</sup>         | 4.0m        |       |
| Kitchen      | 15.0m <sup>2</sup>         | 60.0m <sup>3</sup>          | 4.0m        |       |
| Canteen      | 15.0m <sup>2</sup>         | 60.0m <sup>3</sup>          | 4.0m        |       |
| Store        | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| Bin Store    | 5.0m <sup>2</sup>          | 20.0m <sup>3</sup>          | 4.0m        |       |
| Porch        | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| Corridor     | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| WC           | 5.0m <sup>2</sup>          | 20.0m <sup>3</sup>          | 4.0m        |       |
| Staff Room   | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| Office       | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| Entrance     | 10.0m <sup>2</sup>         | 40.0m <sup>3</sup>          | 4.0m        |       |
| Landscaping  | 388.68m <sup>2</sup>       | 1554.72m <sup>3</sup>       | 4.0m        |       |
| <b>Total</b> | <b>615.62m<sup>2</sup></b> | <b>2459.68m<sup>3</sup></b> | <b>4.0m</b> |       |

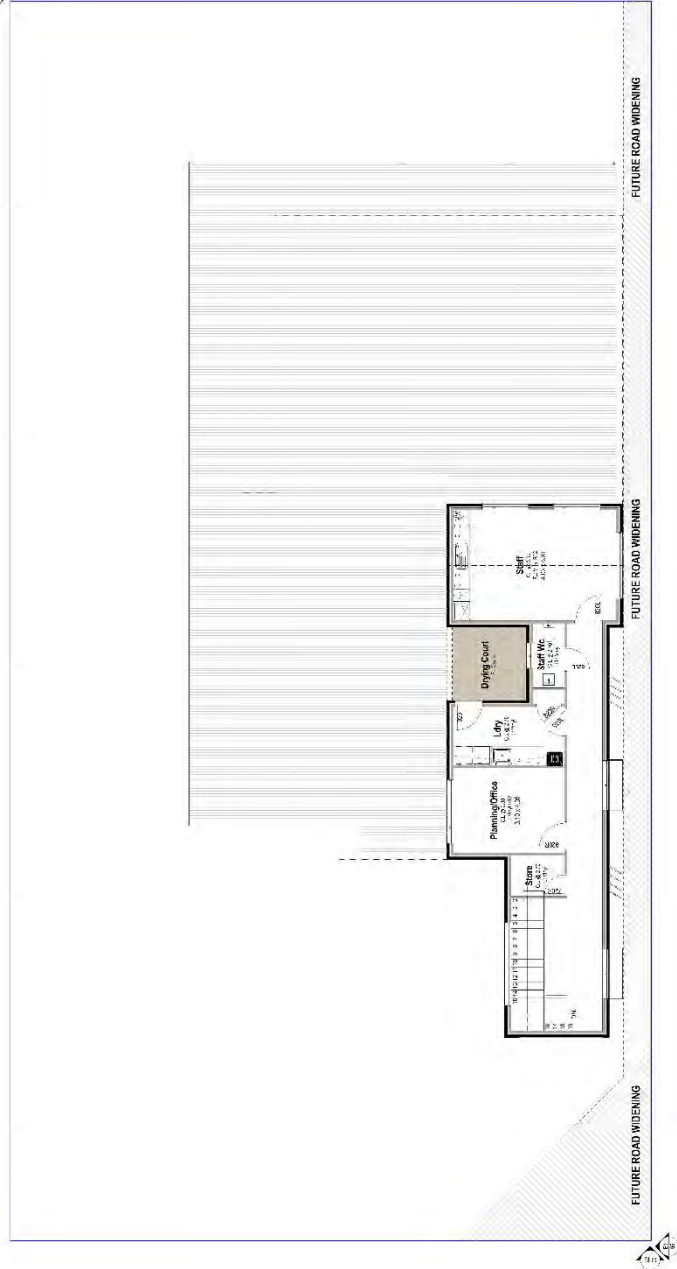


|                 |                                    |
|-----------------|------------------------------------|
| Client          | NAHIA PATILL                       |
| Project Name    | Daycare Center                     |
| Project Address | Lot 73, 4722 Valley Road East CEDX |
| Project No.     | 100                                |
| Project Date    | 2023/01/01                         |
| Project Status  | Ground Floor                       |
| Scale           | 1:100                              |
| Sheet No.       | A2                                 |
| Sheet Count     | 25071                              |
| Sheet Total     | 3.00                               |
| Sheet Name      | 03 of 06                           |



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|          |          |       |         |
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| NAME     | DATE     | TIME  | REMARKS |
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**Guest**  
**Nita PATEL**  
Speaker Name  
Children's Centre  
Speaker Address  
Lot 75 (part) Walker Road East COXEN  
HILL

|              |       |                 |      |
|--------------|-------|-----------------|------|
| Scale:       | 1:100 | Sheet No.:      | A2   |
| Project No.: | 25071 | Revision Number | 3.00 |
| Drawing No.: |       | 04 of 06        |      |

[illegible]



Department of **Planning,  
Lands and Heritage**



Town of Bassendean  
PO Box 87  
Bassendean WA 6934

Your ref: DA2026  
Our ref: 808/02/13/0004P  
Enquiries: Simon Luscombe (Ph: 6551 9307)

12 May 2026

Attention: Vikky Brown

Dear Vikky,

***Re: 10 Walter Road East, Eden Hill***

With reference to your referral dated 7 May 2026, in accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 31 March 2025, the following comments are provided. This proposal seeks approval for a child care centre which will accommodate up to 55 children and 10 staff members.

**Land Requirements**

The subject lot abuts Walter Road East which is classified as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 2 per WAPC Plan Number SP 694/7. The subject site is affected by the ORR reservation. No development of a permanent nature is proposed within the road widening area, which has been acknowledged on submitted plans.

**Transport Impact Statement**

The above supporting report by Transcore (April 2026), states that the development will generate up to 192 vehicular trips per day and 48 AM and 39 PM peak hour trips. Vehicular access will be obtained via Marion Street with no access to Walter Road East. This is in accordance with the Commission's Regional Roads (Vehicular Access) Development Control Policy (D.C. 5.1), which seeks to minimise the number of new crossovers onto regional roads.

**Recommendation**

The Department has no objection to the proposal on ORR planning grounds. WAPC Revised draft Position Statement for Child Care Premises (April 2025) states that 'if a child care premises is proposed abutting a regional road, the play area should not be adjacent to the regional road but should be located behind the premises to provide appropriate separation from vehicle emissions, noise and ensuring children are not in proximity to high volume traffic'. It is recommended that these elements be taken into account when determining the proposal. A portion of the outdoor play space abuts Walter Road East.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6551 9307 or via email ([simon.luscombe@dplh.wa.gov.au](mailto:simon.luscombe@dplh.wa.gov.au)).

Yours sincerely

Simon Luscombe  
Principal Planning Officer  
Strategy and Engagement



MRS map





Government of Western Australia  
Department of Water and Environmental Regulation

Your ref: -  
Our ref: REQ-0003634  
Enquiries: Annalise Towse, Ph 6250 8039  
Email: [annalise.towse@dwer.wa.gov.au](mailto:annalise.towse@dwer.wa.gov.au)

Vikky Brown  
Planning Officer  
Town of Bassendean  
PO Box 87  
BASSENDEAN WA 6934

Via email – [vikky.brown@bassendean.wa.gov.au](mailto:vikky.brown@bassendean.wa.gov.au)

Dear Vikky,

***RE: Application: Proposed Childcare Centre - 72 Walter Road East, Eden Hill.***

Thank you for providing the above referral for the Department of Water and Environmental Regulation (Department) to consider. The Department has identified that the proposed development application has the potential to impact on environment and water values and management. Key issues and recommendations are provided below.

Contaminated sites

Land at Lot 75 on Plan 3469 (the site), as shown on certificate of title volume 1837 folio 500, historically operated as a service station from 1970 to 2002. This is a land use that has the potential to cause contamination, as specified in the guideline 'Assessment and management of contaminated sites' (Department of Water Environmental Regulation, 2021).

In 2004, service station infrastructure was decommissioned. In March 2007, the site was reported to the department as a known contaminated site because of the presence of hydrocarbons in soil and groundwater at the site.

The site was first classified under the Contaminated Sites Act 2003 (CS Act) in July 2007 as contaminated – remediation required due to the presence of hydrocarbons (such as from petrol and diesel) in soil and groundwater at concentrations exceeding published guidelines. In March 2010, the reasons for classification were updated to reflect additional technical information submitted to the department by January 2010.

In August 2021, the site was reclassified under the CS Act as decontaminated on the basis that additional technical information submitted to the department by June 2021 demonstrated that the site had been successfully remediated and is suitable for all land uses. At this time, a road reserve and adjacent residential property (63 Walter Road East), described as affected sites, were classified as remediated for restricted use under the CS Act due to the presence

of hydrocarbons (such as from petrol and diesel) in groundwater that has migrated from the site (Lot 75). Affected sites were considered suitable for their respective land uses subject to implementation of a Site Management Plan (SMP).

No further records have been received by the department for the site or affected sites. The current condition of soil and groundwater is unknown. Review of historical aerial photography indicates that no above-ground buildings or infrastructure appear to have been present onsite since this time, although the site appears to be unfenced and accessible to the public.

The site is proposed for redevelopment as a childcare premise, which will include a gross floor area of 445.73 metres squared across two floors, an outdoor play area of 388.68 metres squared at the rear of the site and supporting facilities including pram parking, bin store, storage areas and associated service areas.

The proposed redevelopment of the site involves a change of land use from a potentially contaminating activity to a childcare premise which is considered a more sensitive land use.

Given the uncertainties associated with the current contamination status of Lot 75, the department cannot comment on the suitability of the site for the proposed development. The department recommends that contamination condition EN9 and advice Ena2, are applied as published in 'Model Subdivision Conditions Schedule' (Department of Planning, Lands and Heritage; WAPC, December 2025).

#### **Condition X**

a) Prior to commencement of development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required.

b) If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the subsequent planning approval and/or building licence to the satisfaction of the Town of Bassendean on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.

Investigations and remediation are to be carried out in compliance with the Contaminated Sites Act 2003 and current Department of Water and Environmental Regulation contaminated sites guidelines. (Department of Water and Environmental Regulation)

#### **Advice**

In relation to Condition [X] and in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a Mandatory Auditor's Report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition [X]. A current list of accredited auditors is available from [www.dwer.wa.gov.au](http://www.dwer.wa.gov.au).

#### **Acid Sulfate Soils**

Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a low to moderate risk of ASS occurring within 3 metres of the natural soil

surface. The department advises that the proposal is unlikely to disturb ASS given that the site is likely underlain by fill material which was imported when former infrastructure was installed and/or decommissioned as part of historical commercial activities on-site. Therefore, the department considers that no ASS management is warranted for this development.

Please note that this advice relates to potential contamination and acid sulfate soil issues only. You may receive additional advice from other areas within the department.

If the proposal is modified in a way that may affect environmental and/or water management matters, the Department should be re-consulted so that the implications can be assessed.

If you would like more information regarding this matter, please contact Annalise Towse on 6250 8039 or [annalise.towse@dwer.wa.gov.au](mailto:annalise.towse@dwer.wa.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Bree Lyons', enclosed in a thin black rectangular border.

**Bree Lyons**  
**Senior Natural Resource Management Officer**  
**Planning Advice**  
**Swan Avon Region**  
10 June 2026





Our Ref: F-AA-90407-3  
Contact: John Coles (9222 2000)

Vikky Brown  
Planning Officer  
Town of Bassendean  
PO Box 87  
BASSENDEAN WA 6934

Via email: [vikky.brown@bassendean.wa.gov.au](mailto:vikky.brown@bassendean.wa.gov.au)

Dear Vikky Brown

### **PROPOSED CHILDCARE CENTRE – 72 WALTER ROAD EAST, EDEN HILL**

Thank you for your email dated 18 May 2026, requesting comment from the Department of Health (the Department) on the above proposal.

As of 18 December 2025, the State Planning Policy 2.9 Water has replaced the Government Sewerage Policy 2019 and other supporting documents. The Department recognises that these changes will impact existing applications, including this proposal.

#### **DoH position**

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- ☐ No objection – no comments or advice to provide.
- ☒ No objection – with comments and/or recommended conditions and advice notes provided below.
- ☐ Do not support – reasons provided below, i.e. additional reports, studies, plans or other information that should be provided to determine public health risk / legislative compliance.

#### **DoH comments**

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##### **1. Water supply and wastewater disposal**

All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011.

Disposal of wastewater generated on site is required to comply with the *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974*.

Furthermore, any non-drinking water (i.e., water that is not intended or suitable for drinking) must be managed to ensure it cannot be confused with or contaminate the drinking water supply. This requires satisfactory labelling of non-drinking water taps and, depending on system configuration suitable backflow prevention arrangements

in accordance with Australian/New Zealand Standards AS3500 – Plumbing and Drainage.

## 2. Industrial / agricultural interface

The site has not been classified as a C-RR<sup>1</sup>, CRU<sup>2</sup>, RRU<sup>3</sup> as recorded on the Department of Water and Environmental Regulation's (DWER) Contaminated Sites database (*Contaminated Sites Act 2003*). However, although this site does not appear on [contaminated sites database](#), it may be subject to other important classifications [not recorded](#) on that database. The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for a rezoning to a more sensitive land use: [Schedule 1 — Forms](#). A guide to contaminated sites available here: [Guideline: Identification, reporting and classification of contaminated sites](#).

## 3. Food safety

Any handling of food intended for sale, or sale of food at this facility will need to comply with the *Food Act 2008*, *Food Regulations 2009* and any relevant standards of the Australia New Zealand Food Standards Code. This includes the requirement to notify or register the food business under the *Food Act 2008* with the appropriate enforcement agency (local government where the business is located) prior to commencing operating.

More information on starting a food business can be found at:

[https://www.health.wa.gov.au/Articles/S\\_T/Starting-a-food-business-in-WA](https://www.health.wa.gov.au/Articles/S_T/Starting-a-food-business-in-WA)

Should you have any queries or require further information, please contact the Department's System Performance Team on 9222 2000 or via [eh.eSubmissions@health.wa.gov.au](mailto:eh.eSubmissions@health.wa.gov.au).

Yours sincerely



Peter Gray

**EXECUTIVE DIRECTOR  
ENVIRONMENTAL HEALTH DIRECTORATE**

15 June 2026

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<sup>1</sup> C-RR - Contaminated– Remediation Required

<sup>2</sup> CRU - Contaminated – Restricted Use

<sup>3</sup> RRU - Remediated for Restricted Use



Department of  
Education

Your ref: DA2026-068  
Our ref: D26/0467283  
Enquiries: Ikmal Ahmad  
Tel: 92644435

Vicky Brown  
Planning Officer  
Town of Bassendean

Email: [vikky.brown@bassendean.wa.gov.au](mailto:vikky.brown@bassendean.wa.gov.au)

Dear Vicky

### **Proposed Childcare Premises – No.72 (lot 75) Walter Road East, Eden Hill**

Thank you for letter dated 25 May 2026 and granting time extension to provide the Department of Education (Department) with the opportunity to comment on the proposed childcare premises.

The subject site is adjacent to Eden Hill Primary School. Consequently, careful planning consideration in line with the Western Australian Planning Commission's *Operational Policy 2.4 – Planning for School Sites* is to be taken into account. Whilst a childcare centre is considered compatible to operate next to a school site, it is imperative that the proposal does not adversely impact student safety or the overall amenity and operations of the school.

The Department notes that the proposal seeks a shortfall of at least seven (7) on-site parking bays. Based on the Development Report, the operation of the childcare centre partially relies on on-street parking along Marion Street and Ivonhoe Street to compensate for this deficit. These bays are already heavily utilised for student drop-off and pick-up during peak school periods. While it is reasonable to assume some operational synergy for parents utilising these bays for children attending both the school and the childcare centre, relying heavily on this shared on-street capacity will impact on the on-street parking availability for children attending the school only.

Section 4 'Staggered Staff Rosters' of the Operational Management Plan (OMP) indicates that at least eight (8) staff to nine (9) staff will be present at any single time during the morning and afternoon school peak periods respectively. However, the subject site provides only eight (8) on-site parking bays in total, one of which is designated as an ACROD bay. Furthermore, the supporting Traffic Impact Statement recommends that four (4) of the remaining bays be reserved exclusively for parent drop-off and pick-up activities. This mathematical reality leaves a maximum of only three (3) on-site bays available for staff use during peak hours. Consequently, the OMP implicitly relies on five (5) to six (6) staff members parking off-site.

The use of the on-street parking bays as an alternative parking arrangement during the school peak periods is likely to result in traffic and carparking conflict with the adjoining school and compromise the safety of students and pedestrians navigating the area. Notwithstanding this, the Department has no in-principle objection to the proposal, subject to the following conditions being recommended:



Prior to the occupation of the Childcare centre,

- The OMP must be revised, submitted and approved, demonstrating that all car parking for the staff members and drop-off and pick-up activities during the school peak periods can be accommodated on-site and managed effectively; and
- a Construction Management Plan (CMP) being prepared and approved to ensure that construction-related emissions such as noise, dust and odour are properly managed. In addition, the CMP is to include how car parking and delivery vehicles associated with construction will be managed.

Should you have any queries on the above, please contact the undersigned on (08) 9264 4435, or by email at [ikmal.ahmad@education.wa.edu.au](mailto:ikmal.ahmad@education.wa.edu.au) .

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Ikmal', followed by a horizontal line and a small dash.

**Ikmal Ahmad**  
**Principal Consultant – Land Planning**

15 June 2026

# Design Review Panel Meeting Minutes

|                               |                                                                                                                                                                                                                                      |                                                                                                                            |                                   |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| <b>Date / Time</b>            | Friday, 15 May 2026, 10:00am                                                                                                                                                                                                         | <b>Location</b>                                                                                                            | Committee Room, City of Bayswater |
| <b>Panel Members</b>          | Kris Mainstone<br>Simon Venturi<br>Brett Wood-Gush<br>Gordana Nestic-Simic                                                                                                                                                           | Chairperson<br>Deputy Chairperson<br>Panel Member<br>Panel Member                                                          |                                   |
| <b>Local Government Staff</b> | Adrian Di Nella<br>Ashleigh Ede<br><br>Patricia Hirst<br>Vikky Brown                                                                                                                                                                 | Statutory Planning and Compliance Manager<br>Senior Statutory Planning Officer<br><br>Planning Officer<br>Planning Officer |                                   |
| <b>Proponent Team</b>         | <b>Item 1:</b> Lot (75) 72 Walter Road, Bassendean<br>Andra Biondi                      Applicant – Urbanista<br>Daniella Mrdja                  Applicant – Urbanista<br>Joe Germano                      Designer – Germano Design |                                                                                                                            |                                   |
|                               | <b>Item 2:</b> Lot 231 (46) Sixth Avenue, Maylands<br>Carlo Famiano                  Applicant – CF Town Planning & Development)<br>Nikita Kraynev                  Designer – NK Designs                                            |                                                                                                                            |                                   |

## Item 1: Lot (75) 72 Walter Road, Bassendean

### DR1 – Design review report and recommendations (Part 1/3)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

|                           |                                                                            |                                                                   |
|---------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------------|
| Local government          | Town of Bassendean                                                         |                                                                   |
| Item no.                  | 1                                                                          |                                                                   |
| Date                      | 15 <sup>th</sup> of May 2026                                               |                                                                   |
| Time                      | 10:00am                                                                    |                                                                   |
| Location                  | City of Bayswater                                                          |                                                                   |
| Panel members             | Kris Mainstone<br>Gordana Nestic-Simic<br>Simon Venturi<br>Brett Wood-Gush | Chairperson<br>Panel Member<br>Deputy Chairperson<br>Panel Member |
| Local government officers | Vikky Brown<br>Patricia Hirst                                              | Planning Officer<br>Planning Officer                              |
| Proponent/s               | Daniella Mrdja<br>Andra Biondi<br>Joe Germano                              | Urbanista Planning<br>Urbanista Planning<br>Germano Design        |

|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Observer/s                              | Adrian Di Nella                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
| Conflicts of Interest                   | None Declared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |     |
| Briefings                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
| Development assessment                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | N/A |
| Technical issues                        | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
| Design review                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
| Proposed development                    | Child Care Premises                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
| Property address                        | Lot 75 (72) Walter Road East, Eden Hill                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |
| Proposal                                | 55 Child Childcare Centre including carpark and play areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |
| Applicant/representative addressing DRP | Daniella Mrdja                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |
| Key issues/recommendations              | <p>The Child Care use in this location is considered a positive addition for the community but further design work is required to the proposed development in order to receive the Panel's support. This includes:</p> <ul style="list-style-type: none"><li>Strengthen the architectural response to the surrounding heritage and local character context, particularly in relation to Eden Hill Primary School.</li><li>Reduce the visual bulk and perceived overdevelopment of the proposal through greater setback variation, improved articulation, increased glazing, and landscape integration.</li><li>Improve pedestrian access and entry functionality around the portico and entry lobby.</li><li>Provide a more detailed and robust parking and traffic management strategy, with specific consideration given to peak childcare drop-off and pick-up periods.</li><li>Enhance landscaping outcomes, including tree retention, additional screening to the car park, using the road widening area for soft planting and reconsideration of some proposed planting selections.</li><li>Further develop the sustainability narrative and initiatives.</li><li>Refine the proportions and architecture of the entry portico to create a more visually balanced aesthetic.</li></ul> |     |
| Chair signature                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |     |

## DR1 – Design review report and recommendations (Part 2/3)

|                                               |                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Design quality evaluation</b>              |                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                               |  | <i>Supported</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                               |  | <i>Pending further attention</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                               |  | <i>Not supported</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                               |  | <i>Yet to be addressed</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Principle 1 -<br><b>Context and character</b> |                                                                                     | <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                               |  | <p>1.1 The context analysis requires a more in-depth review of local built form character and heritage context.</p> <p>1.2 The surrounding built form is rich in character and should further inform the proposed building design. Materials, architectural forms, and typologies should be investigated and incorporated to create a design that is more complementary to its context and character.</p> <p>1.3 An appropriate response to the heritage listed Eden Hill Primary School is a high priority. While the panel does not support faux-heritage design, simple use of relevant materials and forms in within a contemporary context would greatly enhance the proposal.</p> |



|                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      |  | 1.4 Existing character shopfronts on Walter Rd may also be utilised to inform the design. This includes the use of street awnings (such as 71 Walter Road and others).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Principle 2 - Landscape quality</b>               |  | <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                      |  | <p>2.1 Further detail is required regarding the retention of the existing trees along the northern boundary. The panel supports retention, with limited selective thinning to improve outlook and usability.</p> <p>2.2 Some trees are large but most are small. Investigate planting more large trees and, where possible, locate them away from boundaries.</p> <p>2.3 The road widening requirement can be utilised for incorporating landscaping to soften the nil-setback street edge.</p> <p>2.4 The relocation of the Marion St footpath created some benefits but also reduced the opportunity to create additional screening landscaping to the carpark. Consider reviewing the benefits for each option further.</p> <p>2.5 Review the suitability of Lemon and Mulberry trees selections.</p> <p>2.6 Include the carpark area and remainder of the site outside the outdoor play areas on a Landscape Plan.</p>                                                                              |
| <b>Principle 3 - Built form and scale</b>            |  | <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                      |  | <p>3.1 The proposal currently appears as overdeveloped with limited opportunity to create a softer and more generous streetscape.</p> <p>3.3 The Walter Rd East façade has nil setback and lacks relief to soften the massing. Consider introducing setback variations and incorporating a street awning to provide greater visual relief. Increasing glazing would also improve visual permeability creating a more welcoming presentation.</p> <p>3.4 Revising the height, solidity and detailing of the Outdoor Play Space wall could significantly reduce the visual impact of this elevation.</p> <p>3.5 Where possible, integrate items like the store into the building or at least make them part of the built form to overcome them appearing as add-on compounds.</p>                                                                                                                                                                                                                         |
| <b>Principle 4 - Functionality and build quality</b> |  | <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                      |  | <p>4.1 Pedestrian access is currently insufficient to accommodate multiple users comfortably. The overall layout of the portico and entry requires significant design work to improve functionality, accessibility, and generosity of space.</p> <p>4.2 The proponent confirmed no lift is required for NCC compliance.</p> <p>4.3 Consider making the kitchen more open and improving sightlines to the doors of the activity rooms.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Principle 5 - Sustainability</b>                  |  | <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                      |  | <p>5.1 The fundamental passive solar design is well considered and appropriate. Further detail should be added to ensure north verandahs still optimize northern sun. Summer shading to north facing windows should be further developed.</p> <p>5.2 Ensure adequate opportunities for cross ventilation. 5.3 Consider adding a north facing window to the laundry and staff room. This could include larger north-facing balconies for staff and laundry use.</p> <p>5.4 Provide an ESD report with clear commitments. This should include a set of well defined and detailed sustainability initiatives, this may detail PVs, native planting, rainwater harvesting, a heat pump HWS and EV car charging. This should be over and above standard items such as LED lights and water efficient fixtures.</p> <p>5.5 Passive shading devices are included over south-facing windows (for aesthetics); however, a number of large north and east-facing upper-level windows have no passive shading.</p> |

|                                    |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Principle 6 -<br><b>Amenity</b>    |  | <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                    |  | <p>6.1. There is a significant shortfall of parking required under local planning policies. The onus is on the proponent to present an appropriate and well detailed strategy to justify this approach. Particular attention should be given to peak school collection and drop off times as these will likely be the most problematic. Any shortfall of parking needs to be accompanied by the provision of additional cycle parking and appropriate End of Trip facilities.</p> <p>6.2 Review the need for a turning bay should the carpark be full. This should consider sightlines from Marion St.</p> <p>6.3 The design layout is effective in mitigating traffic noise.</p> <p>6.4 Review the choice of a Colorbond fence to the school boundary. This is a missed opportunity to enjoy an outstanding northern aspect and greater interactivity to open space.</p> <p>6.5 The provision of a window to the cot room is supported.</p> |
| Principle 7 -<br><b>Legibility</b> |  | <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    |  | 7.1 The primary pedestrian entry from the street corner is located legibly however it lacks streetscape prominence and a sense of arrival                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Principle 8 - <b>Safety</b>        |  | <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                    |  | <p>8.1 The extent of glazing to Walter Rd East (from the corridor and the playground) can be increased to improve passive surveillance of the street.</p> <p>8.2 The portico entry small size and location may compromise the safety of small children during busy periods.</p> <p>8.3 Review the need for a turning bay should the carpark be full. This should consider sightlines from Marion St. Reversing onto the street is not supported given the proximity to the corner.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Principle 9 -<br><b>Community</b>  |  | <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                    |  | <p>9.1 The provision of a child care facility in this location is supported.</p> <p>9.2 A complementary design response to the Eden Hill Primary School is encouraged to reinforce its community significance and sense of presence within the local centre.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Principle 10<br><b>Aesthetics</b>  |  | <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                    |  | <p>10.1 The Walter Rd East façade lacks relief with many materials within the same vertical plane. Create more setback variation.</p> <p>10.2 The proposed materials are not appropriate to this context.</p> <p>10.3 The use of playful elements such as a circular window is supported.</p> <p>10.4 The proportions of the entry portico are not resolved well. The narrowness of the portico is exacerbated by being two stories. Consider redesigning to create more pleasing proportions this may include wrapping a street awning and cantilevering the top floor over the carpark.</p>                                                                                                                                                                                                                                                                                                                                                |

| <b>DR1 - Design review report and recommendations Part 3/3</b>                    |                                                                                   |            |            |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------|------------|
| <b>Design Review Progress</b>                                                     |                                                                                   |            |            |
|  | Supported                                                                         |            |            |
|  | Pending further attention                                                         |            |            |
|  | Not supported                                                                     |            |            |
|  | Yet to be addressed                                                               |            |            |
|                                                                                   | <b>DR1 (15/05/2026)</b>                                                           | <b>DR2</b> | <b>DR3</b> |
| Principle 1 - <b>Context and character</b>                                        |  |            |            |
| Principle 2 - <b>Landscape quality</b>                                            |  |            |            |
| Principle 3 - <b>Built form and scale</b>                                         |  |            |            |
| Principle 4 - <b>Functionality and build quality</b>                              |  |            |            |
| Principle 5 - <b>Sustainability</b>                                               |                                                                                   |            |            |
| Principle 6 - <b>Amenity</b>                                                      |  |            |            |
| Principle 7 - <b>Legibility</b>                                                   |  |            |            |
| Principle 8 - <b>Safety</b>                                                       |  |            |            |
| Principle 9 - <b>Community</b>                                                    |  |            |            |
| Principle 10 - <b>Aesthetics</b>                                                  |  |            |            |



## DR2 – Design review report and recommendations (Part 1/3)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Local government                        | City of Bassendean                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                      |
| Item no.                                | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                      |
| Date                                    | 17 <sup>th</sup> of July 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                      |
| Time                                    | 10:00am                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                      |
| Location                                | City of Bayswater                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                      |
| Panel members                           | Kris Mainstone<br>Gordana Nestic-Simic<br>Simon Venturi<br>Brett Wood-Gush                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Chair                                |
| Local government officers               | Vikky Brown<br>Trisha                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Planning Officer<br>Planning Officer |
| Proponent/s                             | Andra Biondi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Urbanista Planning                   |
| Observer/s                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
| Conflicts of Interest                   | None Declared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                      |
| <b>Briefings</b>                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
| Development assessment                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A                                  |
| Technical issues                        | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| <b>Design review</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
| Proposed development                    | Child Care Premises                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                      |
| Property address                        | Lot 75 (72) Walter Road East, Eden Hill                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                      |
| Background                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
| Proposal                                | 55 Child Childcare Centre including carpark and play areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                      |
| Applicant/representative addressing DRP | Andra Biondi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                      |
| Key issues/recommendations              | <p>The proposal has improved having taken some positive steps forward. Further work is required, this includes the following key items:</p> <ul style="list-style-type: none"> <li>• Improve pedestrian access and entry functionality around the portico and entry lobby.</li> <li>• Provide detail of the Landscaping proposal</li> <li>• Further develop the sustainability narrative and initiatives.</li> <li>• Further refine aesthetics, particular attention should be given to the entry portico to create a more visually balanced aesthetic.</li> </ul> |                                      |
| Chair signature                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                      |

## DR1 – Design review report and recommendations (Part 2/3)

### Design quality evaluation

|                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      |  | Supported                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                      |  | Pending further attention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                      |  | Not supported                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                      |  | Yet to be addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Principle 1 - Context and character</b>           |  | <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                      |  | 1.1 The proponent has provided some simple context analysis and responded with the incorporation of more complimentary materials and the addition of a street awning however a stronger relationship to surrounding local built form character could be integrated into the proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Principle 2 - Landscape quality</b>               |  | <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                      |  | 2.1 Further detail is required regarding the retention of the existing trees along the northern boundary. The panel supports retention, with limited selective thinning to improve outlook and usability. An updated survey is required for further comment.<br>2.3 The provision of landscaping to Walter Rd has helped soften the nil-setback street edge. Provide greater detail of planting proposed.<br>2.6 Provide a Landscape Plan with detail of all planting on the site including the play area design                                                                                                                                                                                                                                                       |
| <b>Principle 3 - Built form and scale</b>            |  | <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                      |  | 3.1 The proposed entry fencing and gates still do not present as generous and contribute to the perception of the project being overly developed.<br>3.3 The addition of an awning on the Walter Rd East façade has improved relief and softens the massing. The increased glazing has also improved visual permeability creating a more welcoming presentation however the awning does not extend over the footpath generating it's primary purpose as a community benefit.<br>3.4 The adjusted design of the Outdoor Play Space wall has improved the visual impact of the Walter Rd elevation.<br>3.5 Where possible, integrate items like the store into the building or at least make them part of the built form to overcome them appearing as add-on compounds. |
| <b>Principle 4 - Functionality and build quality</b> |  | <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                      |  | 4.1 Pedestrian access has improved but still presents as constrained. The overall layout of the portico and entry requires further design work to improve functionality, accessibility, and generosity of space.<br>4.2 Design of Walter Rd fencing has improved the streetscape, however, ensure the new configuration still achieves functional requirements such as acoustics.<br>The service area projecting into the verandah interrupts flow along the verandah and complicates the roof form. Consider a simpler plan and roof form.                                                                                                                                                                                                                            |
| <b>Principle 5 - Sustainability</b>                  |  | <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                      |  | 5.2 The addition of a window to the laundry has improved cross ventilation.<br>5.4 The commitment to a 20kW PV system is excellent, however, the overall ESD summary lacks other clear commitments over and above standard requirements. Provide additional clear ESD commitments. As previously noted, this should include a set of well-defined and detailed sustainability initiatives, this may detail an all-electric development, native planting, rainwater harvesting, a heat pump HWS and EV car charging. This should be over and above standard items such as LED lights and water efficient fixtures.<br>5.5 Passive shading devices are still not included over a number of large north and east-facing upper-level windows.                              |
| <b>Principle 6 - Amenity</b>                         |  | <i>Good design optimises internal and external amenity for occupants, visitors and neighbours,</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                                    |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    |  | <i>providing environments that are comfortable, productive and healthy.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                    |  | <p>6.1. The shortfall of parking remains an issue and needs to be resolved to the satisfaction of the Town's planners</p> <p>6.4 The Northern Colorbond fencing choice has not been addressed. This is a missed opportunity to enjoy an outstanding northern aspect and greater interactivity to open space.</p> <p>6.5 Consider increasing the size of the awnings to improve functionality. Particular consideration should be given to weather protection at the entry as well as ensuring the awning on the Walter Road East elevation extends over the footpath.</p>                                                                                                                                                                                                                                                                                                                                                                               |
| Principle 7 -<br><b>Legibility</b> |  | <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                    |  | <p>7.1 The primary pedestrian entry from the street corner is located legibly however it lacks streetscape prominence and a sense of arrival.</p> <p>It is noted that moving the upper-level staff rooms, etc., to the corner could create a stronger corner and enable the disabled bay and pedestrian access to be protected in and under the car park.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Principle 8 - <b>Safety</b>        |  | <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    |  | <p>8.1 The increased glazing to Walter Rd East has improved passive surveillance of the street.</p> <p>8.3 Further detail regarding carpark sightlines have been provided. The turning bay strategy requires further consideration. Reversing onto the street is not supported given the proximity to the corner.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Principle 9 -<br><b>Community</b>  |  | <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                    |  | <p>9.1 The provision of a child care facility in this location is supported.</p> <p>9.2 A complementary design response to the Eden Hill Primary School is encouraged to reinforce its community significance and sense of presence within the local centre.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Principle 10<br><b>Aesthetics</b>  |  | <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    |  | <p>10.1 The Walter Rd East façade has improved with the addition of an awning, increased glazing and more contextual materials. The aesthetics require further design work to present as a resolved cohesive outcome. This may include creating more contrast with the weatherboard colours.</p> <p>10.2 The playful circular window design is supported generally for this use. Consider reviewing the one large circular window form within the weatherboard element. Restricting the circular windows to the ground level face brick walls may appear more balanced and cohesive.</p> <p>10.4 The proportions of the entry portico are still not resolved well. The addition of the awning has improved the proportions however it appears too undersized to be functional. Consider improving the quality of the entry fencing type, design it to be more integrated with the main building and extend the depth of the canopy over this space.</p> |



## DR2 - Design review report and recommendations Part 3/3

### Design Review Progress

|                                                                                   |                                                                                   |                                                                                    |     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----|
|  | Supported                                                                         |                                                                                    |     |
|  | Pending further attention                                                         |                                                                                    |     |
|  | Not supported                                                                     |                                                                                    |     |
|  | Yet to be addressed                                                               |                                                                                    |     |
|                                                                                   | DR1 (15/05/2026)                                                                  | DR2 (17/07/2026)                                                                   | DR3 |
| Principle 1 - Context and character                                               |  |  |     |
| Principle 2 - Landscape quality                                                   |  |  |     |
| Principle 3 - Built form and scale                                                |  |  |     |
| Principle 4 - Functionality and build quality                                     |  |  |     |
| Principle 5 - Sustainability                                                      |  |  |     |
| Principle 6 - Amenity                                                             |  |  |     |
| Principle 7 - Legibility                                                          |  |  |     |
| Principle 8 - Safety                                                              |  |  |     |
| Principle 9 - Community                                                           |  |  |     |
| Principle 10 - Aesthetics                                                         |  |  |     |

## Attachment 6 – Full Planning Assessment Table

### Parking

| Provision                                                                                                                                                             | Requirement | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Local Planning Policy No. 7 – Commercial and Mixed-Use Development</i>                                                                                             |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p><b>4. Access, Car Parking and End-of-Trip Facilities</b></p> <p>(c) Manoeuvring areas shall be exclusive of car parking bays and the interior of the building.</p> |             | <p>On-site manoeuvring will be within the carpark. A separate area for service vehicles is not proposed.</p> <p><u>Amendment No.1:</u><br/>Parking bay dimensions have been amended – Bay 4 has been widened to 3m. Swept paths have been provided for a standard vehicle entering and exiting parking Bay 4: Entry requires a 2-point turn. Exit requires at 3-point turn and for the vehicle to overhang into the adjacent bay.</p> <p><u>Amendment No.2:</u><br/>Two bays have been added within the Marion Street verge. Swept paths have been provided demonstrating manoeuvring.</p> | <p>Given the land use of the site, the Town considers this appropriate, however, wants to see demonstration of suitable turning circles and manoeuvring.</p> <p><u>Amendment No.1:</u><br/>Swept paths have been provided for a standard vehicle entering and exiting parking Bay 4. This requires multiple turns but can be considered.</p> <p><u>Amendment No.2:</u><br/>The Town has concerns with this proposal.</p> <p>The swept paths show that in two scenarios (SK11 + SK14), turning results in lane 'non-compliance' in Marion Road, in proximity to the intersection with Walter Road East. This is an illegal move within the road way. It is also unclear if suitable sightlines will be provided to the north along Marion Street, noting the existing on-street bays are likely to restrict this as well.</p> <p>The proposed bays will also impact upon the provision of soft landscaping in accordance with Town verge policy.</p> |

|                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The footpath, as shown, is not compliant being less than the 1.5m minimum width required by the Town's Path Policy.</p> <p>Being in close proximity to a primary school, it is expected that small children will frequently use the footpath adjacent to the subject site. The Town has concerns about the impact the proposed bays will have on pedestrian safety. The resulting loss of visibility when cars are parked in these bays will mean small children cannot be seen by other car drivers. There is also the risk of hazards associated with car doors opening in proximity to the footpath.</p> <p>In consideration of the above, the Town would prefer an alternative option is investigated.</p> |
| <p>(d) The development is to incorporate clear pedestrian paths that are separate to areas for vehicle access and car parking.</p> | <p>Pedestrian paths are proposed from the public footpath to the entry of the building, however, no pedestrian path is provided within the carpark.</p> <p><u>Amended Plans:</u><br/>The portico has been increased in size, a landing has been provided to the ramp, and a ramped kerb provided to the car park.</p> <p>The footpath within the Marion Street verge is proposed to be realigned such that it no longer deviates away from the property boundary.</p> | <p>The footpath provided does not connect to carpark well. It will require parents to park, walk through the carpark, onto Marion Street and then up the ramp to the entrance. There is scope for the connectivity and legibility of access to be improved with a more direct link between entrance and parking.</p> <p><u>Amended Plans:</u><br/>A direct connection is now provided between parking spaces and the entrance, and parents will not have to go around the outside. The connection and legibility between the carpark and building entrance is significantly improved and is considered acceptable.</p>                                                                                            |



## Town of Bassendean Local Planning Policy No. 8 – Parking and End of Trip Facilities

6.1.1 Car parking is to be provided in accordance with Table 1.

Where a development contains a variety of uses, car parking shall be calculated on an individual-use basis.

*1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member.*

### Required:

Proposal for 55 children. 11\*\* staff members.  
5.5 à 6 bays + 11 = 17 bays required.

### Proposed:

8 bays (7 + 1 ACROD). **Shortfall of 9 bays.**

\*\*It is noted that the reports make reference to 10 staff, however, when calculated based on the Operational Management Plan (OMP), there could be a maximum of 11 staff on site:

3. Child Numbers & Staffing (NQF Compliant)

| Age Group                  | Children | Ratio | Educators Required |
|----------------------------|----------|-------|--------------------|
| 0-2 years                  | 9        | 1:4   | 2                  |
| 3-5 years                  | 20       | 1:5   | 4                  |
| 6+ years                   | 27       | 1:10  | 3                  |
| Minimum Educators Required | 8        |       |                    |

Staffing Structure in Full Capacity:

- 1 Centre Director (Nominated Supervisor)
- 3 Educators (including Early Childhood Teacher)
- 1 Chef (16:00-12:00)

The Centre Director may report towards regulatory ratios when engaged in direct educational practice.

### Amendment No.1

The number of proposed bays is unchanged. The shortfall of 9 bays remains.

The updated OMP now references 11 staff in the staggered shift times:

### Amendment No.2

Two parking bays are proposed within the Marion Street verge, to be dedicated for staff parking. Staffing numbers have been amended with a maximum of 12 staff onsite.

Requirement – 18 bays.

Proposed – 8 bays (including 1 ACROD) + 2 bays within verge. 10 total.

The number of staff is not accurately reported. The shortfall is significant and as a result, the Town is of the view that the application does not satisfy the requirements of the policy and is not capable of support.

### Amendment No.1:

The Town's concerns about the shortfall of parking remain.

### Amendment No.2:

Whilst updated staffing numbers and staggered roster is acknowledged and accepted, as above the additional bays within the verge are not considered suitable by the Town.

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Shortfall of 8 bays.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>6.1.2 The car parking requirements applicable under Table 1 may be varied, having regard to:</p> <p>(a) The nature of the proposed development;</p> <p>(b) The number of employees likely to be employed on site;</p> <p>(c) The anticipated demand for parking; and</p> <p>(d) The orderly and proper planning of the locality.</p> <p>Variations will only be supported where it will not adversely affect access arrangements, the safety of pedestrians or persons in vehicles, open bay, street trees or service infrastructure and the number of car parking bays to be provided will be adequate for the demands of the development, having regard to the likely use of the car parking bays, the availability of off-site parking facilities and the likely use of alternative means of transport.</p> | <p>A <u>Traffic Impact Statement</u> was provided with the application.</p> <p>The TIS provides analysis on the expected demand for parking:</p> <ul style="list-style-type: none"> <li>• Actual demand is 13 bays (3 bays for PU and DO + 10 staff).</li> <li>• The bay opposite the bin store should be marked as a turn-around bay to avoid congestion.</li> <li>• During peak periods, 4 bays should be DO/PU and 3 bays should be marked for staff. 1 bay opposite the bin store should be marked as a turn-around bay to avoid congestion.</li> <li>• Outside of peak hours, 1 bay should be a visitor bay and 7 bays can be used as staff bays.</li> <li>• Assuming maximum capacity being present (55 kids) daily traffic generation is 192 trips.</li> <li>• Recommends a Parking Management Plan is prepared.</li> </ul> <p>The applicant has also noted that the co-location of the site adjacent to the Eden Hill Primary School allows for existing on-street parking to be used by parents who will visit both facilities.</p> <p>A formal Parking Management Plan has not been provided.</p> | <p>The proposal is not compliant with its own technical documentation (TIS) which sets out a demand of 13 bays.</p> <p>The Town is not supportive of additional parking load being added to Marion Street. Issues/complaints have already been raised by residents with congestion being an issue and the Towns rangers being called on a number of occasions. School parents are regularly emailed by the school to remind them not to park on the western side of the street.</p> <p>It is noted that the staggered start times still result in all 10 staff being onsite by 9:30am which aligns with peak hour. Even with staggering, the likely demand for (staff) parking still exceeds the provision.</p> <p>It is not reasonable or appropriate to expect staff to monitor the carpark and direct vehicle movements. They will be at minimum staff to children ratios and leaving a childcare room to attend to parking is unrealistic. It is not an appropriate traffic management technique.</p> <p>The Town is of the view that the proposal doesn't yet meet the criteria for allowing a variation to parking provision</p> |

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|  | <p>An Operational Management Plan was provided and outlines the following details for parking management:</p> <ul style="list-style-type: none"> <li>• Staggered staff shift times resulting in; <ul style="list-style-type: none"> <li>○ 3 staff on site at 6:45am.</li> <li>○ 7 staff onsite at 7:30am, and</li> <li>○ All 10 staff onsite by 9:30am.</li> </ul> </li> <li>• Peak drop-off 7am – 9am.</li> <li>• Peak pick-up 3:30pm – 6pm.</li> <li>• Staff will park off-site during peak periods to reduce demand.</li> <li>• Staff will monitor parking bay availability and manage vehicle movements as required.</li> <li>• Signage installed “drop-off pick up only 3–5-minute limit”.</li> </ul> <p><b><u>Amendment No.1</u></b><br/> <u>Amended OMP:</u></p> <ul style="list-style-type: none"> <li>• Proposes increased staggering of shift start times.</li> <li>• Proposes staggered drop-off and pick-up times for parents. These are to be in half-hour increments. Parents will nominate their preferred time window. A maximum of 18 children will be allocated to each time period.</li> <li>• Staff will be allocated 3 exclusive bays onsite. When these are full, staff will park off-site, carpool or use public transport.</li> <li>• Centre management will monitor parking and access (particularly during first few months).</li> </ul> <p><u>Amended TIS:</u></p> <ul style="list-style-type: none"> <li>• Still incorrectly references 10 staff.</li> </ul> | <p><b><u>Amendment No.1</u></b><br/> The Town was not satisfied by the changes and justification provided.</p> <p>The number of staff onsite will still exceed the number of bays provided. Furthermore, it is still less than the actual demand identified in the TIS.</p> <p>The OMP and TIS contradict each other: the OMP says that 3 bays will be allocated to staff, whilst the TIS says that 3 bays should be allocated to p/u and d/o and 7 bays should be allocated to staff (noting actual demand for 10 bays).</p> <p>In particular, the peak morning period for the school will coincide with 8 staff being at the centre which would likely mean up to 5 staff</p> |
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|  | <ul style="list-style-type: none"> <li>References staggered arrival of staff and notes that “7 of the 10 staff will begin their shifts before 9:00am. Therefore, it results in an actual parking demand of 10 bays (3 bays for drop-off and pick-up, plus 7 bays for staff) before 9am.</li> <li>Recommends that 3 bays are marked as d/o and p/u bays during peak periods, with 5 bays marked for staff.</li> <li>Outside of peak periods, 1 bay should be used for visitor parking and 7 bays for staff.</li> <li>Notes that the proposed crossover has a sufficient length to enable queuing whilst vehicles wait for a space to become available during peak periods.</li> <li>Parking usage should be supported by a Parking Management Plan.</li> </ul> <p><u>Applicant Justification</u></p> <ul style="list-style-type: none"> <li>Marion Street has 21 on-street bays. These tend to be occupied from 8:15am-8:45am and 2:55am - 3:25pm.</li> <li>Updated information to reference 11 staff members.</li> <li>The landowner is seeking an agreement with the adjoining property at 68 Walter Road East to enable staff to park on that property.</li> </ul> <p>The applicant also provided information relating to the operation of Eden Hill Primary School, to better identify any conflict between this and the proposed childcare centre. They outlined the following:</p> <ul style="list-style-type: none"> <li>The schools main drop-off area is on Ivanhoe Street, not Marion Street.</li> </ul> | <p>being parked on Marion Street (assuming only 3 bays onsite are dedicated to staff parking). The director will not be onsite to provide monitoring of parking during peak times because their shift starts after this time.</p> <p>The Town does not support the suggestion that staff will move cars during the day. The staffing ratio proposed will not accommodate this. It is further noted that the staffing ratio does not appear to allow for lunch breaks and other eventualities. This needs to be reviewed.</p> <p>Overall, the ratios for staffing and parking, and the proposed management methodology do not ‘add-up’ from the Towns perspective. Providing minimum staffing ratios <u>and</u> minimum parking provision does not work. The proposal seems to be ill-informed and needs input from an experienced childcare operator.</p> <p>The Town does not agree with the additional justification provided by the applicant regarding the operation of Eden Hill primary school. Whilst it is true that the main school entrance is on Ivanhoe Street, this does not negate the use of Marion Street. The Town’s rangers report significant congestion and regular complaints about this road during school times. The school itself has also noted issues in this regard. The use of the on-street parking bays will cause conflict and additional congestion.</p> |
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|  | <ul style="list-style-type: none"> <li>• This is a local intake school so majority of students live in the local area. It is expected that a proportion of students will walk or cycle.</li> <li>• Schools first siren is at 8:50am. Children are not to arrive before 8:20am. Activity period of 30 minutes.</li> <li>• School finishes at 3:05pm.</li> </ul> <p>It is also noted that the crossover is wide enough for a vehicle to queue here whilst waiting for a parking bay to become available.</p> <p>The applicant notes that the WA Planning Manual parking rate identifies a minimum requirement of 8.25 bays and argues that the proposal is consistent with this.</p> <p><b><u>Amendment No.2</u></b><br/> <u>Amended plans:</u><br/> Two parking bays are proposed within the Marion Street verge, to be dedicated for staff parking.</p> <p><b><u>Amended OMP</u></b><br/> The OMP has been further updated with revised staffing numbers and ratio provision. Additional part-time staff are now included to provide cover for lunch breaks and other scenarios. Additional casual staffing is also proposed for days when the centre is at full capacity.</p> <p>The applicant has also provided written explanation of bay allocation, with the 4 northern bays (and 2 verge bays) being allocated to staff parking, and the southern bays being allocated to p/u and d/o.</p> | <p>If adjoining 68 Walter Road is to be used for parking, the Town will require a written legal agreement to be in place.</p> <p>The Town acknowledges the planning manual rate but notes that the applicant has quoted only the minimum requirement and that the manual provides a suitable range with a maximum allowance also. The Town would consider variation to the LPP8 requirement in accordance with the Planning Manual, subject to it being satisfied that the actual parking demand is met.</p> <p><b><u>Amendment No.2</u></b><br/> The amended staffing ratios are now considered to be realistic and practical, and are considered a sound basis for assessing parking provision.</p> <p>As discussed above, the Town is not satisfied that the two new bays proposed within the verge are appropriate. They present increased risk of traffic and pedestrian hazards.</p> <p>A more appropriate outcome would be for on-street parking at Cumberland Way to be used by staff. These bays have low demand during the child care centres proposed hours. Using</p> |
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|                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | these bays in lieu of the proposed new bays, or on-street bays on Marion Street will ensure adequate parking is provided, without adding pressure to an already congested location.                                       |
| 6.2.1 The design of car parking facilities is to be in accordance with AS 2890.1-1993 - Parking Facilities - Off-street Car Parking and AS 2890.5-1993 - Parking facilities - On-street parking. | <p>Northern bays are 2.5m wide, 4.6m long. Non-compliant.<br/>Southern bays are 2.5m wide and 5.5m long.</p> <p><u>Amended plans:</u><br/>The parking bays have been adjusted to have a minimum length of 4.8m.<br/>The width of the bays have also been adjusted to enable Bay 4 to be used for parking, rather than turning space as outlined in the original TIS.<br/>The landscaping abutting the parking spaces is proposed to be low level and will allow for up to 0.6m of overhang, enabling vehicles to be suitably contained within the bays.</p> | <p>Minimum length under AS2890 is 5.4m. The northern bays don't meet this requirement.</p> <p><u>Amended Plans:</u><br/>The Town acknowledges the changes made and is of the view the arrangement is now appropriate.</p> |

### Vehicle Access

| Provision                                                                                      | Requirement | Proposal                                                                                                                | Assessment                                                                                                                |
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| <i>Local Planning Policy No. 7 – Commercial and Mixed-Use Development</i>                      |             | Manoeuvring will be onsite within the carpark, or crossover.                                                            | A minimum of 6m is required for vehicles to reverse out of a parking space and turn.                                      |
| 4. Access, Car Parking and End-of-Trip Facilities                                              |             | The carriageway between bays is proposed to be 6.15m wide.                                                              | Vehicles will be able to enter and exit the site in a forward gear – as such the proposal complies with this requirement. |
| (c) Manoeuvring areas shall be exclusive of car parking bays and the interior of the building. |             | Swept paths have been provided which demonstrate suitable space is provided to enable entry and exit in a forward gear. | In the scenario that all parking bays onsite are occupied however, a multiple-point turn will be needed.                  |
| <i>Local Planning Policy No.8 –Carparking and End-of-Trip Facilities</i>                       |             |                                                                                                                         |                                                                                                                           |



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| <p>6.6 Access</p> <p>Vehicular access shall be located and designed so that:</p> <p>(d) All vehicles utilising car parking bays are able to enter and exit the site in forward gear.</p> <p>(f) Access points shall be designed to minimise:</p> <ul style="list-style-type: none"> <li>(i) traffic or pedestrian hazards;</li> <li>(ii) conflict with pedestrian/cyclist pathways and public transport facilities;</li> <li>(iii) the impact on nearby residential uses; and</li> <li>(iv) traffic congestion.</li> </ul> | <p><u>Verge Bays</u></p> <p>Swept path analysis has been provided which shows that most turning circles can be adequately accommodated.</p> <p>There are two scenarios which result in non-compliance:</p> <ul style="list-style-type: none"> <li>- SK11 – reverse exit for north bay. The turn results in lane non-compliance within Marion Street.</li> <li>- SK14 – forward exit for south bay. The turn results in lane non-compliance within Marion Street.</li> </ul> | <p><u>Verge Bays</u></p> <p>As discussed above, the Town is not satisfied that this arrangement is appropriate as it presents increased risk of traffic and pedestrian hazards.</p> <p>A more appropriate outcome would be for on-street parking at Cumberland Way to be used by staff. These bays have low demand during the child care centres proposed hours. Using these bays in lieu of the proposed new bays, or on-street bays on Marion Street will ensure adequate parking is provided, without adding pressure to an already congested location.</p> |
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#### Landscaping & Tree Retention

| Provision                                                                                                                                                                                                                                       | Requirement                                                                                                               | Proposal                                                                                                                                                     | Assessment                                                                                                                                                                                                          |
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| Local Planning Policy No.13 – Tree Retention and Provision                                                                                                                                                                                      |                                                                                                                           |                                                                                                                                                              |                                                                                                                                                                                                                     |
| <p>8.1 Retention of Regulated Trees</p> <p>a) Unless removal is approved as part of a subdivision or development approval, or is exempt under the provisions of this Policy, a regulated tree must be retained in perpetuity and protected.</p> | <p>The existing trees along the northern boundary meet the definition of regulated trees, being 8m or more in height.</p> | <p>The trees are not proposed to be retained and included within the design.</p> <p>Justification against the provisions of LPP13 has not been provided.</p> | <p>The design does not propose built form in proximity to the existing trees onsite and their location adjacent to the boundary of the lot is optimal for retention whilst maintaining maximum developable area</p> |

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| <p>b) Retention and protection of regulated trees should be prioritised, and development works, structure plan and subdivision design should preferably avoid, or as a minimum, minimise harm to regulated trees.</p> <p>f) There is a general presumption against tree damaging activity (other than maintenance pruning) to any regulated tree and the siting and design of the development should, where possible, avoid impacting any regulated tree.</p> <p>g) Tree damaging activity to a regulated tree may be considered if the following relevant information and/or technical reports are provided to demonstrate:</p> <ul style="list-style-type: none"> <li>a. The regulated tree is unhealthy, based on the recommendations of an Arborist report;</li> <li>b. The regulated tree causes safety risks to people, infrastructure or buildings based on recommendations on an Arborist report and/or Structural Engineering Report; or</li> <li>c. The redesign of the development to accommodate the regulated tree is unfeasible.</li> </ul> | <p>These are to be retained or suitable justification against LPP13 is to be provided for their removal.</p> | <p>An arborist report was not provided.</p>                                                   | <p>It is likely, however, that fencing proposed as part of the development will be extremely close to these trees and may impact on the Structural Root Zones.</p> <p>In the absence of an arborist report and justification for the removal of the trees, it is not appropriate to exercise discretion for the blanket removal of these trees.</p> <p>In the first instance, these trees should be retained as part of the development and included within the proposed landscaping and play areas.</p> |
| <p>Local Planning Policy No. 7 – Commercial and Mixed-Use Development</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>5. Landscaping</p> <p>Unless a nil setback to the building is provided, provision shall be made for a minimum area of landscaping as follows:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>2m wide landscaping to Marion Street boundary.</p>                                                        | <p>Landscaping area with a width of 1.2m is proposed between carparking and the boundary.</p> | <p>In consideration of the need to balance other requirements for the site, the provision of landscaping throughout the site is considered appropriate. The addition of landscaping along Walter Road East and</p>                                                                                                                                                                                                                                                                                       |

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| (a) A minimum width of 3 metres abutting the primary street and 2 metres abutting the secondary street;                                                                                                                           |                                                                            |                                                                        | extensive landscaping as part of the play areas compensates for the variation proposed along Marion Street.                                                                             |
| (c) Landscaped areas and the street verge are to be landscaped (including shade trees in car parking areas provided at a ratio of 1 per 4 car parking bays), irrigated and thereafter maintained to the satisfaction of the Town. | 10 parking bays are proposed, resulting in a requirement of 3 shade trees. | Six (6) trees are shown within the landscaped area around the carpark. | The number of trees proposed to be planted satisfies the requirement of LPP7. Details of the species is not provided and will need to be addressed through an updated Landscaping Plan. |

### Sustainability Measures

| Provision                                                                                                                                                                                                                                                                                                 | Requirement | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Local Planning Policy No. 7 – Commercial and Mixed-Use Development                                                                                                                                                                                                                                        |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2. Built Form and Location                                                                                                                                                                                                                                                                                |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| (i) The development of small scale renewable energy systems is encouraged. Where the use of a solar energy system is proposed, it must be integrated into the overall design of the building and located on rooftops so as not to detract from the building itself or impose on the existing streetscape. |             | Initial plans did not detail water conservation measures or bicycle parking. Detail of what sustainability measures were proposed was unclear.<br><br>Amended plans and documentation were provided which outlined the below.<br><br>The proposal includes: <ul style="list-style-type: none"> <li>• A 20kW Solar PV system to be installed on the roof of the building.</li> <li>• Passive solar design</li> <li>• Natural light and ventilation provision through solar access design and breeze paths</li> </ul> | The Town is of the view that the proposed features are commonplace and do not represent 'exceptional' or outstanding practises as recommended by the DRP. In comparison, under the Towns Local Planning Policy No.2 – Sustainable Development (which applies to residential development), requirements include; <ul style="list-style-type: none"> <li>- A solar system</li> <li>- 3000L rainwater tank</li> <li>- EV charging capacity</li> <li>- A rain garden</li> <li>- A maximum solar absorptance rating for roofing.</li> </ul> |
| (j) Rainwater tanks or other alternative water sources including recycled water systems are encouraged. Where the use                                                                                                                                                                                     |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



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| <p>of rainwater tanks or other alternative water sources are proposed, they must be integrated into the overall design of the building or coloured to match the building so as not to detract from the building itself or impose on the existing streetscape.</p> | <ul style="list-style-type: none"> <li>• High quality insulation</li> <li>• LED lighting</li> <li>• Water efficient fixtures &amp; fittings</li> <li>• Native and waterwise landscaping</li> <li>• Drip irrigation</li> <li>• Bicycle parking</li> <li>• Waste and recycling management</li> <li>• Durable and low-maintenance materials.</li> </ul> <p>The applicant included the following in a justification letter:</p> <ul style="list-style-type: none"> <li>- <i>Rainwater tanks are not proposed due to the constrained nature of the site. The roof area is used for solar panels.</i></li> <li>- <i>The development has a range of alternative sustainability measures which seek to reduce operational energy and water usage, improve thermal comfort, encourage active transport, reduce waste etc.</i></li> <li>- <i>The applicant would support an appropriately worded condition requiring final details of water-efficient fixtures, fittings and landscaping irrigation measures to be confirmed at the building permit/detailed design stage.</i></li> </ul> | <p>Whilst the proposal is not residential in nature, consistency in provision of such features across land uses is ideal. The proposal is relatively, a much larger development than a single house, and ideally the above features would be included as a 'base line' standard.</p> <p>A condition of approval is recommended requiring further features are included.</p> |
| <p>4. Access, Car Parking and End-of-Trip Facilities</p> <p>(e) The incorporation of electric vehicle charging points or the capacity for electric vehicle charging points in the public realm will be positively</p>                                             | <p>The plans originally submitted for the application included EV charging stations, however, these were removed when amendments were made.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Whilst the Town would welcome the provision of EV charging capability onsite, noting the restricted space available on the site, the Town is willing to accept that this cannot be provided whilst balancing other requirements such as landscaping.</p>                                                                                                                 |

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| considered when assessing any application that seeks to vary any aspect of this Local Planning Policy.                                                                                                                                                                  |           |                                                                                                                                                                           |
| 10. Environmentally Sustainable Design<br><br>(a) The incorporation of environmentally sustainable design elements is strongly encouraged and will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy. | As above. | Town is of the view this can be addressed through a condition of approval. Acknowledging that some sustainability measures are proposed, but that more could be included. |

#### Noise and Emissions

| Provision                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Requirement | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Assessment                                                                                                                                                                                                                                                                                                                 |
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| WAPC Position Statement – Childcare Premises                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                            |
| 4.2 Noise and Emissions<br><br>Child care premises should minimise any noise impacts on adjoining properties. This may be achieved either by physical separation, design, and layout of the centre or by implementing noise-mitigation measures, such as acoustic treatments to buildings. Child care premises should not be affected by adjoining or nearby land uses with excessive noise sources or hazardous emissions.<br><br>A child care premises proposal will need to be assessed on its merits however the following basic principles apply: |             | An acoustic report was provided by the applicant. The predicted noise emissions complied with required noise levels at all surrounding sensitive noise receptors.<br><br>Amended plans showed the wall between the eastern play area and Walter Road East as being no longer solid, but rather brick pillars with garrison style sections for visual permeability.<br><br>In lieu of an updated acoustic report, the applicant provided a brief analysis and justification ( <b>Attachment 3d</b> ).<br>A summary is provided below: | The change from solid wall to permeable fencing along Walter Road East may result in changed acoustic impact on surrounding properties.<br><br>The Town is satisfied by the analysis provided that the change to open style fencing in this location will not result in inappropriate acoustic impact on surrounding lots. |

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| <ul style="list-style-type: none"> <li>• where a child care premises is located abutting a noise-sensitive land use, the noise-generating activities of the child care premises, such as the outdoor play areas, parking areas and any plant and equipment, are to be located away from the noise-sensitive land use where practicable, and</li> <li>• the design and construction of the child care premises should include noise mitigation measures to reduce any impact from external adverse noise sources and to achieve acceptable noise limits.</li> </ul> | <ul style="list-style-type: none"> <li>• Receptors 6, 7 and 10 are most likely to be impacted by the change to open style fencing.</li> <li>• Based on AAAC guidelines, solid fencing can reduce noise emissions by 6-10 decibels.</li> <li>• If 10 decibels were added to the levels provided in the acoustic report, receptors 6 and 10 would still comply with assigned noise levels. Receptor 7 would be at 48 decibels where the assigned level is 47.</li> </ul> |                                                                                                                                                                                                       |
| <p>4.3 Amenity and environment</p> <p>If a child care premises is proposed abutting a Regional Road, the play area should not be adjacent to the Regional Road but should be behind the premises to provide appropriate separation from vehicle emissions, noise and ensuring children are not in proximity to high volume traffic.</p>                                                                                                                                                                                                                            | <p>The majority of the outdoor play spaces are located behind the building and away from Walter Road East. The portion at the eastern end of the block is, however, adjacent to the road reserve.</p>                                                                                                                                                                                                                                                                  | <p>The application was referred to the Department of Health (DoH) for comment on emissions, however, no comment was received in this regard. Noting this, the variation is considered acceptable.</p> |



## Attachment 7 – Alternative Recommendations

### *Alternative Approval Conditions*

The following additional conditions are provided in the scenario that the DAP determines to support the application, including the proposed parking bays within the Marion Street verge.

- XX. Prior to the submission of an application for a building permit, engineering drawings must be submitted to, and approved by the Town of Bassendean detailing the construction of two vehicle parking bays within the Marion Street Road Reserve adjacent the subject site. Parking bays are to be designed and constructed to comply with Australian Standard 2890.5 - Parking Facilities: On-street Parking. Engineering drawings must depict relocation, upgrade and/or modification to landscaping, services, signage and other infrastructure within the verge, as to the satisfaction of the Town of Bassendean.
- XX. Prior to the initial occupation or use, two vehicle parking bays must be constructed within the Marion Street Road Reserve adjacent the site in accordance with approved engineering drawings, and to the satisfaction of the Town of Bassendean.

### *Alternative Recommendation - Refusal*

The following resolution is provided in the scenario that the DAP determines not to support the application.

That the Metro Inner DAP resolves to **REFUSE** DAP Application reference DAP/26/03107 for a Childcare Premises at Lot 75 (72) Walter Road East, Eden Hill in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the Town of Bassendean Local Planning Scheme No. 11, for the following reasons:

1. The proposed development results in a shortfall of eight (8) vehicle parking bays, as assessed against Town of Bassendean Local Planning Policy No. 8 - Car Parking and End of Trip Facilities, which is likely to adversely impact the amenity of the surrounding locality.
2. Pursuant to Schedule 2, Part 9, Clause 67 (2)(s) of *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal does not include adequate means of access and egress to the site, arrangements for loading, unloading, maneuvering and parking of vehicles.

## **PART D – OTHER BUSINESS**

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