Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 22 September 2026; 9:30am
Meeting Number: MIDAP/154
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/154 - 22 September 2026 - City of Belmont - City of Stirling - City of Bayswater

PART A – INTRODUCTION

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

PART B – CITY OF BELMONT

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 Lots 93, 94, 95 & 96 (411 - 417) Great Eastern Highway, Redcliffe - Proposed Alterations and additions to existing motor vehicle repair - Amendments to Motor Vehicle Repair – DAP/25/02949
5. Section 31 SAT Reconsiderations

PART C – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 1 (House Number 1-20/6) Anthony Way, Tuart Hill - Six (6) Multiple Dwellings – DAP/26/03074
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – CITY OF BAYSWATER

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lots 130 - 131 (No 321) Guildford Road, Bayswater - Proposed Service Station, car wash and drive thru coffee (fast food) – DAP/23/02575
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART E – OTHER BUSINESS

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

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

DAP Members
Francesca Lefante (Presiding Member)
Karen Hyde (Deputy Presiding Member)
Andrew Howe
Cr Phil Marks (Part B – City of Belmont)
Mayor Robert Rossi (Part B – City of Belmont)
Cr Suzanne Migdale (Part C – City of Stirling)
Cr Rob Paparde (Part C – City of Stirling)
Cr Calla Loiacono (Part D – City of Bayswater)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

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

PART B – CITY OF BELMONT

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1 Lots 93, 94, 95 & 96 (411 - 417) Great Eastern Highway, Redcliffe - Proposed Alterations and additions to existing motor vehicle repair - Amendments to Motor Vehicle Repair – DAP/25/02949

5. Section 31 SAT Reconsiderations

Nil

Part B – Item No 4.1
LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR

RESPONSIBLE AUTHORITY REPORT – FORM 2	
DAP File No:	DAP/25/02949
LG Reference:	328/2025/DAP/A
Approved Development	Motor Vehicle Repair
Proposed Amendments:	• Incorporation of Lot 96 into the approved development site • Demolition of existing structures on Lot 96; • An extension of the vehicle manoeuvring area over the adjoining Lot 96; • A new roller door providing access between the approved building and Lot 96; • The addition of an awning and relocation of the bin store to Lot 96; • Reconfiguration of the car parking, manoeuvring and landscaping arrangements; and • Modification to the crossover access to Great Eastern Highway.
Owner:	Eaglehill Holdings Pty Ltd, Hennessy Holdings Pty Ltd
Applicant:	Urbanista
Local Government Area:	City of Belmont
Responsible Authority:	City of Belmont
Authorising Officer:	Wilmot Loh, Director Development and Communities
Date of Original DAP decision:	19 February 2026
Date(s) of previous amendments:	Nil
Application Acceptance Date:	26 July 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Inner Metro DAP resolves to:

A. **Accept** that the DAP Application reference DAP/25/02949 as detailed on the DAP Form 2 dated 26 July 2026 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and

B. **Approve** to amend DAP Application reference DAP/25/02949 for amendments to the approved Motor Vehicle Repair use at Lots 93, 94, 95 and 96 (No. 411-417) Great Eastern Highway, Redcliffe, in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, by way of:

The following new conditions being added

28. No part of the development, other than approved landscaping, garrison fencing and car parking bays, is to be located within the land requirement for Great Eastern Highway as detailed on Main Roads' Land Protection Plan Dwg No.1.3838.

29. In the event that the land reserved for the future upgrading of Great Eastern Highway is required for roadworks, any development within that reserved land is

to be removed or relocated, to the satisfaction of the City of Belmont, on the advice of Main Roads Western Australia.

30. Access to Great Eastern Highway shall be restricted to left-out movements only. All associated line marking, signage, and any other traffic control devices required to enforce this restriction shall be designed and installed to the satisfaction of the City of Belmont.

31. Stormwater discharge shall not exceed pre-development discharge to Great Eastern Highway Road Reserve.

The following conditions being amended

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
Survey	Sheet 1 of 9	7 April 2026
Overshadow Plans	Sheet 2 of 9	7 April 2026
Existing Site and Floor Plan	Sheet 3 of 9	5 October 2025
As Built Elevations	Sheet 4 of 9	5 October 2025
Demolition Plan	Sheet 5 of 9	7 April 2026
Site and Floor Plan	Sheet 6 of 9	7 April 2026
First Floor Plan	Sheet 7 of 9	7 April 2026
Elevation Plans	Sheet 8 of 9	7 April 2026
Fit Out Plan	Sheet 9 of 9	7 April 2026

16. Prior to occupation of the building, an easement is to be created in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of the Local Government and the public at large to be established over the land. The alignment of the easement in gross and corresponding vehicular circulation area shall be 6 metres wide and provide cross access from the proposed crossover connection to Central Avenue to the lot boundary between the subject site and 409 Great Eastern Highway, Redcliffe. Notice of this easement is to be placed on the certificate of title and included on the diagram or plan of survey (deposited plan).

New Advice Notes

xii. The upgrading/widening of Great Eastern Highway is not in Main Roads' current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

xiii. Lots 93, 94, 95 and 96 are affected by a land requirement for Great Eastern Highway, as shown on Main Roads' Land Protection Plan Dwg No.1.3838. This land will be required for road purposes in the future.

xiv. The intersection of Great Eastern Highway & Central Avenue may be restricted to left-in/left-out only in the future with a raised median on Great Eastern Highway.

xv. The subject lots are included in the Vehicle Access Strategy (VAS) for Great Eastern Highway, which proposes reciprocal easements between lots abutting the highway to allow cross-access movements. The proposed left-out only access to Great Eastern Highway may be removed in the future to facilitate the ultimate road upgrade/widening.

xvi. Prior to undertaking works within the Great Eastern Highway road reserve, a Working on Roads Permit must be obtained from Main Roads.

xvii. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website> Technical & Commercial> Working on Roads.

All other conditions and requirements detailed on the previous approval dated 19 February 2026 shall remain unless altered by this application.

PROPOSAL:

The application seeks to incorporate the adjoining Lot 96 into the approved development site and make associated amendments to the approved Motor Vehicle Repair development, comprising:

- Demolition of the existing commercial units on Lot 96;
- An extension of the vehicle manoeuvring area over the adjoining Lot 96;
- A new roller door providing access between the approved building and Lot 96;
- The addition of an awning and relocation of the bin store to Lot 96;
- Reconfiguration of the car parking, manoeuvring and landscaping arrangements; and
- Modification to the crossover access to Great Eastern Highway.

A copy of the Development Plans is provided as **Attachment 1**.

SUBJECT SITE AND SURROUNDS:

The site consists of four lots (Lots 93, 94, 95 and 96) known as 411-417 Great Eastern Highway, Redcliffe. The subject site has frontage to Great Eastern Highway to the north-west, and Central Avenue to the north-east.

Lots 93, 94 and 95 currently contain 'Auto Spark', which is a Motor Vehicle Repair business that specialises in auto/electrical repairs for trucks. Lot 96 currently contains two commercial tenancies which are approved as 'Shop'.

The subject site is currently serviced by two crossovers along Great Eastern Highway and two crossovers along Central Avenue.

Figure 1 shows an aerial image of the site and the immediate vicinity/surrounding area.



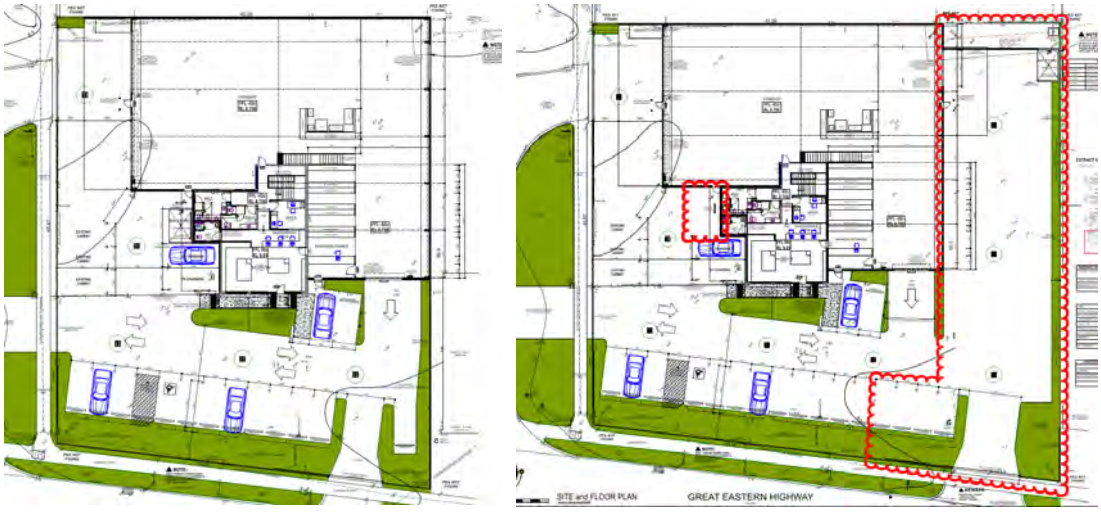
Figure 1: Aerial of Subject Site – bordered red

BACKGROUND:

On 19 February 2026 the Metro Inner Development Assessment Panel granted approval for Alterations and Additions to existing Motor Vehicle Repair located across Lots 93, 94, and 95.

Since the Form 1 approval, the landowner has acquired the adjoining property immediately west of the subject site, being Lot 96. The incorporation of Lot 96 provides additional area for vehicle manoeuvring and enables amendments to improve the overall functionality of the approved development.

Figure 2 below shows an extract of the approved Site Plan and the amended Site Plan, with key changes highlighted in red.



Approved Site Plan **Amended Site Plan**

Figure 2: Image showing a comparison between the approved Site Plan and modified Site Plan

A copy of the DAP Meeting Minutes for the meeting at which the original application was determined is provided at **Attachment 2**.

ACCEPTANCE AS A FORM 2 APPLICATION:

Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* allows an application to amend an aspect of an approved development where the amendment would not substantially change the development approved.

The Form 2 application proposes to incorporate adjoining Lot 96 into the approved development site. The incorporation of an additional lot does not, in itself, preclude an application from being considered under regulation 17. Rather, the relevant consideration is whether the proposed amendments, when considered as a whole, would substantially change the development approved.

In this instance, the approved Motor Vehicle Repair land use remains unchanged and no increase to the approved gross floor area is proposed. Lot 96 is principally proposed to accommodate additional vehicle manoeuvring, car parking and landscaping associated with the approved development, together with associated changes to access arrangements. The amendments do not materially alter the nature, scale or intensity of the approved development.

Accordingly, the proposed amendments are not considered to substantially change the development approved and the application is considered appropriate for determination under regulation 17.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban, Primary Regional Roads
Local Planning Scheme	Local Planning Scheme No. 15
Local Planning Scheme - Zone/Reserve	Mixed Use
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Lot Size:	2,637m^2
Existing Land Use:	Motor Vehicle Repair (Lots 93, 94 and 95); Shop (Lot 96)
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	No

Legislative Context

An assessment of the proposed amendments has been undertaken having regard to the applicable legislative and policy framework. Details of the planning assessment are provided in **Attachment 3**.

The framework remains unchanged from when the original Form 1 DAP application was assessed and considered at the 19 February 2026 Metro Inner DAP meeting. Accordingly, the Legislative Context outlined within the City of Belmont's Form 1 RAR remains applicable, and a copy is provided under **Attachment 4**.

Since the original Form 1 application was determined, public advertising of the draft Redcliffe Station Precinct Improvement Scheme No. 1 has concluded. The outcomes of advertising are yet to be reported to the WAPC as part of its consideration of the draft Improvement Scheme, and the remaining statutory steps towards finalisation have not yet occurred. The implications of this are addressed further in the Planning Assessment section below.

Planning Assessment

Land Use

The site is zoned 'Mixed Use' under Local Planning Scheme No. 15 (LPS 15), where 'Motor Vehicle Repair' is an 'A' use.

There are no changes proposed to the approved land use as part of this Form 2 application. The proposal remains categorised as 'Motor Vehicle Repair', with the office and showroom components continuing to form part of the broader approved land use.

The amendments proposed under this Form 2 application are limited to changes to the approved development and do not alter the approved land use or the manner in which the site operates. The amendments primarily improve vehicle circulation while maintaining the approved built form, streetscape presentation and overall compatibility with the surrounding locality.

Accordingly, the land use classification remains unchanged from the original approval.

Draft Improvement Scheme

The site is subject to Improvement Plan 45 and the draft Redcliffe Station Precinct Improvement Scheme No. 1.

Under the draft Improvement Scheme, ‘Motor Vehicle Repair’ is identified as an ‘X’ use within the Mixed Use zone.

Public advertising of the draft Improvement Scheme concluded on 27 March, 2026. While this represents a key step in the preparation of the draft Improvement Scheme and warrants the instrument being given due regard, a number of statutory and procedural steps remain before it may come into effect.

In particular, submissions received during advertising are yet to be reported back to the WAPC as part of its consideration of the draft Improvement Scheme and may result in modifications to the advertised version. As part of its consideration, the WAPC will determine what recommendation to make to the Minister for Planning. Ultimately, final approval of the Improvement Scheme rests with the Minister for Planning, who may approve or refuse to approve the Improvement Scheme, or require the WAPC to make modifications.

Accordingly, there remains uncertainty as to both the timing of the draft Improvement Scheme coming into effect and whether its provisions will ultimately be approved in their advertised form. Therefore, the draft Improvement Scheme has been given due regard as seriously entertained planning instrument, but greater weight is afforded to the current statutory planning framework applying to the site.

It is noted that the incorporation of Lot 96 does not increase the approved gross floor area or materially intensify the Motor Vehicle Repair use. Lot 96 is principally proposed to accommodate additional vehicle manoeuvring, car parking and landscaping, together with associated modifications to the approved development.

Having regard to the limited nature of the amendments and the weight that can presently be afforded to the draft Improvement Scheme, the proposal is considered acceptable under the current planning framework.

Car Parking

LPS 15 does not prescribe a car parking standard for the 'Motor Vehicle Repair' land use. Consistent with the original Form 1 assessment, the City has applied the parking rate for an Industry/Workshop/Factory (1 bay per 50m² of gross floor area).

The parking requirement remains unchanged from the Form 1 assessment as there are no proposed changes to the gross floor area. Table 3 below provides a summary of the car parking requirements:

LAND USE	REQUIREMENT
MOTOR VEHICLE REPAIR *1 space for every 50m^2 of GFA –* *Workshop - 713.4m^2* *Office - 239m^2*	Required Motor Vehicle Repair: (19.048) 20 bays Total: 20 bays Provided **Total: 23 bays (3 bay surplus)**

Table 3: Car Parking Requirements

The amendments proposed under this Form 2 application increase the number of on-site parking bays from 19 to 23. As a result, the proposal now provides a surplus of 3 bays.

The revised parking layout also maintains safe and efficient vehicle circulation throughout the site and continues to support the operational requirements of the approved Motor Vehicle Repair use.

Accordingly, the City is supportive of the proposed parking modifications. The conditions relating to the parking management, driveways and manoeuvring which were included on the original approval are to be retained without change.

Traffic and Access

The applicant has submitted a revised Transport Impact Statement (TIS) prepared by Premise Australia to support the Form 2 application (refer **Attachment 5**). The following has been considered:

- Given the proposed land use remains unchanged and maintains the approved floor areas, the City's original assessment of traffic generation in the Form 1 RAR remains unchanged.

- The proposed access arrangements have remained unchanged, with the exception of the proposed crossover to Great Eastern Highway, which is relocated further west to align with Lot 96.

  The relocation of the crossover provides additional circulation area for trucks to manoeuvre through the site.

  The proposed crossover location improves vehicle manoeuvrability for Heavy Rigid Vehicles and reduces potential conflict with light vehicles by providing a more direct access path and separation from the parking areas.

  The traffic consultant has included a revised swept path analysis within the TIS. The revised swept path analysis demonstrates that vehicles can manoeuvre through and be accommodated within the site using the revised crossover.

- The application was referred to MRWA, who provided comment on 21 August 2026 advising that they support the proposal subject to the recommended conditions. MRWA recommended a condition for the vehicle crossover to Great Eastern Highway to operate as left-out only. This is consistent with the proposed access arrangements.

CONSULTATION:

PUBLIC CONSULTATION

The application was advertised for a period of 14 days (from 3 August 2026 to 17 August 2026) in accordance with the consultation requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The consultation area is illustrated by Figure 3 below.



Figure 3: Consultation Area (red) – subject site shaded orange

At the conclusion of the advertising period, one (1) submission was received objecting to the proposal. The key concerns relate to the following:

- Concerns with the building setbacks and visual building bulk;
- Concerns with the overshadowing and loss of solar access;
- Concerns with the noise emissions from the proposed use; and
- Concerns with stormwater management, and possible encroachment of stormwater onto adjoining sites.

It is acknowledged that the amendments proposed as part of this Form 2 application do not seek to modify the approved building interface with the adjoining property at No. 60 Central Avenue, Redcliffe.

These matters were previously assessed as part of the Form 1 application and considered by the DAP when it approved the application at its meeting on the 19 February 2026.

These matters are addressed in the Form 1 RAR provided at **Attachment 4,** and are further addressed in the Schedule of Submissions provided at **Attachment 6**.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

Department of Planning, Lands and Heritage

As the subject site is located within the Redcliffe Station Precinct, which is subject to the Improvement Plan and draft Improvement Scheme, the development application was referred to DPLH for comment. DPLH provided comment on 8 September 2026, and did not provide a position on the proposal. The DPLH referral response is provided as **Attachment 7.**

The status of the draft Improvement Scheme and the weight afforded to it as an emerging planning instrument are addressed under the Land Use section of this report.

Main Roads Western Australia

As Great Eastern Highway is identified as a 'primary regional road', the proposal was referred to Main Roads Western Australia (MRWA) for comment. MRWA provided comment on 21 August 2026 advising that they support the proposal subject to the recommended conditions. The full MRWA referral response is provided as **Attachment 8**.

MRWA recommended a number of conditions in relation to the proposal. Where these matters are not already addressed by conditions of the original approval, they have been incorporated into the City's recommended conditions for this Form 2 application. MRWA's recommended conditions 4, 6 and 7 have not been included, as the matters addressed by these conditions are already covered by conditions 9, 11 and 27 of the original approval.

In relation to the portion of the site reserved for Primary Regional Roads, MRWA recommended a condition requiring development within the reserved land to be removed or relocated when the land is required for future roadworks. MRWA's recommended condition was:

"In the event the land reserved for the Great Eastern Highway upgrades is needed for future roadworks, the applicant shall upon receipt of a notice from Main Roads, relocate or remove all structures at their own expense to the satisfaction of Main Roads."

While the intent of the condition is noted, as drafted it requires compliance to the satisfaction of a third party, being MRWA. The condition has therefore been redrafted to ensure it can be legitimately administered through the development approval, as follows:

"In the event that the land reserved for the future upgrading of Great Eastern Highway is required for roadworks, any development within that reserved land is to be removed or relocated, to the satisfaction of the City of Belmont, on the advice of Main Roads Western Australia."

DESIGN REVIEW PANEL ADVICE

The original Form 1 development application was referred to the City of Belmont's Design Review Panel (DRP) for review and comment in accordance with the ten design principles of State Planning Policy 7.0 – Design of the Built Environment.

The amendments proposed as part of this Form 2 application retain the overall built form and presentation to both the public and private realms. The City did not consider

it necessary to refer the amended proposal back to the DRP for further review, as the amendments do not materially alter the proposal or the design outcomes previously considered by the DRP.

The DRP's comments and the City's assessment of the applicant's response to those comments are contained in the Form 1 RAR at **Attachment 4**.

CONCLUSION:

Having regard to the current statutory planning framework, the limited nature of the proposed amendments and the matters addressed in this report, the proposal is recommended for approval subject to conditions.

Attachments

1. Development Plans
2. DAP Minutes 19 February 2026
3. Planning Assessment Sheets
4. Form 1 Responsible Authority Report
5. Transport Impact Statement
6. Schedule of Submissions
7. DPLH Referral Response
8. Main Roads Referral Response
9. Landscape Plan
10. Town Planning Report

ATTACHMENT 1 – Development Plans

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949









LOCALITY PLAN

COVER SHEET

Sheet 1 of 9	Survey
Sheet 2 of 9	Overshadowing Diagram
Sheet 3 of 9	As Built Floor Plan
Sheet 4 of 9	As Built Elevations
Sheet 5 of 9	Demolition Plan
Sheet 6 of 9	Proposed Ground Floor Plan
Sheet 7 of 9	Proposed First Floor Plan
Sheet 8 of 9	Proposed Elevations
Sheet 9 of 9	Proposed Fitout Workshop

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Accredited Member 15002 Building Designers Association WA (Inc)
Member 884916 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

No	DATE	AMENDMENT	DWG
A	-/-/-	-	-

SCALE: 1:100 SHEET OF 9

PRINTED DATE: 19/10/2025 @17:19

1.These plans are the sole property of Neil Salvia Building Designs and may not be reproduced without written permission.
2. Contractors shall check all dimensions and conditions on site prior to commencing fabrication or construction. Any discrepancies to be brought to the Supervisors attention.
3. Do not scale from Drawings.
4. Owner to note that all sizes shown are without plaster (where applicable) and should be allowed for.

CITY OF BELMONT
RECEIVED
18/06/2026
DAP/25/02970 AND 25DA/2026/DAP

LOTS 93, 94, 95

Title Table		
Lot	Volume	Folio
93	1324	649
94	1064	409
95	1599	296

LEGEND		
☼	PD	POWER DOME
○	PP	POWER POLE
☎	PM	PHONE PITS
☎	PO	PHONE POLE
W	WC	WATER COMM.
TW=10.00		TOP RETAINING
TW=10.00		TOP FALL/GARDEST
TW=10.00		TOP WALL
TW=10.00		TOP RETAINING
TFN=10.00		TOP FENCE

⚠ DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

⚠ DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

⚠ DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

⚠ DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

⚠ DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

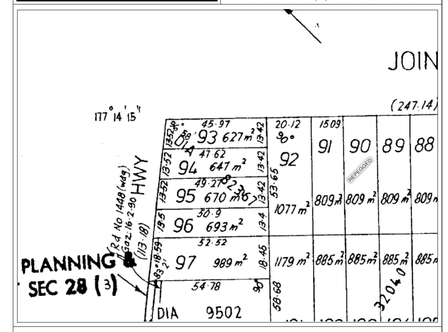
⚠ NOTE:
CHECK SHIRE RE: AMALGAMATION BEWARE COULD DELAY BUILDING LICENSE (AMALGANATION PROCESS APPROX. 6-9 MONTHS)

⚠ NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND OUTSTRUCTURES FOR SETBACKS.

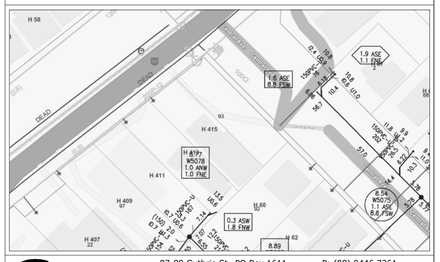
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CONTOUR & FEATURE SURVEY

LOT Lot 93, 94, 95 (Plan 2911)
ADDRESS #413 Great Eastern Highway, Redcliffe
LGA CITY OF BELMONT
CLIENT Delta Autospark
GPS Lat: -31.930875 Long: 115.944324
SSA No **AREA** 627, 647, 670m² **VOL.** See Table **FOL.** See Table



ELEC.	O/Head	**SEWER**	Yes	**ROADS**	Bitumen	**COASTAL**	500m To River (Approx. Only - Confirm With Shire)
GAS	Check Alinta	**COMMS**	Yes	**PATH**	Concrete	**SOIL**	Sand
WATER	Yes	**DRAINAGE**	Good	**KERBS**	See Survey	**VEG.**	Light Grass Cover

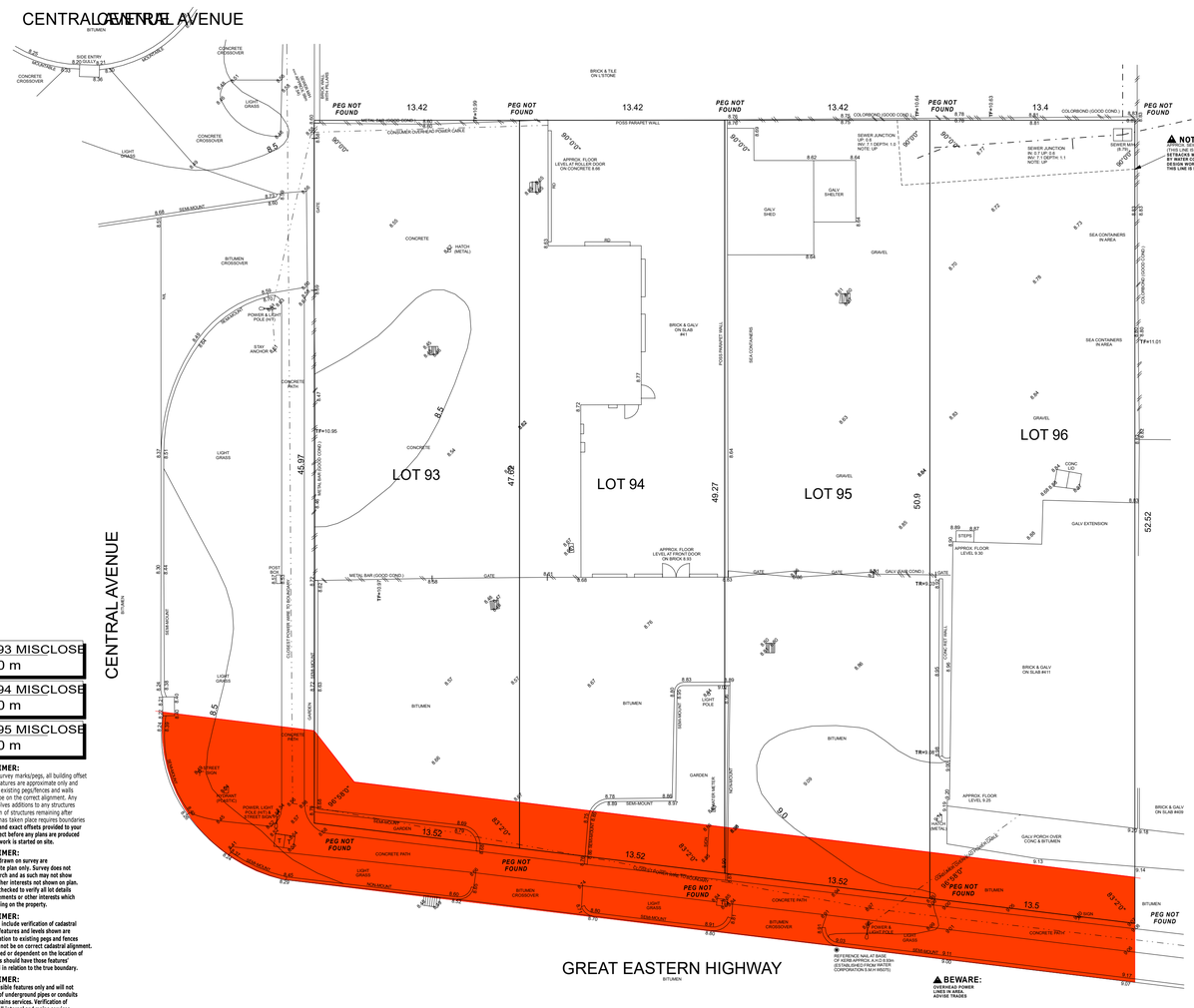


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E: perth@cottage.com.au
W: www.cottage.com.au

JOB: 604328 **DATE:** 07 Apr 25 **DRAWN:** B. Smith

⚠ NOTE:
CHECK SHIRE RE: AMALGAMATION BEWARE COULD DELAY BUILDING LICENSE (AMALGANATION PROCESS APPROX. 6-9 MONTHS)





LOT 93 MISCLOSE
0.010 m

LOT 94 MISCLOSE
0.010 m

LOT 95 MISCLOSE
0.010 m

⚠ NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND OUTSTRUCTURES FOR SETBACKS.

Scale 1:200
0 2 4 6 8

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W: www.cottage.com.au

JOB #	604328	**GPS**	Lat: -31.930875 Long: 115.944324	**ROADS**	Bitumen	**ELEC.**	O/Head
CLIENT	Delta Autospark			**KERBS**	See Survey	**COMMS.**	Yes
ADDRESS	#413 Great Eastern Highway	**LOT**	Lot 93, 94, 95 (Plan 2911)	**FOOTPATH**	Concrete	**WATER**	Yes
SUBURB	Redcliffe			**SOIL**	Sand	**GAS**	Check Alinta
LGA	CITY OF BELMONT	**AREA**	627, 647, 670m² **VOL.** See Table **FOL.** See Table	**DRAINAGE**	Good	**SEWER**	Yes
DRAWN	B. Smith	**DATE**	07 Apr 25 **SSA** No	**VEGETATION**	Light Grass Cover	**COASTAL**	500m To River (Approximate Only - Confirm With Shire)

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Member 485 Building Designers Association WA (Inc)
Accredited Member 15002 Building Designers Association WA (Inc)
Member 804918 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

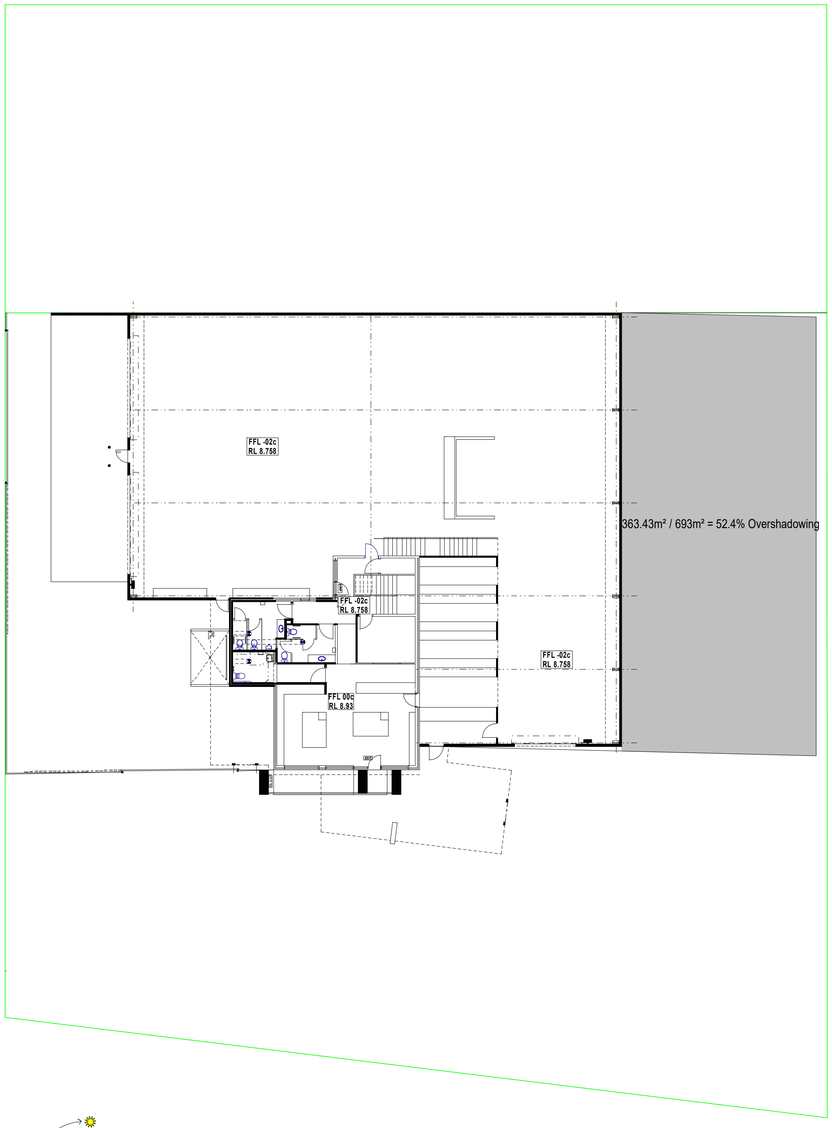
No	DATE	AMENDMENT	DWG
A	14/04/25	-	--

SCALE: 1:0 SHEET OF 2

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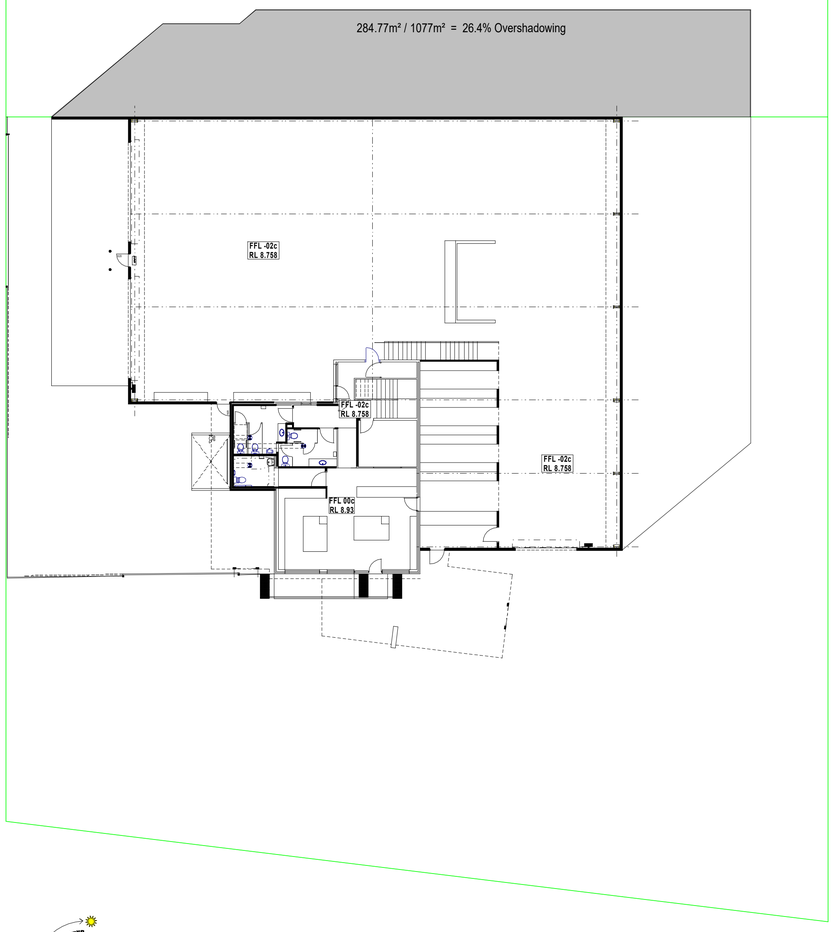
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OVERSHADOW PLAN - 9am

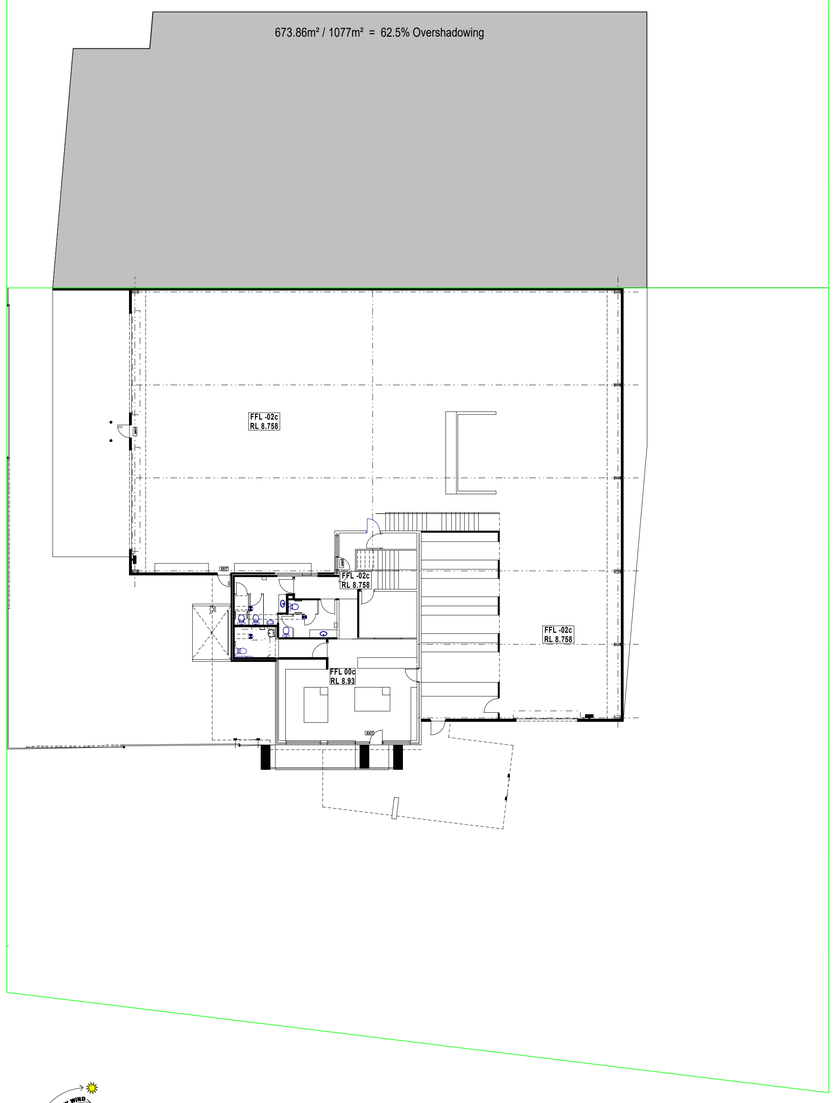
SCALE 1 : 200 on A1 LANDSCAPE





OVERSHADOW PLAN - 12pm

SCALE 1 : 200 on A1 LANDSCAPE





OVERSHADOW PLAN - 3pm

SCALE 1 : 200 on A1 LANDSCAPE

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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SCALE: 1:100 SHEET 2 OF

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CONCRETE CROSSOVER

8.33 8.30 8.36

8.48 8.51 8.56 8.58 8.46

LIGHT GRASS

SEWER MH APPROX. 13m (8.54)

BRICK WALL WITH PILLARS

BRICK & TILE ON L'STONE

PEG NOT FOUND

13.42

TF=10.99

PEG NOT FOUND

13.42

PEG NOT FOUND

13.42

TF=10.64

PEG NOT FOUND

8.60 8.60 8.60 8.58

METAL BAR (GOOD COND.)

CONSUMER OVERHEAD POWER CABLE

8.76 8.76 8.75 8.75

COLORBOND (GOOD COND.)

8.78 8.78

SEWER M/H APPROX. 13m (8.79) >>>

SEWER JUNCTION
UP: 0.6
INV: 7.1 DEPTH: 1.0
NOTE: UP

⚠ NOTE:
APPROX. SEWER CLEARANCE LINE (THIS LINE IS NOT AN EASEMENT)
SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.

90°0'0"

CONCRETE CROSSOVER

LIGHT GRASS

8.5

8.49

8.73 8.59 8.66 8.60

8.68 SEMI-MOUNT

GATE

8.51

8.55

8.52 HATCH (METAL)

BITUMEN CROSSOVER

WORKSHOP

8.63

8.64

8.68

8.70

8.59 8.60 8.58 8.59

NIL

8.61 8.63

POWER & LIGHT POLE (H/T)

SEMI-MOUNT

8.49 8.64

STAY ANCHOR 8.61

8.45 8.45 8.46

OUTDOOR WORKSHOP

WORKSHOP

8.77

8.72

CONCRETE PATH

8.47

TF=10.95

8.5

8.62

MALE

STORE

CRIB

FEMALE

8.64

8.54

45.97

47.62

METAL BAR (GOOD COND.)

8.46

STORE

ADMIN

49.27

SALES

SHOWROOM

ACCOUNTS

APPROX. FLOOR LEVEL AT FRONT DOOR ON BRICK 8.93

8.67 8.66

8.85

8.63

8.83

50.9

8.86

8.37 8.51

LIGHT GRASS

POST BOX

8.57 8.53

CLOSEST POWER WIRE TO BOUNDARY

8.72

METAL BAR (GOOD COND.)

8.58

GATE

8.61

8.67

8.85

8.86

8.91 8.90

GATE

8.62

W/HEELSTOP

TF=10.97

8.48 8.47 8.48

8.30 8.44

SEMI-MOUNT

8.24 8.38

8.24 8.22 8.21

8.40 8.40

8.24 8.39

LIGHT GRASS

8.5

CONCRETE PATH

GARDEN

8.72 8.63

W/HEELSTOP

W/HEELSTOP

W/HEELSTOP

8.57

8.66

Lot 93 - #417

Lot 94 - #415

Lot 95 - #413

8.83 8.89 9.02

8.80 8.95 8.84 8.96

8.80 8.80 8.80

8.86

BRICK & GALV ON SLAB

UNIT B
NLA = 91.80m²

UNIT A
NLA = 109.88m²

8.86

8.96

8.67

9.09

9.0

8.78 8.86 8.89 8.97

8.75 8.85

WATER METER

SIGN

8.86

APPROX. FLOOR LEVEL 9.25

9.20

9.21

9.14

HATCH (METAL)

9.24

8.40 STREET SIGN

8.54

HYDRANT (PLASTIC)

POWER, LIGHT POLE (H/T) & STREET SIGNS

8.54 8.56 8.56 8.78 8.68

96°58'0"

SEMI-MOUNT

GARDEN

13.52

8.69 8.79

83°2'0"

PEG NOT FOUND

8.59

8.40 8.26

8.45

8.52 8.52 8.57 8.54

T T

8.53

8.41 8.37 8.34

SEMI-MOUNT

8.45 8.29

CONCRETE PATH

LIGHT GRASS

NON-MOUNT

8.66 8.65 8.60 8.52

8.46 8.46

PEG NOT FOUND

8.76 8.86

13.52

83°2'0"

SIGN

8.86

8.90

PEG NOT FOUND

CLOSEST POWER WIRE TO BOUNDARY

8.74 8.85 8.84 8.82

8.71 8.80 8.70

SEMI-MOUNT

8.91 8.80

BITUMEN CROSSOVER

LIGHT GRASS

8.81

8.84 8.97

CONCRETE PATH

13.52

83°2'0"

CONSUMER OVERHEAD POWER CABLE

PEG NOT FOUND

8.91 8.91

8.86

POWER & LIGHT POLE

LIGHT GRASS

9.00

9.01

9.03

SEMI-MOUNT 9.11

9.00

BITUMEN

CENTRAL AVENUE

BITUMEN

⚠ BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

EXISTING SITE and FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

GREAT EASTERN HIGHWAY

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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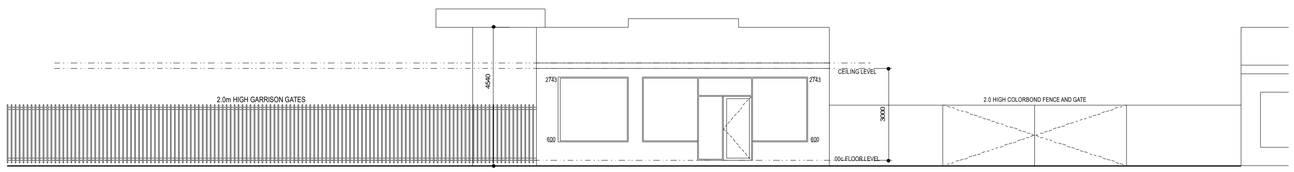
SCALE: 1:100 SHEET 3 OF 9

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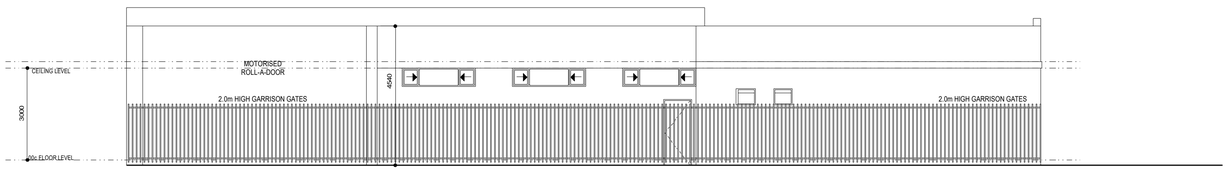
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GREAT EASTERN HIGHWAY ELEVATION



CENTRAL AVENUE ELEVATION

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COMMERCIAL PROPERTY ON Lot 94/93 #415/417 GREAT EASTERN HIGHWAY REDCLIFFE

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SCALE: 1:100 SHEET 4 OF 9

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CENTRAL AVENUE

GREAT EASTERN HIGHWAY

DEMOLITION PLAN

SCALE 1 : 100 on A1 LANDSCAPE

LOT 93

LOT 94

LOT 95

LOT 96

PEG NOT FOUND

13.42

13.52

13.5

13.4

45.97

47.62

49.27

50.9

52.52

TF=10.99

TF=10.95

TF=10.97

TF=10.64

TF=10.63

TF=11.01

TR=9.03

TR=9.08

METAL BAR (GOOD COND.)

CONSUMER OVERHEAD POWER CABLE

POSS PARAPET WALL

COLORBOND (GOOD COND.)

SEWER JUNCTION
UP: 0.6
INV: 7.1 DEPTH: 1.0
NOTE: UP

SEWER JUNCTION
IN: 0.7 UP: 0.6
INV: 7.1 DEPTH: 1.1
NOTE: UP

SEWER M/H
(8.79)

NOTE:
APPROX. SEWER CLEARANCE LINE
(THIS LINE IS NOT AN EASEMENT)
SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.

APPROX. FLOOR
LEVEL AT ROLLER DOOR
ON CONCRETE 8.66

WORKSHOP

GALV
SHELTER

GALV
SHED

GRAVEL

BRICK & TILE
ON L'STONE

BRICK & GALV
ON SLAB
#41

BRICK & GALV
ON SLAB #411

BRICK & GALV
ON SLAB #409

APPROX. FLOOR
LEVEL 9.30

APPROX. FLOOR
LEVEL 9.25

APPROX. FLOOR
LEVEL AT FRONT DOOR
ON BRICK 8.93

GALV EXTENSION

STEPS

GALV PORCH OVER
CONC & BITUMEN

CONC RET WALL

CONCRETE
CROSSOVER

BITUMEN
CROSSOVER

CONCRETE

CONCRETE
PATH

BITUMEN

LIGHT
GRASS

SEMI-MOUNT

NON-MOUNT

NIL

GATE

HATCH
(METAL)

POWER & LIGHT
POLE (H/T)

POWER, LIGHT
POLE (H/T) &
STREET SIGN

STAY
ANCHOR

STREET
SIGN

HYDRANT
(PLASTIC)

POST
BOX

SIGN

CONC
LID

POWER &
LIGHT POLE

BRICK WALL
WITH PILLARS

SEWER M/H
(APPROX. 5dm
(8.54))

TO BE
REMOVED

REMOVE CROSSOVER

WATER METER
TO BE
REMOVED

CLOSEST POWER WIRE TO BOUNDARY

METAL BAR (GOOD COND.)

96°58'0"

83°2'0"

90°0'0"

REFERENCE NAIL AT BASE
OF KERB APPROX. A.H.D 8.93m
(ESTABLISHED FROM WATER
CORPORATION S.M.H W5075)

BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

NOTE:

THESE DRAWINGS ARE TO BE
READ IN CONJUNCTION WITH
STRUCTURAL ENGINEERS DWGS

WORKS ARE TO BE CARRIED OUT
IN ACCORDANCE WITH
AS 2601 -2001 Demolition of Structures

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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SCALE: 1:100 SHEET 5 OF

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CENTRAL AVENUE

BITUMEN

SEMI-MOUNT

NEW CONCRETE CROSSOVER TO COUNCIL REQUIREMENTS

CLOSEST POWER WIRE TO BOUNDARY

LIGHT GRASS

POST BOX

GARDEN

CONCRETE PATH

STREET SIGN

HYDRANT (PLASTIC)

POWER, LIGHT POLE (H/T) & STREET SIGNS

NEW 2.0M HIGH GARRISON FENCE

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

PEG NOT FOUND

CONCRETE PATH

NON-MOUNT

REMOVE CROSSOVER

EXISTING GARRISON FENCE RELOCATED

WASHED AGGREGATE TO BE AN ALTERNATE COLOUR TO THAT OF THE MAIN DRIVEWAY AREA TO DEPICT A CLEARER ACCESS TO THE FRONT ENTRANCE (SHOWN HATCHED)

LINE MARKING IN ACCORDANCE WITH AS 2890.6

WHEELSTOP

96°58'0"

40.56

NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

POWER & LIGHT POLE

NEW CONCRETE CROSSOVER TO COUNCIL REQUIREMENTS

NEW 2.0M HIGH ELECTRIC GARRISON GATE

13.5

BRICK & GALV ON SLAB #409

BITUMEN

PEG NOT FOUND

HATCH (METAL)

SIGN

WATER METER

HOT DRY WIND
SUMMER SUN
WINTER SUN
COOL S EARN
PREVAILING

Scale 1:100

0 2 4 6 8

SITE and FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

GREAT EASTERN HIGHWAY

BITUMEN

PEG NOT FOUND

METAL BAR (GOOD COND.)

BRICK WALL WITH PILLARS

SEWER MH (RISER) (8.54)

BRICK & TILE ON L'STONE

LIGHT GRASS

SEMI-MOUNT

BITUMEN CROSSOVER TO REMAIN

NIL

POWER & LIGHT POLE (H/T)

STAY ANCHOR

STAY WIRE ANCHOR TO BE RELOCATED

CONCRETE PATH

TF=10.95

45.97

EXISTING CARBAY

EV CHARGING

GATE

EXISTING GARRISON FENCE TO BE RELOCATED

TACTILE GROUND SURFACE INDICATORS AS PER AS 1428.4.1 SECTIONS 1 and 2

RAMP 1 : 14
PROVIDE HANDRAIL TO COMPLY WITH AS 1428.1

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

CONSUMER OVERHEAD POWER CABLE

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

BOLLARDS AS PER ENGINEERS DETAIL

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

FIRE HOSE REEL

WORKSHOP
FFL -02c
RL 8.758

FFL -02c
RL 8.758

FFL 00c
RL 8.93

SHOWROOM
66.10m²

MALE
TILES
CL AT 2400

FEMALE
TILES
CL AT 2400

UAT
TILES
CL AT 2400

OFFICE
CL AT 300

SALES/SERVICE DESK

RAMP

BICYCLE STORAGE

CUT WALL TO CREATE ACCESS TO 'UAT' MAKE GOOD WHERE DAMAGED

STAFF LOCKERS UNDER STAIRCASE

UP TO OFFICES

BENCH GRINDER AND BUFF

STORAGE / PARTS

INWARDS/OUTWARDS

TILTED FRAMED

CONSOLE/ABLES

TEST BENCH ALTERNATOR

EQP 1
EQP 2
EQP 3
EQP 4
EQP 5

FUTURE OPENING IN WALL FOR FUTURE DEVELOPMENT DESIGN FOR STRUCTURAL CONSIDERATION

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

1800 HIGH COLORBOND FENCE

SEWER JUNCTION
IN: 0.7 UP: 0.6
INV: 7.1 DEPTH: 1.1
NOTE: UP

SEWER M/H (8.79)

BIN STORE
F/W
CONCRETE FLOOR

50mm DIA CHS RESTRAINING BAR

1400 HIGH BIN ENCLOSURE

2000 HIGH COLORBOND FENCE

COLORBOND (GOOD COND.)

TF=11.01

TF=10.64

TF=10.63

13.4

50.9

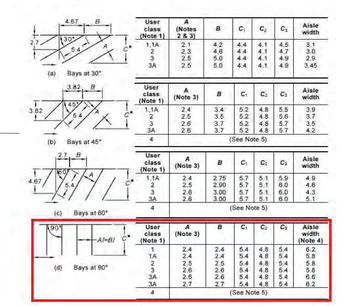
NOTE:
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EQUIPMENT SPECIFICATION

Supplier	Equipment Item (EQP)	Length (mm)	Width (mm)	Height (mm)
Hare and Forbes	SBC -990 - Industrial Sand Blasting Cabinet (EQP1)	1320	1200	2200
Hare and Forbes	SB-C870 - Industrial Sandblasting Dust Cyclone Extractor (EPQ2)	TBC	TBC	TBC
Hare and Forbes	PB-420 - Manual Panbrake (EQP3)	TBC	TBC	TBC
Hare and Forbes	SG-416A- Manual Treadle Guillotine (EQP4)	1700	850	1100
TRU Flow	Spray Booth - BTDB37 (EQP5)	886	610	2135

EXTRACT from AUSTRALIAN STANDARD 2890.1-2004

AS/NZS 2890.1:2004 14



User class (Note 1)	A (Notes 2 & 3)	B	C_1	C_2	C_3	Aisle width
1 1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.6	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

(a) Bays at 30°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1 1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4			(See Note 5)			

(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1 1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.8
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4			(See Note 5)			

(c) Bays at 60°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1 1A	2.4	2.4	5.4	4.8	5.4	6.2
2	2.4	2.4	5.4	4.8	5.4	5.8
3	2.5	2.5	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	5.5
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4			(See Note 5)			

(d) Bays at 90°

PARKING CALCULATIONS

CAR SPACE - 2.40m x 5.40m as per AS2890.1-2004		
OFFICE 1 PER 30m² (-50.14m² Ablutions)	239m²	8 Bays
WAREHOUSE 1 PER 50m²	713m²	15 Bays

AREAS	
OFFICE - GROUND FLOOR	139.57m²
OFFICE - FIRST FLOOR	149.43m²
OUTDOOR BREAKOUT	14.52m²
WAREHOUSE	713.40m²
CARPORT / WALKWAY	61.49m²
CANTILEVERED AWNING	87.90m²
NEW TOTAL	**1166.31m²**
GF PERIMETER	00.00m²

SITE COVER / OPEN SPACE

ZONING	2642m²
ALLOWABLE SITE COVER	60% - 1585.20m²
ACTUAL SITE COVER	37.9% - 1002.36m²
ACTUAL OPEN SPACE	62.1% - 1639.64m²

LANDSCAPING CALCULATIONS

LAND AREA	2643m²
PROPOSED LANDSCAPING	241.78m² = 9.15%

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
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REDCLIFFE

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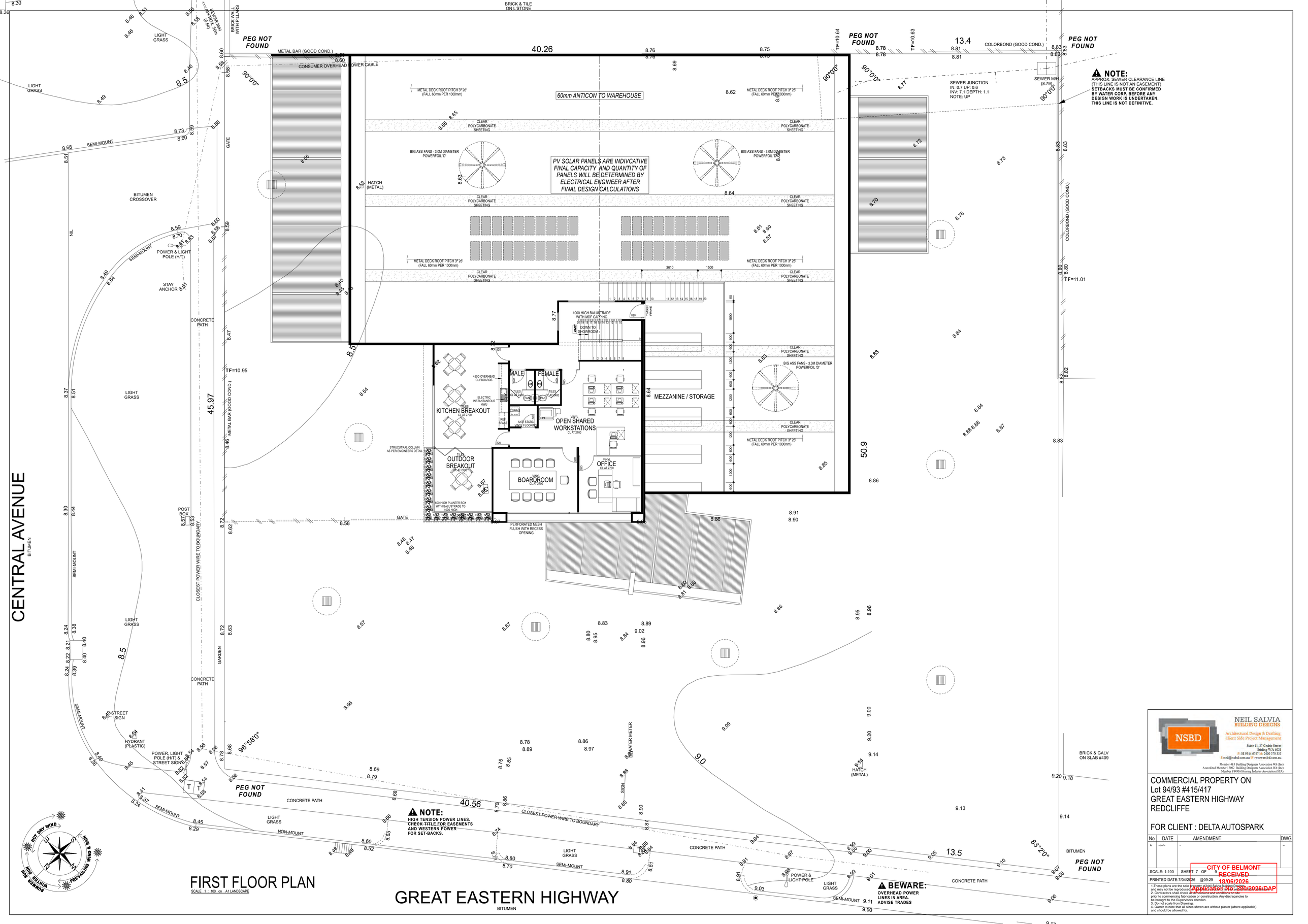
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SCALE: 1:100 SHEET 6 OF 9

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18/05/2026
Application No: 280/2026/DAP

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FIRST FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

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Accredited Member 15002 Building Designers Association WA (Inc)
Member 884916 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

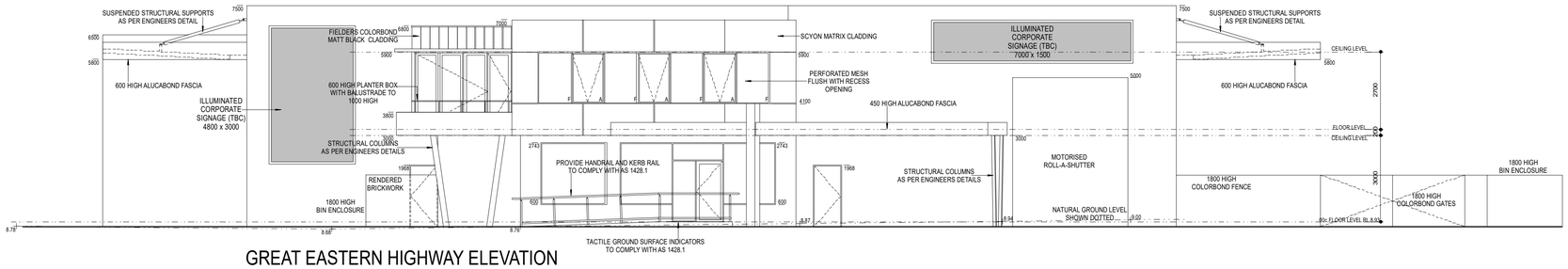
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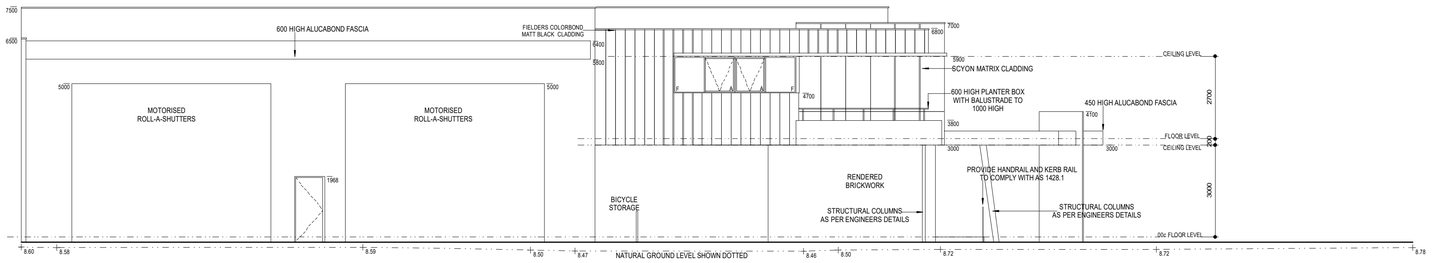
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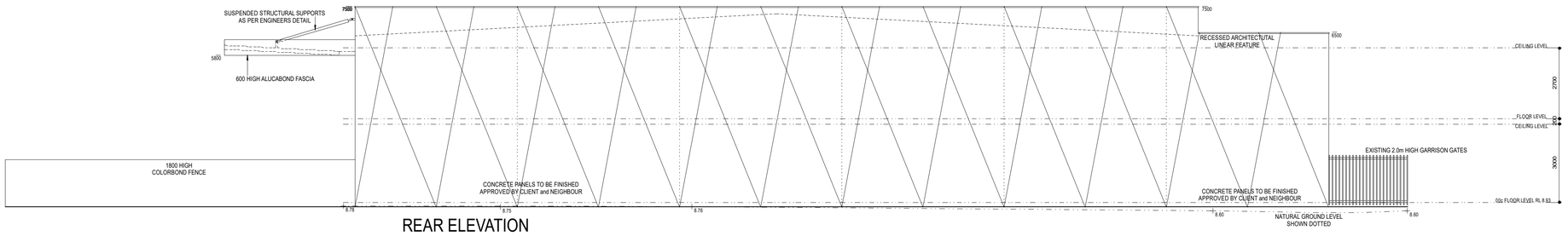
CITY OF BELMONT
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18/06/2026
APPROVED WITH CONDITIONS



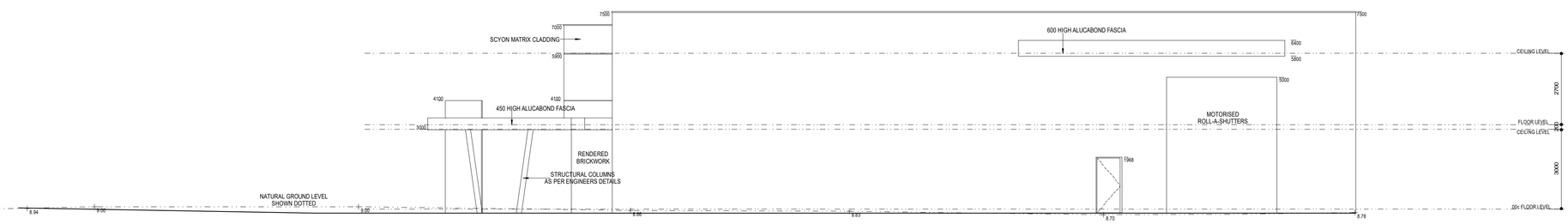
GREAT EASTERN HIGHWAY ELEVATION



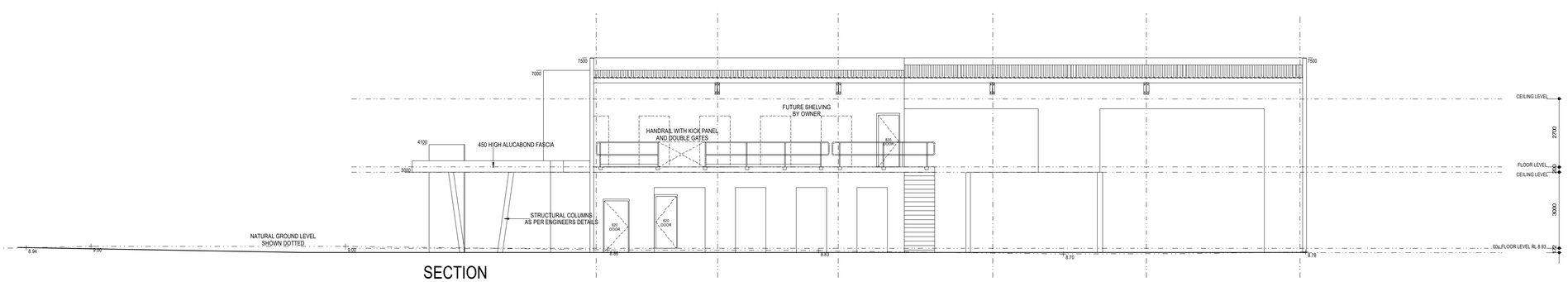
CENTRAL AVENUE ELEVATION



REAR ELEVATION



SIDE ELEVATION



SECTION

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

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SCALE: 1:100 SHEET OF 9

PRINTED DATE:7/04/2026 @09:37

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18/05/2026
Application No: 220/2026/DAP

FITOUT PLAN

SCALE 1 : 100 on A1 LANDSCAPE

Scale 1:100

0 2 4 6 8

CENTRAL AVENUE

GREAT EASTERN HIGHWAY

BITUMEN

PEG NOT FOUND

METAL BAR (GOOD COND.)

CONSUMER OVERHEAD POWER CABLE

AIR COMPRESSOR

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

GATE

BRICK WALL WITH PILLARS

SEWER MH (8.54)

LIGHT GRASS

BITUMEN CROSSOVER TO REMAIN

SEMI-MOUNT

NIL

POWER & LIGHT POLE (H/T)

STAY ANCHOR

STAY WIRE ANCHOR TO BE RELOCATED

CONCRETE PATH

POST BOX

NEW CONCRETE CROSSOVER TO COUNCIL REQUIREMENTS

CLOSEST POWER WIRE TO BOUNDARY

EXISTING GARRISON FENCE RELOCATED

EXISTING GARRISON FENCE TO BE RELOCATED

TACTILE GROUND SURFACE INDICATORS AS PER AS 1428.4.1 SECTIONS 1 and 2

RAMP 1:14 PROVIDE HANDRAIL TO COMPLY WITH AS 1428.1

WASHED AGGREGRATE TO BE AN ALTERNATE COLOUR TO THAT OF THE MAIN DRIVEWAY AREA TO DEPICT A CLEARER ACCESS TO THE FRONT ENTRANCE (SHOWN HATCHED)

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

NEW 2.0M HIGH GARRISON FENCE

GARDEN

CONCRETE PATH

STREET SIGN

HYDRANT (PLASTIC)

POWER, LIGHT POLE (H/T) & STREET SIGNS

LINE MARKING IN ACCORDANCE WITH AS 2890.6

WHEELSTOP

WORKSHOP

FFL -02c

RL 8.758

HATCH. (METAL)

BOLLARDS AS PER ENGINEERS DETAIL

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

8.0m TRUCK

6.0m TRUCK

6T - 4 Post

4T - 2 Post

WHEEL BALANCER

OIL SEPARTOR

WASTE OILS

COOLANT STORAGE

FIRE HOSE REEL

BENCH GRINDER AND BUFF

STAFF LOCKERS UNDER STAIRCASE

UP TO OFFICES

STORAGE / PARTS

MALE TILES CL AT 2400

FEMALE TILES CL AT 2400

UAT TILES CL AT 2400

BICYCLE STORAGE

RAMP

OFFICE CL AT 35c

SALES/SERVICE DESK

DOWN

CUT WALL TO CREATE ACCESS TO 'UAT' MAKE GOOD WHERE DAMAGED

INWARDS/OUTWARDS

FFL 00c

RL 8.93

SHOWROOM 66.10m²

EV CHARGING

EXISTING CARBAY

CONSUMER UNITS

ECP 1 ECP 2 ECP 3 ECP 4 ECP 5

TEST BENCH ALTERNATOR

PALLET RACKING FOR 12 PALLETS

HATCHED AREA DENOTES 1500 WIDE CANTILEVERED RACKING

FUTURE OPENING IN WALL FOR FUTURE DEVELOPMENT. DESIGN FOR STRUCTURAL CONSIDERATION

SEWER JUNCTION IN: 0.7 UP: 0.6 INV: 7.1 DEPTH: 1.1 NOTE: UP

SEWER M/H (8.79)

1800 HIGH COLORBOND FENCE

BIN STORE F/W CONCRETE FLOOR

50mm DIA CHS RESTRAINING BAR

1.8m HIGH BIN ENCLOSURE

COLORBOND (GOOD COND.)

2000 HIGH COLORBOND FENCE

TF=10.64

TF=10.63

TF=11.01

TF=10.95

BRICK & TILE ON L'STONE

BRICK & GALV ON SLAB #409

LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DRAWINGS

⚠ NOTE:
APPROX. SEWER CLEARANCE LINE (THIS LINE IS NOT AN EASEMENT)
SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.

⚠ NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

⚠ BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

EQUIPMENT SPECIFICATION

Supplier	Equipment Item (EQP)	Length (mm)	Width (mm)	Height (mm)
Hare and Forbes	SBC -990 - Industrial Sand Blasting Cabinet (EQP1)	1320	1200	2200
Hare and Forbes	SB-C870 - Industrial Sandblasting Dust Cyclone Extractor (EPQ2)	TBC	TBC	TBC
Hare and Forbes	PB-420 - Manual Panbrake (EQP3)	TBC	TBC	TBC
Hare and Forbes	SG-416A- Manual Treadle Guillotine (EQP4)	1700	850	1100
TRU Flow	Spray Booth - BTDB37 (EQP5)	886	610	2135

EXTRACT from AUSTRALIAN STANDARD 2890.1-2004

AS/NZS 2890.1:2004 14

(a) Bays at 30°

User class (Note 1)	A (Notes 2 & 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.6	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4	(See Note 5)					

(c) Bays at 60°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.8
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4	(See Note 5)					

(d) Bays at 90°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.5
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

PARKING CALCULATIONS

CAR SPACE - 2.40m x 5.40m as per AS2890.1-2004		
OFFICE 1 PER 30m² (-50.14m² Ablutions)	239m²	8 Bays
WAREHOUSE 1 PER 50m²	713m²	15 Bays

AREAS	
OFFICE - GROUND FLOOR	139.57m²
OFFICE - FIRST FLOOR	149.43m²
OUTDOOR BREAKOUT	14.52m²
WAREHOUSE	713.40m²
CARPORT / WALKWAY	61.49m²
CANTILEVERED AWNING	87.90m²
NEW TOTAL	**1166.31m²**
GF PERIMETER	00.00m²

SITE COVER / OPEN SPACE

ZONING	2642m²
ALLOWABLE SITE COVER	60% - 1585.20m²
ACTUAL SITE COVER	37.9% - 1002.36m²
ACTUAL OPEN SPACE	62.1% - 1639.64m²

LANDSCAPING CALCULATIONS

LAND AREA	2643m²
PROPOSED LANDSCAPING	241.78m² = 9.15%

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

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SCALE: 1:100 SHEET 96 OF 9

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ATTACHMENT 2 – DAP Minutes 19 February 2026

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

Metro Inner Development Assessment Panel Minutes

Meeting Date and Time: Thursday, 19 February 2026; 9:30am
Meeting Number: MIDAP/120
Meeting Venue: 140 William Street, Perth

A recording of the meeting is available via the following link:
MIDAP/120 - 19 February 2026 - City of Perth - City of Canning - City of Belmont

PART A – INTRODUCTION

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

PART B – CITY OF PERTH

1. Declaration of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

   3.1 Lot 351 (No.333) Murray Street, Perth - Proposed change of use to retail (general), external alterations, internal fit-out works and signage for 'Paspaley' – DAP/25/03003
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF CANNING

1. Declaration of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

   3.1 Lot 5 & 6 (No. 213 & 215) Sevenoaks Street, Cannington - Mixed Use Development – DAP/25/02960
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – CITY OF BELMONT

1. Declaration of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

   3.1 Lots 93, 94 & 95 (413-415) Great Eastern Highway, Redcliffe - Proposed Alterations and additions to existing motor vehicle repair – DAP/25/02949

Karen Hyde

Karen Hyde
Presiding Member, Metro Inner DAP

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4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART E – OTHER BUSINESS

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

Karen Hyde
Presiding Member, Metro Inner DAP

DAP Members
Karen Hyde (Presiding Member) Francesca Lefante (Deputy Presiding Member) Mike Mourtiz
Cr Adam Pacan (Part B – City of Perth) Cr Raj Doshi (Part B – City of Perth)
Cr Ben Kunze (Part C – City of Canning) Mayor Patrick Hall (Part C – City of Canning)
Cr Phil Marks (Part D – City of Belmont) Mayor Robert Rossi (Part D – City of Belmont)

DAP Secretariat
Kristen Gray
Tenielle Brownfield

Karen Hyde
Presiding Member, Metro Inner DAP

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Part B – City of Perth
Applicant
George Ashton (Element Advisory)
Alana Jennings (Element Advisory)
Laura Shellie (Paspaley)
Matt Sime (Arkhe Tekhne Pty Ltd)
Frank Marioli (Arkhe Tekhne Pty Ltd)
Officers/Technical Advisors in Attendance
Amie Groom
Roberto Colalillo

Part C – City of Canning
Applicant
Carlo Famiano (FC Town Planning)
Officers/Technical Advisors in Attendance
Michael Italiano
Austin Donaghy
Adam Stillitano
Troy Bozich
Kai Wong

Part C – City of Belmont
Applicant
Andra Biondi (Urbanista Town Planning)
Petar Mrdja (Urbanista Town Planning)
Officers/Technical Advisors in Attendance
Nick Reddy
Brandon Pang

Members of the Public / Media

Nil.

Observers via livestream

There were two persons observing the meeting via the livestream.

Karen Hyde
Presiding Member, Metro Inner DAP

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 9:31am on 19 February 2026 and acknowledged the traditional owners and custodians of the land on which the meeting was held and welcomed members.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2025 under the *Planning and Development (Development Assessment Panels) Regulations 2011.*

1.1 Announcements by Presiding Member

The Presiding Member advised that panel members may refer to technical devices, such as phones and laptops, throughout the meeting to assist them in considering the information before them.

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

2. Apologies

Cr Liam Gobbert (Local Government DAP Member, City of Perth)

3. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

PART B – CITY OF PERTH

1. Declaration of Due Consideration

All members declared that they had duly considered the documents contained within Part B of the Agenda and Part B of the Related Information.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 351 (No.333) Murray Street, Perth - Proposed change of use to retail (general), external alterations, internal fit-out works and signage for 'Paspaley' – DAP/25/03003

Deputations

Alana Jennings (Element Advisory) addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

The City of Perth addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

SUBSTANTIVE MOTION

Moved by: Cr Raj Doshi **Seconded by:** Mike Mouritz

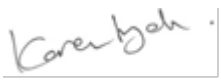
That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/25/03003 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Perth City Planning Scheme No. 2, subject to the following conditions:

Conditions

1. The proposed sliding security gate being at least 75% transparent, with final details being submitted for approval by the City, prior to applying for a building permit.

2. The proposed solar panel installation being lightweight/reversible and capable of being removed without significantly impacting upon original fabric, with final details being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit.



Karen Hyde
Presiding Member, Metro Inner DAP

3. The wall nibs on the upper first-floor balcony being retained and conserved to articulate the original layout of the space, with the proposed bifold 'French' doors being installed within the existing opening only, with final details being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit.

4. The height of the roof gantry screen being reduced to align with the top of the ridge of the northern roof plane, with final details being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit.

5. On-site stormwater disposal/management being to the City's specifications with details being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit.

6. A low level of illumination being used and no part of the illuminated signs to contain flashing, pulsating or flickering lights to the satisfaction of the City.

7. The signs being appropriately framed and with any wiring or ducting being concealed from view to the satisfaction of the City.

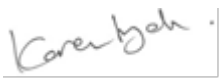
Advice Notes

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

2. With regards to stormwater management, further details are to be provided regarding the stormwater management plan for the rear roof area to ensure that stormwater disposal is directed away from the building.

The Substantive Motion was put and CARRIED UNANIMOUSLY.

REASON: The proposal fits well with the City's Scheme and King Street Heritage Area provisions. The building alterations represents a balanced and considered approach to activating and reusing the building, which has been vacant for many years. Members agreed the inclusion of street-level windows, façade elements and minor demolition works retain the site's heritage significance, with features such as lighting, signage, and security measures facilitate the building's retail function, whilst providing direct street access. Members agreed that the project supports heritage conservation and enhancing pedestrian activity and vibrancy in this area. The proposal was endorsed, including minor conditions designed to minimise impact on the building or allow for activation.



Karen Hyde
Presiding Member, Metro Inner DAP

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Cr Liam Gobbert and Cr Raj Doshi (Local Government DAP Members, City of Perth) left the panel at 9:47am.

Karen Hyde
Presiding Member, Metro Inner DAP

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PART C – CITY OF CANNING

Cr Ben Kunze and Mayor Patrick Hall (Local Government DAP Members, City of Canning) joined the panel at 9:48am.

1. Declaration of Due Consideration

All members declared that they had duly considered the documents contained within Part C of the Agenda and Part C of the Related Information.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 5 & 6 (No. 213 & 215) Sevenoaks Street, Cannington - Mixed Use Development – DAP/25/02960

Deputations

Carlo Famiano (CF Town Planning) addressed the DAP in support of the application at Item 3.1 and responded to questions from the panel.

The City of Canning addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

SUBSTANTIVE MOTION

Moved by: Francesca Lefante **Seconded by:** Mike Mouritz

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/02960 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Canning Local Planning Scheme No. 42, subject to the following conditions:

Conditions:

General

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. The development is to comply in all respects with the attached approved plans, as dated, marked, and stamped, together with any requirements and annotations detailed thereon. The plans approved as part of this application form part of the development approval issued are listed below:

List of Development Plans

Drawing Title	Sheet No.	Revision No.	Date	Drawn By
Site Plan	A100	F	21/01/2026	M.Pisano RB Design and Drafting
Ground Floor Plan	A101	H	21/01/2026	
Level 1 Plan – Parking Level	A102	I	21/01/2026	
Level 2 – Apartment Level Plan	A103	F	21/01/2026	
Apartment Level – Areas Levels 2,3,4 & 5	A103a	F	21/01/2026	
Level 3 – Apartment Level Plan	A104	F	21/01/2026	
Level 4 – Apartment Level Plan	A105	F	21/01/2026	
Level 5 – Apartment Level Plan	A106	F	21/01/2026	
Level 6 – Roof Top Terrace	A107	F	21/01/2026	
Top Of Building	A108	E	21/01/2026	
Overshadowing Plan	A109	F	21/01/2026	
North-East Elevation – Sevenoaks Street	A201	G	21/01/2026	
South-East Side Elevation	A202	G	21/01/2026	
South-West Rear Elevation R.O.W	A203	G	21/01/2026	
North-West Side Elevation	A204	G	21/01/2026	
Section Through Ramp – Side Elevation	A205	H	14/12/2025	
Section Through Parking – Side Elevation	A206	E	21/01/2026	
Level 2 – Apartment Ventilation Plan and Solar Penetration	A401	E	21/01/2026	
Level 3 – Apartment Ventilation Plan and Solar Penetration	A402	E	21/01/2026	
Level 4 – Apartment Ventilation Plan and Solar Penetration	A403	E	21/01/2026	
Level 5 – Apartment Ventilation Plan and Solar Penetration	A404	E	21/01/2026	
Typical Apartment Level Plan – Sustainability Plan	A501	B	21/01/2026	

Karen Hyde
Presiding Member, Metro Inner DAP

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Parking and Access

3. Prior to the occupation of the development, the number and allocation of car parking bays provided on-site shall be as follows:
   - 36 Residential parking spaces;
   - Eight (8) Visitor parking spaces;
   - Four (4) residential motorcycle / scooter parking spaces: and
   - Nine (9) Non-Residential parking spaces;

4. Prior to the occupation of the development, all 'Visitor' car parking spaces shall be signposted and marked in accordance with Australian Standards AS 1742.11 and maintained thereafter to the satisfaction of the City. The signage is to be installed prior to the occupation of the development and must be maintained for the duration of the development and for use exclusively by visitors to the property, to the satisfaction of the City.

5. Prior to the occupation of the development, all parking spaces, manouvering , and circulation areas are to be constructed to comply with Australian Standards AS/NZS2890.1:2004 Parking Facilities - Part 1: Off-streetcar parking. The ACROD car parking bay design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and once constructed, must be maintained for the duration of the development, to the satisfaction of the City.

6. Pedestrian pathways providing wheelchair accessibility to all entries, to buildings, to public footpaths and car parking areas are to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City.

7. Prior to the occupation of the development, 25 bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking. Once installed, the bicycle parking bays are to be maintained for the duration of the development, to the satisfaction of the City.

8. Redundant vehicle crossover(s) are to be removed, and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping, to the specifications of the City.

9. Prior to the submission of a building permit, detailed plans and specifications for all works within the road reserve are to be submitted by and at the cost of the owner/developer to the satisfaction of the City, including:

   - the upgrade of the footpath to accommodate compliant ramp design in accordance with *AS1428.1*.

   Prior to the occupation or use of the development, the approved works within the road reserve are to be implemented by and at the cost of the owner/developer to the satisfaction of the City.

Right of Way Construction

10. Prior to the submission of a building permit, the owner/developer is to seek approval from the City of Canning for the construction, lighting and infrastructure servicing of the whole or portion of the Right of Way (ROW) to service the proposed development. Detailed plans and specifications for the drainage, paving and lighting of the ROW, is to be submitted to the satisfaction of the City prior to commencing any works on-site. Prior to the occupation, the ROW shall be constructed at least up to the proposed development from Wharf Street or Mallard Way, in accordance with the approved plans to the City's satisfaction.

Building Design

11. 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.

12. 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 Canning.

Public Art

13. Prior to the occupation of the development, or other time agreed to in writing by the City, the owner/developer is to elect to either:

    a) Seek approval from the City of Canning for an artist to provide public art on the development site to a minimum value representing 1% of the cost of the development; or

    b) Alternatively, make arrangements with the City of Canning for a cash-in-lieu payment representing 0.85% of the cost of development.

    Where public art is to be provided on the development site, the approved concept is to be thereafter implemented and the artwork constructed and thereafter maintained to the satisfaction of the City.

Utilities, Facilities and External Fixtures

14. Prior to the occupation of the development, a suitable bin enclosure for the storage and cleaning of receptacles on the premises is to be provided and thereafter to be maintained for the duration of the development to the satisfaction of the City.

15. Prior to the submission of a building permit, a lighting plan indicating lighting to the pathways, communal open space, pedestrian and vehicle entry points, and car parking areas is to be submitted to and approved by the City. Prior to the occupation of the development, the approved lighting is to be installed and thereafter maintained by and at the cost of the landowner/developer to the satisfaction of the City.

16. In accordance with the Residential Design Codes Volume 2 (Element 4.18 Utilities), all external fixtures, building services, roof equipment and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but do not create an adverse visual impact, and be maintained for the duration of the development, to the satisfaction of the City.

17. Residential storerooms shall be allocated to the dwellings in a manner consistent with Table 4.6 Storage requirements of the Residential Design Codes Volume 2 (Element 4.6 Storerooms), and be maintained for the duration of the development, to the satisfaction of the City.

18. All services and service-related hardware, including clothes drying areas, antennae, and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.

Lighting and Security

19. Adequate 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.

20. External lighting shall be positioned in accordance with Australian Standard AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting, to the satisfaction of the City.

Universal Design

21. Prior to the submission of a building permit, certification completed by a Liveable Housing Australia assessor confirming that the detailed design of the ‘Silver Level’ dwellings are compliant with the ‘Silver Level’ of the ‘Liveable Housing Design Guidelines’ produced by Liveable Housing Australia, must be submitted to, and approved in writing by, the City of Canning. A minimum of 20% of dwellings are to be designed to achieve a ‘Silver Level’ rating. All required design features shall be installed and operational prior to occupation.

Visual Privacy

22. 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). The privacy screening shall be maintained for the duration of the development, to the satisfaction of the City.

Construction Management Plan

23. Prior to the commencement of any site or construction works, a Construction Management Plan in accordance with the requirements of Australian Standard AS 1742.3 is to be submitted by the owner/developer to the satisfaction of the City. The approved plan is to be thereafter implemented for the duration of the construction of the development to the satisfaction of the City.

Stormwater Management

24. Prior to the submission of a building permit, a Certified Stormwater Management Plan is to be submitted to the City for assessment and approval. The stormwater management plan is to be informed by a Geotechnical Report for the site, which affirms what suitable disposal treatments apply to the land. Once approved, the Stormwater Management Plan shall be adhered to for the life of the development and to the satisfaction of the City.

Waste Management

25. All provisions and recommendations in the Waste Management Plan, prepared by Talis Consultants, dated January 2026, shall be implemented for the duration of the development, to the satisfaction of the City.

Sustainability

26. Prior to the submission of a building permit, a revised Ecological Sustainable Development Statement is to be submitted to the City of Canning confirming all dwellings exceed the minimum NATHERS requirement for apartments by one star and the development incorporates sustainable initiatives as indicated on the approved plans, to the satisfaction of the City.

Noise Management

27. Prior to the occupation of the development, all recommendations contained within the Acoustic Assessment Report dated May 2025, prepared by Acoustic Consultants Australia, shall be implemented in full and written certification by an accredited acoustic consultant shall be provided to the City confirming that all recommendations of the Report have been implemented, to the satisfaction of the City.

28. Within 90 days of operation of the completed development, an acoustic report must be submitted to the City, at the applicants cost by an accredited acoustic consultant confirming that noise emissions from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City.

29. All delivery vehicles and waste services 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.

30. The development is to be constructed with insultation to meet Australian Standard AS2021:2015 Acoustic – Aircraft Noise Intrusion – Building Sitting and Construction.

31. Prior to the occupation of the development, 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 the land the subject of the proposed development stating:

    "This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by transport noise. Transportation noise controls and Quiet House design strategies at potential cost to the owner may be required to achieve an acceptable level of noise reduction. Further information is available on request from the relevant local government offices."

32. Prior to the occupation of the development, 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 the land the subject of the proposed development stating:

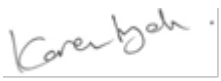
    "This lot is situated in the vicinity of Perth Airport and is currently affected, or may in the future, be affected by aircraft noise. Noise exposure levels are likely to increase in the future as a result of increases in numbers of aircraft using the airport, changes in aircraft type or other operational changes. Further information about aircraft noise, including development restrictions and noise insulation requirements for noise-affected properties, are available on request from the relevant local government offices."

Landscaping

33. Prior to the submission of building permit, an amended Landscape Plan is required to be submitted and approved by the City. The revised landscaping plan is to include Botanic and Common Names of trees and shrubs proposed, and the total number of shade trees to be provided and retained. The landscaping shall comply with Policy LP.02 Tree Retention, Planting and Development. The landscaping in accordance with the approved Landscape Plan shall thereafter be maintained for the duration of the development, to the satisfaction of the City.

34. Landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, and maintained for the duration of the development, to the satisfaction of the City.

35. All street trees not indicated on the approved plans for removal are to be retained in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites and AS 4373-2007 Pruning of Amenity Trees.



Karen Hyde
Presiding Member, Metro Inner DAP

Signage

36. All signage is to be in strict accordance with the City's Local Planning Policy LP.05 Advertising Signs, unless further development approval is obtained.

37. The applicant or responsible contractor shall lodge an online application to Perth Airport's Protected Airspace Assessment Tool (PAAT) prior to the erection of a crane on the subject site during both construction and operation of the subject site in accordance with their obligations under the Airports (Protection of Airspace) Regulations 1996 (C'th).

Advice Notes

1. If the development that is the subject of this approval is not substantially commenced within a period of 4 years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.

2. Where approval has so lapsed, no development must be carried out without the further approval of the City of Canning having first being sought and obtained.

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

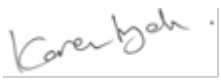
4. Prior to obtaining subdivision or strata title approval for the proposed development the subject of this application, the applicant/owner is to comply with all requirements of Council's Guided Development Town Planning Scheme No. 17A inclusive of the Public Open Space Contribution valuation and payment in accordance with Clauses 3.3 and 4.3 of the Scheme.

5. This approval does not authorize the commencement of any building works. The applicant is advised that a building permit must be obtained prior to the commencement of any works. To obtain a building permit it will be necessary to submit documentation in compliance with the Building Regulations, including plans incorporating all conditions of this approval, specifications, and structural drawings.

6. A new occupancy permit will be required to recognise the permanent change that will be made to the classification of the building. Section 41 of the Building Act 2011 requires the owner or occupier to ensure that the new occupancy permit is in effect prior to the new use being adopted.

7. This approval does not authorise the demolition of the existing buildings on site. A Demolition Permit must be obtained from the City prior to the removal/demolition of the existing buildings including any septic waste disposal system(s).

8. Please be advised that it is an offence under Part 4 of the City's Local Government Property and Public Places Local Law 2021 to damage, prune or remove a street tree without first obtaining a written permit. Any works or activities in the verge area during the construction phase of a development must not contravene the protection of a street tree.



Karen Hyde
Presiding Member, Metro Inner DAP

9. The proponent is to submit a set of the approved plans to the Fire and Emergency Services Authority of Western Australia (FESA) for assessment. For further information in this regard contact FESA on 9336 9300.

10. The new works and affected parts of the proposed building works must comply with the requirements of the Disability (Access to Premises - Buildings) Standards 2010.

11. In relation to Condition 23, the applicant/landowner is to include information into the Construction Management Plan such as:
    - The route that construction vehicles will take to and from the site.
    - The temporary realignment of pedestrian access ways.
    - Vehicular access to the site during construction.
    - Unloading and loading areas.
    - Waste disposal.
    - The location on site of building materials to be stored.
    - Safety and security fencing.
    - Sanitary facilities.
    - Cranes; and
    - Any details as required by the City.

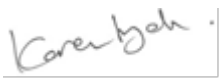
12. The development is to be connected to the sewer.

13. In relation to Condition 25, a suitable bin enclosure shall be provided with a water supply; have impervious walls and floor, a floor graded to a floor waste gully connected to sewer, have a gate and be of sufficient size to accommodate all receptacles used on the premises, but in any event having a floor area not less than a size approved by the Manager of Waste Services or an Environmental Health Officer.

14. In relation to Condition 26, the required revised Ecological Sustainable Development Statement shall demonstrate what sustainable outcomes will be received from this proposal and the develop mtn incorporates sustainable initiatives as indicated on the approved plans.

15. The applicant is advised that permission to erect a boundary wall on or near the lot boundary does not grant permission to use the adjoining property or to remove the dividing fence without neighbour's consent. Dividing fences are controlled through the Dividing Fences Act 1961. Accordingly, landowners should liaise with the adjoining landowner if there is an intention to remove or replace any portion of fencing.

16. Please be advised that it is the obligation of the builder to review the Water Corporation's Working Near Assets and any/all applicable Western Power requirements. It is recommended to liaise with these authorities prior to the submission of a Building Permit.



Karen Hyde
Presiding Member, Metro Inner DAP

17. The development shall comply with the Health (Public Buildings) Regulations 1992. The premises must be registered as a Public Building with the City of Canning and an inspection of the property shall be completed and Maximum Accommodation Certificate issued prior to use of the premises. Please liaise with the City's Environmental Health Services on 1300 422 664 for further detailed information and associated fees.

18. In relation to Condition 27, an acoustic report is to consider noise emissions received by the nearest residential property and surrounding dwellings, and must consider tonality, modulation, impulsiveness, Lamax, LA90, LA10 and LA1 of all noise emission from the equipment in operation.

    Premises to be operated in compliance with the Environmental Protection Act 1986, Environmental Protection (Unauthorised Discharges) Regulations 2004 and Environmental Protection (Noise) Regulations 1997. Note if in connection with a business or a commercial activity, a material listed in Schedule 1 of the Environmental Protection (Unauthorised Discharges) Regulations 2004 is discharged into the environment, an offence is committed. Please see https://www.legislation.wa.gov.au/ for further information.

19. A completed 'Food Business Notification and Registration Form' and detailed fit out plans, including elevations, are to be submitted to the City following development approval showing all fixtures, fittings and finishes. Please contact the City's Environmental Health Services on 1300 422 664 or visit the City's website for a 'Food Business Notification and Registration Form'.

20. The subject site is located within a Western Power clearance zone. The applicant is to consult with Western Power prior to construction to ensure all relevant approvals/measures are in place in accordance with Western Power Guidelines for Building near a clearance zone.

21. The subject area is located within the 20-25 ANEF, 100-200 N65 and 20-50 N60 contours. For further information on aircraft noise the applicant/owner(s) may contact Perth Airport's Planning team on 9478 8888 or planning@perthairport.com.au or visit Perth Airport's Aircraft Noise Portal at https://aircraftnoise.perthairport.com.au/.

22. The applicant or responsible contractor shall lodge an online application to Perth Airport's Protected Airspace Assessment Tool (PAAT) prior to the erection of a crane on the subject site during both construction and operation of the subject site in accordance with their obligations under the Airports (Protection of Airspace) Regulations 1996 (C'th).

AMENDING MOTION 1

Moved by: Francesca Lefante **Seconded by:** Karen Hyde

That Condition No.4 be amended to read as follows:

> *Prior to the occupation of the development, all 'Visitor' car parking spaces shall be* ***unencumbered,*** *signposted and marked in accordance with Australian Standards AS 1742.11 and maintained thereafter to the satisfaction of the City.* ***The security gate to the rear of the site to the parking area being setback to accommodate a waiting car bay off the ROW.*** *The signage is to be installed prior to the occupation of the development and must be maintained for the duration of the development and for use exclusively by visitors to the property, to the satisfaction of the City.*

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: To provide clarity on the requirement to ensure visitor bays are unencumbered and sufficient area on-site is provided for vehicles prior to entering the parking area, without impacting other uses of the rear ROW.

AMENDING MOTION 2

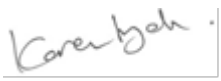
Moved by: Cr Ben Kunze **Seconded by:** Mayor Patrick Hall

That Condition No.33 be amended to read as follows:

> *Prior to the submission of building permit, an amended Landscape Plan is required to be submitted and approved by the City. The revised landscaping plan is to include Botanic and Common Names of trees and shrubs proposed, and the total number of shade trees to be provided and retained. The landscaping shall comply with Policy LP.02 Tree Retention, Planting and Development. The landscaping in accordance with the* ***detailed Landscape Plan shall be implemented prior to occupancy and*** ~~*approved Landscape Plan*~~ *shall thereafter be maintained for the duration of the development, to the satisfaction of the City.*

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: To reflect the appropriate timeframes, related to the implementation of the landscaping on the site. To ensure that all landscape works are completed prior to occupation in order to provide amenity and to avoid unnecessary conflicts during construction and occupation.



Karen Hyde
Presiding Member, Metro Inner DAP

AMENDING MOTION 3

Moved by: Karen Hyde **Seconded by:** Francesca Lefante

That Condition No.2 be amended to read as follows:

> *The development is to comply in all respects with the attached approved plans, as dated, marked, and stamped, together with any requirements and annotations detailed thereon,* ***unless otherwise approved by the City****. The plans approved as part of this application form part of the development approval issued are listed below:*

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: To provide the ability for minor modification to the considered by the City, particularly as there are likely to be some minor alterations to the car park layout and other elements as a result of design refinement and application of construction codes at building permit stage.

AMENDING MOTION 4

Moved by: Karen Hyde **Seconded by:** Mike Mourtiz

That Condition No.37 be deleted.

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: Remove this condition as it is a duplication of advice note 22 and as the information relates to approval processes beyond the City's planning framework, the information is advisory and is therefore better suited to being an advice note.

SUBSTANTIVE MOTION (AS AMENDED)

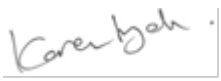
That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/02960 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Canning Local Planning Scheme No. 42, subject to the following conditions:

Conditions:

<u>General</u>

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.



Karen Hyde
Presiding Member, Metro Inner DAP

2. The development is to comply in all respects with the attached approved plans, as dated, marked, and stamped, together with any requirements and annotations detailed thereon, unless otherwise approved by the City. The plans approved as part of this application form part of the development approval issued are listed below:

List of Development Plans

Drawing Title	Sheet No.	Revision No.	Date	Drawn By
Site Plan	A100	F	21/01/2026	M.Pisano RB Design and Drafting
Ground Floor Plan	A101	H	21/01/2026	
Level 1 Plan – Parking Level	A102	I	21/01/2026	
Level 2 – Apartment Level Plan	A103	F	21/01/2026	
Apartment Level – Areas Levels 2,3,4 & 5	A103a	F	21/01/2026	
Level 3 – Apartment Level Plan	A104	F	21/01/2026	
Level 4 – Apartment Level Plan	A105	F	21/01/2026	
Level 5 – Apartment Level Plan	A106	F	21/01/2026	
Level 6 – Roof Top Terrace	A107	F	21/01/2026	
Top Of Building	A108	E	21/01/2026	
Overshadowing Plan	A109	F	21/01/2026	
North-East Elevation – Sevenoaks Street	A201	G	21/01/2026	
South-East Side Elevation	A202	G	21/01/2026	
South-West Rear Elevation R.O.W	A203	G	21/01/2026	
North-West Side Elevation	A204	G	21/01/2026	
Section Through Ramp – Side Elevation	A205	H	14/12/2025	
Section Through Parking – Side Elevation	A206	E	21/01/2026	
Level 2 – Apartment Ventilation Plan and Solar Penetration	A401	E	21/01/2026	
Level 3 – Apartment Ventilation Plan and Solar Penetration	A402	E	21/01/2026	
Level 4 – Apartment Ventilation Plan and Solar Penetration	A403	E	21/01/2026	
Level 5 – Apartment Ventilation Plan and Solar Penetration	A404	E	21/01/2026	
Typical Apartment Level Plan – Sustainability Plan	A501	B	21/01/2026	

Parking and Access

3. Prior to the occupation of the development, the number and allocation of car parking bays provided on-site shall be as follows:
   - 36 Residential parking spaces;
   - Eight (8) Visitor parking spaces;
   - Four (4) residential motorcycle / scooter parking spaces: and
   - Nine (9) Non-Residential parking spaces;

4. Prior to the occupation of the development, all 'Visitor' car parking spaces shall be unencumbered, signposted and marked in accordance with Australian Standards AS 1742.11 and maintained thereafter to the satisfaction of the City. The security gate to the rear of the site to the parking area being setback to accommodate a waiting car bay off the ROW. The signage is to be installed prior to the occupation of the development and must be maintained for the duration of the development and for use exclusively by visitors to the property, to the satisfaction of the City.

5. Prior to the occupation of the development, all parking spaces, manouvering , and circulation areas are to be constructed to comply with Australian Standards AS/NZS2890.1:2004 Parking Facilities - Part 1: Off-streetcar parking. The ACROD car parking bay design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and once constructed, must be maintained for the duration of the development, to the satisfaction of the City.

6. Pedestrian pathways providing wheelchair accessibility to all entries, to buildings, to public footpaths and car parking areas are to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City.

7. Prior to the occupation of the development, 25 bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking. Once installed, the bicycle parking bays are to be maintained for the duration of the development, to the satisfaction of the City.

8. Redundant vehicle crossover(s) are to be removed, and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping, to the specifications of the City.

9. Prior to the submission of a building permit, detailed plans and specifications for all works within the road reserve are to be submitted by and at the cost of the owner/developer to the satisfaction of the City, including:

   - the upgrade of the footpath to accommodate compliant ramp design in accordance with *AS1428.1*.

   Prior to the occupation or use of the development, the approved works within the road reserve are to be implemented by and at the cost of the owner/developer to the satisfaction of the City.

Karen Hyde

Right of Way Construction

10. Prior to the submission of a building permit, the owner/developer is to seek approval from the City of Canning for the construction, lighting and infrastructure servicing of the whole or portion of the Right of Way (ROW) to service the proposed development. Detailed plans and specifications for the drainage, paving and lighting of the ROW, is to be submitted to the satisfaction of the City prior to commencing any works on-site. Prior to the occupation, the ROW shall be constructed at least up to the proposed development from Wharf Street or Mallard Way, in accordance with the approved plans to the City's satisfaction.

Building Design

11. 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.

12. 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 Canning.

Public Art

13. Prior to the occupation of the development, or other time agreed to in writing by the City, the owner/developer is to elect to either:

    a) Seek approval from the City of Canning for an artist to provide public art on the development site to a minimum value representing 1% of the cost of the development; or

    b) Alternatively, make arrangements with the City of Canning for a cash-in-lieu payment representing 0.85% of the cost of development.

    Where public art is to be provided on the development site, the approved concept is to be thereafter implemented and the artwork constructed and thereafter maintained to the satisfaction of the City.

Utilities, Facilities and External Fixtures

14. Prior to the occupation of the development, a suitable bin enclosure for the storage and cleaning of receptacles on the premises is to be provided and thereafter to be maintained for the duration of the development to the satisfaction of the City.

15. Prior to the submission of a building permit, a lighting plan indicating lighting to the pathways, communal open space, pedestrian and vehicle entry points, and car parking areas is to be submitted to and approved by the City. Prior to the occupation of the development, the approved lighting is to be installed and thereafter maintained by and at the cost of the landowner/developer to the satisfaction of the City.

16. In accordance with the Residential Design Codes Volume 2 (Element 4.18 Utilities), all external fixtures, building services, roof equipment and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but do not create an adverse visual impact, and be maintained for the duration of the development, to the satisfaction of the City.

17. Residential storerooms shall be allocated to the dwellings in a manner consistent with Table 4.6 Storage requirements of the Residential Design Codes Volume 2 (Element 4.6 Storerooms), and be maintained for the duration of the development, to the satisfaction of the City.

18. All services and service-related hardware, including clothes drying areas, antennae, and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.

Lighting and Security

19. Adequate 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.

20. External lighting shall be positioned in accordance with Australian Standard AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting, to the satisfaction of the City.

Universal Design

21. Prior to the submission of a building permit, certification completed by a Liveable Housing Australia assessor confirming that the detailed design of the 'Silver Level' dwellings are compliant with the 'Silver Level' of the 'Liveable Housing Design Guidelines' produced by Liveable Housing Australia, must be submitted to, and approved in writing by, the City of Canning. A minimum of 20% of dwellings are to be designed to achieve a 'Silver Level' rating. All required design features shall be installed and operational prior to occupation.

Visual Privacy

22. 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). The privacy screening shall be maintained for the duration of the development, to the satisfaction of the City.

Construction Management Plan

23. Prior to the commencement of any site or construction works, a Construction Management Plan in accordance with the requirements of Australian Standard AS 1742.3 is to be submitted by the owner/developer to the satisfaction of the City. The approved plan is to be thereafter implemented for the duration of the construction of the development to the satisfaction of the City.

Stormwater Management

24. Prior to the submission of a building permit, a Certified Stormwater Management Plan is to be submitted to the City for assessment and approval. The stormwater management plan is to be informed by a Geotechnical Report for the site, which affirms what suitable disposal treatments apply to the land. Once approved, the Stormwater Management Plan shall be adhered to for the life of the development and to the satisfaction of the City.

Waste Management

25. All provisions and recommendations in the Waste Management Plan, prepared by Talis Consultants, dated January 2026, shall be implemented for the duration of the development, to the satisfaction of the City.

Sustainability

26. Prior to the submission of a building permit, a revised Ecological Sustainable Development Statement is to be submitted to the City of Canning confirming all dwellings exceed the minimum NATHERS requirement for apartments by one star and the development incorporates sustainable initiatives as indicated on the approved plans, to the satisfaction of the City.

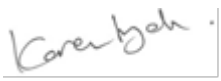
Noise Management

27. Prior to the occupation of the development, all recommendations contained within the Acoustic Assessment Report dated May 2025, prepared by Acoustic Consultants Australia, shall be implemented in full and written certification by an accredited acoustic consultant shall be provided to the City confirming that all recommendations of the Report have been implemented, to the satisfaction of the City.

28. Within 90 days of operation of the completed development, an acoustic report must be submitted to the City, at the applicants cost by an accredited acoustic consultant confirming that noise emissions from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City.

29. All delivery vehicles and waste services 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.

30. The development is to be constructed with insultation to meet Australian Standard AS2021:2015 Acoustic – Aircraft Noise Intrusion – Building Sitting and Construction.



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31. Prior to the occupation of the development, 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 the land the subject of the proposed development stating:

    "This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by transport noise. Transportation noise controls and Quiet House design strategies at potential cost to the owner may be required to achieve an acceptable level of noise reduction. Further information is available on request from the relevant local government offices."

32. Prior to the occupation of the development, 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 the land the subject of the proposed development stating:

    "This lot is situated in the vicinity of Perth Airport and is currently affected, or may in the future, be affected by aircraft noise. Noise exposure levels are likely to increase in the future as a result of increases in numbers of aircraft using the airport, changes in aircraft type or other operational changes. Further information about aircraft noise, including development restrictions and noise insulation requirements for noise-affected properties, are available on request from the relevant local government offices."

Landscaping

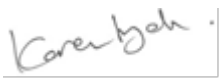
33. Prior to the submission of building permit, an amended Landscape Plan is required to be submitted and approved by the City. The revised landscaping plan is to include Botanic and Common Names of trees and shrubs proposed, and the total number of shade trees to be provided and retained. The landscaping shall comply with Policy LP.02 Tree Retention, Planting and Development. The landscaping in accordance with the detailed Landscape Plan shall be implements prior to occupancy and shall thereafter be maintained for the duration of the development, to the satisfaction of the City.

34. Landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, and maintained for the duration of the development, to the satisfaction of the City.

35. All street trees not indicated on the approved plans for removal are to be retained in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites and AS 4373-2007 Pruning of Amenity Trees.

Signage

36. All signage is to be in strict accordance with the City's Local Planning Policy LP.05 Advertising Signs, unless further development approval is obtained.



Advice Notes

1. If the development that is the subject of this approval is not substantially commenced within a period of 4 years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.

2. Where approval has so lapsed, no development must be carried out without the further approval of the City of Canning having first being sought and obtained.

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

4. Prior to obtaining subdivision or strata title approval for the proposed development the subject of this application, the applicant/owner is to comply with all requirements of Council's Guided Development Town Planning Scheme No. 17A inclusive of the Public Open Space Contribution valuation and payment in accordance with Clauses 3.3 and 4.3 of the Scheme.

5. This approval does not authorize the commencement of any building works. The applicant is advised that a building permit must be obtained prior to the commencement of any works. To obtain a building permit it will be necessary to submit documentation in compliance with the Building Regulations, including plans incorporating all conditions of this approval, specifications, and structural drawings.

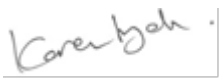
6. A new occupancy permit will be required to recognise the permanent change that will be made to the classification of the building. Section 41 of the Building Act 2011 requires the owner or occupier to ensure that the new occupancy permit is in effect prior to the new use being adopted.

7. This approval does not authorise the demolition of the existing buildings on site. A Demolition Permit must be obtained from the City prior to the removal/demolition of the existing buildings including any septic waste disposal system(s).

8. Please be advised that it is an offence under Part 4 of the City's Local Government Property and Public Places Local Law 2021 to damage, prune or remove a street tree without first obtaining a written permit. Any works or activities in the verge area during the construction phase of a development must not contravene the protection of a street tree.

9. The proponent is to submit a set of the approved plans to the Fire and Emergency Services Authority of Western Australia (FESA) for assessment. For further information in this regard contact FESA on 9336 9300.

10. The new works and affected parts of the proposed building works must comply with the requirements of the Disability (Access to Premises - Buildings) Standards 2010.



Karen Hyde
Presiding Member, Metro Inner DAP

11. In relation to Condition 23, the applicant/landowner is to include information into the Construction Management Plan such as:

    - The route that construction vehicles will take to and from the site.
    - The temporary realignment of pedestrian access ways.
    - Vehicular access to the site during construction.
    - Unloading and loading areas.
    - Waste disposal.
    - The location on site of building materials to be stored.
    - Safety and security fencing.
    - Sanitary facilities.
    - Cranes; and
    - Any details as required by the City.

12. The development is to be connected to the sewer.

13. In relation to Condition 25, a suitable bin enclosure shall be provided with a water supply; have impervious walls and floor, a floor graded to a floor waste gully connected to sewer, have a gate and be of sufficient size to accommodate all receptacles used on the premises, but in any event having a floor area not less than a size approved by the Manager of Waste Services or an Environmental Health Officer.

14. In relation to Condition 26, the required revised Ecological Sustainable Development Statement shall demonstrate what sustainable outcomes will be received from this proposal and the develop mtn incorporates sustainable initiatives as indicated on the approved plans.

15. The applicant is advised that permission to erect a boundary wall on or near the lot boundary does not grant permission to use the adjoining property or to remove the dividing fence without neighbour's consent. Dividing fences are controlled through the Dividing Fences Act 1961. Accordingly, landowners should liaise with the adjoining landowner if there is an intention to remove or replace any portion of fencing.

16. Please be advised that it is the obligation of the builder to review the Water Corporation's Working Near Assets and any/all applicable Western Power requirements. It is recommended to liaise with these authorities prior to the submission of a Building Permit.

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17. The development shall comply with the Health (Public Buildings) Regulations 1992. The premises must be registered as a Public Building with the City of Canning and an inspection of the property shall be completed and Maximum Accommodation Certificate issued prior to use of the premises. Please liaise with the City's Environmental Health Services on 1300 422 664 for further detailed information and associated fees.

18. In relation to Condition 27, an acoustic report is to consider noise emissions received by the nearest residential property and surrounding dwellings, and must consider tonality, modulation, impulsiveness, Lamax, LA90, LA10 and LA1 of all noise emission from the equipment in operation.

    Premises to be operated in compliance with the Environmental Protection Act 1986, Environmental Protection (Unauthorised Discharges) Regulations 2004 and Environmental Protection (Noise) Regulations 1997. Note if in connection with a business or a commercial activity, a material listed in Schedule 1 of the Environmental Protection (Unauthorised Discharges) Regulations 2004 is discharged into the environment, an offence is committed. Please see https://www.legislation.wa.gov.au/ for further information.

19. A completed 'Food Business Notification and Registration Form' and detailed fit out plans, including elevations, are to be submitted to the City following development approval showing all fixtures, fittings and finishes. Please contact the City's Environmental Health Services on 1300 422 664 or visit the City's website for a 'Food Business Notification and Registration Form'.

20. The subject site is located within a Western Power clearance zone. The applicant is to consult with Western Power prior to construction to ensure all relevant approvals/measures are in place in accordance with Western Power Guidelines for Building near a clearance zone.

21. The subject area is located within the 20-25 ANEF, 100-200 N65 and 20-50 N60 contours. For further information on aircraft noise the applicant/owner(s) may contact Perth Airport's Planning team on 9478 8888 or planning@perthairport.com.au or visit Perth Airport's Aircraft Noise Portal at https://aircraftnoise.perthairport.com.au/.

22. The applicant or responsible contractor shall lodge an online application to Perth Airport's Protected Airspace Assessment Tool (PAAT) prior to the erection of a crane on the subject site during both construction and operation of the subject site in accordance with their obligations under the Airports (Protection of Airspace) Regulations 1996 (C'th).

The Substantive Motion (as amended) was put and CARRIED UNANIMOUSLY.

REASON: The proposal is consistent with LPS42 and the Queens Park Local Structure Plan (QPLSP). The six-storey mixed-use design is well-considered, reflecting the strategic location, emerging character of the area and locational context. The commercial tenancies enhance pedestrian interaction and surveillance to Sevenoaks Street. Members supported discretion sought for increased building height as the proposal is well designed, with the upper levels located central on the site.

Privacy concerns have been addressed through screening to minimise overlooking into neighbouring properties. There is no adverse impact relating to overshadowing, and landscaping enhancements will further improve the site's amenity. The reduced balcony setbacks to Sevenoaks Street frontage enhance street surveillance and activation. The site location within the Railway Core Precinct and its proximity to the train station make it well-suited for higher intensity development.

The Traffic Impact Statement expected vehicles to access parking from the rear right-of-way, which would help decrease traffic on Sevenoaks Street. City technical officers supported plans for on-site parking and waste management through the rear lane. The proposal was unanimously supported including minor condition modifications

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Cr Ben Kunze and Mayor Patrick Hall (Local Government Members, City of Canning) left the panel at 10:36am.

PART D – CITY OF BELMONT

Cr Phil Marks and Mayor Robert Rossi (Local Government Members, City of Belmont) joined the panel at 10:38am.

1. Declaration of Due Consideration

All members declared that they had duly considered the documents contained within Part D of the Agenda and Part D of the Related Information.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lots 93, 94 & 95 (413-415) Great Eastern Highway, Redcliffe - Proposed Alterations and additions to existing motor vehicle repair – DAP/25/02949

Deputations

Andra Biondi (Urbanista Town Planning) addressed the DAP in support of the application at Item 3.1 and responded to questions from the panel.

Petar Mrdja (Urbanista Town Planning) addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

The City of Canning addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

SUBSTANTIVE MOTION

Moved by: Francesca Lefante **Seconded by:** Mike Mouritz

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02949 and accompanying plans (9 December 2025) 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 Belmont Local Planning Scheme No. 15, subject to the following:

Conditions

1. Development shall be in accordance with the attached approved plan(s) dated 9 December 2025 and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the Metro Inner *Development Assessment Panel or the City of Belmont.*

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

Prior to Lodging Building Permit

3. Prior to lodging an application for a building permit, to the satisfaction of the City, an amended landscaping and irrigation plan for the subject site and street verge shall be submitted for approval and implemented to the satisfaction of the City. The plan must include:

   (a) all areas of the property visible from the street;
   (b) the street verge in compliance with the Consolidated Local Law 2020; and
   (c) details and schedule of landscape maintenance.

4. Prior to lodging an application for a building permit, stormwater disposal plans, details and calculations prepared in accordance with the City's engineering requirements and design guidelines shall be submitted for approval and thereafter implemented, constructed, and maintained to the satisfaction of the City.

5. Prior to the lodgement of an application for a building permit, the applicant/ owner shall submit a detailed schedule of external materials, finishes and colours to be used in the construction of the development on the advice of the City's Design Review Panel and to the satisfaction of the City. The schedule shall include, but not limited to:

   - The details of the materials, colours, pattern and finish of the proposed boundary wall between the site and 60 Central Avenue.
   - Details of the proposed signage.

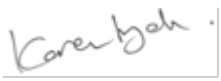
   The approved schedule is to be implemented thereafter, unless otherwise agreed by the City.

6. Prior to the lodgement of an application for a Building Permit, a lighting plan *shall be* submitted for approval and implemented to the satisfaction of the City of Belmont. The plan must demonstrate lighting for the public spaces, landscaped areas, buildings, and carparking areas onsite.

Prior to Commencement of Works

7. Prior to the commencement of site works the applicant shall submit a Construction Management Plan to the City that outlines the following measures:

   a. Public safety and amenity;
   b. Site plan and security;
   c. Contact details of essential site personnel, construction period and operating hours;



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d. Community information, consultation and complaints management procedures;
e. Noise, vibration, air and dust management;
f. Dilapidation reports of nearby properties;
g. Traffic, access and parking management that accords with the requirements of AS1742 Pt3;
h. Waste management and materials re-use;
i. Earthworks, excavation, land retention/piling methods and associated matters;
j. Street tree management and protection; and/or
k. Any other matter deemed relevant by the City.

The plan shall thereafter be implemented to the satisfaction of the City.

8. Prior to the commencement of any site works, all redundant existing buildings and structures on the lots, including soakwells, leach drains, septic tanks, underground storage tanks, stormwater drainage systems and wastewater disposal systems, shall be removed and the land levelled to the satisfaction of the City.

Prior to Occupancy of the Development

9. Prior to occupation, the Lots shall be amalgamated and a new Certificate of Title obtained for the amalgamated lot.

10. Prior to occupation or use of the development, the owner / applicant shall, after having submitted, and obtained a written crossover approval, construct a vehicle crossover in accordance with the approved plans and the City's engineering specifications to the satisfaction of the City.

11. Prior to occupation or use of the development, the redundant crossover/s to Lot 93, as shown on the approved plans, shall be removed and the verge and kerb reinstated in accordance with the City's Technical Specifications, to the satisfaction of the City

12. Prior to occupation or use of the development, landscaping, plants, verge treatment and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan to the satisfaction of the City.

13. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

    a) The approved plan;
    b) Australian Standard AS/NZS 2890 and AS/NZS 1428;
    c) Schedule 7 of City of Belmont Local Planning Scheme No. 15; and
    d) The City's engineering requirements and design guidelines.

    The areas must be sealed in bitumen or concrete in accordance with the City's specifications and thereafter maintained for the life of the development, to the satisfaction of the City.

14. Prior to occupation or use of the development, the approved Sustainability Report date stamped 9 December 2025 shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City.

15. Prior to occupation or use of the development, the approved Operational Management Plan date stamped 9 December 2025 shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City.

16. Prior to occupation of the building, an easement is to be created in accordance with Section 195 and 196 of the *Land Administration Act 1997* for the benefit of the Local Government and the public at large to be established over the land. The alignment of the easement in gross and corresponding vehicular circulation area shall be 6 metres wide and provide cross access from the proposed crossover connection to Central Avenue to the lot boundary between the subject site and 411 Great Eastern Highway, Redcliffe. Notice of this easement is to be placed on the certificate of title and included on the diagram or plan of survey (deposited plan).

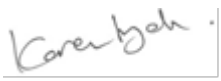
17. Prior to occupation of the development, a minimum of two (2) bicycle bays are to be installed and thereafter maintained for the course of the development to the specifications outlined within Austroads Guide AP-R527-16-Bicycle Parking Facilities Guidelines for Design and Installation and AS2890.3:2015 to the satisfaction of the City.

18. Prior to occupation or use of the development, the lighting plan shall be implemented and thereafter maintained in accordance with the approved lighting plan to the satisfaction of the City of Belmont.

<u>Ongoing Conditions</u>

19. All stormwater from roofed and paved areas shall be collected and disposed of on-site in accordance with the City of Belmont's engineering requirements and design guidelines.

20. All new and existing stormwater drains, drainage pits and soakwells shall be maintained in a clean and clear condition free of obstruction.



Karen Hyde
Presiding Member, Metro Inner DAP

21. All access ways, parking areas and hard stand areas shall be constructed and maintained in accordance with the City's engineering requirements and design guidelines.

22. Bin storage areas shall be paved with an impervious material and must not drain to a stormwater drainage system or to the environment.

23. Bin storage areas be connected to sewer to the satisfaction of the City.

24. Washing of vehicles and equipment is not permitted onsite.

25. All vehicle and mechanical servicing shall be conducted inside the approved workshop.

26. Signage shall only advertise the businesses operating on the subject lot.

27. The signage shall:

    a. Use low illumination not exceeding 300cd/m^2 (candela per square metre) between sunset and sunrise.
    b. Not flash, pulsate or chase;
    c. Not include fluorescent, reflective or retro reflective colours; and
    d. Not be an electronic or digital format;

    to the satisfaction of the City

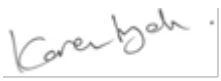
Advice Notes

i. A development approval is not an approval to commence any works associated with the development. A Building Permit must be obtained prior to commencement of any site and building works. Please liaise with the City's Building Services Department to ascertain the requirements for a building permit to be issued.

ii. This development approval is not a demolition permit. A demolition permit must be obtained from the City's Building Services Department prior to the commencement of any demolition works. Please liaise with the City's Building Services Department for further information.

iii. The City's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.

    If access ways, parking areas and hard stand is not satisfactorily maintained, the City may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with the City's Engineering Requirements and Design Guidelines.



Karen Hyde
Presiding Member, Metro Inner DAP

iv. The landscaping plan shall be a minimum size of A3 at a scale of not less than 1:200. It is recommended that the landscaping plan is prepared by a qualified landscape architect / designer and meets the requirements specified in the City's Landscaping Plan Information Sheet.

v. In relation to the landscaping, the plants are to be nurtured until they reach their typical mature dimensions and shall thereafter be maintained at those mature dimensions unless the City approves otherwise in writing.

vi. The installation of outdoor lighting shall be in accordance with the requirements of Australian Standard AS 4282 – 1997 "Control of the Obtrusive Effects of Outdoor Lighting".

vii. Neither a development approval nor a building permit constitutes an approval to construct a crossover to a property.

Prior to commencement of any crossover works, approval must be obtained from the City to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway). Approval must be sought via a crossover application https://www.belmont.wa.gov.au/live/things-we-share/crossovers-and-verges/construct-a-crossover

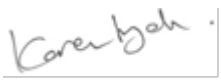
Crossover applications may take 30 working days from the date of payment, provided there is no conflict with the City's street trees or other verge assets. To avoid unnecessary delays, it is strongly recommended that this application be submitted as early as possible, ideally at the same time as the building permit application.

viii. The stormwater disposal plans shall include but not be limited to: a site survey showing all existing stormwater drainage systems onsite; and a proposed stormwater drainage plan. The plans must clearly identify which (if any) existing stormwater drainage devices are proposed to be retained as part of the proposed drainage system. No new or existing soak wells or stormwater pits are to be installed or retained within the building envelope or within close proximity to workshop doors.

ix. The bin store area is to be provided with a tap and floor waste drain connected to the reticulated sewer, to the satisfaction of the City's Manager Works.

x. Any future vehicle washing onsite will require a prior development approval from the City for a wash bay. The wash bay must discharge to the reticulated sewerage system to the satisfaction of the City and in accordance with Water Corporation requirements.

xi. The applicant is advised that development approval is not approval for the erection and/or construction of any signage. A building permit is required prior to the erection and/or construction of signage. Please liaise with the City's Safer Communities – Building Surveying for more information.



Karen Hyde
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AMENDING MOTION 1

Moved by: Mike Mouritz **Seconded by:** NIL

The following amendments were made en bloc:

i) That Condition No. 11 be deleted and the remaining conditions be renumbered accordingly.

ii) That Condition No.15 be amended to read as follows:

*Prior to occupation or use of the development, the approved **and updated** Operational Management Plan date stamped 9 December 2025 shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City.*

The Amending Motion LAPSED for want of a SECONDER.

The Substantive Motion was put and CARRIED UNANIMOUSLY.

REASON: The proposal is consistent with the planning framework; expansion of the existing activities is appropriate on the site. Members discussed vehicular access to the site, supporting the arrangements as contained in the Transport Impact Statement and technical details; being satisfied that sufficient and suitable vehicle access points were provided to cater for staff and customer parking associated with the scale and nature of the business.

Members did not support vehicle movements into the residential area as part of this proposal and supported the City officer's condition requiring the removal of the redundant cross over.

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

PART E – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP noted the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023
DAP/20/01911 DR192/2024	Town of Cambridge	Lot 800 (29-33) Northwood Street, West Leederville	Three storey care premises and associated office	16/12/2024
DAP/24/02820 DR69/2025	City of Nedlands	Lot 381 (No.6) Alexander Road, Dalkeith	5 Multiple Dwellings	03/06/2025
DAP/25/02866 DR 105/2025	City of South Perth	Lot 46 (No.142) Coode Street, South Perth	proposed three-storey medical centre (dental practice)	15/07/2025

2. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 11:27am.

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ATTACHMENT 3 – Planning Assessment Sheets

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

LOCAL PLANNING SCHEME NO. 15		
Clause 4.11 – Mixed Use Zone Assessment		
Provision	**Comments**	**Satisfied**
4.11.1 Site and Development Requirements The following site and development requirements shall apply within the Mixed Use Zone with the exception of residential development which, subject to subclause 4.11.6 shall conform with the provisions of the Residential Design Codes.		
a) External Space: The use of external space for storage or the conduct of any business activity associated with a premises is prohibited.	The proposed amendment does not propose outdoor storage.	N/A
b) Lot Area and Dimensions: The minimum lot area shall be 2000 square metres with a minimum effective frontage of 30 metres. However, the local government may support subdivision or approve development of a lot with a lesser area or a lesser effective frontage in circumstances where: (i) The lot existed prior to the approval of this Scheme, or (ii) The local government is satisfied that the proposal appropriately addresses issues relating to: (1) Motor vehicle access, parking and circulation; (2) Easements in gross for the creation of shared accessways; (3) Rubbish disposal; and (4) Building footprints and design, or (iii) The Commission has approved a subdivision of the subject land which creates a lot or lots with an area or effective frontage less than those nominated in this clause.	The four lots have a combined site are of 2,637m^2. The original approval included a condition for the lots to be amalgamation.	N/A
c) Lot Coverage: Building including accessory buildings shall not cover a total of more than 60 percent of the area of any lot. The local government may consider an increase to 70 percent of the area of any lot where the coverage includes a multi storey car park associated with	There are no proposed changes to the site cover as part of this amendment. The site cover is 979.4m² which is 37.1% of the site area.	**Complies**

the development which consists of a ground floor and uncovered upper deck.		
d) Setbacks of Buildings from Site Boundaries: No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto a distance of 15 metres within the site. In regard to any site having more than one street frontage, the minimum setback from the street alignment shall apply to the frontage of the site to the road or roads of higher category as determined by the local government and the setback from the lesser roads shall not be less than a distance of 7.5 metres. The local government will only permit averaging of building setbacks in those cases where it is satisfied that the functioning of any proposed use will be improved without detriment to the appearance of the development or the street scene or to the safe movement of traffic on or about the site and in case will the local government permit a part of any building to be built closer to the street than one half of an average building setback.	There are no proposed changes to the approved setbacks to Great Eatsenrn Highway and Central Avenue. **Requires:** Primary Street Setback Great Eastern Highway - 15m Secondary Street Setback Central Avenue 7.5m **Proposed:** Primary Street Setback Great Eastern Highway – 16.5m Secondary Street Setback Central Avenue 8m	**Complies**
e) Setback Areas: No use of the area between the street alignment and building setback lines shall be permitted other than for planting or for pedestrian and vehicular circulation and vehicle parking in accordance with the provisions of this Scheme, except that an area up to 25 percent of the building setback area may be used for trade display purposes with the approval of the local government.	The area between the street alignment and building setback lines are maintained as landscaping, vehicular manoeuvring, and car parking.	**Complies**
f) Pedestrian and Garden Areas: No less than 3 metres of the building setback area to the primary street frontage and 1 metre to the secondary street frontage must be set aside, developed and maintained as garden space for pedestrian use only. A landscaping and reticulation plan must be submitted to the local government for approval. The landscaping subsequently carried out shall be in accordance with the approved plan. The local government will require as a condition of Development	The proposed landscaping widths along the Great Eastern Highway and Central Avenue frontages are maintained. As the amended plans increase the site's frontage to Great Eastern Highway through the incorporation of Lot 96, the landscaping treatment has been extended accordingly. The City's assessment and conclusions regarding the landscaping variation, as set out in the Form 1 RAR, remain unchanged. The City therefore continues to support the proposed landscaping approach for the site. **Requires:**	**Position maintained – Refer to Form 1 RAR**

<table>
<tr>
<td>Approval the reticulation and landscaping of the street verge.</td>
<td>Primary Street Great Eastern Highway - 3m

Secondary Street Central Avenue 1m

Proposed:
Primary Street Great Eastern Highway – 3.5m

Secondary Street Central Avenue - Nil</td>
<td></td>
</tr>
<tr>
<td>4.11.2 Parking and Loading Requirements

Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2, together with adequate parking space for customers and visitors as required by the local government. The local government shall also require adequate space for parking, loading and unloading of trade vehicles to be provided on site.</td>
<td>LPS 15 does not prescribe a car parking standard for the 'Motor Vehicle Repair' land use. Consistent with the original Form 1 assessment, the City has applied the parking rate for an Industry/Workshop/Factory (1 bay per 50m² of gross floor area).

The parking requirement remains unchanged from the Form 1 assessment as there is no propose changes to the gross floor area as part of this application. The table below provides a summary of the car parking requirements:

<table>
<tr><th>LAND USE</th><th>REQUIREMENT</th></tr>
<tr><td>MOTOR VEHICLE REPAIR

1 space for every 50m² of GFA –

Workshop - 713.4m²
Office - 239m²</td><td><u>Required</u>

Motor Vehicle Repair: (19.048) 20 bays

Total: 20 bays

<u>Provided</u>

Total: 23 bays (3 bay surplus)</td></tr>
</table>
</td>
<td>Complies</td>
</tr>
<tr>
<td>4.11.3 Vehicular Cross Access

Where necessary vehicular cross access shall be provided over all parcels of land to give customer and service traffic access to streets wherever access to Great Eastern Highway or other important roads is inappropriate or should be minimised. Cross access provision shall take the form of easements in gross or encumbrances on titles granting right of carriageway with the local government a party to the agreements. All documentation costs shall be met by respective owners.</td>
<td>The proposed amendments retains the crossovers approved under the original Form 1 application, with the exception of modifying the location of the Great Eastern Highway crossover.

The modification has been addressed under the Traffic and Access heading of the RAR. The City supports the crossover amendment.</td>
<td>Complies</td>
</tr>
</table>

4.11.4 Building Facades The primary street frontage of all buildings must have a facade predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the local government. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, there must be a full height facade to both street frontages of the above materials or similar materials to acceptable to the local government. In the cases of walls fronting secondary streets, the construction must be as above to a minimum height of two metres except that in the case of a building having walls in excess of five metres to plate height the construction must be increased to half the vertical height of the wall. The local government shall retain the discretion to determine which is a primary and which is a secondary street frontage.	Facades fronting towards Great Eastern Highway and Central Avenue remain substantially unchanged except for the bin store being relocated from the Central Avenue elevation to the south-western side of the building, and an awning addition provided to the side elevation adjoining the south-western side boundary. The retained façades in addition to the minor modification proposed are supported by the City.	**Complies**
4.11.5 Fencing and Walls (1) It is the local government's intention that in the Mixed Use zone fencing facing any street frontage should be kept to a minimum to allow for an attractive and open streetscape. In special circumstances, the local government may allow fencing facing a street frontage or along a secondary street frontage, provided that in the opinion of the local government it is of exceptionally high quality, is visually permeable, and visually appealing. (2) Notwithstanding clause 4.5, in the Mixed Use zone: (a) the use of cyclone link mesh fencing is prohibited for any fence other than a boundary fence; and (b) the use of barbed wire in any fence is prohibited.	The existing 2m high garrison fencing is proposed to be retained and extended along the Great Eastern Highway frontage with electrical access gates. The fencing has been extended to account for the inclusion of the adjoining lot.	**Complies**
4.11.6 Discretion to Vary Standards: Without affecting the generality of clause 4.2.3, for residential development in the Mixed Use Zone the local government may allow a relaxation or variation of the standards and	N/A	N/A

requirements applicable to the Mixed Use Zone if the local government is satisfied that the matters referred to in items (a) and (b) conditioning the discretion in clause 4.5.3 are complied with.		

Clause 4.16 – Vehicle Parking and Loading Assessment		
Provision	**Comments**	**Satisfied**
4.16.1 Any person who constructs or substantially reconstructs, alters or adds to a building or changes the use of any land or building shall make provision in accordance with the requirements of subclause 4.16.3 for vehicles used in conjunction with the site (whether by the occupiers, their employees or invitees or other persons) to stand on or, in the opinion of the local government, sufficiently close to the site but not on a street, while being loaded or unloaded or awaiting use.	Refer to comments on subclause 4.16.3	
4.16.2 In circumstances where alterations and/or extensions to an existing development give rise to the need for temporary car parking on land not associated with the alterations and or extensions, the local government may approve the establishment of temporary parking subject to such conditions and time limits as it deems appropriate.	N/A	**N/A**
4.16.3 Size and Location of Car Spaces and Loading Facilities: When considering any Development Application, the local government must have regard to and impose conditions to the location and design of the car parking spaces and loading facilities. In particular, the local government must take into account, and may impose conditions concerning: (a) the proportion of spaces to be roofed or covered;	a) Two car parking spaces are proposed to be covered. Additional shading would be subject to separate development approval; b) The car parking spaces are proposed at grade; c) Access to the car parking spaces is provided by the internal vehicle manoeuvring. The applicant has provided a revised Transport Impact Statement prepared by *Premise* which demonstrates the swept path diagrams; d) Should the car parking bays onsite be roofed or covered, this will be subject to a separate development application and assessed on its merits;	**Complies**

(b) the proportion of spaces to be below natural ground level; (c) the means of access to each space and the adequacy of any manoeuvring area; (d) the location of the spaces on the site and their effect if spaces should later be roofed or covered; (e) the adequacy of proposed screening or planting; (f) the extent to which spaces are located within required setback areas; (g) the incorporation of Crime Prevention through Environmental Design principles; (h) the location of proposed footpaths and the effect on traffic movement and safety; and (i) the location of proposed accessways on and off public roads and the effect on traffic movement and safety.	e) There are no proposed changes to the location of car parking as part of this amendment. The bays remain screened by the proposed landscaping. f) There are no proposed changes to the location of car parking as part of this amendment. g) Car parking spaces remain open and will be visible from the street. In addition, the proposed development will provide office/showroom with outlook to the car parking areas for surveillance; h) There are no proposed changes to the pedestrian footpaths which pass the site as part of this application. i) The location of the proposed crossovers has been addressed in the revised Transport Impact Statement prepared by *Premise.* Further comments regarding the access modifications are addressed within the RAR under the Traffic and Access heading.	
4.16.4 Number and Layout of Parking and Loading Spaces to be provided: (1) The number of spaces to be provided in respect of any particular site shall be determined by the local government, having regard to the nature of the use and the known or likely volume of goods, material or people moving to and from the site. Subject to any provision of the Scheme to the contrary the number of car parking spaces shall be in accordance with the requirements of Table 2. (2) Layout of parking spaces shall be in accordance with Schedule No. 7 or, at the discretion of the local government, the relevant Australian Standard. (3) When making decisions relative to parking provision, the local government shall at all times have regard to any existing or proposed public parking facilities nearby.	(1) The proposed 23 car parking spaces results in a car parking surplus of 3 bays. (2) The dimension of car parking spaces and manoeuvring area accords with Schedule No. 7. Condition 13 of the original approval requires the car parking to be installed, line marked and drained in accordance with Australian Standards. (3) N/A	**Complies**

<table>
<tr><th colspan="3">Clause 4.17 – Bicycle Parking Assessment</th></tr>
<tr><th>Provision</th><th>Comments</th><th>Satisfied</th></tr>
<tr><td>4.17.1

In the case of Uses listed in Table 3, having regard to the likely demand, the local government may require bicycle parking bays to be provided at the ratio specified in that table in addition to the number of car parking bays to be provided.</td><td>There are no proposed changes to the required bicycle parking as part of this application. Condition 17 of the original approval is maintained requiring 2 bicycle bays to be installed on site prior to occupancy.

<table>
<tr><th>Land Use</th><th>Bicycle Parking Standard(s)</th><th>Required</th><th>Proposed</th></tr>
<tr><td>Office</td><td>1 per 200m² GFA – Employee

1 per 750m² GFA – Visitors</td><td><u>239m² GFA</u>

1.19 employee bicycle parking

0.31 visitor bicycle parking

Requires 2</td><td>N/A</td></tr>
<tr><td>Motor Vehicle Repair</td><td>Not listed</td><td>N/A</td><td></td></tr>
<tr><td>Total</td><td></td><td>2 bicycle parking spaces</td><td>No Bike Spaces proposed</td></tr>
</table></td><td>Complies</td></tr>
<tr><td>4.17.2

When considering an application for Development Approval for development in respect of which bicycle parking bays are required to be provided under the Scheme, the local government shall have regard to, and may impose conditions as to the design and location of such bays.</td><td>Refer to 4.17.1</td><td>Complies</td></tr>
<tr><td>4.17.3 Size and Location of Car Spaces and Loading Facilities:

Where bicycle parking spaces are required to be provided for the use of staff, shower and changing facilities shall be provided, the design and location of</td><td>Refer to 4.17.1</td><td>Complies</td></tr>
</table>

such facilities being to the satisfaction of the local government, and the number of such facilities being at the following ratios: (a) number of secure well ventilated equipment lockers 1 per cycle parking space; (b) number of showers: 1 male and 1 female shower in separate change rooms per 10 cycle parking spaces, 2 male and 2 female showers in separate change rooms 10-30 cycle parking spaces, 3 male and 3 female showers in separate change room 30+ cycle parking spaces;		

Clause 4.19 – Development on Great Eastern Highway		
Provision	**Comments**	**Satisfied**
4.19.1 In addition to other matters to which the local government is required to have regard, in considering applications for multi-storey buildings along Great Eastern Highway, the local government shall also have regard to the following: A) The purpose of the proposed building; B) The bulk and height of adjoining and nearby buildings C) Potential impacts of overlooking and/or overshadowing; D) Potential impact of the proposal on the existing and proposed streetscape; and E) Th effect of the proposed building on the amenity of adjoining and nearby properties.	A) Motor Vehicle Repair is an 'A' use within the 'Mixed Use' zone. This proposal is for minor amendments to the planning approval, which are deemed consistent with the existing planning framework. B) There are no proposed changes to the overall height or bulk of the proposal. The height of the approved development is consistent with development in the locality. C) There is no increase to the overshadowing associated with the proposed built form. The original assessment of the shadow projected by the development outlined within the Form 1 RAR remains unchanged. D) The developments façade and presentation to the street remain appropriate, and in keeping with the streetscape along Great Eastern Highway. E) The proposed building interface and transition to the adjoining property is maintained. This interface was assessed within the Form 1 RAR, considered and approved by the DAP at the DAP Meeting held on the 19 February 2026.	**Complies**
4.19.2 In addition to other matters to which the local government is required to have regard, in considering applications any development along Great Eastern Highway, the local government shall also have	The location of the proposed crossovers has been addressed in the revised Transport Impact Statement prepared by *Premise.* Further comments regarding the access modifications are addressed within the RAR under the Traffic and Access heading.	**Complies**

regard to the requirement for limited number of crossovers to the Highway and shall require the applicant to gain the approval of a vehicle access plan by the responsible authority.		

LOCAL PLANNING POLICIES		
LPP 20 – Great Eastern Highway Urban Corridor		
Provision	**Comments**	**Satisfied**
5.1 Land Use and Activation 5.1.1 Within activity nodes, an active land use should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.	N/A - The subject site is not located within an activity node.	N/A
5.1.2 Within activity corridors, active commercial uses such as showrooms and offices should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.	The subject site is located within the activity corridor. Attachment A, Figure 2 highlights the site as requiring a non-residential floor space. The amendment maintains the showroom and office on the ground floor, and second floor office that provides an active use fronting towards Great Eastern Highway.	Complies
5.1.3 In mixed employment areas, industrial uses may be proposed; however, land uses such as offices and small-scale showrooms are encouraged west of Fauntleroy Avenue and should be compatible with surrounding uses.	N/A - The subject site is not located within the mixed employment area.	N/A
5.1.4 Windows facing the public realm must remain unobstructed to maintain visual connection between the building interior and the street. Windows shall not be covered with opaque materials such as films, signage, or permanent fixtures. Internal layouts, including the placement of walls, shelving, or furniture, must not impede views from the building to the street or from the street into the building.	The amendment maintains windows facing the public realm are clear glazing and not obscured or obstructed.	Complies
5.2 Spaces 5.2.1 Spaces identified in Figure 3 contained within Attachment A are encouraged to be integrated into future development.	N/A – The subject site is not identified under the policy.	N/A

5.2.2 The City may give weight to the provision of a space provided in accordance with Figure 3 when considering the application of discretion in relation to development standards.	N/A – The subject site is not identified under the policy.	N/A
5.3 Landscape Zones 5.3.1 A landscaping strip of 4m shall be provided at the front of lots within activity nodes in accordance with Figure 4.	N/A - The subject site is not located within an activity node.	N/A
5.3.2 A landscaping strip of 6m shall be provided at the front of lots within activity corridors in accordance with Figure 4.	The subject site is located within the activity corridor. The 3.5 metre wide landscaping strip along the Great Eastern Highway frontage is maintained. As the amended plans increase the site's frontage to Great Eastern Highway through the incorporation of Lot 96, the landscaping treatment has been extended accordingly. The City's assessment and conclusions regarding the landscaping, as set out in the Form 1 RAR, remain unchanged. The City therefore continues to support the proposed landscaping approach for the site.	Supported
5.3.3 Landscaping should include substantial tree planting and other vegetation to provide shade to adjacent paths and buildings.	The applicant has submitted a revised concept Landscape Plan details the proposed changes to the landscaping. Refer to the comments provided under 5.3.2. Condition 3 requiring the applicant to provide an amended landscaping plan and irrigation plan is maintained.	Supported
5.3.4 Where parking and access requirements limit the implementation of a landscaping strip at the front of lots, a landscaping area of similar size shall be provided elsewhere on the lot.	Refer to the comments provided under 5.3.2 and 5.3.3 above.	Supported
5.4 Connections 5.4.1 New pedestrian and cyclist connections identified in Figure 5 within Attachment A are encouraged to be integrated into future development.	N/A	N/A
5.4.2 The City may give weight to the provision of a pedestrian/cyclist connection provided in accordance with Figure 5 when considering the application of discretion in relation to development standards.	N/A	N/A

5.5 Access and Parking 5.5.1 Access and parking associated with lots shall be provided in accordance with Figure 5 contained within Attachment A.	The location of the proposed crossovers has been addressed in the revised Transport Impact Statement prepared by *Premise.* Further comments regarding the access modifications are addressed within the RAR under the Traffic and Access heading.	Supported
5.5.2 As a condition of development approval, Council may require that a public easement in gross be provided to facilitate shared vehicular access between lots.	Condition 16 on the original approval will be amended to require the easement be extended to the new side boundary with the adjoining site.	Supported
5.5.3 While temporary crossovers will be permitted, the number of crossovers on a street block shall be minimised having regard for access via easements on adjoining lots.	The location of the proposed crossovers has been addressed in the revised Transport Impact Statement prepared by *Premise.* Further comments regarding the access modifications are addressed within the RAR under the Traffic and Access heading.	Supported
5.6 Building Height and Plot Ratio 5.6.1 Building heights and plot ratio are to be in accordance with Figure 6 contained within Attachment A.	There are no proposed changes to the building height or gross floor area as part of this Form 2 application.	Supported
5.6.2 'Activity Centre/DA6' and 'Industrial Area' designated sites will be subject to the building height limits contained within the City's Local Planning Scheme or other relevant planning instrument.	The subject site is identified as Activity Centre/DA6 under Figure 6 of the LPP. There are no proposed changes to the building height or gross floor area as part of this Form 2 application.	Supported
5.7 Building Setback 5.7.1 Building setbacks are to be in accordance with Figure 7 contained within Attachment A.	There are no changes to the building setbacks to Great Eastern Highway proposed as part of this Form 2 application.	Supported
5.7.2 Lots reflected as a 'minimal typology' are to be setback a distance between 0m-1m from the landscaping strip located within private property.	There are no changes to the building setbacks to Great Eastern Highway proposed as part of this Form 2 application.	Supported
5.7.3 Lots reflected as a 'moderate typology' are to be setback a distance of 2m or more from the landscaping strip located within private property.	N/A	N/A
5.7.4 Lots reflected as a 'parking typology' will be assessed on a case-by-case basis, with consideration to increased setbacks to	N/A	N/A

accommodate site constraints, parking and landscaping in the front setback area.		
5.8 Transition 5.8.1 Transitions are to be in accordance with Figure 8 contained within Attachment A.	Low transition typologies are identified for the site. The amendments proposed as part of this Form 2 application do not seek to modify the approved building interface with the adjoining property at No. 60 Central Avenue, Redcliffe. The assessment and conclusion provided within the Form 1 RAR remain current, and were considered and approved by the DAP at the meeting held on the 19 February 2026.	Supported
5.8.2 Lots subject to a 'low transition typology' are to be designed to minimise their impact on existing dwellings by ensuring appropriate transitions in building height, bulk and scale. Developments shall incorporate the following features to achieve this: a) Architectural articulations to reduce visual intrusion and help mitigate the effects of taller structures on neighbouring properties. b) Landscaping along the rear boundary. c) Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas. d) Stepping in of buildings from the boundary to achieve a greater setback and preserve visual privacy and solar access. This includes: i. Podium height being one third of the total building height. ii. Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope. An example of these provisions is shown in Figure 9.	The approved interface with the adjoining residential land includes a 7.5m high boundary wall. There is no proposed modification to this interface. Refer to comments provided under 5.8.1	Supported
5.8.3 Lots subject to a 'medium transition typology' shall complement adjacent land uses in terms of building height and rear and side setbacks. Development should be designed to minimise	N/A	N/A

negative impacts associated with building bulk and scale on adjacent uses.		

ATTACHMENT 4 – Form 1 Responsible Authority Report

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

Part D – Item 3.1 – LOTS 93, 94 and 95 (NO. 413-417) GREAT EASTERN HIGHWAY, REDCLIFFE – PROPOSED ALTERATIONS AND ADDITIONS TO EXISTING MOTOR VEHICLE REPAIR

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Belmont
Applicant:	Urbanista Town Planning
Owner:	Hennessy Holdings Pty Ltd
Value of Development:	$2.3 million
Responsible Authority:	City of Belmont
Authorising Officer:	Alex Bott, Acting Director Development and Communities
LG Reference:	328/2025
DAP File No:	DAP/25/02949
Application Received Date:	29 July 2025
Report Due Date:	9 February 2026
Application Statutory Process Timeframe:	195 Days
Attachment(s):	1. Development Plans 2. Planning Assessment Sheets 3. DPLH Referral Response 4. MRWA Referral Response 5. Schedule of Submissions 6. DRP Minutes 7. DRP Response 8. Landscape Plan 9. Operational Management Plan 10. Transport Impact Statement 11. Sustainability Report

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02949 and accompanying plans (9 December 2025) 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 Belmont Local Planning Scheme No. 15, subject to the following:

Conditions

1. Development shall be in accordance with the attached approved plan(s) dated 9 December 2025 and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or

altered without the prior written approval of the Metro Inner Development Assessment Panel or the City of Belmont.

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

Prior to Lodging Building Permit

3. Prior to lodging an application for a building permit, to the satisfaction of the City, an amended landscaping and irrigation plan for the subject site and street verge shall be submitted for approval and implemented to the satisfaction of the City. The plan must include:

   (a) all areas of the property visible from the street;
   (b) the street verge in compliance with the Consolidated Local Law 2020; and
   (c) details and schedule of landscape maintenance.

4. Prior to lodging an application for a building permit, stormwater disposal plans, details and calculations prepared in accordance with the City's engineering requirements and design guidelines shall be submitted for approval and thereafter implemented, constructed, and maintained to the satisfaction of the City.

5. Prior to the lodgement of an application for a building permit, the applicant/ owner shall submit a detailed schedule of external materials, finishes and colours to be used in the construction of the development on the advice of the City's Design Review Panel and to the satisfaction of the City. The schedule shall include, but not limited to:

   - The details of the materials, colours, pattern and finish of the proposed boundary wall between the site and 60 Central Avenue.
   - Details of the proposed signage.

   The approved schedule is to be implemented thereafter, unless otherwise agreed by the City.

6. Prior to the lodgement of an application for a Building Permit, a lighting plan shall be submitted for approval and implemented to the satisfaction of the City of Belmont. The plan must demonstrate lighting for the public spaces, landscaped areas, buildings, and carparking areas onsite.

Prior to Commencement of Works

7. Prior to the commencement of site works the applicant shall submit a Construction Management Plan to the City that outlines the following measures:

   a. Public safety and amenity;
   b. Site plan and security;
   c. Contact details of essential site personnel, construction period and operating hours;

d. Community information, consultation and complaints management procedures;
e. Noise, vibration, air and dust management;
f. Dilapidation reports of nearby properties;
g. Traffic, access and parking management that accords with the requirements of AS1742 Pt3;
h. Waste management and materials re-use;
i. Earthworks, excavation, land retention/piling methods and associated matters;
j. Street tree management and protection; and/or
k. Any other matter deemed relevant by the City.

The plan shall thereafter be implemented to the satisfaction of the City.

8. Prior to the commencement of any site works, all redundant existing buildings and structures on the lots, including soakwells, leach drains, septic tanks, underground storage tanks, stormwater drainage systems and wastewater disposal systems, shall be removed and the land levelled to the satisfaction of the City.

Prior to Occupancy of the Development

9. Prior to occupation, the Lots shall be amalgamated and a new Certificate of Title obtained for the amalgamated lot.

10. Prior to occupation or use of the development, the owner / applicant shall, after having submitted, and obtained a written crossover approval, construct a vehicle crossover in accordance with the approved plans and the City's engineering specifications to the satisfaction of the City.

11. Prior to occupation or use of the development, the redundant crossover/s to Lot 93, as shown on the approved plans, shall be removed and the verge and kerb reinstated in accordance with the City's Technical Specifications, to the satisfaction of the City

12. Prior to occupation or use of the development, landscaping, plants, verge treatment and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan to the satisfaction of the City.

13. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

a) The approved plan;
b) Australian Standard AS/NZS 2890 and AS/NZS 1428;
c) Schedule 7 of City of Belmont Local Planning Scheme No. 15; and
d) The City's engineering requirements and design guidelines.

The areas must be sealed in bitumen or concrete in accordance with the City's specifications and thereafter maintained for the life of the development, to the satisfaction of the City.

14. Prior to occupation or use of the development, the approved Sustainability Report date stamped 9 December 2025 shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City.

15. Prior to occupation or use of the development, the approved Operational Management Plan date stamped 9 December 2025 shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the City.

16. Prior to occupation of the building, an easement is to be created in accordance with Section 195 and 196 of the *Land Administration Act 1997* for the benefit of the Local Government and the public at large to be established over the land. The alignment of the easement in gross and corresponding vehicular circulation area shall be 6 metres wide and provide cross access from the proposed crossover connection to Central Avenue to the lot boundary between the subject site and 411 Great Eastern Highway, Redcliffe. Notice of this easement is to be placed on the certificate of title and included on the diagram or plan of survey (deposited plan).

17. Prior to occupation of the development, a minimum of two (2) bicycle bays are to be installed and thereafter maintained for the course of the development to the specifications outlined within Austroads Guide AP-R527-16-Bicycle Parking Facilities Guidelines for Design and Installation and AS2890.3:2015 to the satisfaction of the City.

18. Prior to occupation or use of the development, the lighting plan shall be implemented and thereafter maintained in accordance with the approved lighting plan to the satisfaction of the City of Belmont.

<u>Ongoing Conditions</u>

19. All stormwater from roofed and paved areas shall be collected and disposed of on-site in accordance with the City of Belmont's engineering requirements and design guidelines.

20. All new and existing stormwater drains, drainage pits and soakwells shall be maintained in a clean and clear condition free of obstruction.

21. All access ways, parking areas and hard stand areas shall be constructed and maintained in accordance with the City's engineering requirements and design guidelines.

22. Bin storage areas shall be paved with an impervious material and must not drain to a stormwater drainage system or to the environment.

23. Bin storage areas be connected to sewer to the satisfaction of the City.

24. Washing of vehicles and equipment is not permitted onsite.

25. All vehicle and mechanical servicing shall be conducted inside the approved workshop.

26. Signage shall only advertise the businesses operating on the subject lot.

27. The signage shall:

    a. Use low illumination not exceeding 300cd/m^2 (candela per square metre) between sunset and sunrise.

    b. Not flash, pulsate or chase;

    c. Not include fluorescent, reflective or retro reflective colours; and

    d. Not be an electronic or digital format;

    to the satisfaction of the City

Advice Notes

i. A development approval is not an approval to commence any works associated with the development. A Building Permit must be obtained prior to commencement of any site and building works. Please liaise with the City's Building Services Department to ascertain the requirements for a building permit to be issued.

ii. This development approval is not a demolition permit. A demolition permit must be obtained from the City's Building Services Department prior to the commencement of any demolition works. Please liaise with the City's Building Services Department for further information.

iii. The City's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.

    If access ways, parking areas and hard stand is not satisfactorily maintained, the City may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with the City's Engineering Requirements and Design Guidelines.

iv. The landscaping plan shall be a minimum size of A3 at a scale of not less than 1:200. It is recommended that the landscaping plan is prepared by a qualified landscape architect / designer and meets the requirements specified in the City's Landscaping Plan Information Sheet.

v. In relation to the landscaping, the plants are to be nurtured until they reach their typical mature dimensions and shall thereafter be maintained at those mature dimensions unless the City approves otherwise in writing.

vi. The installation of outdoor lighting shall be in accordance with the requirements of Australian Standard AS 4282 – 1997 “Control of the Obtrusive Effects of Outdoor Lighting”.

vii. Neither a development approval nor a building permit constitutes an approval to construct a crossover to a property.

Prior to commencement of any crossover works, approval must be obtained from the City to construct a crossover to the property (i.e. from the road to connect with the property’s internal driveway). Approval must be sought via a crossover application https://www.belmont.wa.gov.au/live/things-we-share/crossovers-and-verges/construct-a-crossover

Crossover applications may take 30 working days from the date of payment, provided there is no conflict with the City's street trees or other verge assets. To avoid unnecessary delays, it is strongly recommended that this application be submitted as early as possible, ideally at the same time as the building permit application.

viii. The stormwater disposal plans shall include but not be limited to: a site survey showing all existing stormwater drainage systems onsite; and a proposed stormwater drainage plan. The plans must clearly identify which (if any) existing stormwater drainage devices are proposed to be retained as part of the proposed drainage system. No new or existing soak wells or stormwater pits are to be installed or retained within the building envelope or within close proximity to workshop doors.

ix. The bin store area is to be provided with a tap and floor waste drain connected to the reticulated sewer, to the satisfaction of the City’s Manager Works.

x. Any future vehicle washing onsite will require a prior development approval from the City for a wash bay. The wash bay must discharge to the reticulated sewerage system to the satisfaction of the City and in accordance with Water Corporation requirements.

xi. The applicant is advised that development approval is not approval for the erection and/or construction of any signage. A building permit is required prior to the erection and/or construction of signage. Please liaise with the City’s Safer Communities – Building Surveying for more information.

Details: Outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban, Primary Regional Roads
Local Planning Scheme	Local Planning Scheme No. 15
Local Planning Scheme - Zone/Reserve	Mixed Use
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Motor Vehicle Repair – 'A'
Lot Size:	1,944m^2
Existing Land Use:	Motor Vehicle Repair
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Motor Vehicle Repair – 'A' use
Proposed Net Lettable Area	Motor Vehicle Repair – 942.4m^2
Proposed No. Storeys	2 Storeys
Proposed No. Dwellings	N/A

The application proposes the following:

- Alterations and additions to the existing Motor Vehicle Repair development, consisting of:
    - Ground Floor: Vehicle workshop, showroom/reception, , parts storage, staff amenities, and offices;
    - Upper Floor: Mezzanine store, boardroom, offices, communications room, kitchen, and outdoor breakout space; and
    - Two illuminated wall signs facing Great Eastern Highway.
- Nineteen (19) onsite car parking bays.
- Four (4) crossovers are proposed to service the site, consisting of:

  - One left-out only crossover to Great Eastern Highway;
  - Two crossovers to Central Avenue on the Great Eastern Highway side of the Central Avenue cul-de-sac; and
  - One to Central Avenue on the residential side of the Central Avenue cul-de-sac.

- Landscaping across the site which includes:
  - Landscaping along the Great Eastern Highway and Central Avenue street frontages;
  - Planting around the pedestrian entrance to the development; and
  - Planting of shade trees adjoining the car parking area.

A copy of the Development Plans is provided as **Attachment 1**.

Background:

Site Description

The site consists of three lots (Lots 93, 94 and 95) known as 413-417 Great Eastern Highway, Redcliffe. The subject site has frontage to Great Eastern Highway to the north-west, and Central Avenue to the north-east. The site currently contains 'Auto Spark' a Motor Vehicle Repair business that specialise in auto/electrical repairs for trucks.

The subject site is currently serviced by two crossovers along Great Eastern Highway and two crossovers along Central Avenue.

Figure 1 shows an aerial image of the site and the immediate vicinity/surrounding area.



Figure 1: Aerial of Subject Site – bordered red

Legislation and Policy

Metropolitan Region Scheme

The subject site is zoned/reserved as Urban and Primary Regional Road under the Metropolitan Region Scheme (MRS). The portion of the site reserved as Primary Regional Road is a 3m wide portion of the site which adjoins Great Eastern Highway. Figure 2 below illustrates the zoning/reservation of the property and surrounds under the MRS.



Figure 2: MRS Zoning (Urban & Primary Regional Road) – subject site bordered yellow

Local Planning Scheme No. 15

The subject site is zoned 'Mixed Use' under Local Planning Scheme No. 15 (LPS 15) as shown in Figure 3 below. The portion of the site zoned as Mixed Use excludes the portion of the site reserved as Primary Regional Road under the MRS.



Figure 3: LPS 15 (Mixed Use) – subject site bordered yellow

The land use relevant to the assessment of this application is 'Motor Vehicle Repair'. Under LPS 15, this land use is defined as follows:

*"**Motor Vehicle Repair** means premises used for or in connection with –*
(a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles;
or
(b) repairs to tyres other than recapping or re-treading of tyres."

In accordance with Table 1 of LPS 15, 'Motor Vehicle Repair', is classified as an 'A' land use within the Mixed Use zone, meaning that it is not permitted unless the City has exercised discretion by granting development approval after giving special notice in accordance with the provisions contained in Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2*.

The following clauses within the LPS 15 are relevant to this application:

- Clause 4.11 sets out the development standards applicable to all development applications within the Mixed Use zone. These provisions relate to built form requirements, such as building setbacks, site coverage, pedestrian and landscaping, car parking and loading.

  Clause 4.11.3 of LPS 15 outlines vehicular cross access arrangements for properties along Great Eastern Highway. It states:

  "Where necessary vehicular cross access shall be provided over all parcels of land to give customer and service traffic access to streets wherever access to Great Eastern Highway or other important roads is inappropriate or should be minimised. Cross access provision shall take the form of easements in gross or encumbrances on titles granting right of carriageway with the local government a party to the agreements. All documentation costs shall be met by respective owners".

  It is considered appropriate for an easement in gross to be granted over the subject property to facilitate future cross access for properties within the adjoining street block.

- Clause 4.16 provides requirements relating to vehicle parking and loading arrangements for development proposed across the City.

- Clause 4.17 provides requirements relating to bicycle parking and end trip facilities for developments proposed across the City.

- Clause 4.19 outlines considerations relating to bulk and height, streetscape, amenity and overshadowing that the City is to have due regard to when assessing applications for development along Great Eastern Highway.

- Clause 4.20 requires that structures within the Scheme Area shall not exceed the contour level indicated on the Westralia Airports Corporation Structures Height Control Contours Map (Schedule No. 8 within LPS 15). The development has a proposed height of 7.5m above natural ground which complies with the Structures Height Control Contours Map.

- Clause 5.1 and Schedule 9 sets out the Special Control Areas within the City of Belmont. The site is located within Special Control Area - Development Area 6 (DA 6). LPS 15 requires the endorsement of an approved Structure Plan prior to supporting development within the DA 6 area.

  There is no adopted structure plan for DA 6, and one is not being progressed. The Department of Planning, Lands and Heritage is instead preparing the Draft Redcliffe Station Precinct Improvement Scheme to guide development within the precinct.

  LPP 14 provides that a decision maker may approve development prior to a structure plan where the proposal is clearly consistent with the Vision Plan and will not have prejudicial outcomes for the implementation of the Vision. The Vision Plan identifies the site for medium-high intensity business/residential mixed use along Great Eastern Highway. The proposed development is consistent with this designation.

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (*Regulations*) states the matters to be considered by the decision maker in determining a development application. The following matters are of relevance to this application:

> *(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*
>
> *(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;*
>
> *(c) any approved State planning policy;*
>
> *(m) the compatibility of the development with its setting, including –*
>
> *(i) the compatibility of the development with the desired future character of its setting; and*
> *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.*
>
> *(n) the amenity of the locality including the following –*
>
> *(i) the character of the locality*
>
> *(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;*

(r) the suitability of the land for the development taking into account the possible risk to human health or safety;

(s) the adequacy of —

(i) the proposed means of access to and egress from the site; and
(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;

(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;

(y) any submissions received on the application;

(za)the comments or submissions received from any authority consulted under clause 66'.

(zb) any other planning consideration the local government considers appropriate.

State Government Policies

State Planning Policy 5.4 – Road and Rail Noise

The subject site is located adjacent to the Great Eastern Highway which is a 'Primary Regional Road'. While the subject site is located within the Trigger Distance of State Planning Policy 5.4 (SPP 5.4), the proposed use is not considered to be a 'sensitive land use'. As such, the proposed development is not subject to the requirements of SPP 5.4.

State Planning Policy 7 – Design of the Built Environment

State Planning Policy 7 – Design of the Built Environment (SPP 7) seeks to address design quality and built form outcomes in Western Australia. In doing so, it provides a broad framework for design assessment to all levels of the planning framework.

The City's Design Review Panel (DRP) has reviewed the development proposal against the 10 design principles of SPP 7.

Structure Plans/Activity Centre Plans/Strategic Plans

Great Eastern Highway Urban Corridor Strategy

The Great Eastern Highway Urban Corridor Strategy (Corridor Strategy) was adopted by Council on at the 22 October 2024 Ordinary Council Meeting.

The Strategy identifies transformation of the Corridor into an urban boulevard, with a mix of land uses. Figure 4 depicts the subject site's location within Precinct 4 of the corridor area.

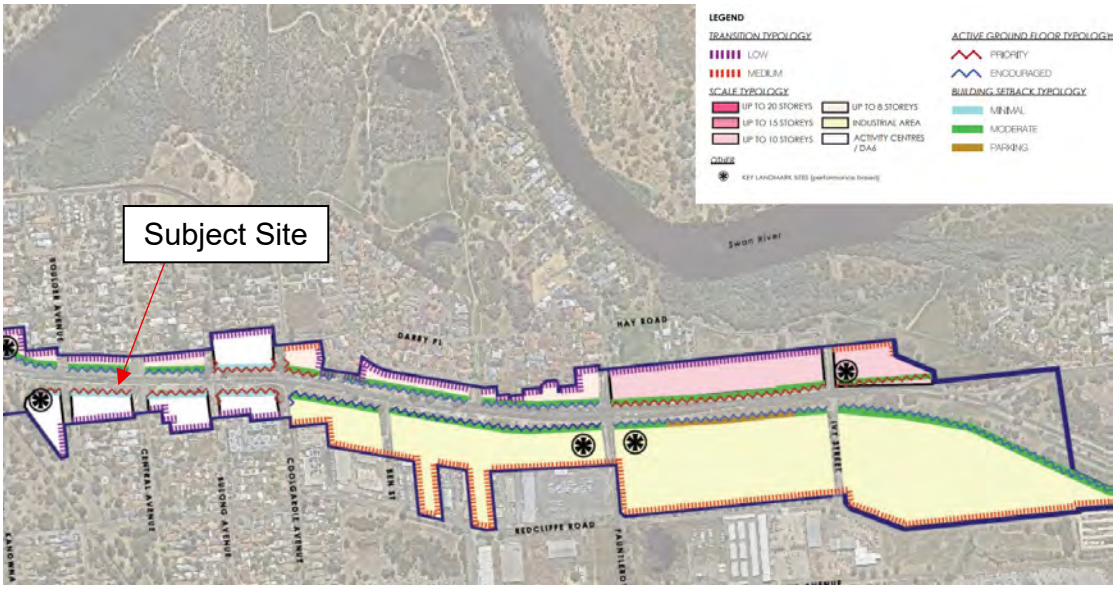


Figure 4: Subject site's location within the corridor area

In terms of built form, the Corridor Strategy states that future development within the DA6 Precinct will be in accordance with the Redcliffe Station Precinct Improvement Scheme. The site is also earmarked to prioritise an active frontage to Great Eastern Highway, and provide a low transition typology to the residential area to the south.

This proposal has been considered against the objectives of the strategy as detailed in **Attachment 2**.

Improvement Plan 45 and Draft Improvement Scheme No. 1 - Redcliffe Station Precinct

Improvement Plan 45 was gazetted on 2 December 2022. The Improvement Plan establishes the strategic objectives that have guided the preparation of the Draft Redcliffe Station Precinct Improvement Scheme No. 1 (the Draft Improvement Scheme).

DPLH has recently prepared the Draft Improvement Scheme which is currently being advertised for public comment from 17 November 2025 to 4 March 2026.

The level of weight afforded to the draft Improvement Scheme as a draft planning instrument is addressed under Land Use section of this report.

Local Policies

Local Planning Policy 12 – Advertisement Signs

Local Planning Policy 12 – Advertisement Signs (LPP 12) was adopted by the City of Belmont to guide the assessment of advertisement signs within the City of Belmont. As advertisement signs are proposed as part of this application, the two illuminated wall signs have been assessed against Local Planning Policy No. 12.

Local Planning Policy 14 – Development Area 6 Vision

Local Planning Policy No. 14 (LPP 14) was adopted by Council at its Ordinary Council Meeting on 23 February 2016. The intent of the policy was to guide future structure plans for the area.

Clause 4.4 of the policy states that a decision maker may approve a development within the DA 6 area prior to a structure plan coming into effect where the City of Belmont is satisfied that the proposal is consistent with the Vision Plan for Development Area 6 and will not have any prejudicial outcomes for the implementation of the Vision.

The Vision Plan identifies the site for medium-high intensity Business/Residential mixed use along Great Eastern Highway.

Local Planning Policy No. 20 – Great Eastern Highway Urban Corridor

Local Planning Policy No. 20 (LPP 20) was adopted by Council at its Ordinary Council Meeting on 25 November 2025. The intent of LPP 20 was to provide statutory weight to key elements of the Great Eastern Highway Corridor Strategy.

An assessment of the proposed development against the relevant requirements of LPP 20 is detailed in **Attachment 2**.

Consultation:

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage

As the subject site is located within the Redcliffe Station Precinct, which is subject to the Improvement Plan and draft Improvement Scheme, the development application was referred to DPLH for comment.

DPLH provided the following comments regarding the proposal (**Attachment 3)**:

> *"…the draft Redcliffe Improvement Scheme (draft Improvement Scheme) commenced advertising on 17 November 2025, with submissions closing on 4 March 2026. Several statutory and procedural milestones must be completed before the draft Improvement Scheme can be gazetted. Accordingly, whether the draft Improvement Scheme can be regarded as being seriously entertained for the purpose of decision making at this time is a matter for the City and/or the Development Assessment Panel to determine, in their capacity as the relevant decision-making authorities for this application.*
>
> *While the Department has prepared the draft Improvement Scheme on behalf of the WAPC, at the present time, it does not have a role in determining development applications lodged with the City."*

The level of weight afforded to the draft Improvement Scheme as a draft planning instrument is addressed under Land Use section of this report.

Main Roads Western Australia

As Great Eastern Highway is identified as a 'primary regional road' the proposal was referred to Main Roads Western Australia (MRWA) for comment.

MRWA provided a response on 8 September 2025 advising that they were unable to provide comments until further information was provided. The full MRWA referral response is provided as **Attachment 4**. In summary, MRWA requested the following be addressed:

- To provided amended plans which demonstrate that the Great Eastern Highway access point be egress only.
- Clarify the number and location of crossovers proposed to access the site.
- Confirm that the trucks accessing the site are customers utilising the site service and not for deliveries or operation as services vehicles.

Following this, the applicant provided updated plans and information to address the MRWA information request. The information was sent to MRWA on the 9 December 2025.

At the time of finalising this report, and following the expiration of the statutory referral timeframe, the City had not received comments from Main Roads WA. In the absence of a response, the City has assessed the proposal and formed its recommendation with the information provided.

Public Consultation

The application was advertised for a period of 14 days (from 27 August 2025 to 10 September 2025) in accordance with the consultation requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The consultation area is illustrated by Figure 5 below.



Figure 5: Consultation Area (red) – subject site shaded orange

At the conclusion of the advertising period, one (1) submission was received objecting to the proposal. The key concerns relate to the following:

- Concerns with the landscaping proposed along Central Avenue frontage;
- Concerns that approval of the development could result in the opening of Central Avenue as a through road; and
- Impact of the development setting a precedent for other properties within the DA6 precinct being redeveloped prior to the Improvement Scheme being adopted.

A Schedule of Submissions and officer comments is provided at **Attachment 5**.

Design Review Panel Advice

The proposal was referred to the City of Belmont's Design Review Panel (DRP) to review and provide comment in accordance with the 10 principles of design as set out by SPP 7.0.

As reflected in the Table 1 below, the DRP adopts a red, orange, and green 'traffic light' system to indicate which elements of the design are acceptable (green), requires attention (orange), or requires rework (red):

Design Quality Principle:	DRP Score
Principle 1 – Context & character	
Principle 2 – Landscape quality	
Principle 3 – Built form & 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	

Table 1: Design Review Panel Scoring for Subject Application

The Panel was supportive of the overall scale and design of the development within its local context, as reflected in the green score for Context and Character. Landscape Quality was identified as requiring rework, with the remaining principles being capable of refinement. The applicant submitted amended plans and supporting documentation in response to the Panel's feedback.

A copy of the DRP Comments is provided at **Attachment 6**. The DRP's comments along with planning officers' response is detailed in **Attachment 7**.

The response to principles that scored 'orange' and 'red' are outlined below:

Landscape Quality

The Panel raised concerns regarding the lack of a detailed landscape plan, potential loss of landscaping from future road widening, the extent of unshaded impermeable surfaces, and limited tree planting across the site.

In response, the applicant provided a Landscape Plan prepared by a landscape architect (**Attachment 8**). An extract of the Landscape Plan is provided at Figure 6 which shows the proportion of the landscaping area relative to the proposed development



Figure 6: Extract of the Landscape Plan showing the planting onsite and within the verge.

The plan details proposed planting species, locations and pot sizes across the site and within the Central Avenue verge. To address potential road widening impacts, the applicant increased deep soil areas onsite, with 11.5% of the site provided as deep soil landscaping. In the event of future road widening, approximately 6.1% would be retained. The plan includes 7 medium trees and 14 small trees to provide shade and improve streetscape quality.

The City is satisfied the amended plan addresses the Panel's concerns. A condition is recommended requiring a detailed Landscaping Plan prior to building permit and implementation prior to occupancy.

Built form and Scale

The DRP expressed their support for the scale of the development within this location of Great Eastern Highway. The DRP recommended further consideration of the boundary wall adjoining 60 Central Avenue and suggested the applicant consider wall treatments and finishes.

In response the applicant has further refined the development plans which include:

- A set of shadow diagrams which demonstrates solar access to the adjoining property. The City has assessed the solar access for adjoining properties and provided comments under the Planning Assessment section of this RAR.

- A revised set of architectural plans which includes a recessed portion of roof near the Central Avenue street frontage and a concrete panel finish with integrated articulated lines to reduce the bulk of the wall. Figure 7 below provides an extract of the boundary wall elevation with the recessed portion of wall highlighted in yellow.

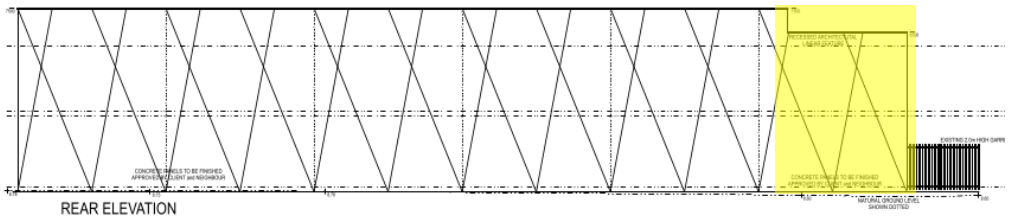


Figure 7: Extract Elevation Plan showing the extent of the boundary wall.

The City is satisfied that the revised articulation, recessed portion and proposed material treatment adequately mitigate visual impact, subject to greater detail being provided as part of a material schedule at the detailed design stage.

Given this, the City recommends a condition for a detailed schedule of materials, colours and finishes be provided prior to the lodgement of building permit.

Further consideration of the appropriateness of the interface between the site and the adjoining residential property is provided under the Planning Assessment section of the RAR under the heading Interface with Adjoining Land.

Functionality and Build Quality & Community

Due to overlapping DRP comments on matters relating to Functionality and Build Quality and Community, these are addressed collectively.

The DRP requested clarification regarding the proposed crossovers, an Operational Management Plan to clarify business operations, and raised concerns with conflicting vehicle movements and car bays located close to the Great Eastern Highway facing the roller door.

In response the following has been considered:

- The applicant has confirmed that the proposal provides four (4) crossovers to service the site consisting of:

    - One left-out only crossover to Great Eastern Highway;
    - Two crossovers to Central Avenue on the Great Eastern Highway side of the Central Avenue cul-de-sac; and
    - One to Central Avenue on the residential side of the Central Avenue cul-de-sac.

  The City referred the application to Main Roads WA for comment regarding the egress to Great Eastern Highway. Further comments of the access arrangements

are provided within the Planning Assessment section of the RAR under the heading Traffic and Access.

- The applicant submitted an Operational Management Plan (OMP) (**Attachment 9**) which details the day-to-day business operations and management procedures that occur onsite.

  The Plan outlines appointment scheduling, staggered bookings and staff-managed vehicle movements to minimise truck circulation and avoid congestion. Trucks enter the site via Central Avenue, manoeuvre through the workshop while being worked on, and exit in a forward gear onto Great Eastern Highway or Central Avenue. Hardstand areas are provided for short-term staging and staff actively manage the number and mix of vehicles on site. This approach provides clarity on operational activities and how they are managed in an efficient manner that does not impact on the amenity of the surrounding locality.

- The car parking and landscaping layouts were amended to accommodate additional landscaping, with two parking bays removed to ensure compliant car and truck turning movements on site. The applicant's Transport Impact Statement (**Attachment 10**) includes swept path diagrams demonstrating that vehicles can manoeuvre within the site and exit in a forward gear.

Sustainability

The key comments and suggestions raised by the DRP relating to the Sustainability principle include:

- Reduce landfill and maximise material reuse where possible, including retention of existing hardstand.

- Commit to sustainability initiatives such as EV charging infrastructure and a photovoltaic (PV) system.

- Prepare an ESD or Sustainability Report to detail the proposed sustainability measures.

- Support the use of passive lighting through translucent roof panels, with further clarification required on ventilation to prevent excessive heat build-up.

- Provide bicycle storage and end-of-trip facilities for staff.

In response the applicant submitted a Sustainability Report (**Attachment 11**) which includes the sustainability strategies to be implemented into the development:

- Native and drought-tolerant plant species, deep soil planting and smart irrigation.
- High solar reflective roof.
- Large industrial fans and roller doors for ventilation.
- Screening, vertical and horizontal shading to west-facing glazing.
- North facing office, polycarbonate roof sheeting in the workshop to maximise daylight access.
- Timber framing and insulation strategy for thermal comfort/insulation.
- Solar PV system with final capacity to be confirmed.

- LED lighting, occupancy and daylight sensors.
- Reuse of existing building structure, ground floor walls.
- 80% of internal finishes with low Volatile Organic Compounds (VOC) to be confirmed.
- Water efficient fittings and fixtures to be implemented.
- Bicycle parking.
- 2 EV charging bays.

The City is satisfied that the applicant has adequately addressed DRP comments, and has recommended a condition for the Sustainability Report to be implemented into the design prior to the occupancy of the development.

Amenity

The DRP provided the following comments relating to Amenity:

- Raised concerns regarding noise impacts and the management of potential hazardous materials.

- Sought clarification on the buildings ventilation.

- Recommended introducing colour, texture or patterning to the 7.5 metre boundary wall to reduce visual bulk and improve visual amenity.

In response the applicant has provide the following:

- The OMP addresses the Panel's concerns regarding noise impacts and details the management of potential hazardous materials. The plan confirms that the use is limited to auto-electrical works, with no heavy mechanical repairs proposed. Noise is further managed through restricted operating hours, keeping workshop doors closed where practicable, limiting engine idling, and conducting test runs only when required.

  The OMP outlines the procedures for the storage, handling and disposal of potential hazardous materials (oils, batteries and electrical components). This includes the use of bunded and non-permeable storage areas, spill kits, staff training, and collection by licensed waste contractors.

- The applicant has confirmed that ground floor windows are operable. The workshop includes mechanical fans on the roof for ventilation, and passive ventilation through the garage doors.

- Comments relating to the 7.5 metre boundary wall was addressed under the Built Form and Scale principle, and further addressed under the Planning Assessment section of the RAR.

The City is satisfied with the applicant's response to the comments made relating to the amenity design principle.

Legibility and Safety

The DRP provided the following comments relating to Legibility and Safety:

- Recommended that the pedestrian access be better integrated and more clearly legible from the street.

- Requested clearer drawings illustrating crossovers and vehicle access arrangements.

- Recommended consideration of potential light spill impacts on nearby residential properties.

- Requested confirmation of manoeuvrability, parking arrangements and swept path analysis for vehicles exceeding 10 metres in length.

In response the following information has been considered:

- The applicant provided amended plans which includes a legible front entry for pedestrians accessing the building.

- The amended plans clearly demonstrate the proposed access/egress arrangements. The proposed access arrangements were addressed under the Functionality and Build Quality principle and further addressed under the Planning Assessment section of the RAR.

- The amended development is designed so that lighting can be appropriately directed and controlled to focus illumination within the site and avoid glare beyond the site's boundaries.

  The City recommends a condition be included for a Lighting Plan to be submitted prior to the lodgement of a Building Permit, and for its subsequent implementation.

The City is satisfied with the applicant's responses which have adequately addressed the comments and suggestions made by the DRP.

Aesthetics

The DRP were broadly supportive of the proposed aesthetics, however requested the applicant provide clarification on the following points:

- Consider using more colours, potentially reflecting the clients branding.

- Suggesting integrating the signage into the architectural design.

- Re-considering the use of angled pillars.

In response the applicant has provided the following information:

- The proposed colour scheme was retained by the applicant, and shown in the 3D render (Figure 8).



Figure 8: Extract 3D Renders showing the proposed development.

The proposed colours are considered acceptable as they are consistent with established developments along Great Eastern Highway.

The City recommends a condition for a detailed schedule of colours, materials and finishes be submitted for approval prior to lodging a Building Permit.

- The revised plans include details of the location for two wall signs which provide the business branding. Limited details of the signs are provided at this stage apart from the location of the signs and how they have been incorporated into the buildings front façade. A condition is recommended for sign details to be provided prior to the lodgement of a Building Permit, and conditions relating to the level of illumination and that the signs not flash, pulsate, chase, or otherwise cause a nuisance.

- The applicant has advised that the angled support pillars have been retained as they add visual interest and do not detract from the amenity of the area. In assessing the DRP's comments, it is appropriate to consider them within the context of the statutory planning framework, which does not preclude the inclusion of architectural elements that contribute visual interest. In this instance, the angled support pillars are minor components of the building's overall façade and is considered acceptable in both scale and appearance.

In summary, the City is satisfied with the applicant's responses which have adequately addressed the comments and suggestions made by the DRP, subject to the conditions considered above.

Planning Assessment

Land Use

The proposed activities on the site are considered to fall under the land use definition 'Motor Vehicle Repair'. The 'Office' and 'Showroom' elements of the proposal are

considered to fall within the broader activities that constitute the 'Motor Vehicle Repair' land use.

The site is zoned 'Mixed Use' under the LPS 15. In accordance with Table 1 of LPS 15, 'Motor Vehicle Repair' is classified as a 'A' land uses within the zone. This means that the uses are not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with the provisions contained in Clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2.

The objective of the 'Mixed use' zone under LPS 15 is as follows:

> *"The Mixed Use Zone is intended to allow for the development of a mix of variety but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. Building should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads. To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on the upper levels."*

The proposed land use is considered to be consistent with the objective of the zone for the following reasons:

- The proposed land use is currently established on the site. This application proposes an upgrade to the facilities to allow the business to continue to operate from the site in an efficient manner;

- The use is considered compatible with the existing land uses currently established along Great Eastern Highway;

- The land uses will not have a detrimental impact on the amenity of the locality. The alterations to the facility provide an improvement on the safety through the reduced number of crossovers accessing/egressing to Great Eastern Highway;

- The development is considered to be of an appropriate standard of architectural design, which is evident in its scoring and additional refinements resulting from the response to the City's DRP comments; and

- The proposal provides an active ground and second floor with a showroom and office fronting towards Great Eastern Highway.

Draft Improvement Scheme

The site is subject to Improvement Plan 45 and the draft Redcliffe Station Precinct Improvement Scheme No. 1.

Under the draft Improvement Scheme, Motor Vehicle Repair is identified as an 'X' use within the Mixed Use zone.

While the draft Improvement Scheme is currently advertising and may be classed as a 'seriously entertained' planning instrument and given due regard, it is necessary to

consider the level of weight it should be given. This has been considered against the established principles, which include the stage it is at in the overall statutory process, and level of certainty on the final outcome. In considering this, the following factors are relevant:

- The advertising of the draft Improvement Scheme has not been finalised and is still underway.

- The draft Improvement Scheme is at an early stage of the entire statutory process, and the advertising process step itself can bring about matters that precipitate modifications.

- Several key statutory steps remain in the process that may result in further modification. It is noted that, for an Improvement Scheme, this includes consideration by both the WAPC and the Minister, each of whom may direct modifications.

Based on the above, while the draft Improvement Scheme has been given due regard, it is afforded minimal weight at this stage. Accordingly, primary consideration and determination is undertaken under Local Planning Scheme No. 15.

Notwithstanding the above, the proposal does not seek to introduce a new use to the site, but rather to upgrade facilities supporting an existing operation. Approval does not expand the extent of Motor Vehicle Repair activity beyond what is currently established, and does not prejudice the orderly planning of the precinct under the draft Improvement Scheme framework.

For the reasons outlined above, the proposed land use is considered acceptable.

Interface with Great Eastern Highway

Table 2 provides a comparison of the setback and landscaping provisions of LPS 15 and LPP 20 against the development proposal.

Street Frontage	**LPS15 Requirement**	**LPP 20 Requirement**	**Existing**	**Proposed**
Primary (Great Eastern Highway)	15 metres setback 3 metres landscape width	6-7 metre minimum setback 6 metre landscape width	18.5 metres setback 0.7-3.5 meters landscape width	16.5 metres setback 3.5 metres landscape width
Secondary (Central Avenue)	7.5 metres Setback 1 metre landscape width	N/A	15.3 metres setback Nil landscape width	8 metres setback Nil-1 metre landscape width

Table 2: Street Setbacks and Landscaping width requirements

The proposed development provides a 3.5 metre landscape width to Great Eastern Highway, where LPP 20 specifies 6 metres. It is noted that the proposed setbacks and landscaping widths comply with the requirements of LPS 15. The variation sought is to LPP 20, which provides guidance for development along the corridor but does not have the same statutory weight as the Scheme. The suitability of the proposed interface with Great Eastern Highway has been considered against the relevant objective of LPP 20, which is:

> *To facilitate high-quality development with active frontages and landscaping along Great Eastern Highway.*

To address this objective the following has been considered:

- The site is affected by the Primary Regional Road reservation under the Metropolitan Region Scheme. A 3 metre wide portion of the site adjoining Great Eastern Highway is reserved for future road widening. Providing a 6 metre landscape width solely within the developable portion of the site would sterilise a significant area of the lot and is not considered a reasonable outcome given the uncertainty around the timing and extent of any potential future acquisition.

- The proposed landscaping, comprising a 3.5 metre landscape width to Great Eastern Highway, 288m² of verge planting, and deep soil areas throughout the site, provides meaningful activation of the street frontages, shade to the car parking area, and contributes to the landscape character of the corridor.

- The proposed landscape width accommodates meaningful planting within deep soil areas, including medium trees capable of softening the building presentation to Great Eastern Highway. The width is sufficient to achieve the functional intent of the landscaping provision.

- The objective of LPP 20 is to facilitate high-quality development with active frontages and landscaping along Great Eastern Highway. The proposed development achieves this through the combination of building presentation, active land uses fronting Great Eastern Highway, deep soil planting and street tree contribution, notwithstanding the width.

- As shown in Figure 9, landscaping outcomes along Great Eastern Highway are variable, with many sites providing minimal or no landscape setback. The proposed development represents a significant improvement on both the existing site condition and the prevailing standard in the immediate locality.



Figure 9: Aerial image showing existing landscaping along Great Eastern Highway.

It is noted that the proposed setbacks and landscaping widths comply with the requirements of LPS 15. Having regard to this, the nature of the application as an alteration and addition to an existing development, the constraints of the site, and the landscaping outcome achieved, the variation to the landscape width provisions of LPP 20 is considered acceptable.

Interface with Residential Land

It is acknowledged that LPS 15 does not provide a rear setback requirement for Mixed Use properties.

The subject site adjoins 60 Central Avenue, which is zoned Residential (R20) and currently contains a single house developed at an R20 density.

The proposed development includes a boundary wall that is 7.5 metres high and 32.2 metres in length, and 6.5m high portion of boundary wall for a further 5 metres in length. Figure 10 shows an annotated extract of the elevation plan showing the extent of the boundary wall.

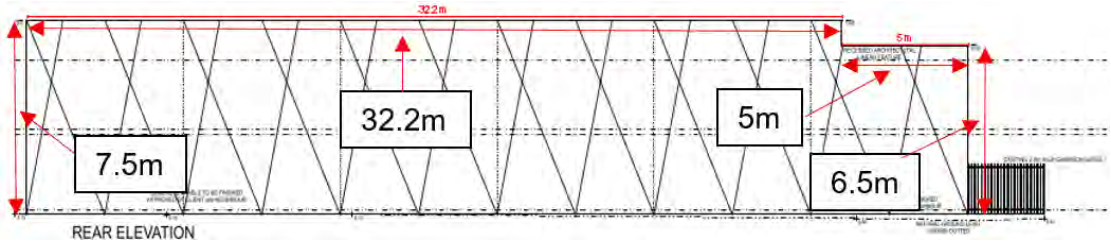


Figure 10: Annotated Elevation Plan showing extent of boundary wall.

Notwithstanding lack of rear setback requirements in LPS 15, the appropriateness of the proposed interface is required to be considered against LPP20, and the relevant objective which is as follows:

To facilitate an appropriate scale and transition of built form to nearby residential areas and preserving residential amenity.

When considering the proposed transition, it is important to first understand the existing and likely future context of the surrounding area. Specifically, the area along Great Eastern Highway that is between Tonkin Highway and Coolgardie Avenue.

Existing properties along this section of Great Eastern Highway are generally characterised by commercial buildings with varying heights. 60 Central Avenue and other properties to the south-east currently contain a single storey single house at an R20 density. The existing interfaces between the Mixed Use and Residential zoned land varies along Great Eastern Highway, with some sites having existing boundary walls, and others providing setbacks between 1-6 metres.

The subject site currently provides a boundary wall approximately 13 metres in length and 5.5 metres in height. Figure 11 shows an image taken from Central Avenue showing the existing interface between the subject site and neighbouring property. The existing interface is typical of the current transition between the two zones.



Figure 11: Existing interface between the subject site and 60 Central Avenue.

The Great Eastern Highway Corridor Strategy and LPP20 identifies the following provisions to be considered for transitioning to low scale residential development:

a) Separation to lower density residential development to preserve visual privacy and solar access.
b) Architectural articulations to reduce visual intrusion, and help mitigate the effects of taller structures on neighbouring properties.
c) Landscaping along the rear boundary.
d) Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas.
e) Stepping in of buildings from the boundary to achieve greater setback.

Based on the above, the City has considered the following when assessing the transition between sites:

a) The proposed boundary wall does not feature window openings and therefore, does not impact on the visual privacy of the adjoining property.

While the development is not subject to the requirements of the R-Codes, it is considered appropriate to take guidance from the R-Codes Vol 1 when considering the solar access of adjoining residential properties, as 60 Central Avenue is currently developed at an R20 density.

The deemed-to-comply requirements specify that overshadowing of adjoining properties coded R25 or lower must not exceed 25% of the affected site area at midday (21 June). The applicant has provided shadow diagrams to illustrate the overshadowing projected from the development. Figures 12 and 13 are an extract from the development plans for the winter solstice at 9am, 12pm, and 3pm, and outline the shadow projections.

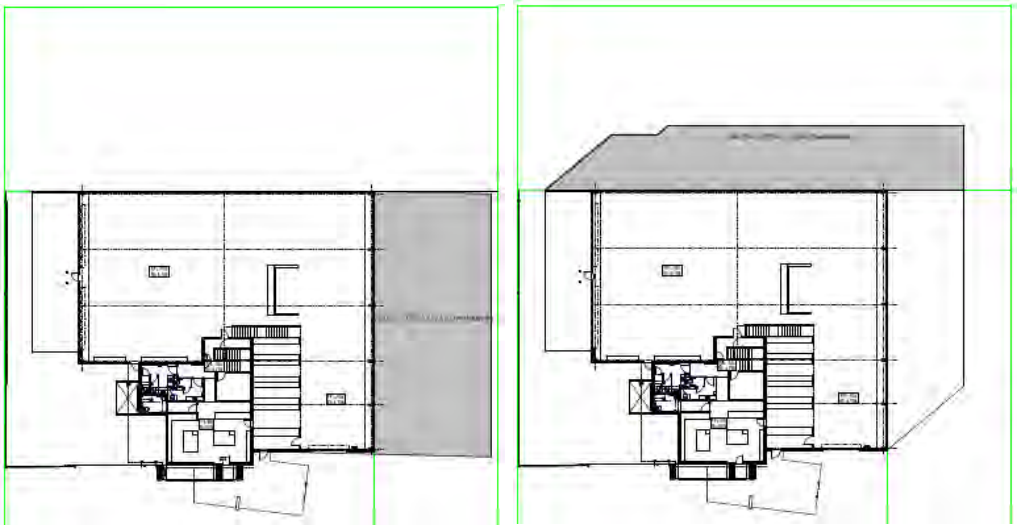


Figure 12: Extract of the shadow diagram showing shadow protection at 9am (left) and 12pm (right).

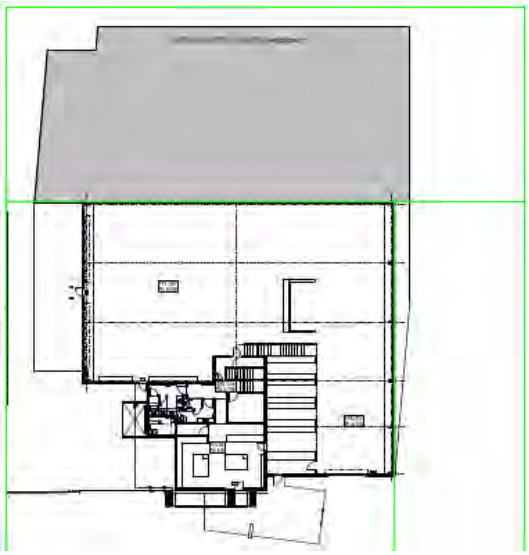


Figure 13: Extract of the shadow diagram showing shadow protection at 3pm.

At 12pm the proposed development provides shadow over 26.4% of the adjoining site, which is a 1.4% variation to the deemed-to-comply provision. The Design Principle under Clause 5.4.2 of the R-Codes states that the development is designed to protect solar access for neighbouring properties taking into account

potential overshadowing of outdoor living areas, north facing major openings and roof mounted solar collectors.

Figure 14 shows an annotated image of the adjoining site with the extent of shadow projected at 12pm.

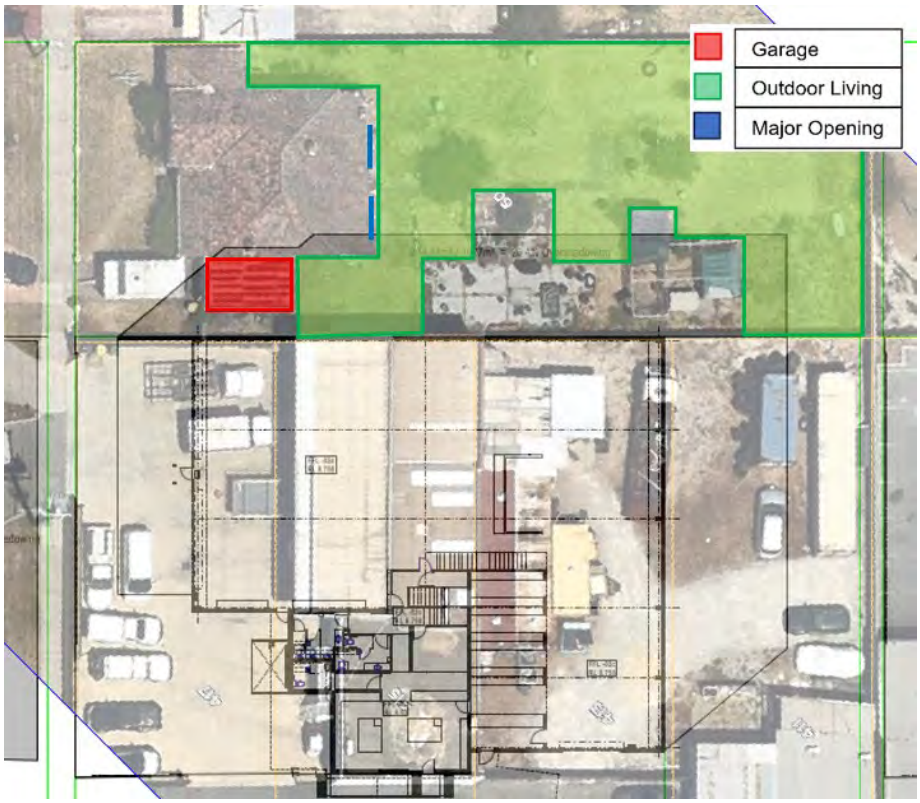


Figure 14: Annotated image showing 12pm shadow projected over 60 Central Avenue.

As demonstrated in the figure above, the adjoining property retains solar access to the majority of the outdoor living areas, and the proposed development does not overshadow north-facing major openings or future potential roof solar collectors at 12:00pm. Figure 12 also shows that the proposed shadow casts onto the rear of 411 Great Eastern Highway at 9:00am.

Based on the above, the extent of shadow cast over the adjoining site is considered acceptable.

b) The boundary wall is articulated through a reduced height at the Central Avenue interface and a patterned treatment along its length, consistent with advice provided by the City's Design Review Panel. The Panel supported the overall building form and architectural response, and identified material and finish refinement as the appropriate mechanism to assist improving interface outcomes.

The patterned treatment breaks down the visual length of the wall and reduces the perception of bulk when viewed from the adjoining property.

Accordingly, it is recommended that a condition be imposed requiring the submission of a detailed material and finishes schedule prior to the lodgement of a building permit. The schedule is to clearly demonstrate the boundary wall treatment details (colour palette, texture and finish), to the satisfaction of the City.

c) In relation to provisions c, d and e it is important to note that the proposal is for additions and alterations, and that the LPP largely contemplates full redevelopment of sites to fully achieve the intended outcomes. On this basis, it is considered the following is relevant:

- The proposal is for additions and alterations to an existing development, not a comprehensive redevelopment of the site. The existing building is located at the rear of the lot, and this layout is being retained. Requiring full compliance with provisions directed at the site planning of new development is not considered reasonable in this context. It is also noted that LPS 15 does not prescribe rear setback requirements for development in the Mixed Use zone.

- The transition provisions of LPP 20 are intended to manage the interface impacts of substantially scaled residential and mixed-use development. The policy diagrams illustrate these provisions in the context of multi-storey apartment buildings. The proposed two-storey development, while presenting a boundary wall to the adjoining property, is modest in scale relative to the development intensity contemplated by the policy.

- While the draft Improvement Scheme has not been afforded significant weight in the assessment of this application, it is appropriate to consider what it proposes for the subject site and adjoining land. Under the Draft Improvement Scheme, development in the Mixed Use zone is capable of proposing three-storey boundary walls, and development in the R100 zone is capable of two-storey boundary walls. The proposed boundary wall at 7.5 metres is consistent with the likely future transition, bulk and scale envisioned for this interface.

- The City's Design Review Panel has reviewed the proposed interface and is satisfied that the articulation and material treatment appropriately address the relationship with the adjoining residential property.

- It is considered that the proposal does not set an undesirable precedent for LPP 20. The circumstances of this application are specific to the site, including the existing building location, the nature of the proposal as an alteration and addition to an established use. Approval in this context does not establish a basis for similar variations to be supported for comprehensive redevelopment proposals where full compliance with LPP 20 could reasonably be achieved.

For the above reasons, the proposed development is considered to achieve an appropriate transition to the adjoining residential land to the extent reasonable against the provisions of LPP 20, having regard to the nature of the application.

Car Parking

It is noted that LPS 15 does not specify a car parking standard for ‘Motor Vehicle Repair’.

The City has previously applied the Industry/Workshop/Factory car parking requirement to proposal seeking Motor Vehicle Repair land uses (1 space for every 50m^2 of GFA). The DAP has also considered and approved a Motor Vehicle Repair application having applied this car parking rate under DAP/18/01521.

The car parking requirements have been calculated as follows:

LAND USE	REQUIREMENT
MOTOR VEHICLE REPAIR *1 space for every 50m^2 of GFA –* *Workshop - 713.4m^2* *Office - 239m^2*	Required Motor Vehicle Repair: (19.048) 20 bays Total: 20 bays Provided **Total: 19 bays (1 bay shortfall)**

Table 3: Car Parking Requirements

As outlined within the land use section of this report, the land use of motor vehicle repair is considered to contemplate the full range of activities associated with the operation, including workshop, administrative and customer-facing functions. On this basis, it is not considered appropriate to disaggregate these components as land uses for the purpose of parking calculations and apply separate parking rates to each. The car parking requirement has been calculated on the total floor area of the use as motor vehicle repair.

As depicted in Table 3 above, the development proposes a parking shortfall of 1 bay. In response to this parking shortfall the applicant has provided the following justification:

- The operational characteristics of the use result in a substantially lower demand. A maximum of 11 staff are employed onsite at any given time, limiting staff parking demand to 11 bays. The remaining 8 bays provide sufficient capacity for:
    - Mobile or off-site staff attending the site intermittently;
    - Administrative staff who may work remotely or off-site at times;
    - Short-term parking for operational vehicles associated with the workshop; and
    - Visitors collecting or dropping off vehicles.

- Visitor movements to the site are infrequent and generally limited to short durations, such as vehicle drop-off or collection. The provision of 19 bays is considered sufficient to accommodate visitor demand, including during peak operational periods.

- Workshop operations do not rely on external parking for serviced vehicles. Vehicles undergoing servicing are accommodated entirely within the workshop area and do not occupy external parking bays. This significantly reduces demand on the car park and ensures bays remain available for staff and visitors.

- An appointment-based business model allows effective parking management. The business operates on a pre-booked appointment system, allowing customer

arrivals to be staged and managed. This minimises overlapping demand and maintains predictable parking requirements.

Booking intervals can be adjusted and customers directed as required to ensure parking demand remains within the available capacity.

- The proposed site layout supports efficient use of the provided bays. Clear vehicle circulation and legible access arrangements ensure that all parking bays are available without operational conflict.

- The car parking shortfall does not impact adjoining land uses or the road network. Given the operational characteristics of the use, there is no expectation of overflow parking onto the surrounding road network or encroachment onto neighbouring properties, with all parking demand able to be accommodated onsite.

In consideration of the applicant's justification to the car parking shortfall, the City provides the following comments:

- The applicant's commentary regarding the maximum number of staff onsite at any one time is consistent with existing conditions and operations at the site. Given the long-standing operation of the site and the continuity of its use by the same operators, it is considered that the proponent is well placed to accurately convey the staffing needs of the facility.

- Additionally, the applicant has submitted an OMP which outlines how business operations and parking demand is managed onsite. The relevant matters addressed within the OMP include, but are not limited to:

    - Operating hours;
    - Staff numbers and staff movement details;
    - Appointment scheduling and booking;
    - Capacity for the workshop to accommodate vehicles during the duration of a job; and
    - Signage and wayfinding through the site.

  Based on the information provided in the OMP the proposed management measures are considered appropriate and effective to manage both parking demand and business operations. The City recommends a condition requiring the OMP to be implemented prior to occupancy of the development.

- A high-frequency bus route services Great Eastern Highway, with bus stops for Route 940 located approximately 60 metres west of the site and on the opposite side of the Great Eastern Highway. This service provides connectivity to Redcliffe Train Station and the Perth CBD. The City also recommends a condition requiring the provision of bicycle parking and end-of-trip facilities, as outlined in the applicant's Sustainability Report.

  It is therefore reasonable to expect that the proposal caters for staff and visitors that may utilise alternative transport options, further reducing reliance on private vehicle access for the site.

Given the specific business operations, the proposed management measures within the OMP and the availability of alternative transport options to the site, the City

considers the parking shortfall to be acceptable. The City supports the proposed variation subject to conditions requiring the ongoing implementation of the Operational Management Plan.

Traffic and Access

The applicant has prepared a Transport Impact Statement (TIS) for the proposed development (refer **Attachment 10**). The following points from the TIS have been considered:

- Peak period traffic generation has been estimated using standard rates included in WAPC Transport Impact Assessment Guidelines (Volume 1) and Transportation Engineers (ITE) Common Trip Generation Rates (9th edition).

  Table 4 below outlines the trip generation rates which were considered for calculating the traffic generation for the site.

WAPC Transport Assessment Guidelines	*Office and commercial:* • *AM peak hour = 2 per 100m^2 GFA* • *PM peak hour = 2 per 100m^2 GFA* • *Daily = 10 per 100m^2 GFA*
Transportation Engineers (ITE) Common Trip Generation Rates (9th edition)	*Automobile Care Centre:* • *AM peak hour = 1.52 per service bay with 68% IN / 32% OUT traffic distribution* • *PM peak hour = 2.17 per service bay* • *Daily = 12.48 per service bay*

Table 4: Applicable trip generation rates for the proposed land use.

  Based on the above rates, the development is estimated to generate a total of 99 vehicle movements per day. This includes 15 movements during the AM peak hour and 19 movements during the PM peak hour. In accordance with the WAPC guidelines, development generating between 10-100 vehicular trips during peak hours is considered to have a moderate impact on the road network. The existing road infrastructure is considered capable of accommodating the expected traffic generation.

- The vehicle trip generation is proposed to be distributed between:
  - The existing crossover to the Central Avenue cul-de-sac
  - Egress via the left-out crossover to Great Eastern Highway
  - Two crossovers to Central Avenue.

  Figure 15 shows the traffic flow to and from the site.

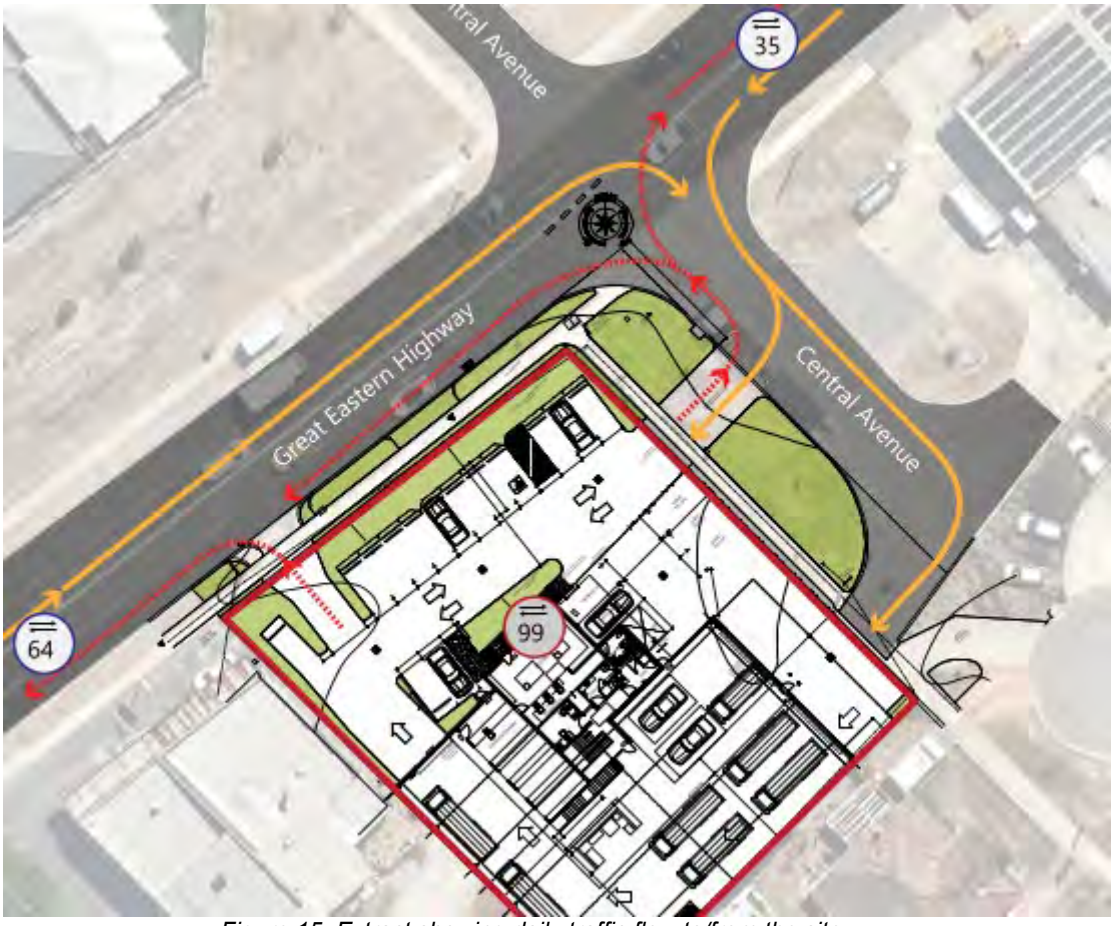


Figure 15: Extract showing daily traffic flow to/from the site.

All vehicle trips are expected to access the site from the two crossovers proposed to Central Avenue. Egress from the site is proposed via the crossover to Central Avenue and a left-out to Great Eastern Highway.

However, it is considered that the proposed retention of the crossover to the Central Avenue cul-de-sac head, as shown in Figure 16 below has not been adequality addressed or justified in the proposal. This will be discussed in further detail below.



Figure 16: Image showing existing crossover in yellow.

- The manoeuvring of the largest vehicle associated with the proposed development (12.5m Heavy Rigid Vehicle) can be accommodated within the site and crossover access/egress as demonstrated by the swept path analysis provided within the Transport Impact Statement.

Given the above factors and the applicant's response to earlier MRWA request for information it is that the traffic impacts and proposed access arrangements are broadly acceptable.

Retention of Access to Central Avenue Cul-de-sac

Notwithstanding broader acceptability of the traffic and access matters, the City consider that the proposed retention of the crossover to the Central Avenue cul-de-sac requires further consideration. The following factors are relevant to this:

- In term of reasonableness, it is considered that the scope and scale of the redevelopment and that it clearly generates changes to the access and egress arrangements, means that it is appropriate to consider the suitability of the retention of this access.

- It is considered that the proponents planning report and TIS have not addressed the crossover, or specifically justified retention. Given that site operations can be achieved using the other crossovers via Central Avenue and Great Eastern Highway, the City recommends removing the crossover. This will ensure all vehicles access the site via Great Eastern Highway rather than the residential area to the south-east. A condition has been recommended to require the removal of the redundant crossover.

Cross vehicle access easement

The City has recommended a condition to establish a public access easement across the property frontage to facilitate cross vehicle access between sites fronting to Great Eastern Highway, in accordance with Clause 4.11.3 of LPS 15. The intent of the

easement is to provide for further connection to adjoining properties to the west along Great Eastern Highway when they are redeveloped, and limit direct access to the highway.

Based on the above, it is considered that the proposed use can be accommodated within the existing road network.

Signage

The application includes details of the location for two proposed wall signs to provide the business branding. Limited details of the signs are provided at this stage apart from the location of the signs and how they have been incorporated into the buildings front façade.

A condition is recommended for sign details to be provided prior to the lodgement of a Building Permit, and conditions relating to the level of illumination and that the signs not flash, pulsate, chase, or otherwise cause a nuisance.

Conclusion:

The City recommends approval for the proposed alterations and additions to the existing 'Motor Vehicle Repair' development. The City considers the proposal acceptable having regard to the statutory planning framework, response to the DRP comments, and the operational details of the use. While elements of the proposal required refinement, these matters can be addressed through the recommended conditions.

ATTACHMENT 5 – Transport Impact Statement

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

URBANISTA TOWN PLANNING

413-417 Great Eastern Highway, Redcliffe

TRANSPORT IMPACT STATEMENT

Job No: P003350

Rev D

23 April 2026

Premise

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Application No: 280/2026

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Revision	**Revision Date**	**Amendment Details**			
Rev A Draft	15/07/25	Issued for Review			
Rev A	15/07/25	Issued for submission			
Rev B	02/12/25	Updated to reflect new plans			
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Rev D	23/04/26	Updated to reflect new plans			
Prepared By		**Reviewed By**		**Authorised By**	
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Jelena Simic					

CITY OF BELMONT
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22/06/2026
Application No: 280/2026

CONTENTS

1. EXECUTIVE SUMMARY 3

2. INTRODUCTION 4

2.1 Background 4

2.2 Scope and Study Area 4

3. EXISTING CONDITIONS 5

3.1 Site location and description 5

3.2 Existing road conditions 5

3.3 Traffic Safety 5

3.4 Existing Traffic Flow 7

3.5 Public Transport 7

3.6 Pedestrian and Cyclist Infrastructure 8

3.7 Consultation with Authorities 10

4. PROPOSED DEVELOPMENT 11

4.1 Overview of Proposed Development 11

4.2 Vehicular Parking 11

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES 12

4.2.2 VEHICLE SWEPT PATHS 14

4.3 ACROD Parking 14

4.4 Bicycle Parking 14

4.5 Delivery and Service 15

4.6 Traffic Impact of the Proposed Development 15

4.7 Trip Distribution 16

4.8 Review of Available Planning Information 16

4.9 Site-Specific Issues and Proposed Remedial Measures 18

APPENDICES 19

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

TABLES

Table 1 – Road Classification and Description 5

Table 2 - Crash density and Crash rate (reporting period 2020-2024 6

Table 3 – Crash review – Intersection of Great Eastern Highway / Central Avenue 6

Table 4 – Traffic counts data 7

Table 5 - Bus routes and frequencies 7

Table 6 - PBN routes in the vicinity of the subject site 8

Table 7 - MRWA Comments 10

Table 8 - Proposed land uses and yields 11

Table 9 - Car parking provision rates 11

Table 10 – Car parking requirement calculations 11

Table 11 - Parking dimensions comparisons 12

Table 12 – Parking design and layout comparison 13
Table 13 - Accessible car parking provision rates 14
Table 14 – Bicycle parking provision rates and calculation 14
Table 15 – Delivery/service parking provision rates and calculation 15
Table 16 - Trip generation rates 15
Table 17 - Calculation of vehicular trips 16
Table 18 - Trip Distribution Routes 16
Table 19 – Analysed Site-Specific Issues and Proposed Remedial Measures 18

FIGURES

Figure 1 - 30min public transport catchment (app.traveltime.com) 8
Figure 2 - 10min walking catchment (app.traveltime.com) 9
Figure 3 - 15min cycling catchment (app.traveltime.com) 9
Figure 4 - Redcliffe Station Precinct Activity Centre Plan (RSPACP) 17
Figure 5 - Primary Road reservation on the subject site. 18

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

1. EXECUTIVE SUMMARY

Site Context

- The project location is 413 – 417 Great Eastern Highway, Redcliffe.
- The existing development is a Motor Vehicle Repair shop which will be expanded.
- The proposed expansion will bring the total area of Motor Vehicle Repair Shop to 713m^2 GFA and Office area to 239m^2 GFA.

Technical Findings

- The proposed development will generate up to 99 vehicular trips per day, 15 vehicular trips per hour in AM and 19 vehicular trips per hour in PM peak.
- According to the WAPC Guidelines, this is considered a moderate impact on the surrounding road network *(10-100 VPH is moderate).*
- Two major routes are expected to be utilised for access/egress to/from the development:
  - To/from the southwest via Great Eastern Highway
  - To/from the northeast via Great Eastern Highway.

Relationship with Policies

- In accordance with the LPS No. 15, the proposed development will require 23 carparking bays. Total of 24 bays is proposed, constituting a statutory surplus of 1 car parking bay.
- The proposed development includes one ACROD bay, consistent with the requirements of the Building Code of Australia.
- According to the City of Belmont Local Planning Scheme No. 15 , proposed development requires 3 bicycle bays. Given the proposed land uses, bicycle access is expected to be limited. Bicycle storage is provided to support alternative transport modes and can be readily expanded if required.

Conclusion

- Great Eastern Highway is classified as Primary Distributor and Central Avenue as Access Road with the maximum desirable volume of 3,000 vehicles per day. Given this section of Central Avenue is a dead-end street it carries less than 100-200 VPD. Therefore, with the added traffic from the subject site the street would remain well under the maximum desirable traffic volume for Access Roads.
- Other surrounding roads would absorb significantly less traffic than Great Eastern Highway and Central Avenue, moreover, the traffic would be dispersed so that the impact can be considered negligible.
- In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by Urbanista Town Planning on behalf of the proponent to prepare a Transport Impact Statement (TIS) for the proposed expansion of the existing motor vehicle repair shop at 413-417 Great Eastern Highway, Redcliffe within the City of Belmont.

The proposed development comprises 713 m² of Gross Floor Area (GFA) allocated to motor vehicle repair activities and 239 m² of GFA designated for office functions.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed motor vehicle repair expansion.

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

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

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 800-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

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22/06/2026
Application No: 280/2026

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is currently occupied by the existing motor vehicle repair shop. The subject lot is fronted by Great Eastern Highway and Central Avenue.

3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	Great Eastern Highway
Number of Lanes	two way, two lanes per direction, undivided
Road Reservation Width	40m
Road Pavement Width	12m
Classification	Primary Distributor
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	940
On-street parking	NO
Road Name	**Central Avenue**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	30m
Road Pavement Width	9m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	NO

*Note: Central Avenue adjacent to the subject site is cul-de-sac road.

3.3 Traffic Safety

A review of the MRWA crash database for the road network in the vicinity of the site has been undertaken. The database provides the location and severity of all recorded crashes, typically covering the most recent five-year period. However, as noted on the Main Roads portal, the 2024 records have been temporarily removed from the dataset and accordingly, the crash data reviewed covers the five-year period from 2019 to 2023.

There were 13 crashes reported at the Great Eastern Highway / Central Avenue intersection (1 Hospital, 5 Medical, 6 Property Damage Only – Major and 1 Property Damage Only – Minor) in the 5-year collection period.

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Application No: 280/2026

The following **Table 2** shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2020 to 2024, as obtained from Main Roads WA February 2026 by email request:

Table 2 - Crash density and Crash rate (reporting period 2020-2024

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

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

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

Table 3 – Crash review – Intersection of Great Eastern Highway / Central Avenue

Intersection Name	**Road Hierarchy**	**Speed Limit**	**Crash Statistics**			
			No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Great Eastern Highway / Central Avenue	Primary Distributor / Access Road	60kph / 50kph	1	5	6	1
No of MVKT Travelled at Location		App. 45,000 VPD * 365 * 5 years * 0.3 km = 24.68 MVKT				
KSI Crash Rate		1 KSI crashes / 24.68 MVKT = 0.04 KSI crashes/MVKT = 4.0 KSI crashes / 100MVKT				
All Crash Rate		13 crashes / 24.68 MVKT = 0.53 crashes/MVKT= 53.0 crashes / 100MVKT				
Comparison with Crash Density and Crash Rate Statistics		KSI crash rate of 4.0 KSI crashes / 100MVKT is higher than the network average of 2.63 KSI crashes / 100MVKT. While all crashes rate of 53 crashes / 100MVKT is lower than the network average of 61.83 crashes / 100MVKT on Metropolitan intersections				
Of the above recorded incidents, there does not appear to be any pattern or re-occurring similar incidents that would highlight sections of the road being excessively unsafe. Given the class of road and crash types, it is concluded that the road network is operating in a manner consistent with state road network. The proposed development is not expected to have an adverse impact on road safety at this location, given the moderate traffic generation impact.						

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3.4 Existing Traffic Flow

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

Table 4 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Great Eastern Highway	West of Fauntleroy Avenue	44,406	07:30 – 3,482	16:30 – 3,566	10.6%	2020 / 21
Stanton Road	West of Kanowna Avenue East	13,776	08:00 – 946	16:30 – 1,141	5.1%	2023 / 24
**Note – These traffic counts were obtained from the MRWA Traffic Map.*						

3.5 Public Transport

The subject development is located within the 800m walking radius from the Redcliffe Train Station.

In addition to the Airport Train line, this station provides access to 6 bus routes.

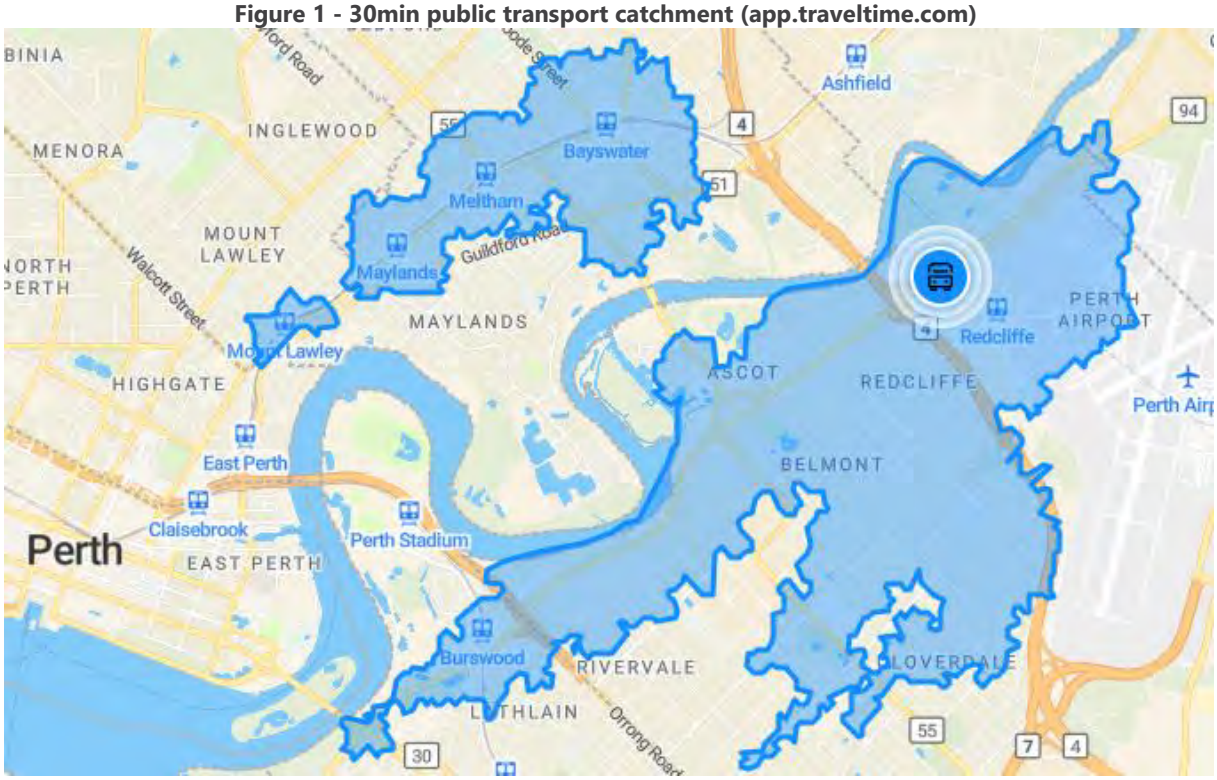
The high frequency bus route 940 provides service via Great Eastern Highway with the closest bus stop directly across the street from the subject lot. The opposite direction bus stop is located 70m to the southwest on the same side of street with a direct pedestrian path provided.

Table 5 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
Airport Train Line	High Wycombe – Claremont	12 minutes	30 minutes
290	Redcliffe Station - Midland Station via Guildford	20 minutes	30 minutes
291	Redcliffe Station - Midland Station via South Guildford	20 minutes	30 minutes
292	Redcliffe Station (Circular Route) via Perth Airport T3/T4	12 minutes	30 minutes
293	Redcliffe Station - High Wycombe Station via Abernethy Rd & Belmont Forum Shopping Centre	20 minutes	120 minutes
935	Redcliffe Station - Kings Park via Belmont Forum Shopping Centre & Perth	10 minutes	30 minutes
940	Perth - Redcliffe Station via Great Eastern Highway	6 minutes	30 minutes

Walk Score Rating for Accessibility to Public Transport	
44	Some Transit. A few nearby public transportation options.

Figure 1 - 30min public transport catchment (app.traveltime.com)



3.6 Pedestrian and Cyclist Infrastructure

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

Table 6 - PBN routes in the vicinity of the subject site

Classification	Road Name
"High Quality Shared Path"	Surrounding area of Tonkin Highway / Great Eastern Highway interchange; Along Swan River shoreline
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Great Eastern Highway; route connecting Great Eastern Highway and Central Avenue north of the underground railway; Stanton Road, Second Street; Central Avenue (North of Dunreath Drive)
"Good Road Riding Environment"	First Street, Coolgardie Street; Redcliffe Road; Waterview Parade; Stanton Road, Second Street
"Bicycle Lanes or Sealed Shoulder Either Side"	Great Eastern Highway; Dunreath Drive; Central Avenue (North of Dunreath Drive)

What is the Walk Score Rating?	
27	Car-Dependent. Most errands require a car.

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Figure 2 - 10min walking catchment (app.traveltime.com)

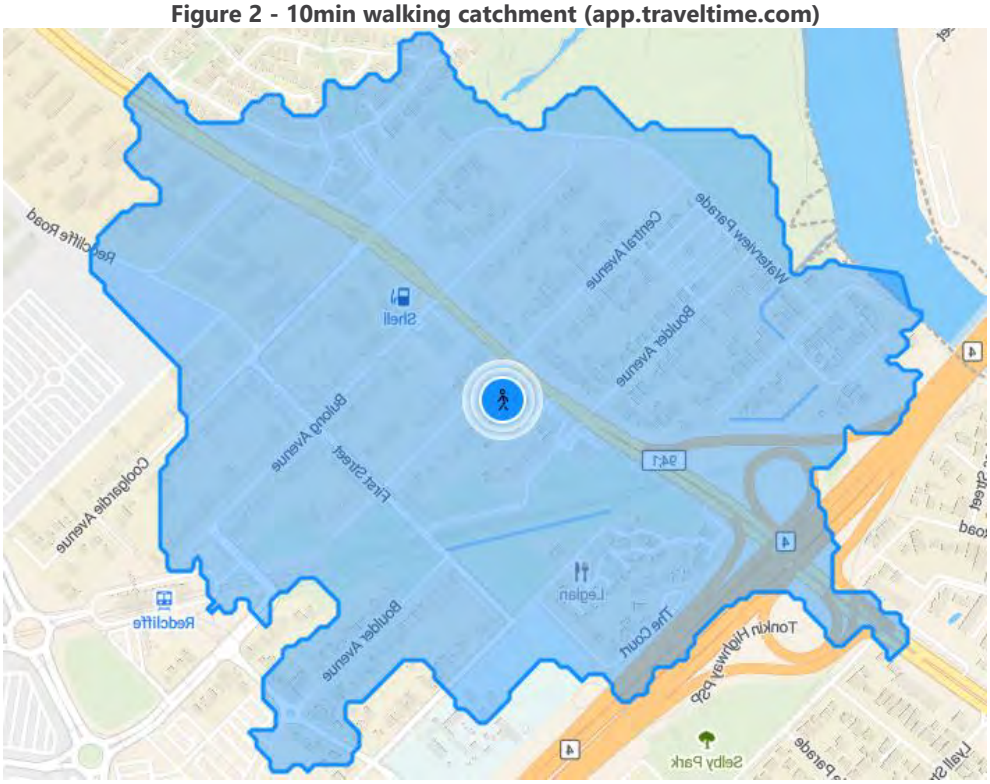
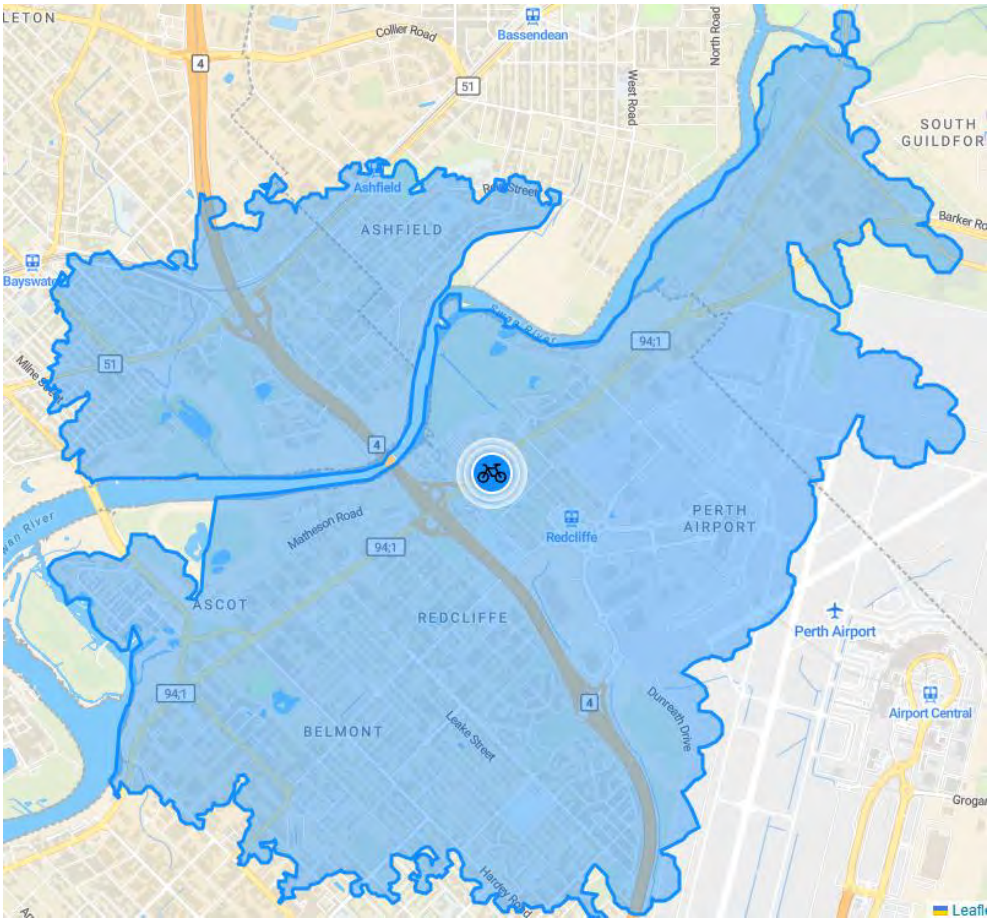


Figure 3 - 15min cycling catchment (app.traveltime.com)



3.7 Consultation with Authorities

Following the submission of the Development Application (Ref: 328/2025), Main Roads Western Australia (MRWA) provided an information request dated 8 September 2025. The items raised by MRWA regarding the proposed alterations at 413-415 Great Eastern Highway have been addressed as follows:

Table 7 - MRWA Comments

Item	MRWA Comment Summary	Applicant Response / Technical Resolution
1	The currently proposed two-way crossover does not comply with Main Roads' Driveway Policy or the recommended turnout radius. The design requires turning vehicles to utilise the full width of the two-way access to enter or exit (as demonstrated in the swept path drawings). This may result in conflicts, particularly when a vehicle is positioned in the middle of the driveway attempting to exit and causing vehicles attempting to enter, stopping on GEH while waiting for the exiting vehicle to clear.	**Resolved** The proposed development plans have been amended to convert the Great Eastern Highway access point to left out exit only crossover.
2	The planning report states that two crossovers are proposed, one on GEH and one on Central Avenue. However, the submitted site plans show two crossovers on Central Avenue. Please clarify the total number of crossovers proposed.	**Clarified.** Two driveways on Central Avenue for all entry and customer exits. The driveway on Great Eastern Highway is a designated left turn exit only driveway.
3	The current swept path drawings indicate that prime movers turning into the Central Avenue encroach onto the wrong side of the road, conflicting with vehicles turning left from Central Avenue. This issue must be rectified to ensure safe vehicle movements.	**Resolved.** Updated swept path diagrams (refer to Appendix C) demonstrate that the design vehicle (Prime Mover) can enter the site from Central Avenue while remaining within the correct lane, ensuring safe separation from opposing traffic.

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4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes an expansion of the existing motor vehicle repair operations as shown by the development site plan enclosed in Appendix A.

Table 8 - Proposed land uses and yields

Proposed Land Use	Yield
Motor Vehicle Repair	713m^2 GFA
Accompanying Offices	239m^2 GFA

4.2 Vehicular Parking

Redcliffe Station Precinct Activity Centre Plan does not provide rates for motor vehicle repair, warehouse or industry – service/workshop land uses.

City of Belmont Local Planning Scheme No. 15 does not provide rates for Motor Vehicle Repair developments. Therefore, Premise suggest using rates for Industry – Service/Workshop.

Table 9 - Car parking provision rates

Guideline document	Car parking requirement
Local Planning Scheme No. 15	Industry – Service/Workshop - 1 space for every 50m2 of open space used for industrial purposes, plus 1 space for every 50m2 of GFA; or 1 space for each employee, whichever is the greater.
	Office - 1 space for every 30m2 of NLA or 1 space for each employee, whichever is greater

Table 10 – Car parking requirement calculations

Land Use / Type	Yield	Required Parking
Motor Vehicle Repair	713m^2 GFA	15
Office	239m^2 NLA	8
	Total Parking Required:	**23**
	Total Parking Provided:	**24**

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In accordance with LPS No. 15, the proposed development requires 23 car parking bays. The current design provides 24 bays, including 2 EV charging bays, 1 ACROD bay and 21 standard bays and satisfying the statutory requirement.

The Redcliffe Station Precinct Activity Centre Plan seeks to reduce reliance on private vehicle use by encouraging more sustainable transport modes including walking, cycling and public transport.
Information provided by the proponent indicates that a maximum of 11 staff members are expected to be on-site at any one time. Even under a conservative scenario where up to 15 staff members are present simultaneously and each arrives by private vehicle, a minimum of 9 bays would remain available for visitors. Given that visits are expected to occur primarily by appointment, parking demand can be effectively managed as part of day-to-day operations.

In conclusion, the proposed parking provision is considered adequate to meet the operational needs of the development.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

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

The plans show 24 parking bays for passenger vehicles.

Parking areas are designed to accommodate User Class 1 - Employee and commuter parking (generally, all-day parking) and User Class 4 - Parking for people with disabilities.

The access driveways on Central Avenue are classified as Category 1, allowing direct access to the parking bays from Central Avenue. The driveway on Great Eastern Highway is a left out exit only driveway.

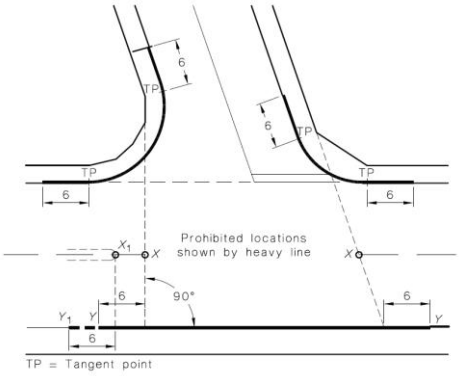
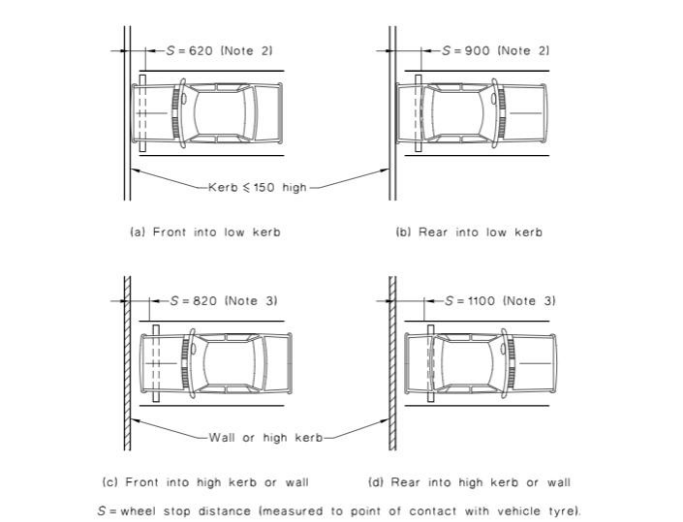
4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

Table 11 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	5.5m	2.4m	2.5m	5.8m	6m and more
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m–shared space	2.5m 2.5m	5.8m	6m and more

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Table 12 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION *(a) Driveway Categories 1 and 2* *At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."*  	The proposed amendments include retaining the one crossover on Central Avenue and the southern crossover on Great Eastern Highway. The northern crossover on Great Eastern Highway will be removed and replaced with an additional crossover from/to Central Avenue. The proposed crossover from/to Central Avenue will be 6+ metres away from the intersection with Great Eastern Highway in line with the requirement. CITY OF BELMONT RECEIVED 22/06/2026 Application No: 280/2026
"2.4.5.4 WHEEL STOPS *Wheel stops shall be between 90 and 100 mm in height, and 1650±50mm in width.* *If wheel stops are provided to restrain vehicle contact with a kerb higher than 150mm or a wall, a further 200mm shall be added to the wheel stop distance to cater for the B99 vehicle as illustrated in Figure 2.6(c) and (d).*  	The proposed wheel stops need to be designed in line with Australian Standards.

4.2.2 VEHICLE SWEPT PATHS

The proposed parking area has been tested using a Heavy Rigid Vehicle (12.5 m), Service Vehicle (8.8 m) and B99 Passenger Vehicle (5.2m). No navigability issues were found. For further details, please refer to the swept path analysis plans in Appendix C.

4.3 ACROD Parking

The proposed building class is Class 8 -a laboratory, or a building in which a handicraft or process for the production, assembling, altering, repairing, packing, finishing, or cleaning of goods or produce is carried on for trade, sale or gain.

Table 13 - Accessible car parking provision rates

Guideline document	Building class	Yield	ACROD Bays Required
NCC 2015 Building Code of Australia - Volume One	• Class 8 — 1 space for every 100 carparking spaces or part thereof.	24	1
		Total ACROD Bays Provided	**1**

The proposed development includes one ACROD bay, consistent with the requirements of the Building Code of Australia.

4.4 Bicycle Parking

Bicycle parking requirements are to be in line with City of Belmont Local Planning Scheme No. 15 provisions as outlined in the table below:

Table 14 – Bicycle parking provision rates and calculation

Guideline document	Bicycle parking requirement	Yield	Calculation
Motor Vehicle Repair	• Resident/Employee – 1 per 1,000 NLA • Visitor – N/A	713m^2	0.72
Office	• Resident/Employee – 1 per 200m^2 GFA • Visitor – Less than 750m2 GFA At discretion of local government	239m^2	1.45
		Total Required:	**3**
		Total Provided:	**N/A**

Given the proposed land uses, it is considered unlikely that employees and visitors would regularly access the site by bicycle. To support alternative transport options, the proponent has included provision for bicycle storage which can be implemented if demand arises. As only 3 bicycle parking

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spaces are required, compliance with the relevant requirements can be readily achieved at a future stage of development if necessary.

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4.5 Delivery and Service

Given this is an existing development, waste vehicle will continue the same waste collection practice – collection from the Central Avenue verge.

Table 15 – Delivery/service parking provision rates and calculation

Guideline document	Delivery/service parking requirement	Yield	Calculation
NSW RTA Guide to Traffic Generating Developments	*Wholesale, Industrial (< 8,000m2 GFA) - 1 space per 800m2*	713m^2 GFA	1
		Total Required:	**1**

There will be 6 service spaces available for repair of trucks and passenger vehicles.

4.6 Traffic Impact of the Proposed Development

WAPC TIA Guidelines suggested trip rates are to be used. Where specific land uses' rates are not available in this document, The NSW Guide to Transport Impact Assessment (GTIA 2024) is to be used.

Lastly, Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used if the first two documents do not provide specific trip generation rates.

Table 16 - Trip generation rates

Guideline document	Trip generation rates
WAPC Transport Assessment Guidelines for Developments	Office and commercial: • AM peak hour = 2 per 100m^2 GFA • PM peak hour = 2 per 100m^2 GFA • Daily = 10 per 100m^2 GFA
A directional split of 80% IN and 20% OUT has been adopted for the AM peak and 20% IN, 80% OUT for the PM peak.	
Transportation Engineers (ITE) Common Trip Generation Rates (9th edition)	Automobile Care Centre: • AM peak hour = 1.52 per service bay with 68% IN / 32% OUT traffic distribution • PM peak hour = 2.17 per service bay • Daily = 12.48 per service bay
A directional split of 68% IN and 31% OUT has been adopted for the AM peak and 48% IN, 52% OUT for the PM peak.	

Table 17 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Motor Vehicle Repair	6 service bays	75	9	13
Office	239m^2 GFA	24	6	6
	Total:	**99**	**15**	**19**

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

The proposed development is expected to generate 99 vehicular trips daily, 15 vehicular trips in the AM peak and 19 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

4.7 Trip Distribution

Given the location of the nearby Tonkin Highway / Great Eastern Highway interchange, it is expected that this will be the major route for the proposed development. The other direction via Great Eastern Highway (to the northeast) will be the second major route.

Table 18 outlines the anticipated traffic distribution based on the above description.

Table 18 - Trip Distribution Routes

Route	Percentage
From the southwest via Great Eastern Highway > > Central Avenue > > Site and reverse or alternatively to the southwest directly via Great Eastern Highway	65%
From the northeast via Great Eastern Highway > > Central Avenue > > Site and reverse	35%

4.8 Review of Available Planning Information

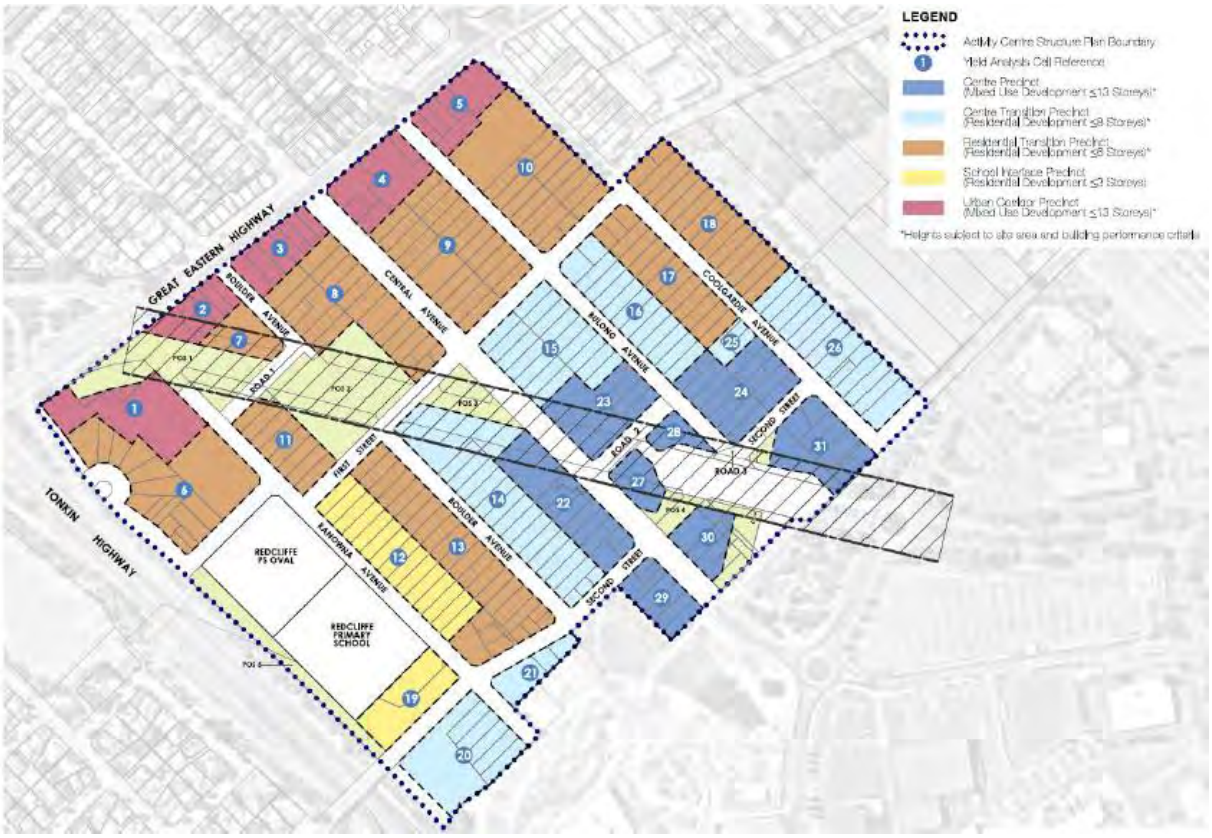
The proposed development is a part of the Redcliffe Station Precinct Activity Centre Plan (RSPACP).

Below is a screenshot of the indicative land use plan from the Redcliffe Station Precinct Activity Centre Plan – Transport Impact Assessment (Flyt 2019).

The subject development is zoned as Urban Corridor Precinct (mixed use developments, up to 13 storeys) and is located in Cell 3.

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Figure 4 - Redcliffe Station Precinct Activity Centre Plan (RSPACP)



The RSPACP anticipates significant changes to the configuration of Central Avenue adjacent to the subject site. The Central Avenue is to be constructed as a divided carriageway (one lane in each direction) with cycling paths with cul-de-sac removed. The intersection of Central Avenue and Great Eastern Highway is to be formed as Left-In-Left-Out with a solid median along the Great Eastern Highway restricting right turns.

In the Road Upgrades Summary, the section of Central Avenue next to the subject development is described as: ***Priority Four -*** *The staging of these local road upgrades is likely to be influenced by the extent of development abutting these roads and the further analysis required to support opening of these roads to Great Eastern Highway following the relocation of Qantas from the T3/T4 terminal and/or the upgrade of Great Eastern Highway.*

The report suggest that the current cul-de-sac configuration should be retained until variety of conditions are met for full connection.

Current MRS scheme shows Primary Road reservation along Great Eastern Highway encroaching into the subject site by approximately 3m; however the proposed plans take into account this potential future land acquisition requirement, and the parking area will function adequately if the land in question is ceded.

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Figure 5 - Primary Road reservation on the subject site.



4.9 Site-Specific Issues and Proposed Remedial Measures

Site-specific issues identified during the assessment, along with corresponding remedial measures, are summarised in **Table 19** below.

Table 19 – Analysed Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	
Site-Specific Issue No 1	Parking Provision
Remedial Measure / Response	In accordance with the LPS No. 15, the proposed development will require 23 carparking bays. The plans show 24 car parking bays constituting statutory surplus of 1 bay. Therefore, parking demand is expected to be met by the proposed parking provision.

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APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

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LOCALITY PLAN

COVER SHEET

Sheet 1 of 9	Survey
Sheet 2 of 9	Overshadowing Diagram
Sheet 3 of 9	As Built Floor Plan
Sheet 4 of 9	As Built Elevations
Sheet 5 of 9	Demolition Plan
Sheet 6 of 9	Proposed Ground Floor Plan
Sheet 7 of 9	Proposed First Floor Plan
Sheet 8 of 9	Proposed Elevations
Sheet 9 of 9	Proposed Fitout Workshop

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Accredited Member 15002 Building Designers Association WA (Inc)
Member 884916 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

No	DATE	AMENDMENT	DWG
A	-/-/--	-	--

SCALE: 1:100 SHEET OF 9

PRINTED DATE:19/10/2025 @17:19

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2. Contractors shall check all dimensions and conditions on site
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4. Owner to note that all sizes shown are without plaster (where applicable)
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LOTS 93, 94, 95

Title Table		
Lot	Volume	Folio
93	1324	649
94	1064	409
95	1599	296

LEGEND	
	POWER DOME
	POWER POLE
	PHONE PITS
	WATER CONN.
TP=10.00	TOP PILLAR/POST
TW=10.00	TOP WALL
TR=10.00	TOP RETAINING
TF=10.00	TOP FENCE

⚠ DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

⚠ DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

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⚠ DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

⚠ DISCLAIMER:
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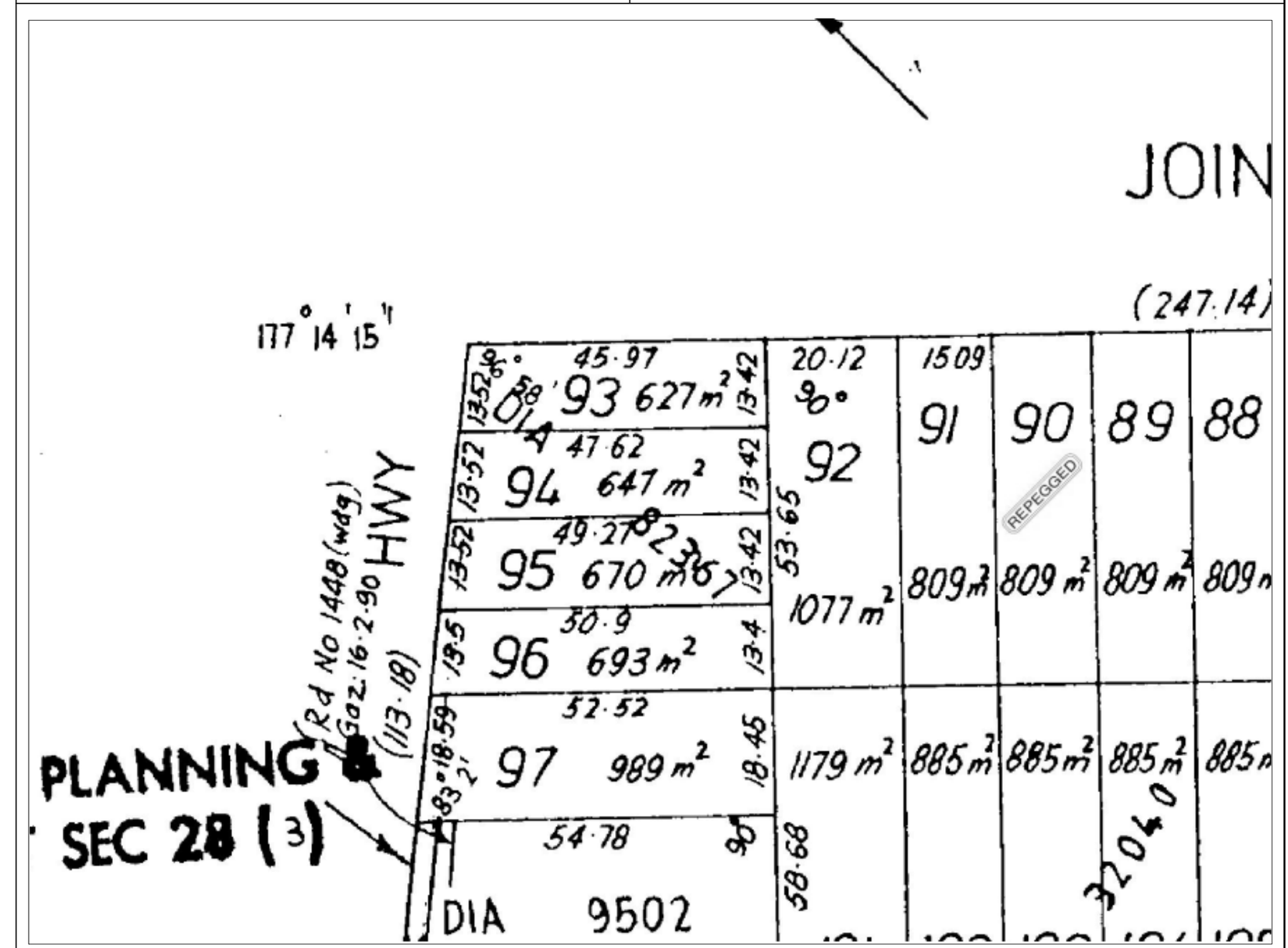
⚠ NOTE:
CHECK SHIRE RE: AMALGAMATION BEWARE COULD DELAY BUILDING LICENSE (AMALGAMATION PROCESS APPROX. 6-9 MONTHS)

Scale 1:200
0 2 4 6 8

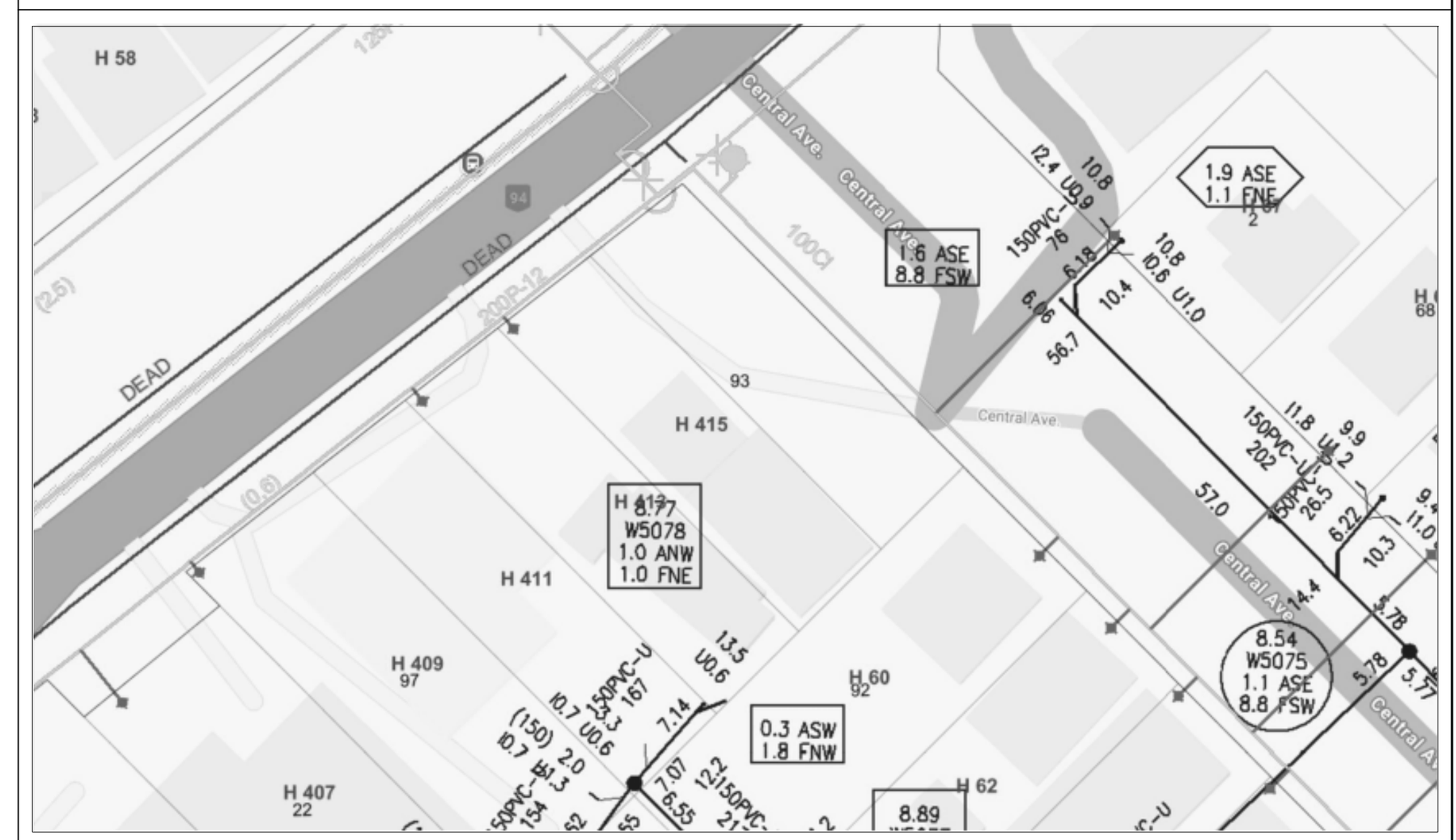
⚠ NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

CONTOUR & FEATURE SURVEY

LOT	Lot 93, 94, 95 (Plan 2911)
ADDRESS	#413 Great Eastern Highway, Redcliffe
LGA	CITY OF BELMONT
CLIENT	Delta Autospark
GPS	Lat: -31.930875 Long: 115.944324
SSA No	**AREA** 627, 647, 670m² **VOL.** See Table **FOL.** See Table



ELEC.	O/Head	**SEWER**	Yes	**ROADS**	Bitumen	**COASTAL**	500m To River (Approx. Only - Confirm With Shire)
GAS	Check Alinta	**COMMS**	Yes	**PATH**	Concrete	**SOIL**	Sand
WATER	Yes	**DRAINAGE**	Good	**KERBS**	See Survey	**VEG.**	Light Grass Cover



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PO Box 1611 Osborne Park BC WA 6917
P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au
JOB: 604328 **DATE:** 07 Apr 25 **DRAWN:** B. Smith

⚠ NOTE:
CHECK SHIRE RE: AMALGAMATION BEWARE COULD DELAY BUILDING LICENSE (AMALGAMATION PROCESS APPROX. 6-9 MONTHS)



LOT 93 MISCLOSE
0.010 m

LOT 94 MISCLOSE
0.010 m

LOT 95 MISCLOSE
0.010 m

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Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

⚠ DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

⚠ NOTE:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

Scale 1:200
0 2 4 6 8

COTTAGE SURVEYS LICENSED SURVEYORS
87-89 Guthrie Street Osborne Park, WA 6017
PO Box 1611 Osborne Park Business Centre WA 6917
P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

JOB #	604328	**GPS**	Lat: -31.930875 Long: 115.944324	**ROADS**	Bitumen	**ELEC.**	O/Head
CLIENT	Delta Autospark			**KERBS**	See Survey	**COMMS.**	Yes
ADDRESS	#413 Great Eastern Highway	**LOT**	Lot 93, 94, 95 (Plan 2911)	**FOOTPATH**	Concrete	**WATER**	Yes
SUBURB	Redcliffe			**SOIL**	Sand	**GAS**	Check Alinta
LGA	CITY OF BELMONT	**AREA**	627, 647, 670m² **VOL.** See Table **FOL.** See Table	**DRAINAGE**	Good	**SEWER**	Yes
DRAWN	B. Smith	**DATE**	07 Apr 25 **SSA** No	**VEGETATION**	Light Grass Cover	**COASTAL**	500m To River (Approximate Only Confirm With Shire)

NEIL SALVIA BUILDING DESIGNS
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Accredited Member 15002 Building Designers Association WA (Inc)
Member 884916 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

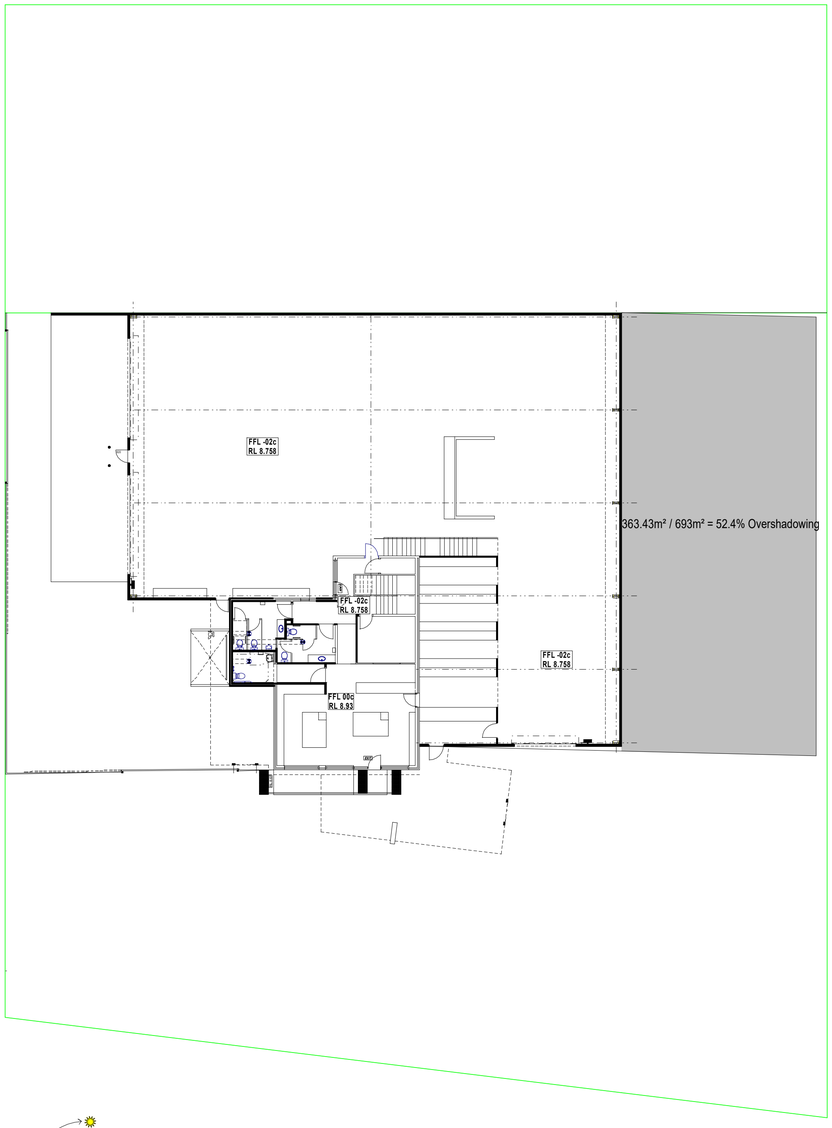
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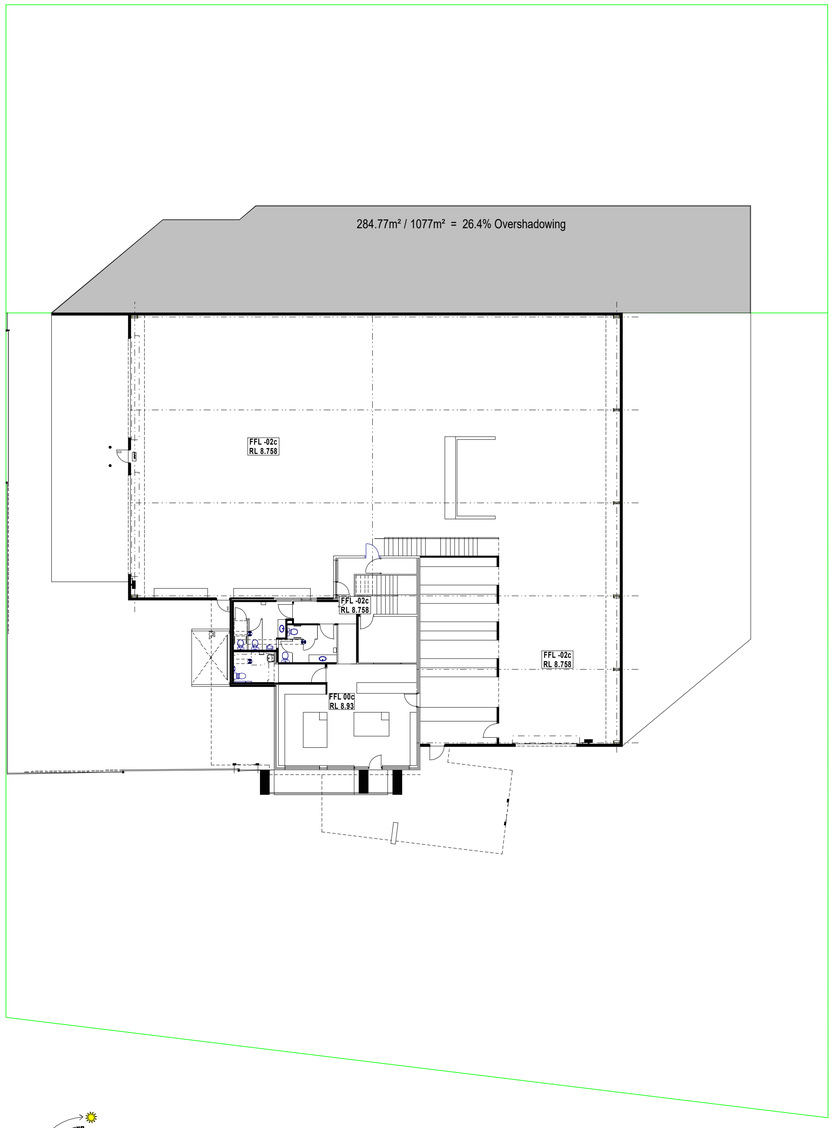
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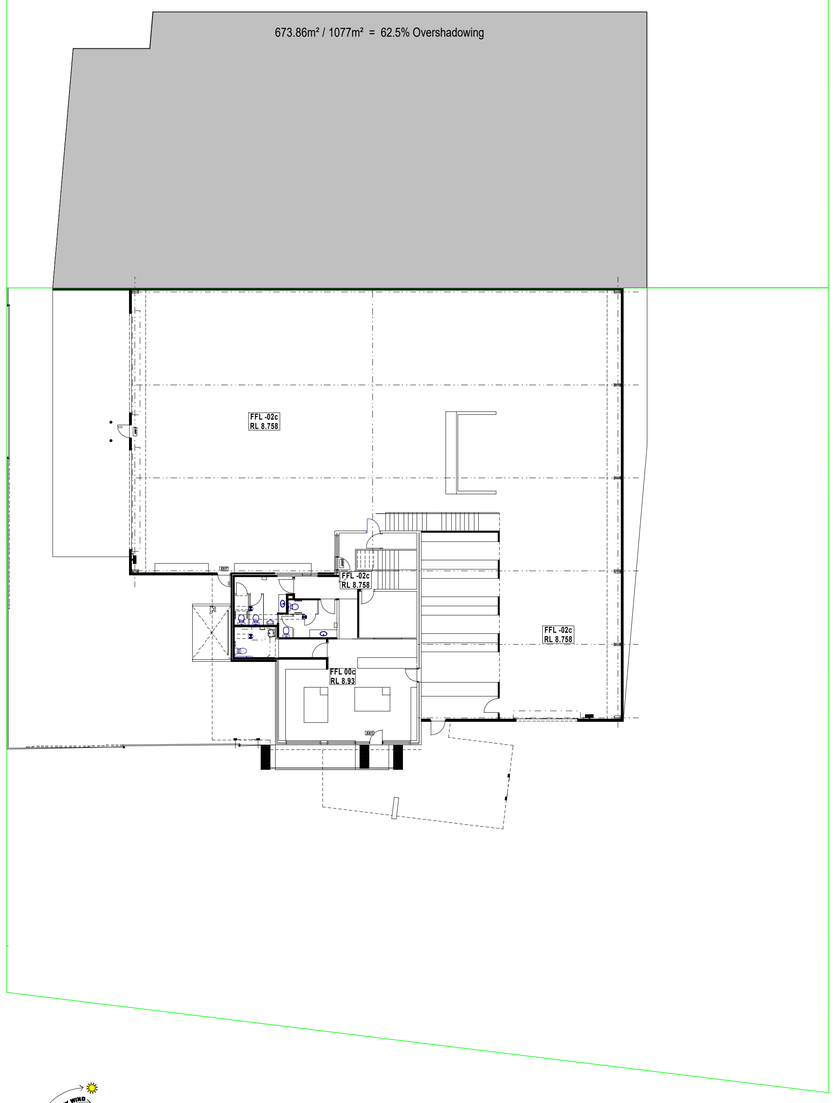
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OVERSHADOW PLAN - 9am

SCALE 1 : 200 on A1 LANDSCAPE



OVERSHADOW PLAN - 12pm

SCALE 1 : 200 on A1 LANDSCAPE



OVERSHADOW PLAN - 3pm

SCALE 1 : 200 on A1 LANDSCAPE

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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SCALE: 1:100 | SHEET 2 OF 9

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CENTRAL AVENUE
BITUMEN

GREAT EASTERN HIGHWAY
BITUMEN

EXISTING SITE and FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

Lot 93 - #417

Lot 94 - #415

Lot 95 - #413

WORKSHOP
OUTDOOR WORKSHOP
WORKSHOP
MALE
FEMALE
STORE
CRIB
STORE
ADMIN
ACCOUNTS
SALES
SHOWROOM
APPROX. FLOOR LEVEL AT FRONT DOOR ON BRICK 8.93

UNIT B
NLA = 91.80m²

UNIT A
NLA = 109.88m²
BRICK & GALV ON SLAB
APPROX. FLOOR LEVEL 9.25

CONCRETE CROSSOVER
BITUMEN CROSSOVER
CONCRETE PATH
GARDEN
LIGHT GRASS
BRICK & TILE ON L'STONE
BRICK WALL WITH PILLARS
METAL BAR (GOOD COND.)
CONSUMER OVERHEAD POWER CABLE
COLORBOND (GOOD COND.)
CLOSEST POWER WIRE TO BOUNDARY
GATE
W/E/S/TOP
SEMI-MOUNT
NON-MOUNT
NIL
HATCH (METAL)
POWER & LIGHT POLE (H/T)
STAY ANCHOR
STREET SIGN
HYDRANT (PLASTIC)
POWER, LIGHT POLE (HT) & STREET SIGN
POST BOX
WATER METER
SIGN
SEWER M/H APPROX. 13m (8.54)
SEWER M/H APPROX. 13m (8.79) >>>
SEWER JUNCTION UP: 0.6 INV: 7.1 DEPTH: 1.0 NOTE: UP

PEG NOT FOUND
TF=10.99
TF=10.97
TF=10.95
TF=10.64

13.42
13.52
45.97
47.62
49.27
50.9

90°0'0"
96°58'0"
83°2'0"

NOTE:
APPROX. SEWER CLEARANCE LINE (THIS LINE IS NOT AN EASEMENT)
SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.

BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

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Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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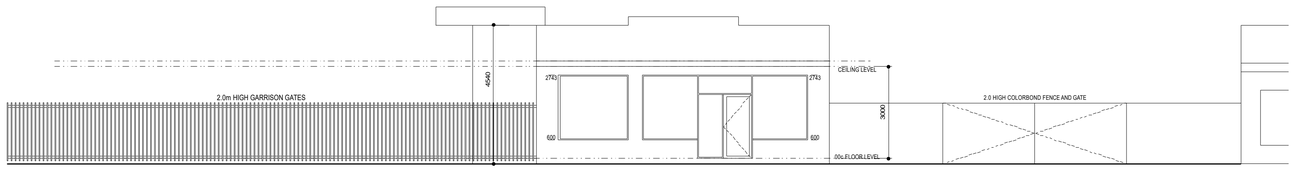
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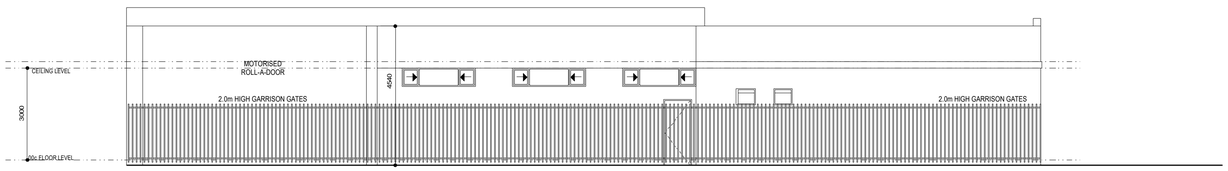
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GREAT EASTERN HIGHWAY ELEVATION



CENTRAL AVENUE ELEVATION

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GREAT EASTERN HIGHWAY
REDCLIFFE

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CENTRAL AVENUE

GREAT EASTERN HIGHWAY

DEMOLITION PLAN

SCALE 1 : 100 on A1 LANDSCAPE

LOT 93

LOT 94

LOT 95

LOT 96

PEG NOT FOUND

13.42

13.52

13.5

13.4

45.97

47.62

49.27

50.9

52.52

TF=10.99

TF=10.95

TF=10.97

TF=10.64

TF=10.63

TF=11.01

TR=9.03

TR=9.08

METAL BAR (GOOD COND.)

CONSUMER OVERHEAD POWER CABLE

POSS PARAPET WALL

BRICK & TILE ON L'STONE

BRICK WALL WITH PILLARS

COLORBOND (GOOD COND.)

SEWER MH (8.54) APPROX. 5dm

SEWER M/H (8.79)

SEWER JUNCTION UP: 0.6 INV: 7.1 DEPTH: 1.0 NOTE: UP

SEWER JUNCTION IN: 0.7 UP: 0.6 INV: 7.1 DEPTH: 1.1 NOTE: UP

NOTE:
APPROX. SEWER CLEARANCE LINE (THIS LINE IS NOT AN EASEMENT) **SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.**

LIGHT GRASS

CONCRETE CROSSOVER

BITUMEN CROSSOVER

SEMI-MOUNT

GATE

CONCRETE

HATCH (METAL)

TO BE REMOVED

APPROX. FLOOR LEVEL AT ROLLER DOOR ON CONCRETE 8.66

WORKSHOP

GALV SHELTER

GALV SHED

GRAVEL

BRICK & GALV ON SLAB #41

BRICK & GALV ON SLAB #411

BRICK & GALV ON SLAB #409

POWER & LIGHT POLE (H/T)

STAY ANCHOR

CONCRETE PATH

APPROX. FLOOR LEVEL 9.30

APPROX. FLOOR LEVEL 9.25

APPROX. FLOOR LEVEL AT FRONT DOOR ON BRICK 8.93

STEPS

CONC LID

GALV EXTENSION

GALV PORCH OVER CONC & BITUMEN

CONC RET WALL

POST BOX

CLOSEST POWER WIRE TO BOUNDARY

NON-MOUNT

REMOVE CROSSOVER

STREET SIGN

HYDRANT (PLASTIC)

POWER, LIGHT POLE (H/T) & STREET SIGN

WATER METER TO BE REMOVED

SIGN

GALV (FAIR COND.)

POWER & LIGHT POLE

REFERENCE NAIL AT BASE OF KERB APPROX. A.H.D 8.93m (ESTABLISHED FROM WATER CORPORATION S.M.H W5075)

BEWARE:
OVERHEAD POWER LINES IN AREA. ADVISE TRADES

NOTE:

THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEERS DWGS

WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH AS 2601 -2001 Demolition of Structures

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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CENTRAL AVENUE

BRICK & TILE ON L'STONE

PEG NOT FOUND

PEG NOT FOUND

PEG NOT FOUND

METAL BAR (GOOD COND.)

CONSUMER OVERHEAD POWER CABLE

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

LIGHT GRASS

SEWER MH (8.54)

BRICK WALL WITH PILLARS

SEMI-MOUNT

GATE

BITUMEN CROSSOVER TO REMAIN

NIL

POWER & LIGHT POLE (H/T)

STAY ANCHOR

STAY WIRE ANCHOR TO BE RELOCATED

CONCRETE PATH

LIGHT GRASS

TF=10.95

METAL BAR (GOOD COND.)

EXISTING CARBAY

EXISTING CARBAY

EXISTING CARBAY

POST BOX

GATE
EXISTING GARRISON FENCE TO BE RELOCATED

TACTILE GROUND SURFACE INDICATORS AS PER AS 1428.4.1 SECTIONS 1 and Z

EXISTING GARRISON FENCE RELOCATED

NEW CONCRETE CROSSOVER TO COUNCIL REQUIREMENTS

CLOSEST POWER WIRE TO BOUNDARY

BITUMEN

CONSUMER OVERHEAD POWER CABLE

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

HATCH (METAL)

BOLLARDS AS PER ENGINEERS DETAIL

WORKSHOP
FFL -02c
RL 8.758

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

FUTURE OPENING IN WALL FOR FUTURE DEVELOPMENT DESIGN FOR STRUCTURAL CONSIDERATION

CONSUMABLES
EQP 5
EQP 4
EQP 3
EQP 2
EQP 1
TEST BENCH ALTERNATOR

BENCH GRINDER AND BUFF

STAFF LOCKERS UNDER STAIRCASE

UP TO OFFICES

STORAGE / PARTS

MALE
TILES
CL AT 2400

FEMALE
TILES
CL AT 2400

UAT
TILES
CL AT 2400

RAMP

OFFICE
CL AT 35c

BICYCLE STORAGE

CUT WALL TO CREATE ACCESS TO 'UAT' MAKE GOOD WHERE DAMAGED

FFL -02c
RL 8.758

FFL 00c
RL 8.93

DOWN

SALES/SERVICE DESK

INWARDS/OUTWARDS

TIMBER FRAMED

SHOWROOM
66.10m²
CL AT 35c

EV CHARGING

EV CHARGING

FIRE HOSE REEL

MOTORISED ROLL-A-SHUTTER IN ACCORDANCE WITH ENGINEERS DETAILS

RAMP 1:14
PROVIDE HANDRAIL TO COMPLY WITH AS 1428.1

WASHED AGGREGRATE TO BE AN ALTERNATE COLOUR TO THAT OF THE MAIN DRIVEWAY AREA TO DEPICT A CLEARER ACCESS TO THE FRONT ENTRANCE (SHOWN HATCHED)

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

WHEELSTOP

LINE MARKING IN ACCORDANCE WITH AS 2890.6

GARDEN

CONCRETE PATH

STREET SIGN

HYDRANT (PLASTIC)

POWER, LIGHT POLE (H/T) & STREET SIGNS

NEW 2.0M HIGH GARRISON FENCE

PEG NOT FOUND

CONCRETE PATH

LIGHT GRASS

NON-MOUNT

REMOVE CROSSOVER

LIGHT GRASS

SEMI-MOUNT

CONCRETE PATH

POWER & LIGHT POLE

LIGHT GRASS

SEMI-MOUNT

NEW CONCRETE CROSSOVER TO COUNCIL REQUIREMENTS

NEW 2.0M HIGH GARRISON FENCE

NEW 2.0M HIGH ELECTRIC GARRISON GATE

CONCRETE PATH

BITUMEN

PEG NOT FOUND

SEWER JUNCTION
IN: 0.7 UP: 0.6
INV: 7.1 DEPTH: 1.1
NOTE: UP

SEWER M/H (8.79)

1800 HIGH COLORBOND FENCE

BIN STORE
F/W
CONCRETE FLOOR

50mm DIA CHS RESTRAINING BAR

1400 HIGH BIN ENCLOSURE

2000 HIGH COLORBOND FENCE

COLORBOND (GOOD COND.)

2000 HIGH COLORBOND FENCE

BRICK & GALV ON SLAB #409

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

LANDSCAPING
REFER TO LANDSCAPE ARCHITECTS DRAWINGS

NEW 2.0M HIGH GARRISON FENCE

TF=11.01

TF=10.64

TF=10.63

NOTE:
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NOTE:
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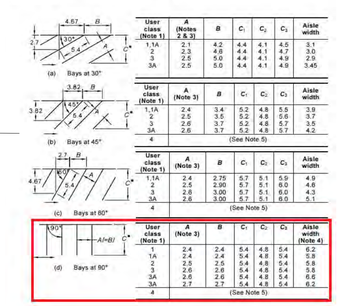
BEWARE:
OVERHEAD POWER LINES IN AREA.
ADVISE TRADES

EQUIPMENT SPECIFICATION

Supplier	Equipment Item (EQP)	Length (mm)	Width (mm)	Height (mm)
Hare and Forbes	SBC -990 - Industrial Sand Blasting Cabinet (EQP1)	1320	1200	2200
Hare and Forbes	SB-C870 - Industrial Sandblasting Dust Cyclone Extractor (EPQ2)	TBC	TBC	TBC
Hare and Forbes	PB-420 - Manual Panbrake (EQP3)	TBC	TBC	TBC
Hare and Forbes	SG-416A- Manual Treadle Guillotine (EQP4)	1700	850	1100
TRU Flow	Spray Booth - BTDB37 (EQP5)	886	610	2135

EXTRACT from AUSTRALIAN STANDARD 2890.1-2004

AS/NZS 2890.1:2004 14



User class (Note 1)	A (Notes 2 & 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.6	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

(a) Bays at 30°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4	(See Note 5)					

(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4	(See Note 5)					

(c) Bays at 60°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.5
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

(d) Bays at 90°

PARKING CALCULATIONS

CAR SPACE - 2.40m x 5.40m as per AS2890.1-2004		
OFFICE 1 PER 30m² (-50.14m² Ablutions)	239m²	8 Bays
WAREHOUSE 1 PER 50m²	713m²	15 Bays

AREAS	
OFFICE - GROUND FLOOR	139.57m²
OFFICE - FIRST FLOOR	149.43m²
OUTDOOR BREAKOUT	14.52m²
WAREHOUSE	713.40m²
CARPORT / WALKWAY	61.49m²
CANTILEVERED AWNING	87.90m²
NEW TOTAL	**1166.31m²**
GF PERIMETER	00.00m²

SITE COVER / OPEN SPACE

ZONING	2642m²
ALLOWABLE SITE COVER	60% - 1585.20m²
ACTUAL SITE COVER	37.9% - 1002.36m²
ACTUAL OPEN SPACE	62.1% - 1639.64m²

LANDSCAPING CALCULATIONS

LAND AREA	2643m²
PROPOSED LANDSCAPING	241.78m² = 9.15%

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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

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A	-/-/--	-	--

SCALE: 1:100 SHEET 6 OF 9

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HOT DRY WIND
SUMMER SUN
WINTER SUN
MAIN & RAIN PREVAILING

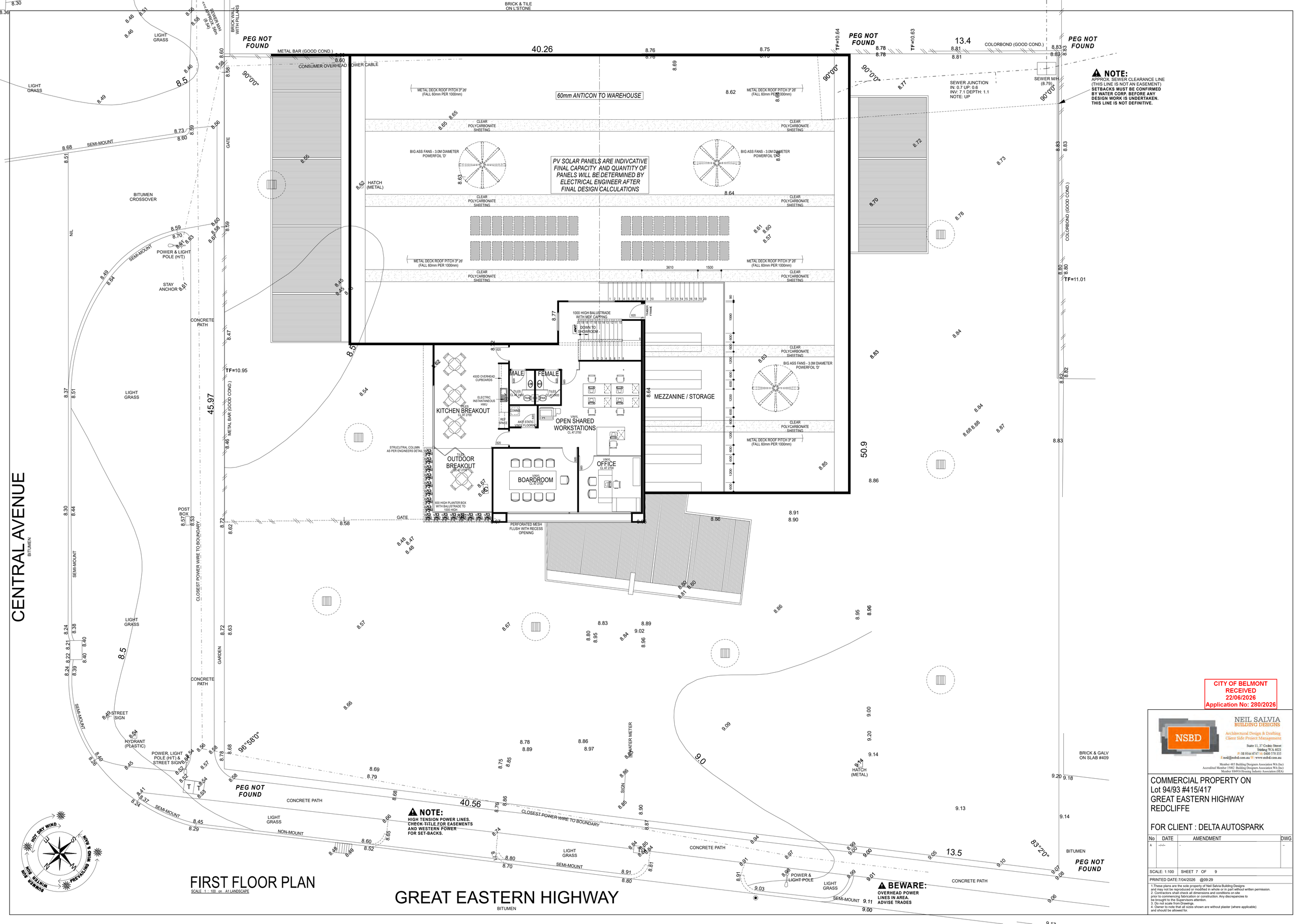
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SITE and FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

GREAT EASTERN HIGHWAY

BITUMEN



FIRST FLOOR PLAN

SCALE 1 : 100 on A1 LANDSCAPE

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E: neil@nsbd.com.au W: www.nsbd.com.au
Member 485 Building Designers Association WA (Inc)
Accredited Member 15002 Building Designers Association WA (Inc)
Member 884916 Housing Industry Association (HIA)

COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

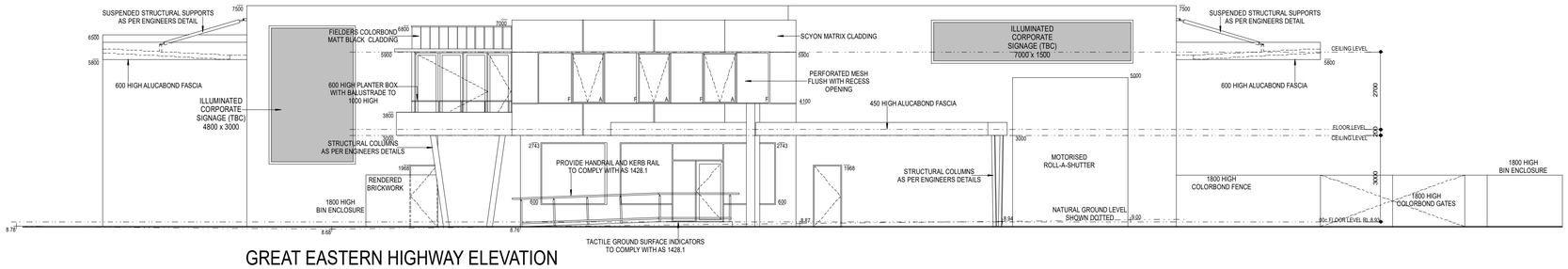
FOR CLIENT : DELTA AUTOSPARK

No	DATE	AMENDMENT	DWG
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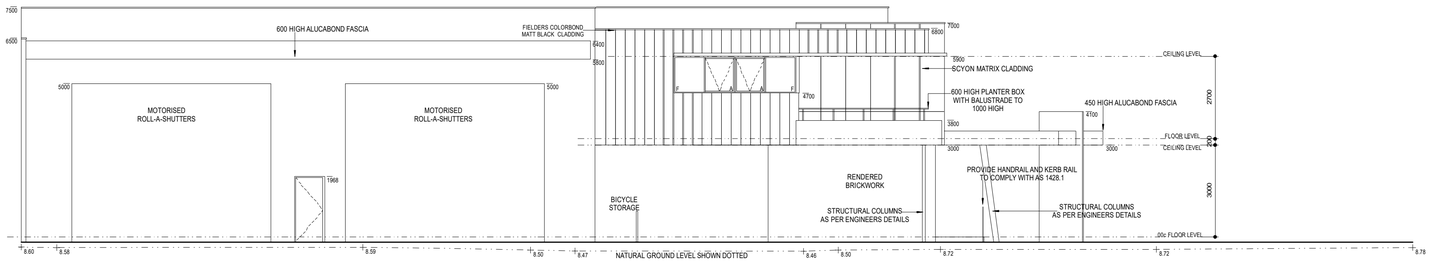
SCALE: 1:100 | SHEET 7 OF 9

PRINTED DATE:7/04/2026 @09:29

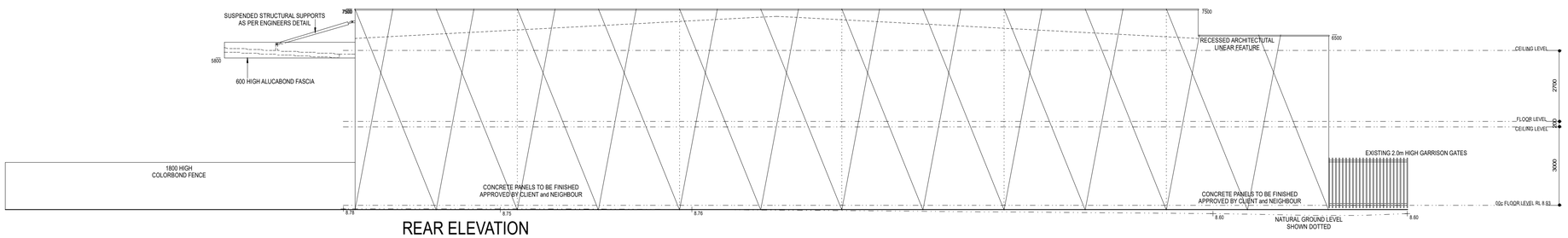
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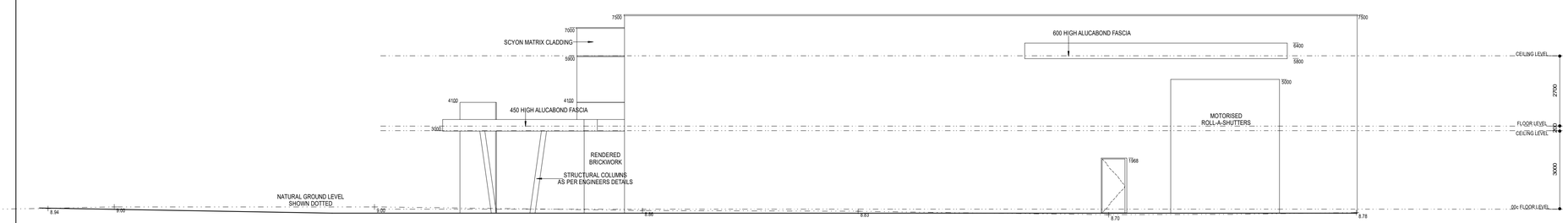
GREAT EASTERN HIGHWAY ELEVATION



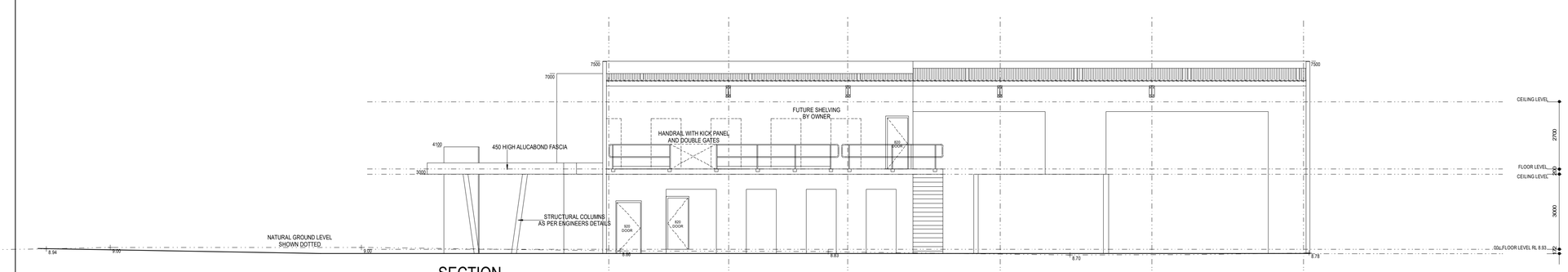
CENTRAL AVENUE ELEVATION



REAR ELEVATION



SIDE ELEVATION



SECTION

NEIL SALVIA BUILDING DESIGNS
Architectural Design & Drafting
Client Side Project Management
Suite 11, 37 Cedric Street
Stirling, W.A. 6021
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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

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SCALE: 1:100 | SHEET OF 9

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22/06/2026
Application No: 280/2026

CENTRAL AVENUE

GREAT EASTERN HIGHWAY

FITOUT PLAN

SCALE 1 : 100 on A1 LANDSCAPE

Scale 1:100

0 2 4 6 8

PEG NOT FOUND

NOTE:
APPROX. SEWER CLEARANCE LINE (THIS LINE IS NOT AN EASEMENT)
SETBACKS MUST BE CONFIRMED BY WATER CORP. BEFORE ANY DESIGN WORK IS UNDERTAKEN. THIS LINE IS NOT DEFINITIVE.

EQUIPMENT SPECIFICATION

Supplier	Equipment Item (EQP)	Length (mm)	Width (mm)	Height (mm)
Hare and Forbes	SBC -990 - Industrial Sand Blasting Cabinet (EQP1)	1320	1200	2200
Hare and Forbes	SB-C870 - Industrial Sandblasting Dust Cyclone Extractor (EPQ2)	TBC	TBC	TBC
Hare and Forbes	PB-420 - Manual Panbrake (EQP3)	TBC	TBC	TBC
Hare and Forbes	SG-416A- Manual Treadle Guillotine (EQP4)	1700	850	1100
TRU Flow	Spray Booth - BTDB37 (EQP5)	886	610	2135

EXTRACT from AUSTRALIAN STANDARD 2890.1-2004

AS/NZS 2890.1:2004 14

(a) Bays at 30°

User class (Note 1)	A (Notes 2 & 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.6	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4			(See Note 5)			

(c) Bays at 60°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1.1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4			(See Note 5)			

(d) Bays at 90°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4			(See Note 5)			

PARKING CALCULATIONS

CAR SPACE - 2.40m x 5.40m as per AS2890.1-2004

OFFICE 1 PER 30m² (-50.14m² Ablutions)	239m²	8 Bays
WAREHOUSE 1 PER 50m²	713m²	15 Bays

AREAS	
OFFICE - GROUND FLOOR	139.57m²
OFFICE - FIRST FLOOR	149.43m²
OUTDOOR BREAKOUT	14.52m²
WAREHOUSE	713.40m²
CARPORT / WALKWAY	61.49m²
CANTILEVERED AWNING	87.90m²
NEW TOTAL	**1166.31m²**
GF PERIMETER	00.00m²

SITE COVER / OPEN SPACE

ZONING	2642m²
ALLOWABLE SITE COVER	60% - 1585.20m²
ACTUAL SITE COVER	37.9% - 1002.36m²
ACTUAL OPEN SPACE	62.1% - 1639.64m²

LANDSCAPING CALCULATIONS

LAND AREA	2643m²
PROPOSED LANDSCAPING	241.78m² = 9.15%

CITY OF BELMONT RECEIVED 22/06/2026 Application No: 280/2026

NEIL SALVIA BUILDING DESIGNS
Architectural Design & Drafting
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COMMERCIAL PROPERTY ON
Lot 94/93 #415/417
GREAT EASTERN HIGHWAY
REDCLIFFE

FOR CLIENT : DELTA AUTOSPARK

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APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

CITY OF BELMONT
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Application No: 280/2026

CITY OF BELMONT

800m

400m

REDCLIFFE

Great Eastern Highway

Fauntleroy Avenue

Ben Street

Redcliffe Road

Waterview Parade

Central Avenue

Great Eastern Highway

Coolgardie Avenue

Tonkin Highway

Boulder Avenue

Bulong Avenue

Central Avenue

First Street

Great Eastern Highway

Kanowna Avenue East

Boulder Avenue

Second Street

Central Avenue

Dunreath Drive

Tonkin Highway

Stanton Road

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street STREET NAME

UNDERGROUND RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF BELMONT LOCAL GOVERNMENT NAME

REDCLIFFE SUBURB NAME

LEGEND

REV	DATE	AMENDMENT
A	23-06-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

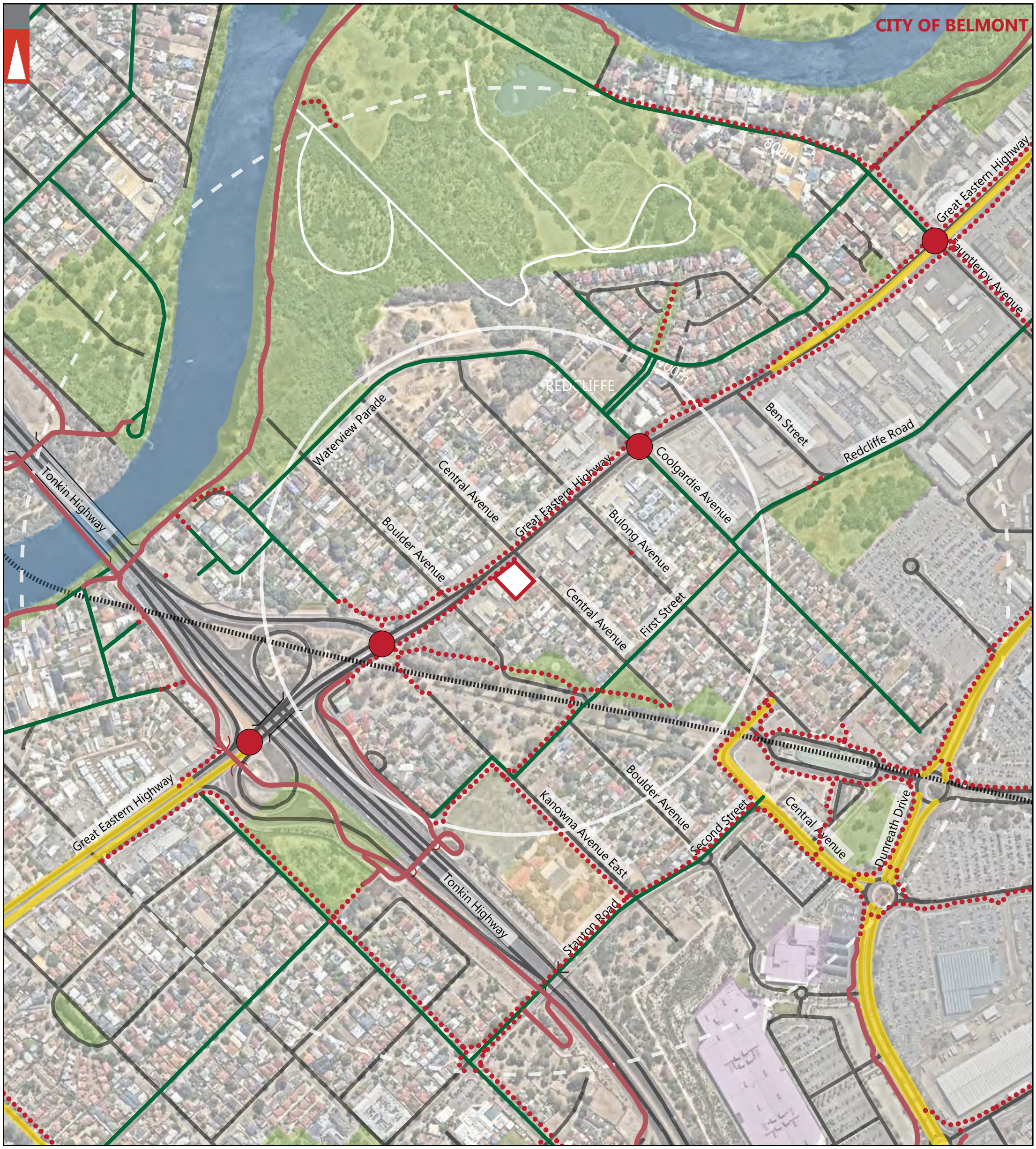
TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: P003350_ S01

DRAWN BY:

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
UNDERGROUND RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF BELMONT LOCAL GOVERNMENT NAME
REDCLIFFE SUBURB NAME
HIGH QUALITY SHARED PATH
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
GOOD ROAD RIDING ENVIRONMENT
BICYCLE LANES OR SEALED SHOULDER EITHER SIDE
WALKING TRAIL
TRAFFIC LIGHT

LEGEND

REV	DATE	AMENDMENT
A	23-06-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: P003350_ S02

DRAWN BY:

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RECEIVED
22/06/2026
Application No: 230/2026

Premise

CITY OF BELMONT

800m

400m

REDCLIFFE

Great Eastern Highway

Tonkin Highway

Waterview Parade

Central Avenue

Boulder Avenue

Bulong Avenue

Coolgardie Avenue

Ben Street

Redcliffe Road

First Street

Second Street

Dunreath Drive

Kanowna Avenue East

Stanton Road

940

290 291 940

290 291 292 940

39 290 291 292 293 935 940

292

39 293 935

293 935

39

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street STREET NAME

UNDERGROUND RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF BELMONT LOCAL GOVERNMENT NAME

REDCLIFFE SUBURB NAME

BUS ROUTES

HIGH FREQUENCY BUS ROUTE

103 BUS ROUTE NUMBER

990 HIGH FREQUENCY BUS ROUTE NUMBER

TRAIN AND BUS TRANSFER

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

REV	DATE	AMENDMENT
A	23-06-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P003350_ S03

DRAWN BY:

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RECEIVED
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Application No: 280/2026

Premise

CITY OF BELMONT

800m

400m

REDCLIFFE

Great Eastern Highway

Tonkin Highway

Waterview Parade

Central Avenue

Boulder Avenue

Bulong Avenue

Coolgardie Avenue

First Street

Kanowna Avenue East

Second Street

Stanton Road

Dunreath Drive

Ben Street

Redcliffe Road

Gauntleroy Avenue

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street STREET NAME

UNDERGROUND RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF BELMONT LOCAL GOVERNMENT NAME

REDCLIFFE SUBURB NAME

HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH

WALKING TRAIL

LEGEND

REV	DATE	AMENDMENT
A	23-06-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: P003350_ S04

DRAWN BY:

CITY OF BELMONT
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22/06/2026
Application No: 230/2026

Premise

CITY OF BELMONT

800m

400m

44,406 AM 07:30 – 3,482 PM 16:30 – 3,566 20/21
WEST OF FAUNTLEROY AVENUE

13,776 AM 08:00 – 946 PM 16:30 – 1,141 23/24
WEST OF KANOWNA AVENUE EAST

REDCLIFFE

Great Eastern Highway
Tonkin Highway
Waterview Parade
Central Avenue
Boulder Avenue
Bulong Avenue
Coolgardie Avenue
Fauntleroy Avenue
Ben Street
Redcliffe Road
First Street
Kanowna Avenue East
Second Street
Dunreath Drive
Stanton Road

PARKS AND RECREATION	ROAD	LOCATION BOUNDARY
WATERWAYS	Hay Street — STREET NAME	DISTANCE FROM LOCATION
PUBLIC PURPOSE	UNDERGROUND RAILWAY	CITY OF BELMONT — LOCAL GOVERNMENT NAME
SHOPPING AREA	ROAD BRIDGE	REDCLIFFE — SUBURB NAME

5,512 — NUMBER OF VEHICLES PER DAY
AM 1145 – 381 PM 1630 – 480 — NUMBER OF VEHICLES PER AM PEAK HOUR / NUMBER OF VEHICLES PER PM PEAK HOUR
2014 — YEAR
EAST OF HARLOW ROAD — LOCATION

LEGEND

REV	DATE	AMENDMENT
A	23-06-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

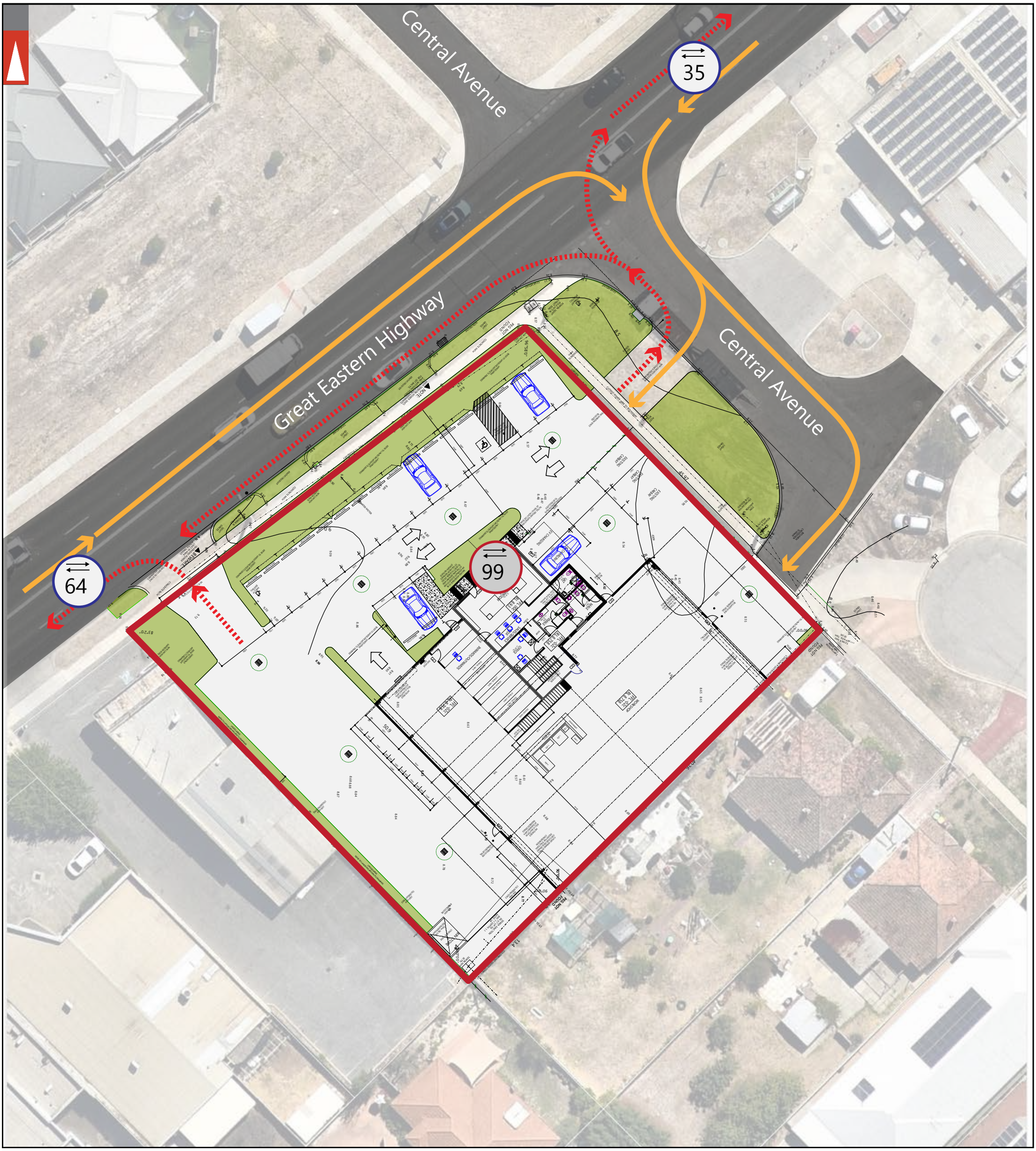
DRAWING NUMBER: P003350_ S05

DRAWN BY:

NTS

CITY OF BELMONT
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Application No: 281/2026

Premise



NOTE: THE PLAN IS COURTESY OF NEIL SALVIA BUILDING DESIGNS

LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development - PM Peak

503 Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction - PM Peak

Traffic Flow IN Direction

Traffic Flow OUT Direction

LEGEND

REV	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

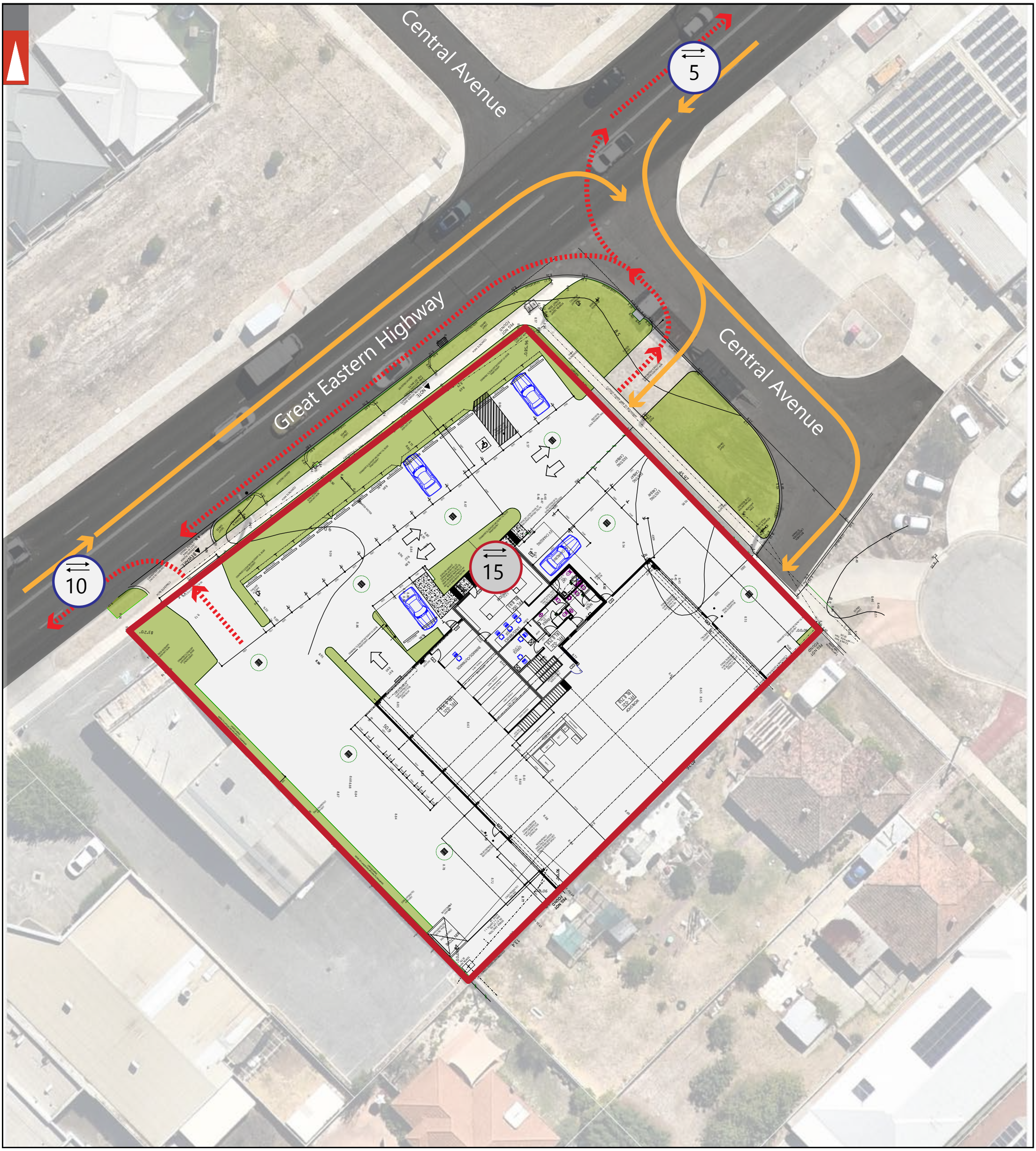
TITLE: TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER: P003350_S06

DRAWN BY: JG

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Application No: 230/2026

Premise



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LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development - PM Peak

503 Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction - PM Peak

Traffic Flow IN Direction

Traffic Flow OUT Direction

LEGEND

REV	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

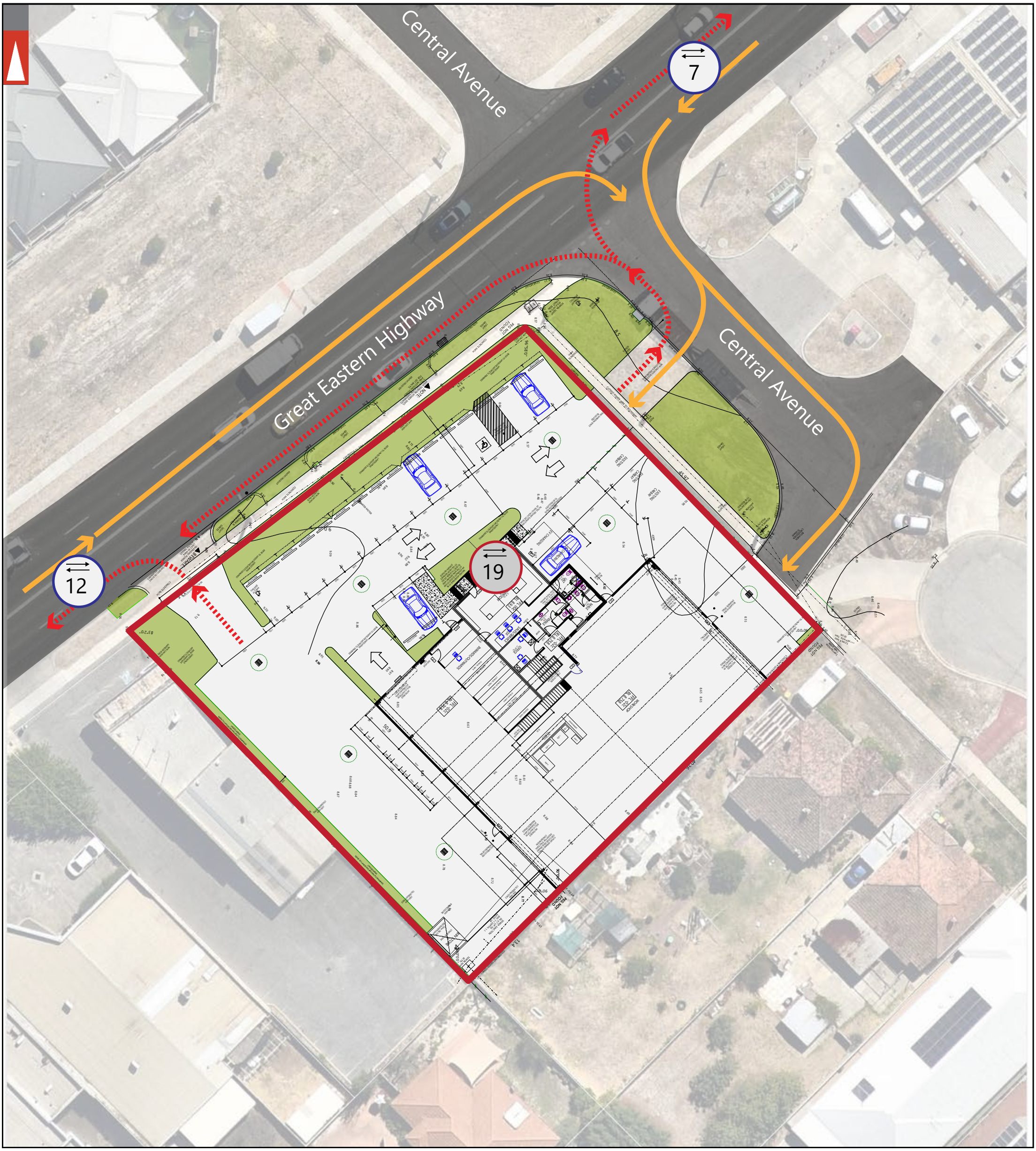
TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: P003350_S07

DRAWN BY: JG

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Premise



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LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development - PM Peak

503 Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction - PM Peak

Traffic Flow IN Direction

Traffic Flow OUT Direction

LEGEND

REV	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
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A	15-07-2025	ISSUED FOR REVIEW

PROJECT: 413-417 GREAT WESTERN HIGHWAY, REDCLIFFE

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: P003350_S08

DRAWN BY: JG

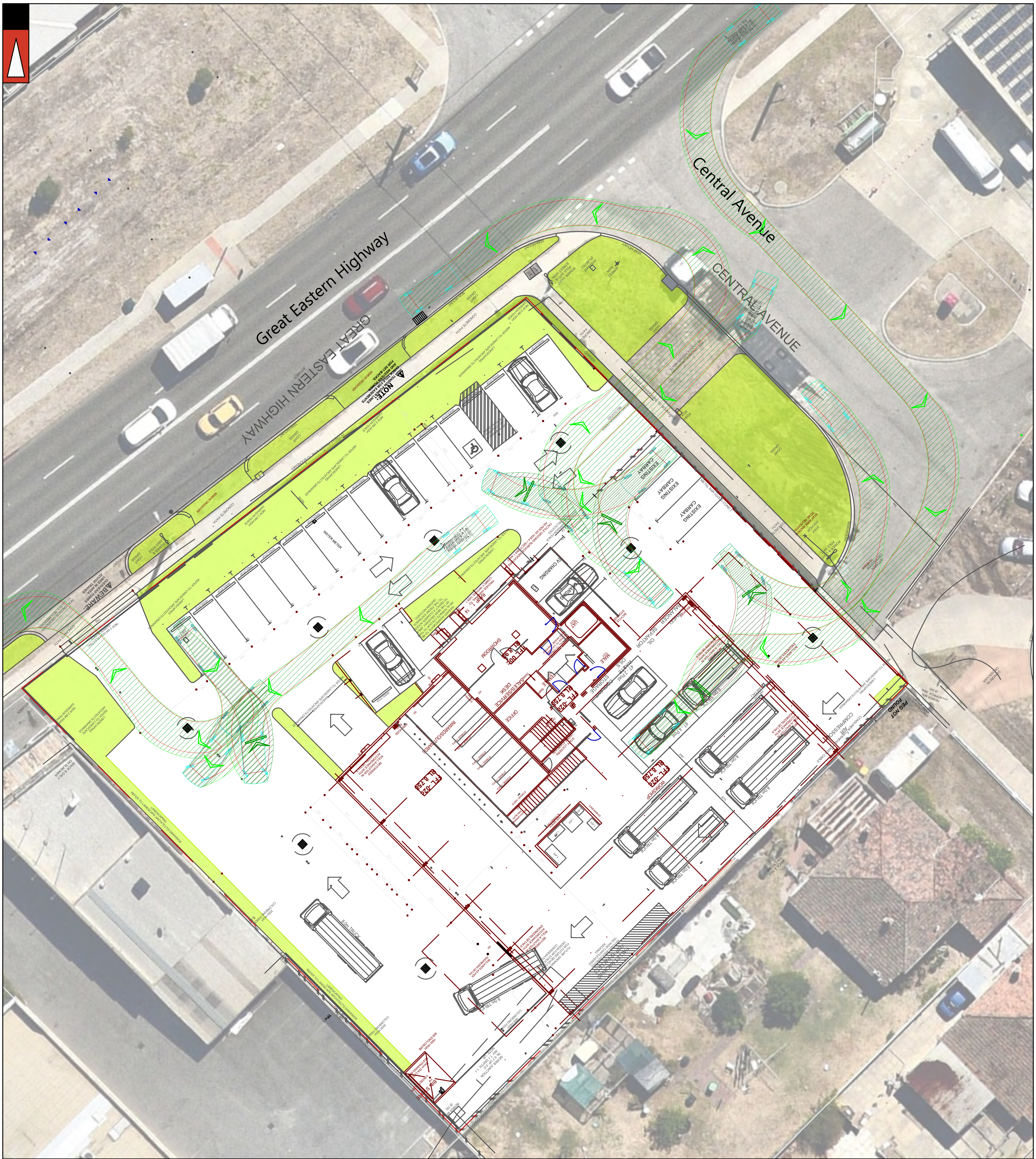
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Application No: 230/2026

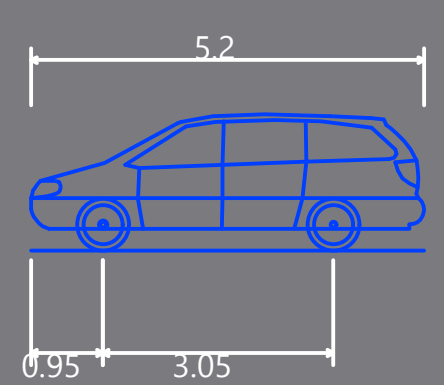
Premise

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS

CITY OF BELMONT
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Application No: 280/2026





Passenger vehicle (5.2 m)

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT:
413-417 Great Eastern Highway, Redcliffe

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

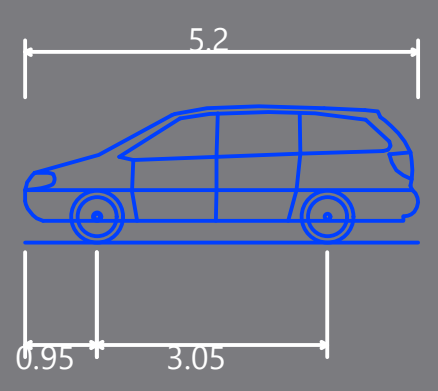
DRAWING NUMBER:
P003350_S21

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

DRAWN BY:
J.S.

Premise





Passenger vehicle (5.2 m)

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT:
413-417 Great Eastern Highway, Redcliffe

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

DRAWING NUMBER:
P003350_S22

DRAWN BY:
J.S.

Premise

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Application No: 280/2026



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B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT:
413-417 Great Eastern Highway, Redcliffe

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

DRAWING NUMBER:
P003350_S23A

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

DRAWN BY:
J.S.

Premise



8.8

1.5

5

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.000m

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT:
413-417 Great Eastern Highway, Redcliffe

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

DRAWING NUMBER:
P003350_S23B

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

DRAWN BY:
J.S.

Premise



NO	DATE	AMENDMENT
C	23-04-2026	PROPOSED LAYOUT AMENDED
B	02-12-2025	PROPOSED LAYOUT AMENDED
A	15-07-2025	ISSUED FOR REVIEW

PROJECT:
413-417 Great Eastern Highway, Redcliffe

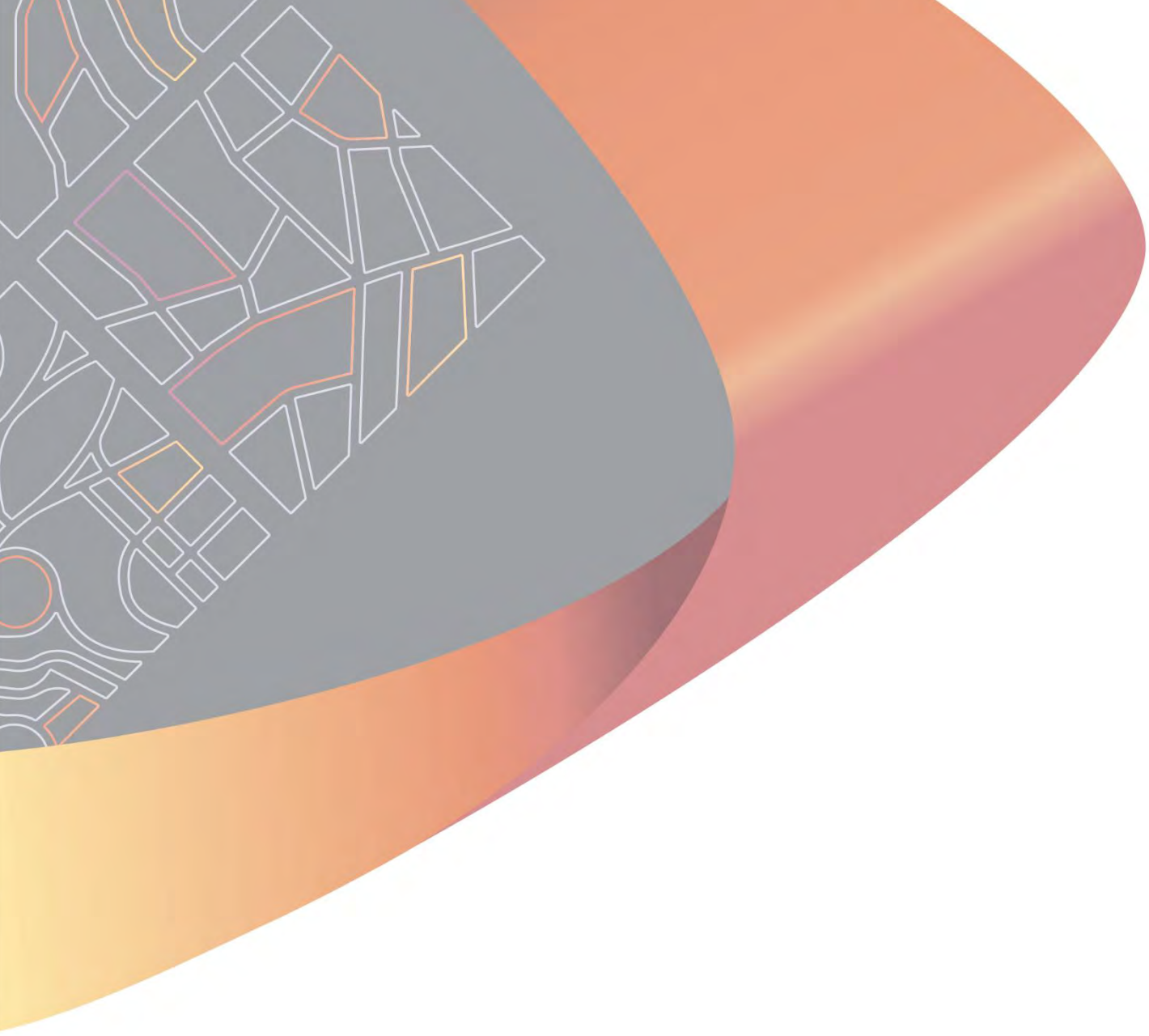
TITLE:
Vehicle Turning Circle Plan - Heavy Rigid Vehicle (12.5 m)

DRAWING NUMBER:
P003350_S24

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

DRAWN BY:
J.S.

Premise



Premise

CITY OF BELMONT
RECEIVED
22/06/2026
Application No: 280/2026

ATTACHMENT 6 – Schedule of Submissions

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

Schedule of Submissions – Lots 93, 94, 95 and 96 (No. 411-415) Great Eastern Highway, Redcliffe

No.	Name and address	Summary of Public Submission	Officer comment
1.	Owner of 60 Central Avenue, Redcliffe	**Objection** As the owner of the residential property directly adjacent to the proposed development, I am writing to lodge a formal objection regarding the design and scale of the proposed 7.5-metre-high structure. While I acknowledge the commercial zoning of Great Eastern Highway, the extreme scale of this development directly abuts a residential zone interface. The current design fails to provide an acceptable transition resulting in severe amenity impacts on our property. I request that the City of Belmont and the Development Assessment Panel reject the current design configuration based on the following points. **1. Inadequate Building Setbacks and Visual Building Bulk** The proposed 7.5-metre (750 cm) wall height lacks an appropriate, proportional setback from our shared residential boundary. A wall of this multi-storey scale built on or near the fence line creates an oppressive, unmitigated "bulk wall" effect that dominates our backyard. Such a structure may potentially constrain the future redevelopment and subdivision of 60 Central Avenue. **2. Severe Overshadowing and Loss of Solar Access** A commercial structure standing 7.5 metres tall directly adjacent to our boundary will significantly block natural sunlight, particularly during the winter months. This will cause	While the current Form 2 application includes a canopy addition along the south-western side of the approved building, the amendment does not materially alter the previously approved development's relationship with the adjoining residential property. The canopy is setback 2.7 metres from the common boundary and interfaces primarily with the rear corner of 60 Central Avenue. The approved boundary wall, overall building height and principal built form interface remain substantially unchanged from those previously assessed by the DAP as part of the Form 1 application. In relation to visual bulk, building scale and future redevelopment potential, these matters were comprehensively assessed during consideration of the Form 1 application. The DAP accepted the City's assessment that the approved development achieved an appropriate transition to adjoining residential land having regard to the objectives of LPP 20, the recommendations of the Design Review Panel and the anticipated future development context of the locality. The current amendments do not materially alter those considerations. In relation to overshadowing, the canopy addition does not materially increase overshadowing impacts beyond those previously assessed. The approved development was assessed against the relevant solar access objectives, with the adjoining property retaining access to the majority of outdoor

No.	Name and address	Summary of Public Submission	Officer comment
		extensive overshadowing over our existing yard and primary outdoor areas and north-facing residential windows, severely reducing our liveability and increasing energy dependence. This is more pertinent for the proposed future development of the block pending rezoning of the area. **3. Industrial Noise Emissions and Acoustic Buffering Deficiencies** The application is for a "Motor Vehicle Repair" facility, which inherently involves high-impact industrial noise (impact air tools, engine revving, parts manoeuvring, and hoist operations). The 7.5 m building envelope acts as an acoustic sounding board, and a standard residential dividing fence offers zero protection against these decibel levels. **4. Boundary Integrity, Stormwater Catchment, and Encroachment** A roof footprint attached to a 7.5 m high commercial structure generates massive stormwater volumes. Any failure in infrastructure risks flooding our residential property. Furthermore, the foundations required for a building of this height threaten the structural stability of our shared boundary soil. **Conclusion** The proposed amendment introduces an unacceptably harsh industrial interface directly against a long-standing residential property. The City of Belmont's Local Planning Scheme No. 15 specifically requires consideration of the effect of development along Great Eastern Highway on the amenity of adjoining and nearby properties, including the bulk and height of buildings, overlooking and overshadowing.	living areas and without overshadowing north-facing major openings. The City remains satisfied that the approved overshadowing outcome is acceptable. The Form 2 application does not propose any change to the approved Motor Vehicle Repair land use or its operating characteristics. Accordingly, the amendments are not expected to generate additional noise impacts beyond those previously assessed as part of the Form 1 application. Notwithstanding this, the *Environmental Protection (Noise) Regulations 1997* establish the statutory framework for the control of noise emissions, and activities are required to comply with those requirements. Condition 4 requires stormwater disposal plans to be submitted to and approved by the City prior to the lodgement of a building permit application. The City requires all stormwater generated by the development to be appropriately managed on-site and would not support a design that adversely affects adjoining properties. Structural and construction matters will be assessed through the building permit process, and Condition 7 requires a Construction Management Plan, including a dilapidation report for adjoining properties, prior to commencement of works.

No.	Name and address	Summary of Public Submission	Officer comment
		I would also like to point out if the current assessment has considered the future reasonable development of 60 Central Avenue rather than assessing only the existing dwelling. For the reasons outlined above, I respectfully request that the proposed development at 411–415 Great Eastern Highway, Redcliffe be refused in its current form to protect residential amenity by enforcing strict building setbacks, mandatory acoustic barriers, and solar access compliance. I request to be kept formally updated on the progress of this application, including any revised plan submissions and the date of the upcoming DAP hearing.	

ATTACHMENT 7 – DPLH Referral Response

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

Nicholas Reddy

From: Caroline Hatherly <Caroline.Hatherly@dplh.wa.gov.au>

Sent: Tuesday, 8 September 2026 10:48 AM

To: Nicholas Reddy

Cc: Dale Sanderson

Subject: RE: City of Belmont Referral - 411 - 415 Great Eastern Highway, Redcliffe

You don't often get email from caroline.hatherly@dplh.wa.gov.au. Learn why this is important

OFFICIAL

Hi Nick,

I tried to give you a ring yesterday regarding the DAP application 280/2026/DAP that relates to a proposed modification on an existing approval for a Motor Vehicle Repair use at 411 - 415 Great Eastern Highway, Redcliffe.

As you are aware the draft Redcliffe Improvement Scheme has been formally advertised and the submissions are being assessed. While the scheme has not been gazetted, the broad guidance below is provided on the development as it relates to the draft scheme:

- The subject site is proposed to be zoned Mixed Use RAC3 and in the Urban Corridor Precinct.
- The Urban Corridor Precinct is intended to promote a vibrant, mixed-use and transit-supportive urban corridor that promotes employment, active street frontages, safe and pedestrian-friendly public spaces.
- It is noted that a Motor Vehicle Repair is not a use listed in Table 1 – Zoning Table, however is listed in Schedule 1 and therefore not permitted in the draft Scheme.
- The site abuts a primary regional road, and Main Roads WA should be contacted in this regard.

Happy to chat further if there any other matters you wish to discuss.

Caroline Hatherly
A/Principal Planner | Land Use Planning
Department of Planning, Lands and Heritage
Boorloo (Perth)
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: 6551 9337

ATTACHMENT 8 – Main Roads Referral Response

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

mainroads WESTERN AUSTRALIA

Enquiries: Felly Dhliwayo on (08) 9323 4655
Our Ref: 11/4919 (D26#869141)
Your Ref: 328/2025/A

21 August 2026

Chief Executive Officer
City of Belmont
Locked Bag 379
CLOVERDALE WA 6985

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

Dear Sir/Madam,

AMENDED DEVELOPMENT ASSESSMENT PANEL – ALTERATIONS AND ADDITIONS TO EXISTING MOTOR VEHICLE REPAIR – AMENDMENTS TO CAR PARK AND ACCESS – LOTS 93-96 (NO.411-415) GREAT EASTERN HIGHWAY, REDCLIFFE – 328/2025/A & DAP/25/02949

In response to correspondence received on 23 July 2026, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions be imposed:

Conditions

1. No part of the development, other than approved landscaping, garrison fencing and car parking bays, is to be located within the land requirement for Great Eastern Highway as detailed on Main Roads' Land Protection Plan Dwg No.1.3838.

   Justification for Condition
   The development must not compromise the ultimate road design for Great Eastern Highway.

2. In the event the land reserved for the Great Eastern Highway upgrades is needed for future roadworks, the applicant shall upon receipt of a notice from Main Roads, relocate or remove all structures at their own expense to the satisfaction of Main Roads.

3. Access to Great Eastern Highway shall be restricted to left-out movements only. All associated line marking, signage, and any other traffic control devices required to enforce this restriction shall be designed and installed to the satisfaction of the City of Belmont.

4. Prior to occupation of the development, the redundant vehicle crossovers are to be removed and kerbing, verge and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Belmont and to the specifications of the local government.

Justification for Condition
Public safety and protection of the Primary Regional Road Reservation.

5. Stormwater discharge shall not exceed pre-development discharge to Great Eastern Highway Road Reserve.

   Justification for Condition
   To ensure there is sufficient capacity in the Great Eastern Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

6. Prior to occupation of the development, all lots shall be amalgamated and a new Certificate of Title obtained for the amalgamated lot.

   Justification for Condition
   To rationalise vehicular access arrangements.

7. The proposed signage devices must not contain fluorescent, reflective or retro-reflective colours or materials.

Advice

a. The upgrading/widening of Great Eastern Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

b. Lots 93, 94, 95 and 96 are affected by a land requirement for Great Eastern Highway, as shown on Main Roads' Land Protection Plan Dwg No.1.3838. This land will be required for road purposes in the future.

c. The intersection of Great Eastern Highway & Central Avenue may be restricted to left-in/left-out only in the future with a raised median on Great Eastern Highway.

d. The subject lots are included in the Vehicle Access Strategy (VAS) for Great Eastern Highway, which proposes reciprocal easements between lots abutting the highway to allow cross-access movements. The proposed left-out only access to Great Eastern Highway may be removed in the future to facilitate the ultimate road upgrade/widening.

e. Prior to undertaking works within the Great Eastern Highway road reserve, a Working on Roads Permit must be obtained from Main Roads.

f. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Felly Dhliwayo on (08) 9323 4655 prior to the submission of the City's Responsible Authority Report.

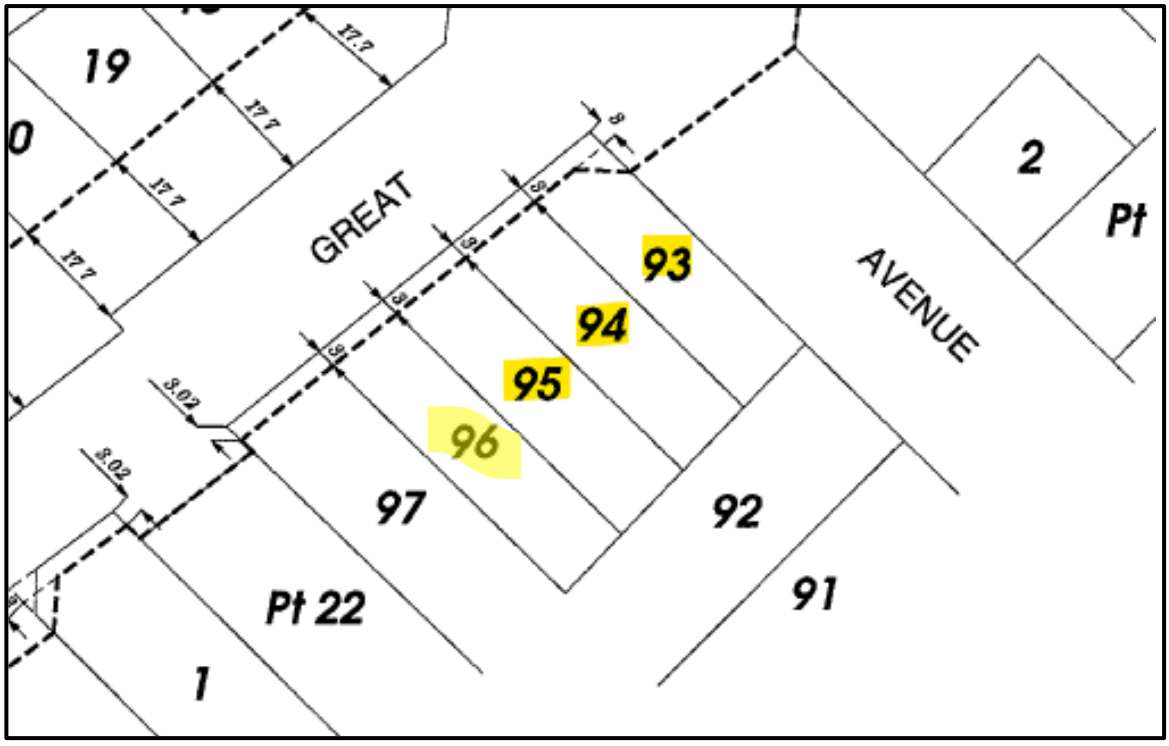
Please ensure a copy of the DAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CFudge

Chris Fudge
Road Access and Planning Manager

Encl: Extract of Main Roads Land Protection Plan Dwg No.1.3838

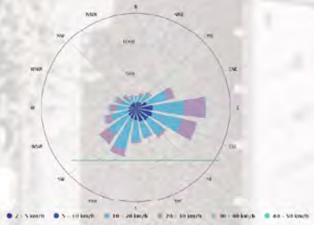


ATTACHMENT 9 – Landscape Plan

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949



SOLAR DIAGRAM
SEASONAL SUNLIGHT



WIND DIRECTION
SEASONAL STRENGTH



LEGEND

- **TREES TO BE RETAINED** to be protected to AS 4970
- **TREE TO BE REMOVED** stumps + roots to be removed
- **PROPOSED TREE** refer schedule for selections & sizes
- **OVERHEAD POWERLINES** species selection to western power guidelines
- **FEATURE PLANTING** accent species | succulent or vertical accent
- **MASS PLANTING** 75mm organic mulch | 3 plants/sqm | 130mm pots
- **INTERNAL DRIVEWAY** black asphalt | flush kerbs
- **FEATURE PAVING | Permeable** 80mm | aqua tripave interlocking units colour: PEWTER
- **CONCRETE PAVING** no trowelled framing | sawn joints | exposed agg finish
- **GRANULAR | 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

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	*Conostylis candicans* **Grey Cotton Heads**	*Eremophila glabra* **Kalbarri Carpet**
M2	*Anigozanthos flavidus* **Yellow Velvet KP**	*Anigozanthos manglesii* **Mangles Kangaroo Paw**
M2	*Myoporum parvifolium* **Creeping Boobialla**	*Casuarina 'Cousin It'* **Cousin It**
M4	*Dianella spp.* **Little Jess**	*Lepidosperma gladiatum* **Gladiator**
M5	*Billardiera heterophylla* **WA Blue Bell**	*Hibbertia scandens* **Snake Vine**
M6	*Agave attenuatta* **Century Plant**	*Aeonium arboreum* **Irish Rose**
M7	*Dichondra repens* **Kidney Weed**	*Viola hederacea* **Native Violet**
M8	*Dichondra argentea* **Silver Falls**	*Salvia officianalis* **Sage**; *Thymus vulgaris* **Thyme**

LANDSCAPE DESIGN RATIONALE

Initial site investigations reveal three commercial lots with a combined area of 2626m² at the corner of Great Eastern Highway and Central Avenue in Redcliffe, WA. The streetscapes are typical of Belmont with dry turf, verges, natural concrete kerbs and aging black asphalt roadways with no significant street tree plantings on this side of the street. The pedestrian footpaths street are designed to be 1.5m wide and aligned with Liveable Neighbourhoods dimensions and set out along the front and side boundary.

The streetscape in this location would benefit from additional street tree planting tto enhance shade and to promote a connected urban tree canopy. Street tree species shown are a suggestion only and are flexible to change to council's and Western Power's preferred species under powerlines.

No turf will be incorporated in this development or to street verges. Landscape areas will be mass planted and irrigated (including verges) to soften the pedestrian experience, improve the presentation to the street and to promote urban habitat opportunities. The landscape design for this project will consist of plants and materials sourced locally using the toughest coastal species adapted to this location that are capable of persisting in both sunny and shady locations.

In addition to technical responses to access, native planting, sustainable irrigation and drainage, a robust greening rationale is incorporated to achieve a vegetated environment that will complement the presentation of the building and tie in with existing pedestrian pathways and future streetscape improvements.

TYPICAL TREE PLANTING PALETTE

	MEDIUM TREE	SMALL TREE	SMALL TREE	SMALL TREE	SMALL TREE	MEDIUM TREE
	Bg	Bm	Cl			
	Banksia grandis **Mungitch**	*Banksia menziesii* **Bulgalla**	*Citrus limon* **Lemon Tree**	*Dracena marginata* **Dragon Tree**	*Cordyline australis* **Cabbage Palm**	*Olea europea 'Swan Hill'* **Fruitless Olive**
	30L	30L	45L	45L	45L	100L

0 2 4 6 8 10m

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Application No: 280/2026/DAP

propagule

PROPOSED COMMERCIAL DEVELOPMENT
413 - 415 GREAT EASTERN HIGHWAY | REDCLIFFE | WA

LANDSCAPE DEVELOPMENT APPLICATION

AUTHOR:	JC
CHECKED:	AB
PROJECT NO:	P25-031
SCALE:	1:250 @ A3
DATE:	30.04.2026



REDCLIFFE | WA
SEASONAL MEANS

SUMMER SUN 17 - 33°C

SOLAR DIAGRAM
SEASONAL SUNLIGHT

WIND DIRECTION

TYPICAL UNDERSTOREY PLANTING PALETTE

13.6%
DEEP SOIL AREA
357 SQM (EXCLUDES VERGE)
2626 SQM LOT

10.9%
PERMEABLE PAVING
287 SQM (EXCLUDES VERGE)
2626 SQM LOT

12.5%
VERGE PLANTING
328 SQM (VERGE PLANTING)
2626 SQM LOT

M1 Carpet
M2 Mangles Kangaroo Paw
Creeping Boobialla
Cousin It
M4 Little Jess
Gladiator
M5 WA Blue Bell
Snake Vine
M6 Century Plant
Irish Rose
M7 Kidney Weed
Native Violet
M8 Silver Falls
Sage
Thyme

LEGEND

TREES TO BE RETAINED
to be protected to AS 4970

TREE TO BE REMOVED
stumps + roots to be removed

PROPOSED TREE
refer schedule for selections & sizes

OVERHEAD POWERLINES
species selection to western power guidelines

FEATURE PLANTING
select species | specialist on vertical accent

MASS PLANTING
75mm organic mulch | 3 plants/sqm | 1,900mm pots

INTERNAL DRIVEWAY
black asphalt | flush kerb

FEATURE PAVING | Permeable
80mm | aqua trieve interlocking units
colour: PEWTER

CONCRETE PAVING
no trowelled finishing | sawn joints | exposed agg finish

GRANULAR | Permeable
75 thick | 20-5mm crushed limestone gravel | compacted
(Bidirectional Armored Reinforcement Fibre)

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, evaporation & overspray

HYDROZONING
designed with water demand cultivating systems

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 where viable

DRIVEWAY TO BE REMOVED BY COUNCIL

LANDSCAPE DESIGN RATIONALE

Initial site investigations reveal three commercial lots with a combined area of 2626m² at the corner of Great Eastern Highway and Central Avenue in Redcliffe, WA. The streetscapes are typical of Belmont with dry turf, verges, natural concrete kerbs and 40mm black asphalt roadways with no significant street tree plantings on this side of the street. The pedestrian footpaths' street are designed to be 1.5m wide and aligned with Liveable Neighbourhoods dimensions and set out along the front and side boundary.

The streetscape in this location would benefit from additional street tree planting to enhance shade and to promote a connected urban tree canopy. Street tree species shown are a suggestion only and are flexible to change to councils and Western Power's preferred species under powerlines.

No turf will be incorporated in this development or to street verges. Landscape areas will be mass planted and irrigated (including verges) to soften the pedestrian experience, improve the presentation to the street and to promote urban habitat opportunities. The landscape design for this project will consist of plants and materials sourced locally, using the toughest coastal species adapted to this location that are capable of persisting in both sunny and shady locations.

In addition to technical responses to access, native planting, sustainable irrigation and drainage, a robust greening mitigation is incorporated to achieve a vegetated environment that will complement the presentation of the building and tie in with existing pedestrian pathways and future streetscape improvements.

Bg 50L Banksia grandis Mungitch
Bm 30L Banksia menziesii Bulgalla
Cl 45L Citrus limon Lemon Tree
45L
45L
Eremophila 'Swan Hill' Emu Bush
TYPICAL TREE PLANTING PALETTE

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0 2 4 6 8 10m

propagule

PROPOSED COMMERCIAL DEVELOPMENT
413 - 415 GREAT EASTERN HIGHWAY | REDCLIFFE | WA

LANDSCAPE DEVELOPMENT APPLICATION
LANDSCAPE AREAS ANALYSIS

AUTHOR:	JC
CHECKED:	AB
PROJECT NO:	P25-031
SCALE:	1:250 @ A3
DATE:	30.04.2026

ATTACHMENT 10 – Town Planning Report

LOTS 93, 94, 95 and 96 (NO. 411-417) GREAT EASTERN HIGHWAY, REDCLIFFE – FORM 2 – AMENDMENTS TO MOTOR VEHICLE REPAIR
LG Reference: 328/2025/DAP/A
DAP Reference: DAP/25/02949

18 June 2026

Mr Nicholas Reddy
City of Belmont
215 Wright Street
CLOVERDALE WA 6105

Dear Nick,

NO. 411-415 (LOTS 93-96) GREAT EASTERN HIGHWAY, REDCLIFFE
FORM 2 – AMENDED DEVELOPMENT APPLICATION

Urbanista Town Planning have been engaged by the property owners of the subject site to prepare and submit a Form 2 application to the approved alterations and additions to the existing motor vehicle repair at the subject site.

The development application includes the following documents:

- City of Belmont Development Application Form & Checklist, MRS Form 1 & DAP Form 2
- A current copy of the Certificate of Title
- Amended **Development Plans and Elevations** (Attachment 1)
- An amended **Landscape Plan** (Attachment 3)
- A revised **Transport Impact Statement** (Attachment 4)

The below provides an assessment and justification against the relevant planning framework applicable to the subject site.



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231 Bulwer Street, Perth WA 6000
admin@urbanistaplanning.com.au
(08) 6444 9171
urbanistaplanning.com.au

SITE AND CONTEXT

The subject site straddles three lots, including Lot 93, 94, 95 and 96 is located on the corner of Great Eastern Highway and Central Avenue.

The subject site features four (4) existing points of vehicle access, with two (2) crossovers being located along Great Eastern Highway that are left-in and left-out due to a double solid white line along the middle of the road and the remaining access point being from Central Avenue.

A single house is located at the rear of the property, with the south-eastern locality predominately characterised of single houses. Across the road of the subject site, the area features residential housing, predominantly consisting of single houses. The immediate street block either side of the subject site features commercial and industrial tenancies.



Figure 1: Aerial of Subject Site (site shaded blue

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BACKGROUND & PROPOSAL

The application seeks approval for amendments to the previously approved alterations and additions to the existing motor vehicle repair premises at Lots 93, 94 and 95 Great Eastern Highway, Redcliffe.

Since the grant of development approval by the Metro Inner Development Assessment Panel in February 2026, the landowner has acquired the adjoining property immediately to the west of the subject site. The incorporation of this additional landholding has created an opportunity to significantly improve the overall functionality of the development, particularly in relation to vehicle circulation, access arrangements and site presentation.

While the approved development retained the existing motor vehicle repair use and established a new showroom, office and workshop facility, the revised proposal introduces a reconfigured site layout that better responds to the operational requirements of the business.

Key amendments include:

- Reconfiguration of the internal vehicle circulation network to provide improved movement throughout the site.
- Modification of the Great Eastern Highway crossover location to improve access efficiency and vehicle manoeuvring.
- Improved separation between customer parking, staff parking and workshop operational areas.
- Enhanced truck and service vehicle circulation within the site, reducing the need for complex manoeuvres and improving operational safety.
- Rationalisation of parking and hardstand areas.
- An increase in the number of car parking bays from 19 bays to 24 bays (5 additional bays).
- Substantial revisions to the landscaping layout, including expanded landscaped areas along the Great Eastern Highway frontage and site boundaries.
- Minor refinements to the building layout and associated site works to integrate with the revised access and circulation arrangements.

Importantly, the proposed amendments do not alter the approved land use. Rather, they represent an evolution of the previously approved development that takes advantage of the expanded landholding to deliver a more efficient site layout, improved vehicle movements and a higher quality presentation to Great Eastern Highway and Central Avenue.

The acquisition of the adjoining lot has been particularly beneficial from a traffic and operational perspective. The additional land area allows vehicle movements to be distributed more effectively throughout the site, reducing potential conflict points and improving manoeuvrability for customers, staff and service vehicles.

The revised crossover arrangement and internal circulation network provide a safer and more practical outcome than that contemplated under the original approval, whilst also creating additional opportunities for landscaping and site beautification.

The below image depicts the proposed revised layout of the development.

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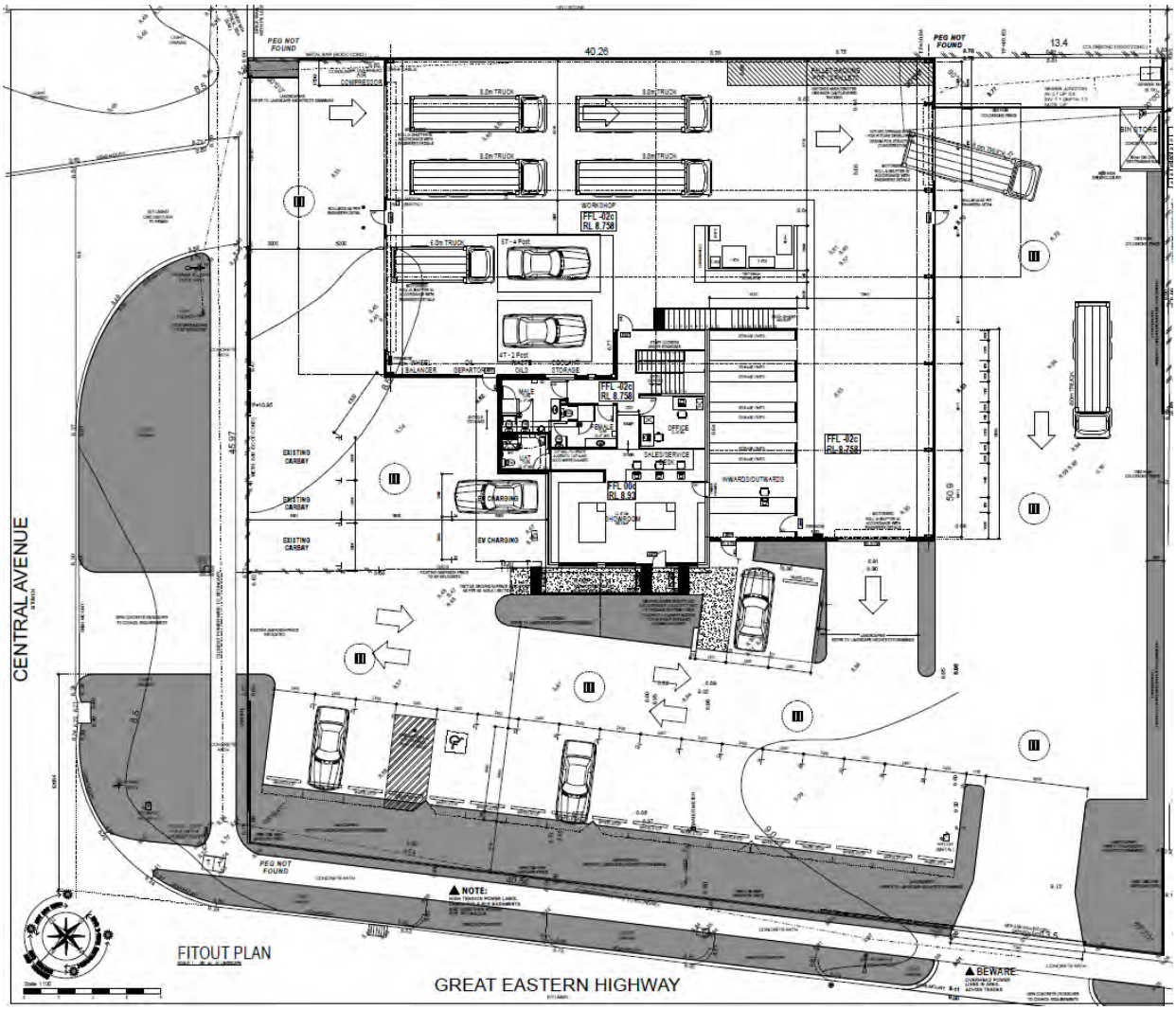


Figure 2: Amended Site Plan

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PLANNING FRAMEWORK

METROPOLITAN REGION SCHEME

A portion of the subject site is reserved Primary Regional Road and the remaining predominant portion of the site is zoned Urban under the Metropolitan Region Scheme (MRS). The portion reserved Primary Regional Road encroaches into the front boundary by approximately 3 metres and is also truncated into the corner of the property on Lot 93.



Figure 3: Metropolitan Region Scheme Reservation & Zoning (site bordered blue)

It is understood the portion reserved Primary Regional Roads under the MRS cannot be used for development, however landscaping can potentially be installed subject to approval from Main Roads WA. It is also understood that where possible, vehicle access and egress should be provided to lower order roads (i.e., Central Avenue) and avoided on the higher order road. The proposed access arrangements and the associated design of the development have considered this aspect and is discussed in further detail below.

Additionally, it should also be noted that the proposed development does not encroach into the PRR and is contained wholly within the Urban zoning. Only landscaping is proposed in the PRR.

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CITY OF BELMONT LOCAL PLANNING SCHEME NO. 15

Mixed Use Zone

The subject site is zoned Mixed Use under the City of Belmont's Local Planning Scheme No. 15. The objective of the Mixed Use zone is:

> *"to allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads."*

The below image depicts the subject site's zoning under LPS 15.

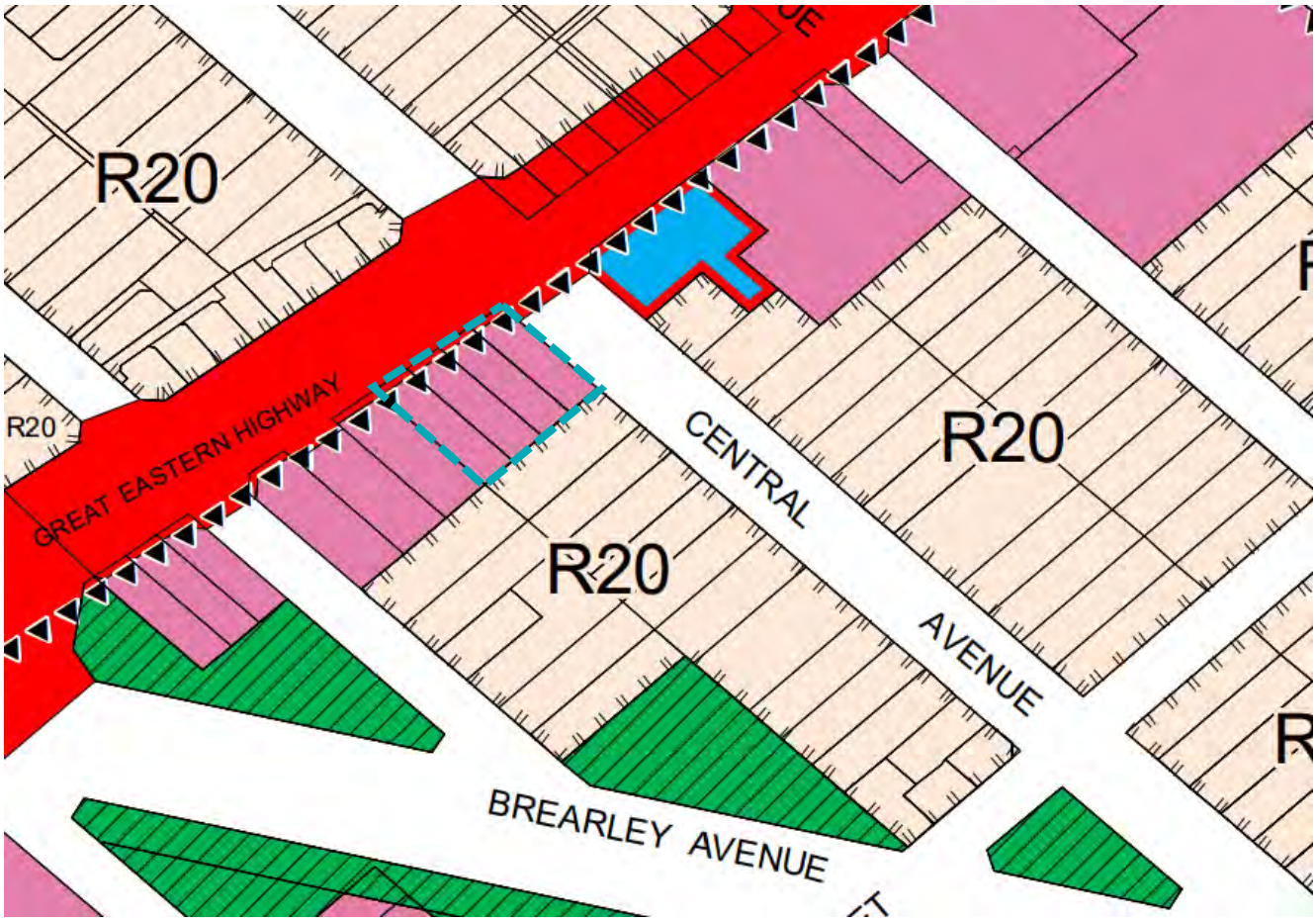


Figure 4: LPS 15 Zoning (subject site bordered blue)

Development Area 6 & Vision Plan

The subject site is located within Development Area 6 (DA6) under Local Planning Scheme No. 15 and forms part of the broader Redcliffe Station Precinct.

Historically, planning for the precinct was guided by the Development Area 6 Vision Plan and Implementation Strategy, which established a long-term vision for transit-oriented redevelopment centred around the METRONET Redcliffe Train Station. The Vision Plan identified the Great Eastern Highway corridor as an appropriate location for mixed-use and employment-generating development and

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18/06/2026
Application No: 280/2026/DAP

contemplated higher density built form, improved streetscape outcomes and enhanced landscaping along key transport corridors.

Since preparation of the Vision Plan, planning for the precinct has advanced significantly. In 2022, the State Government initiated Improvement Plan No. 45 – Redcliffe Station Precinct, transferring strategic planning responsibility for the precinct to the Western Australian Planning Commission and enabling the preparation of an Improvement Scheme.

The Western Australian Planning Commission has subsequently prepared and publicly advertised the Draft Redcliffe Station Precinct Improvement Scheme No. 1. The draft scheme establishes a comprehensive statutory planning framework to facilitate the long-term redevelopment of the precinct as a vibrant, mixed-use, transit-oriented community focused on the Redcliffe Train Station. The scheme proposes a range of residential, mixed-use and employment-generating land uses together with supporting infrastructure, public open space and public realm improvements.

GREAT EASTERN HIGHWAY URBAN CORRIDOR STRATEGY

The Great Eastern Highway Urban Corridor Strategy (Corridor Strategy) is also applicable to the subject site. The Corridor Strategy was endorsed at the 22 October 2024 Ordinary Council Meeting.
Specifically, the subject site is in Precinct 4 (Tonkin Highway to east of Ivy Street) of the Corridor Strategy and recommends the following built form outcome for this precinct and the subject site:

- Land use: The subject site is identified as being in the Activity Corridor – the purpose of the Activity Corridor is to ensure there is transition from the existing industrial nature of this area towards a mixed use area, reflecting the existing residential development on the northern portion of the Corridor, and south of the Corridor west of Coolgardie Avenue. The Activity Corridor will be influenced by the development within Development Area 6 to the south.
- Built form:
    - Active ground floor typology (front of the property): Priority – the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge.
    - Transition typology (rear of the property): Low
    - Scale typology: Activity Centres/DA6, with future development to be in accordance with the Redcliffe Station Precinct Improvement Scheme.
    - Building setback: within the Activity Corridor, the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping, to a minimal setback.
    - Parking: a preference for rear parking and access arrangements.

DRAFT REDCLIFFE STATION PRECINCT IMPROVEMENT SCHEME NO. 1

Since the gazettal of Improvement Plan 45, the Western Australian Planning Commission (WAPC) has progressed planning for the precinct through the preparation of the Draft Redcliffe Station Precinct Improvement Scheme No. 1.

The draft scheme establishes a comprehensive statutory planning framework to guide the long-term redevelopment of the Redcliffe Station Precinct as a vibrant transit-oriented community centred around the METRONET Redcliffe Train Station. The precinct is generally bounded by Great Eastern Highway, Tonkin Highway, Coolgardie Avenue and Perth Airport and is intended to facilitate coordinated redevelopment, infrastructure delivery and land use transition over time.

The objectives of the draft scheme include:

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

- Establishing a vibrant and contemporary transit-oriented development with an appropriate mix of residential and non-residential land uses;
- Providing employment-generating commercial and retail uses to support the local community;
- Facilitating a diverse range of housing opportunities;
- Delivering high-quality built form, public realm and open space outcomes;
- Facilitating coordinated infrastructure planning and delivery;
- Creating a safe, integrated and efficient movement network that prioritises public transport, pedestrians and cyclists; and
- Supporting the orderly redevelopment of the precinct over time.

The draft scheme is supported by a development concept which demonstrates the long-term redevelopment potential of the precinct, including approximately 2,600 dwellings within a mixed-use urban environment characterised by building heights generally ranging from 2 to 9 storeys, with opportunities for additional height bonuses in selected locations.

Importantly, the draft scheme recognises that redevelopment of the precinct will occur progressively over an extended period and specifically seeks to facilitate land use activities that can respond to the planned development of the area over time. Existing lawful commercial and industrial activities are therefore expected to continue operating during the transition period pending future redevelopment.

In this regard, the proposed alterations and additions to the existing motor vehicle repair premises are considered appropriate for the following reasons:

- The proposal represents a logical expansion and modernisation of an established business operating within the precinct;
- The development improves the functionality, appearance and efficiency of the existing operation without intensifying the land use beyond its established purpose;
- The proposal supports local employment opportunities and economic activity within the precinct;
- The acquisition of the adjoining lot enables improved site circulation, vehicle access arrangements and landscaping outcomes, resulting in a higher quality development outcome;
- The development maintains the productive use of the land during the transition towards the longer-term vision for the precinct;
- The proposal does not sterilise or compromise the future redevelopment potential of the site; and
- The development can readily coexist with and transition toward the ultimate mixed-use transit-oriented outcomes contemplated by the draft scheme.

Having regard to the above, the proposal is considered consistent with the objectives and intent of the Draft Redcliffe Station Precinct Improvement Scheme No. 1. The development represents an appropriate interim land use outcome that supports ongoing economic activity while preserving the site's ability to redevelop in accordance with the long-term planning vision for the Redcliffe Station Precinct.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

PLANNING ASSESSMENT

The proposed amendments seek to refine and improve the previously approved development through the incorporation of an additional lot and the reconfiguration of site access, circulation, landscaping and operational arrangements. Importantly, the proposal does not alter the approved land use and continues to facilitate the operation of an established motor vehicle repair business within the Mixed Use zone.

In assessing the proposal, regard has been given to the relevant provisions of the City of Belmont Local Planning Scheme No. 15, together with the strategic planning framework applicable to the Redcliffe Station Precinct. The assessment has focused on whether the amended design maintains consistency with the objectives of the Mixed Use zone while delivering improved development outcomes in terms of functionality, access, landscaping, built form presentation and streetscape amenity.

The following sections provide an assessment of the proposal against the relevant planning framework and demonstrate that the amended development is capable of being supported on planning merit.

MIXED USE ZONE PROVISIONS

For proposals in the Mixed Use zone, the design must be assessed against the provisions of Clause 4.11 of LPS 15. The below table provides an assessment against the relevant provisions.

CLAUSE	PROVISION	ASSESSMENT COMMENT
4.11.1 Site and Development Requirements		
4.11.1 a)	External Space: The use of external space for storage or the conduct of any business activity associated with a premises is prohibited.	The proposed alterations and additions do not include the use of external space for storage and conduct of business. In fact, the proposal seeks to expand the existing building to ensure all servicing is contained wholly within the building, and to improve the presentation of the business to the street.
4.11.1 b)	Lot Area and Dimensions: The minimum lot area shall be 2000 square metres with a minimum effective frontage of 30 metres.	Not applicable – the operation is on an existing lot.
4.11.1 c)	Lot Coverage: Building including accessory buildings shall not cover a total of more than 60 percent of the area of any lot. The local government may consider an increase to 70 percent of the area of any lot where the coverage includes a multi storey car park associated with the development which consists of a ground floor and uncovered upper deck.	The subject site has been expanded through the acquisition and incorporation of the adjoining lot, resulting in an increased overall site area. The proposed development maintains a site coverage well below the maximum 60% permitted under the Scheme. The revised site layout provides substantial areas for landscaping, vehicle circulation, manoeuvring and operational open space, ensuring the development does not result in an overdeveloped outcome.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

		Accordingly, the proposal complies with the requirements of this provision.
4.11.1 d)	Setbacks of Buildings from Site Boundaries: No part of any building shall be built upon that area of land between the street alignment and the building setback line drawn parallel thereto a distance of 15 metres within the site. In regard to any site having more than one street frontage, the minimum setback from the street alignment shall apply to the frontage of the site to the road or roads of higher category as determined by the local government and the setback from the lesser roads shall not be less than a distance of 7.5 metres. The local government will only permit averaging of building setbacks in those cases where it is satisfied that the functioning of any proposed use will be improved without detriment to the appearance of the development or the street scene or to the safe movement of traffic on or about the site and in case will the local government permit a part of any building to be built closer to the street than one half of an average building setback.	The proposed building remains setback in excess of the minimum 15 metre requirement from Great Eastern Highway and exceeds the minimum 7.5 metre setback requirement to Central Avenue. The generous setbacks allow for substantial landscaping, vehicle circulation and an improved streetscape presentation along both street frontages. The amended design maintains the established building setback pattern approved by the DAP and continues to provide an appropriate interface with the public realm. The proposal therefore complies with this provision.
4.11.1 e)	Setback Areas: No use of the area between the street alignment and building setback lines shall be permitted other than for planting or for pedestrian and vehicular circulation and vehicle parking in accordance with the provisions of this Scheme, except that an area up to 25 percent of the building setback area may be used for trade display purposes with the approval of the local government.	The areas between the building and both street frontages are utilised for landscaping, vehicle circulation, parking and pedestrian access associated with the approved development. No outdoor storage, servicing activities or other inappropriate land uses are proposed within the setback areas. The amended proposal further enhances the presentation of these areas through additional landscaping and improved site organisation. Accordingly, the proposal complies with this provision.
4.11.1 f)	Pedestrian and Garden Areas: No less than 3 metres of the building setback area to the primary street frontage and 1 metre to the secondary street frontage must be set aside, developed and maintained as garden space for pedestrian use only. A	The amended proposal incorporates substantial landscaping along the Great Eastern Highway frontage, including landscaped areas meeting the minimum 3 metre requirement.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

	landscaping and reticulation plan must be submitted to the local government for approval. The landscaping subsequently carried out shall be in accordance with the approved plan. The local government will require as a condition of Development Approval the reticulation and landscaping of the street verge.	Importantly, the acquisition of the adjoining lot has enabled a comprehensive redesign of the site's landscaping strategy, resulting in significantly enhanced landscape outcomes compared to the previously approved development. Landscaping has been expanded throughout the site frontage and around key access points, providing improved visual amenity and softening the appearance of the development when viewed from both Great Eastern Highway and Central Avenue. The amended proposal is accompanied by a revised landscape plan and is considered to satisfy the intent of the provision by providing an attractive landscaped interface to the public realm.
4.11.2 Parking and Loading Requirements		
Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2, together with adequate parking space for customers and visitors as required by the local government. The local government shall also require adequate space for parking, loading and unloading of trade vehicles to be provided on site.		**Parking is discussed in further detail below.**
4.11.3 Vehicular Cross Access		
Where necessary vehicular cross access shall be provided over all parcels of land to give customer and service traffic access to streets wherever access to Great Eastern Highway or other important roads is inappropriate or should be minimised. Cross access provision shall take the form of easements in gross or encumbrances on titles granting right of carriageway with the local government a party to the agreements. All documentation costs shall be met by respective owners.		A key benefit of the amended proposal is the incorporation of the adjoining lot, which has facilitated a substantial improvement to the internal circulation and access arrangements across the site. The revised design provides improved vehicle manoeuvring opportunities, more efficient circulation paths and reduced conflict between customer vehicles, staff vehicles and operational traffic. The amended crossover arrangement, together with the redesigned internal access network, allows vehicles to move more safely and efficiently throughout the site while minimising impacts on the surrounding road network. The proposal is therefore consistent with the objectives of this provision, which seek to facilitate efficient vehicle access and circulation whilst minimising unnecessary access points onto major roads.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

		This matter is also discussed in further detailed under **Traffic and Access** below.
4.11.4 Building Facades		
The primary street frontage of all buildings must have a facade predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the local government. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, there must be a full height facade to both street frontages of the above materials or similar materials to acceptable to the local government. In the cases of walls fronting secondary streets, the construction must be as above to a minimum height of two metres except that in the case of a building having walls in excess of five metres to plate height the construction must be increased to half the vertical height of the wall. The local government shall retain the discretion to determine which is a primary and which is a secondary street frontage.		The proposed development presents a contemporary commercial and industrial architectural response to both Great Eastern Highway and Central Avenue. The primary street frontage incorporates a combination of concrete, steel, glazing, fibre cement cladding and architectural screening elements, creating a high-quality and visually engaging presentation to Great Eastern Highway. The design includes significant glazing, articulated building forms, feature cladding treatments and modern architectural detailing that collectively contribute positively to the streetscape. The secondary frontage to Central Avenue is similarly treated with high-quality materials and architectural detailing, ensuring the building presents an attractive appearance to both public frontages. The inclusion of landscaping, architectural screening and consistent material treatments assists in reducing the visual dominance of workshop and service components. Accordingly, the proposal complies with the requirements of this provision.
4.11.5 Fencing and Walls		
4.11.5 (1)	It is the local government's intention that in the Mixed Use zone fencing facing any street frontage should be kept to a minimum to allow for an attractive and open streetscape. In special circumstances, the local government may allow fencing facing a street frontage or along a secondary street frontage, provided that in the opinion of the local government it is of exceptionally high quality, is visually permeable, and visually appealing.	The proposal includes visually permeable fencing along the street frontages that balances operational security requirements with the objective of maintaining an attractive and open streetscape. The fencing design allows clear views into the landscaped portions of the site and complements the contemporary architectural character of the development. The amended proposal further improves the interface between the development and the public realm through additional landscaping and improved frontage treatments.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

		The proposed fencing is considered to be of a high quality design, visually permeable and consistent with the objectives of the Mixed Use zone. Accordingly, the proposal can be supported.
4.11.5 (2)	Notwithstanding clause 4.5, in the Mixed Use zone: (a) the use of cyclone link mesh fencing is prohibited for any fence other than a boundary fence; and (b) the use of barbed wire in any fence is prohibited.	No cyclone link mesh fencing or barbed wire fencing is proposed.
4.11.6 Discretion to Vary Standards		
	Without affecting the generality of clause 4.2.3, for residential development in the Mixed Use Zone the local government may allow a relaxation or variation of the standards and requirements applicable to the Mixed Use Zone if the local government is satisfied that the matters referred to in items (a) and (b) conditioning the discretion in clause 4.5.3 are complied with.	Not applicable – no residential development is proposed.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

OTHER MATTERS

PARKING

Table 2 of LPS 15 provides the car parking requirements for each land use. There is no specific car parking requirement for motor vehicle repair under Table 2, however the most suitable land use is considered to be "industry/workshop/factor". Additionally, car parking has been calculated based on the two (2) land uses, being Workshop and Office.

It should be noted that no changes to the approved building footprint is proposed by this application, therefore the car parking requirements remain the same. However, given additional land is now available for improved circulation and access throughout the site, additional space for car parking has been provided.

Therefore, the below table provides an assessment against the relevant car parking requirements for the proposal:

LAND USE	CAR PARKING REQUIREMENT	REQUIRED	PROVIDED
Industry/ Workshop/ Factory	*1 space for every 50m2 of open space used for industrial purposes, plus 1 space for every 50m2 of GFA; or 1 space for each employee, whichever is the greater.*	713.40m^2 / 50 = 14.268 (15) OR 11 onsite employees = 11 car parking bays **Required: 15 bays**	24 bays
Office	*1 space for every 30m^2 of NLA or 1 space for each employee, whichever is greater*	239m^2 / 30 = 7.9 (8) *N.B. calculation does not include ablutions* 11 onsite employees = 11 car parking bays **Required: 11 bays**	
		TOTAL REQUIRED: 26 bays	**TOTAL PROVIDED**: 24 bays SHORTFALL: 2 bays

As demonstrated in the above table, the proposal results in a minor shortfall of two (2) car parking bays. Notwithstanding this, it is important to note that the previously approved development was supported by the City of Belmont and subsequently approved by the Metro Inner Development Assessment Panel with a significantly greater parking shortfall of seven (7) bays.

The current proposal represents a notable improvement on the approved scheme, providing an additional five (5) on-site parking bays and substantially reducing the extent of the shortfall. This outcome has been achieved whilst also accommodating improved internal circulation, enhanced vehicle manoeuvring areas, additional landscaping and a more efficient site layout following the incorporation of the adjoining lot.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

Furthermore, the proposed land use remains unchanged from that previously approved and there is no evidence to suggest that the reduced shortfall would result in adverse parking impacts on the surrounding road network. Therefore it is considered that the additional parking provision, further reduces the likelihood of any parking demand spilling onto surrounding streets.

Having regard to the above, the proposed parking provision is considered reasonable and appropriate in the circumstances and represents a superior outcome to the previously approved development. Accordingly, the minor shortfall of two (2) bays can be supported on planning merit.

TRAFFIC & ACCESS

A Transport Impact Statement (TIS) has been prepared by Premise Australia in support of the application to assess the traffic, access and parking implications associated with the proposed expansion of the existing motor vehicle repair premises. The assessment considers the operation of the surrounding road network, parking provision, access arrangements, traffic generation and vehicle manoeuvrability.

The subject site benefits from frontage to both Great Eastern Highway and Central Avenue. Great Eastern Highway is classified as a Primary Distributor road and accommodates approximately 44,400 vehicles per day, whilst Central Avenue functions as a local access road serving significantly lower traffic volumes. The site is therefore well positioned to accommodate a commercial land use of this nature, with direct access to the regional road network and convenient connections to Tonkin Highway and the broader metropolitan transport network.

A key feature of the amended proposal is the incorporation of the adjoining lot, which has facilitated a redesign of the site's access and circulation arrangements.

The approved crossover and driveway arrangements from Central Avenue are retained as part of the proposal. However, the existing crossover to Great Eastern Highway is proposed to be relocated further along to align with the expanded landholding and will continue to operate as a left-out only access point, consistent with the requirements and previous advice of Main Roads WA. As a consequence, the existing Great Eastern Highway crossover and associated driveway are proposed to be removed.

The revised access strategy delivers a safer and more efficient outcome by reducing potential vehicle conflict points and improving the overall operation of the site. Importantly, the acquisition of the adjoining lot has created additional manoeuvring space, enabling a more logical internal circulation network and significantly improving access for larger vehicles.

In particular, the relocated Great Eastern Highway crossover provides a direct and practical exit route for trucks and service vehicles utilising the workshop. The additional land area allows these vehicles to safely manoeuvre through the site and exit in a forward direction onto Great Eastern Highway without compromising the operation of customer parking areas or internal vehicle movements.
Accordingly, the amended access and circulation arrangements are considered to represent a substantial improvement over the previously approved development, delivering enhanced operational efficiency, improved vehicle safety and a more functional site layout.

Furthermore, the revised layout provides a clearer separation between customer, staff and operational vehicle movements and allows trucks and larger service vehicles to move throughout the site more efficiently. Swept path analysis undertaken for passenger vehicles, service vehicles and heavy rigid vehicles confirms that all vehicles can safely enter, manoeuvre and exit the site without operational constraints.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

The TIS estimates that the expanded development will generate approximately 99 vehicle trips per day, including 15 vehicle trips during the AM peak hour and 19 vehicle trips during the PM peak hour. Whilst this is classified as a moderate traffic impact under the WAPC Transport Impact Assessment Guidelines, the report concludes that the surrounding road network has sufficient capacity to accommodate the additional traffic without adverse impacts on network performance or safety. The majority of vehicle movements are expected to occur via Great Eastern Highway, thereby limiting impacts on the surrounding local road network.

Having regard to the findings of the Transport Impact Statement, it is considered that the proposal provides an appropriate and well-functioning access arrangement, adequate parking provision and efficient internal circulation. The anticipated traffic generation is modest in the context of the surrounding road network and will not result in any unacceptable impacts on traffic operations, road safety or access to adjoining properties. Accordingly, the proposal is considered capable of being supported from a traffic and transport perspective.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

CONCLUSION

Urbanista Town Planning have been engaged by the landowners to prepare and submit a Form 2 application seeking amendments to the previously approved alterations and additions to the existing motor vehicle repair premises at 411–415 Great Eastern Highway, Redcliffe.

The proposed amendments have arisen following the acquisition of the adjoining lot, which has created an opportunity to significantly improve the functionality, accessibility and presentation of the approved development. Importantly, the proposal does not alter the approved land use, building footprint or the fundamental nature of the development. Rather, it represents an enhanced iteration of the previously approved scheme.

The amended proposal will:

- Improve internal vehicle circulation and manoeuvrability throughout the site.
- Enhance truck access and servicing arrangements.
- Provide for a safer and more efficient crossover configuration consistent with Main Roads WA's requirements and controlled vehicle access requirements.
- Increased on-site car parking provision, reducing the approved parking shortfall from seven (7) bays to two (2) bays.
- Expanded landscaping and improved streetscape presentation, particularly to Great Eastern Highway.
- Improved separation between customer, staff and operational vehicle movements.
- A more functional and efficient site layout.

Additionally, the proposal has been assessed against the relevant provisions of the established planning framework and the emerging Redcliffe Station Precinct plan. The assessment demonstrates that the amended development remains consistent with the objectives of the Mixed Use zone and will support the orderly and proper planning of the locality.

The accompanying Transport Impact Statement confirms that the amended access arrangements, parking provision and internal circulation network are capable of operating safely with no impact on the surrounding road network.

Having regard for the above, it is considered that the proposed amendments can be supported on the basis that it enhances the previously approved development format, while ensuring it does not create any new issues
Furthermore, the accompanying Transport Impact Statement confirms that the amended access arrangements, parking provision and internal circulation network are capable of operating safely and efficiently, with no unacceptable impacts on the surrounding road network.

Having regard to the above, it is considered that the proposed amendments represent a superior planning outcome when compared to the development previously approved by the Metro Inner Development Assessment Panel. The proposal improves the operational functionality, safety and presentation of the site whilst maintaining consistency with the long-term planning vision for the Redcliffe Station Precinct.

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

Accordingly, the proposed Form 2 amendments are considered to be well-founded on planning merit and are respectfully recommended for approval.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171 or andra@urbanistaplanning.com.au.

Yours Sincerely



ANDRA BIONDI
Principal Planning Officer | Urbanista Town Planning

CITY OF BELMONT
RECEIVED
18/06/2026
Application No: 280/2026/DAP

PART C – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 1 (House Number 1-20/6) Anthony Way, Tuart Hill - Six (6) Multiple Dwellings – DAP/26/03074

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 1 (HOUSE NUMBER 1-20/ 6), ANTHONY WAY TUART HILL

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner DAP
DAP File No:	DAP/26/03074
LG Reference:	DA26/0145
Proposed Development:	Six Multiple Dwellings
Value of Development:	$2.1 million
Owner:	Bingo Property (WA) Pty Ltd
Applicant:	Developed
Local Government Area:	City of Stirling
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
Application Acceptance Date:	28 January 2026

LOCATION PLAN

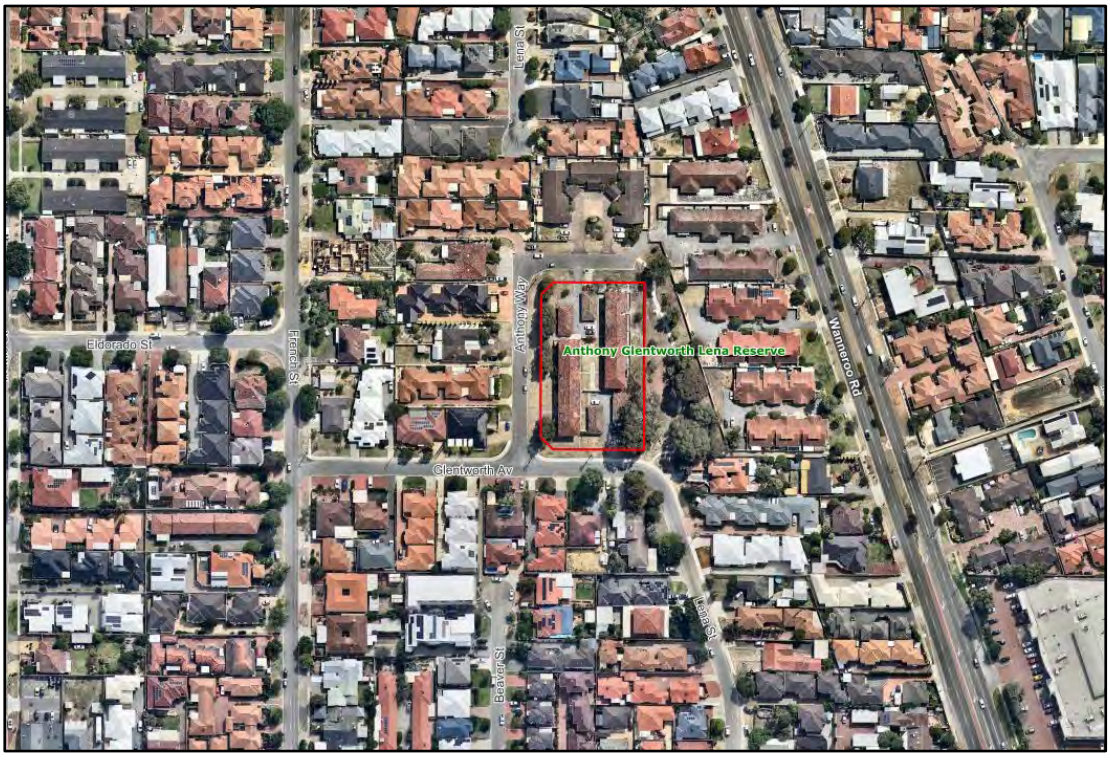


Figure 1: Location Plan

RESPONSIBLE AUTHORITY RECOMMENDATION

RECOMMENDATION FOR APPROVAL

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03074 for six Multiple Dwellings at Lot 1, House Number 6 Anthony Way, Tuart 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 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
Strata Plan	88847	22 Jul 2026
Site Survey (Demolition)	SK00	21 Oct 2025
Site Plan	SK01	29 May 2026
Ground Floor Plan	SK02	29 May 2026
Roof Plan	SK03	1 May 2026
Floor Plan Type A	SK04	27 Oct 2025
Floor Plan Type A1	SK05	27 Oct 2025
Villa 1-3 Elevations	SK06	11 Feb 2026
Villa 4-6 Elevations	SK07	11 Feb 2026
Carport Elevations	SK08	29 May 2026
Bin Room Elevations	SK09	1 May 2026
Landscape Concept Plan	0634 Rev C	29 May 2026
Landscape Concept Images	0634 Rev B	29 May 2026

2. Notwithstanding the requirements of Condition 1, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:

   a. An amended landscaping plan (0634 Rev C) shall be provided that is consistent with the site plan (SK01 and SK02), specifically the relocation of the bin storage area, to the satisfaction of the City.

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

Landscaping

4. All street trees located on the verge shall be retained and protected during construction in accordance with Australian Standard 4970:2025 - Protection of Trees on Development Sites, to the satisfaction of the City of Stirling.

5. The trees indicated on the approved plans for retention must be retained on site and protected during the demolition and construction phase and thereafter maintained in accordance with the recommendations of the ‘Arborite Tree

Management Solutions Preliminary Impact Assessment dated 13 October 2025, which forms part of this approval, to the satisfaction of the City.

Should a tree die or be removed, it shall be replaced within the next planting season with a tree of a similar species and minimum container size, to the satisfaction of the City.

6. Prior to the occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved amended landscaping plan thereafter maintained to the satisfaction of the City of Stirling.

Parking and Access

7. Prior to the occupation of the development, all redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling.

8. All new crossovers shall be designed and constructed in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling. Crossovers are to be installed prior to occupation of the development.

9. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.1:2018, to the satisfaction of the City of Stirling.

10. Prior to the occupation of the development, the number and allocation of car parking bays provided on-site is to be as follows:
    a) 26 Residential Bays: and
    b) Seven Visitor Bays.

11. Prior to the occupation of the development, the car parking areas as shown on the approved plans shall be line-marked and made available for use. The car parking shall thereafter be retained and available for the life of the development, to the satisfaction of the City of Stirling.

12. Prior to the occupation of the development, a minimum of six visitor bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking, to the satisfaction of the City of Stirling.

Utilities, Facilities and External Fixtures

13. 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.

14. All air-conditioning units, ducts and other services shall be screened from view and are to be located away from the primary street to the satisfaction of the City of Stirling.

15. All external fixtures, building services and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive areas, to the satisfaction of the City of Stirling.

General

16. Prior to the submission of the building permit, a noise assessment prepared by a qualified acoustic consultant shall be submitted and approved by the City of Stirling, and shall include:

    a) Management measures to mitigate noise impacts from the car park on proposed dwellings 1-3, to the satisfaction of the City.

    The recommendations of the approved noise assessment shall be incorporated into the development prior to occupation, to the satisfaction of the City.

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

18. External lighting shall be positioned so as not to adversely affect the amenity of the locality in accordance with Australian Standard AS/NZS 4282:2023, to the satisfaction of the City of Stirling.

19. A Construction Management Plan shall be submitted to and approved by the City of Stirling prior to the commencement of any works. The Construction Management Plan shall include specific details on the management of aspects including, but is not limited to, dust, noise, vibration, waste management, storage of materials, traffic, parking, on-site and street tree protection areas and site safety/security. The Construction Management Plan is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

Colours and Materials

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

Waste Management and Services

21. The development is to comply with the Waste Management Plan prepared by Developed received 22 May 2026, to the satisfaction of the City of Stirling.

22. Prior to the occupation of the development, a refuse storage enclosure shall be being provided, of an adequate size to contain all bins used by the premises and be constructed with four walls, a graded and sealed floor.

Advice Notes

General

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

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

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

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

5. The development is to be connected to the sewer.

Operation

6. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City of Stirling.

Landscaping

7. In relation to the condition for Tree Protection Zones, any damage to trees within the road reserve directly related to the development will require remediation, to the satisfaction to the City of Stirling.

8. In relation to the condition requiring amended plans, the revised landscaping plan would need to show the amended position of the bin store, and the location of the bike racks.

9. In relation to the street tree protection condition a verge permit may be required including the payment of a refundable bond prior to the commencement of works.

10. In relation to the condition requiring tree retention, the applicants Tree Management Solutions Preliminary Impact Assessment dated 13 October 2025 identifies that root mapping will be required for each of the retained trees prior to undertaking any necessary clearance pruning to minimise mechanical damage.

Parking and Access

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

12. Access for persons with disability is to be provided to and within the buildings in accordance with the National Construction Code 2022, Building Codes of Australia with the edition of the National Construction Code Applicable at the date of the building permit application.

Miscellaneous

13. The premises shall operate in compliance with the Environmental Protection Act 1986 and Environmental Protection (Noise) Regulations 1997.

14. On advice from the Water Corporation, the applicant is required to submit a Multi Residential Application by using the online portal BuilderNet: login-buildernet.watercorporation.com.au.

PROPOSAL:

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

- The construction of six single-storey three-bedroom multiple dwellings on the north-west and south-east corners of the subject site. All existing dwellings will remain, resulting in a total of 26 multiple dwellings.
- The removal of all existing car parking bays and construction of 33 new car bays, including;
    - 26 covered residential car bays.
    - Seven residential visitor car bays.
    - Six bicycle bays.
- Vehicle and pedestrian access via Anthony Way and Glenworth Avenue.
- New bin storage area and collection area adjacent to Anthony Way.
- Associated landscaping including the retention of 10 Large Trees in the development areas.

SUBJECT SITE AND SURROUNDS:

The development is located on Lot 1 (HN 6) Anthony Way, Tuart Hill (subject site) and has a total site area of 4,011m^2. The subject site is zoned 'Residential' with a density coding of R40 and is currently occupied by 20 existing Multiple Dwellings in two separate two storey buildings, a carpark and associated landscaping. This includes eleven existing mature trees.

The locality is residential in character, comprising predominantly single storey and two-storey dwellings immediately surrounding the subject site. Anthony Glenworth Lena Reserve is located to the east of the subject site, along the lot boundary.

Vehicle ingress and egress is provided from Anthony Way and Glenworth Avenue, which are both 'Local Roads' under the City's Functional Road Hierarchy.

BACKGROUND:

20 multiple dwellings were approved on the site in 1971. Under this approval and the resulting strata scheme, only the dwellings were under exclusive ownership, with all other areas including parking and outdoor spaces being part of the common property.

In 2025 the strata plan and strata by-laws were amended to create two new areas of exclusive ownership, which included one area in the north-west corner of the site being 383m^2 and one area south-east corner of the site being 347m^2. These areas are labelled 'Part 1' on the strata plan (Attachment 2e). The strata by-laws classify these areas as the 'Future Development Area' (FDA) and define 'Future Development' as the construction of buildings on the FDA, the construction of a car parking area in the common property and related works either within the FDA or within the common property. Under the by-laws, Future Development does not require approval by the strata body. Approval is only required from the owners of Part 1 as listed on the Strata Plan.

On review of the submitted plans, strata plan and strata by-laws, it was determined that the proposed dwellings were not wholly contained within the FDA and were partially proposed within the common property, which is not permitted without consent of the Strata Body. The proposal was presented to the July 2026 Annual General Meeting of the strata body where a resolution was passed to support works within the common property and for the reconfiguration of the FDA to comply with the proposed strata plan submitted as part of the development application (Attachment 2c).

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	Residential R40
Lot Size	4,011m^2
Existing Land Use	Multiple Dwellings
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ 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)
- Draft City of Stirling Draft Local Planning Scheme No. 4

Planning Codes

- Residential Design Codes Volume 1 (R-Codes Vol 1)

State Planning Policies

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

Local Planning Policies

- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the LPS3, State and Local Planning Policies outlined in the Legislation and Policy section of this report.

The following matters have been identified as the relevant key considerations in determining this proposal:

1. Land Use
2. Built Form
3. Size and Layout of Dwellings
4. Waste Management

Attachment 4 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework including reference to where discretion is sought.

1. Land Use

The proposal is on a lot with existing multiple dwellings and has been assessed as multiple dwellings under State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) Part C.

A 'multiple dwelling' is defined under the R-Codes: Volume 1 as:

> *"a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:*
> *- does not include a grouped dwelling; and*
> *- includes any dwellings above the ground floor in a mixed-use development*."

Additionally, the R-Codes refer to the definition of 'parent lot' when referring to the a 'lot' for multiple dwellings. Parent lot is defined as:

"relating to multiple or grouped dwellings, the lot inclusive of common areas to which the strata titles scheme relates."

Accordingly, as the proposed development will be on a lot that has existing dwellings that are vertically above other dwellings, the proposed dwellings are considered to be Multiple Dwellings. This approach was affirmed in General Nominees Pty Ltd (Atf Family Trust Four) -V- The Metro Inner-North Joint Development Assessment Panel [2022] WASC 114.

The table below summarises the permissibility of Multiple Dwellings, in accordance with Table 1 – Zoning Table in the Local Planning Scheme No.3.

Land Use Permissibility		
Land Use		
Multiple Dwelling	'P' Use	Multiple Dwelling is permitted by the Scheme within the Residential zone providing the use complies with the relevant development standards and the requirements of the Scheme

The City is satisfied that the proposed Multiple Dwelling land use is appropriate within its setting.

City of Stirling Draft Local Planning Scheme No. 4

On 15 August 2023, Council resolved (Council Resolution Number 0823/034) to prepare Draft Local Planning Scheme No.4 (LPS4). Advertisement was carried out from 18 October 2024 and concluded on 24 January 2025. The Council endorsed Draft LPS4 at its Ordinary Meeting held on 10 June 2025. On 27 May 2026, the Western Australian Planning Commission's Statutory Planning Committee (SPC) considered and supported with modifications Draft LPS4. Draft LPS4 currently before the Minister for Planning for final consideration.

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

Under Draft LPS 4, the site is proposed to retain its Residential zoning with a density of R40 and 'P' use permissibility and therefore the proposed land use is not prejudice the future planning framework (figure 2).



Figure 2: Draft LPS4 zoning and legend for the locality of the development site.

2. Built Form

The table below outlines the key provisions relevant to built form:

R-Codes Volume 1 (Part C) Requirements		
Provision	**Requirement**	**Proposal**
Building Height	Hipped roof: 10m maximum total building height and 7m maximum wall height.	4.9m maximum total building height.
Street Setbacks	Primary Street: 3m (may be further reduced by up to 1m for a total of 30 per cent of the frontage width, a porch or verandah may be setback 1.5m from the primary street lot boundary) Secondary Street: 1m	Northern Boundary • Minimum setback of 1.5m from the northern boundary of Anthony Way boundary for 12.5m (26.5 per cent) – *discretion sought* • Minimum setback of 0.5m for 3m (6.36 per cent) – *discretion sought* Western Boundary • Minimum setback of 4.9m from the western Anthony Way boundary. Compliant. Southern Boundary (Secondary) • Minimum setback of 4.5m from the Glendale Avenue boundary. Compliant.
Side Setbacks	1m setback required where wall height is 3.5m or less.	Minimum setback of 3.1m from the eastern lot boundary. Compliant.
Landscaping	10% soft landscaping required per site as significant trees are being retained. 30% of the primary street setback area is to be soft landscaping.	Total of 28.9% soft landscaping proposed. Compliant. Total of 60.1% Anthony Way street setback area as soft landscaping. Compliant.

	Trees: 10 Medium trees OR 1 Large, 8 Medium & 1 Small trees.	Trees proposed: 6 large trees, 3 medium and 1 small being retains PLUS an additional 10 new small trees. This meets the deemed-to-comply requirements.
Parking	Residential: Minimum 26 bays required Visitor: Minimum 7 bays required	26 residential and 7 visitor car parking bays proposed. Compliant.

The City of Stirling Planning Assessment included in Attachment 4 includes an assessment of the proposal against the relevant planning framework including where discretion is sought. The key area that requires consideration under the design principles of the R-Codes is discussed below.

Street Setbacks

Although Anthony Way adjoins both the western and northern boundaries of the lot, which together comprise the primary street frontage, the western frontage functions as the primary frontage of the site as the existing dwellings are orientated west. The northern Anthony Way frontage functions as a secondary street frontage, as it addresses the side elevation of the existing development. The proposed northern setback is consistent with the established streetscape, as it has also been designed with the side elevation orientated north. Furthermore, the northern setbacks generally comply with the 1m secondary street setback applicable to R40 areas, with only a minor portion of the façade setback 0.5m. The reduced setback is also consistent with surrounding development, with nearby properties containing structures within 1.5m of the boundary, including a patio at 3/9 Anthony Way and a carport at 11A Anthony Way.

The setback also allows for adequate space for landscaping adjacent to the northern boundary, while maintaining opportunities for surveillance, residential privacy, parking, utilities and sightlines. The articulated façade, incorporating major openings, eaves, varied setbacks and a porch element, reduces the perceived bulk of the development and contributes positively to the streetscape.

The City considers that these factors contribute to the building design meeting the design principles for the street setbacks.

3. Size and layout of dwellings

Clause 2.1 of the R-Codes Part C requires major openings to ground floor multiple dwellings facing directly onto car parking areas are to be set back a minimum of 3m and are designed to manage noise intrusion and light spill. Proposed dwellings 1 to 3 are seeking discretion as they have major openings to bedrooms that face the car parking area and are set back 1.2m.

To minimise potential noise intrusion to the adjacent the dwellings, a condition has been imposed requiring the preparation of a noise impact report to assess and mitigate the potential noise impacts from vehicles. Any acoustic treatments recommended by

the report will be required to be implemented to reduce noise impacts to the affected dwellings.

To minimise potential light intrusion to the adjacent the dwellings, the windows facing the car parking area have been provided with a sill height of 1.3m above the ground level. Together with the 1.2m setback, this will result in the majority of the light beams from vehicles hitting the solid portion of the walls rather than penetrating the adjacent dwellings. This will mitigate the light spill and the impacts on the residents while balancing the ability to provide suitable solar access and natural ventilation to the rooms.

4. Waste Management

In support of the proposed development, the Applicant submitted a Waste Management Plan which identifies a shared bin arrangement with a total of 19 bins. All bins are required to be stored in the proposed communal bin store in the north-east corner of the site.

Residents are required to take their waste and recycling to the proposed communal bin store. On waste collection day, the strata caretaker is responsible for placing the bins in the designated collection area, along Anthony Way.

The City has reviewed and supports the submitted Waste Management Plan in principle. A condition of approval has been recommended that requires the development to comply with the submitted Waste Management Plan, and for the proposed bin storage enclosure to be constructed prior to the occupation of the new dwellings.

CONSULTATION:

PUBLIC CONSULTATION

The proposed development was not advertised. The proposed development was not a development requiring public consultation. Notwithstanding, the areas of discretion sought are supportable in the view of the City.

The variations would not adversely impact on the amenity of the adjoining properties, as such neighbour consultation was not considered necessary. As per clause 64 of the LPS regulations, Local Governments may waive advertising requirements if the areas of non-compliance are of a minor nature.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The proposed development was referred to the Water Corporation.

Their referral response dated 25 March 2026 (Attachment 3a) provides no objection in principle. The property has reticulated water and sewage. A Multi Residential Application is required to be submitted to the Water Corporation through their online portal.

DESIGN REVIEW PANEL ADVICE

Not applicable.

CONCLUSION:

The application is recommended for approval, subject to conditions.

The proposed additional six Multiple Dwellings will be developed to the existing twenty Multiple Dwellings on the subject site. The land use of the proposal is consistent with the City's planning framework, and the development has been appropriately designed to mitigate any adverse impacts to the surrounding area.

The development proposes discretion on the street setbacks and to the size and layout of dwellings. The City considers it appropriate to apply discretion and is satisfied that the development will meet the design principles of the R-Codes.

The development will have sufficient parking and high-quality landscaping, such as retained trees. The development satisfies the primary built form provisions of the City's planning framework and develop on the intended outcomes for the area. The proposed development provides for significant landscaping, particularly to the street frontages, which provides an attractive setting for the development.

ATTACHMENTS

1. Development Plans as listed in Condition No. 1
2. Applicants Final Submission
    a. Planning Report (received 28 January 2026)
    b. Waste Management Plan (received 22 May 2026)
    c. AGM Agreement Letter and proposed strata plans (dated 8 July 2026)
    d. Preliminary Impact Assessment Report by Arborite Tree Management Solutions (dated 13 October 2025)
    e. Strata By-laws
3. External Agency Referrals
    a. Water Corporation Referral Response
4. City of Stirling Planners Assessment

Attachment 1 – Development Plans as listed in Condition No. 1

City of Stirling
22 Jul 2026
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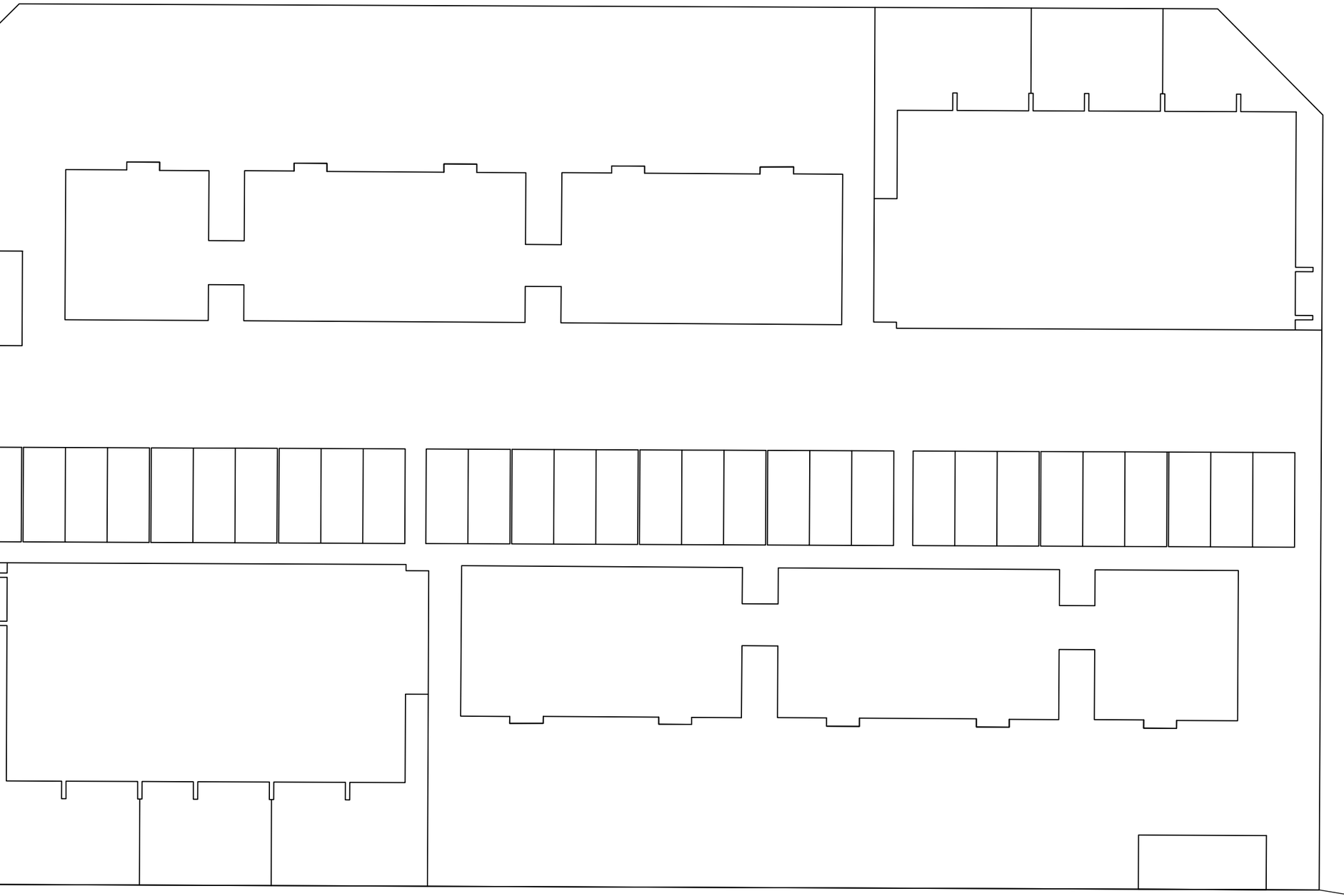
ANTHONY WAY

AVENUE

WAY

GLENTWORTHY

ANTHONY



N

LOCATION PLAN

0 2.5 5 7.5 10 12.5m

1:250 @ A3

PRELIMINARY ONLY - SUBJECT TO LANDGATE AUDIT

This plan is:

1. Current as of 18/05/2026
2. Subject to change without notice, and;
3. Not intended for design use.

GOVERNMENT OF WESTERN AUSTRALIA

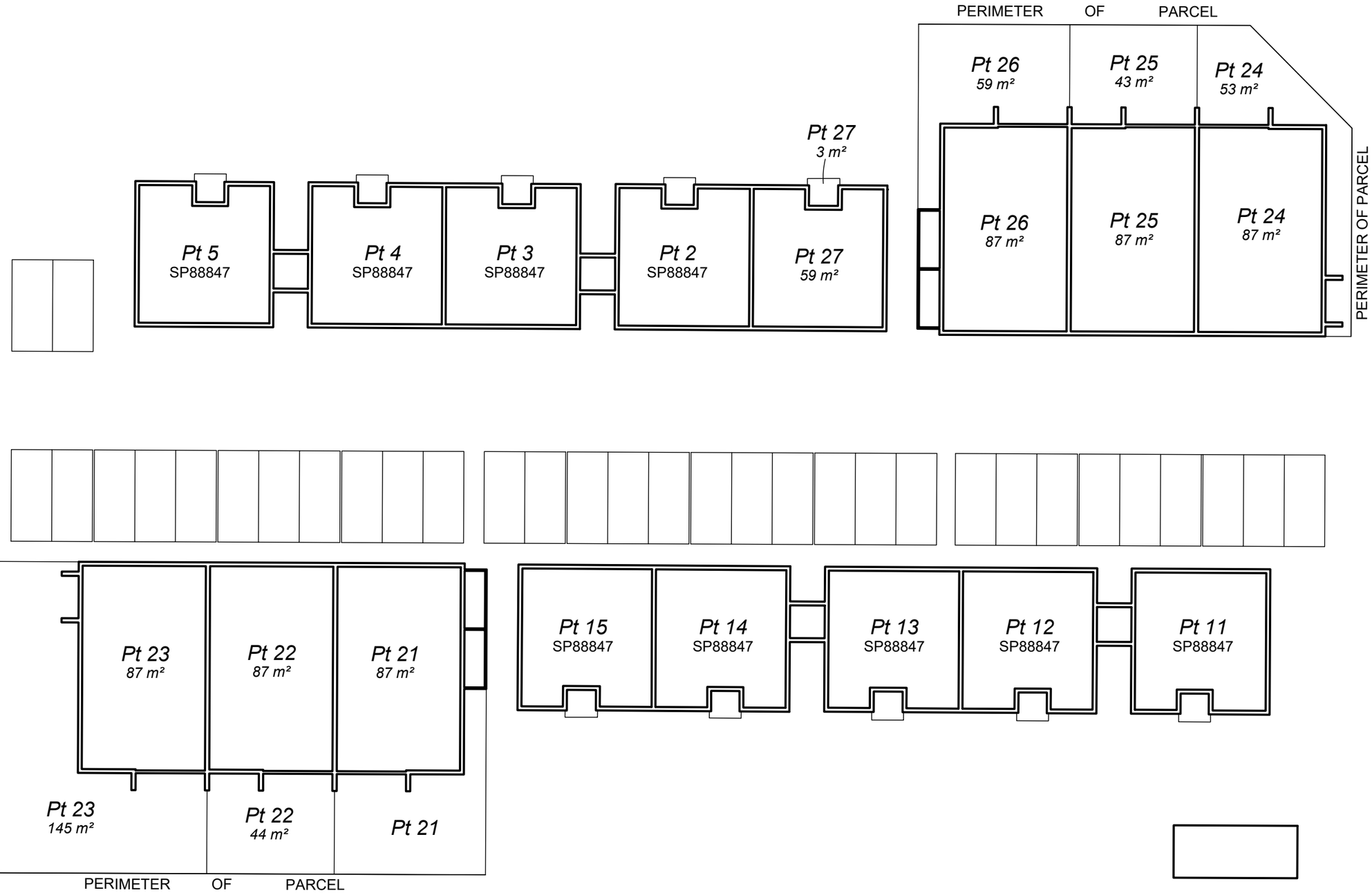
Landgate

Developed
PLANNING | SPATIAL | DELIVERY

AMENDED PLAN

ADDITIONAL SHEETS	SHEET	OF	SHEETS	VERSION NUMBER	STRATA PLAN
	2	OF	3	1	88847

City of Stirling
22 Jul 2026
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N

GROUND FLOOR PLAN

0 2.5 5 7.5 10 12.5m

1:250 @ A3

PRELIMINARY ONLY - SUBJECT TO LANDGATE AUDIT

This plan is:

1. Current as of 18/05/2026
2. Subject to change without notice, and;
3. Not intended for design use.

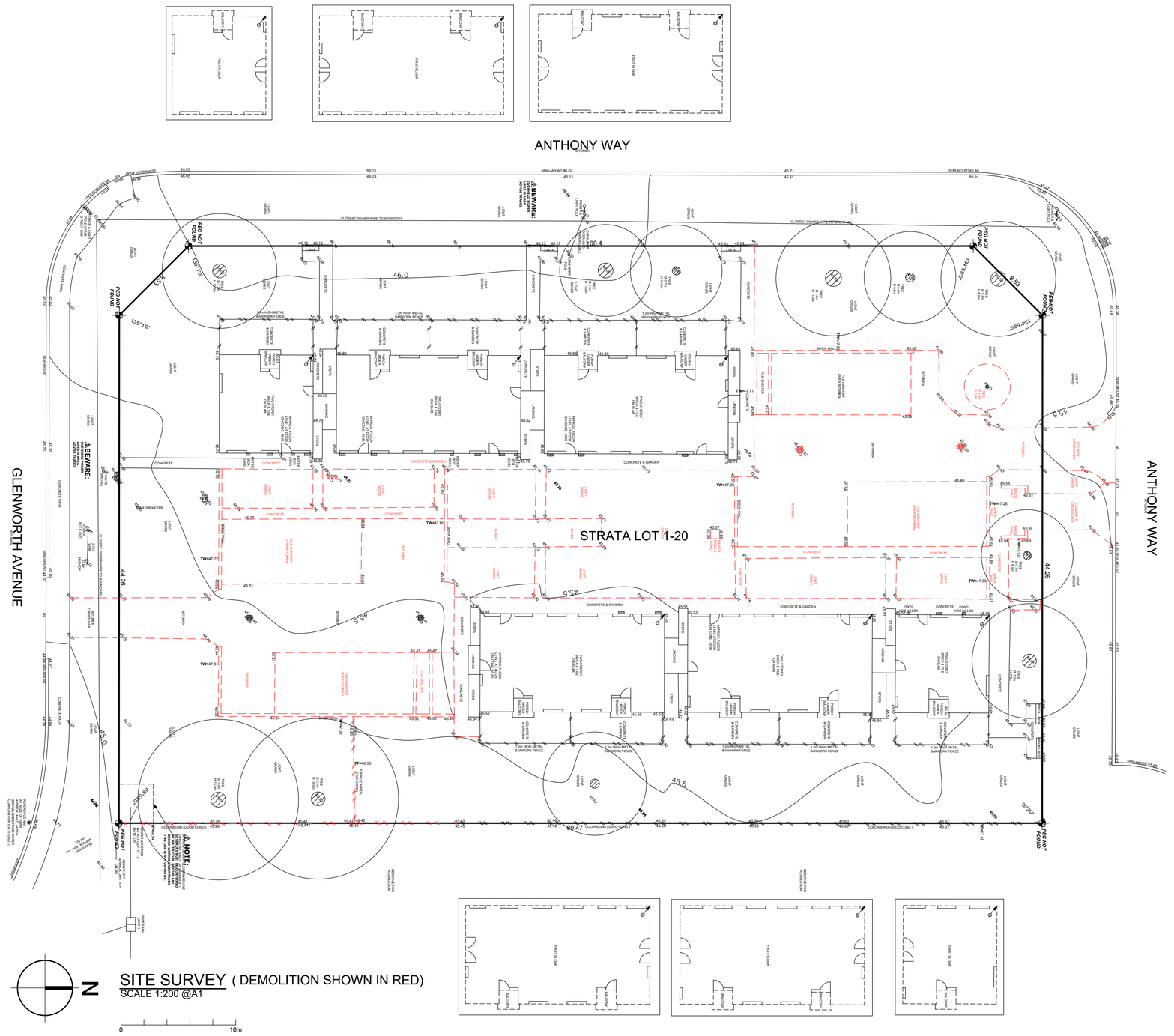
GOVERNMENT OF WESTERN AUSTRALIA

Landgate

Developed
PLANNING | SPATIAL | DELIVERY

AMENDED PLAN

ADDITIONAL SHEETS	SHEET	OF	SHEETS	VERSION NUMBER	STRATA PLAN
	2	OF	3	1	88847



Title Table		
Lot	Volume	Folio
1	4067	799
2	4067	800
3	4067	801
4	4067	802
5	4067	803
6	4067	804
7	4067	805
8	4067	806
9	4067	807
10	4067	808
11	4067	809
12	4067	810
13	4067	811
14	4067	812
15	4067	813
16	4067	814
17	4067	815
18	4067	816
19	4067	817
20	4067	818

LEGEND		
PD	POWER DOME	
PP	POWER POLE	
TW	WATER TABLE	
TW=10.00	TOP/TW LEVEL/DEPOSIT	
TW=10.00	TOP/ SOIL	
TW=10.00	TOP/ RETAINING	
TW=10.00	TOP/ EDGE	

SCALE

1:200 @ A1, 1:400 @ A3

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City of Stirling
8 Jun 2026
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AMENDED PLAN

PROJECT TITLE

6 ANTHONY

6 ANTHONY WAY, TUART HILL

27.10.2025

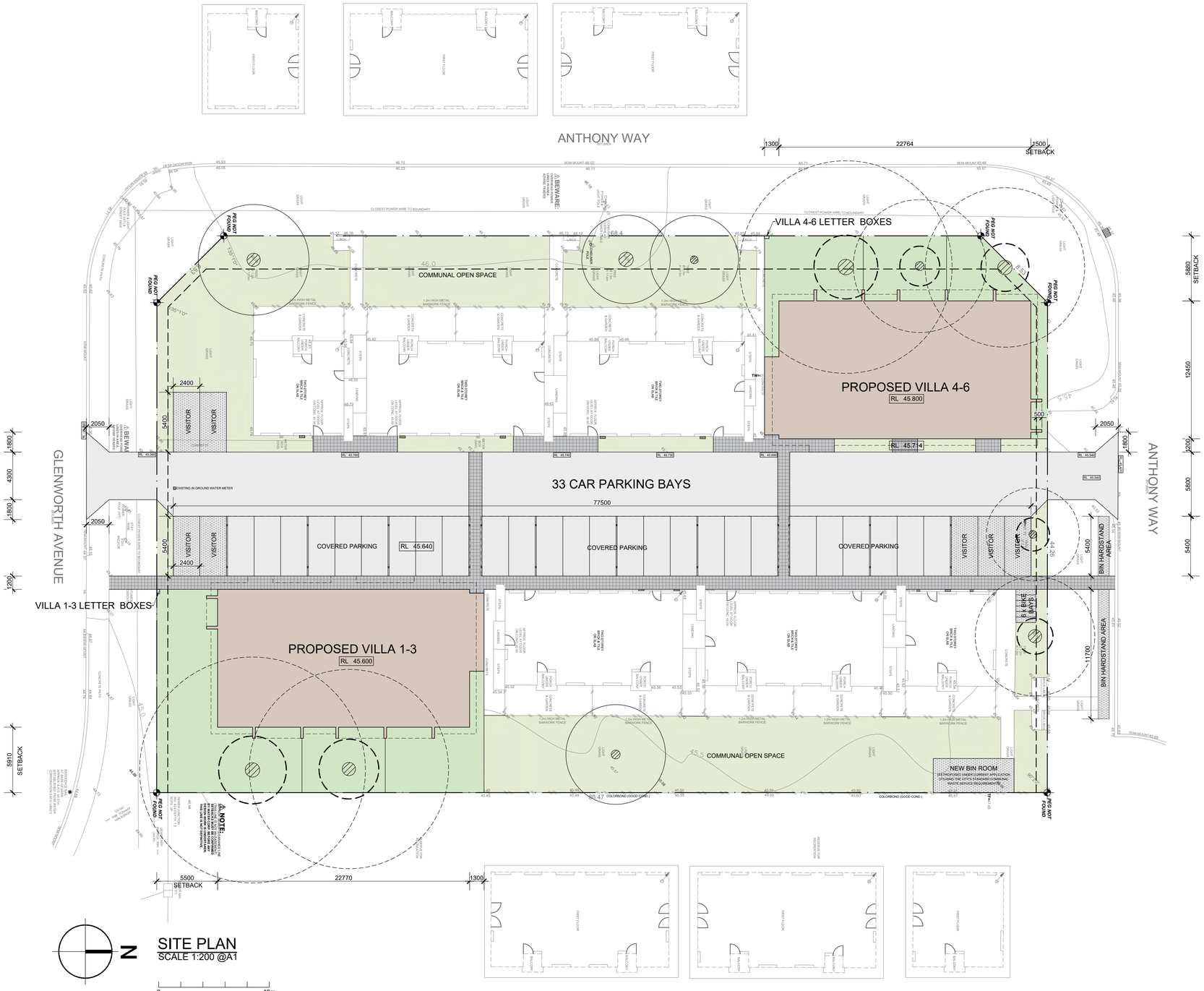
PROEKT

PROJECT #

2515

DRAWING #

SK00



SCALE

1:200 @ A1, 1:400 @ A3

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8 Jun 2026
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PROJECT TITLE

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6 ANTHONY WAY, TUART HILL

29.05.2026

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PROJECT #

2515

DRAWING #

SK01

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COMMUNAL OPEN SPACE

BUILT STRATA

VILLA 3
ST.
4.2 sqm

EXISTING
SWITCHBOARD

VISITOR

VISITOR

EXISTING IN GROUND WATER METER

33 CAR PARKING BAYS

400

250

VILLA 4-6 LETTER BOXES

SRZ

SRZ

SRZ

RL 45.714

RL 45.714

VILLA 4
TYPE A

VILLA 5
TYPE A

VILLA 6
TYPE A1

RL 45.800

RL 45.800

RL 45.800

SKYLIGHT

SKYLIGHT

VILLA 5
ST.
4.1sqm

VILLA 6
ST.
4.1sqm

2270

5250

2270

5250

2270

4223

VISITOR

VISITOR

COVERED PARKING

COVERED PARKING

COVERED PARKING

VISITOR

VISITOR

VISITOR

SRZ

2270

2270

2270

250

VILLA 1
ST.
4.1 sqm

VILLA 2
ST.
4.1 sqm

SKYLIGHT

SKYLIGHT

RL 45.600

RL 45.600

RL 45.600

VILLA 1
TYPE A1

VILLA 2
TYPE A

VILLA 3
TYPE A

SRZ

SRZ

RL 45.514

RL 45.514

VILLA 4
ST.
4.2 sqm

BUILT STRATA

EXISTING
SWITCHBOARD

6 x BIKE
BAYS

SRZ

COMMUNAL OPEN SPACE

N

GROUND FLOOR PLAN

SCALE 1:200 @ A3

0 10m

SRZ - STRUCTURE ROOT ZONE

NEW BIN ROOM

3000

SCALE

1:100 @ A1, 1:200 @ A3

City of Stirling
8 Jun 2026
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AMENDED PLAN

PROJECT TITLE

6 ANTHONY

6 ANTHONY WAY, TUART HILL

29.05.2026

PROJECT #

2515

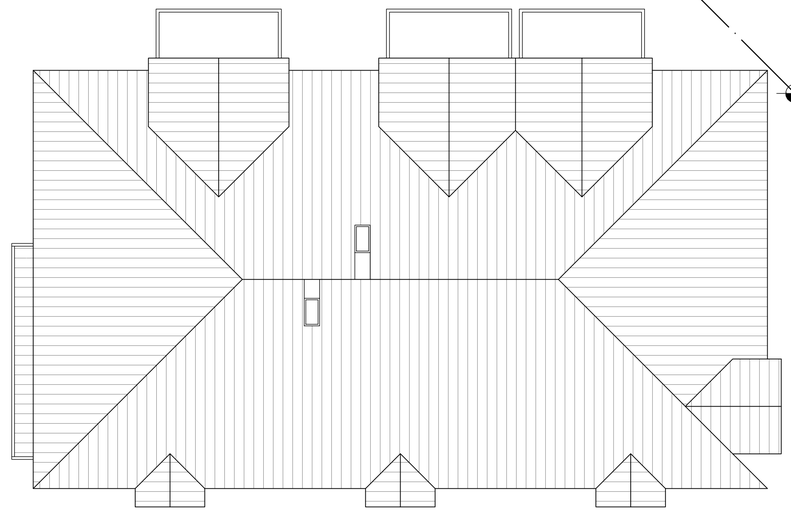
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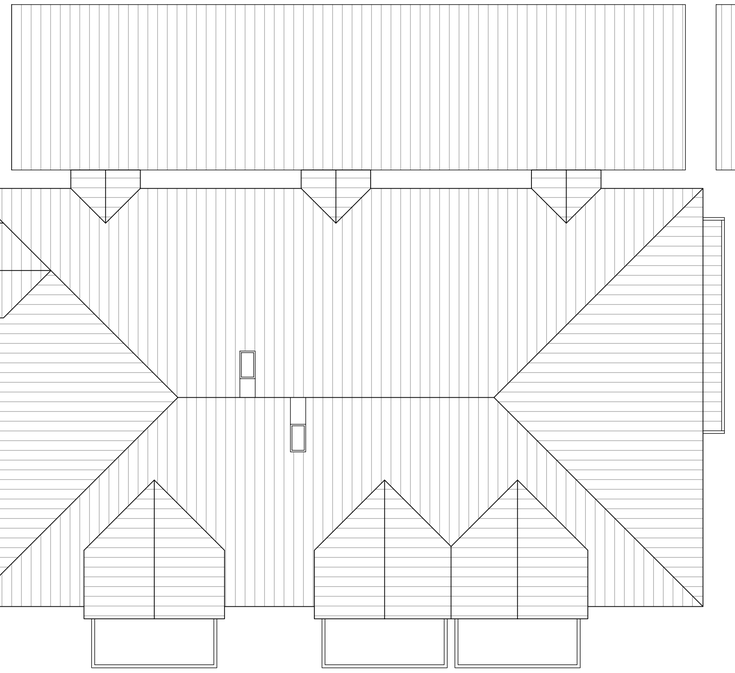
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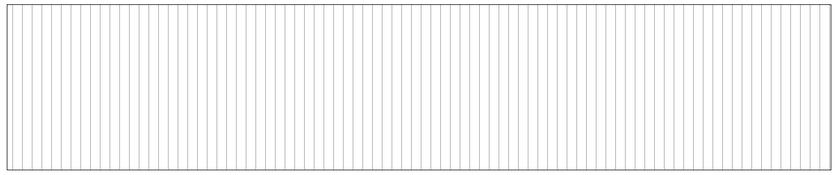
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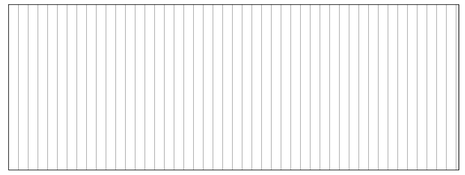
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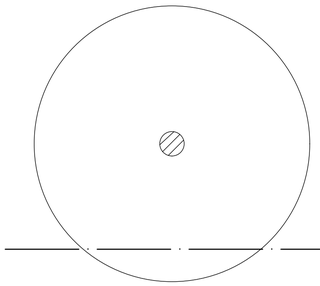


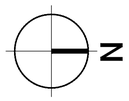












ROOF PLAN

SCALE 1:200 @ A3

0 10m



SCALE

1:100 @ A1, 1:200 @ A3

City of Stirling
8 Jun 2026
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AMENDED PLAN

PROJECT TITLE

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01.05.2026

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DRAWING #

SK03

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TYPE A

6 ANTHONY WAY, TUART HILL

1 5

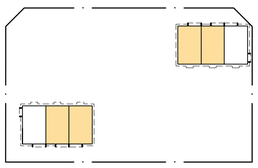
BED	x 3
BATH	x 2

AREA

STRATA AREA	- 87.4m^2
STORE	- 4.1m^2
ALFRESCO	- 12.1m^2

TOTAL NUMBER - 4

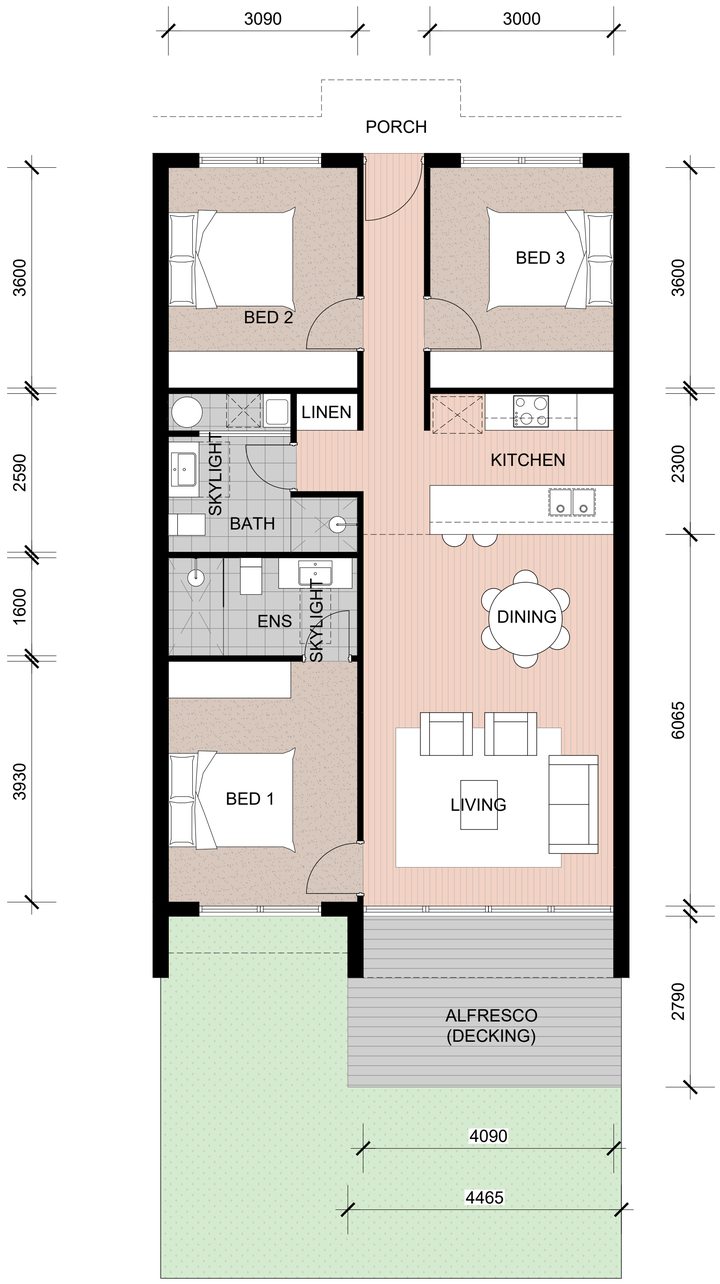
LOCATION PLAN



North

FLOOR PLAN

SCALE 1:50 @ A1, 1:100 @ A3



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SCALE
1:50 @ A1, 1:100 @ A3

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PROJECT TITLE
6 ANTHONY
6 ANTHONY WAY, TUART HILL
27.10.2025

PROEKT

PROJECT #
2515

DRAWING #
SK04

TYPE A1

6 ANTHONY WAY, TUART HILL

1 5

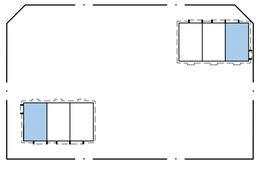
BED	x 3
BATH	x 2

AREA

STRATA AREA	- 87.4m^2
STORE	- 4.1m^2
ALFRESCO	- 12.1m^2

TOTAL NUMBER - 2

LOCATION PLAN



North

FLOOR PLAN

SCALE 1:50 @ A1, 1:100 @ A3



SCALE

1:50 @ A1, 1:100 @ A3

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PROJECT TITLE

6 ANTHONY

6 ANTHONY WAY, TUART HILL

27.10.2025

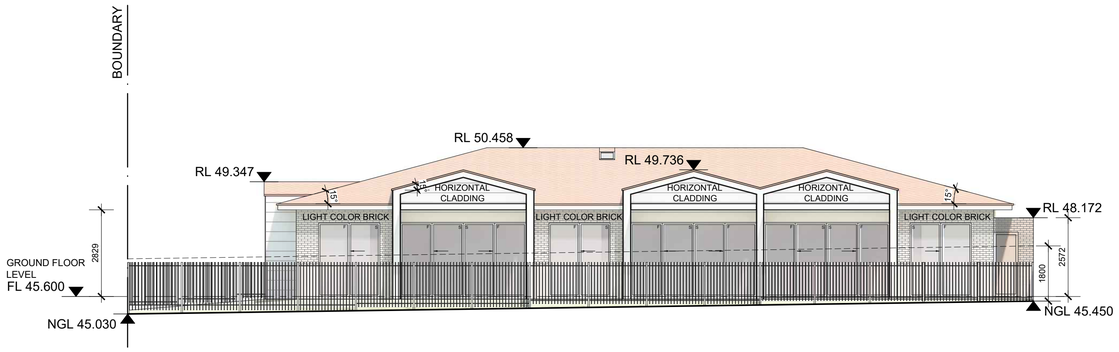
PROEKT

PROJECT #

2515

DRAWING #

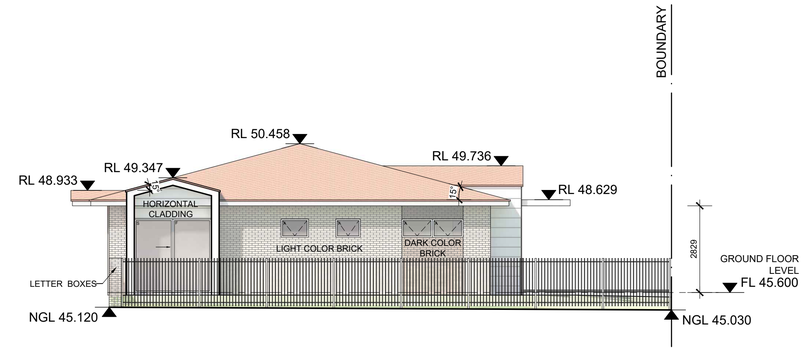
SK05



VILLA 1-3: WEST ELEVATION

SCALE 1:200 @ A3

0 10m



VILLA 1-3: SOUTH ELEVATION

SCALE 1:200 @ A3

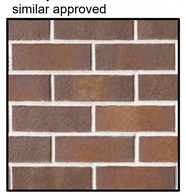
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FACE BRICK

HORIZONTAL CLADDING
James Hardie Stria™ Cladding
Fine Texture or similar approved



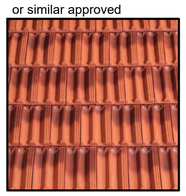
DARK COLOR BRICK
Pottery Blend Flamed Earth or similar approved



LIGHT COLOR BRICK
Urban Stone Bowral 76 Simmental Silver or similar approved



ROOF TILE
Urban Stone Marseille Amber Haze or similar approved

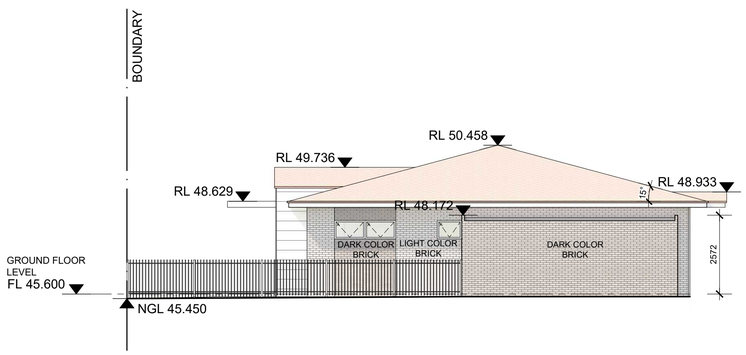




VILLA 1-3: EAST ELEVATION

SCALE 1:200 @ A3

0 10m



VILLA 1-3: NORTH ELEVATION

SCALE 1:200 @ A3

0 10m

SCALE
1:100 @ A1, 1:200 @ A3

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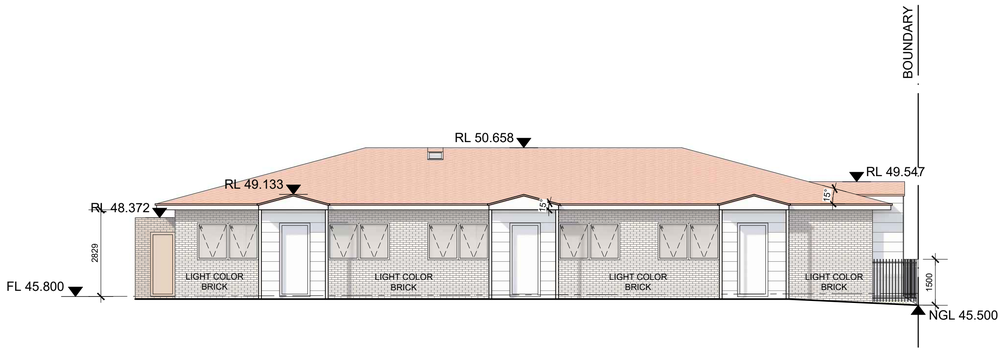
PROJECT TITLE
6 ANTHONY
6 ANTHONY WAY, TUART HILL
11.02.2026

PROEKT

PROJECT #
2515

DRAWING #
SK06

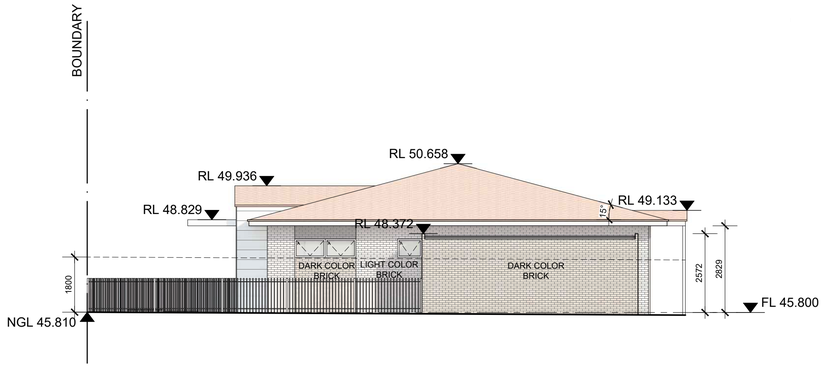
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VILLA 4-6: WEST ELEVATION

SCALE 1:200 @ A3

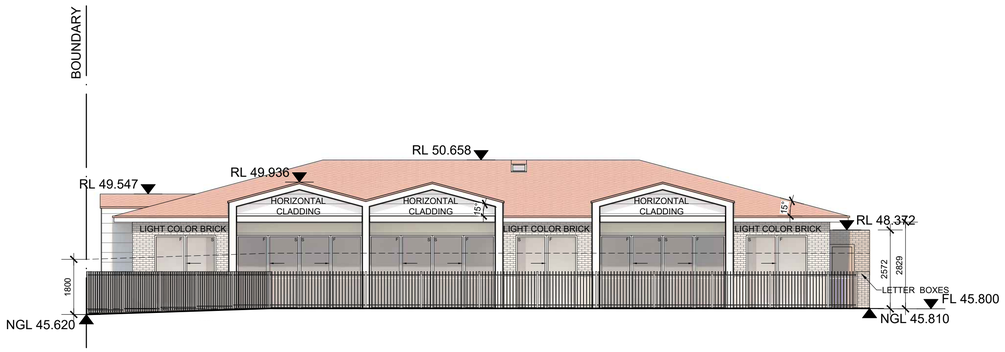
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VILLA 4-6: SOUTH ELEVATION

SCALE 1:200 @ A3

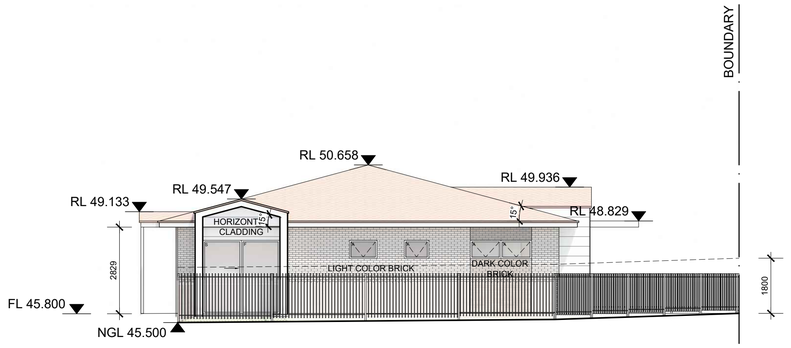
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VILLA 4-6: EAST ELEVATION

SCALE 1:200 @ A3

0 10m

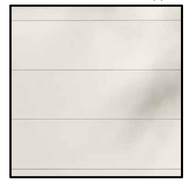


VILLA 4-6: NORTH ELEVATION

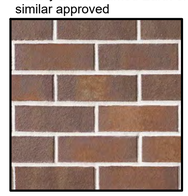
SCALE 1:200 @ A3

0 10m

HORIZONTAL CLADDING
James Hardie Stria™ Cladding
Fine Texture or similar approved



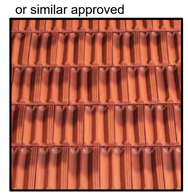
DARK COLOR BRICK
Pottery Blend Flamed Earth or similar approved



LIGHT COLOR BRICK
Urban Stone Bowral 76 Simmental Silver or similar approved



ROOF TILE
Urban Stone Marseille Amber Haze or similar approved



SCALE

1:100 @ A1, 1:200 @ A3

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PROJECT TITLE

6 ANTHONY

6 ANTHONY WAY, TUART HILL

11.02.2026

PROJECT #

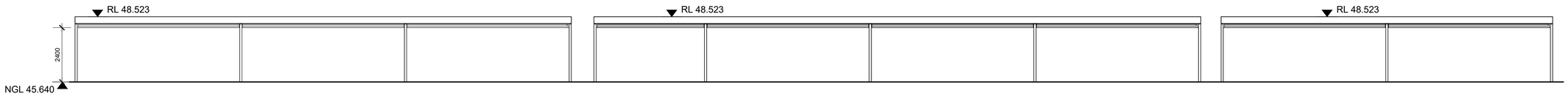
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DRAWING #

SK07

PROEKT

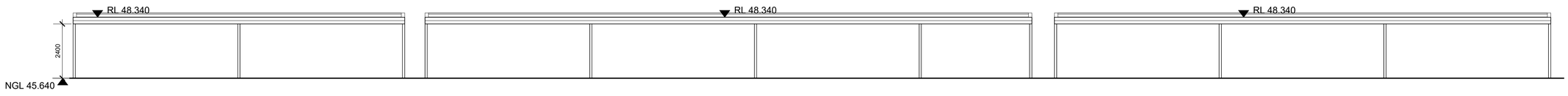
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CARPORT: EAST ELEVATION

SCALE 1:200 @ A3

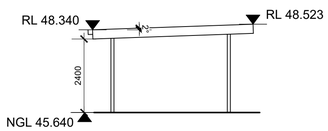
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CARPORT: WEST ELEVATION

SCALE 1:200 @ A3

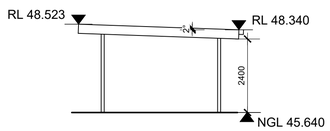
0 10m



CARPORT: SOUTH ELEVATION

SCALE 1:200 @ A3

0 10m



CARPORT: NORTH ELEVATION

SCALE 1:200 @ A3

0 10m

SCALE

1:100 @ A1, 1:200 @ A3

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6 ANTHONY

6 ANTHONY WAY, TUART HILL

29.05.2026

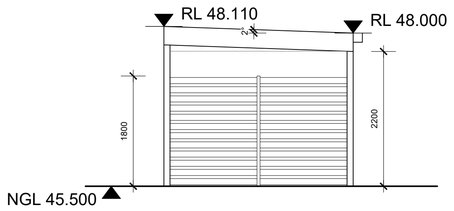
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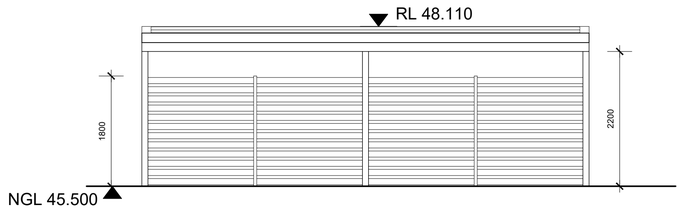
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SK08

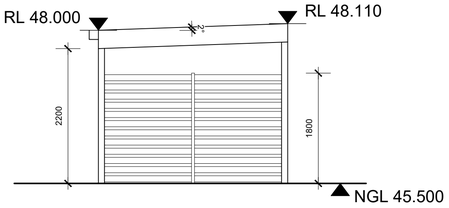
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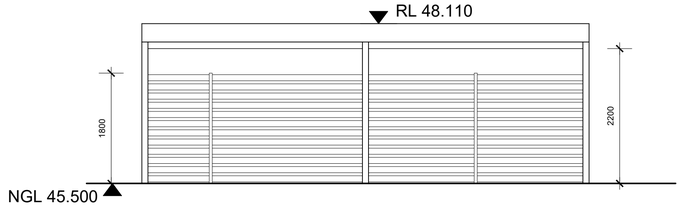
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

BIN ROOM - ELEVATIONS

SCALE 1:100 @ A3

0 5m

SCALE

1:50 @ A1, 1:100 @ A3

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PROJECT TITLE

6 ANTHONY

6 ANTHONY WAY, TUART HILL

01.05.2026

PROEKT

PROJECT #

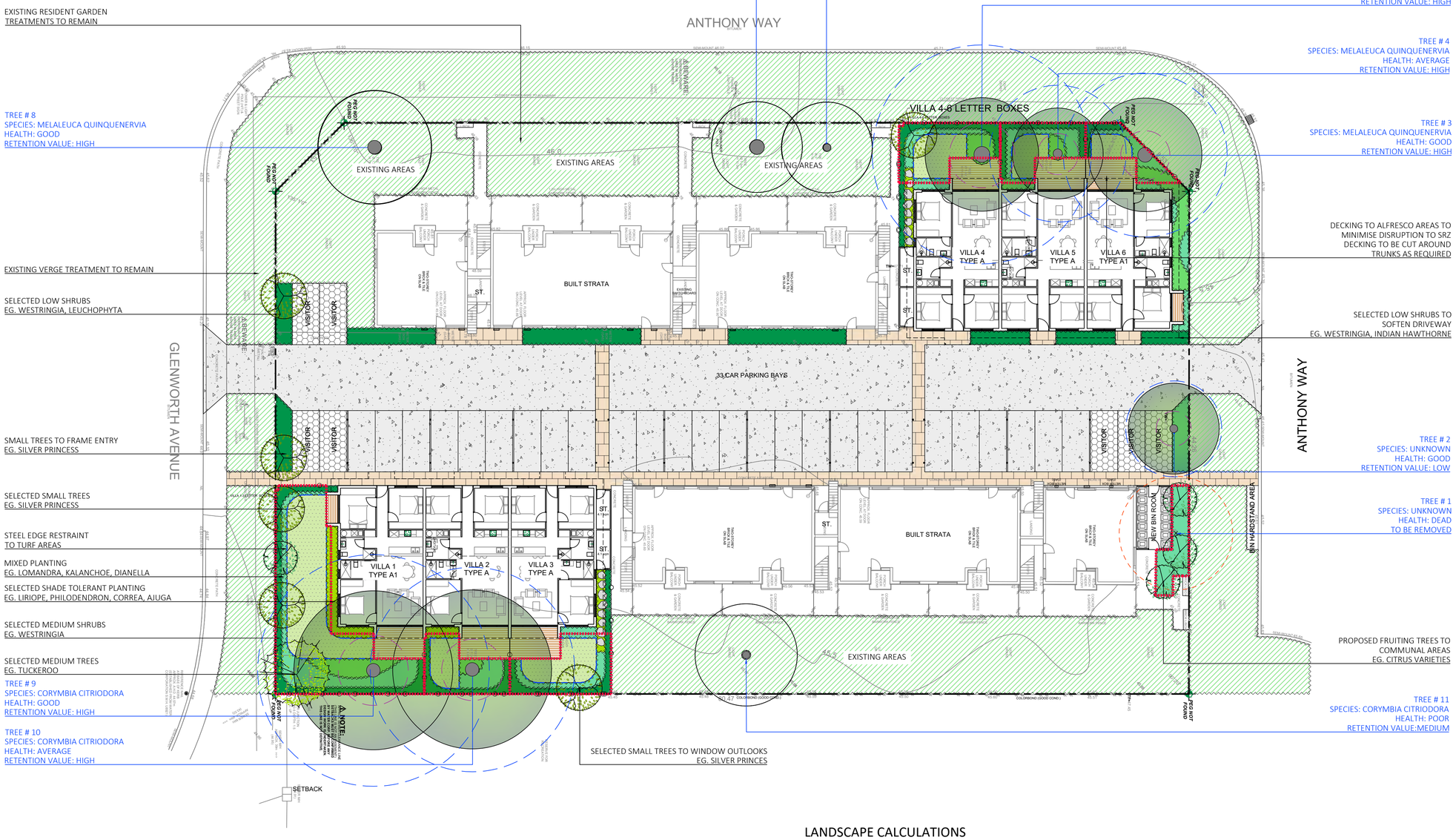
2515

DRAWING #

SK09

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REV	DATE	DWN	APP	DESCRIPTION
A	25.11.25	AC	KD	LANDSCAPE CONCEPT DESIGN
B	27.11.25	AC	KD	LANDSCAPE CONCEPT DESIGN
C	29.05.26	KD	KD	ADDITIONAL TREE INFORMATION



LEGEND

EXISTING TREES

EXISTING TREES TO PROPOSED UNITS
TO BE RETAINED AND PROTECT AT ALL TIMES

TPZ - TREE PROTECTION ZONE

SRZ - STRUCTURAL ROOT ZONE

EXISTING TREES TO WIDER SITE
TO BE RETAINED

EXISTING TREES
TO BE REMOVED

PROPOSED TREES

SELECTED SMALL TREES
EG. TUCKEROO
CANOPY: 5m

SELECTED SMALL TREES
EG. SILVER PRINCESS
CANOPY: 4m

SELECTED FRUITING TREES
EG. CITRUS
CANOPY: 3m

PLANTING

EXISTING PLANTING
BEYOND SCOPE TO BE RETAINED

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE TOLERANT

SELECTED LAWN SPECIES
EG. SOFT LEAF BUFFALO

DEEP SOIL AREAS (DSA)

HARDSCAPES

PERMEABLE PAVING
TYPE TBC

SELECTED TIMBER DECKING WITHIN
STRUCTURAL ROOT ZONE

PEDESTRIAN PATHWAYS
UNIT PAVING TBC.

DRIVEWAY PAVING
TYPE TBC

STEPPERS FOR SIDE ACCESS
TYPE TBC

LANDSCAPE CALCULATIONS

Lot/Unit	Lot Area (m2)	Landscaped Area (m2)	Deep Soil Area	No. of Trees	Primary garden Area
1	238	130m2 (55%)	122m2 (51%)	5	145m2
2	137	32m2 (24%)	30m2 (22%)	1	44m2
3	153	47m2 (31%)	38m2(25%)	1	59m2
4	153	47m2 (31%)	38m2(25%)	2	58m2
5	146	32m2 (22%)	30m2(22%)	1	44m2
6	159	31m2 (20%)	21m2(13%)	1	53m2
Communal:	1184	98m2 (8%)	18m2(2%)	6	
Total:	**2170m2**	**417m2 (19%)**	**297m2 (14%)**	**17**	

EXISTING TREES INDICATED FOR RETENTION TO BE PROTECTED AT ALL TIMES.
THIS PLAN HAS BEEN PREPARED BASED ON
- PRELIMINARY IMPACT ASSESSMENT REPORT; DATE: 13.10.2025.

FOR MORE INFORMATION REFER TO THE ABOVE DOCUMENT.

REFER TO PAGE 102 FOR PLANTING SCHEDULE, IMAGES AND NOTES

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

kdla.
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landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

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H:\Shared drives\KDLA Design\0634_Anthony Way Tuart Hill_Bingo Property\01. CAD Design\0634-ANT-KD_A3.dwg

DEVELOPMENT APPLICATION

JOB No. 0634 PAGE 101 REV C

AMENDED PLAN

City of Stirling
8 Jun 2026
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0 1 2 4 6 10 20m
SCALE 1:200 @A1

ANTHONY WAY DWELLINGS
LANDSCAPE CONCEPT PLAN

BINGO PROPERTY (WA) PTY LTD
6 ANTHONY WAY, TUART HILL

GENERAL NOTES:
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2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

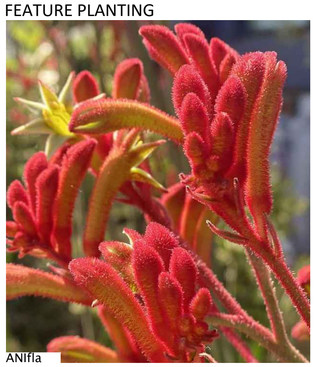
PLANTING IMAGES - TREES

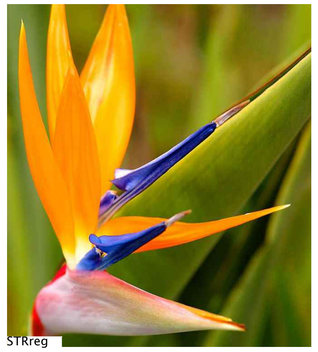

CITlim


CUPana


EUCcae

FEATURE PLANTING


ANIfla


STRreg


ZAMfur

GROUNDCOVERS


CAScou


DICsil


EREblu


GREgin


HIBsca


MYOpar


ROSoff


SCAhum

GRASSES, SEDGES AND HERBS


CONcan


DIAeme


DIAbla


DIArev


FICnod


LIRjus


LOMtan

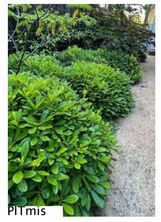

LOMnya

SHRUBS


LEUbro


OLEaxi


PIMfer


PITmis


RHAori


SYZora


WESaus


WESgre

SHADE TOLERANT


AJUrep


CORdus

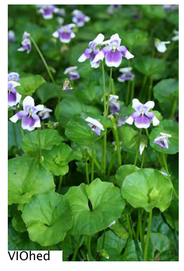

DICrep


LIRjus


OPHjap


PHIxan


SANtri


VIOhed

REV	DATE	DWN	APP	DESCRIPTION
A	.....	A	KD	LANSAE ONET ESGN
B	29.05.26	KD	KD	RESSE OR A

NOTES

GENERAL

ALL SALES ARE AS NOTE AN TO ST A AER SE
TS RANG SALL NOT E SE OR ONSTRTON NLESS RESE SSE OR ONSTRTON AN SGNE AN AROE ROET ANAGERSERNTENENT
LANTNG SETOT SOL E EE SERNTENENT EORE NSTALLATON EGNS

SOL REARATON

ALL AREAS ARE TO E NE GRAE EENL TO ONOR TO ER LEELS AN SRRONNG NSES
SRAES SALL E REE RO ERESSONS RREGLARTES AN NOTEALE ANGES N GRAE GENERALL GRAES SALL EATE N LEEL NO GREATER TAN N ONE LNEAR ETRE
LANTE AREAS SALL E SREA T N O AROE STANAR SOL ONTONER TAT SALL E RE NTO ESTNG SOL TO A N ET O
ALL STE AN ORTE SOLS OTTNG SOL ONTONERS AN LES TO E N AORANE TO RELEANT ASTRALAN STANARS

LANTNG

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TREES LANTE T N O ONAR ALLS ANOR ARNG AREAS SALL E NSTALLE TN ET NLE ROOT ARRER ERANE ERANE SALL E NSTALLE AS ER ANATRERS REOENATONS
NAL LANTNG SALL E SELETE RO LANTNG ALETTE SELE
LANTS TO E SET OT N EEN SANG TO LL TE ESGNATE AREAS
N AREAS O E LANTNG SEES TO E SREA OT AT RANO N GRONGS O OR
LANTS SALL E SLE RO AN NSTR ARETE OLESALE NRSER LANTS SALL E N ARORATE SE OR TE LSTE OT SE AN N GOO EALT

RRGATON

LANTNG TO GRON LEEL TO E RRGATE A A LL ATOAT SSTE RO ANS
ATER RESSRE TO AE A N LO RATE O L AT A RO TE ATER ONNETON ONT OR AS STLATE
LANTNG TO ORTARS TO E RRGATE A GTAL TA TER NAL ONNETON ONTS TO E ROE
ONTROLLER TO E LOATE N SERE ROO OR AS SON ON RRGATON ETALS
SLEES ENEAT AE SRAES AN TO RASE LANTNG AREAS TO E ROE OTERS
RRGATON TO GAREN ES TO E NETA TELNE S SRAE RRGATON NSTALLE TO ANATRERS
SEATON RRGATON TO TR TO E O SRNLERS ROTATORS OR SLAR RRGATON TO TREES TO E E LERS TORO LOO LERS OR SLAR
ASON RANGS ANALS AN ONT ARRANT SALL E SLE TE RRGATON ONTRATOR TO TE LENT ON RATAL OLETON
LEASE REER TO RRGATON RANG SET OR NAL LAOT AN SELE TO TRE ETAL

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
CITlim	Citrus 'Eureka'	Eureka Lemon	As Shown	100L
CUPana	Cupaniopsis anacardioides	Tuckeroo	As Shown	100L
EUCcae	Eucalyptus Caesia	Silver Princess	As Shown	100L
Groundcovers and Cascading:				
CAScou	Casuarina glauca 'Cousin It'	Cousin It	2/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	2/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
ROSoff	Rosmarinus officinalis 'Prostratus'	Creeping Rosemary	2/m2	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	2/m2	140mm
Grasses, Herbs, Rushes & Sedges:				
CONcan	Conostylis candicans	Grey Cottonheads	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
FICnod	Ficinia nodosa	Knobby Club Rush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
LOMnya	Lomandra 'Nyalla'	Nyalla	3/m2	200mm
Shrubs:				
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
OLEaxi	Olearia axillaris	Coastal Daisy	3/m2	200mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhaphiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/m2	200mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting:				
AJUrep	Ajuga reptans	Bungle weed	3/m2	140mm
CORdus	Correa 'Dusky Bells'	Dusky Bells	3/m2	140mm
DICrep	Dicondra repens	kidney plant	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
ANIfla	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L
STRreg	Strelitzia reginea	Bird of Paradise	As Shown	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L

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landscape architecture

A

DEVELOPMENT APPLICATION

JOB No. 0634 PAGE 102 REV B

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ANTHONY WAY DWELLINGS
LANDSCAPE CONCEPT IMAGES

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6 ANTHONY WAY, TUART HILL

Attachment 2a – Planning Report (received 28 January 2026) and RFI Responses

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Anthony Court
6 Anthony Way, Tuart Hill

Planning Report
Residential Development

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City of Stirling
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Contents

Project Team 3

Executive Summary 4

1. Introduction 5

2. Pre-Lodgement 6

3. Development Overview 7

3.1. Regional and Local Context 8
3.2. Infrastructure Summary 12

4. Development Proposal 13

4.1. Built Form and Layout 13

Strategic Planning Framework 15

4.2. Perth and Peel @ 3.5million 15

5. Statutory Planning Framework 15

5.1. Metropolitan Region Scheme (MRS) 15
5.2. City of Stirling – Local Planning Scheme No. 3 (Scheme) 16
5.3. State Planning Policies 19
5.4. Local Planning Policies 20

6. Design Performance 22

6.1. State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) 22

7. Planning Assessment 25

7.1. Development Criteria – Local Planning Scheme No. 3 25
7.2. Assessment Summary – R-Codes Part C 25

8. Technical Considerations 29

8.1. Waste Management 29
8.2. Landscaping 29

9. Matters of Due Regard 30

10. Conclusion 33

City of Stirling
28 Jan 2026
RECEIVED

Figures

Figure 1: Location Map (MNG 2025) 7
Figure 2: Regional Context Map (MNG 2026) 9
Figure 3: Local Context Map 9
Figure 5: Existing Streetscape – As seen from Anthony Way (north) 10
Figure 6: Existing Streetscape – As seen from Anthony Way (north) Entrance 10
Figures 7: Existing Streetscape – Corner of Anthony Way and Glentworth Avenue (west) 10
Figure 8: Existing Streetscape – As seen from Glentworth Avenue (south) Entrance 11
Figure 9: Existing Streetscape – As seen from Anthony Glentworth Lena Reserve (southeast) 11
..... 12
Figure 10: Services Map (Source: MNG Access, 2025) 12
Figure 11: Proposed Site Plan with Unit allocation mark-ups 14
Figure 12: Dwelling Typologies 14
Figure 13: Scheme Map Extract (PlanWA 2026) 16
Figure 14 – Streetscape Perspective 18
Figure 15: Extract of Road and Rail Noise (PlanWA) 19
Figure 16: Extract of the Floor Plan showing the Communal Bin Store 21
Figure 17: Extract from the City's Website 21
Figure 18: Streetscape Perspective 29

Tables

Table 1: General Site Details 7
Table 2: Infrastructure Summary Table 12
Table 3: Development Proposal Summary 13
..... 14
..... 14
..... 14
Table 5: Zone Objectives 16
Table 6: Land Use Definitions 17
Table 7: Zone Objectives 18
Table 8: Number of bins required 20
Table 10: Design of the Built Environment Response 24
Table 11: Development Assessment 25
Table 12: R-Codes Assessment Summary 26
Table 13: R-Codes Assessment Table 29
Table 14: Matters for Due Regard Assessment 32

City of Stirling
28 Jan 2026
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Project Team

BINGO PROPERTY (WA) PTY LTD		
Landowner	**PROEKT Architecture** Architect	**Developed** Town Planner

KDLA
Landscape Architect

Version

Issue	Date	Statues	Prepared By	Approved By
Draft	23/01/2026	Pending	MS	MS
V1	27/01/2026	Lodgement	MS	DP

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28 Jan 2026
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Executive Summary

This report has been prepared by Developed on behalf of Bingo Property (WA) Pty Ltd to support an application for the development of six (6) grouped dwellings at No. 6 (Lot 1) and Anthony Way, Tuart Hill, locally known as Anthony Court.

The proposal comprises of 6 units within an existing twenty (20) unit, built strata development. The development seeks to add to the existing built form by incorporating new dwellings within the already established strata complex. Given the age of the complex, the new dwellings have been designed to appear similar with visual consistency, functionality and intent consistent with the intended character of the locality.

The proposed development aligns with the purpose and direction of the Residential zone under the City of Stirling Local Planning Scheme No. 3 and reinforces the strategic objectives of the City's Local Planning Strategy and overall framework.

The proposal seeks to deliver an outcome oriented for consistent land use on an underutilised site and represents a high-quality redevelopment outcome. The architectural application presents a low scale, street-oriented built form that improves amenity, legibility, and passive surveillance.

This report demonstrates the planning merit of the application by providing:

- A clear appraisal of the site's immediate, local, and strategic context.
- A detailed description of the proposed development and its functional layout.
- An explanation of the architectural narrative and an assessment against the Principles of Good Design in State Planning Policy 7.0.
- An assessment against the applicable State and Local government planning framework.

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28 Jan 2026
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1. Introduction

Developed has been engaged by Bingo Property (WA) Pty Ltd to prepare and lodge a DAP Application for a proposed development of six (6) grouped dwellings at No. 6 (Lot 1) and Anthony Way, Tuart Hill (subject site). The proposal is to create six grouped dwellings in an existing built strata complex. All proposed Units (villas) will have their frontages to the common property, with Unit 1 deriving a secondary street frontage to Anthony Way and Unit 6 deriving a secondary street frontage to Glentworth Avenue.

The subject site is zoned Residential in accordance with the City of Stirling Local Planning Scheme No. 3 – a zone that anticipates dwelling outcomes that support the broader economic role of the locality, by providing much needed housing supply. The proposed land use and built form respond to these planning intentions and are consistent with the intended redevelopment outcome for an aging site.

The architectural design has been prepared by a Western Australian architect – Proekt Architecture. The design incorporates low to medium density appearances that integrate seamlessly into the existing built form of the strata complex. This is an original intent by Proekt, as it is acknowledged that the existing villa style dwellings have aged rapidly, and as such, new design efforts are necessary to maintain both the visual and functional aspects of the development. Landscaping is integrated into the built form, complimenting the nature reserve and at all levels the site interfaces with the street to soften the built form and improve overall amenity.

Specialist technical input has been incorporated into the proposal, including landscaping, waste servicing considerations, and built form planning analysis, ensuring that the development can operate efficiently and compatibly with its immediate and broader context.

This report provides a comprehensive assessment of the proposal against the applicable State and Local government planning framework. It demonstrates that the proposal achieves the strategic intent for the Residential zone and supports ongoing activity in the locality.

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28 Jan 2026
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2. Pre-Lodgement

Pre-lodgement requests were made to the City of Stirling on two occasions. Developed always encourages a professional working relationship with the City of Stirling and the Development Assessment Panel as we believe it is a fundamental part in achieve a successful and intended outcome for the respected council and greater community.

The initial request was sought via email on the 2nd of September 2025 to confirm if the development would require the involvement of the City's Design Review Panel (DRP). It was resolved that the application by default, would not require the DRP as the City acknowledges the proposed land use as Grouped Dwellings, which are exempt.

The second engagement sought a formal Pre-Lodgement Advice Request, initially requested as a Written Planning Advice Request on the 21st of November 2025. The request provided a covering letter, R-Codes Part C Primary Control Table assessment and a set of plans to advise the City on the interpretation of the proposal.

The City delivered a response indicating their own interpretation of the proposal and the application planning framework. Despite the City's initial advice of the land use being Grouped Dwellings, this position was changed, stating that on the basis, and for the purpose of a future planning assessment, the proposal is now considered to be Multiple Dwellings, rather than Grouped. Accordingly, the City will assess the development in accordance with the provisions applicable to multiple dwellings of the Residential Design Codes Volume 1 Part C.

Summary

Importantly, as part of the request, it was strongly indicated that due to the nature of the development site, being a strata complex, the assessment of each new dwelling, technically does not have its own Lot area to associate, therefore making assessment difficult in ascertaining elements such as site cover, landscaping, and area-based assessment.

It was therefore further explained to the City that for all intents and purposes, the parent lot (Lot 1) area is to be considered for all area-based calculations. This position has been accepted, stating that development will need to comply with the dwelling typology and site area requirements as set out in Table D of the R-Codes. This will be assessed across the parent lot rather than on an individual strata lot basis. Notwithstanding the formality of land use interpretation, the proposal meets the intended outcomes of the R-Codes.

Overall, the City indicated that the proposal was appropriate for the Residential zone and surrounding context, noting that it remains subject to formal assessment through the application process.

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28 Jan 2026
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3. Development Overview

General Property Details	
Property Address	No. 6 (Lot 1) and Anthony Way, Tuart Hill
Title Details	Lot 1 on Strata Plan 88847 (Vol. 4067, Fol. 799)
Lot Size	4,011m^2
Current Use	Built Strata Complex (20 dwellings)
Relevant Encumbrances	N/A
Landowner	Bingo Property (WA) Pty Ltd (Lot 1)
Local Government	City of Stirling

Table 1: General Site Details



Figure 1: Location Map (MNG 2025)

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3.1. Regional and Local Context

The subject site No. 6 (Lot 1) Anthony Way, Tuart Hill is located within the City of Stirling's local government area. The landholding occupies a prominent position, situated amongst Osbourne Park, Yokine, Balcatta and Nollamara. The subject site is located within an established residential precinct along the Anthony Way/Morley Drive corridor. Anthony Way accommodates residential development of a strata style scale on the norther, southern and eastern interface of the road, forming a continuous strip characterised by low to medium scale-built form, functional façades, and minimal setbacks.

Residential land uses are located in all abutting directions. There are eight similar scale strata complexes to the northeast. The site's immediate context confirms the proposed residential development is compatible in terms of land use, scale, and operational characteristics. Development within the locality has historically been low to medium density development and it is unlikely that the locality will transition into any land use other than residential, as the Tuart Hill Local Centre is already the dedicated mixed use locality.

There are no site burdens or easements located at the development site, which enables the lawful access into the site. The road verge is considered to be sparce and does not include any notable features. There are limited to no verge trees of varying condition and canopy, minimal street signs and utilities. Notable features of the development site are listed below.

The site presents to both Anthony Way and Glentworth Avenue, providing dual street frontages that support flexible access and servicing arrangements. This configuration is well suited to the operational requirements of an existing strata development and enables use of the premise in a manner consistent with the function of the surrounding areas.

The subject site is located approximately 7 kilometres north of the Perth CBD and approximately 15 kilometres north-east of Fremantle, within the established northern suburbs of the City of Stirling. As indicated by the Regional and Local Context Map, the site is framed by Morely Drive to the north, Wanneroo Road to the east, Main Street which could be considered as a minor road located to the west and Hutton Street located to the southwest.

The site is located approximately 500 metres south of Morley Drive, a major distributor road that functions as a key east west movement corridor through the northern suburbs. The site is approximately 1km from the Hutton Street freeway exit offering direct connections to the Perth CBD and Fremantle.

The site forms part of a broader employment corridor supported by strategic road and rail infrastructure and is positioned outside designated activity centres. Notable landmarks are

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Dog Swamp Shopping Centre approximately 350m south and a series of High Frequency Bus routes 384/386/388/389 (<50m walkable catchment zone).

Site Description

- Boarders Anthony Way to the north and west (68.4m and 44.26m frontages) and Glentworth Avenue to the south (44.26m frontage).
- Currently occupied by 20 built strata units (villas).
- The site is primarily surrounded by residential development varying in density and a Local Reserve – Anthony Glentworth Lena Reserve (R 32022) to the east.
- The site is relatively flat with no significant crossfall.

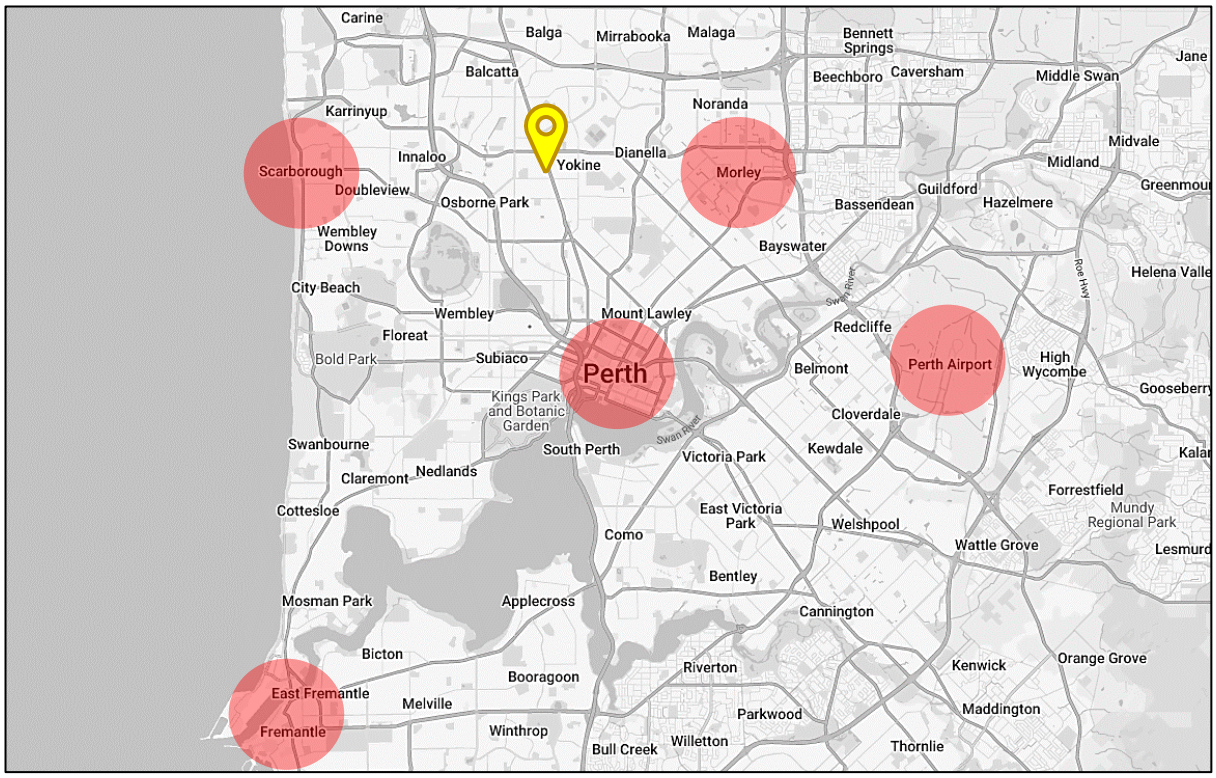


Figure 2: Regional Context Map (MNG 2026)



Figure 3: Local Context Map

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Figure 5: Existing Streetscape – As seen from Anthony Way (north)



Figure 6: Existing Streetscape – As seen from Anthony Way (north) Entrance



Figures 7: Existing Streetscape – Corner of Anthony Way and Glentworth Avenue (west)

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Figure 8: Existing Streetscape – As seen from Glentworth Avenue (south) Entrance



Figure 9: Existing Streetscape – As seen from Anthony Glentworth Lena Reserve (southeast)

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3.2. Infrastructure Summary

Included in the application package is a detailed feature and contour survey, undertaken by a licenced surveyor and includes the identification of existing servicing infrastructure within the Anthony Way and Glentworth Avenue road reserves.

The services record identifies the presence and indicative location of standard urban services, including water, sewer, electricity, telecommunications, and drainage, within the immediate road corridors. The table below summarises the availability of each service as identified through the survey and informs the proposed servicing strategy and subsequent detailed civil design.

Infrastructure	Summary			
	Located	Available	No Service	Unknown
Water	✓	✓		
Sewer	✓	✓		
Power – Underground		✓		
Power – Aboveground	✓	✓		
Gas		✓		
Drainage				✓
Telecoms	✓	✓		

Table 2: Infrastructure Summary Table

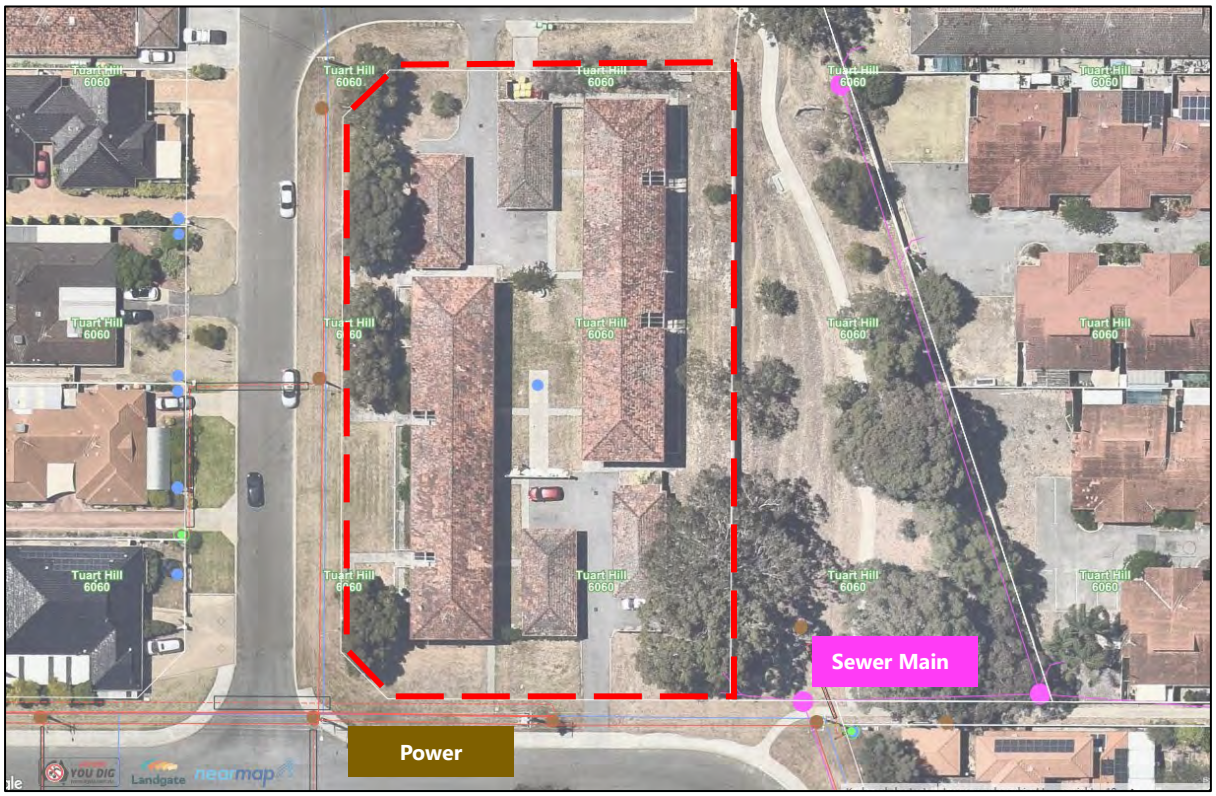


Figure 10: Services Map (Source: MNG Access, 2025)

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4. Development Proposal

Property Address	Summary
Summary of Development	Grouped Dwellings (x6) – (considered as multiple dwellings by the City of Stirling).
Land Uses	Residential – Grouped Dwellings (Permitted Use)
Building height	The proposed dwellings do not exceed 7m maximum height.
Landscaping	Provided in street setback area and side and rear settings.
Car Parking	Provided at street level in the existing 33 bays.
Bicycle Parking	Not required for 0-9 grouped dwellings.
Est. Cost of Development	$2,100,000

Table 3: Development Proposal Summary

4.1. Built Form and Layout

The development application proposes six (6) grouped dwellings on an existing 20 unit built strata lot. All proposed Units (villas) will have their frontage to the common property, with Unit 1 deriving a secondary street frontage to Anthony Way and Unit 6 deriving a secondary street frontage to Glentworth Avenue.

Units 1 and 6 all have similar floor layouts, whilst providing a unique orientation due to the corner location of the lot. The development proposes all six units to be single storey and access to the communal areas and parking via the front entrances of each dwelling.

The Units will be finished in a complimentary aesthetic and will include a series of soft and deep soil landscaping within the front, rear and side settings of the dwellings. The proposed elements of the dwelling achieve a high-quality design that is responsive to the site's context, solar access and shading needs with an emphasis on private garden space and communal areas.

The Units include the following elements across both A and A1 typologies:

- Ground floor: allocated parking bay, services area, store, three bedrooms, kitchen, dining, living room and ensuite.
- Extensive landscaping, with soft and hardscape areas at the ground floor, importantly for Units 1 and 6.

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28 Jan 2026
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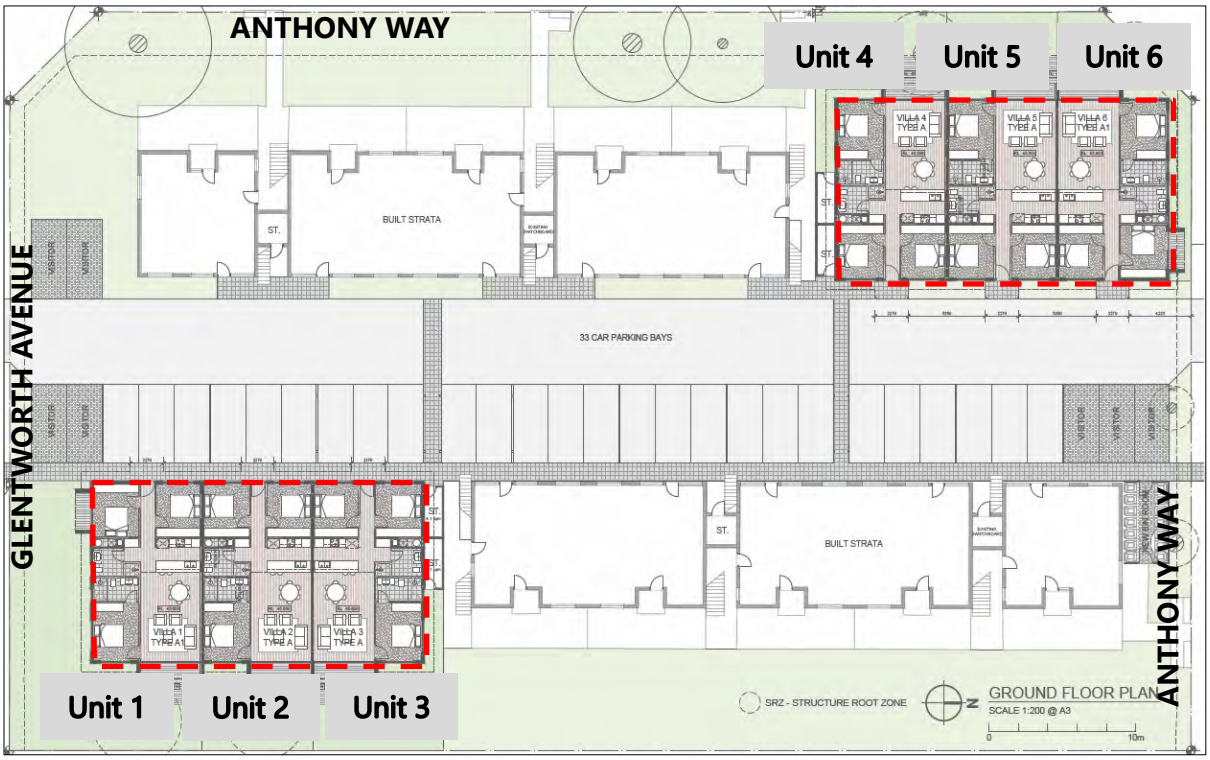


Figure 11: Proposed Site Plan with Unit allocation mark-ups.

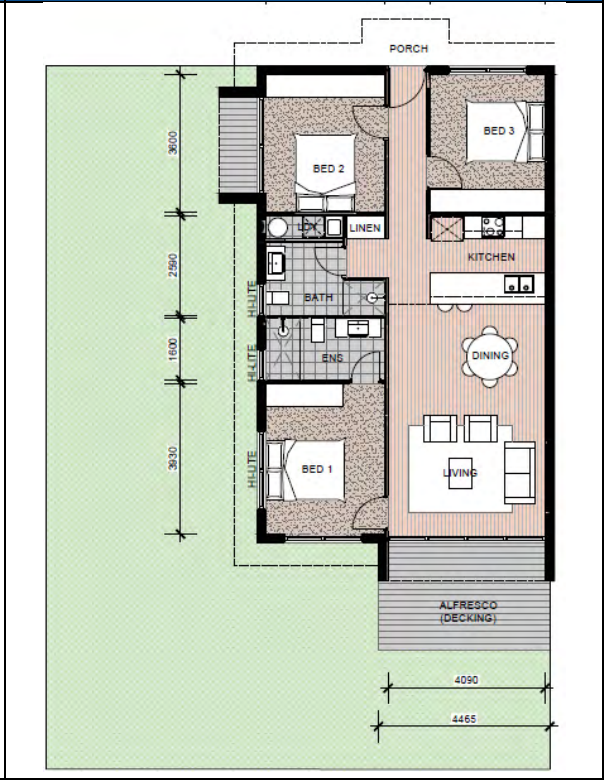
Dwelling Type A (U2,3,4,5)	Dwelling Type A1 (U1 & 6)
	

Figure 12: Dwelling Typologies

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4.2. Perth and Peel @ 3.5million

Perth and Peel @ 3.5million identifies the western suburbs as a consolidated urban area where renewed commercial activity and efficient use of serviced land are encouraged. The subject site is located within an established urban corridor supported by existing road, rail and service infrastructure. The proposal aligns with the objectives of the framework by redeveloping underutilised land for employment-generating uses in a location well connected to major transport networks.

The framework identifies that additional 800,000 dwellings will be required from 2011 to 2050. The proposed development seeks to consolidate density into the Stirling area, helping the City meet its strategic dwelling targets set by the State government.

5. Statutory Planning Framework

5.1. Metropolitan Region Scheme (MRS)

5.1.1. Zone

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS). The Urban zone provides for a broad mix of residential, commercial, and employment-generating land uses that collectively support services and day-to-day economic activity within the metropolitan area.

The proposal is consistent with the intent and contemplated land uses of the Urban zone. Any residential development is conducive to the wider MRS intention and represents compatible land uses that contribute to local employment opportunities, align with the established character of Anthony Way, and avoid land use conflicts. The redevelopment of underutilised land in a well-connected location reinforces the strategic function of the Urban zone.

5.1.2. Reserve

The subject site is not affected by any regional reservations under the MRS, however, does adjoin a Local Reserve to the east, Anthony Glentworth Lena Reserve (R 32022). The reserve does not affect the redevelopment of the subject site.

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28 Jan 2026
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5.2. City of Stirling – Local Planning Scheme No. 3 (Scheme)

5.2.1. Zone

The subject site is zoned 'Residential' under the City of Stirling's Local Planning Scheme No. 3 (LPS3). The residential land use Grouped Dwelling in accordance with LPS 3 is a permitted land use. The proposed development aligns with the zone objectives by introducing a contemporary, functional built form that fits the profile of the zone and reinforces redevelopment of the aging residential typology. The proposal maintains appropriate separation from residential interfaces, enhances the streetscape, and delivers an architectural outcome consistent with the design quality expected by the Scheme.

Zone Objective	Response	
(a) *To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.*	**Satisfied** – in accordance with the existing density R40, the strata complex provides a range of dwelling typologies that attribute to the current and future needs of the community and population increases.	☑
(b) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*	**Satisfied** – the strata complex could be considered as a non-traditional dwelling typology, that still provides a complementary residential option, in an aging locality.	☑

Table 5: Zone Objectives

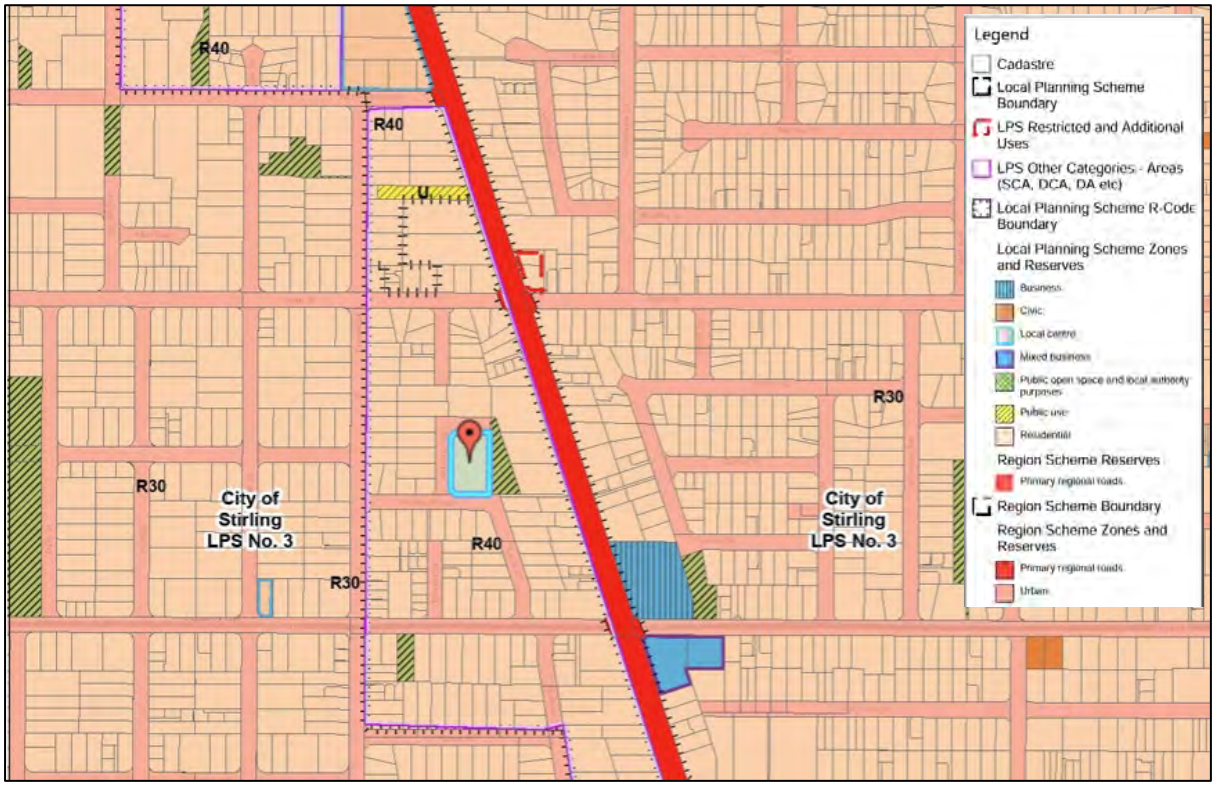


Figure 13: Scheme Map Extract (PlanWA 2026)

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5.2.2. Land Use Permissibility

In accordance with Local Planning Scheme No. 3, 'Grouped Dwelling' is classified as 'P' (Permitted) use meaning that the use is permissible by the Scheme provided the use complies with the relevant development standards (R-Codes) and the requirements of the Scheme.

Notwithstanding, through the pre-lodgement phase, the City of Stirling has deemed the land use as 'Multiple Dwelling' which is also a 'P' use in an R40 density and subject to the same provisions to meet conduciveness.

Therefore, despite the interpretation of either land use, by default is supportable. Both are expressly contemplated within the zone and are regularly supported where the development demonstrates compatibility with surrounding uses and compliance with the Scheme objectives.

Notwithstanding, the development demonstrates its alignment with the land use definitions set out in the Scheme (which has the same meaning as in the Residential Design Codes). It is, however, the ultimate intent to have the development considered as Grouped Dwellings.

Definition	Response	
Grouped Dwelling *- a dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above or below another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling in a strata titles scheme with common property.*	**Satisfied** – the six proposed dwellings are stand-alone buildings that are single storey and single occupancy separated from the existing strata complex, but to be included in the overall scheme subject to completion.	☑
Multiple Dwelling *– a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:* *- does not include a grouped dwelling; and* *- includes any dwellings above the ground floor in a mixed use development.*	**Not Applicable** – although the proposed dwellings form part a group of existing dwellings that have a vertical aspect, the proposed are single storey, are not physically attached the existing strata and should not be considered as anything other than a grouped dwelling as no plot ratio is considered for assessment.	☑

Table 6: Land Use Definitions

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5.2.3. City of Stirling – Local Planning Scheme No. 4 (Draft)

The City of Striling is undergoing a review of their Local Planning Framework, with their Draft Local Planning Scheme No. 4 (LPS4) currently being considered for endorsement. As of January 2026, it is understood that the LPS4 has not been endorsed by the WAPC. The site is still allocated an R40 density in accordance with LPS4.

Zone Objective	Response	
To provide for a range of housing and a choice of residential densities to meet the needs of the community.	**Satisfied** – in accordance with the existing density R40, the strata complex provides a range of dwelling typologies that attribute to the current and future needs of the community and population increases.	☑
To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.	**Satisfied** – the design enables a contemporary construction to a villa/flat style development that would typically be aged and not maintained.	☑
To provide for a range of non-residential uses, which are compatible with and complementary to residential development.	**Satisfied** – the strata complex could be considered as a non-traditional dwelling typology, that still provides a complementary residential option, in an aging locality.	☑

Table 7: Zone Objectives



Figure 14 – Streetscape Perspective

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5.3. State Planning Policies

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

The development proposal has been designed by Proekt and Developed. In anticipation of a Design Review Panel, an assessment of the 10 design principles has been prepared. Please refer to Section 6.0 – Design Performance of this report for a detailed response to SPP 7.0.

5.3.2. State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

The subject site falls within the trigger distance of a strategic freight or major traffic route and requires consideration of the impacts of noise, and if necessary, mitigation measures implemented for affected development to ensure suitable amenity for occupants.

An assessment has been undertaken to determine the exposure category for the purposes of ascertaining any policy requirements for the development. Wanneroo Road is an 'other significant traffic route' with four lanes, approximately 80 metres from the edge of the eastern boundary of the development site. This results in a forecast noise exposure of 60dB. Based on this outcome, noise-sensitive land-use and development is acceptable with the application of Quiet House Package B imposed as a condition of approval.

Transport Corridor Classification		Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)																						
			adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200	225	250	275	300
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day		2 to 4 lanes	72	68	66	65	63	62	61	61	60	59	59	58	57	57	56	55	54	53	52	51	50	
		5 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	59	59	58	58	57	56	55	54	53	52	
		7 to 8 lanes	76	72	69	68	66	65	64	64	63	62	62	61	60	60	59	58	57	56	55	54	53	
		9 to 10 lanes	77	73	70	69	67	66	65	65	64	63	63	62	61	61	60	59	58	57	56	55	54	
		10 or more lanes	78	74	71	70	68	67	66	66	65	64	64	63	62	62	61	60	59	58	57	56	56	
Other significant freight / traffic routes • Any actual or planned future State Administered Road • Local Government Roads Carrying 100 or more Class 7 – 12 Austroads vehicles/day • 25,000+ vehicles per days vehicles/day	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	50	49	48	47	
		3 to 6 lanes	69	66	64	63	62	61	60	59	58	58	57	56	56	55	55	54	53	52	51	50	49	
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61	60	59	59	58	57	57	56	56	55	54	53	52	51	50	
		3 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	60	59	59	58	57	56	55	54	53	52	
	Rural areas 60-80 km/hr	1 to 2 lanes	62	59	57	56	55	54	53	52	51	51	50	49	49	48	48	46	45	44	43	42	41	
		3 to 4 lanes	66	63	61	60	59	58	56	56	55	54	53	53	52	52	51	50	49	48	47	46	45	
	Rural areas 100+ km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	55	54	54	53	53	52	51	50	49	48	47	46	
		3 to 4 lanes	69	66	64	63	62	61	60	59	58	57	56	56	55	55	54	53	52	51	50	49	48	

Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development
0 or less	–	No further measures
1 to 3	A	Noise-sensitive land-use and/or development is acceptable, subject to: Mitigation measures in accordance with an approved noise management plan; or quiet house package as specified
–	A+	
4 to 7	B	
–	B+	
8 to 11	C	
–	C+	
12 to 15	D	Noise-sensitive land-use and/or development is not recommended. There is no default quiet house option due to excessive forecast noise; professional design input is required in order to achieve compliance with relevant criteria. If noise-sensitive land-use and/or development is unavoidable, an approved noise management plan is required to demonstrate compliance with the noise target (see Table 1).
16 +	E	

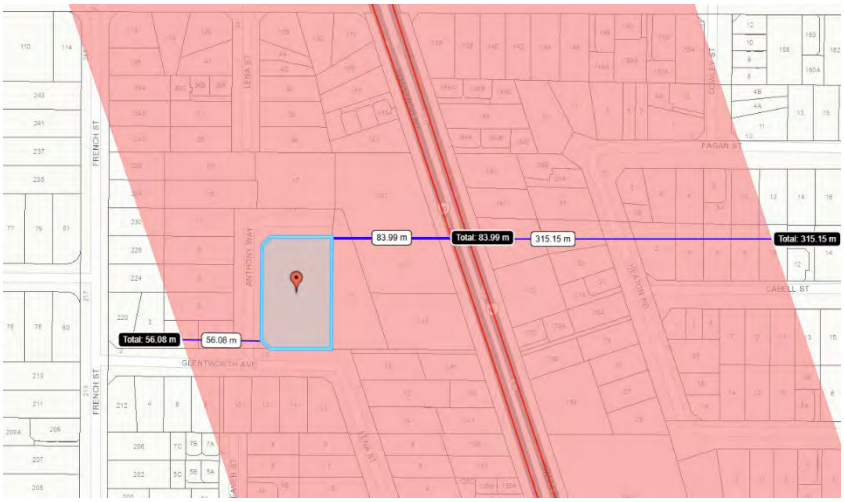


Figure 15: Extract of Road and Rail Noise (PlanWA)

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5.4. Local Planning Policies

5.4.1. Local Planning Policy 6.3 - Bin Storage Areas (LPP 6.3)

In accordance with the City's Local Planning Policy 6.3 and assessment has been produced that supports a proposed residential development comprising.

The assessment has been preparation the City of Stirling's Waste team and in consideration of the provisions of the City's Waste Local Law, Local Planning Policies, the Residential Design Codes Volume 1, and the City's Waste and Recycling Guide. Once approved by the City, waste collection and disposal are to be undertaken in accordance with the approved Development Plans and the WMP.

Waste Collection Process - Waste Calculation

The City of Stirling operates a three-bin residential waste collection system, with collections occurring every Wednesday.

Typically, each unit is allocated a shared set of individual bins across the entire complex. For this development, this would equate to a total of 14 bins.

The City does not currently have a formal policy or set of guidelines for calculating waste generation. Notwithstanding, development proposals involving six or more dwellings are assessed by the City's Waste team on a case-by-case basis, including the suitability of bin types, sizes, and collection arrangements.

Bins will be placed on Anthony Way by a strata-appointed caretaker or manager for collection. Based on these ratios, the development is required to provide the following:

	General Waste (GW) (Red Lid)	Recycling (RC) (Yellow Lid)	Green Waste (GO) (Lime Green Lid)
No. of bins	5	5	4
Bin size	240L	360L	240L
Bin Width	0.585m*	0.68m*	0.585m*
Bin Depth	0.73m*	0. 848m*	0.73m*
	* Bin dimensions are available by Sulo's website.		

Table 8: Number of bins required

Bins will be stored in a communal bin storage area located within a bin store. This area will be designed to meet the City of Stirling's requirements, ensuring appropriate screening, ventilation, and accessibility.

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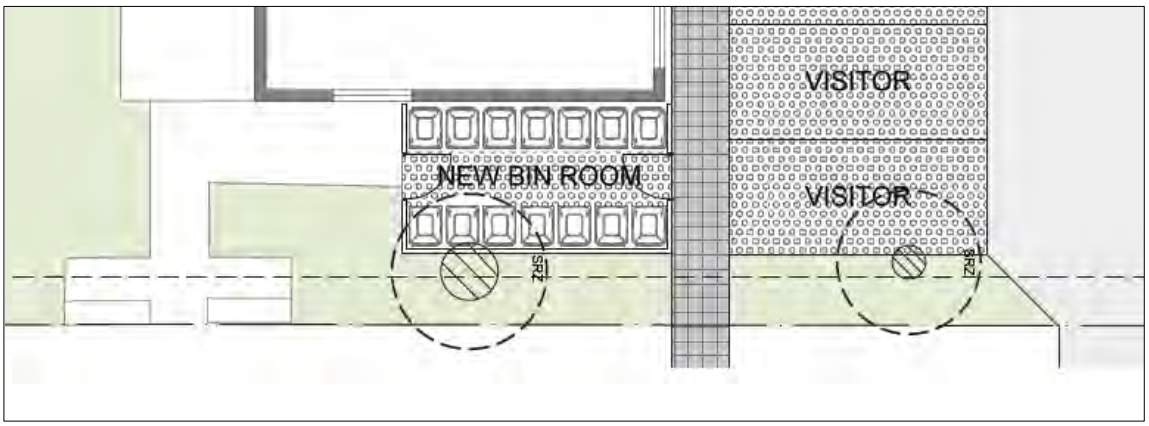


Figure 16: Extract of the Floor Plan showing the Communal Bin Store

Collection Point and Verge Space Required

As per the City's Waste Services Guidelines, a minimum of 0.5m spacing is required between each bin to ensure safe collection.



Figure 17: Extract from the City's Website

Green Waste Verge Collection

The City of Stirling provides a bulk green waste verge collection service to residential properties approximately every nine months. Residents may place green waste on their verge up to nine days prior to their scheduled collection date, with collection typically completed within two weeks.

On Demand Bulk Waste Collection

In addition to the annual tip passes provided with landowners' rates notices, the City of Stirling now offers a variety of on-demand waste collection services. Each residential property is entitled to access one service per financial year. These include:

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28 Jan 2026
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- **Skip Bin Hire:** A 3m³ skip bin can be delivered to your property for the disposal of general household waste.
- **Mattress Collection:** Up to six items may be collected per booking (please note that one mattress and one base are counted as two items).
- **White Goods Collection**: A maximum of four items can be collected. Eligible items include fridges, freezers, ovens, cooktops, washing machines, clothes dryers, and dishwashers.
- **Electronic Waste Collection:** Up to six items may be collected, including computers, televisions, printers, and scanners.
- **Additional Skip Bins:** If the annual free skip bin service has already been utilised, residents may request up to two additional skip bins at a cost of $85 each.
- All services must be booked through the City of Stirling's online booking system.

6. Design Performance

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

The development application plans and supporting documentation have been designed and prepared in accordance with the "Ten Principles of Good Design" as set out in State Planning Policy 7.0 Design of the Built Environment. A summary of the development application against the ten principles is provided by Proekt Architecture below.

Designed in 1971 by George Locke, Architect, the original 20 apartment building is representative of the typical late modernism 'Flats' prevalent in Perth. George himself immigrated to Perth on a Government contract to design public housing, and 6 Anthony Way was one of his early private commissions following his 3-year contract. The building is a great example of the available and efficient material of the time, being facebrick masonry, terracotta tile and grano concrete.

1 Context and Character	In review of the site characteristics and the architects work, the materiality of the project is a nod to the original design intent. We sought existing facebrick and roof tile suppliers that stock complimentary materials, but made a conscious effort to restrict the built form to single storey to ensure it does not conflict with the prominence of the existing two storey structure. Equally, with the engagement of an arborist, we sought to limit the footprint of the building to ensure the structural root zone is not impacted by the proposed structure and the mature trees can remain on site and amenity. Finally, it should be noted that the 1970 context is for 2 bedroom flats, and we wanted to respond with the changing context of the neighbourhood for family sized dwelling, resulting in 3 bedroom dwellings.

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28 Jan 2026
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2 Landscape Quality	With the engagement of an arborist, we sought to limit the footprint of the building to ensure the structural root zone is not impacted by the proposed structure and the mature trees can remain on site and amenity. A landscape architect has been introduced to the team to design a new landscape that blend the old with the new structures, representing the largest investment in investment to the project since the 1970's.
3 Built Form & Scale	We made a conscious effort to restrict the built form to single storey to ensure it does not conflict with the prominence of the existing two storey structure. This has also meant minimising any conflict with the tree branches. The built form was designed to complement the existing structure including consistent eaves and materiality breaks in the façade. In addition, gable ends have been introduced to respond to the three streetscape facing context and minimising bland walls.
4 Functionality & Build Quality	We have capitalised on the abundance of natural landscape on the site by orientating our habitable indoor living areas towards the external living areas. Similar to the ideals of the 1970's, efficiency was at the forefront in the planning by minimising hallway and dead spaces. Clear delineation of public and private spaces have been created without oversizing the dwellings. Materiality is in keeping with the existing 1970 construction, which has proved built quality after 50 years on initial construction.
5 Sustainability	Using the sites natural opportunity to orientate the building east-west, each new dwelling has created natural cross ventilation opportunity. Leveraging the existing context fenestration, natural eaves have been incorporated to all sides of the structure and additional gable covers to outdoor alfresco areas. Existing vegetation on site was used to our benefit to minimise western heat gain to units 4-6.
6 Amenity	We have capitalised on the abundance of natural landscape on the site by orientating our habitable indoor living areas towards the external living areas. Similar to the ideals of the 1970's, efficiency was at the forefront in the planning by minimising hallway and dead spaces. Clear delineation of public and private spaces have been created without oversizing the dwellings.

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28 Jan 2026
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	With the engagement of an arborist, we sought to limit the footprint of the building to ensure the structural root zone is not impacted by the proposed structure and the mature trees can remain on site and amenity.
7 Legibility	We have taken this opportunity to create a clear and consistent pedestrian and vehicular access infrastructure connecting the north and south adjacent roadways and footpaths. This includes new mailboxes addressing the access points and visitor carparking clearly marked at the entry to the site. Along the new covered walkway, new porch structures delineate the new entry points for further clarity of new structures front entry points.
8 Safety	Similar to legibility, we have taken this opportunity to create a clear and consistent pedestrian and vehicular access infrastructure connecting the north and south adjacent roadways and footpaths. This means delineating the safe movement through the site as well as changing the surface finishes as traffic calming measures. In addition, low height fencing has been proposed to allow passive surveillance, while balancing safe and exclusive use of backyards.
9 Community	While 6 new dwellings have been proposed, the additional works to the on site community has included new landscaping, new pedestrian footpaths, new visitor carparking, covered carparking amenity and new bin room screening. To a wider community we wanted to respond with the changing context of the neighbourhood for family sized dwelling, resulting in 3 bedroom dwelling additions.
10 Aesthetics	In review of the site characteristics and the architects work, the materiality of the project is a nod to the original design intent. We sought existing facebrick and roof tile suppliers that stock complimentary materials, but made a conscious effort to restrict the built form to single storey to ensure it does not conflict with the prominence of the existing two storey structure.

Table 10: Design of the Built Environment Response

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28 Jan 2026
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7. Planning Assessment

7.1. Development Criteria – Local Planning Scheme No. 3

The proposal has been designed with direct regard to the development standards applicable to the Residential zone under the Scheme. The key provisions relevant of the modification to the R-Codes is outlined below.

C5.3.4 *Notwithstanding the provisions of the Residential Design Codes, where land with a residential density code of R40 is located outside the area of a walkable catchment of 800 metres around an activity centre, specialised centre or railway station on a high frequency rail route as shown on the Scheme Maps or as shown on a map contained in a schedule of the Scheme, the development of multiple dwellings on the land:*

Provision	Justification	
(a) shall be subject to the average site area per grouped dwelling requirement specified by the Residential Design Codes for grouped dwellings on land with an R40 residential density code; and	**Satisfied** – the proposed development is in direct compliance with the Scheme provision.	☑
(b) shall not be subject to any maximum plot ratio requirements specified by the Residential Design Codes.	**Not Applicable** – the grouped dwelling development does not seek a plot ratio outcome.	☑

Table 11: Development Assessment

7.2. Assessment Summary – R-Codes Part C

The Residential Design Codes Volume 1 is the primary planning control document for single houses, grouped dwellings and low-density multiple dwellings in Western Australia. As outlined in Residential Design Codes Volume 1, each design element includes a deemed-to-comply and design principles provision. Where a proposed development does not satisfy the deemed-to-comply requirement, it can be demonstrated that it satisfies the design principles of each respective element.

A design must also demonstrate that it meets the statement of intent or objectives of respective Local Planning Policies which are applicable to the proposed development. Planning applications will be assessed in context of the entire development design to ensure the objectives are achieved.

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28 Jan 2026
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The proposal has been assessed in accordance with the Residential Design Codes (Part C) and the City of Stirling's Local Planning Scheme No. 3. For the purpose of this assessment, the subject site is considered to be of an appropriate built form outcome of **Residential R40.** Identified design departures are indicated below. Any additional elements of the R-Codes Part C have been assessed and documented in the assessment table.

It is in our opinion that on balance, the variations can be considered minor and will satisfy their respective design principle and therefore does not require a detailed assessment and justification until requested by the City of Stirling. At such time if required, through a formal request for further information, the sought departures can be adequately justified and provided for consideration.

R-CODES VOL.1 PART C – DEEMED-TO-COMPLY ASSESSMENT SUMMARY

1.0	**THE GARDEN**	
1.1	Private open space	☑
1.2	Trees and landscaping	☑
1.3	Communal open space	N/A
1.4	Water management and conservation	☑

2.0	**THE BUILDING**	
2.1	Size and layout of dwellings	☑
2.2	Solar access and natural ventilation	☑
2.3	Parking	☑
2.4	Waste management	☑
2.5	Utilities	☑
2.6	Outbuildings	N/A
2.7	Universal design	N/A
2.8	Ancillary dwellings	N/A
2.9	Small dwellings	N/A
2.10	Housing on lots less than 100m²	N/A

*variations

3.0	**NEIGHBOURLINESS**	
3.1	Site cover	☑
3.2	Building height	☑
3.3	Street setbacks	☒
3.4	Lot boundary setbacks	☑
3.5	Site works and retaining walls	☑
3.6	Streetscape	☑
3.7	Access	☑
3.8	Retaining existing dwellings	N/A
3.9	Solar access for adjoining sites	☑
3.10	Visual privacy	☑

LAND – R-CODES VOL.1 PART D

1.0	**LAND**	
1.1	Site area	☑

Table 12: R-Codes Assessment Summary

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Design Element	Assessment	
1.1 Private Open Space *Primary Garden Areas (PGA)* *Note: Each proposed strata Lot (unit) is subject to PGA. Based on the City's pre-lodgement advice, PGA is to be calculated based on the area of the parent Lot. Notwithstanding, the assessment has been carried out based on the implied lot areas of each new unit.*	Required – U1: 40m^2 (238m^2 Lot Area) U2: 25m^2 (137m^2 Lot Area) U3: 25m^2 (153m^2 Lot Area) U4: 25m^2 (153m^2 Lot Area) U5: 25m^2 (146m^2 Lot Area) U6: 25m^2 (159m^2 Lot Area) Proposed – U1: 145m^2 U2: 43m^2 U3: 54m^2 U4: 59m^2 U5: 44m^2 U6: 35m^2 The Private Garden Areas of each Unit meets the deemed-to-comply.	☑
1.2 Trees and Landscaping *Soft Landscaping* *Note: Based on the City's pre-lodgement advice, the entire site is subject to 15% soft landscaping.*	Required – 15% Proposed – Site meets more than 15% soft landscaping and is therefore deemed-to-comply.	☑
2.3 Parking	Required (Occupant) – x6 Units = minimum x1 / maximum 2 car bays. Proposed (Occupant) – 33 (inclusive visitor bays). Surplus of 27 car bays. The remainder available for the existing strata. Required (Visitor) – 5-8 dwellings = 1 car bay. Proposed (Visitor) – 7 car bays provided.	☑
3.1 Site Cover *Maximum Site Cover* *Note: Based on the City's pre-lodgement advice, the entire site is subject to the 65% site cover provision.*	Required – 65% Proposed – Site meets more than 65% site cover and is therefore deemed-to-comply.	☑
3.2 Building Height *Maximum Building Height*	Required – • Max 2 Storeys • Max wall/roof height – skillion - 8m • Max wall height – pitched/hipped - 7m	☑

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28 Jan 2026
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	• Max roof height – pitched/hipped - 10m Proposed – Units 1-6 are single storey and do not exceed the 7m maximum height and is therefore deemed-to-comply.	
3.3 Street Setbacks *Minimum Street Setbacks* *Note* *The Communal Street is considered the (primary) setback as there is no primary street setback as all entrances face the Communal Street.* *Anthony Way and Glentworth Avenue is to be considered the Secondary Street, with specific regard to Units 1 and 6.* *The rear settings are to be considered as Rear Setbacks.*	Required – • Primary Street - 3m • Secondary Street - 1m • Communal Street - 0.5m Proposed – Communal Street U1/2/3: 6.5m U4/5/6: 2.0m Secondary Street U1: 4.5m (Bedroom Awning) U1: 5.4m (from external face of wall) U6: 0.5m (Bedroom Awning) (0.5m variation) U6: 1.5m (from external face of wall) The street setbacks are considered to either satisfy the design principles or meet the deemed-to-comply.	☑
3.4 Lot Boundary Setbacks *Minimum Lot Boundary Setbacks*	Required – • Up to 3.5m (1^{s} Storey) – 1m • 3.6m-7m (2nd Storey) – 1.5m Proposed (rear) – U1/2/3: 5m (Living Awning) U1/2/3: 6m (from external face of wall) U4/5/6: 4.8m (Living Awning) U4/5/6: 5.8m (from external face of wall) Proposed (side) – U6: 2.5m (Living Awning) U6: 1.0m (from external face of wall) The lot boundary setbacks meet the deemed-to-comply.	☑
3.4 Lot Boundary Setbacks *Maximum Boundary Wall Heights*	Required – 3.5m (1 Storey) Proposed – All Units share an internal boundary wall that does not exceed 3.5m.	☑

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28 Jan 2026
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	The boundary walls meet the deemed-to-comply.	

Table 13: R-Codes Assessment Table

8. Technical Considerations

8.1. Waste Management

A Waste Assessment has been undertaken to confirm bin storage capacity, street collection presentation, and collection requirements for the six proposed units. The assessment demonstrates that waste storage areas are appropriately located, screened, and sized, and that collection can occur safely without conflict with pedestrian or vehicle movements.

8.2. Landscaping

The Landscape Plan has been prepared by Kelsie Davies Landscape Architects, responding directly to the City's expectations for improved public realm outcomes within the subject site. The design includes verge enhancements, feature planting at entry points, and species selections consistent with the City of Stirling preferred palette. The landscaping is proposed to soften the existing aging-built form, support visual permeability, and enhance the transition of new residential dwellings and enhance the adjacent local reserve.



Figure 18: Streetscape Perspective

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9. Matters of Due Regard

The following table sets out an assessment of the development application against Clause 67 Matters for Due Regard of the Local Planning Scheme 'Deemed Provisions' - which apply through the Scheme:

Matters Of Due Regard	Comment	
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The proposal is consistent with the expectations and zone objectives of LPS3. It delivers a residential development explicitly anticipated within the residential zone.	☑
(b) the requirements of orderly and proper planning;	The development reflects orderly and proper planning through appropriate land use, scale, siting, access distribution, and integration with surrounding residential activity.	☑
(c) any approved State planning policy;	The proposal is generally consistent with relevant SPPs, including SPP 7.0 (Design WA) and SPP 7.3 and SPP 5.4 where applicable.	☑
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);	No environmental protection policies are affected. The proposal does not pose environmental risk.	☑
(e) any policy of the Commission;	The proposal is generally consistent with the City's Local Planning Strategy.	☑
(f) any policy of the State;	The development aligns with broader State policy direction supporting infill development, employment precincts.	☑
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The proposal directly responds to the Local Planning Strategy's direction.	☑
(g) any local planning policy for the Scheme area;	The proposal meets relevant local planning policies including landscaping, parking, waste management, requirements (where 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 as part of this application as no reserves form part of the subject site.	**N/A**
(k) the built heritage conservation of any place that is of cultural significance;	Not applicable as part of this application as the site is not heritage listed.	**N/A**

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28 Jan 2026
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(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	No impact. The proposal is consistent with the character of Anthony Way.	☑
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The height, bulk, scale, and land use are compatible with the Residential zone and the evolving character identified in the Local Planning Strategy.	☑
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposal is considered to not create environmental, social or amenity impacts.	☑
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	The proposal is not anticipated to impact the natural environment.	☑
(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;	Landscaping has been integrated to improve the interface and upgrade the verge condition.	☑
(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;	No hazards apply. The site is not subject to flood, bushfire, erosion, or similar constraints.	☑
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	The proposal is not anticipated to impact the natural environment.	☑
(s) the adequacy of —	Access is appropriately distributed across Anthony Way and Glentworth Avenue. the at	☑

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28 Jan 2026
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(i) the proposed means of access to and egress from the site; and *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	grade car parking provides efficient space and manoeuvring area.	
(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;	Traffic volumes are low and consistent with expected residential activity.	☑
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The site is located near Wanneroo Road bus routes. Utilities are available. Waste, EOT facilities, and universal access are suitably accommodated.	☑
(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;	No community services or facilities are affected. The proposal protecting the precinct's residential offering.	☑
(w) the history of the site where the development is to be located;	Not applicable as part of this application.	**N/A**
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The development provides local employment opportunities through population increases, further achieving the States strategic outcomes.	☑
(y) any submissions received on the application;	To be advised after local government assessment if deemed necessary.	**TBC**
(za) the comments or submissions received from any authority consulted under clause 66;	To be advised after local government assessment if deemed necessary.	**TBC**
(zb) any other planning consideration the local government considers appropriate.	To be advised after local government assessment if deemed necessary.	**TBC**

Table 14: Matters for Due Regard Assessment

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28 Jan 2026
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10. Conclusion

This application proposes six (6) additional high quality grouped dwellings units across No. 6 Anthony Way, Tuart Hill. The proposal incorporates a contemporary built form, consolidated parking, and renovated spaces designed to meet the operational needs of small-to-medium sized families within the Tuart Hill locality.

The development presents consistent with the intent and objectives of the applicable State and local planning framework, including:

- City of Stirling Local Planning Scheme No. 3
- City of Stirling Draft Local Planning Scheme No. 4
- State Planning Policy 7.0 – Design of the Built Environment
- Relevant Local Planning Policies applying to parking, landscaping, and waste management

The design has been prepared by experienced local architects and landscape consultants, with specialist input from traffic and waste experts. The resulting proposal is functional, contextually appropriate, and capable of being delivered without adverse impact on adjoining properties or the broader locality.

Having regard to the comprehensive planning assessment and technical justification contained in this report, the architectural plans, and the supporting consultant documentation, we respectfully request that the application be supported by the City of Stirling and approved by the Development Assessment Panel.



Figure 19: Streetscape Perspective

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Developed

Developed Property Pty Ltd
ABN: 62 624 180 310
www.developedproperty.com.au

Ref: PN25508
22 May 2026

Sophia Re
City of Stirling
Planning Department
Via Sophia.Re@stirling.wa.gov.au

Dear Sophia,

No. 6 Anthony Way, Tuart Hill – Request For Information (DA26/0145)

I refer to the City of Stirling's Request For Information issued the 20th of April 2026, following the lodgement of a DAP application on the 27th of January 2026.

In response, the following information has been provided:

- Revised Development Plans Package
- Clarification of development area and Strata consent
- Revised Waste Management Plan
- Revised Storage Areas
- Minor Street Setback Justification
- Clarification of parking arrangements

It is noted that the City has not progressed the community consultation period and as such, the information provided in this submission is based on the City's concerns with the application. Subject to the application being advertised (if required) we can accommodate any additional requests during this period.

We request the administration provide their recommendation and draft conditions prior to the issuance of the Responsible Authority Report (RAR) so that as proponents, we can understand the City's position and provide any additional information based on their recommendation.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6119 9175 or michael@developedproperty.com.au.

Yours sincerely,

Michael Stocco
Senior Urban Planner
Developed

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Response Table

City's Request	Action / Response	
3. Key Planning Matters		
3.1 Development Area and Strata Consent	*As a result of the City's request, an Annual General Meeting (AGM) is due to be held with the strata owners to discuss the nature of the FDA and this application. As such, the following will communicated and subsequently and provided to the City of Stirling at a later date, but before the issuance of the RAR.* ***AGM MOTION – APPROVAL OF MINOR ADJUSTMENT TO FUTURE DEVELOPMENT AREA (FDA) AND COMMON PROPERTY FOR LOT 1 DEVELOPMENT*** *Motion* *That the Strata Company approves, in principle, an adjustment to the boundary alignment between Lot 1 and a portion of the adjoining common property to facilitate the construction of six (6) residential units within the approved Future Development Area.* *The proposed adjustment is required to enable the design and construction of a practical, functional and visually appealing internal accessway and car parking layout that will improve vehicle circulation, safety and amenity within the development.* *As part of the proposed adjustment:* • *Lot 1 will incorporate a small portion of existing common property into the development area;* • *The owner of Lot 1 will surrender and transfer a corresponding area of land currently forming part of Lot 1 back to the Strata Company as common property;* • *The overall effect will be a more efficient and orderly development outcome without materially reducing the area available to the Strata Company;* • *All costs associated with surveying, subdivision, legal documentation, registrations, approvals and implementation of the adjustment will be borne solely by the owner of Lot 1; and* • *No financial contribution will be required from the Strata Company or any other lot owner.* *Explanatory Note to Owners*	☑

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22 May 2026
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	Owners will recall that the Strata Company previously approved the establishment of the Future Development Area through the registered by-laws, recognising the future redevelopment potential of Lot 1. *The proposed development of six (6) residential units remains consistent with the intent and purpose of those approved by-laws. The City of Stirling has requested confirmation that the Strata Company supports the land adjustment required to facilitate the final design and construction of the development, including an efficient and functional car parking layout.* *To assist owners in considering this motion, a draft strata plan illustrating the proposed lot configuration and boundary adjustments has been included with the AGM documentation. Owners should note that this draft plan is provided for illustrative purposes only and remains subject to minor amendments as may be required by the City of Stirling, Western Australian Planning Commission, Landgate, surveyors, engineers or other relevant authorities during the approval process.* *A copy of the proposed Development Application (DA) plans has also been included for information purposes, enabling owners to view the proposed development and associated car parking arrangement.* *Importantly:* • *The principle of developing the Future Development Area has already been approved by owners through the registered by-laws;* • *This motion does not seek approval for a new development proposal but rather formalises owner support for a minor land adjustment required to implement the development;* • *Lot 1 will return a portion of its existing landholding to the common property as part of the adjustment, ensuring an equitable outcome for all proprietors; and* • *All costs associated with the boundary adjustment and development will be borne by the owner of Lot 1.* *The approval sought under this motion is therefore largely procedural and is intended to satisfy the requirements of the City of Stirling as part of the development approval process, allowing the approved Future Development Area to be*	

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22 May 2026
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	developed in a practical and orderly manner for the benefit of the scheme. *(*wording may be subject to change)*	
3.2 Bin Storage Areas	The bin store locations and Waste Management Plan (WMP) has been revised. Please refer to the revised plan and WMP.	☑
3.3 Storage Areas	The storage of each villa is now accommodated. Please refer to the revised plans that demonstrate a store to each unit.	☑
3.4 Street Setbacks	The proposed gable of Unit 6 is comparable to a porch structure, which can be considered as a minor projection and is trivial in comparison to the entire development. Unit 6 is frontage to what can be considered in context of the entire development and setting of the site, a minor road (streetscape). As such, the impact is minimised. The gable does not overlap the boundary and does not prohibit or prevent the safe passage of vehicles to the street.	☑
3.5 Bicycle Parking	The requirements of c2.3 R-Codes for six (6) bicycle bays has been accommodated. Please refer to the revised plans.	☑
4. Other Planning Matters		
4.1 Trees	The City's request for additional trees is accepted. Tree 11 in Table 7.1 of the Preliminary Tree Impact Assessment Report has been added to the plans as it is intended to be retained. The plans have been revised to include one small tree for every four car spaces (totalling eight (8) additional trees).	☑
4.2 Communal Open Space	The original Strata Scheme and design did not have or require communal open space and therefore the request is onerous and trivial to the greater design proposal. Notwithstanding, the abutting POS reserve and abundance of establish trees and lawn around the permitter of the site will incidentally serve as a communal area for leisure pursuits.	☑
4.3 Windows	The proposed villas are aligned with the existing strata complex for continuity of design. As such the major openings that face the car park are setback 1.2m in lieu of 3m.	☑

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22 May 2026
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	Notwithstanding the 1800mm setback variation to a non-habitable area (car park) the setback should be considered acceptable given the existing context of the surrounding dwellings (uniformity is important). The approach to the proposed dwellings is not concealed for potential areas of crime. The approach to the entrances is open aspect and surrounded by landscaping. The requirement for vehicle stops also ensures that there is pedestrian-vehicle friendly synergy in these limited interacting areas. In accordance with c2.2 of the R-Codes, every habitable room has been marked as openable windows on the elevation plans.	
4.4 Utilities	As indicated in c2.5 of the R-Codes, the proposed meter boxes and other utilities on the plans and elevations, have been shown.	☑
4.5 Advice	The City's advice request for the following information is acceptable, subject to conditions of approval. A verge treatment application. Notwithstanding, any verge treatments shown are existing. If remediation or replacement of exiting verge materials for pedestrian footpaths or kerb side bin locations, this will be actioned post determination as advised by City. A Crossover Application will be prepared and lodged post determination for the proposed crossover modifications. As such it is requested this is conditioned. The proposed car parking bays are required to have wheel stops for safety purposes. We request this be imposed as a condition of approval.	☑
5. External Referrals		
5.1 Water Corporation	Water Corporation's request for the following information is acceptable, subject to conditions of approval. The applicant is required to submit a Commercial/Multi Residential Application inclusive of Final construction site floor plans and Engineer certified piling detail plans (if required).	☑

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22 May 2026
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Ref: PN25508
08 June 2026

Sophia Re
City of Stirling
Planning Department
Via Sophia.Re@stirling.wa.gov.au

Dear Sophia,

No. 6 Anthony Way, Tuart Hill – Request for Information (DA26/0145)

I refer to the City of Stirling's Additional Request For Information issued the 25th of May 2026, following the issuance of the RFI 1 response package.

In addition, the following information has been provided:

- Revised Development Plans Package
  - Landscaping Plan inclusive of Tree 11
  - Communal Open Space indicated
- R-Codes Part C Element 2.1 Justification
- R-Codes Part C Element 3.3 Justification

It is noted that the City is yet to progress community consultation and as such, the information provided in this submission is based on the City's concerns only. Subject to the application being advertised (if required) we can accommodate any additional requests during this period.

We request the administration provide their recommendation and draft conditions prior to the issuance of the Responsible Authority Report (RAR) so that as proponents, we can understand the City's position and provide any additional information based on their recommendation.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6119 9175 or michael@developedproperty.com.au.

Yours sincerely,

Michael Stocco
Senior Urban Planner
Developed

Response Table

City's Request	Action / Response	
4.3 Windows	**R-Codes Part C Element 2.1**	
Please provide amendments or justification that addresses P2.1.6 of clause 2.1 of the R-Codes Part C. *Clause 2.1 of the R-Codes states that major openings facing car parking areas are to be setback 3m.* *The major openings to bedrooms 2 and 3 for Dwelling No. 1 to Dwelling No. 3 are setback 1.2m from the car parking area. Please provide written justification for this variation against the design principles.* *Clause 2.2 of the R-Codes states that every habitable room is to have an openable room for ventilation. Please mark the openable windows on the plans and elevations for assessment purposes.*		
P2.1.6 *The siting and layout of dwellings minimizes potential impacts on amenity and provide appropriate visual and acoustic privacy to habitable rooms by:* *i. locating, orienting or setting back habitable rooms;* *ii. providing adequate landscape screening as a buffer; and/or* *iii. providing acoustic treatments to reduce noise transfer.*	The proposed Dwellings (villa) No. 1 / No. 2 / No. 3 are setback with the existing strata complex for continuity of design, 1.2m in lieu of 3m from the car parking area. The setback is purposely set at 1.2m as this reflects the original strata footprint and provide amenity continuity across the property. Notwithstanding the City approach for contemporary design standards to be applied in an existing 1970s strata development, the following design principles assessment is prepared. The 1.8m (180cm) setback variation to a non-habitable area (car park) and is trivial when compared to the entirety of the setback area and associated structures. The departure should be considered acceptable given the existing context of the surrounding dwellings. The reduced setback supports efficient site planning and allows the dwelling to respond to the needs of the landowners without adverse impact to resident amenity. The dwelling orientation is conducive to direct sunlight entering through the dwellings and increased solar amenity for outdoor living. The proposed dwellings have been designed to abut each other which allows for the maximisation of space which is considered positive amenity outcome for this development. When dwellings abut each other in this arrangement, there is open space continuity throughout the lots which is accessible and usable amenity.	☑

	The setbacks are unlikely to have adverse impacts in terms of building bulk, scale, overshadowing, loss of ventilation or overlooking. The approach (pedestrian access) to the entrance (front door) is not concealed and is flush in articulation to prevent areas for concealment and potential patterns of crime that in frequently seen in large aging strata's. (The elevation design was a request of the strata body for this very reason). The formal entrance (via Glenworth Avenue) into the complex, immediate to dwellings 1-3, accommodates for the landscaping amenity requirements. The formal garden setting and choice pavement, provide a clear delineation to the approach of the dwellings. The eaves overhang (compliant) acts as an extension of the bedrooms, given implied depth appearance and articulation which is lacking for the purposeful setback. The reduced setback enables the sufficient provision for landscaping in each of respective primary garden areas. The Landscaping amenity which is the highest form of active amenity is preferred by the strata as opposed to tokenistic landscaping. The setback reduction allows for spacious outdoor pursuits that will contribute to the overall amenity of the strata complex. The requirement for vehicle stops (amenity upgrades) ensures that there is pedestrian-vehicle friendly separation in these limited areas of congregation. In accordance with c2.2, every habitable room has been marked as openable windows on the elevation plans. The bedroom widows are openable as mark with an 'A' on the plans. If the City needs reassurance that the windows are operable, a condition may be entertained to this effect. The City has suggested the conditioning of acoustic treatments to the subject windows (west facing) as a way to address the noise impacts. This could be accommodated, noting that the City may impose a cost burden to the existing strata for installation and ongoing maintenance.	

	The major openings of Bedrooms 1-3 are considered to satisfy the design principles and henceforth be accepted.	
3.4 Street Setbacks	**R-Codes Part C Element 3.3**	
As stated in section 3.2, Clause 3.3 requires 3m setbacks from the primary street and the City can consider the northern portion of Anthony Way as a secondary street in a design principles assessment. *The proposed gable of Unit 6 is setback 0.5m from the lot boundary. This is not consistent with the existing or desired streetscape character for the local area which has units setback further from the street boundaries.* *Please amend this to being 1m from the lot boundary to better meet the design principles.*		
P3.3.1 *Buildings are set back from street boundaries an appropriate distance to ensure they:* *i. are consistent with the existing or future streetscape and local character;* *ii. provide sufficient space for tree planting and other landscaping, as well as community interaction;* *iii. provide adequate privacy to the dwellings;* *iv. accommodate site planning requirements such as parking and utilities; and* *v. allow safety clearances for easements for essential service corridors and sightlines.* ***P3.3.2*** *Buildings mass and form that:* *i. uses design features to affect the size and scale of the building;* *ii. provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies;*	The proposed porch/minor projection (gable) of Unit 6 is comparable to a porch structure, which could be considered as a minor projection, acting as a passive extension of the bedroom footprint. The minor setback of a 500mm (50cm) is trivial when compared to the entirety and scale of the development. the R-Codes define the implied nature of the setback incursion as the following: ***PORCH*** *- a roofed open platform attached to the front of a dwelling.* ***MINOR PROJECTION*** *-* *- in relation to a wall: a rainwater pipe, vent pipe,* ***eaves overhang****, cornice or other moulding or decorative feature, provided that the projection does not exceed 0.75m measured horizontally.* The portion of eave is 500mm and would therefore, by definition, not exceed 0.75m. Notwithstanding, the following presents justification for the structure as a standard setback variation. As dwelling 6 has a frontage to what could be considered in context of the entire development and setting of the site, a minor secondary street, the presence of amenity, future streetscape, landscaping and community interaction is at its lowest. This is apparent as the waste collection areas are within the street setback area. The setback incursion does not set a precedence that isn't already enabled through the R-Codes and its minor projection provisions.	☑

iii. uses appropriate minor projections that do not detract from the character of the streetscape; *iv. minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank walls, servicing infrastructure access, meters and the like; and* *v. positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.* ***P3.3.3** – N/A*	The porch/minor projection is not located within the Anthomy Way access Sightlines and not within the truncated area. The porch/minor projection is a continuation of the bedroom, which provides additional room size and internal amenity. The porch/minor projection does not overlap the boundary and does not prohibit or prevent the safe passage of vehicles to the street. The setback is unlikely to unreasonably restrict sunlight access or ventilation given the northern orientation and setback across the road to the nearest adjoining property. The single storey-built form at this height is unlikely to present any unreasonable perception of bulk on adjoining lots, and the reduced setback affects only a short section of wall associated with non-primary habitable spaces. The single storey scale of the built form contributes to the existing streetscape. The porch/minor projection is oriented to the north, meaning overshadowing is directed away from the adjoining property. Sunlight access and ventilation to both lots are unlikely to be adversely affected. The major opening serves a bedroom and is unlikely to result in any meaningful overlooking of the adjoining property's habitable rooms or primary outdoor living areas. The face brick finish is consistent with the material palette of the dwelling and is likely to present a considered and visually coherent boundary treatment when viewed from the street. P3.3.3 refers to the setback of garages and carports and therefore is not relevant. Notwithstanding, the satisfaction of this provision as the development does not impact vehicle storage areas. The City has suggested the conditioning of the setback which could be accommodated. The setback is therefore considered to satisfy the design principles and henceforth be accepted.	

Attachment 2b – Waste Management Plan (received 22 May 2026)

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Developed

Waste Management Plan

For 20 Existing and 6 Additional Dwellings

No. 6 Anthony Way, Tuart Hill

Developed Property Pty Ltd
ABN: 62 624 180 310
www.developedproperty.com.au

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Contents

1. Development Overview 2

2. Waste Collection Process 3

2.1. Existing Waste Service 3
2.2. Proposal 4
2.3. Waste Calculations (Standard) 4
2.4. Number of Bins required and collection frequency 5
2.5. Bin Storage 6
2.6. Collection Point and Verge Space Required 7

3. Upgrade Waste Collection Service 9

3.1. Option 1 – Increased the number of bins to be provided 10
3.2. Option 2 – Increased collection frequency 11

4. Temporary Green Waste Verge Collection 13

5. On Demand Bulk Waste Collection 13

6. Summary 14

Appendix 1: Bins Dimensions 16

Appendix 2: City of Stirling's Waste and Recycling Guide 2025/26 18

Issue	Date	Statues	Prepared By	Approved By	Circulated
Draft	19/02/26	Draft	R.D		Internally
V1	24/02/26	Final		R.D	Externally
V2	15/05/26	Updated	R.D	R.D	Externally

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1. Development Overview

This Waste Management Plan (WMP) has been prepared by Developed Property on behalf of Bingo Property (WA) Pty Ltd and pertains to the following:

Development: **20 Existing and 6 Additional Dwellings**

Address: **No. 6 Anthony Way, Tuart Hill**

The WMP has been prepared in consultation with the City of Stirling's Waste team and in consideration of the provisions of the City's Waste Local Law, Local Planning Policies, the Residential Design Codes Volume 1, and the City's Waste and Recycling Guide (refer to Appendix 2). Once approved by the City, waste collection and disposal are to be undertaken in accordance with the approved Development Plans and the WMP.



Figure 1: Locality Map from MNG Access (2025)

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2. Waste Collection Process

2.1. Existing Waste Service

The City of Stirling operates a three-bin residential waste collection system, comprising general waste (collected weekly) and recycling and garden organics (both collected fortnightly on alternating weeks). There are 20 existing apartments on the property at No. 6 Anthony Way, Tuart Hill. The City currently provides a Standard Communal Waste Service to the complex, with a total of 16 bins allocated as follows:

Type of Bin	Bin size	Number of bins
General Waste bins	360L	4
Recycling Bins	360L	7
Garden Organics Waste	240L	5

Table 1: Current Bin Allocation and Bin sizes

These bins are presented to Anthony Way for collection and are currently stored in an unenclosed communal bin store located to the north of the site (see Figures 2 and 3).



Figure 2: Locality Map of the Bin Communal Bin from MNG Access (2025)

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Figure 3: Bins presented to Anthony Way (Google Street view)

2.2. Proposal

The proposal includes six (6) additional dwellings, increasing the total number of dwellings on the site from 20 to 26. The development will continue to use the City's existing communal waste collection service, with additional bins provided as required to service the expanded development. Bins will continue to be stored within a communal bin store and presented to Anthony Way for kerbside collection by a strata-appointed caretaker or manager.

2.3. Waste Calculations (Standard)

The City of Stirling does not currently have a formal policy or published guideline for calculating residential waste generation for communal developments. Development proposals involving six or more dwellings are assessed by the City's Waste Team on a case-by-case basis, including consideration of bin types, bin sizes and collection arrangements.

The City's Waste and Fleet team has advised that bin allocations for this complex are based on the City's Standard Communal Waste Service, which is calculated, as follows:

- General Waste: 70 litres per dwelling per week,
- Recycling: 120 litres per dwelling per fortnight.

Garden organics bins are provided on an as-required basis. The complex is currently allocated 5 x 240L garden organics bins, however the site is entitled to request up to 10 x 240L bins.

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Based on the above rates, the expected waste generation for the development (26 dwellings) is summarised in Table 2. These calculations are provided to inform the assessment. The final bin numbers and collection arrangements are based on advice from the City's Waste and Fleet Team (refer to Table 3).

Waste Stream	General Waste (Litres per week)	Recycling (Litres per week)
Current Waste Generated (20 Dwellings)	1,400	1,200*
Additional Waste Generated (6 Dwellings)	420	360*
Total Waste Generated (26 Dwellings)	1,820	1,560*

Table 2: Waste Calculations

** Recycling has been converted from a fortnightly generation rate to an equivalent weekly volume for comparison purposes.*

2.4. Number of Bins required and collection frequency

The required number of bins and the applicable collection frequency for each waste stream were advised by the City of Stirling's Waste and Fleet Team, based on the City's communal waste service arrangements and its assessment of the proposal. The required bin provision is summarised in Table 3.

Waste Stream	Bin size	Number of bins required	Collection Frequency
General Waste	360L	5	Weekly
Recycling	360L	9	Fortnightly (alternating week – Week 1)
Garden Organics Waste	240L	5	Fortnightly (alternating week – Week 2)

Table 3: Bin Provision and Collection Frequency

Note: Collection Days are as per the City's website (*link provided here*) as of *February 2026*

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2.5. Bin Storage

The City of Stirling has provided the bin dimensions used to inform the design and sizing of the bin storage area (refer to Appendix 1). The bin store has also been considered having regard to the City's Waste Local Law.

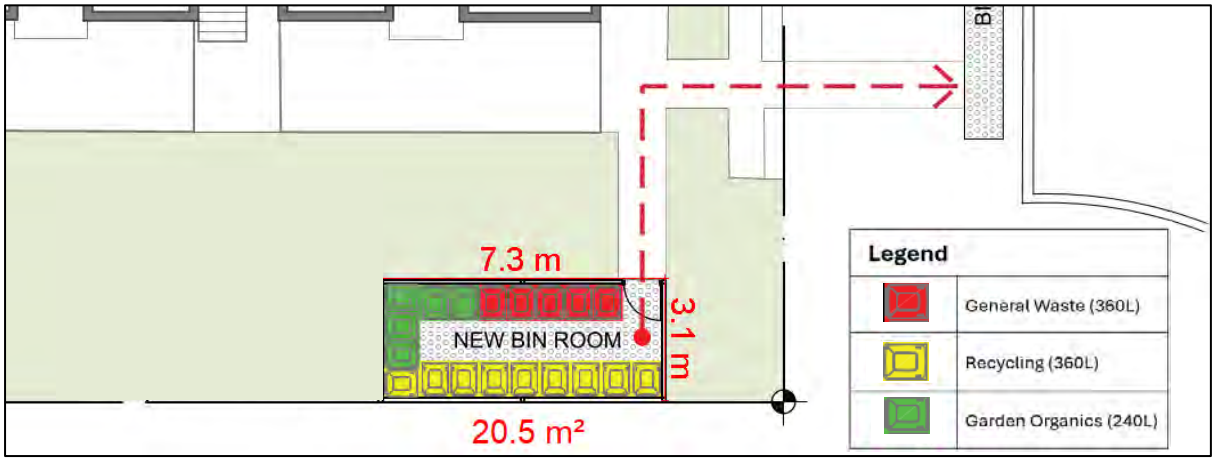


Figure 4: Extract of the Ground Floor Plan showing the communal Bin Storage Areas and bin allocation

As illustrated in Figure 4, the proposed enclosed and roofed communal bin store is to be constructed along the northern side of the site, in close proximity to the proposed bin pads. The new bin store will replace the existing open and unscreened bin storage area located behind the Anthony Way street setback. The dimensions for the proposed communal bin store are summarised in Table 4.

Bin Store	Bins Stored	Total Bins	Dimensions (Width x Depth)	Area
Room	5 x 360L General Waste 9 x 360L Recycling bins 5 x 240L General Waste	19	7.3m x 3.1m	20.5m^2

Table 4: Proposed Communal Bin Store Provision

As outlined in the strata by-laws, residents will be required to place waste and recyclables into the appropriate bins within the bin store. A nominated resident, caretaker or strata manager will present the bins to the proposed bin pads on the Anthony Way verge for kerbside collection.

The proposed enclosed and roofed bin store will improve the presentation of waste storage on-site by replacing the existing open and unscreened storage area. It will also provide a more orderly and practical arrangement for ongoing waste management. The final design, construction and operation of the bin store will comply with the City's applicable Waste Local

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Law provisions, with detailed design information to be provided in the building permit drawings. This includes the installation of a tap and floor drain to facilitate cleaning and wash-down of the bin storage area.

2.6. Collection Point and Verge Space Required

In accordance with the City's Bin Placement Guidelines (see Appendix 2), bins are required to be on the verge prior to the collection day (Wednesday) and should:

- maintain a minimum 0.5m clearance between each bin;
- be set back at least 1m from any obstacle (such as street trees, signs, light poles and parked cars);
- be placed within 1m of the kerb (or as close as possible without obstructing the footpath); and
- weigh no more than 70kg.



Figure 5: Extract from the City's Website

Based on the number and size of bins and the required spacing, the total verge space needed for kerbside collection from Anthony Way is calculated in Table 5.

Cycle	No of Bins	Total Length required
Week 1 = GW + RC	14	15.02m
Week 2 = GW + GO	10	13.1m

Table 5: Verge Space required for kerbside collection from Anthony Way

There are no street trees or infrastructure along the Anthony Way street verge. A new crossover is proposed over the original bin pad location. Two bin pad locations are therefore proposed on either side of the crossover for kerbside collection, as shown in Figure 6.

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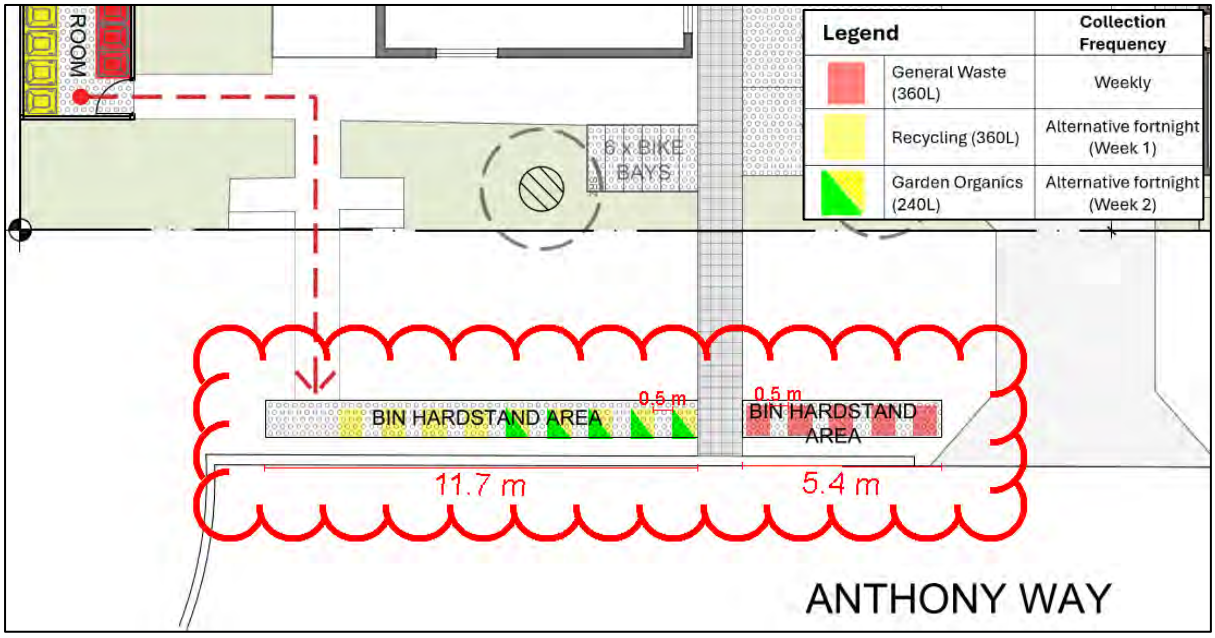


Figure 6: Bin pad locations

Based on the verge space calculations in Table 5, the proposed bin pad arrangement on either side of the new crossover can accommodate the required bins for both collection cycles. The arrangement enables bins to be presented in accordance with the City's Bin Placement Guidelines, including separation between bins, setbacks from obstacles and proximity to the kerb, while avoiding obstruction to pedestrian movement along the footpath.

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3. Upgrade Waste Collection Service

The City of Stirling has requested that this WMP demonstrate how the site could accommodate a future Upgraded Communal Waste Service. This request is separate from the current waste servicing arrangement, which is based on the City's advice to extend the existing communal waste service for the complex and provide additional bins for the six additional dwellings.

The City has advised that an Upgraded Communal Waste Service would be calculated on the following basis:

- 140 litres general waste removed per week, and
- 240 litres recycling removed per fortnight.
- Garden organics bins are provided on an as-required basis. The complex is currently allocated 5 x 240L garden organics bins; however, the site is entitled to request up to 10 x 240L bins.

Based on the above, the City has requested that the development demonstrate provision for the following upgraded bin allocation:

- 10 x 360L General Waste Bins,
- 17 x 360L Recycle Bins, and
- up to 10 x 240L garden organics bins, noting that garden organics bins are optional and provided on request.

The upgraded service is not proposed to be implemented as part of the current development application. The current application relies on the City's existing communal waste service arrangement, with additional bins provided to service the six additional dwellings.

Any future change to the waste service would require approval from the Strata Body, as it may affect the waste servicing arrangements and applicable rates or levies for all owners within the complex. This would be a separate matter to be discussed between the Strata Body, owners and the City at a later stage.

Notwithstanding the above, the site has been reviewed to demonstrate that a future upgraded service could be accommodated if required. Two options are available:

- Option 1 - increased the number of bins to be provided, or
- Option 2 - increased collection frequency.

Each option is addressed below.

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3.1. Option 1 – Increased the number of bins to be provided

Under this option, an additional communal bin storage area could be provided on-site to accommodate the extra bins required under the Upgraded Communal Waste Service. This may include a second bin storage area within the southwest portion of the site, or an alternative location along the eastern boundary, subject to detailed design and approval from the Strata Body.

If implemented, the additional bin storage area would need to accommodate the balance of bins not provided within the primary bin store. Based on the upgraded service requirements, this would include approximately:

- 5 additional 360L general waste bins;
- 8 additional 360L recycling bins; and
- up to 5 additional 240L garden organics bins, if requested.

This would increase the total on-site bin provision to 37 bins. Based on the bin dimensions provided by the City, an additional storage area of approximately 19.3m² would be required to accommodate the additional bins, as shown in Figure 7. As this option would require additional permanent bin storage infrastructure, it would also require a separate Development Approval from the City of Stirling before being implemented.

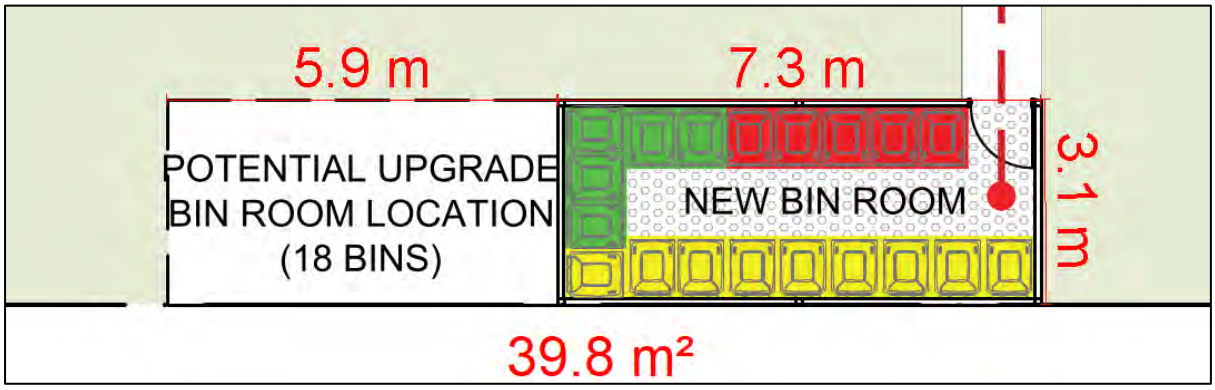


Figure 6: Potential Additional Bin Storage Area for Upgraded Waste Collection Service

Additional bin presentation space would also be required along Anthony Way. The verge space required for the upgraded service is summarised in Table 7.

Cycle	No of Bins	Total Length required
Week 1 = GW + RC	27	30.82m
Week 2 = GW + GO	20	25.4m

Table 7: Verge Space required for kerbside collection from Anthony Way

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Based on the verge space calculations in Table 7, an additional bin pad could be provided on the western side of the new crossover. The eastern bin pad could also be extended to provide a total length of approximately 12.3m.

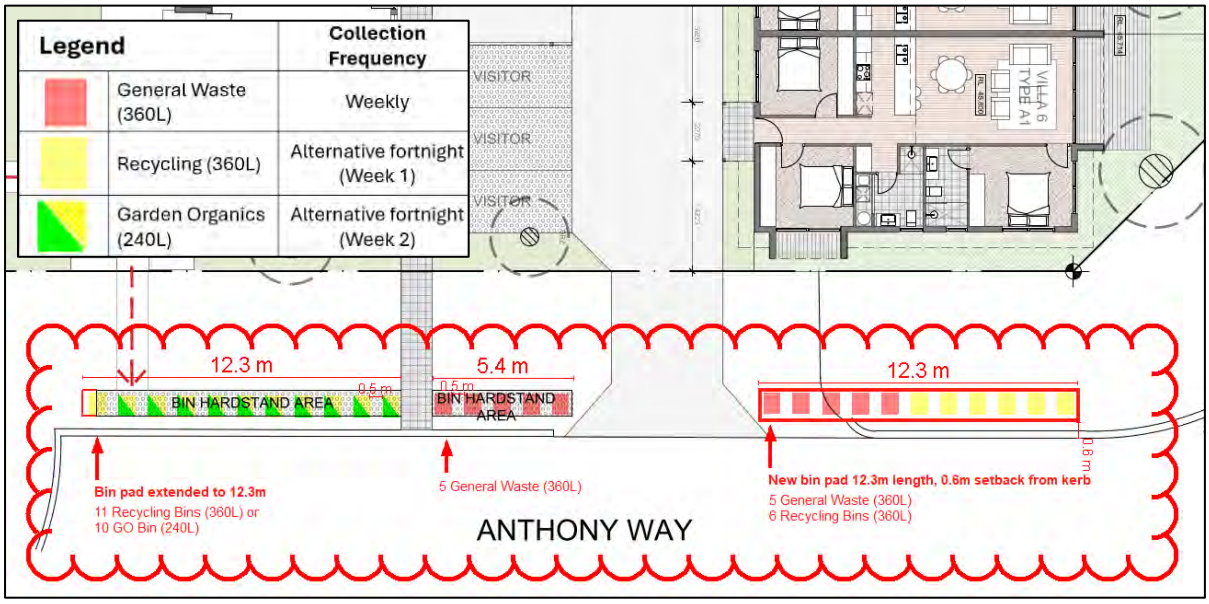


Figure 7: Bin pad locations for Upgraded Waste Collection Service

3.2. Option 2 – Increased collection frequency

As an alternative to constructing additional bin storage, the Strata Body may seek approval from the City to increase the collection frequency for one or more waste streams. This option would allow the development to continue using the proposed bin store and current bin numbers, while achieving a comparable waste removal capacity to the Upgraded Communal Waste Service. This option would require further discussions with the City of Stirling to confirm whether increased collection frequencies are available, acceptable and capable of being implemented for the complex. An increased collection frequency could operate as follows:

Waste Stream	Bin size	Number of bins required	Collection Frequency
General Waste	360L	5	Twice a week (every Monday and Thursday)
Recycling	360L	9	Collected once a week (every Monday)
Garden Organics Waste	240L	5	Collected once a week (every Monday)

Table 8: Indicative Increased Collection Frequency

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Under this option, the largest collection event would involve the presentation of 19 bins on the verge. The required verge space is summarised in Table 9.

Cycle	No of Bins	Total Length required
Monday = All bins	14 x 360L 5 x 240L	21.14m
Thursday = GW only	5 x 360L	5.3m

Table 9: Verge Space required for kerbside collection from Anthony Way

Based on the verge space calculations in Table 9, the proposed bin pad arrangement could accommodate the required bins. This would include an additional bin pad on the western side of the new crossover and a minor extension to the existing eastern bin pad to provide a total length of approximately 11.9m, as shown in Figure 9.

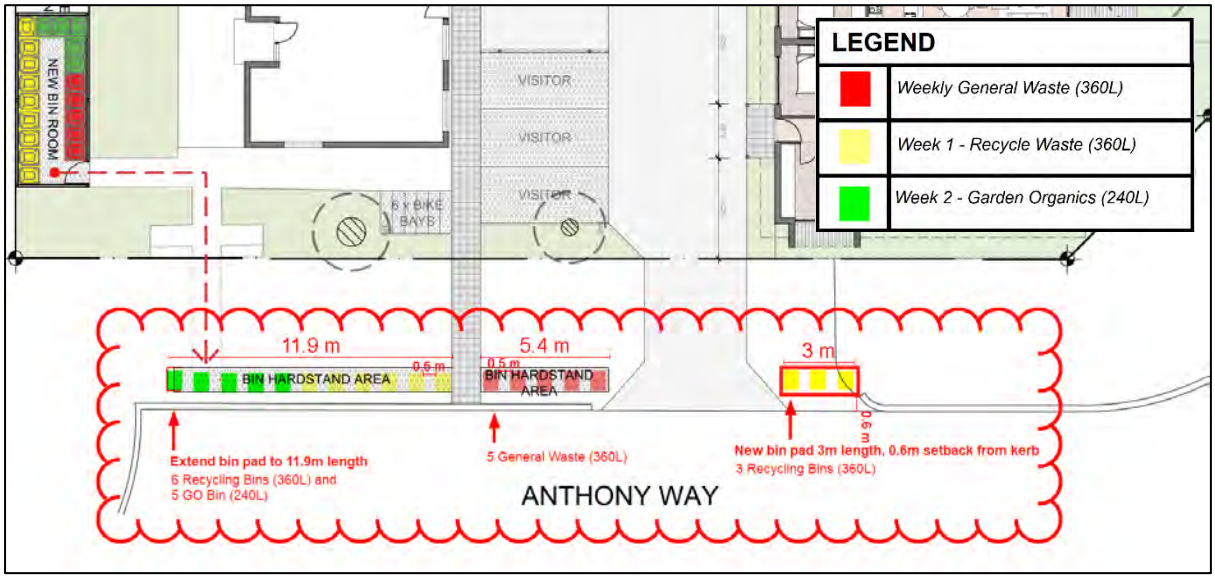


Figure 9: Bin pad locations for Upgraded Waste Collection Service

This option would reduce the need for additional permanent bin storage infrastructure, while still allowing the waste service to be upgraded if required by the City. Any increase to the collection frequency would require Strata Body approval and further discussions with the City of Stirling before being implemented. Subject to those discussions, this is the preferred option because it avoids the need for additional permanent bin storage infrastructure on-site.

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4. Temporary Green Waste Verge Collection

The City of Stirling provides a bulk green waste verge collection service to residential properties approximately every nine months. This service allows residents to dispose of larger volumes of green waste that cannot reasonably be accommodated within the garden organics (GO) bins collected on alternating fortnights.

Residents may place green waste on the verge up to nine (9) days prior to their scheduled collection date, with collection typically completed within two weeks. Materials placed on the verge earlier than the permitted timeframe may be considered illegally dumped and may attract penalties from the City of Stirling.

This information is available publicly on the City of Stirling's Waste and Recycling page website (see link here).

5. On Demand Bulk Waste Collection

In addition to the annual tip passes provided with landowners' rates notices, the City of Stirling offers a range of on-demand waste collection services. Each residential property is entitled to access one service per financial year. These include:

- **Skip Bin Hire:** A $3m^3$ skip bin can be delivered to the premises for the disposal of general household waste.
- **Mattress Collection:** Up to six items may be collected per booking (one mattress and one base are counted as two items).
- **White Goods Collection**: A maximum of four items can be collected. Eligible items include fridges, freezers, ovens, cooktops, washing machines, clothes dryers, and dishwashers.
- **Electronic Waste Collection:** Up to six items may be collected, including computers, televisions, printers, and scanners.
- **Additional Skip Bins:** If the annual free skip bin service has already been utilised, residents may request up to two additional skip bins at a cost of $85 each.

All services must be booked through the City of Stirling's online booking system (see link here).

In accordance with the strata by-laws, waste and bulk items are not to be stored in any common areas pending collection. There is sufficient space within the Anthony Way and/or Glentworth Avenue street verges for the placement of skip bins and presentation of bulk waste for collection. The strata management company will coordinate bookings and resident communications to ensure these arrangements are implemented and carried out in accordance with the City's applicable verge placement requirements.

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6. Summary

This Waste Management Plan has been prepared to support the proposed development at No. 6 Anthony Way, Tuart Hill, comprising 20 existing and 6 additional dwellings, for a total of 26 dwellings. The proposal will continue to utilise the City of Stirling's communal kerbside waste collection service, with bins presented to Anthony Way for collection and stored within a new enclosed communal bin store on-site.

The WMP has been updated in response to the City of Stirling's Request for Further Information. This includes addressing the City's request to demonstrate how a future Upgraded Communal Waste Service could be accommodated on-site.

Key outcomes of this WMP are summarised as follows:

- The City of Stirling currently services the site (of 20 dwellings) with its Standard Waste Collection Service.
- The proposal increases the total number of dwellings from 20 to 26, with the estimated waste generation, final bin numbers and collection arrangements confirmed in consultation with the City's Waste and Fleet Team. The required bin provision for the development is:
    - 5 × 360L General Waste bins (weekly collection)
    - 9 × 360L Recycling bins (fortnightly, alternating week – Week 1)
    - 5 × 240L Garden Organics Waste bins (fortnightly, alternating week – Week 2)
- An enclosed and roofed communal bin store is proposed to replace the existing open and unscreened bin storage area.
- The proposed bin pad arrangement on the Anthony Way verge (on either side of the proposed crossover) can accommodate the required bins for both collection cycles, based on the verge space calculations and the City's bin placement guidelines.
- A strata-appointed caretaker or manager will present bins for kerbside collection and manage ongoing collection arrangements.
- Any future change to the waste service would require Strata Body approval, as it would affect the waste servicing arrangements and rates of all the owners. In response to the City's request, the following options were considered:
    - Option 1 would require additional bin storage infrastructure and a separate planning approval from the City of Stirling.
    - Option 2 would involve increased collection frequency and would require further discussions and agreement with the City of Stirling.

  Subject to Strata Body approval and the City's agreement, increased collection frequency (Option 2) is the preferred option.

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Overall, the WMP demonstrates that the development is capable of being serviced by the City's communal waste collection system under the current application. It also demonstrates that, following Strata Body approval, a future Upgraded Communal Waste Service could be achieved through either additional bin storage infrastructure or increased collection frequency. Increased collection frequency is the preferred option, as it would reduce the need for additional permanent bin storage infrastructure; however, this option would require further discussion and agreement with the City of Stirling before being implemented.

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Appendix 1: Bins Dimensions

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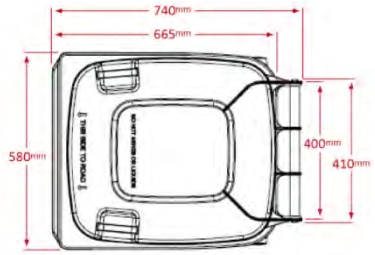
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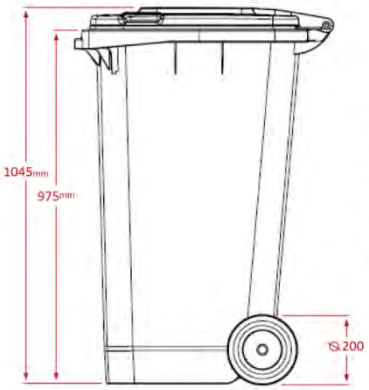
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Standard Size for a 240 L Bin

Technical Specifications

Dimensions (mm)





Volume	
240L Total Bin Weight Fully Assembled (kg)	11
Nominal Volume (L)	240
Maximum Allowed Gross Weight (kg)	110
Nominal Weight (kg)	96

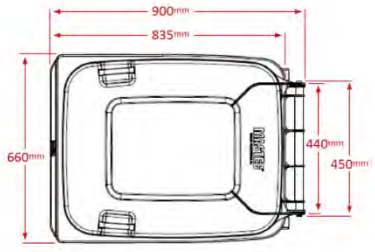
Notation

The indicated weights and dimensions are nominal and subject to variation.

Standard Size for a 360 L Bin

Technical Specifications

Dimensions (mm)





Volume	
360L Total Bin Weight Fully Assembled (kg)	18
Nominal Volume (L)	360 L
Maximum Allowed Gross Weight (kg)	160
Nominal Weight (kg)	144

Notation

The indicated weights and dimensions are nominal and subject to variation.

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Appendix 2: City of Stirling's Waste and Recycling Guide 2025/26

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Developed Property Pty Ltd
ABN: 62 624 180 310
www.developedproperty.com.au

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Attachment 2c – AGM Agreement Letter and proposed strata plans (dated 8 July 2026)

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Local Strata Services METRO

Address: PO Box 3098, Lesmurdie. WA 6076
Mobile: 040 555 6251
Email: manager@localstratametro.com.au

8 July 2026

City of Stirling
Attention: Sophia Re
c/- michael@developedproperty.com.au

Application No: DA26/0145

Dear Sophia,

DEVELOPMENT APPLICATION - DEVELOPMENT ASSESSMENT PANEL – FORM 1 – SIX MULTIPLE DWELLINGS ADDRESS: LOT 1, HOUSE NUMBER 6 ANTHONY WAY, TUART HILL

We write on behalf of the Strata Company to confirm that the proprietors have passed a **resolution without dissent** approving the relocation of the Future Development Area in accordance with the proposed strata plan submitted as part of the current Development Application.

The resolution authorises the amendment to the location of the Future Development Area as illustrated on the proposed plan. This adjustment is intended to facilitate the proposed development while maintaining the overall intent of the previously approved Future Development Area.

The resolution was passed in accordance with the requirements of the *Strata Titles Act 1985 (WA)*, with no votes cast against the motion.

Please accept this letter as confirmation that the Strata Company consents to the proposed amendment and has provided the necessary approval for the relocation of the Future Development Area as shown on the submitted plans.

Kind regards,



Claire Brajer
Principal & Senior Strata Manager

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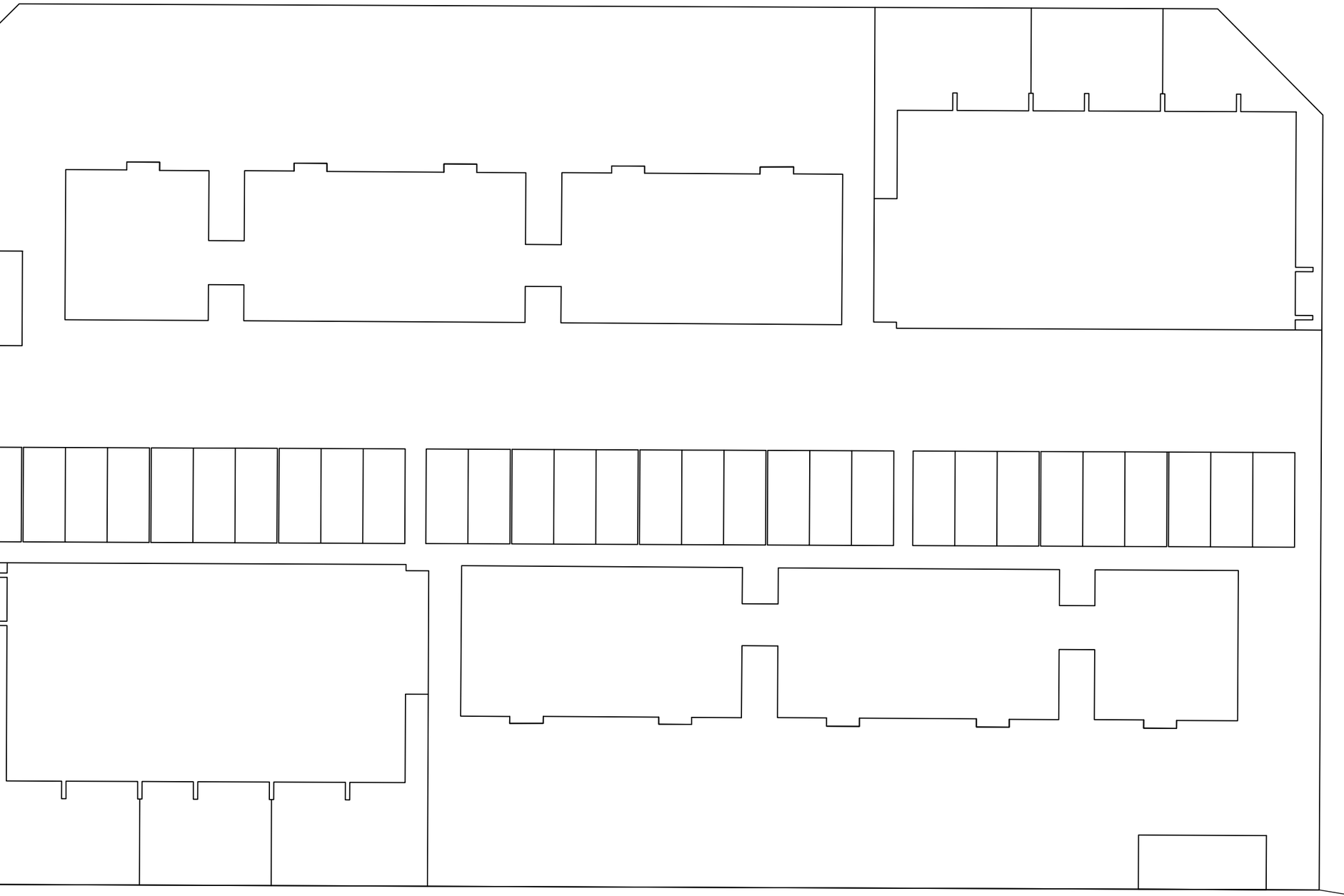
ANTHONY WAY

AVENUE

WAY

GLENTWORTHY

ANTHONY



N

LOCATION PLAN

0 2.5 5 7.5 10 12.5m

1:250 @ A3

PRELIMINARY ONLY - SUBJECT TO LANDGATE AUDIT

This plan is:

1. Current as of 18/05/2026
2. Subject to change without notice, and;
3. Not intended for design use.

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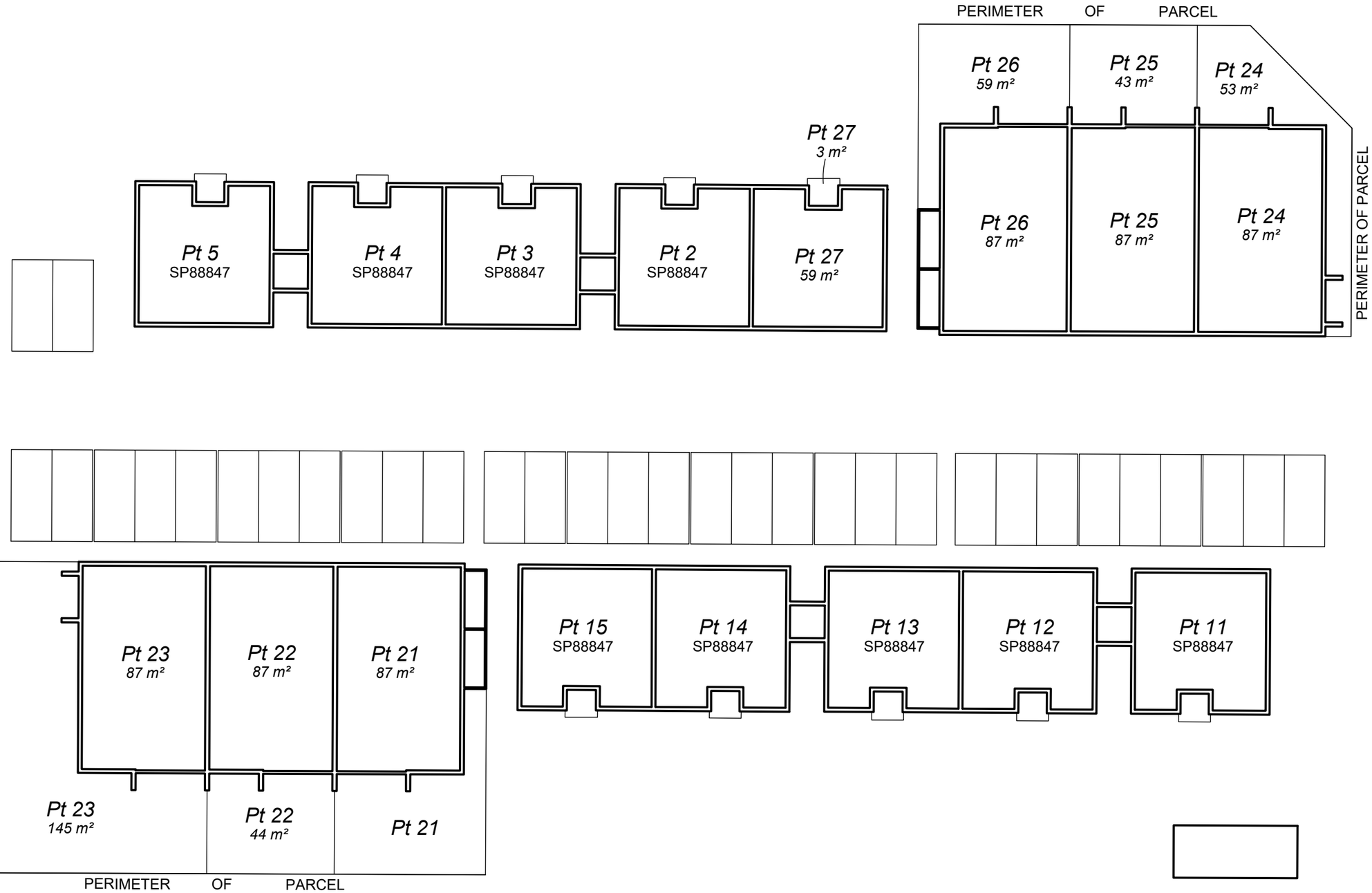
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ADDITIONAL SHEETS	SHEET	OF	SHEETS	VERSION NUMBER	STRATA PLAN
	2	OF	3	1	88847

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N

GROUND FLOOR PLAN

0 2.5 5 7.5 10 12.5m

1:250 @ A3

PRELIMINARY ONLY - SUBJECT TO LANDGATE AUDIT

This plan is:

1. Current as of 18/05/2026
2. Subject to change without notice, and;
3. Not intended for design use.

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

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AMENDED PLAN

ADDITIONAL SHEETS	SHEET	OF	SHEETS	VERSION NUMBER	STRATA PLAN
	2	OF	3	1	88847

Attachment 2d – Preliminary Impact Assessment Report by Arborite Tree Management Solutions (dated 13 October 2025)

Prepared for: Bingo Property (WA) Pty Ltd

Prepared by: ARBORITE TREE MANAGEMENT SOLUTIONS

13 October 2025

Preliminary Impact Assessment



6 Anthony Way
Tuart Hill WA 6060

Consulting Arborist
David Cuddihy
Graduate Certificate Arboriculture (AQF 8)
www.treemanagement.com.au
info@treemanagement.com.au
#0456 152 142

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Contents

1. Client 5
2. Introduction 5
3. Key objectives 5
4. Methodology 5
5. Limitations 5
6. Site details 6
6.1 Site Map 6
6.2 Overlay of TPZ's on proposed plans 7
7. Tree details 8
7.1 Tree survey 8
7.2 Trees not surveyed 9
8. Retention values 9
8.1 Tree retention 9
8.2 High retention value trees 9
8.3 Medium retention value trees 9
8.4 Low retention value trees 10
8.5 Small trees 11
9. Risk Assessment (QTRA) 11
9.1 QTRA overview 11
9.2 Tree risk management 11
9.3 Tree risk management vs. cost 12
9.4 Weather affected targets 12
9.5 Land use 12
9.6 QTRA results & recommendations 13
10. Tree Protection Zone (TPZ) 14
10.1 TPZ 14
10.2 SRZ 14
11. Impact assessment 15
11.1 TPZ summary 15
11.2 Calculating incursions 15
11.3 Modified incursions 16
11.4 Conclusion & recommendations 16
12. Discussion 17

City of Stirling
24 Feb 2026
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12.1 Tree protection Zone (TPZ) 17
12.2 Structural root zone (SRZ) 17
12.3 TPZ Incursion 17
12.4 Mechanical damage 18
12.5 Pruning to Australian standards (AS 4373-2007) 18
12.6 Root damage 18
12.7 Root mapping 18
12.8 Viability assessment 19
12.9 Clean cutting roots 19
12.10 Excavation 19
12.11 Manual excavation 20
12.12 Sandy soils 20
12.13 Root pruning 20
12.14 Clearance Pruning 20
12.15 Landscaping options 20
12.16 Tree health amendment prior to construction 21
12.17 Health amendments 21
13. Recommendations 21
13.1 Conclusion 21
13.2 Recommendations 23
14. Disclaimer 23
15. Appendices 25
15.1 Tree photos 25
15.2 Proposed plan 28
15.3 Health rating 29
15.4 Structure rating 30
16. Glossary of terms 31

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"In nature, nothing is perfect and everything is perfect. Trees can be contorted, bent in weird ways, and they're still beautiful."

- Alice Walker

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1. Client

Bingo Property (WA) Pty Ltd
C/- Dennis Agapitos
Unit 1, 6 Anthony Way, Tuart Hill

2. Introduction

The purpose of this report is to provide an independent Arboricultural assessment of a tree set located at 6 Anthony Way, Tuart Hill, WA 6060 (Fig. 1). Arborite Tree Management Solutions has been employed to establish; tree details, health & condition and useful life expectancy (ULE) to assist with tree retention priorities. A risk assessment will be conducted on the subject trees and recommendations to mitigate associated risks will be provided where necessary.

3. Key objectives

- Retain the subject trees through appropriate management
- Perform visual tree inspection (VTA) on the subject trees to determine health and structure
- Identify scientific and common names
- Determine the subject trees height, width, trunk diameter, tree protection zone (TPZ) and structural root zone (SRZ)
- Establish tree retention values

4. Methodology

- The site was assessed from observations made from ground level on the 2nd October 2025
- Field notes were taken and the information documented was an accurate account of the subject trees on the above specified date
- Australian Standards 4970-2009 – Protection of trees on development sites has been used as a reference for this Tree Protection Plan (TPP)
- A tape measure was used to determine relevant trees diameter at breast height (DBH)
- Trees with a DBH of less than 100mm have not been surveyed
- The height and spread of the trees were estimated
- A walk by assessment (ISA Level 2 risk assessment) was performed on all trees on site and QTRA risk assessment model was applied to determine levels of risk.
- A Samsung tablet and Geographic Information System (GIS) have been used to capture the trees and their locations imposed on Google satellite imagery

5. Limitations

Information contained in this report pertains only to the trees examined on the above specified date of inspection. The tree assessment was performed by a suitably qualified arborist (AQF 8) using a recognised model VTA (Visual Tree Assessment) that aligns with the International Society of Arboriculture (ISA). The assessment was limited to a ground based VTA that did not extend to aerial inspections, nor below ground evaluations. The documented, observations, results, recommendations

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and conclusions given may vary after the site visit due to environmental conditions or variances in site conditions. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the subject tree may not arise in the future.

6. Site details

6.1 Site Map

The tree locations (Fig. 1) have been plotted using GIS software and are only accurate to that of standard GPS (4-8m). The points have been manually adjusted using aerial imagery to improve accuracy however, there is a margin of error and some points may not be in their correct (accurate) location. It is advised to cross reference these tree IDs with the feature survey to achieve their accurate locations.



Fig. 1 - Indicating subject trees at 6 Anthony Way, Tuart Hill (Google satellite)

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6.2 Overlay of TPZ's on proposed plans

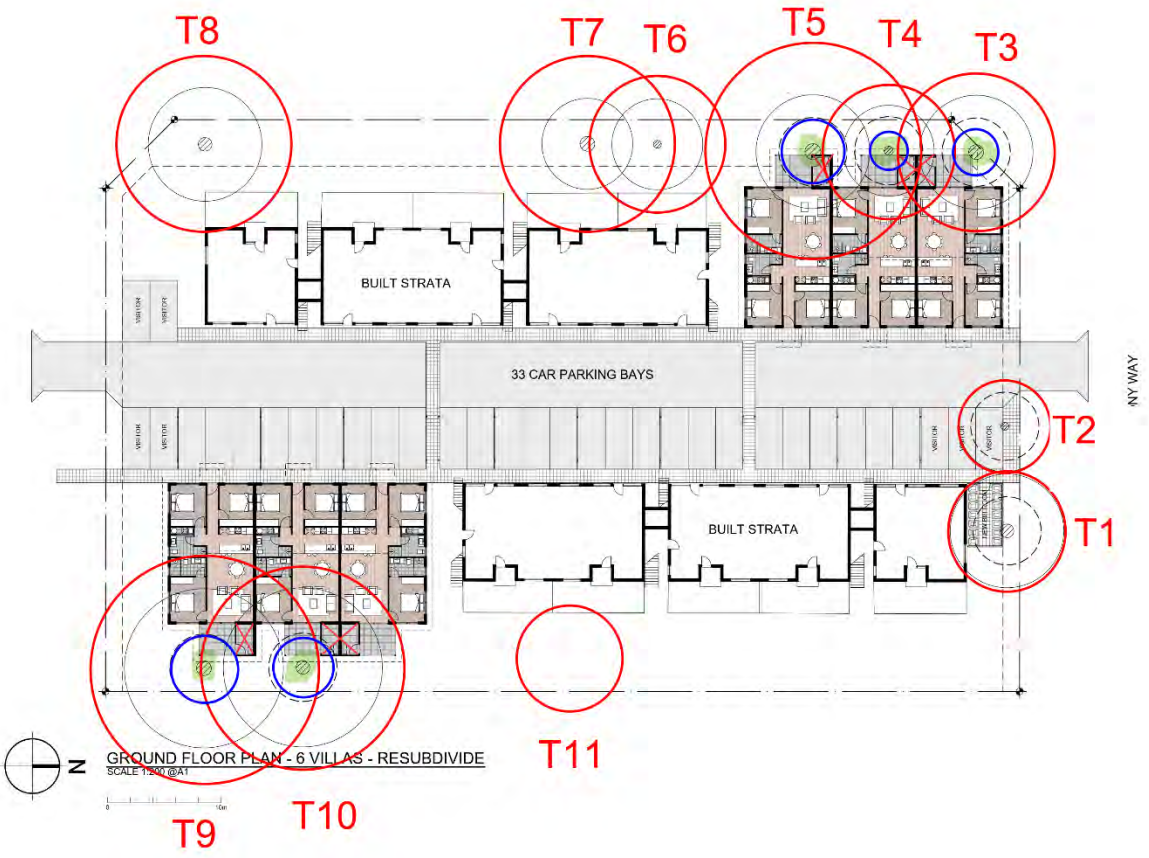


Fig. 2 – Approximate TPZ's and SRZ's overlaid on proposed plans

Overlaid on the proposed plans provided are the approximate diameters of surveyed trees' TPZ's, displayed in red.

Trees 3, 4, 5, 9 & 10, marked for retention in the plans provided, have their approximate SRZ's displayed in blue.

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7. Tree details

7.1 Tree survey

Tag no.	Species	Height (m)	Width (m)	DBH (m)	Health	Structure	Age class	ULE	Retention Value
1	*Unknown*	8	8	0.45	0	5	Post-mature	0-5	Low
2	*Unknown*	7	8	0.35	1	7	Mature	0-5	Low
3	*Melaleuca quinquenervia*	11	11	0.6	8	7	Mature	15-40	High
4	*Melaleuca quinquenervia*	13	6	0.5	5	6	Mature	5-15	High
5	*Melaleuca quinquenervia*	15	12	0.8	8	7	Mature	15-40	High
6	*Melaleuca quinquenervia*	12	6	0.55	4	5	Mature	5-15	Medium
7	*Melaleuca quinquenervia*	11	9	0.65	6	6	Mature	15-40	High
8	*Melaleuca quinquenervia*	15	11	0.65	8	5	Mature	15-40	High
9	*Corymbia citriodora*	20	15	0.85	8	6	Mature	40+	High
10	*Corymbia citriodora*	20	20	0.75	6	5	Mature	40+	High
11	*Corymbia citriodora*	15	9	0.4	3	7	Semi-mature	0-5	Medium

Table 1: Tree survey

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7.2 Trees not surveyed

Trees not surveyed are those that are or may include trees;

1. Not within the scope of this report
2. With a DBH of less than 100mm
3. That have a low retention value/not significant

8. Retention values

8.1 Tree retention

There is always a compromise between retaining trees on a development site and the economic imperatives of land development. Retaining trees on development sites is a fine balance between sustaining that amenity and the economic development of the land. Establishing priorities for the retention of trees is an important part of the planning process if amenity is to be sustained in the long term. If the trees are found to have high significance plans may be altered or construction methods changed to accommodate tree retention. Excavation within the TPZ can be conducted in a non-intrusive manner that can dramatically reduce disturbance to the trees' roots.

8.2 High retention value trees

7 trees have been classified as having high retention values (Fig. 3). Typically trees in this category are of high quality with an estimated remaining life expectancy of at least 25 years, have high amenity value and may make significant environmental contributions.



Fig. 3 - Indicating high priority trees (Count 7)

8.3 Medium retention value trees

2 trees were categorized as having a medium retention value (Fig. 4). Typically trees in this category are of average quality with an estimated remaining life expectancy of 15–25 years. They have moderate

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amenity value and make low/moderate environmental contributions. Trees with this retention value warrant minor design consideration in an attempt to allow for their retention or a suitable replanting scheme.



Fig. 4 - Indicating medium priority trees (Count 2)

8.4 Low retention value trees

2 trees were categorized as having a low retention value (Fig. 5). Trees in this category are typically of low health and condition with an estimated remaining life expectancy of 5–15 years or; young trees that are easily replaceable, trees of poor health and structure or undesirable species. Low retention value trees do not warrant design consideration.

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Fig. 5 - Indicating low priority trees (Count 2)

8.5 Small trees

With present day abilities to easily move small trees or replace them with virtually identical semi-matures, it is inappropriate that they should dictate the long-term layout of a new construction site. For the purpose of this report, trees/shrubs with a DBH of <100mm have not been regarded.

9. Risk Assessment (QTRA)

9.1 QTRA overview

The QTRA system applies established and accepted risk management principles to tree safety management. The system moves the management of tree safety away from labelling trees as either 'safe' or 'unsafe' and thereby away from requiring definitive judgements from either tree assessors or tree managers. Instead, QTRA quantifies the risk of significant harm from tree failure in a way that enables tree managers to balance safety with tree values and operate to pre-determined limits of tolerable or acceptable risk.

Tree safety management should not seek to minimise the risk of falling trees, but should balance the benefits of risk reduction with the associated costs in terms of both lost tree value and financial expenditure and maintain risks and benefits at a reasonable level.

The QTRA method provides a framework for the assessment of the three primary components of tree failure risk. The input values for these components are set out in broad ranges of Target, Size, and Probability of Failure. The QTRA User estimates values for the three components and inputs them to either the QTRA manual calculator or software application to calculate the Risk of Harm.

9.2 Tree risk management

The risks from tree failure are generally very low and high risks will usually be encountered only in areas with either high levels of human occupation or where valuable property can be affected by the

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structural failure of trees. Where human occupation and the value of property are sufficiently low, we may be able to identify that the risk is 'broadly acceptable'.

9.3 Tree risk management vs. cost

Risk minimisation is often cited as an objective when managing risks from trees. This is not a reasonable aim because it does not take account of the cost of risk reduction. If reasonable management decisions are to be made, the benefits of controlling a risk must be balanced with its costs, and those costs are not just financial. The tree-related benefits that are lost to risk control are often a substantial cost of managing risks from falling trees.

When considering risks from falling trees, the cost of risk control will usually be too high when it is clearly 'disproportionate' to the reduction in risk. The issue of 'gross disproportion'[5], where decisions are heavily biased in favour of safety, is likely to be considered only where there are annualised risks greater than 1/10, 000.

9.4 Weather affected targets

Often the nature of a structural weakness in a tree is such that the probability of failure is greatest during windy weather, while the probability of the site being occupied by people during those weather conditions is often low. As wind speeds increase to 60-70 knots the failure of branches will increase both in size and number and the population is put on notice that catastrophic tree failure is increasingly likely. In most recreational areas, including the streets of our towns and cities, pedestrian access reduces with inclement weather.

9.5 Land use

The risk assessment has been conducted based on the anticipation of property development. This may include site works, further inspections, contractors entering site etc. It is recommended to conduct a further risk assessment once development has been complete and before opening to the general public.

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9.6 QTRA results & recommendations

Tag no.	Species	Tree defect 1	Tree defect 2	Tree defect 3	Tree defect 4	Risk rating	Pruning Rec.	Management recommendations	Residual risk
1	*Unknown*	Dead				Low	Yes	1. Remove and replant	Low
2	*Unknown*	Reduced vitality				Low	Yes	1. Remove and replant	Low
3	*Melaleuca quinquenervia*	History of root damage				Low	No		Low
4	*Melaleuca quinquenervia*	History of root damage	Chlorosis	Included unions		Low	No		Low
5	*Melaleuca quinquenervia*	History of root damage	Compression fork			Low	No		Low
6	*Melaleuca quinquenervia*	History of root damage	Compression fork	Canopy thinning	Reduced vitality	Low	No		Low
7	*Melaleuca quinquenervia*	History of root damage	Included unions			Low	No		Low
8	*Melaleuca quinquenervia*	History of root damage	Included unions	Extended lateral limbs		Low	No		Low
9	*Corymbia citriodora*	History of failures	Minor deadwood	Co-dominant stems		Low	No		Low
10	*Corymbia citriodora*	Co-dominant stems				Low	No		Low
11	*Corymbia citriodora*	Reduced vitality	Deadwood	Canopy thinning		Low	Yes	1. Remove deadwood 2. Level 1 health amendments	Low

Table 2: QTRA result and risk mitigation recommendations

NOTE: Pruning recommendations and comments made are irrespective of the decision to remove or retain the tree.

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10. Tree Protection Zone (TPZ)

10.1 TPZ

Tree protection zones (TPZ) are the principal means of protecting trees on development sites and are defined by AS 4970-2009 Protection of Trees on Development Sites (Standards Australia 2009). The TPZ is a combination of the root area and crown area requiring protection. It is an area that is required to be isolated from construction disturbance to ensure continued viability of the tree.

The TPZ for an individual tree is determined as follows (Standards Australia 2009):

TPZ = DBH × 12

That is, the radius of the TPZ = 12 X the Diameter at Breast Height measured at 1.4 metres (m).

A TPZ should not be less than 2 m nor greater than 15 m except where crown protection is required.

The TPZ incorporates the structural root zone (SRZ).

10.2 SRZ

The structural root zone (SRZ) is the minimum volume of roots required by the tree to remain stable in the ground (Standards Australia 2009). If the SRZ is breached the chances of windthrow are significantly increased, especially if roots are cut on the same side as prevailing winds. Windthrow is an event where the entire tree fails/falls over. Often, the tree is completely uprooted with devastating results.

It is important to note that the SRZ is not related to tree health. It refers to the physical volume of roots required for the tree to remain stable in the ground. It is in no way related to the physiological requirements of the tree but is the minimum volume of roots required for the tree to remain standing.

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11. Impact assessment

11.1 TPZ summary

The table below is a summary of the trees TPZ.

Tag no.	Species	DBH (m)	TPZ (m radius)	SRZ (m radius)	TPZ area (m²)
1	*Unknown*	0.45	5.40	1.62	91.61
2	*Unknown*	0.35	4.20	1.50	55.42
3	*Melaleuca quinquenervia*	0.6	7.20	2.16	162.86
4	*Melaleuca quinquenervia*	0.5	6.00	1.80	113.10
5	*Melaleuca quinquenervia*	0.8	9.60	2.88	289.53
6	*Melaleuca quinquenervia*	0.55	6.60	1.98	136.85
7	*Melaleuca quinquenervia*	0.65	7.80	2.34	191.13
8	*Melaleuca quinquenervia*	0.65	7.80	2.34	191.13
9	*Corymbia citriodora*	0.85	10.20	3.06	326.85
10	*Corymbia citriodora*	0.75	9.00	2.70	254.47
11	*Corymbia citriodora*	0.4	4.80	1.50	72.38

Table 3: TPZ summary

11.2 Calculating incursions

Using the above table (0), the relative TPZ values can be added to the feature survey and overlaid with concept/development plans to gain a more accurate TPZ incursion figure (Fig. 6). As a general rule;

1. Trees with a TPZ incursion of <10% can be retained and will not require additional arboricultural input
2. Trees with a TPZ incursion of 10-25% can typically be retained with minimal intervention
3. Trees with a TPZ incursion of 25-50% may have retention viability with additional arboricultural input (i.e., design review & root mapping)
4. Trees with a TPZ incursion of >50% or with an SRZ breach will typically require removal. For trees in this category that have HIGH retention values, an additional viability assessment is recommended.

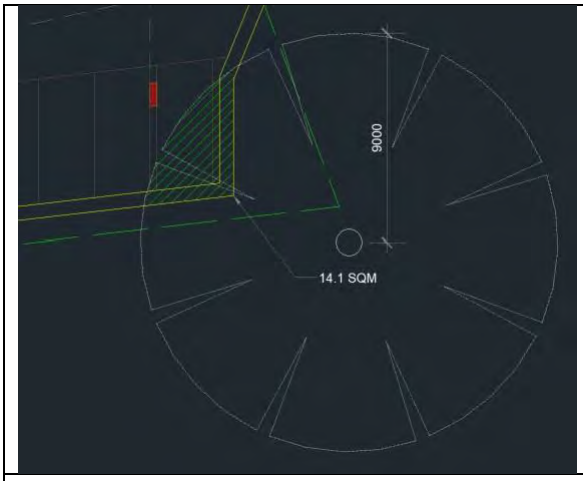


Fig. 6 - An example of TPZ incursion using CAD

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11.3 Modified incursions

The TPZ incursion values can be modified by removing the proposed store rooms, and where the alfresco area can be constructed via 'no dig' methodology to mitigate the need for root severance. With these considerations, the proposed (modified) TPZ incursions are as follows;

Tree 3 - 17.9% TPZ incursion. No SRZ incursion.

Tree 4 - 18.2% TPZ incursion. No SRZ incursion.

Tree 5 - 27.2% TPZ incursion. No SRZ incursion.

Tree 9 - 19.2% TPZ incursion. No SRZ incursion.

Tree 10 - 24.1% TPZ incursion. No SRZ incursion.

11.4 Conclusion & recommendations

The proposed plans will constitute TPZ incursions >10% for tress 3, 4, 5, 9 & 10 which is considered a major incursion (AS 4970-2009). However, with modifications to the storeroom area and alfresco, breaching the SRZ can be mitigated and reduce the overall TPZ incursion to a more tolerable level.

Although considered a major incursion, (healthy) trees can typically tolerate a moderate level of root pruning. Root mapping is highly recommended (Fig. 7) (Fig. 8) to further assist the viability assessment of each tree pending the required root remove to facilitate construction. Subsequently, roots can be clean cut to facilitate construction and mitigate additional unnecessary damage.

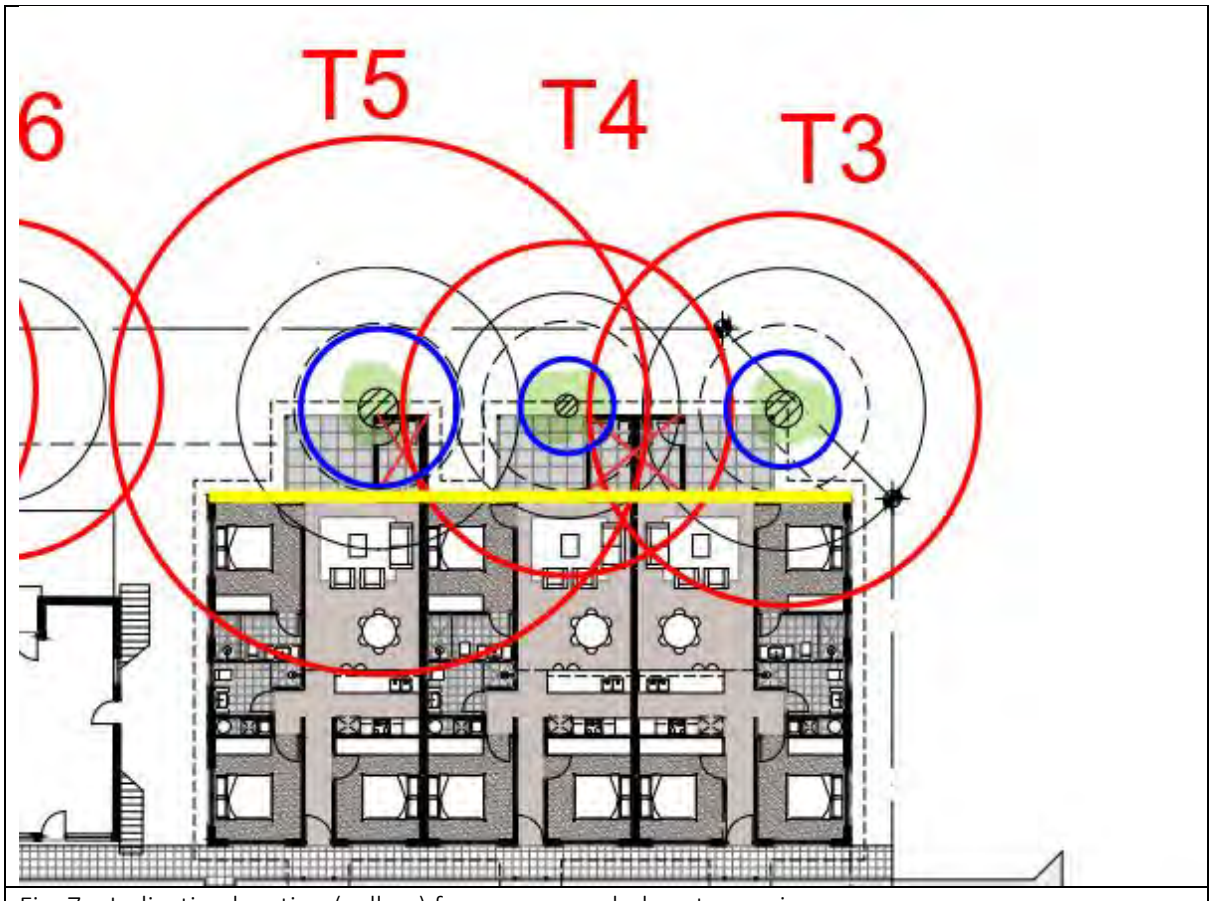


Fig. 7 – Indicating location (yellow) for recommended root mapping

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Fig. 8 - Indicating location (yellow) for recommended root mapping

12. Discussion

12.1 Tree protection Zone (TPZ)

Tree protection zones (TPZ) are the principal means of protecting trees on development sites and are defined by AS 4970-2009 Protection of Trees on Development Sites (Standards Australia 2009). The tree protection zone (TPZ) is a guideline established to help protect trees, especially during construction. The TPZ is calculated based on the trunk diameter and makes some assumptions as to the likely spread of the tree's roots. Theoretically, the standard allows 100% impact on the TPZ, **provided that the project arborist can adequately demonstrate that the tree will remain viable.**

12.2 Structural root zone (SRZ)

The SRZ is the area of the root system (as defined by AS 4970-2009) used for stability, mechanical support and anchorage of the tree. It is critical for the support and stability of the tree, and provides the bulk of mechanical support and anchorage. Severance of roots (>50 mmØ) within the SRZ is generally not recommended as it may lead to the destabilisation and/or decline of the tree.

12.3 TPZ Incursion

It may be possible to encroach into or make variations to the standard TPZ. Encroachment includes excavation, compacted fill and machine trenching. Encroachment can be classified as minor or major encroachment.

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Minor: If the proposed encroachment is less than 10% of the area of the TPZ and is outside the SRZ.

Major: If the proposed encroachment is greater than 10% of the TPZ or inside the SRZ.

12.4 Mechanical damage

When equipment or machinery makes contact with a tree it can crush the cambium layer or tear off bark and break branches. Damage to the cambium layer through repeated contact with the trunk can interrupt sap that may result in dieback. Mechanical damage also opens the tree to pathogens, disease and pests that may have deleterious effects on the future health of the tree.

12.5 Pruning to Australian standards (AS 4373-2007)

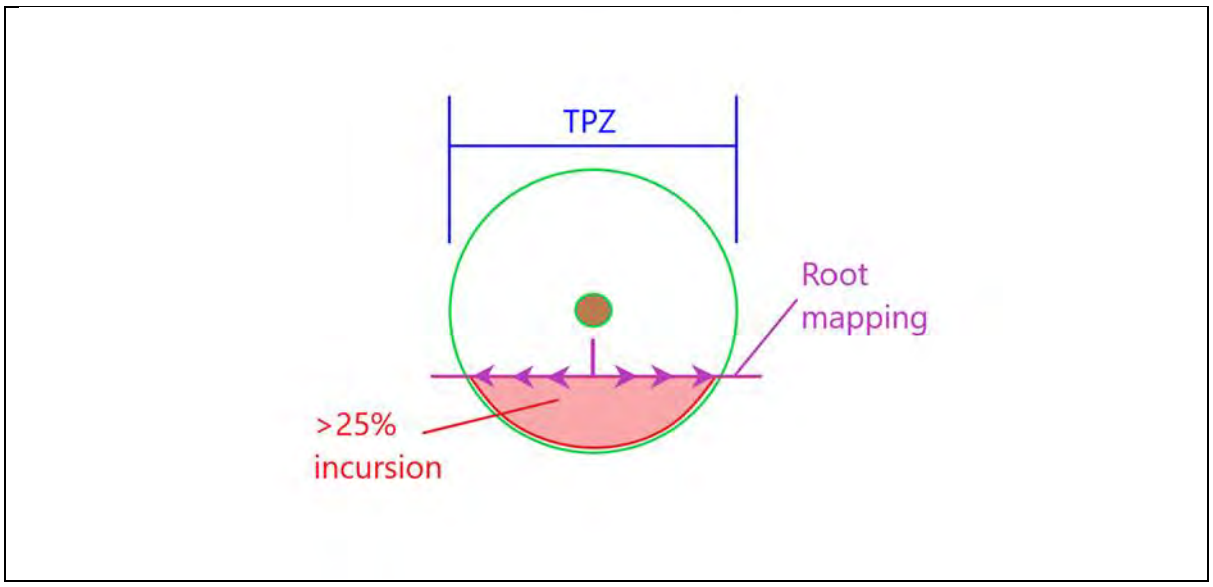
Trees often require pruning to maintain clearance for utility services and buildings or to improve the safety, structure, and health of the tree. They are also often pruned to improve the amenity of sites in order to enable successful cohabitation between trees and people. Assessment of trees and specification of their pruning should be carried out by a suitably qualified arborist (AQF 5) and pruning should be carried out by arborists (AQF 3) or tree workers who are familiar with the principles, techniques and hazards of this work. The procedures in AS 4373-2007 are guided by theories of branch attachment and compartmentalization of decay in trees. Lopping, topping and flush cutting are unacceptable practices.

12.6 Root damage

Root damage is the most common cause of damage to trees on construction sites. Mechanical damage reduces the root:shoot ratio and subsequently inhibits the trees' ability to uptake water resulting in symptoms synonymous to drought and can be fatal.

12.7 Root mapping

Root mapping is the process of investigating the presence of subsurface tree roots in a specific location. This can be achieved by vacuum excavation, Ground Penetrating Radar or more commonly hand excavation. Roots are mapped down to a specified depth, usually the depth of the proposed development. Root mapping is used prior to development to locate structural woody roots so that the extent of root loss can be determined and minimised.



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Fig. 9 - Illustrating results of root mapping

12.8 Viability assessment

A tree viability assessment is typically reserved for trees where a significant incursion into the TPZ is anticipated. This is best suited where root mapping is employed to expose all roots likely to be damage/destroyed to facilitate proposed works. If the project arborist is satisfied that root removal will not increase the probability of whole tree failure to intolerable levels, then the tree may remain viable. Where extensive roots are removed, periodic monitoring and administering tree health amendments can increase the probability of retention

12.9 Clean cutting roots

Damaged roots are very susceptible to pathogen infection so it is important to sterilize equipment before cutting each root, using sharp loppers or hand saws to encourage faster healing and good wound compartmentalisation. Aim to cut at root junctions where possible and after each cut has been made, remove the cutting and fill in soil around the remaining root. When the clean cutting has been completed, water the tree well.

12.10 Excavation

Traditional excavation (levelling) can be very impactful to a tree's root system and typically results in shredding or tearing of the tree's roots. A torn or shredded root is much harder for the tree to compartmentalise and exposes the root to harmful pathogens for a longer period of time. Shredded roots should be 'clean cut' to minimise the risk of infection and facilitate healing. **Excavation close to or within the trees SRZ can be hazardous.** Anchorage roots destroyed in the process can render the tree unstable resulting in an elevated risk of whole tree failure. Backfilling will mask the trees hazardous state and whole tree failure may occur years after the root severance has occurred.

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12.11 Manual excavation

Where excavation, demolition or the removal of material is necessary in the TPZ; this should be done manually without the use of heavy machinery to prevent damage to the tree and should be supervised by a suitably qualified arborist (AQF 5 or equiv.)

12.12 Sandy soils

In urban settings, the trees roots are not often where they are expected and can also be influenced by soil type and tree species. A majority of Perth's suburbs are situated on sandy soils that typically have low compaction rates and high filtration that can result on tree roots growing downwards as opposed to the more conventional lateral growth. As a result, it may be possible in certain circumstances to make significant encroachments into the TPZ and often the structural root zone.

12.13 Root pruning

Most trees will tolerate root pruning up to 25% total mass and some species endure considerably more. Given they have space to do so, roots will regenerate in time to compensate for the loss and re-align the root:shoot ratio.

12.14 Clearance Pruning

To reduce or remove branches as required to achieve physical clearance of a certain target. Usually to maintain distance from utility service wires, gutters or of tree's branches over the boundaries of neighbouring properties.

12.15 Landscaping options

There are many tree-sensitive landscape design options that encourage root growth and total tree development. The main aim is to provide a sufficient amount of Deep Soil Area (DSA) for the tree to achieve its full potential. Additionally, it is advantageous to use materials that allow the infiltration of water to the tree's roots. The conventional method of a slab underneath paving will severely discourage the development of a tree's root system. Below are 3 options to consider in this allocated planting space:

Lawn

Whilst lawn will offer some competition to a tree's roots, it is laid over soil that will allow space for roots to develop. Furthermore, water will filter through the lawn to be accessed by the tree's roots and the tree will benefit from the additional water that lawns typically require.

Decking

Decking will allow water infiltration to the tree's roots. It will have minimal impact on the root growth zone and can provide a solid foundation for outdoor living

Structural soils and paving

If paving is desired, the foundations will need to comprise of structural soils. The aim of structural soil is to provide a solid base to support loads while permitting root growth and when the mix is compacted, it retains a void space of at least 30%, which is available for water and air movement and root growth.

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Structural soil meets the needs of both engineers, by providing a firm foundation, and landscapers, by providing adequate rooting volume with air permeability, moisture-holding capacity and cation exchange capacity.

It is recommended to install structural soils to a minimum depth of 24 inches (~60cm)

Mulched garden bed

A mulched garden bed is perhaps the best allocation of space conducive to tree growth. The mulch will increase water availability, allow water filtration, improve the soil profile, moderate PH levels and provides slow-release nutrients.

Permeable paving

As an alternative to conventional paving, permeable paving encourages water to infiltrate through the pavement surface and substructure to the ground below.

12.16 Tree health amendment prior to construction

Construction works often compromises the growing environment of nearby trees and may place them in a state of stress which may lead to decline or tree mortality. How a tree responds to various stresses will depend largely on their current health. To greatly increase tree viability on construction sites it is recommended to develop a Tree Health Amendment Strategy. This may be a simple as supplying supplementary irrigation and can extend to mulching, soil amendments and nutrient injections etc. This particularly important where the tree is currently showing signs of stress or reduced vitality, or if the tree is predisposed to decline following changes in its environment.

12.17 Health amendments

One or more factors may be contributing to the decline of a tree. These include old age, unfavourable growing conditions, environmental stresses or a pest or disease problem. While little can be done about the age of a tree, other causes are worth investigating.

- Level 1 – Fish & Kelp soil drench and the application of mulch (75-100mm) to the extent of the dripline where practicable. Include a soil wetting agent where the soil is presumed to by hydrophobic. This should be applied at 100-200L per large tree over the entire TPZ and 50-100L for smaller trees
- Level 2 – As per Level 1. Additionally, incorporate a good quality organic compost into the soil via a non-intrusive method such as small auger holes. Drill holes in a grid pattern 0.5m – 1m apart, paying particular attention to not damage existing roots.
- Level 3 – Soil analysis and a specific and tailored health amendment strategy

13. Recommendations

13.1 Conclusion

Five trees marked for retention in the proposed plans provided appear to have significant incursions into not only their Tree Protection Zones, but their Structural Root Zones as well (6.2 Overlay of TPZ's on proposed plans), (Fig. 2) (12.3 TPZ Incursion).

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Root mapping (12.7 Root mapping) at the extent of the construction's footprint will be required to determine the retention viability (12.8 Viability Assessment) of the trees, especially for the two large *Corymbia citriodora* (Trees 9 & 10). Mature, established trees generally respond poorly to high levels of interference. *Melaleuca quinquenervia* (trees 3, 4 & 5), can typically tolerate higher levels of canopy and root pruning than other species however, root mapping is highly recommended.

The proposed al-fresco areas contribute to a significant percentage of the incursions into each tree's TPZ (example;Fig. 10). A "no-dig" methodology in the construction of these areas, such as the use of decking or building on or above the current soil level, will lessen expected incursions (example;Fig. 11) and increase tree retention viability.

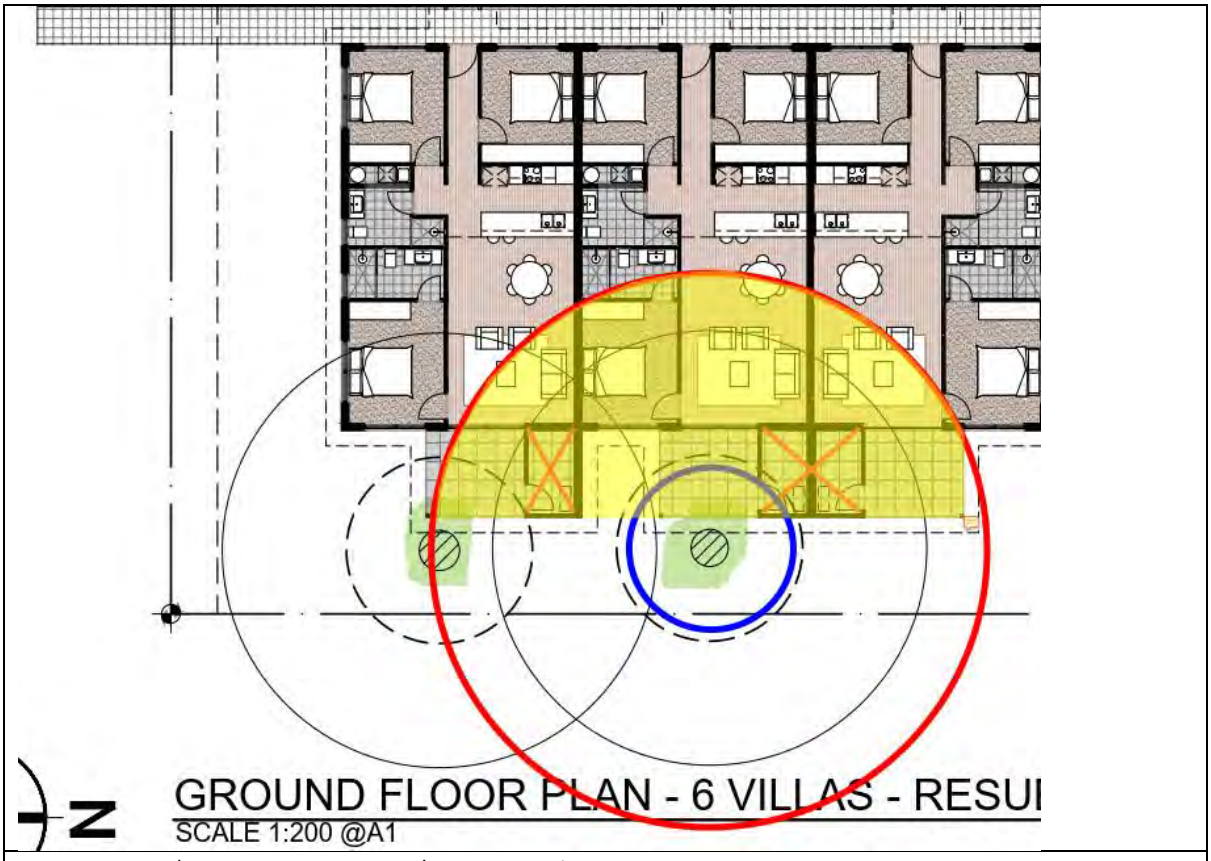


Fig. 10 – Total incursion to tree 10's TPZ ≈ 41%

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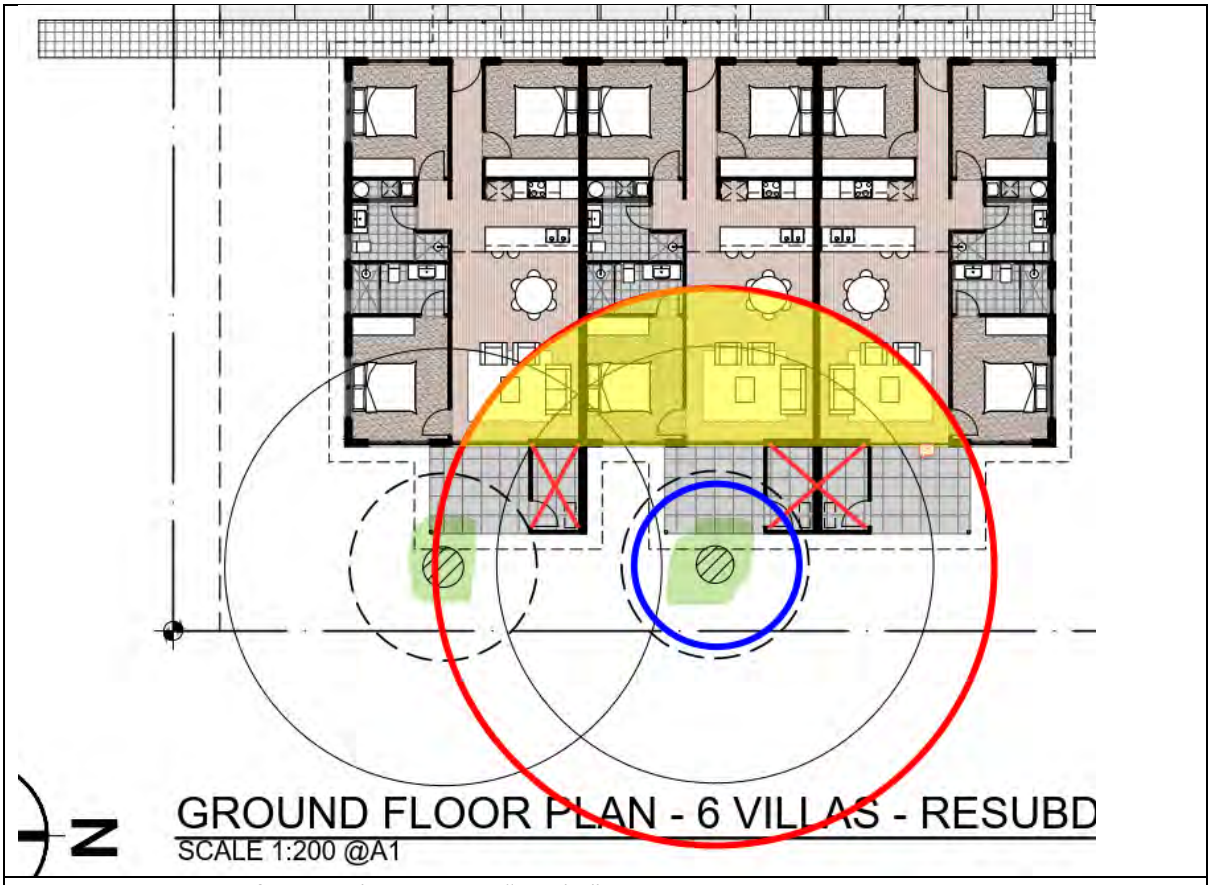


Fig. 11 – Incursion of Tree 10's TPZ using "no-dig" practices ≈ 24%

The plans provided indicate walls will be constructed within the trees' TPZ. Clearance pruning (12.14 Clearance Pruning) may be required prior to construction to minimise incidents of mechanical damage (12.4 Mechanical damage)

13.2 Recommendations

- Al-fresco area to be constructed via 'no did' methodology to reduce incursion levels to a more tolerable level
- Undertake root mapping at extent of construction footprint to determine impact, if any, to structural roots (Arborist level 5 supervised) to assist with a further viability assessment (12.8)
- Undertake necessary clearance pruning to minimise mechanical damage
- Level 1 tree health amendments prior to construction (12.17 Health amendments)
- Trees 1 & 2 currently have low retention values and could be considered for removal and replant.

14. Disclaimer

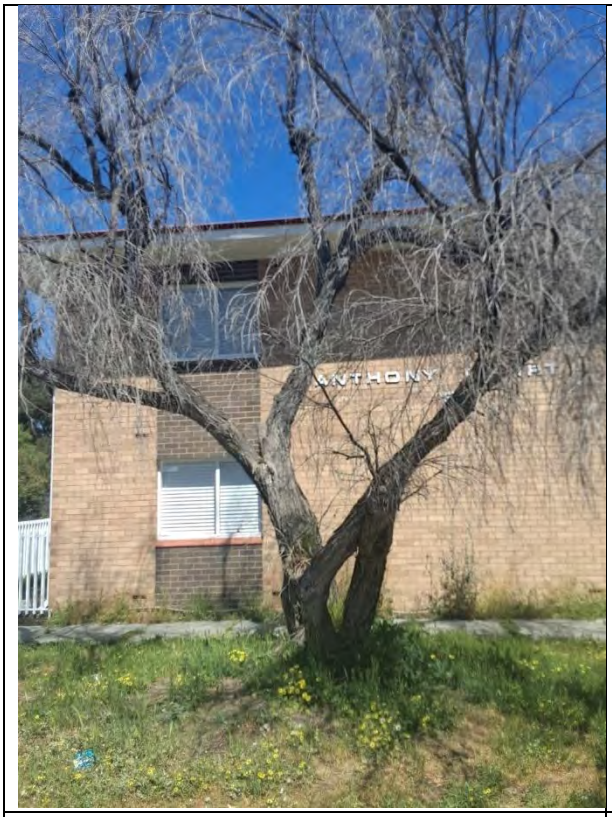
The conclusions and recommendations contained in this report refer to the trees' condition on the day of inspection only. The report should be read and considered in its entirety. All care has been taken using the most up to date arboricultural information in the preparation of this report. The report is based on visual inspection only. No guarantee can be given nor can it be predicted that branch failure or uprooting (windthrow) would not occur as a result of high winds and /or excessive rainfall and other unpredictable events. Tree health and environmental conditions can change at any time due to unforeseen circumstances.

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15. Appendices

15.1 Tree photos



Tree 1



Tree 2



Tree 3



Tree 4

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Tree 5



Tree 6



Tree 7



Tree 8

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Tree 9



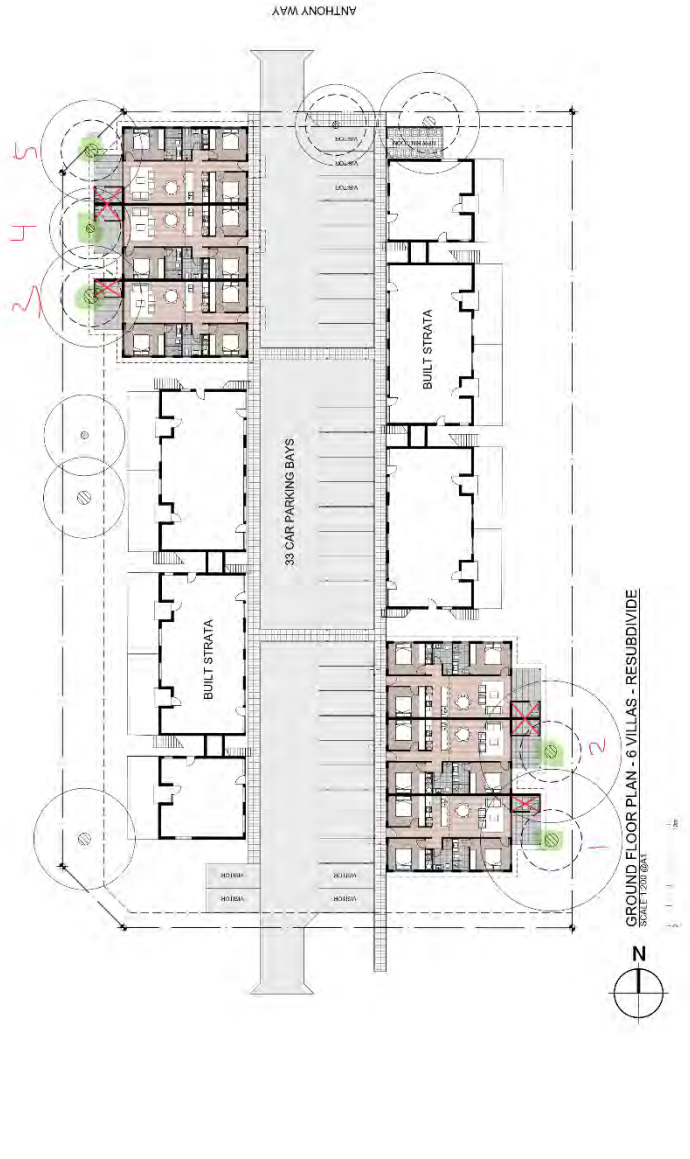
Tree 10



Tree 11

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15.2 Proposed plan



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15.3 Health rating

Assessed trees are given a numerical value to signify their overall health. Several factors and/or symptoms are taken into consideration when assessing the health of a tree. It's vigour and seasonal extension growth, symptoms of decline like deadwood and/or dieback, foliage density, colour, size and intactness as well as signs of pests and/or disease are all appraised.

Rating	Health
10	Exceptional
9	
8	Good
7	
6	Average
5	
4	
3	Poor
2	
1	Dead

Classification	Description
Exceptional	Canopy is full with dense foliage coverage throughout, leaves are entire and are of an excellent size and colour for the species with no visible pathogen damage. Excellent growth indicators, e.g. seasonal extension growth.
Good	Canopy is full with minor variations in foliage density throughout, leaves are entire and are of good size and colour for the species with minimal or no visible pathogen damage. Some minor dead wood and epicormic growth. Good growth indicators.
Average	Canopy has moderate variations in foliage density throughout, leaves not entire with reduced size and/or atypical in colour, moderate pathogen damage. Reduced growth indicators, visible amounts of minor and major deadwood/dieback, and epicormic growth.
Poor	Canopy density significantly reduced throughout, leaves are not entire, are significantly reduced in size and/or are discoloured, significant pathogen damage. Significant amounts of deadwood and/or epicormic growth, noticeable dieback of branch tips, possibly extensive.
Dead	Dead No live plant material observed throughout the canopy, bark may be visibly delaminating

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15.4 Structure rating

Assessed trees are given a numerical rating to signify their overall structure. Several factors and/or conditions are taken into consideration when assessing a tree's structure. It's form, branching habit, trunk and lower stem are all appraised.

Rating	Structure
10	Exceptional
9	
8	Good
7	
6	
5	Average
4	
3	Unacceptable
2	
1	

Classification	Description
Exceptional	Good form and branching habit typical of the species. Structural defects are insignificant or undetected. All major unions appear well attached and devoid of anything that could be considered a weakness. All aspects of the tree exhibit no evidence of pathogens. No obvious damage to the trunk and roots.
Good	Canopy devoid of major defects but may exhibit minor damage, disease or decay in the crown, trunk and roots. Branching habit is well formed, spaced and tapered. May contain small amounts of deadwood or have evidence of previous limb failure.
Average	Moderate structural defects, damage, disease or decay that impact longevity. Defects may not reflect an imminent threat
Unacceptable	Serious structural defects that could cause failure within 12 months i.e., active splits, unstable/loose in ground, excessive branch end-weight. Immediate arboricultural intervention recommended to minimise risk.

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16. Glossary of terms

ULE – Useful Life expectancy

DBH – Diameter at breast height

TPZ – Tree protection Zone

SRZ – Structural root zone

VTA - Visual tree assessment

QTRA – Quantified tree risk assessment

DTW – Distance to works

TPP – Tree Protection Plan

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Attachment 2e – Strata By-laws

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Scheme By-laws

Strata Titles Act 1985 (STA)
Part 4 Division 4

Scheme Number: **88847**

Part 1 – Applicant

(a) For existing schemes:

The Owners of[1] _____ (strata company); or

(b) For new schemes:
The owner(s)[2] **Jupiter 24 Pty Ltd (ACN 678 314 513)** of land the subject of the plan described as[3] **Lot 1 On Diagram 40692**

Part 2 – Select Option

☐ **Option 1 – Voluntary Consolidation[4]**

[This option is to be selected by schemes registered prior to 1/5/2020 that choose to lodge a consolidated set of by-laws updated solely to take account of changes to by-laws made by *Strata Titles Act 1985* Schedule 5 clause 4]

In compliance with the *Strata Titles Act 1985* section 56 and Schedule 5 clause 4 and the *Strata Titles (General) Regulations 2019* regulation 180(2), the Applicant applies to the Registrar of Titles for registration of an amendment to the strata titles scheme by registration of a consolidated set of scheme by-laws at Part 4.

☒ **Option 2 – New Scheme**

[This option is to be selected if this form is being lodged together with the **Application to register strata titles scheme** and the governance by-laws in Schedule 1 and conduct by-laws in Schedule 2 of the *Strata Titles Act 1985* are being added to, amended or repealed.]

The Applicant applies to the Registrar of Titles to have the consolidated set of scheme by-laws as set out in Part 4 registered with the **Application to register strata titles scheme** in respect of the above land.

☐ **Option 3 – Application to Amend**

[This option is to be selected by schemes registered under the *Strata Titles Act 1985* that are making additions, amendments or repeals to the existing scheme by-laws.]

In compliance with the *Strata Titles Act 1985* section 56 and *Strata Titles (General) Regulations 2019* regulation 56 and if *Strata Titles Act 1985* Schedule 5 clause 4 and the *Strata Titles (General)*

---

[1] To be completed as "[scheme name + scheme type + scheme number]" under s.14(2) of the Act, e.g. Pretty Ponds Survey-Strata Scheme 12345.
[2] Insert the full name(s) of the owners of land the subject of the plan as shown on the certificate of title.
[3] Insert the description of parcel, e.g. Lot 1 on Deposited Plan 12345.
[4] No resolution is required for by-law changes set out in the *Strata Titles Act 1985* Schedule 5 clause 4 and renumbering consequential on those changes.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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Regulations 2019 regulation 56 and 180(1) apply to the by-laws of the strata company, the Applicant applies to the Registrar of Titles for registration of an amendment to the strata titles scheme by amending the scheme by-laws at Part 3 and including a consolidated set of scheme by-laws at Part 4.

Part 3 – Application to Amend
[In this part specify additions, amendments and repeals of by-laws]

The Applicant certifies that:

By resolution without dissent, the voting period for which opened on _____ and closed on _____ (and which must be registered within 3 months after the closing date) the ☐ **additions**/ ☐ **amendments**/ ☐ **repeal**[5] to the Governance by-laws were made as detailed here.

☐ **and** / ☐ **or**[5]

By special resolution, the voting period for which opened on _____ and closed on _____ (and which must be registered within 3 months after the closing date) the ☐ **additions**/ ☐ **amendments**/ ☐ **repeal**[5] to the Conduct by-laws were made as detailed here.

☐ **and** / ☐ **or**[5]

By ordinary resolution passed on _____ a by-law specifying a period of 12 months ending on a different date to 30 June was made as detailed here and taken to be a governance by-law in accordance with Strata Titles (General) Regulations 2019 regulation 175(4).

[5] Select one.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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Part 4 – Consolidated set of by-laws

[In this part provide the full text of the current set of scheme by-laws for the scheme classified as governance or conduct and with the relevant by-law number]

The strata company certifies that the consolidated set of by-laws set out below is the current full set of by-laws for the scheme with the scheme number specified on page 1.

Governance by-laws

1. Duties of owner

(1) The owner of a lot must:

(a) immediately carry out all work that may be ordered under a written law in respect of the lot other than such work as may be for the benefit of the building generally and pay all rates, taxes, charges, outgoings and assessments that may be payable in respect of the lot; and

(b) maintain and repair the lot, and keep it in a state of good condition, reasonable wear and tear, and damage by fire, storm, tempest or act of God excepted.

(2) The owner of a lot must:

(a) notify in writing the strata company immediately on becoming the owner of the lot, including in the notice the owner's address for service for the purposes of the Strata Titles Act 1985 (**STA**); and

(b) if required in writing by the strata company, notify the strata company of any mortgage or other dealing in connection with the lot, including in the case of a lease of a lot, the name of the lessee and the term of the lease.

2. Power of strata company regarding submeters

(1) If the supply of gas or electricity to a lot is regulated by means of a submeter, the strata company may require the owner or occupier of the lot to pay the strata company by way of security for the payment of charges arising through the submeter an amount not exceeding $200 and, if any amount so paid is applied by the strata company under sub-bylaw (2), to pay such further amount or amounts by way of such security as may be necessary to maintain the amount of the security as, subject to this sub-bylaw, the strata company may require.

(2) The strata company must lodge every sum received under this by-law to the credit of an interest-bearing ADI account and all interest accruing in respect of amounts so received must, subject to this by-law, be held on trust for the owner or occupier who made the payment.

(3) If the owner or occupier of a lot in respect of which a submeter is used for the supply of gas or electricity refuses or fails to pay any charges due for the supply of gas or electricity to that lot, the strata company may apply in payment of those charges all, or such part as is necessary, of any amount paid to the strata company by that owner or occupier under this by-law, including any interest that may have accrued in respect of that amount.

(4) If a person who has paid an amount under this by-law to a strata company satisfies the strata company that the person is no longer the owner or occupier of a lot and that the strata company no longer has any liability or contingent liability for the supply of gas or electricity to that lot during the period when that person was an owner or occupier of the lot, the strata company must refund to that person the amount then held on the person's behalf under this by-law.

3. Constitution of council

(1) The powers and duties of the strata company must, subject to any restriction imposed or direction given at a general meeting, be exercised and performed by the council of the strata company and a meeting of the council at which a quorum is present is competent to exercise all or any of the authorities, functions or powers of the council.

(2) Until the first annual general meeting of the strata company, the owners of all the lots constitute the council.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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(3) The council shall consist of not less than 3 nor more than 7 of the owners of the lots, as is determined by the strata company.

(4) The members of the council must be elected at each annual general meeting of the strata company.

(5) If there are co-owners of a lot, 1 only of the co-owners is eligible to be, or to be elected to be, a member of the council and the co-owner who is so eligible must be nominated by the co-owners, but, if the co-owners fail to agree on a nominee, the co-owner who owns the largest share of the lot is the nominee or, if there is no co-owner who owns the largest share of the lot, the co-owner whose name appears first in the certificate of title for the lot is the nominee.

(6) Except if the council consists of all the owners of lots in the scheme, the strata company may by special resolution remove any member of the council before the expiration of the member's term of office.

(7) A member of the council vacates office as a member of the council:

(a) if the member dies or ceases to be an owner or co-owner of a lot; or

(b) on receipt by the strata company of a written notice of the member's resignation from the office of member; or

(c) at the conclusion of an annual general meeting of the strata company at which an election of members of the council takes place and at which the member is not elected or re-elected; or

(d) in a case where the member is a member of the council by reason of there being not more than 3 owners of lots in the scheme, on an election of members of the council (as a result of there being an increase in the number of owners to more than 3) at which the member is not elected; or

(e) if the member is removed from office under sub-bylaw (6); or

(f) if the Tribunal orders that the member's appointment is revoked, and the member is removed from office.

(8) The remaining members of the council may appoint a person eligible for election to the council to fill a vacancy in the office of a member of the council, other than a vacancy arising under this sub-bylaw (7)(c) or (7)(d), and any person so appointed holds office, subject to this by-law, for the balance of the predecessor's term of office.

(9) Except if 1 person is the owner of all of the lots in the scheme, a quorum of the council is 2 if the council consists of 3 or 4 members; 3, if it consists of 5 or 6 members; and 4, if it consists of 7 members.

(10) The continuing members of the council may act even if there is a vacancy in the council, but so long as the number of members is reduced below the number fixed by these by-laws as the quorum of the council, the continuing members or member of the council may act for the purpose of increasing the number of members of the council or convening a general meeting of the strata company, but for no other purpose.

(11) All acts done in good faith by the council, even if it is afterwards discovered that there was some defect in the appointment or continuance in office of any member of the council, are as valid as if that member had been duly appointed or had duly continued in office.

4. Election of council at general meeting

The procedure for nomination and election of members of a council must be in accordance with the following rules:

(1) The meeting must determine, in accordance with the requirements of by-law 3(3) the number of persons of whom the council is to consist.

(2) The chairperson must call on those persons who are present at the meeting in person or by proxy and entitled to nominate candidates to nominate candidates for election to the council.

(3) A nomination is ineffective unless supported by the consent of the nominee to the nomination, given:

(a) in writing, and furnished to the chairperson at the meeting; or

(b) orally by a nominee who is present at the meeting in person or by proxy.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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(4) When no further nominations are forthcoming, the chairperson:

(a) if the number of candidates equals the number of members of the council determined in accordance with the requirements of by-law 3(3), must declare those candidates to be elected as members of the council;

(b) if the number of candidates exceeds the number of members of the council as so determined, must direct that a ballot be held.

(5) If a ballot is to be held, the chairperson must:

(a) announce the names of the candidates; and

(b) cause to be furnished to each person entitled to vote and present in person or by proxy, a blank form in respect of each lot in respect of which the person is entitled to vote for use as a ballot form.

(6) A person who is entitled to vote must complete a valid ballot form by:

(a) writing on the form the names of candidates, equal in number to the number of members of the council so that no name is repeated; and

(b) indicating on the form the number of each lot in respect of which the person's vote is cast and whether the person so votes as owner or first mortgagee of each such lot or as proxy of the owner or first mortgagee; and

(c) signing the ballot form; and

(d) returning it to the chairperson.

(7) The chairperson, or a person appointed by the chairperson, must count the votes recorded on valid ballot forms in favour of each candidate.

(8) Subject to sub-bylaw (9) and by-law 5, candidates, being equal in number to the number of members of the council determined in accordance with by-law 3(3), who receive the highest numbers (in terms of lots or unit entitlements as required under the STA section 122) of votes are to be declared elected to the council.

(9) If the number (in terms of lots or unit entitlements as required under the STA section 122) of votes recorded in favour of any candidate is the lowest of the numbers of votes referred to in sub-bylaw (8) and:

(a) that number equals the number of votes recorded in favour of any other candidate; and

(b) if each of those candidates were to be declared elected the number of persons elected would exceed the number of persons required to be elected, as between those candidates, the election must be decided by a show of hands of those entitled to vote and present in person or by proxy.

5. Scheme Developer and Future Development Area owner entitled to be member of council

Notwithstanding the provisions of any other by-law (including by-law 4) and the requirements for a ballot for the election of the members of council, the following persons are entitled to be a member of the council without the requirement to participate in any election of the council provided that that person properly nominates for such appointment/election as prescribed in by-law 4(3):

(a) where the original owner and developer of the scheme, Jupiter 24 Pty Ltd (ACN 678 314 513) (**Scheme Developer**), or any related person or company (within the meaning of the Corporations Act 2001) remains the owner of any lot, one of those owners; and

(b) whilst part of the Future Development Area (including any lot created from its subdivision) remains undeveloped, the owner of the Future Development Area or one of the lots created from its subdivision that remains undeveloped.

6. Chairperson, secretary and treasurer of council

(1) The members of a council must, at the first meeting of the council after they assume office as such members, appoint a chairperson, a secretary and a treasurer of the council.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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(2) A person:

(a) must not be appointed to an office referred to in sub-bylaw (1) unless the person is a member of the council; and

(b) may be appointed to 1 or more of those offices.

(3) A person appointed to an office referred to in sub-bylaw (1) holds office until the first of the following events happens:

(a) the person ceases to be a member of the council under by-law 3(7);

(b) receipt by the strata company of a written notice of the person's resignation from that office;

(c) another person is appointed by the council to hold that office.

(4) The remaining members of the council must appoint a member of the council to fill a vacancy in an office referred to in sub-bylaw (1), other than a vacancy arising under by-law 3(7)(c), and any person so appointed holds office, subject to this by-law, for the balance of the predecessor's term of office.

(5) The chairperson is to preside at all meetings of the council but, if the chairperson is absent from, or is unwilling or unable to preside at, a meeting, the members of the council present at that meeting can appoint 1 of their number to preside at that meeting during the absence of the chairperson.

7. Chairperson, secretary and treasurer of strata company

(1) Subject to sub-bylaw (2), the chairperson, secretary and treasurer of the council are also respectively the chairperson, secretary and treasurer of the strata company.

(2) A strata company may at a general meeting authorise a person who is not an owner of a lot to act as the chairperson of the strata company for the purposes of that meeting.

(3) A person appointed under sub-bylaw (2) may act until the end of the meeting for which the person was appointed to act.

8. Meetings of council

(1) At meetings of the council, all matters must be determined by a simple majority vote.

(2) The council may:

(a) meet together for the conduct of business and adjourn and otherwise regulate its meetings as it thinks fit, but the council must meet when any member of the council gives to the other members not less than 7 days' notice of a meeting proposed by the member specifying in the notice the reason for calling the meeting; or

(b) employ or engage, on behalf of the strata company, any person as it thinks is necessary to provide any goods, amenity or service to the strata company; or

(c) subject to any restriction imposed or direction given at a general meeting of the strata company, delegate to 1 or more of its members such of its powers and duties as it thinks fit, and at any time revoke the delegation.

(3) A member of a council may appoint an owner of a lot, or an individual authorised under the STA section 136 by a corporation which is an owner of a lot, to act in the member's place as a member of the council at any meeting of the council.

(4) An owner of a lot or individual may be appointed under sub-bylaw (3) whether or not that person is a member of the council.

(5) If a person appointed under sub-bylaw (3) is a member of the council the person may, at any meeting of the council, separately vote in the person's capacity as a member and on behalf of the member in whose place the person has been appointed to act.

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9. Powers and duties of secretary of strata company

The powers and duties of the secretary of a strata company include:

(a) the preparation and distribution of minutes of meetings of the strata company and the submission of a motion for confirmation of the minutes of any meeting of the strata company at the next such meeting; and

(b) the giving on behalf of the strata company and of the council of the notices required to be given under the STA; and

(c) the supply of information on behalf of the strata company in accordance with the STA sections 108 and 109; and

(d) the answering of communications addressed to the strata company; and

(e) the calling of nominations of candidates for election as members of the council; and

(f) subject to the STA sections 127, 128, 129, 200(2)(f) and (g) the convening of meetings of the strata company and of the council.

10. Powers and duties of treasurer of strata company

The powers and duties of the treasurer of a strata company include:

(a) the notifying of owners of lots of any contributions levied under the STA; and

(b) the receipt, acknowledgment and banking of and the accounting for any money paid to the strata company; and

(c) the preparation of any certificate applied for under the STA section 110; and

(d) the keeping of the records of account referred to in the STA section 101 and the preparation of the statement of accounts referred to in the STA section 101.

11. Exclusive use, maintenance and repair of sundry items for the use of a lot

(1) Each owner is granted the exclusive use (including of the cubic space of any common property on which such item is situated) and enjoyment of all sundry and incidental items (including but not limited to lights, doors, door hardware, awnings, paved and tiled areas, windows, insect screens, hot water systems, exhaust systems, air-conditioning systems, security systems and window tinting) that were installed on or in the lot or common property prior to the registration of the strata plan which are solely for the exclusive use of a that lot (**Sundry Item**).

(2) Unless the strata company agrees otherwise, an owner is responsible for the care, cleaning, upkeep (which must at all times accord with the reasonable aesthetics of the strata scheme in the opinion of the council), insurance and replacement of any Sundry Item.

(3) An owner must, upon receiving reasonable notice from the strata company, carry out any cleaning, repairs and maintenance to any Sundry Item for its lot and should it fail to do so the strata company may undertake that cleaning, repair or maintenance of that Sundry Item or remove that Sundry Item.

(4) All expenses reasonably incurred by the strata company in repairing, maintaining, renewing, replacing or removing a Sundry Item may be levied as a contribution payable solely by the owner of the lot that has exclusive use of that Sundry Item.

12. Exclusive use areas

(1) Each owner is granted exclusive use and enjoyment to those parts of the common property allocated to its lot that is shown and marked as "EX" and noting the number of their lot (eg "EX 1" is exclusive use for lot 1) on the plan forming Annexure A (**Exclusive Use Area**).

(2) The owners or occupiers of a lot must:

(a) comply with all approvals, permits, consents, Acts and regulations from any local, governmental or other public body or authority in connection with their Exclusive Use Area;

(b) keep their Exclusive Use Area in a clean, neat and tidy condition and free of rubbish;

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(c) maintain their Exclusive Use Area in a good state of condition and repair;

(d) make good any damage caused to any other common property by reason of the use of their Exclusive Use Area;

(e) unless the strata company approves otherwise, use their Exclusive Use Area only for the purpose of a courtyard;

(f) not enclose or construct any structure within their Exclusive Use Area without the prior consent of the strata company;

(g) not use or permit their Exclusive Use Area to be used in a manner which creates a nuisance or disturbs or interferes with the peaceful enjoyment of the other owners or occupiers; and

(h) not store any goods or equipment within any part of their Exclusive Use Area without the prior consent of the strata company.

(3) The owner or occupier is not liable to pay to the strata company any extra cost or expense for the exclusive use and enjoyment of their Exclusive Use Area.

(4) The strata company is responsible for insuring the Exclusive Use Area against all actions, claims, damages, costs, losses, injury or death arising from or related to the use of the Exclusive Use Area by the owners or occupiers and the cost of this shall form part of the administrative fund of the strata company.

13. Proposed further subdivision and development of Future Development Area

(1) For the purpose of these by-laws:

(a) **Future Development** means:

(i) development of the Future Development Area, including:

(A) construction of buildings and improvements on the Future Development Area; and

(B) subdivision of the Future Development Area;

(ii) construction of a carparking area on the common property; and

(iii) works associated with the above, both on the Future Development Area and on common property).

(b) **Future Development Area** means that part of Lot 1 noted 'C' on the strata plan (being two undeveloped areas 383sqm and 347sqm in size) and, where the context permits, any lot created from the subdivision of the Future Development Area whilst that lot remains undeveloped (not having any building constructed upon it).

(2) At the date of registration of the strata plan:

(a) the scheme includes the Future Development Area, which is intended to be the subject of Future Development;

(b) the Future Development Area is, with the consent of the Scheme Developer, used for motor vehicle parking for the occupants of the lots in the scheme (**Interim Parking**);

(c) the Scheme Developer intends to undertake the Future Development and for this to involve:

(i) construction of car parking on the common property to replace the Interim Parking, the number of car parking bays to be no less than the number of lots in the parcel (**New Parking Area**); and

(ii) the construction of further residential dwellings on and the subdivision of the Future Development Area.

(3) Subject to sub-bylaw (4), the owners and occupiers acknowledge and agree that:

(a) the owner of the Future Development Area may at its discretion undertake the Future Development;

(b) the location, design and configuration of the New Parking Area is at the discretion of the owner of the Future Development Area;

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(c) what the Future Development of the Future Development Area may comprise, including the final number of lots, the design and size of those lots and improvements associated with any the Future Development are at the discretion of the owner of the Future Development Area;

(d) the Future Development (including New Parking Area) may be undertaken in one or more stages;

(e) the timing of the Future Development or any stage of the Future Development is at the discretion of the owner of the Future Development Area;

(f) the Future Development will involve construction works that may generate noise, vibration, dust and other disturbance. Provided that those activities are undertaken in accordance with the applicable requirements of any relevant authority, an owner and occupier consents to and may not make any objection concerning:

(i) any activities reasonably required to undertake any Future Development; and

(ii) any disturbance or inconvenience such activities may cause.

(4) The owner of the Future Development Area must:

(a) obtain and comply with the terms of all necessary statutory approvals, consents, permits, licences or the like for any Future Development;

(b) meet all costs of undertaking any Future Development, including costs of any subdivision of the strata plan and revision of the schedule of unit entitlements; and

(c) ensure that the number of car parking bays in the New Parking Area, together with those in any Interim Parking that then remains, is no less than the number of lots in the parcel.

14. Interim Parking Area

(1) The owners and occupiers acknowledge and agree that:

(a) the owner of the Future Development Area makes the Interim Parking available for car parking by the owners and occupiers of other lots on a temporary basis until such time that the New Parking Area is constructed;

(b) the location, design, configuration and timing of the New Parking Area is at the discretion of the owner of the Future Development Area; and

(c) the owner or occupier does not have any right of exclusive use to any part of the Interim Parking.

(2) An owner or occupier must:

(a) only use the Interim Parking for the parking of registered motor vehicles;

(b) comply with all approvals, permits, consents, Acts and regulations from any local, governmental or other public body or authority in connection with their use of the Interim Parking; and

(c) make good any damage caused to any common property or the Future Development Area by reason of their use of the Interim Parking.

(3) The owners and occupiers must immediately upon request by the owner of the Future Development Area and subject to construction of an adequate number of replacement car parking bays in the Replacement Parking Area for the purpose of by-law 13(4)(c), vacate and cease using the Interim Parking.

(4) An owner or occupier uses the Interim Parking at its own risk and releases the owner of the Future Development Area from any claim it may otherwise have against the owner of the Future Development Area (including a claim related to injury or damage to any person or property) in any way associated with the use of the Interim Parking to the extent that it is not caused by the negligence of the owner of the Future Development Area.

15. Obligations for Future Development

(1) If requested by the owner of the Future Development Area, and subject to by-law 13(4), the strata company and each owner must do all things required of them under any Act in order to enable the owner of the Future Development Area to undertake, complete and register the Future Development.

(2) The matters that the strata company or an owner may be required to do under sub-bylaw (1) include:

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(a) signing as council members (if applicable) or members of the strata company (if required) any application for re-subdivision of the Future Development Area;

(b) if necessary, providing any confirmation or consent required by any Act to:

(i) the application for subdivision of the Future Development Area and strata plan;

(ii) the construction of any improvement on the Future Development Area;

(iii) the construction, installation or upgrade of any utilities or services for the parcel (including the New Parking Area); and/or

(iv) revision of the schedule of unit entitlements for the strata plan,

that may be associated with the Future Development and its registration;

(c) passing any resolution reasonably required to facilitate any part of the Future Development, including but not limited to any resolution to:

(i) facilitate the re-subdivision of the Future Development Area in accordance with the STA;

(ii) alter and reallocate the unit entitlement of each lot, on one or more occasions, with each such alteration or reallocation of the unit entitlement to be determined by a licensed valuer in accordance with the STA;

(iii) make additions or amendments to the by-laws to regulate specific uses and activities occurring on or to facilitate any part of the Future Development or to comply with the requirements of any authority (including in relation to the New Parking Area);

(iv) provide any consent or approval for any part of the Future Development or any works that it may involve; and

(v) enable the owner of the Future Development Area to be granted certain rights in relation to the common property to enable it to properly complete the Future Development; and

(d) doing all other things required of them by owner of the Future Development Area to allow for any plans of re-subdivision of the strata plan to be registered.

(3) An owner must not interfere in any way with the owner of a Future Development Area applying for any approvals and consents from any relevant authorities for any part of the Future Development.

16. Power of attorney

(1) Each owner and the strata company irrevocably appoints the owner of the Future Development Area, its officeholders and its solicitors as their proxy and power of attorney for the purposes of all dealings with and decisions concerning the Future Development. Such appointment as proxy and power of attorney extends to:

(a) voting on any resolutions of the strata company concerning any matter involving the Future Development;

(b) consenting to or otherwise approving any matter involving the Future Development and executing any documents required for this purpose; and

(c) signing (on behalf of the owner or strata company as the case may be) any documents required to give effect to any matter involving the Future Development, including Landgate documents.

17. Differential levying and exemption

(1) If a cost of the strata company is solely attributable to a particular lot or a group of lots, that cost will be levied against only that lot or group of lots - the other lots in the scheme exempt from having to contribute to that cost in accordance with section 100(c)(ii) of the STA.

(2) Each owner acknowledges and agrees that sub-bylaw (1) will require only the owners of lots in a particular building to contribute to any repair, maintenance or other costs associated with that building only (such as the repair to the roof of that building).

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(3) While the Future Development Area or a lot created from its subdivision remains as an unimproved lot, in accordance with section 100(c)(ii) of the STA, that lot is exempt from having to contribute any costs of the strata company other than the costs for the strata company obtaining insurance required under section 97 of the STA.

18. Indemnity for breach

An owner must indemnify (and keep indemnified) the strata company and each of its agents, authorised representatives, contractors, employees and sub-contractors against any Cost or any damage, harm, injury or loss incurred or suffered as a result of any breach of these by-laws or the STA by the owner or any occupier of the owner's lot.

19. Insurance excess

(1) An owner is liable for the amount of any excess or claim costs concerning any claim on a policy of insurance of the strata company (**Insurance Excess**):

(a) arising by reason of any act or omission of that owner or any occupier of or invitee to that owner's lot (including but not limited to water damage to another lot or common property caused by any lack of repair and maintenance of the lot including its tiled areas, taps left on causing accidental flooding or high pressure cleaning of tiles inside the apartment, balcony or parking bay of the lot); or

(b) relating to damage to the owner's lot or property situated within the owner's lot (including parking bay) and neither the strata company under sub-bylaw (2) or the owner of another lot under paragraph (a) is liable for that Insurance Excess.

(2) The strata company must pay any Insurance Excess (which will be a common strata company expense) concerning any claim on a policy of insurance of the strata company that relates to damage:

(a) caused by the strata company failing to maintain any common property; or

(b) damage to more than one lot or to any common property caused by an act of god or tempest.

20. Recovery of costs by the strata company

(1) For the purposes of these by-laws:

(a) **Costs** include:

(i) costs and expenses payable to the strata manager;

(ii) debt recovery agency costs;

(iii) legal costs and disbursements on a solicitor and own client indemnity basis;

(iv) costs of any consultants and experts;

(v) costs of any employees of and contractors to the strata company preparing for or being involved in any Legal Proceedings or attending to the making good of any beach of a by-law or the STA; and

(vi) Insurance Excess.

(b) **Legal Proceedings** include:

(i) the issuing of a notice alleging a breach of the STA or by-laws that could lead to an application to SAT, any other tribunal or any court;

(ii) an application to SAT, any other tribunal or any court:

(A) to recover any amount of money owing by an owner to the strata company;

(B) for relief under the STA or any order, interim order or declaration given by SAT; or

(C) for any other matter; and

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(iii) an application for leave to appeal to any Court from an order of SAT or another court order and any further appeals related to that appeal.

(2) Without limiting by-law 17, an owner must pay on demand to the strata company on a full indemnity basis all Costs the strata company incurs or suffers in relation to any of the following:

(a) any default in the performance or observance of any by-laws by the owner or occupier of that lot (including the making good of any damage caused by any such default or breach) including, but not limited to, recovery of strata company contribution fees;

(b) the pursuit and recovery of monies owing by an owner, including interest chargeable in accordance with the STA and the Regulations of that Act or, the cost of engaging the strata manager, a solicitor and debt collector including further any justifiable expenses of the strata manager outside of their normal duties as detailed in their agreement with the strata company;

(c) recovering any outstanding amounts owing from the owner to the strata company under either or both the STA or these by-laws, including any contributions levied by the strata company on that owner pursuant to sections 43 and/or 100 of the STA;

(d) making good any damage to the common property or personal property of the strata company caused by:

(i) the owner;

(ii) an occupier of the owner's lot; or

(iii) an invitee of the owner or occupier of the owner's lot;

(e) remedying a breach of the by-laws or the STA committed by:

(i) the owner; or

(ii) an occupier of the owner's lot;

(f) rectifying any unauthorised works on common property undertaken as a result of an instruction or action of the owner or occupier of the owner's lot;

(g) all Legal Proceedings taken by the strata company against the owner or an occupier of the owner's lot; and

(h) all Legal Proceedings taken by:

(i) an owner

(ii) an occupier of the owner's lot; or

(iii) a mortgagee of the owner's lot,

against the strata company or in which the strata company becomes involved and that owner, occupier or mortgagee (as the case may be) is not successful or is only partly successful in those Legal Proceedings.

(3) Where a by-law (including this by-law) provides that an owner must pay a Cost to the strata company:

(a) the council of the strata company may:

(i) include the amount of the Costs in the amounts to be raised for the purposes of section 100(1)(a) of the STA; and

(ii) raise the amount of the Costs by levying a contribution for those Costs solely on that owner in accordance with section 100(1)(c)(ii) of the STA; and

(b) the Costs are recoverable by the strata company from the owner as a liquidated debt and the strata company may take action to recover those amounts in any court of competent jurisdiction.

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21. Strata company approval

When in these by-laws the consent of the strata company or the council is required, unless provided otherwise, such consent:

(a) may be withheld;

(b) may be given on conditions including payment of a fee or insurance premium; and

(c) may be withdrawn,

as the strata company or council, as the case may be, shall reasonably determine.

22. Financial year

The financial year for the strata company is the period of 12 months ending on the last day of the month in which the scheme is registered.

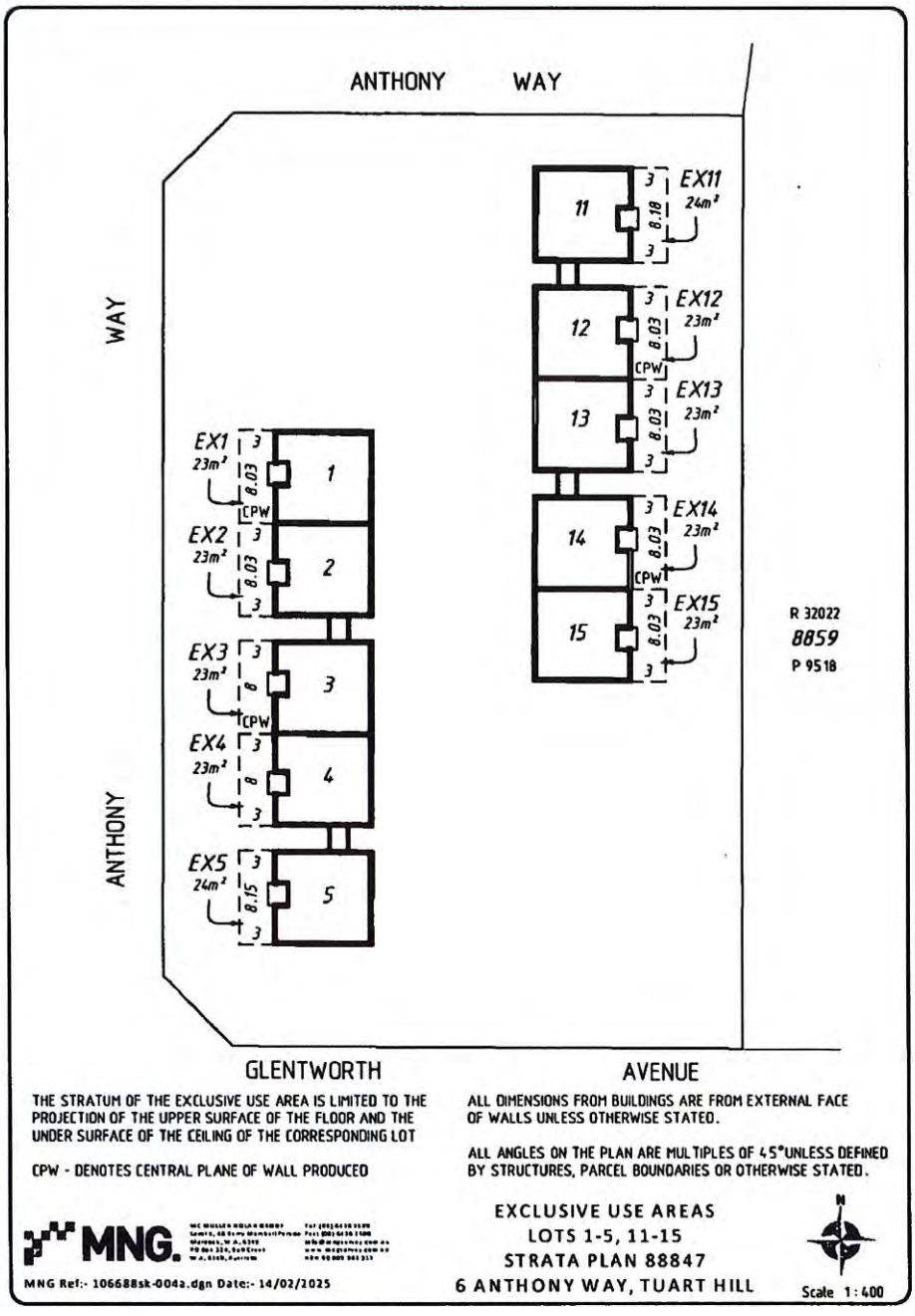
Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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Annexure A – Plan of Exclusive Use Area



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Conduct by-laws

1. Vehicles and parking

(1) For the purpose of this by-law, **Parking Area** means any part of the parcel designated at that time for the parking of vehicles including:

(a) the Interim Parking; and

(b) upon its construction, the New Parking Area.

(2) Visitors to a lot are permitted to park in the designated visitor's car parking bay for a maximum time of 4 hours in any 24 hour period. An owner or occupier of a lot must not park in any visitors parking bay at any time.

(3) An owner or occupier of a lot must not, except with the prior written approval of the strata company (or in the case of the Interim Parking the owner of the Future Development Area) or unless provided for in the by-laws:

(a) park or stand any motor or other vehicle on any part of the parcel other than the Parking Area;

(b) permit any invitees of the owner or occupier to park or stand any motor or other vehicle on any part of the parcel other than any Parking Area available for use by that lor or a designated visitor car parking bay;

(c) other than minor repairs and maintenance to a vehicle conducted within the Parking Area, conduct repairs or restorations of any motor vehicle, motorcycle, trailer or other type of vehicle or boat upon any portion of the parcel.

(d) wash a motor vehicle on any part of the parcel;

(e) cause or allow any oil, grease, lubricant, petroleum or other like substance to be spilled, leaked or otherwise discharged on any part of the parcel;

(f) store any goods or equipment within any Parking Area.

(g) park or stand a motor vehicle or motorcycle anywhere on the parcel whose exhaust noise emissions do not comply with noise decibel limits imposed by the Road Traffic (Vehicle Standards) Rules 2002 (or any replacement of the Rules); or

(h) leave or park (or permit any invitees of the owner or occupier to leave) an unlicensed vehicle or car wreck in any part of the parcel.

(4) An owner or occupier of a lot must:

(a) not deposit any rubbish on any Parking Area;

(b) make good any damage caused to any common property or the Future Development Area by reason of their use of the Parking Area;

(5) An owner must appoint a specialised contractor to clean any spillage of oil or similar product on the parcel and must not attempt to clean or hose down any such spills themselves.

(6) Each owner acknowledges that:

(a) the council is permitted to subcontract their powers to enforce parking by-laws to a private company as determined by the council; and

(b) any person found to be illegally parking on common property, including the visitors parking bays, will be subject to the penalties specified in the private company agreement (including fines and removal of vehicles).

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2. Use of common property

(1) An owner or occupier of a lot must:

(a) use and enjoy the common property in such a manner as not to unreasonably interfere with the use and enjoyment of the common property by other owners or occupiers of lots or of their invitees; and

(b) take all reasonable steps to ensure that the owner's or occupier's invitees do not behave in a manner likely to interfere with the peaceful enjoyment of an owner or occupier of another lot or of a person lawfully using common property.

(2) An owner or occupier of a lot must not:

(a) obstruct lawful use of common property by any person;

(b) interfere with the operation of any plant and equipment owned by the strata company installed on the common property;

(c) damage common property, except for reasonable wear and tear during its use for the purposes for which it is intended for use;

(d) without the approval of the strata company and save as otherwise permitted by these by-laws:

(i) store any items in or upon the common property;

(ii) use any common property other than the purpose for which it is provided or properly available for;

(iii) use any portion of the common property for its own purposes as a garden;

(iv) use any part of the common property for their own purposes to the exclusion of others; or

(v) enter, or facilitate any person to enter, any plant room, machinery room, equipment area or other similar area.

3. Damage to common property

(1) An owner or occupier of a lot is responsible for any damage to any part of the common property (including garden or landscaping) through misuse by the owner or occupier or their employees, agents and other invitees and is liable to pay for any repairs to make good the damage.

(2) An owner or occupier of a lot must not:

(a) mark, paint, drive nails or screws or the like, or otherwise damage, deface, or alter any structure that forms part of the common property; or

(b) damage, deface or obstruct any entrance, passages, stairways, landings, pathways or any part of the common property.

(3) An owner or occupier of a lot must immediately notify the strata company on becoming aware of any damage to or defect in the common property (including water pipes, gas pipes, electrical installations, cabling or fixtures), whether located within or external to that lot and including all services and equipment.

4. Peaceful enjoyment

An owner or occupier of a lot must (and must ensure that their invitees do):

(a) be adequately clothed and not use language or behave in a manner that causes offence or embarrassment to an owner or occupier of another lot or any person lawfully using common property;

(b) not use plant or machinery, speakers, audio or visual equipment or public address systems on the lot or common property so as to unreasonably constitute a nuisance or disturbance to other owners or occupiers due to noise, vibration, odours or otherwise;

(c) not use roller blades, roller skates, scooters, skateboards or the like on the common property; and

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(d) not carry out any other activity that creates any undue or excessive noise, odours or other effect which would reasonably cause damage, nuisance or disturbance to any other owner or occupier.

5. Additional duties of owners and occupiers

(1) An owner or occupier of a lot must not use their lot or permit it to be used in a manner or for a purpose that is illegal (including by reason of being contrary to any requirements of any planning, building or other regulatory requirements), cause a nuisance to an owner or occupier of another lot, or are injurious to the reputation of the strata scheme or contravene any regulation, by-law, or statute of the local government authority or any other government or regulating authority law.

(2) An owner or occupier must not, without prior written consent of the strata company, do or permit anything which may invalidate or suspend any insurance policy effected by the strata company or cause any premium to be increased.

(3) An owner or occupier of a lot must take all reasonable steps to ensure that the owner's or occupier's invitees comply with the scheme by-laws (including those relating to the parking of motor vehicles).

6. Depositing rubbish etc. on common property

An owner or occupier of a lot must not deposit or throw on that lot or any other lot or the common property any rubbish, dirt, dust or other material likely to interfere with the peaceful enjoyment of an owner or occupier of another lot or of any person lawfully using the common property.

7. Garbage disposal

An owner or occupier of a lot must:

(a) comply with all local government authority by-laws and ordinances relating to garbage disposal;

(b) ensure that any waste that is placed in a bin is wrapped and sealed so as not to cause offensive odours or unsanitary conditions;

(c) ensure that the health, hygiene and comfort of the owner or occupier of any other lot is not adversely affected by its disposal of garbage; and

(d) comply with the reasonable requirements of the council, including any waste management plan, regarding the disposal of waste or recyclable material.

8. Blockage of water apparatus

(1) The water closets, conveniences and other water apparatus and plumbing including waste pipes and drains (**Water Apparatus**) must not be used for any purposes other than those for which they are constructed.

(2) No sweepings, rubbish or other unsuitable substance may be deposited in any Water Apparatus.

(3) An owner is responsible for any damage or blockage to any Water Apparatus that is caused by the misuse or negligence of the Water Apparatus by that owner or any occupier or invitee of that owner's lot (including due to a breach of sub-bylaws (1) or (2)), Governance By-laws 18 and 20 applying.

9. Water leakage to other lots and common property

(1) An owner must ensure that all wet areas within its lot are maintained in a proper sealed manner to prevent the leakage, seepage or transference of any water or other liquid on to any part of the common property or other lot other than waste pipes provided for the disposal of such water or liquid.

(2) The owner of a lot will be liable for the repair and replacement of any part of the common property, any part of a lot or any of the contents of a lot that has been damaged by water leakage from its lot, Governance By-laws 18 and 20 applying.

10. Drying of laundry items

An owner or occupier of a lot must not (except with the consent in writing of the strata company) hang any washing, towel, bedding, clothing or other article on any part of the parcel (including the balcony of a lot) in such a way as to be visible from outside the building, other than for a reasonable period on any

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lines provided by the strata company or existing at the date of registration of the strata plan (including any replacement) for that purpose.

11. Signage

(1) Except as provided by sub-bylaws (2) and (3), an owner or occupier must not display any sign, advertisement, placard, banner, poster or the like on any external part of their lot so as to be visible from outside the lot or the common property (including 'for sale' and 'for lease' signs) without the prior written consent of the strata company.

(2) The Scheme Developer may for a period of 36 months following the registration of the scheme display on any part of any lot that they own or any common part of the common property any signs (including 'for sale' and 'for lease' signs) as the Scheme Developer sees fit.

(3) The owner of the Future Development Area may during any period that the Future Development Area is undeveloped and for a period of 36 months thereafter display on any part of the Future Development Area or any common part of the common property any signs (including 'for sale' and 'for lease' signs) as the owner of the Future Development Area sees fit.

12. Storage of flammable products

(1) An owner or occupier must not use or store upon any part of a lot or common property any flammable gases, liquids, chemicals or Dangerous Goods (as defined under the Dangerous Goods Safety Act 2004 in the Dangerous Goods Regulations 2007).

(2) This bylaw does not apply to any chemicals, liquids, gases or other material:

(a) used or intended to be used for domestic purposes; or

(b) contained in a fuel tank of a motor vehicle or internal combustion engine;

where used or stored and maintained in accordance with all applicable statutory requirements, any directions for usage of any domestic product and these bylaws.

13. Safety and security

(1) An owner or occupier must:

(a) not use their lot, or permit it to be used, so as to cause a hazard to the health, safety and security of an owner or occupier of another lot;

(b) take all reasonable steps to maintain the safety and security of the scheme and not permit anything which may prejudice the security or safety of the scheme or any person in the scheme;

(c) ensure any gates providing access to the scheme securely close, and are not kept open, following their use;

(d) ensure compliance with all statutory and other requirements, including those of the strata company, relating to fire and fire safety in respect of the lot (including the service and maintenance of smoke detectors/alarms and fire doors (if any));

(e) notify the strata company immediately if they become aware of any threat to the scheme;

(f) comply with all directions of the strata company concerning the safety and security of the scheme;

(g) not store or leave any combustible materials, rubbish, furniture, tools, equipment or any other item in the stairwells or fire egress routes that is likely to cause a fire or hinder escape from the building; and

(h) not interfere with any fire, safety or security equipment and use such equipment only in the manner it is intended and when appropriate to do so.

(2) To ensure fire safety and safe escape routes in fire emergencies, it is the responsibility of the strata company and all owners and occupiers of the lots to make sure that there is no combustible material stored in the stairwells and egress routes from the lots.

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(3) An owner or occupier of a lot who breaches any fire regulations will be responsible for all loss and damages that are incurred as a result of that breach, Governance By-laws 18 and 20 applying.

(4) The strata company may:

(a) install CCTV monitoring devices in the common property to monitor security and general safety of the lots, common property and persons in the parcel; and

(b) impose reasonable rules and restrictions concerning accessing the footage of any such CCTV devices.

14. Alteration to lot

An owner of a lot must not alter or permit the alteration of the structure of the lot except as may be permitted and provided for under the STA and the by-laws and in any event must not alter the structure of the lot without giving to the strata company, not later than 14 days before commencement of the alteration, a written notice describing the proposed alteration.

15. External appearance

(1) Owners and occupiers must maintain their lot and any exclusive use area for that lot in a clean, neat and tidy condition, including any part of their lot that is visible from outside of the lot.

(2) An owner or occupier must not, without the prior written approval of the strata company:

(a) modify, alter or erect or carry out any works to the facades of the building;

(b) install any equipment or apparatus of any kind or make any alterations to the exterior of their lot (including but not limited to painting or decorating, installing an air-conditioning unit, or erecting any television, satellite dish, radio antenna, canvas blind or other awning) which:

(i) is or extends outside the boundaries of a lot;

(ii) is located on any balcony;

(iii) protrudes from any building or any balcony forming part of a lot; or

(iv) impacts/changes the external appearance of the lot or building in any way;

(c) install bars, screens or grilles or other locking or safety devices to the exterior of any windows or doors of a lot;

(d) allow any glazed portions of the lot or the common property that surrounds the lot to be tinted or otherwise treated with the effect that the visual characteristic of the glazing will change; or

(e) maintain within their lot anything visible from outside the lot which (when viewed from outside the lot) is not, in the reasonable opinion of the council, in keeping with the rest of the building and improvements comprising the scheme and appearance of the parcel.

(3) Those parts of any window treatments that can be viewed from the outside of the building must at all times match the external colour scheme of that building. An owner or occupier of a lot must not alter or change these colours without the prior written consent of the strata company.

16. Balcony and terrace appearance and furniture

(1) An owner of a lot must not install or affix any structure, fittings or fixtures (including shade sails, blinds, shutters, screening, umbrellas or other similar improvements or objects) to a balcony, terrace or an external wall or surface of the building unless it has been first approved in writing by the strata company.

(2) An owner or occupier of a lot that contains a balcony must:

(a) not place or keep plants on the balcony of the lot without the prior written consent of the strata company, such consent must not be unreasonably withheld and require that the plant is in a container which will retain all water that drains from the plant;

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(b) ensure at all times that all outdoor furniture that is on the balcony is fitted with suitable floor pads that will prevent the transmission of noise and is secured to prevent potential damage to other lots or the common property;

(c) not place or fix any screening to balconies other than which may have been installed at the date of registration of the strata plan;

(d) not place any covering including but not limited to fake grass over the balcony surface that may compromise in any way the drainage of water from the balcony surface

(e) not store bicycles, canoes surfboards or sporting equipment on their balcony; and

(f) ensure that rubbish or litter does not fall or be blown by wind from its balcony onto any other lot or the common property.

17. Floor coverings and noise transmission

(1) An owner of a lot must ensure that all floor space within the lot (other than that comprising the kitchen, laundry, lavatory or bathroom) is covered or otherwise treated to an extent sufficient to prevent the transmission of noise likely to disturb the peaceful enjoyment of the owner or occupier of another lot.

(2) An owner of a lot is permitted to install timber, cork or ceramic tile flooring within the floor space within its lot provided the installation of the flooring and noise transmission conforms or betters the current specification of the building.

(3) An owner or occupier a lot must not fix speakers, television panels or other entertainment or electronic equipment to a wall that abuts or adjoins another lot, the floor or the ceiling unless resiliently isolated in accordance with the manufacture's specifications.

(4) To comply with acoustics requirements and to prevent noise transmission, an owner or occupier of a lot must not fix clothes driers or washing machines or similar appliances to any wall which abuts or adjoins another lot.

18. Floor loading

An owner or occupier of a lot must not do any act or thing or permit any person to do any act or thing that will result in excessive stress or floor loading to any part of their lot or the common property.

19. Moving of furniture

(1) An owner or occupier of a lot must not move any furniture or any large object into, out of or within the scheme unless they have first given the strata company sufficient notice (being no less than 72 hours) of their intention to do so, giving details of the item(s) to be moved, when and how it will be moved and the approximate duration of the moving, in order to enable the strata company to determine if it is necessary for the strata company manager or a representative appointed by them to be present at the time to ensure that no damage is caused to the common property.

(2) The strata company may provide reasonable directions as to the manner in which any furniture or large object is moved within the scheme, including:

(a) precautions that must be taken to avoid damage to any part of the scheme or disturbance of residents;

(b) the location any moving vehicles must park and the hours in which they may do so; and

(c) the hours during which the move shall occur to minimise disturbance to residents.

(3) If any damage is caused to the common property by an owner or occupier moving any furniture or large object within the scheme (or any person doing so on behalf of the owner or occupier), the owner of the lot must indemnity the strata company for the cost of any works necessary to repair such damage.

(4) This bylaw does not apply to any furniture or items that can be safely moved by one person without being likely to cause any damage to any part of the common property.

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20. Access over a lot by the strata company or its agents

Where and to the extent that the strata company resolves that access is necessary or desirable for repairs to the common property, cleaning of the external parts of the windows or painting and maintenance of a lot (or for any other reason it reasonably considers necessary), the owner or occupier of a lot must permit the strata company and its servants, agents, contractors and invitees (with all necessary plant and equipment) to have access to their lot in order to obtain access to any part of the common property or lot.

21. Instructing of contractors by owners

(1) An owner or occupier must not directly instruct any contractors or workmen employed by the strata company unless authorised by the strata company.

(2) Any owner who instructs, or whose occupier instructs, any contractor or workmen without authorisation from the strata company:

(a) is responsible personally for the payment of such contractor or workmen and for the cost of removing or altering any such work which the strata company deems unsatisfactory; and

(b) must indemnify the strata company against any costs, claims or liabilities arising from the improper instructions given to contractors or workmen.

22. Leasing of lots

Prior to the leasing of a lot the owner must prior to the commencement date of such lease:

(a) where the lease will be for a period of greater than 90 days, inform the strata company of the name of the owner's managing agent for the lot (if any) and the name of the lessee, to be recorded on the strata company roll;

(b) provide the lessee with a copy of the strata company bylaws, and any changes to the bylaws from time to time; and

(c) ensure that such lease states that any non-compliance with the strata company bylaws constitutes a default under the terms of the lease.

23. No smoking

(1) No owner or occupier (or their invitees) may smoke any tobacco or other substance (including electronic cigarettes/vaping):

(a) in or on any part of the common property; or

(b) within any lot in such manner (including by reason of the discarding of butts onto common property or into any other lot, or permitting emissions to pass into any other lot including through any air-conditioning system, window or vent) as may cause a nuisance or annoyance to any owner or occupier or invitee of any other lot.

(2) An owner or occupier who smokes tobacco or any other substance within the confines of their lot must take all reasonable precautions to ensure that smoke or odours do not affect the peaceful enjoyment of other owners or occupiers.

24. Keeping of pets

(1) Subject to sub-bylaw (2), an owner or occupier of a lot is permitted to have pets on its lot in accordance with the requirements of the local authority by-laws and ordinances in relation to domestic pets in residential areas.

(2) An owner or occupier is permitted to have no more than 2 dogs and cats in its lot and which may be 2 dogs, two cats or 1 dog and 1 cat.

(3) If an owner or occupier keeps in their lot an animal, then they:

(a) must ensure that the animal is at all times kept under control and within the confines of their lot;

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(b) must ensure that the animal is not at any time within the common property except for the purpose of access to and from the owner's or occupier's lot and must not at any time be washed on the common property;

(c) must ensure that, when in or on any other part of the common property, the animal is at all times either carried by the owner or occupier or is closely restrained on a leash;

(d) are liable to the owners and occupiers and each other person lawfully in a lot or on the common property for any:

(i) noise which is disturbing to an extent which is unreasonable; or

(ii) damage to or loss of property or injury to any person caused by the animal;

(e) are responsible for the cost of any repairs and/or cleaning required to the common property as a result of the animal accessing the common property; and

(f) if the animal defecates or urinates on any common property, must promptly clean up the mess and disinfect the affected area.

(4) Without affecting the strata company's rights under the STA, the strata company may issue a notice cautioning the owner or occupier of a lot in respect of a breach of any of the provisions of this by-law including where an owner's or occupier's animal causes or is causing:

(a) any noise which is disturbing to an extent which is unreasonable;

(b) damage to or loss of property or injury to any person; or

(c) sand, dirt or mud to be brought onto common property, or otherwise leaves the common property in a dirty or untidy condition.

(5) A further breach under this by-law after notice has been served on an owner or occupier of a lot under paragraph (4), will entitle the strata company to require the immediate removal of the animal from the parcel.

25. Vermin, pests and insect infestation

An owner must keep their lot clean and free from infestation from vermin, pests and insects.

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Part 5 – By-laws of significance

[Please complete Parts 5 and 6 if making, amending or repealing a governance by-law of the kind described in Part 5 and ensure that relevant consents/approvals accompany the Scheme by-laws form]

The Applicant acknowledges that the following governance by-laws need consent from a party other than the strata company if they are to be made, amended or repealed. For more information about who these parties are, refer to the *Strata Titles Act 1985* and the *Strata Titles (General) Regulations 2019*:

	By-law number(s)	
Staged subdivision by-laws[6]:	**N/A**	
By-law under planning (scheme by-laws) condition[7]:	**N/A**	
Exclusive use by-laws[8]: (existing and new)	**11 & 12**	
		Western Australian Planning Commission (WAPC) approval number (if applicable)[9]:
Leasehold by-laws[10]:	**N/A**	**N/A**

[6] Refer *Strata Titles Act 1985* section 42.
[7] Refer *Strata Titles Act 1985* section 22.
[8] Refer *Strata Titles Act 1985* section 43.
[9] Refer *Strata Titles Act 1985* section 20. Will not be applicable for schemes registered prior to 1/5/2020.
[10] Refer *Strata Titles Act 1985* section 40. Will not be applicable for schemes registered prior to 1/5/2020.

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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Part 6 – Accompanying documents

[Select those documents to be lodged as evidence]

- ☐ **Consent Statement – Designated Interest[11] Holders for making / amendment / repeal of staged subdivision by-laws**
- ☒ Written consent of owner of each lot granted exclusive use (owners of special lots)
- ☐ Written consent of Western Australian Planning Commission (WAPC) or Local Government (as relevant) to amendment or repeal of any by-laws created in relation to a planning (scheme by-laws) condition
- ☐ **Consent of the Owner of the Leasehold Scheme[12]** to leasehold by-laws or staged subdivision by-laws
- ☐ Approval of WAPC to making, amendment or repeal of leasehold by-laws providing for postponement of the expiry day for the scheme

Jupiter 24 Pty Ltd (ACN 678 314 513), being the owner of all lots in the strata scheme, consents to the grant of exclusive use contained in these by-laws:

Executed by Jupiter 24 Pty Ltd (ACN 678 314 513) by authority of its directors in accordance with section 127 of the Corporations Act 2001 (Cth):

Signature of sole director/sole secretary
NICHOLAS AGAPITOS

[11] Refer to section 3(1) of the *Strata Titles Act 1985* for the meaning of designated interest.
[12] Owner of the leasehold scheme has the meaning in section 3(1) of the *Strata Titles Act 1985*.

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Part 7 – Execution

1. For new schemes, owners to sign here:

Date of Execution: 20/2/2026

Executed by Jupiter 24 Pty Ltd (ACN 678 314 513) by authority of its directors in accordance with section 127 of the Corporations Act 2001 (Cth):

Signature of sole director/sole secretary
NICHOLAS AGAPITOS

Please note: As stated in the *Strata Titles Act 1985* (Act) section 59 the Registrar of Titles is not obliged to examine scheme by-laws lodged for registration for compliance with the Act, it must not be presumed that because the Registrar of Titles has registered scheme by-laws, the by-laws are valid or enforceable and the State does not guarantee the validity or enforceability of scheme by-laws.

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GOVERNMENT OF WESTERN AUSTRALIA

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Q327575 SB
25 Feb 2025 15:19:47 Perth

SB Scheme By-laws

Lodged by:[13]	**Dentons Australia Limited**
Address:	**Level 30, Central Park, 152-158 St Georges Terrace, Perth WA 6000**
Phone Number:	**08 9323 0999**
Email Address:	**darryl.kipping@dentons.com**
Reference Number:	**44082103**
Issuing Box Number:	**132F**

Instruct if any documents are to issue to other than Lodging Party

Prepared by:	**Dentons Australia Limited**
Address:	**Level 30, Central Park, 152-158 St Georges Terrace, Perth WA 6000**
Phone Number:	**08 9323 0999**
Email Address:	**darryl.kipping@dentons.com**
Reference Number:	**44082103**

Titles, Leases, Evidence, Declarations etc. lodged herewith

1. Letter Consent
2. Vol
3.
4.
5.

OFFICE USE ONLY

Landgate Officer

Number of Items Received: 2

Landgate Officer Initial:

[13] Lodging Party Name may differ from Applicant Name.

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Document Notes:

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26/2/2025 15:26:23
Document timeclock changed to match the IOFD date of SP88847 - 25.2.2025

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DENTONS

Darryl Kipping
Partner

darryl.kipping@dentons.com
D +61 8 9323 0904

Dentons Australia Limited
ABN 69 100 963 308
Whadjuk Country
Level 30 Central Park
152-158 St Georges Terrace
Perth WA 6000
Australia

dentons.com

EV003037276 VOI

25 February 2025

The Registrar of Titles
Landgate
1 Midland Square
MIDLAND WA 6056

Attention Registrar and Commissioner of Titles

Our ref: D Kipping/44082103

Dear Registrar

Application to Register Strata Scheme 88847
Readiness to Proceed

1. I, Darryl Kipping of Dentons Australia Limited am the Solicitor for the applicant.

2. I have authority to make and to authorise on behalf of the applicant the amendment requested in this letter.

3. The documents for the application to register Strata Scheme 88847 will be lodged in accordance with the Readiness to Proceed process.

4. I acknowledge and request that the registration date for the documents necessary to issue Certificates of Title and any following documents for Strata Scheme 88847 will be altered to concur with the yet to be established 'In Order for Dealings' date of its Strata Plan.

5. If you have any questions regarding the above correspondence, please do not hesitate to contact me on (08) 9323 0904 or darryl.kipping@dentons.com.

Yours sincerely

Darryl Kipping
Partner
Dentons Australia

Zaanouni Law Firm & Associates > LuatViet > Fernanda Lopes & Associados > Guevara & Gutierrez > Paz Horowitz Abogados > Sirote > Adepetun Caxton-Martins Agbor & Segun > Davis Brown > East African Law Chambers > For more information on the firms that have come together to form Dentons, go to dentons.com/legacyfirms

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EV003037277 CONST

Commonwealth Bank

Commonwealth Bank of Australia
ABN 48 123 123 124 AFSL and
Australian credit licence 234945

The Registrar
Landgate
PO Box 2222
MIDLAND WA 6936

24 February 2025

Att: Registrar of Titles

Consent to subsequent lodgement

Our Ref: 553898314

Certificate of Title: 1389/292

Commonwealth Bank of Australia, as Mortgagee of Mortgage(s) Numbered Q184791 hereby consents to the registration of the following documents:

As Designated Interest Holder we consent to the registration of the:

Strata Plan 88847 (Scheme Plan of Subdivision)

Consent to Schedule of Unit Entitlements the subject of Strata Plan 88847

As the Mortgagee of a property we consent to the registration of:

Application to register strata titles scheme the subject of Strata Plan 88847

Consent to Schedule of Unit Entitlements the subject of Strata Plan 88847

Scheme Notice the subject of Strata Plan 88847

Statement to Deal with Land the subject of Strata Plan 88847

Scheme By- Laws the subject of Strata Plan 88847

Lodged by: Dentons Australia

In favour of: Jupiter 24 Pty Ltd ACN 678 314 513

Yours faithfully

007-152 190124

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City of Stirling
03 Mar 2026
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Signed for and on behalf of Commonwealth Bank of Australia ACN 123 123 124 by John Manera its attorney under power of attorney H662979 dated 11/12/2000 who declares that they are Assistant Manager of the Commonwealth Bank of Australia in the presence of:

.....

Branka Andrin
300 Murray Street Perth WA
Bank Officer



.....

John Manera

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City of Stirling
28 Jan 2026
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GOVERNMENT OF WESTERN AUSTRALIA

ENDORSEMENT CERTIFICATE

LG/WAPC Ref: LG:BU0444 Strata Plan No: 88847

Strata Titles Act 1985
Section 15 (4)

Certificate Endorsing Strata Plan or Amendment to a Strata Plan by Western Australian Planning Commission

Proposal Description:	Strata Plan / ~~Amendment to Strata Plan*~~
Property Description	LG:BU0444
Lot (or Strata Plan) No.:	88847
Location:	9 Glentworth Avenue (Formerly 6 Anthony Road)
Locality:	Tuart Hill
Local Government:	City of Stirling
Lodged by:	Elly Carradus
Date Submitted:	7 January 2025

It is hereby certified that the approval of the Western Australian Planning Commission has been granted pursuant to section 15 (4) of the *Strata Titles Act 1985*.

Signed: Digitally signed by Karina Bowater
Date: 2025.02.10 10:24:03 +08'00'

Dated: 10.2.2025

For and on behalf of the Western Australian Planning Commission and /or the City / Town / Shire* of:

The City of Stirling

(Delegated under section 16 (3)(e) of the *Planning and Development Act 2005*)

* Strike out as required

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Attachment 3a – Water Corporation Referral Response

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

Your Ref: DAP/26/03074
Our Ref: 211419892 - DAP434087
Enquiries: Kerry Moore
Direct Tel: 9420 2209
Email: building.services@watercorporation.com.au

25 March 2026

Planning Officer - Approvals
City Of Stirling
PO BOX 130
OSBORNE PARK WA 6017

Attention of: Sophia Re

Re: 6 ANTHONY WAY TUART HILL LOT 1

Thank you for your email dated 19th March 2026. We offer the following comments regarding this proposal.

Water
Reticulated water is available to the subject lot. A 40mm water service exists on the property.

Wastewater
Reticulated sewerage is available to the subject lot. Any portion of the proposed building which is within the zone of influence to sewer main may require suitable footings in accordance with our technical guidelines. Please refer to our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets.

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 an APRA, details of the Prescribed Proximities are available on our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets/Approval-for-works.

Building Approval Application
The applicant is required to submit a Commercial/Multi Residential Application by using our online portal BuilderNet: login-buildernet.watercorporation.com.au.

Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans (if required)

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 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 our Enquiries Officer.

Kind regards

Kerry Moore

Kerry Moore
Advisor - Building Services
Development Services
Assets Planning & Delivery Group
E building.services@watercorporation.com.au
T 13 13 95

watercorporation.com.au

Attachment 4 – City of Stirling Planners Assessment

Attachment 4: City of Stirling Planning Assessment

1.0 Residential Design Codes Volume 1 (Part C) Assessment

SECTION 1 – THE GARDEN

1.1 PRIVATE OPEN SPACE

<table>
<tr><th>REQUIRED</th><th>PROVIDED</th><th>COMPLIANCE</th></tr>
<tr><td>C1.1.1 For single houses and grouped dwellings, a single consolidated primary garden area provided behind the primary street setback, in accordance with Table 1.1a.</td><td>No single houses or grouped dwellings proposed.</td><td>N/A</td></tr>
<tr><td>C1.1.2 Notwithstanding C1.1.1, for grouped dwellings with a site area of 161m^2 or greater, the required primary garden area in accordance with Table 1.1a may be reduced by 10m^2 , where a secondary ground level private open space is provided with:
a minimum area of 10m^2 and minimum dimension of 3m (refer Figure 1.1b);
uncovered and open to the sky (excluding minor projections); and
an additional small tree provided in addition to the minimum tree requirements of Table 1.2a</td><td>Not required.</td><td>Complete C1.1.1 above for compliance</td></tr>
<tr><td>C1.1.3 Multiple dwellings only - minimum of one private open space area provided for the exclusive use of each multiple dwelling in accordance with Table 1.1b.</td><td><table><tr><th>Unit Number</th><th>Dwelling size</th><th>Min private open space area proposed</th><th>Min private open space dimension proposed</th><th>Complies?</th></tr><tr><td>1</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr><tr><td>2</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr><tr><td>3</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr><tr><td>4</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr><tr><td>5</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr><tr><td>6</td><td>3 beds</td><td>12.7m2</td><td>2.9m</td><td>Y</td></tr></table></td><td>Complies</td></tr>
<tr><td>C1.1.4 Balconies are to be unscreened for at least 25% of the total perimeter of the balcony (refer Figure 1.1c).</td><td>No balconies proposed.</td><td>N/A</td></tr>
</table>

1.1 TREES AND LANDSCAPING		
REQUIRED	**PROVIDED**	**COMPLIANCE**
C1.2.1 and C2.1.6 *15% soft landscaping required per site. This can be reduced to 10% for single houses and grouped dwellings where a significant tree is being retained (for that site only, not all sites within the lot).* *Minimum 1m dimension required for landscaping to contribute to 15% requirement.*	Total soft landscaping: 1161m2 Percentage: 28.9%.	Complies
C1.2.2 *The primary street setback area is to provide a minimum 30% soft landscaping.*	Anthony Way SBA: 117.6m2 Soft landscaping: 70.7m2 or 60.1%. Glenworth Ave SBA: 136.8m2 Soft Landscaping: 99.9m2 or 73%	Complies
C1.2.3 *The communal street (including any adjoining setbacks) and communal open space is landscaped and provided with adequate lighting to pathways and vehicle access areas.*	Adequate landscaping for the communal driveway.	Complies
C1.2.4 *A minimum number of trees to be planted in accordance with Tables 1.2a and provided with the required deep soil area per tree in accordance with Table 1.2b.* *NOTE: Grouped dwellings will always be one tree per dwelling and one in the primary street setback, e.g. 3 grouped dwellings would require 4 trees total.*	Multiple Dwellings. Site area 4011m2 or >1000m2 3011m2 over 1000: /400= 7.5 = 8 medium trees Total Required: 10 Medium OR 1 Large, 8 Medium & 1 Small Trees Proposed: Retained trees: 1 small, 3 medium, 6 large trees. Additional: 10 small trees Total: 1 Large, 8 Medium + & 11 Small Trees Compliant. Deep Soil Areas: Retained trees 6-8 will have existing DSA. Small trees will have 1.5m wide, 9m2 DSA. Tree 2: Small, 9.1m2 DSA Tree 3: Medium, 3m min (w/ no-dig Alfresco), 36.2m2 Tree 4: M, 3m min, 36m2 (w/ no-dig Alfresco) Tree 5: L, 6m min, 64m2 DSA (w/ no-dig Alfresco) Retained trees 6-8 will have existing DSA. Tree 9: L, 6m min, 64m2 DSA (w/ no-dig Alfresco) Tree 10: L, 6m min, 64m2 DSA (w/ no-dig Alfresco)	Complies

	Tree 11: L, 6m min, 64m2 DSA.	
C1.2.5 *One shade tree to be provided per four uncovered at-grade car parking bays (rounding up to the nearest whole number) for grouped dwellings and multis.*	7 uncovered bays. 2 trees required over bays. 3 trees provided over bays.	Complies
C1.2.7 *Significant tree retained on site?* *If yes, a tree protection zone is to be provided in accordance with AS4970 (condition).*	Tree protection zones provided. See Tree Preliminary Impact Assessment.	Complies
C1.2.8 *Landscaping plan submitted? (multis and 5 or more grouped dwellings only)*	Landscaping plan submitted.	Complies

1.2 COMMUNAL OPEN SPACE (APPLICABLE FOR 11 OR MORE MULTIS ONLY)

REQUIRED	PROVIDED	COMPLIANCE
C1.3.1 *Communal open space is provided for multiple dwelling development in accordance with Table 1.3a and the following:* *i. located in common property and behind the primary street setback line;* *ii. to be universally accessible to all occupants of the development; and* *iii. exclusive to the residential component of mixed use development.*	Total 26 Units. Min communal open space requirement = 156m2 Min communal open space proposed = 281.6m2 Min accessible/hard landscape area required =52m2 Min accessible/hard landscaped area proposed = **0m2 – Discretion Sought** Min communal open space dimension required = 4m Min communal open space dimension proposed = 6.9m Maximum covered roof area permitted = 25% of 332.8m2= 83.2m2 Maximum covered roof area proposed = 0m2.	Non-Comply
C1.3.2 *Communal open space is separated or screened from potential sources of noise and odour, such as bins, vents, air conditioning units, and vehicle circulation areas.*	COS is behind eastern buildings and screened from car park, bins, air cons and vents.	Complies
C1.3.3 *Communal open space is designed and oriented to minimise the impacts of noise, odour, lightspill and overlooking on the habitable rooms and private open spaces within the site and of adjoining properties.*	COS will minimise impacts.	Complies

1.3 WATER MANAGEMENT AND CONSERVATION

REQUIRED	PROVIDED	COMPLIANCE
C1.4.1 *Stormwater runoff from impervious surfaces generated by a small rainfall event to be retained on site – standard condition.*	Standard condition.	Complies

SECTION 2 – THE BUILDING

2.1 SIZE AND LAYOUT OF DWELLINGS

<table>
<tr><th>REQUIRED</th><th>PROVIDED</th><th>COMPLIANCE</th></tr>
<tr><td>C2.1.1 Each dwelling is to have one room that is the designated primary living space, and for multiple dwellings in areas coded R30 to R60, this primary living space can accommodate a dimension of at least 3.8m x 3.8m1 (refer Figure 2.1a).</td><td>Type A (2-5): Living area minimum dimension is 4.1m.

Type A1 (1&6): Living area minimum dimension is 4.1m.</td><td>Complies</td></tr>
<tr><td>C2.1.2 For single house and grouped dwellings:
where the primary living space is provided on the ground floor, it is to have direct physical and visual access to the primary garden area; or
where the primary living space is provided on an upper floor, it is to have direct physical and visual access to a private open space (such as a balcony or rooftop terrace) in accordance with Table 1.1b.</td><td>No single houses or grouped dwellings proposed.</td><td>N/A</td></tr>
<tr><td>C2.1.3 For multiple dwellings, the primary living space is to have direct physical and visual access to private open space in accordance with Table 1.1b.</td><td><table><tr><th>Unit Number</th><th>Direct access to primary open space from primary living space?</th><th>Complies?</th></tr><tr><td>1</td><td>Y</td><td>Y</td></tr><tr><td>2</td><td>Y</td><td>Y</td></tr><tr><td>3</td><td>Y</td><td>Y</td></tr><tr><td>4</td><td>Y</td><td>Y</td></tr><tr><td>5</td><td>Y</td><td>Y</td></tr><tr><td>6</td><td>Y</td><td>Y</td></tr></table></td><td>Complies</td></tr>
<tr><td>C2.1.4 For multiple dwellings, the maximum depth1 of a single aspect primary living space shall be a maximum three times (3x) the ceiling height (refer Figure 2.1b). 1 Exclusive of built-in cabinetry along walls. Note: Additional livings spaces (such as a second lounge room) are not subject to the requirements of C2.1.1 – C2.1.4</td><td>Type A: Ceiling height= 2.8m
DTC Depth= 8.4m
Proposed Depth= 7.2m

Type A: Ceiling height= 2.8m
DTC Depth= 8.4m
Proposed Depth= 7.2m</td><td>Complies</td></tr>
</table>

C2.1.5 For multiple dwellings, bedrooms have a minimum internal floor area of 9m2 and can accommodate a minimum dimension of 2.7m x 2.7m (refer Figure 2.1c).

Internal Floor Area Definition
In relation to a room or dwelling, the internal area measured within the finished surfaces of the walls, and includes the area occupied by any cupboard or other built-in furniture, fixtures or fitting but excludes garages.

Type A (2-5)			
Bedroom	**Floor area proposed**	**Min dimensions proposed**	**Complies?**
Bed 1	12.1m2	3.1m	Y
Bed 2	11.3m2	3.1m	Y
Bed 3	10.9m2	3m	Y
Type A1 (1&6)			
Bedroom	**Floor area proposed**	**Min dimensions proposed**	**Complies?**
Bed 1	12.1m2	3.1m	Y
Bed 2	11.3m2	3.1m	Y
Bed 3	10.9m2	3m	Y

Complies

C2.1.6 *Measured from the finished floor level to the ceiling level, minimum ceiling heights for multiple dwellings are:*

- *2.65m for habitable rooms; and*
- *2.4m for non-habitable rooms.*

All other ceilings meet the requirements of the NCC.

Unit Number	Min non-habitable room ceiling height proposed	Min habitable room ceiling height proposed	Complies?
1	2.8m	2.8m	Y
2	2.8m	2.8m	Y
3	2.8m	2.8m	Y
4	2.8m	2.8m	Y
5	2.8m	2.8m	Y
6	2.8m	2.8m	Y

Complies

C2.1.7 *Multiple dwellings are to provide minimum internal floor areas in accordance with Table 2.1a.*

Dwelling Size	Min floor area Required	Min floor area proposed	Complies?
1: 3B x 2b	95m2	87.8m2	Y
2: 3B x 2b	95m2	87.8m2	Y
3: 3B x 2b	95m2	87.8m2	Y
4: 3B x 2b	95m2	87.8m2	Y
5: 3B x 2b	95m2	87.8m2	Y
6: 3B x 2b	95m2	87.8m2	Y

Complies

Table 2.1a Minimum dwelling size requirements for multiple dwellings

Dwelling Size	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed x 1 bath	67m²
2 bed x 2 bath	72m²
3 bed x 1 bath	90m²
3 bed x 2 bath	95m²

An additional 3m² shall be provided for designs that include an additional separate toilet, and 5m² for designs that include an additional bathroom.

*Minimum **internal floor area** excludes storerooms where they are accessed external to the **dwelling**.*

Internal Floor Area Definition
In relation to a room or dwelling, the internal area measured within the finished surfaces of the walls, and includes the area occupied by any cupboard or other built-in furniture, fixtures or fitting but excludes garages.

***C2.1.8** Where more than 10 multiple dwellings are proposed, no more than 80 per cent of dwellings have the same number of bedrooms.*	Only 6 units proposed.	N/A
***C2.1.9 and C2.1.10** All dwellings to provide a dedicated, waterproof storage area for exclusive use of the dwelling in accordance with the following:* • *size and dimensions in accordance with Table 2.1b except that the min dimension can be reduced to 1m where:* o *it can be demonstrated that an adjacent circulation space achieves a 0.9m clearance;* o *the door or opening is located on the greater dimension and is openable for a minimum 80% of the length; and* o *the minimum area is still achieved.* • *located behind the primary street setback;* • *accessible via an opening that does not open inwards.*		Non-Comply

	Unit 1	**Unit 2**	**Unit 3**
Dwelling size	3 beds	3 beds	3 beds
Min area required	5m2	5m2	5m2
Min dimension required	1.5m2	1.5m2	1.5m2
Behind street setback?	Y	Y	Y
Accessibility	Y	Y	Y
Complies?	**1.2m/ 4.1m2**	**1.2m/ 4.1m2**	2m/ **4.1m2**
	Unit 4	**Unit 5**	**Unit 6**
Dwelling size	3 beds	3 beds	3 beds

Table 2.1b Storage requirements

Dwelling Size	Minimum storage area	Minimum storage area dimension	Minimum storage area height
Studio / 1 bedroom dwelling	3m²	1.5m[1]	2.1m
2 bedroom dwelling	4m²		
3+ bed bedroom dwelling	Single houses and grouped dwellings: 4m² Multiple dwellings: 5m²		

*Minimum dimension refers to the minimum length and width of the **storage** area.*

Storage *can be co-located within a **garage** or **carport** but must provide a dedicated area.*

*Dimensions and areas are exclusive of services, plant, **utilities**, bin storage, bicycle parking and fixtures and facilities.*

*[1]Minimum dimension can be reduced in accordance with **C2.1.10***

Min area required	5m2	5m2	5m2
Min dimension required	1.5m2	1.5m2	1.5m2
Behind street setback?	Y	Y	Y
Accessibility	Y	Y	Y
Complies?	2m/ **4.1m2**	**1.2m/ 4.1m2**	**1.2m/ 4.1m2**

Discretion Sought.

C2.1.11 *Major openings to ground floor multiple dwellings facing directly onto car parking areas and/or non-residential components of a mixed-use development are set back a minimum 3m and are designed to ensure visual privacy and manage noise intrusion and light spill.*	Major opens for proposed units facing the parking area are setback **1.2m in lieu 3m. Discretion Sought.**	Non-Comply
C2.1.12 *For multiple dwellings, potential noise sources such as garage doors, service areas, active communal open space, communal waste storage areas and non-residential components of a mixed-use development are not located within;* • *1m to the external wall of habitable rooms; and* *3m of a window to a bedroom.*	Bin storage areas and COS are over 3m from the proposed units.	Complies

2.2 SOLAR ACCESS AND NATURAL VENTILATION

REQUIRED	PROVIDED	COMPLIANCE
C2.2.1 *Every habitable room has a minimum of one openable external window:* • *visible from all parts of the room;* • *with an aggregate glazed area not less than 10 per cent of the habitable room internal floor area; and* • *comprising a minimum of 50 per cent of transparent glazing.*	**Type A** **Habitable room name/number** / **Openable external window?** / **Aggregate glazed area** / **% of transparent glazing proposed** / **Complies?** Living area / Y / F=31.7 W=9.8 / 100 / Y Bed 1 / Y / F=12.1 W=4.8 / 100 / Y	Complies

<table>
<tr>
<td></td>
<td>
<table>
<tr><td>Bed 2</td><td>Y</td><td>F=11.3
W=2.4</td><td>100</td><td>Y</td></tr>
<tr><td>Bed 3</td><td>Y</td><td>F=10.9
W=2.4</td><td>100</td><td>Y</td></tr>
<tr><td colspan="5">Type A1</td></tr>
<tr><td>Habitable room name/number</td><td>Openable external window?</td><td>Aggregate glazed area</td><td>% of transparent glazing proposed</td><td>Complies?</td></tr>
<tr><td>Living area</td><td>Y</td><td>F=31.7
W=9.8</td><td>100</td><td>Y</td></tr>
<tr><td>Bed 1</td><td>Y</td><td>F=12.1
W=6</td><td>100</td><td>Y</td></tr>
<tr><td>Bed 2</td><td>Y</td><td>F=11.3
W=6</td><td>100</td><td>Y</td></tr>
<tr><td>Bed 3</td><td>Y</td><td>F=10.9
W=2.4</td><td>100</td><td>Y</td></tr>
</table>
</td>
<td></td>
</tr>
<tr>
<td>C2.2.2 Where a courtyard is the only source of daylight to a habitable room, the courtyard must be uncovered and open to the sky1 with a : i. minimum area of 4m2 (refer Figure 2.2a); and
ii. for multiple dwellings a minimum dimension of 0.5 times the wall height. 1 Excludes minor projections</td>
<td>No courtyards as the only source of daylight proposed.</td>
<td>N/A</td>
</tr>
<tr>
<td>C2.2.3 Bathrooms located on external walls (excluding boundary walls) must have a minimum of one openable window for natural ventilation.</td>
<td>
<table>
<tr><td colspan="3">Unit 1&6</td></tr>
<tr><td>Bathroom name/number</td><td>Openable external window?</td><td>Complies?</td></tr>
<tr><td>Bath</td><td>Y</td><td>Y</td></tr>
<tr><td>Ens</td><td>Y</td><td>Y</td></tr>
<tr><td colspan="3">Unit 2&5</td></tr>
<tr><td>Bathroom name/number</td><td>Openable external window?</td><td>Complies?</td></tr>
<tr><td>Bath</td><td>BW</td><td>Y</td></tr>
<tr><td>Ens</td><td>BW</td><td>Y</td></tr>
<tr><td colspan="3">Unit 3&4</td></tr>
<tr><td>Bathroom name/number</td><td>Openable external window?</td><td>Complies?</td></tr>
<tr><td>Bath</td><td>BW</td><td>Y</td></tr>
</table>
</td>
<td>Complies</td>
</tr>
</table>

	Ens | Y | Y	
C2.2.4 For single houses and grouped dwellings in climate zones 4,5 and 6, a major opening to the primary living space is oriented between north-west and east in accordance with Figure 2.2b, with an adjoining uncovered open area with: • a minimum dimension 3m x 3m[1] in accordance with Figure 2.2c; and • the exception of shading devices up to 2m depth i. the exception of shading devices up to 2m depth *[1] The centre line of the minimum 3m x 3m area must be contained within the glazed area of the major opening (Figure 2.2d).*	No single houses or grouped dwellings proposed.	N/A
C2.2.5 *Multiple dwellings provide:* • *a minimum of 70 per cent of dwellings have a primary living space that achieves at least 2 hours direct sunlight between 9am and 3pm on 21 June; and* • *a maximum of 15 per cent of dwellings in a building receiving no direct sunlight to the primary living space between 9am and 3pm on 21 June* *NOTE: Generally, this would be indicated through a solar access diagram or solar.*	U1-3: PLA faces East. >2 hours direct sunlight U4-6: PLA faces West. Min 2 hours direct sunlight. 100% dwellings receive at least 2 hours direct sunlight on 21 June.	Complies

2.3 PARKING

REQUIRED	PROVIDED	COMPLIANCE
C2.3.1, C2.3.2 and C2.3.4 *Occupant and visitor car parking requirements in accordance with Table 2.3a*.	**Location A** **Number Units (3bed)** | **Min Parking Required** | **Max parking permitted** | **Parking bays proposed** | **Complies?** 26 | 26 | 32 | 26 | Y **Visitor Parking** **Bays Required** | **Bays Proposed** | **Complies?** 6.25 (7) | 7 | Y **Motorcycle/Scooter Parking (multis only)** **Bays Required** | **Bays Proposed** | **Complies?** 0 | 0 | Y	Complies

	Motorcycle parking requirements assessed based on the number of units being added. There were no motorcycle parking bays for the existing 20 units and 6 units would not require any bays. Therefore, no bays will be required.	
C2.3.3 *Car spaces and manoeuvring areas designed and provided in accordance with AS2890.1.* • *Car bay dimensions* • *Reversing area*		Complies
C2.3.5 *Visitor car parking spaces to be:* • *marked and clearly signposted as dedicated for visitor use only;* • *located on common property; and* • *connected to building entries via a continuous path of travel*		Complies
C2.3.6 *Bicycle parking is provided on site for 10 or more multiple dwellings in accordance with the following:* ***Number of bays required:*** ***Bicycle space dimensions:***	Occupant: 26 x 0.5= 13. The previous 20 units were approved without bike parking and they will not be changing. OR Occupant: 6 x 0.5= 3. 6 new units. Visitor: 26 x 0.1= 2.6. visitors would be for the whole complex. 6 bays required 6 bays proposed. 0.5m x 1.8m dimensions.	Complies

2.4 WASTE MANAGEMENT

REQUIRED	PROVIDED	COMPLIANCE
C2.4.1 *Each dwelling is to provide sufficient space for bin storage.* *Bin store area to be separate from any waste storage areas associated with the non-residential component of a mixed-use development.* *NOTE: LPP 6.3 – Bin Storage Areas may apply.*	Bin room is 7.1m x 2.9m. 19 bins are per waste management plan. There will be sufficient communal space for bin storage.	Complies
C2.4.2 *Has a waste management plan been provided?* *Refer to Waste and condition compliance with plan.* *Only for multiple dwelling applications and applications with 5 or more grouped dwellings.*	Referred to Waste Services	Complies
C2.4.3 *Waste storage bins are screened from view from communal areas, the street, public open space, and other areas accessible to the public.*	Bin rooms will have 1.8m high screening from communal areas, the street and public open space.	Complies
C2.4.4 *Where a communal waste storage area is provided, it is to be separated or screened from major openings, primary garden areas and*	As above.	Complies

communal open space to avoid the adverse impact of potential sources of noise and odour.		

2.5 UTILITIES

REQUIRED	PROVIDED	COMPLIANCE
C2.5.1 *Service utilities (power, water and gas meters, etc) are designed and located such that they:* • *are accessible and can be safely maintained;* • *maintain clear sightlines for vehicle access; and* • *integrated into the design of the development and/or screened from view of the street.* *NOTE: Where required by the NCC, fire service infrastructure is located to be visible, and with unobstructed access for its required use during an emergency.*	Meter boxes will be in existing switchboard room.	Complies
C2.5.2 *Functional utilities (air-conditioning, clothes drying, hot water systems, etc with the exception of solar collectors and electric vehicle charging):* • *are located behind the primary street setback and not visible from the primary street;* • *are designed to integrate with the development; and* • *are located and/or screened so that they are not visually obtrusive and minimise the impact of noise sources to habitable rooms and private open space both on the development site and adjoining properties.*	**Condition dryers in units.**	Complies
C2.5.3 *Where provided, solar collectors are located on the roof or other parts of buildings, and prioritise functional performance.*		N/A

2.6 OUTBUILDINGS

REQUIRED	PROVIDED	COMPLIANCE
N/A	N/A	N/A

2.7 UNIVERSAL DESIGN

REQUIRED	PROVIDED	COMPLIANCE
C2.7.1 *Where 10 or more grouped or multiple dwellings are proposed, a minimum 20% of all dwellings (rounding up) are:* • *designed and constructed to a minimum silver level universal design in accordance with A4 Universal design requirements, or* • *certified Livable Housing Australia to a minimum silver level of performance.*	Only 6 additional multiple dwellings proposed.	N/A

NOTE 1: All other provisions of the R-Codes still apply. *NOTE 2: Refer to the A4 Universal design requirements checklist on pages 135-138 of the R-Codes Volume 1. The applicant should be submitting a completed checklist with the application.*		
***C2.7.2** Accessible dwellings that seek to apply the gold level universal design site area variation as per Part D, C1.1.6 or C1.1.7 shall;* • *be designed and constructed in accordance with the gold level universal design requirements of A4 Universal design requirements, or are certified Livable Housing Australia to a minimum gold level of performance; and* • *have a maximum internal floor area of:* o *in the case of single houses and grouped dwellings – 110m^2 ; or* o *in the case of multiple dwellings – 90m^2.* *NOTE 1: All other provisions of the R-Codes still apply.* *NOTE 2: Refer to the A4 Universal design requirements checklist on pages 135-138 of the R-Codes Volume 1. The applicant should be submitting a completed checklist with the application.*		N/A

2.8 ANCILLARY DWELLINGS

REQUIRED	PROVIDED	COMPLIANCE
N/A	N/A	N/A

2.9 SMALL DWELLINGS

REQUIRED	PROVIDED	COMPLIANCE
N/A	N/A	N/A

2.10 HOUSING ON LOTS LESS THAN 100M^2

REQUIRED	PROVIDED	COMPLIANCE
***C2.10.1** Single houses and grouped dwellings in areas coded R100-SL are to comply with the following:* • *dwellings to front a primary street, secondary street, or public right-of-way; and* • *all provisions of the R-Codes to apply, subject to the modifications in Table 2.10a.*	NOTE: WILL ALWAYS BE N/A AT THIS STAGE.	N/A

SECTION 3 – NEIGHBOURLINESS

3.1 SITE COVER

REQUIRED	PROVIDED	COMPLIANCE
C3.1.1 *Development on each site does not exceed the maximum site cover percentages of Table 3.1a.*	R40. Site area is 4011m2. SC= 1407.6m2 or 35.1%. 1750.5 or 43.6%.	Complies

3.2 BUILDING HEIGHT

REQUIRED	PROVIDED	COMPLIANCE
C3.2.1 *Building height complies with Table 3.2a.*	Single storey dwellings.	Complies

3.3 STREET SETBACKS

REQUIRED	PROVIDED	COMPLIANCE
C3.3.1 - C3.3.3 Buildings are set back from the street boundaries and corner truncation in accordance with Table 3.3a with the following reductions applicable: • in areas coded R30, R35 and R40, the primary street setback line may be reduced by up to 1m for a total of 30 per cent of the frontage width (refer Figure 3.3a); and/or • for a porch, verandah, unenclosed balcony or equivalent the primary street setback may be reduced up to half the required primary street setback as specified in Table 3.3a, up to the full building width (refer Figure 3.3b) *NOTE: Minor projections such as chimneys, eaves, window hoods and other architectural features, are acceptable provided they do not project more than 0.75m into the street setback (subject to NCC requirements).*	R40 Anthony Way North: U6 setback **0.5m-1.5m** for 12.5m or 26.5% of the frontage. **Discretion Sought.** Bin room 1 (patio) setback 3m. Anthony Way West: Units 4-6 setback 4.9m from street LB. Glenworth Avenue: U1 setback 4.5m from street LB. Communal Driveway/ Car Park: All units setback 1.2m from communal driveway or car parking area.	Non-Comply
C3.3.4 *Garages are set back from the primary street boundary in accordance with Table 3.3b.*	None proposed.	N/A

C3.3.5 *Carports are set back from the primary street boundary in accordance with Table 3.3a. This setback may be reduced by up to 50 per cent where:* • *the carport is set back from the lot boundary in accordance with C3.4.3;* • *the carport width does not exceed the requirement of C3.6.6;* • *the carport is free of walls (excluding pillar and posts with a horizontal dimension of 450mm by 450mm or less) for all portions that project forward of the primary street setback line; and* • *the construction allows an unobstructed view between the dwelling and the street, right-of-way or equivalent.*	None proposed.	N/A
C3.3.6 *Garages and carports are set back from a secondary street, right-of way and communal street in accordance with Table 3.3a.*	None proposed.	N/A

3.4 LOT BOUNDARY SETBACKS

Lot Boundary Setbacks (All Floors)

Description of Wall	Measurements		Required Setback (Include 3m Articulation for Second Floor as per C3.4.2)	Proposed Setback (Including Articulation for Second Floor)	Compliance
	Length	Height			
Boundary: EAST					
Villas 1-3	22.8m	3m	1m	3.1m	Complies
Boundary: NORTH					
Villas 1-3	12.5m	2.9m	1m	1.3m	Complies
Boundary: SOUTH					
Villas 4-6	12.5m	2.8m	1m	1.3m	Complies

Notes

- Minor projections and carports, patios and verandahs and equivalent structures are to comply with NCC requirements.
- 3m articulation applies to second floor only.
- Carports, patios verandahs and equivalent structures must comply with all provisions of C3.4.3 for a nil setback to be compliant.
- Pillars or posts located on the boundary with a horizontal dimension of 450mm or less are to be excluded from the calculations of boundary wall length.

- Grouped dwellings apply the lot boundary setback provisions of C3.4.1 to C3.4.5 for internal site boundary setbacks.
- Multiple dwelling buildings on the same lot or facing portions of the same building are to be setback back from each other as though there is a lot boundary between them.
- Refer to the Figures within Clause 3.4 – Lot boundary setbacks for further assessment guidance.

Boundary Walls (All Floors)

Description of Wall	Permitted Length – Formula (Include 3m Articulation for R50 and above)	Permitted Length - Value	Proposed Length (Include 3m Articulation for R50 and above)	Max Height Proposed	Behind Front Setback?	Exceeds Maximum Number of Boundaries?	Compliance
Boundary: NORTH & SOUTH							
Adjacent Walls: ½, 2/3, 4/5 & 5/6	R40: 2/3 of (total length – street setback)	-	-	-	Yes	No	Complies - Abuts matching wall
Boundary: NORTH							
U3 Stores	"	2/3 of 18.4= 12.23m	7.1m	2.7m	Yes	No	Complies
Boundary: SOUTH							
U4 Stores	"	18.4-3= 15.4 2/3 of 15.4= 10.3m	7.1m	2.7m	Yes	No	Complies

Notes

- R80 Code standards apply to single houses and grouped dwellings in areas coded R100, R160 and R-AC.
- Where the subject site is adjacent to a site with a lower density code, the maximum wall length and height of the boundary wall between them is determined by the lower density code.
- Where a boundary wall incorporates a retaining wall directly beneath the boundary wall, the retaining wall does not require assessment under Clause 3.5.2 and is to be included in the wall height for the purpose of clause C3.4.4.
- Pillars or posts located on the boundary with a horizontal dimension of 450mm or less are to be excluded from the calculations of boundary wall length.
- Grouped dwellings apply the lot boundary setback provisions of C3.4.1 to C3.4.5 for internal site boundary setbacks.
- Multiple dwelling buildings on the same lot or facing portions of the same building are to be setback back from each other as though there is a lot boundary between them.
- Refer to the Figures within Clause 3.4 – Lot boundary setbacks for further assessment guidance.

3.5 SITE WORKS AND RETAINING WALLS		
REQUIRED	**PROVIDED**	**COMPLIANCE**
C3.5.1 *Retaining walls, fill and excavation within the street setback to be a maximum 05.m from NGL except where necessary to provide for pedestrian universal access and/or vehicle access, drainage works, or natural light to a dwelling.*	<0.5m site works within setback areas.	Complies
C3.5.2 *Retaining walls and fill within the site and behind the street setback to comply with Table 3.5a.*	<1m site works within site.	Complies
C3.5.3 *Excavation within the site behind the street setback is permitted up to the lot boundaries to any extent.* *NOTE: Always complies if proposed, just note the extent of excavation proposed.*		Complies

3.6 STREETSCAPE		
REQUIRED	**PROVIDED**	**COMPLIANCE**
C3.6.1 *Single houses and grouped dwellings to address the street (including a communal street or right-of-way where this is the primary frontage) in accordance with the following:* • *the primary entrance to each dwelling must be readily identifiable from the street; and* • *provide at least one major opening on the dwelling frontage with an outlook to the street*	The entrance to each unit is clearly defined and provides an MO facing the communal street.	Complies
C3.6.2 *For multiple dwellings, upper level balconies and/or windows overlook the street and public domain areas.*		N/A
C3.6.3 *For single houses and grouped dwellings, front doors to be protected from the weather (for example by a porch, verandah, building over or similar), with a minimum dimension of 1.2m (refer Figure 3.6a).* *NOTE: Minimum dimension refers to the minimum length and width.*		N/A
C3.6.4 *Ground floor multiple dwellings fronting the street are provided with separate pedestrian access from the street.*		Complies
C3.6.5 *Garage door/wall width facing the primary street is not to exceed:* • *50% of the lot frontage; or* • *60% where an upper floor or balcony extends for more than half the width of the garage and its supporting structures and the entrance is clearly visible from the primary street (refer Figure 3.6b).*		N/A

C3.6.6 *Carports and supporting structure shall not exceed 60 per cent of the frontage where projected forward of the primary street setback line in accordance with C3.3.5.*		N/A
C3.6.7 and C3.6.8 *When provided, fences or walls within the primary street setback area are to be:* • *a maximum height of 1.8m; and* • *visually permeable above 1.2m (refer Figure 3.6c); measured from natural ground level on the primary street side of the fence or wall.* • *Solid pillars forming part of front fences are permitted to a maximum 1.8m height above NGL with piers not greater than 450mm x 450mm separated by visually permeable infill.*	Proposed fencing will be 1.2m high and visually permeable.	Complies
C3.6.9 *For sites on street corners, street fences or walls within the secondary street setback area are to be designed in accordance with C3.6.7 and C3.6.8 for a minimum 50 per cent of the street boundary behind the primary street setback (refer Figure 3.6d).*	As above.	Complies

3.7 ACCESS		
REQUIRED	**PROVIDED**	**COMPLIANCE**
C3.7.1 *Vehicle access to on site car parking spaces to be provided via the lowest available street in the hierarchy, as follows:* • *where available, from a right-of-way or communal street available for lawful use to access the relevant site and which is trafficable and drained from the property boundary to a constructed street; or* • *from the secondary street or primary street where no right-of-way or communal street exists*	Vehicle access is from both Anthony Way and Glenworth Avenue as previously approved.	Complies
C3.7.2 *Vehicle access points are limited to one per lot (refer Figure 3.7a) except where:* • *an existing dwelling is being retained that has an established access point that is not able to serve the other dwellings;* • *dwellings front the street and access is not available from a communal street or rear right-of-way, whereby a maximum of one vehicle access point is permitted per dwelling; or* • *the lot frontage exceeds 40m, two vehicle access points are permitted.*	Two vehicle access points are proposed for the lot, however the existing approved development also has two access points.	Complies

C3.7.3 *Driveways must be:* • *a minimum 3m wide;* • *a maximum 6m wide at the street boundary;* • *set back 0.3m from a side lot boundary or street pole;* • *set back 6m to a street corner (refer Figure 3.7b);* • *aligned at right angles to the road carriageway; and* • *adequately trafficable and drained.*	Driveway is min 4.3m wide at each street lot boundary, >0.3m from side LB, >6m from corners, right angles to roads, paved and drained.	Complies
C3.7.4 *Driveways designed to allow vehicles to exit to the street in forward gear where the driveway:* • *serves five or more dwellings;* • *the distance from an on-site car parking space to the street boundary is 30m or more; or* • *the street to which it connects is a designated primary distributor or integrator arterial.*	Manoeuvring will be alright. Cars will be able to exit to the street in forward gear.	Complies
C3.7.5 *Driveways designed to allow vehicles to pass in opposite directions where it serves five or more dwellings. Passing points are to be provided at least every 30m with driveways to be minimum 5.5m wide for a minimum 6.3m length (excluding manoeuvring tapers) (refer Figure 3.7c).*	Driveway is 5.8m wide for full length. Car will be able to pass each other.	Complies
C3.7.6 *For grouped and multiple dwellings located on a designated primary distributor or integrator arterial road, driveways to allow for two vehicles to enter and exit simultaneously in forward gear.* *Driveways must be minimum 5.5m wide for a minimum 6.3m length (excluding manoeuvring tapers) from the street boundary (refer Figure 3.7d).*	Both streets are local roads.	N/A
C3.7.7 *Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, or other structures adjoin:* • *a driveway that intersects a street, right-of-way or communal street;* • *a right-of-way or communal street that intersects a public street; and* • *two streets that intersect (refer Figure 3.7e).*	The proposed sightline truncations are clear of structures.	Complies

NOTE: LPP 6.15 – Exemptions provisions do not apply for compliance, but if a fence is designed to LPP 6.15 criteria then will likely meet DP.		
***C3.7.8** For grouped and multiple dwellings, a legible, well-defined, continuous path of travel is provided from the public footpath and car parking areas to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.* *For mixed use development, residential building access areas such as lift lobbies, stairs, accessways and individual dwelling entries are separate from non-residential tenancy access.*	Clear and legible footpath is provided to unit entries from parking and streets.	Complies
***C3.7.9** For multiple dwellings and 10 or more grouped dwellings that are served by a communal street, a pedestrian path is provided as follows:* • *minimum 1m wide, clear of any utilities or minor projections;* • *clearly delineated or separate from the vehicular access; and* • *continuous path of travel from the street boundary to ground floor dwelling or building entries*	Pedestrian path is 1.2m wide, separated from the parking area and provides a continuous path of travels from the street boundary to dwelling entries.	Complies
***C3.7.10** Where a pedestrian access leg is required to provide access from a dwelling site to a public street, it is to:* • *be a minimum width of 1.5m; and* • *provide a continuous path of travel with a minimum width of 1m, clear of any utilities or minor projections. The pedestrian access leg may be reduced to 1m where required to retain an existing dwelling*		N/A
***C3.7.11** A communal street or battleaxe leg is to be a minimum width of 3.6m, inclusive of a minimum:* • *3m wide driveway in accordance with C3.7.3; and* • *0.3m setback either side of the driveway (refer Figure 3.7f).*	Communal driveway is 5.8m wide.	Complies
***C3.7.12** A communal street or battleaxe leg, including any adjoining setbacks, is provided with adequate lighting and be landscaped in accordance with C1.2.3.*		Complies
***C3.7.13** Notwithstanding C3.7.11, where a proposed development has the potential to be subdivided to create 20 or more green title lots, strata lots or survey-strata lots, with each lot obtaining driveway access from a communal street, the communal street shall be a minimum 12m wide, which shall include:* • *a paved vehicular carriageway with a minimum width of 5.5m;* • *a 1.2m wide universally accessible pedestrian path;* • *soft landscaping of a minimum width 2.5m, with small trees planted at a ratio of one tree per dwelling; and*	No green title lots are being proposed.	N/A

• *lighting as required by the decision-maker*		

3.8 RETAINING EXISTING DWELLINGS

REQUIRED	PROVIDED	COMPLIANCE
C3.8.1 *Where a dwelling is retained as part of a development:* • *the appearance of the retained dwelling is upgraded externally to an equivalent maintenance standard of the new (or the rest of) the development; and* • *the retained dwelling it is to comply with the following provisions of the R-Codes Part C:* o *Private open space - C1.1.1, C1.1.2* o *Trees and landscaping - C1.2.1, C1.2.2, C1.2.3, and C1.2.4* o *Water management and conservation - C1.4.1 and C1.4.2* o *2.3 Parking – C2.3.1 (minimums only) and C2.3.3* o *2.4 Waste management – C2.4.1 and C2.4.3* o *2.5 Utilities – C2.5.1, C2.5.2 and C2.5.3* o *2.6 Outbuildings – C2.6.1 and C2.6.2* o *3.4 Lot boundary setbacks – C3.4.1, C3.4.3, C3.4.4, C3.4.5, C3.4.6 (applicable only to newly created lot or site boundaries.*	The existing multiple dwellings will be as previously approved and comply with the relevant provisions.	Complies

3.9 SOLAR ACCESS FOR ADJOINING SITES

REQUIRED	PROVIDED	COMPLIANCE
C3.9.1- C3.9.3 *Overshadowing to comply with the limits set out in Table 3.9a except where an adjoining property is:* • *coded R40 or greater; and* • *has a lot frontage 7.5m or less (excluding battleaxe lots);* *overshadowing is calculated in accordance with Table 3.9b.* *Where an adjoining property shares a northern boundary with more than one lot including the subject site, the overshadowing limit is cumulative and proportional to the length of the shared boundary/ies of the subject site (refer Figure 3.9e) excluding diagonally adjacent lots.* *NOTE: Refer to Figures to 3.9a – 3.9e for guidance on assessing overshadowing.*	Shadow will fall on the road reserve and within the lot.	Complies

3.10 VISUAL PRIVACY

REQUIRED	PROVIDED	COMPLIANCE
C3.10.1 – C3.10.5 *Overlooking to be assessed as follows.* *<u>Overlooking of an adjoining existing dwelling</u>* *The cone of vision for all sources of overlooking setback from neighbouring major openings and/or active habitable spaces on an adjoining property to comply with Table 3.10a or screened as follows:* • *incorporate a permanent, fixed vertical or horizontal building element such as a planter box, fin or window hood (refer Figure 3.10c, Figure 3.10d);* • *have permanent, obscure glazing in any part of the window below 1.6m above floor level (refer Figure 3.10e); or* • *have permanent screening that is a minimum 75 per cent obscure to any part of the window or active habitable space below 1.6m above floor level (refer Figure 3.10f).* *Alternatively, a major opening to a bedroom or study may be offset a minimum 1.5m from a parallel major opening on an adjoining property measured from the edge of one major opening to another (refer Figure 3.10.g).* *<u>Overlooking of adjoining vacant or unknown lots</u>* *The cone of vision for all sources of overlooking setback from the lot boundaries to comply with Table 3.10a or screened as follows:* • *incorporate a permanent, fixed vertical or horizontal building element such as a planter box, fin or window hood (refer Figure 3.10c, Figure 3.10d);* • *have permanent, obscure glazing in any part of the window below 1.6m above floor level (refer Figure 3.10e); or* • *have permanent screening that is a minimum 75 per cent obscure to any part of the window or active habitable space below 1.6m above floor level (refer Figure 3.10f).* *All sources of overlooking are oriented, offset or setback in accordance with Table 3.10a so that the cone of vision (refer Figure 3.10a) does not capture major openings and/or active habitable spaces on an adjoining property (refer Figure 3.10b).* *NOTE 1: Sources of overlooking for grouped or multiple dwellings on the same lot apply.* *NOTE 2: Cone of vision radius includes the width of any adjoining right-of-way, communal street or battleaxe leg or the like.*	The dividing fence will provide adequate screening for the proposed single storey dwellings. FFL<0.5m above the NGL and so will not trigger sources of overlooking.	Complies

NOTE 3: Refer to figures 3.10a – 3.10i for further guidance on assessing overlooking.		

1.3 Communal Open Space

Design Principles

P1.3.1 Communal open space provides:

- good quality landscaping, trees and deep soil areas;
- safe, accessible and high amenity spaces for social interaction;
- adequate space for its intended use and function, proportionate to the number of dwellings and number of occupants the dwellings are designed to accommodate; and
- adequate measures to mitigate adverse amenity impacts including visual, noise and odour.

COMMENT

Variation:

- COS has 0m2 hardstand/accessible landscaping in lieu of 52m2.

The departure to the deemed-to-comply provisions of the R-Codes can be supported against the Design Principles for the following reasons:

- The COS is part of the existing development and has a retained large tree and deep soil area.
- The COS is located against the eastern lot boundary, which provides separation and safety from the street. It is accessible from via two separate paved paths via the parking area, and can be used for social interaction.
- The size of the COS is adequate for communal interaction between the occupants of the development; this includes the original occupants and the occupants from the proposed six new dwellings .
- The adjacent courtyards will provide a buffer for the residents of the adjacent units to mitigate adverse amenity impacts such as noise and privacy from the COS.

2.1 Size and layout of dwellings

Design Principles

P2.1.1 Dwellings have a primary living space that:

- is proportionate to the type and size of the dwelling and intended number of occupants;
- has a physical and visual relationship with the primary garden area, private open space and/or public open space; and
- incorporates environmental design principles, including passive solar design and appropriate daylighting and shading, appropriate for the climate.

P2.1.2 Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylighting.

P2.1.3 The size and layout of dwellings:

- is functional with the ability to flexibly accommodate furniture;

- is appropriate to the intended number of occupants; and
- ensures functional, high amenity spaces.

P2.1.4 Development provides a mix of dwelling types, sizes and configurations that cater for diverse household types and changing community demographics, appropriate to the existing and/or future context of the locality.

P2.1.5 Each dwelling provides adequate, conveniently located storage for large items that are:
- proportionate to the size of the dwelling and intended number of occupants; and
- integrated into the design of the building and/or screened from view to ensure that it is not visually intrusive when viewed from the street.

P2.1.6 The siting and layout of dwellings minimizes potential impacts on amenity and provide appropriate visual and acoustic privacy to habitable rooms by:
- locating, orienting or setting back habitable rooms;
- providing adequate landscape screening as a buffer; and/or
- providing acoustic treatments to reduce noise transfer.

COMMENT

Variations:
- U1-2, 5-6 Stores are 1.2m wide in lieu 1.5m.
- Stores are 4.1m2 in lieu 5m2.
- Major openings facing parking area setback 1.2m in lieu 3m.

The departures to the deemed-to-comply provisions of the R-Codes can be supported against the Design Principles for the following reasons:
- In relation to the proposed stores:
    - The six proposed units have additional storage spaces within the cupboards and wardrobes of the dwellings for additional storage space.
    - The proposed stores are proportionate to the three-bedroom units and can accommodate larger equipment such as a lawnmower or a bicycle. They will be adequate for the dwelling size and number of occupants.
    - The stores are located behind the units and under the stairs of the existing apartments. They will be integrated into the design of the buildings and be visually unobtrusive when viewed from the street.
- In relation to the major openings facing the carpark:
    - To address potential noise issues, these windows will be conditioned to have acoustic treatments to reduce the potential noise pollution and heavy curtains to prevent light pollution and visual intrusion.
    - In relation to light spill, the proposed windows have a sill height of 1.3m above the natural ground level. As such, the majority of lighting from vehicles will be against the solid portion of the wall, noting that vehicle headlights are angled down.
    - The bedroom windows are required to allow for solar access and natural ventilation to the rooms. The sill heights assist in reducing the impact of light while balancing the access to light and ventilation.
    - The location of the development and the need to retain mature trees means that it would be difficult to position the units and bedrooms differently.
    - The overall treatments and setback will minimize the impacts on the amenity of the developments given the constraints of the site.

3.3 Street setbacks

Design Principles

P3.3.1 Buildings are set back from street boundaries an appropriate distance to ensure they:

- are consistent with the existing or future streetscape and local character;
- provide sufficient space for tree planting and other landscaping, as well as community interaction;
- provide adequate privacy to the dwellings;
- accommodate site planning requirements such as parking and utilities, and
- allow safety clearances for easements for essential service corridors and sightlines.

P3.3.2 Buildings mass and form that:

- uses design features to affect the size and scale of the building;
- provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies;
- uses appropriate minor projections that do not detract from the character of the streetscape;
- minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank walls, servicing infrastructure access, meters and the like; and
- positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.

P3.3.3 Garages and/or carports are set back to:

- contribute positively to the streetscape and appearance of dwellings;
- maintain clear sightlines along the street, to not obstruct views of dwellings from the street and vice versa; and
- ensure vehicle parking on a driveway only occurs where space permits and does not impede on any existing or planning adjoining pedestrian, cycle, or dual-use path.

COMMENT

Variation:

- U6 is setback 0.5m-1.5m from Anthony Way (North facing) lot boundary in lieu of 2m.

The departure to the deemed-to-comply provisions of the R-Codes can be supported against the Design Principles for the following reasons:

- The building faces both Anthony Way and Glenworth Avenue, with Anthony Way being the primary street and adjacent to the western and northern boundaries. The buildings primary orientation and access is to the west, and is functionally acts as the primary street. Anthony way wraps around the north side of the lot as well. Therefore, while the northern lot boundary is also a primary street lot boundary but it can functions as a secondary street lot boundary for design principles purposes as it does not have a front door facing it.
- The proposed Unit 6 is 1.5m from the lot boundary for 26.5% of the frontage length except for a 3m wide portion that is 0.5m from the lot boundary. This portion is a small porch area accessed from a bedroom.

- The setbacks are consistent with the existing streetscape as there are other buildings on the street that have structures that are 1.5m or less from the lot boundary for a portion of the frontage. HN 3/9 has a patio that is about 1m from the boundary and HN 11A has a carport that is about 1.5m from the boundary.
- Given that the northern portion of Anthony Way is functionally a secondary street, the building will also meet the 1m deemed-to-comply requirement for secondary street setbacks in R40 areas.
- Only a minor portion of the façade is setback 0.5m.
- There is sufficient space for tree planting and other landscaping. The plans include three new small trees, landscaping and one retained tree in the setback area. There is sufficient space for community interaction with the street.
- There is adequate privacy to the dwelling and the site planning accommodates parking, utilities, and sightlines.
- The building mass and form:
    - Has design features such as major openings, eaves, varying setbacks and a porch in the form of the 0.5m setback portion that reduces the size and scale of the building and provide articulation that reduces the building bulk impacts on the streetscape.

2.0 Planning & Development (Local Planning Scheme) Regulations 2015 Schedule 2 Deemed Provisions Clause 67

The proposal has been assessed against Clause 67 of the Deemed Provisions in Schedule 2 of the Local Planning Scheme Regulations 2015. The City's assessment concludes the proposed development satisfies all relevant provisions of Clause 67 and is supported.

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The proposed Multiple Dwelling development is consistent with the Residential R40 zoning of the site as per LPS3 and the envisioned Residential R40 zoning identified within Draft LPS4. The built form of the proposed development is generally consistent with the primary controls of the planning framework.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The subject site will remain zoned as Residential R40 under the Draft LPS4. There are no other proposed local planning schemes or amendments to the scheme that will impact the proposal.
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and*	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 R-Codes.

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The future desired character will be the same as the existing character as no changes are proposed to the area under Draft LPS4.
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	***amenity** means all those factors which combine to form the character of an area and include the present and likely future amenity*; The amenity of the locality has been categorised into the following relevant considerations: • • Zoning Land uses; • Built form (existing and future); <u>Zoning and Land Uses</u>: The site is zoned 'Urban' under the MRS and is zoned 'Residential R40' under the LPS3. The prevailing surrounding development is residential in nature and is intended for residential development. The LPS3 outlines the objectives of the Residential Zone as; a) To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community. b) To provide for a range of non-residential uses, which are compatible with and complementary to residential development. <u>Built Form</u>: The existing and future built form is two-storey multiple dwellings on the site and single houses and grouped dwellings that are single and double storey in nature in the surrounding locality. The proposed development is for single-storey additional units to the existing double-storey multiple dwellings. It will be in line with the character of the area as set out in the R-Codes. The proposal will have compliant parking, high-quality landscaping and surveillance.
(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;	There has been adequate provision of landscaping for the site. There will be eleven (11) retained trees, six will be large trees, three will be medium trees and one will be a small tree. Ten additional small trees are proposed. The trees will be conditioned to have compliant deep soil areas. The other proposed landscaping is of high quality.

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	The subject land is flat and not at risk of flooding, bush fires or any other risk.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	The land is suitable for development and uncontaminated. There will be no risk to human health or safety.
(s) the adequacy of — *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The development provides a legible driveway and crossovers from Glendale Avenue through to Anthony Way on the north-south orientation. The proposal has been reviewed by the City and there are no issues with the parking, access or manoeuvring.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The parking for the proposal will be compliant and the amount of traffic generated by the development can be accommodated in principle and without prejudice, by the existing adjoining road network. The proposal will also include seven visitor bays within the site. This will allow for visitors to park off the main street and reduce congestion and safety hazards.
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The development site is within 250m of a high frequency bus route along Wanneroo Road. The City considered that the bin storage and Waste Management Plan are capable of accommodating the development. There are six bicycle parking spaces for residents and visitors and, there is pedestrian access from both streets. There will be adequate availability of access for older people and people with disability. Overall, there is adequate availability and quality for the above services.
(w) the history of the site where the development is to be located;	The site currently has twenty existing multiple dwellings. The proposed units will be situated in the areas that are currently the car parking areas and there will be a new car parking area along the driveway.

PART D – CITY OF BAYSWATER

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lots 130 - 131 (No 321) Guildford Road, Bayswater - Proposed Service Station, car wash and drive thru coffee (fast food) – DAP/23/02575

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part D – Item 3.1
LOTS 130 – 131 (NO. 321) GUILDFORD ROAD BAYSWATER

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner Development Assessment Panel
DAP File No:	DAP/23/02575
LG Reference:	DA23-0365
Proposed Development:	Proposed Service Station, Car Wash and Drive Thru Coffee (Fast Food)
Value of Development:	$2.5 million
Owner:	OTR 337 Pty Ltd
Applicant:	Hidding Urban Planning
Local Government Area:	City of Bayswater
Responsible Authority:	City of Bayswater
Authorising Officer:	Director Community Services
Application Acceptance Date:	23 October 2023

LOCATION PLAN



Aerial Image of Subject Site (accessed via NearMaps 27 August 2026)

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **REFUSE** DAP Application reference DAP/23/02575 for a proposed Service Station, Car Wash and Drive Thru Coffee (Fast Food) at Lot 130 and 131 (No. 321) Guildford Road, Bayswater, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the City of Bayswater Town Planning Scheme No. 24, for the following reasons:

1. Pursuant to Clauses 67(2)(q) and (t) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal fails to demonstrate safe and efficient vehicle access and egress, as the proposed operation of the service station relies on fuel tanker deliveries, recommended by Main Roads Western Australia occurring between 9:00PM and 5:00AM, however the proposal has not adequately demonstrated that these heavy vehicle movements can be undertaken safely and efficiently within the site and surrounding road network, or without adverse impacts on nearby sensitive land uses from vehicle operations. The reliance on overnight fuel deliveries represents a fundamental operational deficiency of the proposal and demonstrates that key servicing requirements cannot be satisfactorily accommodated.

2. Pursuant to Clauses 67(2) (r) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal has not demonstrated that public health risks arising from a 24-hour service station facility immediately abutting residential properties can be acceptably mitigated.

3. Pursuant to Clauses 67(2) (n) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the proposed development results in unacceptable environmental impacts of the development associated with noise and vapor emissions.

4. Pursuant to Clauses 67(2) (m), (n) and (y) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal does not provide an adequate transition or buffering to the sensitive residential interface. The cumulative intensification of the site accommodating the service station, drive-thru fast food and car wash, with proposed 24-hour operations, results in unacceptable amenity impacts to adjoining residential properties.

5. Pursuant to Clauses 67(2) (za) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* due regard has been given to objections raising material planning issues consistent with the City's assessment, including concerns relating to amenity, health risk and design.

PROPOSAL:

The proposal as presented is for the construction of a service station with an associated convenience store, a fast-food facility with a drive thru coffee (fast-food) outlet and car wash facility. The specifics for this revised application include:

- Service station with three (3) fuel bowsers and six (6) fuelling points, with the canopy located centrally in the lot, setback a minimum of 7.2m to Guildford Road;
- A 268m² control building is proposed in the southwestern corner of the site, containing a convenience store, store areas, and fast-food preparation and pick-up areas. An external drive-thru facility is provided immediately north of the building with an associated ordering kiosk and canopy coverings, operating in an anti-clockwise traffic flow;
- An automated drive thru car wash facility with an area of approximately 99m^2 (including associated plant room) and 222m^2 of canopy covering;
- 3.0m to 4.0m high masonry / precast concrete barrier walls are proposed along the northern and eastern lot boundaries, with the highest section in the northeastern corner along the car wash;
- The site will be serviced with a new crossover to Kenilworth Street and Guildford Road, to service all light and heavy rigid vehicles, whilst the crossover on Guildford Road is proposed to be modified, to restrict vehicle access to light vehicles only
- A total of ten (10) car bays in front of the control building and fast-food outlet drive-thru; and
- Associated signage and on-site landscaping.

SUBJECT SITE AND SURROUNDS:

The subject site is zoned 'Service Station' under the City's Town Planning Scheme No, 24 (TPS 24). Development in the surrounding area is characterised by a range of residential land uses and two non-residential parcels across the road facing Guildford Road including shops, offices, and restaurants.

The frontage of the lot to Guildford Road remains zoned as 'Service Station' and is not subject to a future road widening area, except for two small lot truncations, specifically within the southwestern corner of Lot 131 and southeastern corner of Lot 130, which are reserved as Primary Regional Roads.

BACKGROUND:

Previous Decisions on DAP Applications (2 October 2025 and 31 March 2026)

Following lodgement of the application on 23 October 2023, the City undertook a comprehensive assessment and sought further technical information from the applicant and Main Roads Western Australia. Several requests for information remained outstanding, resulting in the application being placed on hold for an extended period.

Due to the ongoing delays and absence of critical technical information, the City finalised its Responsible Authority Report based on the information available at the time. As key documents relating to potential impacts on adjoining residential properties had not been provided, the City was unable to undertake public consultation.

On 2 October 2025, the application was considered by the Metro Inner Development Assessment Panel, with the City recommending refusal. The recommendation identified seven reasons for refusal, primarily relating to insufficient information to demonstrate the proposal's suitability. The Panel subsequently deferred determination of the application for 180 days under section 5.10.2a of the DAP Standing Orders 2025. The table below summarises the matters to be addressed and the City's comment to each element:

Deferral Item No.	**Officer Comment**
1a. Information on the proposed land use for the proposed commercial building and associated car parking. Alternatively, if the commercial building does not form part of the application, the proposed building and associated parking should be removed from all development plans.	The revised plans removed the proposed "future adjacent commercial building" and associated car parking. However, the northern portion of the site remained vacant and underutilised, with no information provided regarding its intended future use.
1b. Details of finished floor levels and building heights for all proposed buildings.	This item was not separately identified as an outstanding issue following the City's assessment of the revised information.
1c. An environmental report addressing noise, odour, dust issues and mitigation actions.	An Emissions Impact Assessment and revised Acoustic Report were submitted. However, the Emissions Impact Assessment did not address the management of dust emissions, and no other technical information regarding dust mitigation was provided. The Department of Health also advised that it did not support the proposal due to the insufficient separation distance between the service station and adjoining sensitive land uses.
1d. Details of in-store service associated with the fast-food outlet.	This item was not separately identified as an outstanding issue following the City's assessment of the revised information.
1e. Additional landscaping within the car parking area.	This item was not separately identified as an outstanding issue at that stage of the assessment. Landscaping was subsequently considered through the further redesign of the proposal.
1f. Traffic Report: justification for using a 16.9-metre tanker instead of the standard 19-metre tanker and provision of scaled swept-path diagrams.	The revised Traffic Impact Assessment included details of internal vehicle movements and swept-path diagrams based on a 16.9-metre fuel tanker. This remained insufficient. The City identified potential conflicts between

	pedestrian and vehicle movements within the site. Main Roads Western Australia did not support the proposal, noting that the assessment used a 16.9-metre tanker rather than the standard 19-metre tanker and did not adequately demonstrate acceptable turning movements.
2. To allow the submitted plans to be assessed by the Design Review Panel and referred to Main Roads Western Australia, with further amendments made where necessary.	The proposal was not referred to the City's Design Review Panel at that time because only minimal changes had been made to the plans and significant site configuration issues remained unresolved. The revised information was referred to Main Roads Western Australia, which did not support the proposal as presented.
3. To allow the plans and information to be advertised for public comment in accordance with the City of Bayswater Local Planning Scheme.	Community consultation was undertaken from 9 February to 23 February 2026. A total of 109 objections were received, with no submissions supporting the proposal.
4. To allow the City to provide a revised Responsible Authority Report having regard to the information received from the applicant, referral bodies and the community.	The City prepared an updated Responsible Authority Report for consideration by the Metro Inner Development Assessment Panel at its meeting on 31 March 2026.

On 31 March 2026, the application was presented to the Metro Inner DAP, where the City again recommended refusal. In the deputation sessions, the applicant's planning consultant (Hidding Urban Planning) presented a revised site plan through their deputation, to demonstrate that the reasons for refusal highlighted in the RAR could be addressed.

This revised site plan did not contain any specific detail and showed a fundamental redesign of the site including relocated components of the control building, fast food outlet, car wash facility and access / egress to the site. It should be noted the site plan was not formally lodged nor considered by the City's assessing officers, prior to the deputation and the City responded to the DAP advising that the application should be refused based on the current proposal and a change of the site plan would not alleviate other concerns of the City pertaining to regional traffic or emissions.

Notwithstanding the City's recommendation for refusal, the Metro Inner DAP resolved to defer the application for a further 180 days (to 25 September 2026) to provide further information and the following matters to be addressed:

1. *Address internal traffic movements identified by Main Roads and City;*

2. *Address fuel tanker movements associated with the land use and site access;*
3. *Address Design Review Panel comments, by placing building at the corner providing an enhanced urban design outcome, with improved street interface and responding better to the context and character of the area;*
4. *Providing better opportunity for landscaping and tree planting;*
5. *Providing a safer environment for pedestrians, allowing direct entry to the convenience store from the street;*
6. *Providing a safer environment for pedestrians, allowing direct entry to the convenience store from the street;*
7. *Respond to City raised issues relating to interface to the public realm, activated frontages, and good pedestrian amenity;*
8. *Provide appropriate interface and transition from the proposal and to the adjoining residential land uses; and*
9. *Further opportunity for community consultation*.

Revised Application for September 2026 Meeting

Following the 31 March 2026 DAP meeting, the applicant submitted the required information to the City between 29 May and 7 July 2026, to allow the City to undertake an assessment of the application, refer the application to relevant authorities, conduct additional public consultation and prepare a revised RAR.

The table below outlines each deferral item and the City's officer comments regarding the adequacy and implications of the information received from the recent revised plans.

Deferral Item No.	**Officer Comment**
1. Address internal traffic movements identified by Main Roads and City	The revised plans (**Attachment 2**) show a repositioned control building/convenience store to the southwest corner of the site, relocates the car wash to the northeast corner, and includes a dedicated drive-thru area. Parking is located primarily in front of the control building. Waste is collected from the bin store along the eastern boundary of the site, in between the car wash and masonry boundary wall. The fuel bowser and canopy area is centrally located, providing a revised internal site arrangement. The redesign utilises the northern portion of the site that was previously vacant and underutilised. The revised configuration changes the arrangement of built form, vehicle circulation and pedestrian movement across the site. The City's assessment has identified remaining operational concerns, including potential vehicle manoeuvring constraints when fuel tankers are

	present and traffic movements associated with the fast-food entry and exit.
2. Address fuel tanker movements associated with the land use and site access	The revised TIA (**Attachment 3**) assesses the development using a 19m fuel tanker and an 8.8m service vehicle. MRWA advised that it has no objection to the proposal, subject to conditions relating to tanker access (specifically to enter in Kenilworth Street and exit via a right-turn movement onto Guildford Road only during the evening) and on-street parking restrictions on Kenilworth Street. However, the City has outstanding concerns regarding the use of a 24-hour facility which conflicts with MRWA's request to restrict the 19m fuel tanker site access only between 9:00PM and 5:00AM (**Attachment 12**). This requirement is inconsistent with the applicant's Noise and Operational Management Plans in the revised Acoustic Report and Operational Management Plan (**Attachments 4 and 5**), which nominate fuel tanker deliveries between 7:00AM and 7:00PM, Monday to Saturday. This is discussed further in the "Consultation" section of this report.
3. Address Design Review Panel comments, by placing building at the corner providing an enhanced urban design outcome, with improved street interface and responding better to the context and character of the area	The applicant provided technical plans (**Attachment 2**) with a revised layout and an additional response to address the Design Principles (**Attachment 11**). The control centre building has been located in the southwest along the corner of Guildford Road and Kenilworth Street, to address the corner street frontages. The building has been amended with reduced glazing and subsequent increase in brickwork, painted weatherboard and precast concrete parapet walls. Additionally, the plans show on-building planting, and re-oriented signage. The previous "murals" have also been reduced in size. Other than the identification of two future EV charging bays, the proposal does not address any additional sustainability initiatives, such as the inclusion of solar panels to canopy structures or the incorporation of cool roof design measures.

	In principle, the placement of the control building addresses the DRP's comment regarding addressing the corner street frontages however, this proposal was not referred back to the DRP given the operational concerns of the development remain.
4. Providing better opportunity for landscaping and tree planting	The revised plans show approximately 15% of the site as landscaping (13% of which is compliant to the City's Landscaping Policy) and 7.5% of which is deep soil planting area. 19 native trees are proposed to be planted on site, however only five of the proposed trees have compliant Tree Growth Zone areas in accordance with the City's Trees on Private Land and Street Verges Policy. Further discussion regarding the proposed landscaping is in the "Officer's Assessment" section. The street frontages provide a reduced landscaping strip width of approximately 0.8m to 1.5m in lieu of the required 2.0m minimum.
5. Providing a safer environment for pedestrians, allowing direct entry to the convenience store from the street	The location of the control building has been moved to the southwestern corner, fronting Guildford Road and Kenilworth Street. The pedestrian access points were relocated for access directly from the Guildford Road and directly connecting to entrance of store. The Kenilworth Street entrance also has an enhanced outdoor seating area and landscaping, with a direct connection to footpath along this street. The majority of parking is also located directly in front of the convenience store, whereas it was previously dispersed throughout the site. One bay is adversely located to the north of the control building and bounded by the drive-thru ordering / pick-up area.
6. Respond to City raised issues relating to interface to the public realm, activated frontages, and good pedestrian amenity.	The applicant has improved the street front activation with the relocation of the control building, improved internal circulation and parking for vehicles and pedestrian access from the frontage streets. Additionally, the landscaping is disbursed across the site and provides a more legible outcome. The site remains car-oriented with the majority covered in hardstand.

	The City does not support the proposed interface with adjoining residential properties, which is managed through masonry walls constructed up to 4.0m in height. The height of these walls are intended to mitigate impacts associated with the 24-hour operation, including light spill, noise and odour, however this results in an extremely poor interface with adjoining residential properties and is not supported by the City, further highlighting the inherent incompatibility challenges associated with the proposal.
7. Provide appropriate interface and transition from the proposal and to the adjoining residential land uses	The proposal now utilises the entirety of the site, as opposed to retaining the vacant portion of land in the northwest for an unknown future use. As the car wash and crossovers / driveways are now immediately adjacent to the adjoining neighbours, the proposal includes interface treatments of high masonry / precast concrete walls. Notwithstanding the physical barriers nominated above, the City supports and reiterates the Department of Health (DOH) recommendation from a human health perspective for a minimum 200m separation distance between service stations and sensitive land uses (residential dwellings in this instance) (**Attachment 13**). The current proposal re-orients the bowsers to the southeastern portion of the site, a separation of approximately 15m from the closest bowser to the adjoining residential lot. Irrespective of the placement of buildings and operational components on the site, the Department of Health's position remains unchanged, as the site directly abuts residential lots and does not achieve the recommended minimum 200m separation distance between a 24-hour service station and sensitive land uses.
8. Further opportunity for community consultation.	The City conducted additional public advertising for a period of 14 days, commencing 6 August 2026 and concluding 20 August 2026. The City received a total of 179 submissions (being 168 objections and 11 supporting submissions). The key themes of the advertising aligned with the previous public consultation conducted earlier in the year, with concerns raised primarily against:

	• Traffic safety, pedestrian safety and vehicle access; • Land use compatibility, operations and amenity impacts from the proposed 24-hour use (noise, lighting, 24-hour operation, late-night activity); and • Impacts to health from fuel emissions, vapours, and air quality. Additional items raised during the public and further information is discussed in the "Public Consultation" and "Officer's Assessment" sections.

The City acknowledges an email from the applicant on 9 September 2026, notifying the City that the owner / operator are prepared to concede to the site operational hours being revised from 5:00AM to 11:00PM, all days of the week. No additional supporting documentation was received by the applicant in the form of updated technical documentation (e.g. Noise and Operational Management Plans). Justification for the revision were noted to be addressing the issues raised out of public consultation and the Department of Health's Position Statement. As nether position had changed from March 2026 DAP meeting, this RAR was prepared based on the information received during the RFI period. Where relevant, the proposed operational hours change is discussed in the relevant referral and "Officer's Assessment" sections below.

CONSULTATION:

PUBLIC CONSULTATION

The application was first advertised for a period of 14 days from 9 February to 23 February 2026. At the end of the consultation period, a total of 109 written submissions were received, all objections. The key themes raised during this consultation period related to:

- Traffic safety, pedestrian safety and vehicle access;
- Land use compatibility, operations and amenity impacts from the proposed 24-hour use (noise, lighting, 24-hour operation, late-night activity); and
- Impacts to health from fuel emissions, vapours, and air quality.

In accordance with the DAP Standing Orders from March 2026, the applicant provided an updated development application, including several technical reports. This updated package was advertised for a period of 14 days (commencing on 6 August and concluding on 20 August 2026), in accordance with Clause 64 of *Schedule 2 Deemed Provisions* of the *Planning and Development (Local Planning Schemes) Regulations 2025*.

Letters were sent to nearby landowners and occupiers along Kenilworth Street, Guildford Road and Grosvenor Road. Additionally, those that provided

submissions for the previous advertising in February 2026 were also invited for comment. A notice including access to the abovementioned documents was published on the City's website via Engage Bayswater.

At the conclusion of the consultation period, a total of 183 written submissions were received. Four submissions (all objections) were received by the City after the conclusion of the consultation period and not included in the preparation of this Responsible Authority Report. Of the 179 total submissions received, 168 of the submissions objected to the proposal and 11 provided support. A total of 52 submitters had provided a previous submission in the February public consultation period. Accordingly, the total number of individual written submissions received for this application to 288, inclusive of those received during the February (109 submissions) and August (179 submissions) public consultation periods. Overall, 277 (96%) of the submissions objected to the proposal.

The supporting submissions mentioned that they supported redevelopment of the vacant site in general and that it will provide an additional convenient service station location. Three of these submissions noted that traffic safety and vehicle access were ongoing issues and still recommended additional traffic measures such as a signalised intersection.

The concerns raised from objecting submitters were similar to the previous issues raised in the February public consultation. The key themes from the February and August public consultation have been consolidated in the table below, and considered through the overall assessment of this application:

Key Theme Raised	**Officer Comments**
Traffic Safety, Pedestrian Safety and Vehicle Access • Concerns with the siting of the development located at a dangerous intersection (Guildford Road / Kenilworth Street / Darby Street), with blind crests and poor sightlines. • Concerns that fuel tankers, extra vehicles, and 24/7 movements will increase risk to safety and traffic. • Noted frequent crashes and near misses with a documented black spot history. • Turning movements (especially right turns to/from Guildford Road) already being unsafe and predicted to worsen. • Suggestions for traffic lights, dedicated or upgraded pedestrian crossings or other traffic control measures.	A detailed response regarding the traffic safety, pedestrian safety and vehicle access impacts is detailed within the "Officer Assessment" section of this report.

• Difficulty for pedestrians to cross Guildford Road safely with concerns for children and families walking to nearby schools or playing at the nearby oval / sports facilities. • Fear of increased pedestrian safety risk from higher traffic volumes and turning vehicles. • Kenilworth Street being inappropriate to accommodate fuel tankers due to local road design and existing congestion issues.	
Health, Noise and Environmental Concerns • Concerns regarding potential health impacts associated with fuel vapours, emissions and reduced air quality, exposure to Benzene/ Volatile Organic Compounds (VOC). • Concerns that the proposed development will result in obtrusive light spill into adjoining homes. • Concerns from the projected noise emissions from the proposed development. • Concerns that a 24-hour facility will not comply with the *Environmental Protection (Noise) Regulations 1997.* • Traffic noise from Guildford Road will be exacerbated by the proposed development. • Reference to the Department of Health's *Position Statement: Service Stations and Sensitive Land Uses* which has not been addressed with regards to the minimum 200 metre recommended distance. • Fumes, groundwater contamination, underground storage tank risks. • Stormwater / run-off pollution concerns, especially during flood events. • Loss of trees, reduced canopy, and birdlife impacts.	A detailed response regarding health, noise and environmental concerns is detailed within the "Officer Assessment" section of this report.
Land Use Compatibility, Operations and Amenity Impacts	

• Concerns that the 24-hour operation would adversely affect nearby residents through increased noise, lighting and activity levels. • Fears of anti-social behaviour, crime, loitering, undesirable late-night activities. • Out of character for a residential and café-oriented streetscape. • An inappropriate car-centric land use that undermines amenity and walkability. • Contrary to long planned medium density / mixed-use housing along the urban corridor. • Visually poor due to the high walls, type and quantity of signage, murals and limited landscaping. • Recommends the site is better used for housing, cafés, hospitality, or small business uses.	A detailed response regarding Land Use Compatibility, Operations and Amenity Impacts is detailed within the "Officer Assessment" section of this report.
Oversupply and Lack of Need • Fuel demand declining with EV uptake, making a new station unnecessary. • There are already existing service stations within 2–4 km. • Impact on nearby local businesses and reducing patronage to them.	These concerns regarding the number of existing service stations and declining fuel demand are acknowledged, however these matters are not relevant planning considerations under the planning framework.
Technical Reports / Documentation • Concerns the Acoustic Report has not accurately assessed the noise impacts on adjoining residences. • Concerns with the methodology used in the TIA to determine the acceptability of traffic impacts.	The City's Health Services and Engineering officers reviewed the Acoustic Report and Traffic Impact Assessment respectively. While the reports use assessment methods generally consistent with standard practice, the City's concerns regarding noise and traffic impacts remain. These matters are addressed further in the "Officer Assessment" section of this report.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

Main Roads Western Australia

Main Roads WA (MRWA) were consulted as the subject site adjoins Guildford Road which is reserved as a Primary Regional Road. As documented in the previous RARs, MRWA advised the City on 6 December 2023 and 2 February 2026 that, based on the information provided to date, they do not support the proposal as presented as the development had not demonstrated safe and efficient access to Guildford Road. There were also significant concerns regarding traffic safety, vehicle manoeuvring, swept-path compliance and internal site layout. MRWA had considered the proposal inconsistent with the provisions within Clause 67 of *Schedule 2 - Deemed Provisions* of the *Planning and Development (Local Planning Schemes) Regulations 2015*, particularly in relation to land suitability, access and servicing arrangements. In a meeting with the applicant and MRWA officers on 4 March 2026, it was acknowledged by all parties that the proposal in its current form is not supported and that any recommendation for support from MRWA could not be provided for, prior to the reconsideration of this item.

Following the 31 March 2026 DAP meeting and recommendation for deferral, the applicant provided a revised layout and TIA between 29 May and 7 July 2026. The City referred the revised information to MRWA, with additional SIDRA files being forwarded from the applicant on 8 July 2028 to MRWA. MRWA requested an extension to the referral timeframe to Monday 21 August 2026 providing preliminary comments that their position overall remains unchanged from the previous response, with some specific technical details that were to be addressed.

The City received a formal referral response from MRWA on 24 August 2026. MRWA advised that it had no objection to the proposal, subject to the imposition of all recommended conditions and advice notes, as detailed in **Attachment 12**. Broadly, these conditions generally relate to the restrictions on vehicle access and servicing arrangements, however the requirement restricting fuel tanker and service delivery vehicles only enter and exit the site between 9:00PM and 5:00AM, outside of peak traffic periods, is not supported by the City. The recommended MRWA conditions were provided to the applicant.

The City met with MRWA on 27 August 2026 to discuss the referral response and City's concerns regarding the recommended conditions. During the meeting, the City requested further information from MRWA, to justify the acceptability of the fuel tanker access via Guildford Road being restricted from 9:00PM to 5:00AM, however this further advice from MRWA has not been received.

The City strongly opposes the recommended conditions, specifically those referred to above, as they are inconsistent with the nature and operation of the proposed development. The premises are proposed to operate as a 24-hour facility, whereas the recommended conditions would restrict fuel tanker and service delivery vehicle access to between 9:00PM and 5:00AM. This conflicts with the applicant's Operational Management Plan and demonstrates an unresolved operational inconsistency. It is evident that the facility is proposed to function on a 24-hour basis and requires heavy rigid vehicle access to Guildford Road between 9:00PM and 5:00AM, which the City cannot support.

On 9 September 2026, the applicant advised the City that they would consider modifying the proposal from a 24/7 facility, to potentially limited operating hours

from 5:00AM to 11:00PM, seven days a week. The applicant has advised this is in response to addressing the impacts regarding amenity, noise and health as raised through the public consultation period.

The City acknowledges the reduced operating hours proposed by the applicant, however this cannot be supported as MRWA's conditional support of the application is contingent upon fuel tanker access being restricted from 9:00PM to 5:00AM (outside of the potential operating hours proposed by the applicant). Furthermore, any changes regarding the operations of the facility will have a direct impact on the supporting technical documentation relating to operations, acoustic/noise treatments, traffic assessment and fuel/other deliveries, as summarised below:

- Traffic Impact Assessment: The assessment focuses on peak-hour traffic. MRWA's conditional support permits fuel tankers to make right-turn movements only during evening hours; however, section 9 of the applicant's TIA (page 28) notes that the Guildford Road Corridor Widening Project may remove right turns into and out of the site and nearby side roads, including Kenilworth Street, thereby impacting the intended movement of the fuel tankers.
- Acoustic Report: The report outlines that a 3.0m – 4.0m high boundary noise wall is required to mitigate the noise impacts of the service station and car wash facility. Revised methodology is recommended given the applicant's proposed change to operating hours and the City's non-support regarding the height of the boundary walls.
- Operational Management Plan: The OMP outlines how the proposed facility will operate as a 24/7 facility. The report will need to be amended to suit the applicant's operational matters, including the relationship between the revised operating hours and the timing of the car wash, vacuum bay and fuel deliveries.

Accordingly, the proposal fails to demonstrate a safe, workable and internally consistent servicing outcome, and the unresolved conflicts between the proposed operating hours, MRWA's access restrictions and the applicant's supporting technical documentation are fundamental deficiencies that preclude the City's support.

Department of Health

Since lodgement, this application has been previously referred to the Department of Health (DOH) due to the emission of volatile organic compounds (VOCs). The City originally requested the applicant provide an Emissions Impact Assessment (EIA), which was never provided. As detailed within the DAP October 2023 Meeting deferral decision, an EIA was prepared by the applicant and submitted to the City on 27 November 2025. DOH reviewed and provided comments on the EIA on 23 February 2026, noting that the proposal does not meet the Environmental Protection Agency's guideline '*Separation Distances Between Industrial and Sensitive Land Uses'* (2005) which recommends a default 200-metre separation distance for 24-hour service stations due to potential noise, dust, odour and associated health risks.

The proposal also does not meet the requirements of the DOH's Position Statement on *Service Stations and Sensitive Land Uses* (Position Statement), which clearly prioritises precautionary separation distances over technical modelling, stating that vapour dispersion modelling should not be relied upon to justify reduced separation distances because modelled data carries significant uncertainty when compared to measured data. The DOH also identified the following specific issues with the EIA:

- It relies heavily on-air dispersion modelling, an approach the Department does not support due to uncertainty and lack of reliability for assessing public-health risks.
- The information provided suggests the proposed development will be located within 50m of sensitive receptors, which is well below the recommended 200m buffer.
- There is limited consideration of cumulative and long-term exposure, particularly in relation to carcinogenic pollutants such as benzene.
- The modelling relies on assumptions rather than demonstrating robust, evidence-based protection of public health.
- The report appears to treat compliance with guideline values as evidence of "no health impact", which the DOH emphasises is incorrect; guideline thresholds are screening tools, not assurances of zero risk.

In response to the DOH's comments on the original EIA and the DAP deferral comment 8 (appropriate interface and transition from the proposal and to the adjoining residential land uses), the applicant prepared a revised Environmental Impact Assessment report. The City referred the revised documentation, including the EIA report (**Attachment 6**), to the DOH on 6 July 2026. The DOH responded on 12 August 2026, reiterating that it does not support the proposal because the EIA does not demonstrate adequate separation between a 24-hour service station and sensitive land uses. The DOH reiterated in the referral response (**Attachment 13**) that separation distances are adopted as the primary planning control because they provide a precautionary and enduring mechanism for protecting public health.

The DOH also advised that the EIA was insufficient and would not warrant support to significantly depart from the separation distances in the Position Statement. The DOH identified several outstanding matters that would need to be addressed, including:

- *A transparent benzene cancer-risk calculation using the Department of Health's benchmark;*
- *Measured or appropriately justified background concentrations and cumulative exposure;*
- *Clear identification and distances for every sensitive receptor;*
- *Odour and amenity impacts;*
- *Sensitivity testing for increased throughput, concurrent operations and VR2 failure;*
- *Enforceable installation, testing, maintenance, and reporting requirements for VR1 and VR2;*

- *Restrictions on tanker delivery times and fuel throughput where relied upon by the modelling; and*
- *A mechanism for investigating and responding to odour or health complaints.*

The City's Health Services team also reviewed the proposal and identified concerns that are consistent with the DOH referral advice, particularly regarding the proximity of the 24-hour service station to adjoining residential properties and the adequacy of the proposed management measures. The amended hours proposed by the applicant on 9 September 2026 are still contradictory to the recommended separation distances, as the reduced hours are not considered "normal hours", e.g. 7:00AM to 7:00PM. On this basis, the City does not support the proposal.

Department of Water and Environmental Regulation

Department of Water and Environmental Regulation (DWER) were consulted due to the previous use of the site for a service station. DWER assessed the proposal and advised that the Department had no objection or comments to provide on the proposal in relation to contamination. Given this, the application was not referred to DWER following the previous DAP decisions made nor for this assessment.

DESIGN REVIEW PANEL ADVICE

The proposal was originally considered at the City of Bayswater's Design Review Panel (DRP) on 27 October 2023. The proposal was also recommended for a second DRP review to confirm the Panel's suggested changes. Minutes of the original DRP Review are contained in **Attachment 10.** The Panel suggested that there is significant opportunity for improvement in this proposal including;

- *Revising the site planning layout including built form and scale to better respond to the context and character of the surrounding area, and the history of the site.*
- *Re-positioning the control building closer to the street to introduce a higher quality urban design outcome with improved street frontage and uplift in pedestrian and community amenity.*
- *Continuing to explore the use of contextual materials and arrange them in a way to respond and interpret in a contemporary manner the rhythm and form of traditional shop front typology.*
- *Reconsidering all of the designed elements on site to be unified through a more cohesive design aesthetic.*
- *Increasing landscaping and the planting of (large) trees, reducing the number of crossovers, and reducing the dominance of hardstand associated with circulation and parking areas generally.*
- *The introduction of a comprehensive sustainability strategy.*
- *The Panel does not support this proposal and recommends a second DRP meeting.*

The revised documents were not presented to DRP for a second review prior to the 31 March 2026 DAP meeting, given the City's fundamental concerns with the proposal. Additionally, the City's Terms of Reference for design review had changed, with service stations no longer being required for consideration by DRP.

As per the DAP Standing Orders March 2026, item 3 of the deferral required the applicant to address DRP comments, by placing building at the corner providing an enhanced urban design outcome, with improved street interface and responding better to the context and character of the area.

The revised development plans align with the DRP comments, through the relocation of the control building / drive thru fast-food to the southwestern corner of the site and car wash to the north-eastern corner. Additional measures to better activate the streetscape include an outdoor seating area to the west of the control building, enhanced landscaping and a revised façade. The applicant also included a Design Principle Response (**Attachment 11**) addressing the ten design principles of State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0).

Notwithstanding the above, these revised plans were not presented back to the City's DRP for a second review as:

- The elements of the design have not been substantially changed and that the proposal's design interface, scale and architectural presentation remain similar and appropriate for the service station; and
- Outstanding issues relate primarily to the operational characteristics (24-hour operations) and environmental / amenity impacts, which are unable to be mitigated through architectural design alone.

Overall, the revised proposal generally aligns with the DRP comments insofar as it relocates the control building to the corner, improves the relationship with the street frontages, provides additional landscaping opportunities and introduces a more coordinated built form response. However, the proposal was not referred back to the DRP for further review, and the City's assessment identifies that the remaining issues relate primarily to operational, environmental and amenity impacts rather than matters that can be resolved through design refinement alone.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban, Primary Regional Road
Local Planning Scheme	City of Bayswater Town Planning Scheme No. 24
Local Planning Scheme - Zone	Service Station, Primary Regional Roads
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Lot Size	2,805m^2
Existing Land Use	Disused Service Station and Vacant Land
Heritage Status	☐ N/A

	☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No

The City undertook a full assessment of the proposal against the relevant provisions of TPS24 and various applicable local planning policies, including the Percent for Public Art Policy, Landscaping Policy, Trees on Private Land and Street Verges Policy, Signage Policy, Retaining Walls Policy and Sustainability in Design Policy.

The assessment found that it generally satisfied the development standards of TPS24 and the local planning policies, except for the provisions relating to building setbacks, car parking and signage. In accordance with Clause 8.2 of TPS 24, if a development does not comply with a development standard prescribed by the Scheme, discretion to modify the development standard may be considered where Council is satisfied that:

a) approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and
b) the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.

The discretions sought, together with the concerns noted during the public consultation process, are detailed in the sections below.

Traffic Safety, Pedestrian Safety and Vehicle Access

Despite the redesign and reconfiguration of the access points, a significant number of submitters raised concerns with regards to the impacts this development would have on traffic and pedestrian safety. Furthermore, concerns were highlighted by community members regarding the challenges with the existing traffic network as well as the proposed full-movement vehicle access via Guildford Road and Kenilworth Street.

Pedestrian access was a key concern raised by the community. Concerns focused on increased turning movements, higher traffic volumes, and existing sightline constraints along Guildford Road, making it difficult for pedestrians, particularly children accessing nearby schools and sporting facilities, to cross safely. Submitters also raised that the proposal would introduce multiple new turning movements at an already dangerous intersection, including heavy vehicle movements, from the service and fuel tankers, and that the proposed internal design would increase queuing and vehicle-to-vehicle conflicts.

The City's Engineering Officers reviewed the TIA and noted the revised internal movements were acceptable, however there were minor concerns regarding the counter-clockwise traffic flow for the drive-thru facility and there may be conflicts with other vehicles if a fuel tanker truck is actively refuelling storage areas.

In previous submissions, MRWA expressly confirmed that the proposal could not be supported. Based on the reconfiguration of the site, utilisation of larger design vehicles for swept path assessments, revised access points and analysis in the applicant's TIA (**Attachment 3**), MRWA offered conditional support. It should be noted that the conditions requested that fuel tanker deliveries and service delivery vehicles are only permitted to enter/exit the site between the hours of 9:00PM and 5:00AM. The City referred the comment to the applicant, noting that this conflicts with the Noise and Operational Management Plans (**Attachments 4 and 5**).

While the parking area has been partially consolidated adjacent to the control building, the proposal demonstrates a parking shortfall of eight (8) vehicle parking bays as calculated in the table below. One parking bay remains isolated in between the fast-food drive-thru circulation area, which could potentially create vehicle conflicts due to the location and internal traffic movements.

Provision	Requirement	Proposal	Assessment
Table No. 2 of TPS 24	**Convenience Store & Service Station** *6 bays per 100m^2 + 1 bay per bowser* 281m^2 NOTE 1 & 6 bowsers = 23 bays required 25% Reduction NOTE 2 = 18 bays required **Car Wash** – No requirements **Fast Food Outlet** – Considered part of Convenience Store **TOTAL: 18 bays required**	10 bays provided	Eight (8) bay shortfall

Note 1: Includes ordering kiosk of 13.0m^2.
Note 2: Car Parking Dispensation Policy applied to the Convenience Store allocation as the subject site is in proximity to high frequency public transportation.

While the amended layout improves internal manoeuvring and pedestrian connectivity, the parking shortfall and servicing arrangements remain unresolved. As outlined in the "Main Roads Western Australia" section, MRWA's conditions restrict fuel tanker and service vehicle access to between 9:00PM and 5:00AM, which the City does not support.

The City opposes these conditions because they are inconsistent with the proposed 24-hour operation and conflict with the applicant's Noise and Operational Management Plan. While the applicant noted potentially amending the operational

hours to be from 5:00AM to 11:00PM, there is still direct conflict between this MRWA recommended condition and the Acoustic Report. The applicant relies on daytime heavy vehicle access to reduce impacts on adjoining residential properties. However, MRWA's condition would restrict fuel tanker and service vehicle access to between 9:00PM and 5:00AM. This shifts heavy vehicle activity into night-time hours and highlights a fundamental operational conflict. The conflict between the proposed 24-hour operation, servicing requirements and impacts on adjoining residential properties remains unresolved.

Health, Noise and Environmental Impacts

Submitters again raised extensive and highly detailed concerns regarding the potential health, noise, light, environmental and amenity impacts arising from the proposed 24-hour service station, fast food drive through and car wash. The following section consolidates the issues raised from the previous RARs and provides the City's assessment of why these matters remain unresolved.

Benzene and Volatile Organic Compound (VOC) Exposure including Recommended Separation Distances

A significant number of submitters again expressed concern regarding the exposure to benzene and other VOCs emitted from vehicle refuelling, tanker deliveries and underground storage tank breathing losses. Submitters also raised concerns that prolonged exposure, especially for children, could increase long term health risks. These concerns are heightened as:

- The development proposes 24-hour operation, meaning emissions are continuous throughout night-time hours when residents expect lower background exposure.
- The DOH's Position Statement, which was reiterated in the recent referral response 12 August 2026, emphasises that measured benzene exposure at service stations is not sufficiently predictable through dispersion modelling, and therefore precautionary separation distances should be applied, not modelling based justifications.
- Submitters specifically noted that the Position Statement recommends a minimum 200m separation for 24-hour service stations. The proposal falls significantly short of this recommended threshold, with residential dwellings well within 50 metres of venting refuelling operations and bowser canopies. The revised proposal shows approximately 14.0m from the bowser location to the closest residential lot boundary.
- The proposal represents a significant intensification of the former service station use with the prior service station operated under standard trading hours, not a 24/7 model, thus generating substantially lower emissions, noise, lighting and traffic emissions.
- The new development includes multiple high intensity uses (fuel station, fast food drive through and car wash), resulting in a far greater cumulative impact.

While the applicant has submitted the EIA (**Attachment 6**), the document relies on modelled rather than measured data and does not address cumulative or long-term exposure risks.

Considering the previous and most recent comments received from DOH and submitters, the City considers that the proposal has not demonstrated that VOC emissions can be managed to an appropriate standard for a 24-hour operation adjacent to residential dwellings. These considerations have been raised with the applicant since the City's initial assessment and initial DAP meeting in October 2025. The applicant's recent correspondence dated 9 September 2026 to reduce the operational hours to 5:00AM to 11:00PM does not address the issues noted above, and the City remains unsupportive of the proposal.

Obtrusive Light Spill into Residential Properties

The previous and recent submitters raised concerns that the proposed lighting, including canopy lighting, floodlighting and illuminated signage, would intrude significantly into residential properties. The submissions noted the proposed lighting layout would likely result in:

- Excessive light spill above the adjoining boundary wall and into private open space areas;
- Glare experienced by drivers and residents; and
- Sky glow and ambient light intrusion into dwellings during sleep hours.

The applicant provided a revised Lighting Modelling Report (**Attachment 7**) noting that the maximum light spill on all boundaries for external lighting based on the applicant's lighting layout and type complies with the criteria outlined in AS4282:2023. The City's Health Services team reviewed the report and considered it acceptable. The City considers that while these concerns regarding lighting impacts are acknowledged, it is considered that lighting impacts can be mitigated and controlled appropriately.

Noise Emissions

Submitters in both the March and August consultation periods cited concerns regarding noise generated across a wide range of site activities, including road traffic, delivery vehicles and fuel tankers. Additional concerns were raised with regards to mechanical plant such as refrigeration units, compressors, vacuum systems and car-wash equipment, in addition to the use of amplified noise associated with the fast-food drive-through ordering system and that the operations would be 24-hours.

Submitters also referenced the *Environmental Protection (Noise) Regulations 1997*, expressing doubt that a 24-hour operation within such proximity to residential properties would comply, particularly during night-time hours when allowable noise levels are lowest and background noise is minimal.

The applicant has provided a revised Acoustic Report (**Attachment 4**) for the reconfigured site, which relies in part on 3.0m to 4.0m high masonry/precast walls along the eastern and northern lot boundaries. The report also recommends operational mitigation measures to satisfy the *Environmental Protection (Noise) Regulations 1997*. While the City acknowledges the report's findings, it does not support the use of substantial boundary walls as the primary means of mitigating

noise impacts to adjoining residential properties. The height and extent of the walls reinforce the incompatibility of the proposed 24-hour operation with the residential interface and would result in an unacceptable built form and amenity outcome.

The City's Health officers have reviewed the Acoustic Report from a noise perspective and are generally supportive of the technical recommendations. However, this does not overcome the City's broader planning concern that the proposal depends on excessive boundary wall heights and operational restrictions to manage impacts from an intensive 24-hour use adjoining residential properties. Should the DAP be minded to support the application, the City recommends conditions requiring a Noise Management Plan and certification that the Acoustic Report's mitigation measures have been implemented.

Groundwater Contamination, Stormwater and Run-Off Pollution Concerns

Submitters again raised concerns relating to potential groundwater contamination and stormwater run-off associated with the development. While the City acknowledges these concerns, the matter was referred to DWER in the initial RAR submission. DWER confirmed it had no objection to the proposal with respect to contaminated sites and did not identify any outstanding environmental contamination risks requiring further investigation.

Notwithstanding the report recommendation for refusal, the City is satisfied that contamination and groundwater management are matters that can be addressed through appropriate treatment systems, outside of the planning process.

Should the DAP be of a mind to support the application, the City recommends advice is provided to the applicant of their statutory obligations under relevant environmental legislation, including the need to ensure appropriate management of underground storage tanks, spill containment, and stormwater treatment systems to prevent any adverse impacts on groundwater or downstream drainage infrastructure.

<u>Land Use Compatibility, Operations and Amenity Impacts</u>

Concerns were raised from submitters regarding the compatibility of the land uses including the operation of a 24-hour service station adjacent to residential areas and resultant amenity impacts.

The subject site is zoned 'Service Station' under TPS24, which permits the use of Service Station and Car Wash ('P' uses) whilst 'Convenience Store' and 'Fast Food Outlet' are both discretionary uses ('D' uses).

Whilst it is acknowledged both the Service Station and Car Wash uses are permitted uses, the City considers the location and operation of these uses adjacent to residential properties to be inappropriate. The proposal represents a significant intensification of activity on the site. The introduction of a 24-hour convenience store, fast-food drive thru outlet and continuous vehicle movements materially changes the function and impact of the site. While the operations of the automated car wash and vacuum bay are proposed to be restricted to 7:00AM and

10:00PM Monday to Saturday (9:00AM to 10:00PM Sundays and Public Holidays), the location of the facilities is in the far northeastern corner and closest to the adjoining residential dwellings.

The cumulative and compounding nature of the proposed uses, particularly the service station, fast food drive-thru outlet and car wash, generate persistent vehicle movements, queuing, odours, and noise impacts. This results in an environment that is more akin to a high intensity commercial or mixed-use highway precinct rather than a transitional urban corridor adjoining low scale residential streets.

The only buffer between the operational components and the sensitive residential interface is a 3.0m - 4.0m high masonry / precast concrete wall, which was recommended in the Acoustic Report. The level of activity generated from the proposed uses is inconsistent with the expectations for a residential interface, and community submissions identified that such a use would significantly impact on the surrounding neighbourhood character, and diminish residential amenity, particularly during night-time hours.

Community concerns maintained an emphasis on the incompatibility with the emerging planning intent for the Guildford Road corridor via the City's Local Planning Strategy (LPS). The LPS identifies urban corridors such as Guildford Road as being development opportunities for higher quality mixed use development, pedestrian amenity, and improved residential interfaces, rather than the reestablishment of car centric uses that reinforce heavy vehicle dependence.

As noted in the previous RAR, at an Ordinary Council Meeting (OCM) held on 26 August 2026, Council resolved to adopt Draft Local Planning Scheme No. 25 (Draft LPS25), including seeking approval from the Western Australian Planning Commission (WAPC) for approval to advertise. Draft LPS25 is generally aligned with the Model Scheme Text as published within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* including model zones and land uses.

This site has been identified for future rezoning to 'Local Centre'. Draft LPS25 outlines the proposed Local Centre zone objectives as follows:

- *'To provide for the local community's incidental and convenience needs of goods and services, consistent with this level of the activity centre hierarchy as outlined in the applicable State Planning Policy.*
- *To ensure that development is of a scale compatible with surrounding development and does not adversely impact adjoining residential areas.*
- *To provide for a pedestrian-dominant streetscape where the primary focus of activity is on the street, the public realm and public open spaces.*
- *To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity, and contributes to a sense of place and community.*
- *To prioritise walking, cycling and public transport access to and within the centre.'*

The proposed current uses of service station, convenience store, fast food outlet and car wash under TPS24 are intended to be replaced with the model contemporary land uses, being 'service station', 'motor vehicle car wash' and 'food outlet with drive-through facility'. Although the City are waiting for consent to advertise, the intent of the Draft LPS25 is to rezone the site Local Centre, with these land uses being an 'X' use within the zone. The City have however proposed these land uses to be being a discretionary ('A') use for properties which are located on Guildford Road, Morley Drive or Walter Road West. Although noted as an 'A' land use on these roads, the intent of conditional permissibility in Draft LPS25 is to accommodate for the current existing and operating uses on sites being rezoned to Local Centre, noting that these land uses are not the preferred planning outcome of the area.

While the City's LPS does not identify this site as a future Local Centre, it rather envisions an opportunity for rezoning of the existing 'Service Station' zone to a contemporary model zone, with Local Centre considered appropriate for these scattered locations. The current proposal fails to satisfy the draft Local Centre zone objectives, for the following reasons:

- The 24-hour operations of the service station and convenience store significantly exceed what is expected for a local-level activity centre. The proposal functions as a regional-level, high-intensity development and introduces heavy-vehicle movements inappropriate for a centre intended to serve surrounding residents. As a result, the development does not align with the future development intent of the site as a local centre.
- The proposed design is vehicular-dominant, characterised by large expanses of hardstand, drive-through circulation, and an internal layout prioritising car movement over walkability. The proposal offers a small section of low-lying pedestrian-friendly frontage and public realm improvement concentrated around the southwestern corner of the control building, with the rest of the frontage minimal low-intensity landscaped areas, directional signage and crossovers. The proposal barricades the corner lot from the rest of the area through 3.0m - 4.0m high masonry walls. The development does not contribute to a pedestrian friendly streetscape and is fundamentally inconsistent with the objective of shifting activity towards the street and public realm.
- The internal site layout introduces potential traffic conflicts, as identified by Main Roads Western Australia (MRWA), which has recommended that fuel tanker and service vehicle deliveries occur outside daytime peak traffic periods. Given the applicant's operational plan specifically notes fuel tanker deliveries during the day to mitigate noise impacts, the proposed design does not achieve a high standard of safety, convenience, or amenity for residents and is likely to diminish opportunities for community interaction, resulting in a development that is disconnected from the surrounding neighbourhood and local sense of place.

For these reasons, the proposal is not considered compatible with the future development intent of this site, or with the future character of the area. The significant intensification of use, combined with a 24-hour operating profile and vehicle dominated site layout, results in unacceptable land use conflicts with

adjoining residential development. The City therefore considers the proposal unsuitable and inconsistent with the orderly and proper planning of the locality.

Design and Built Form

The proposal seeks minor discretions in accordance with street and lot boundary setbacks from the TPS24. These departures are summarised in the table and further discussed below.

Provision	Requirement	Proposal	Assessment
Table No. 2 of TPS 24	**Convenience Store** – 13.5m street, 3.0m side / rear **Car Wash** – No specific requirements in TPS24, assessed with a 3.0m side and 3.0m rear **Fast Food Outlet** – 13.5m street, 3.0m side, 6.0m rear **Service Station** – 9.0m to canopy, 3.0m side / rear	**Convenience Store** – 1.5m (Guildford Road), 3.6m (Kenilworth Street) **Car Wash** – 7m to rear, nil setback from east boundary (side) **Fast Food Outlet** – 14.1m street (Kenilworth), 9.7m to northern boundary (rear), 31m eastern boundary (side) **Service Station** – Canopy min. 7.2m (Guildford Road), 11.4m to east boundary (side), 24.3m (rear) 3.0 to 4.0m high masonry walls on the northern and eastern lot boundaries at nil setback.	Discretions Sought Convenience Store located to southwestern corner to better interface with street. Car Wash at nil eastern lot boundary. Service Station canopy at 7.2m from Guildford Road. 3.0 – 4.0m Boundary walls at nil lot boundary setback.

Previous submissions in the March public consultation period noted the industrial appearance, blank walls, and poor interface to the public realm and adjacent dwellings. While the current design improves the built form outcomes through the relocation of the control centre to the southwest corner, modifications to the façade and signage and additional landscaping, the proposal continues to exhibit a fundamentally car-dominated layout characterised by extensive hardstand areas, multiple crossovers, limited active frontage and poor pedestrian amenity.

Furthermore, the interface with adjoining residential properties is primarily addressed through 3.0m - 4.0m high masonry and precast concrete walls. While these structures provide a degree of screening and attenuation of operational

impacts, their scale and prominence result in a visually dominant and defensive edge that detracts from the residential interface. Reliance on substantial boundary walls to achieve acceptable amenity outcomes raises ongoing concerns regarding the compatibility of the proposed land use with the surrounding residential context. Public submissions received through the August consultation process continue to raise concerns regarding the development's design and relationship with surrounding properties, indicating that the proposal has not adequately responded to community concerns or achieved a design outcome that positively contributes to the streetscape and character of the locality.

Submitters also raised concerns with locating the car wash facilities directly adjacent to residential properties in the northeastern corner. While the hours of the car wash and vacuum facilities are limited, they are still located immediately adjacent to residential dwellings and can operate up to 10:00PM at night every day of the week. As the other operations are proposed to be a 24-hour operation, the City considers that the proximity, scale and placement of the built form itself present a fundamental design issue. Regardless of operating hours, the massing, orientation, and interface of the structures with the residential boundary would continue to result in unreasonable impacts on neighbouring amenity and is not supported by the City.

Landscaping

Previous and current submitters raised concerns with the overall lack of landscaping provided for this development and the loss of existing mature vegetation on a site with already limited canopy cover.

The City's Landscaping Policy and TPS24 development provisions requires the following elements of landscaping be provided:

- A minimum 10% of the lot area.
- A minimum 2.0m wide landscaping strip to street frontages.
- One shade tree for every four car parking bays.

Further, the City's Trees on Private Land and Street Verges requires all trees to be provided with a 2.0m x 2.0m radius around each tree, to support its establishment, long-term health and ongoing growth.

The revised Landscape Plan (**Attachment 2**) has been amended to provide landscaping in excess of the minimum 10% requirement and identifies a total of 19 trees.

Notwithstanding this, the revised plan seeks a variation to the minimum 2.0m wide landscape strip requirement along street frontages including only five of the proposed trees being provided with adequate Tree Growth Zones (TGZs). A summary of the City's assessment is tabled below:

Provision	Requirement	Proposal	Assessment

Table No. 2 of TPS 24 and Landscaping Policy.	Minimum Landscaping = 10%. 2.0m wide landscape buffer along street frontages (Kenilworth and Guildford Road).	Landscaping Provided = Approximately 13% excluding areas less than 1.0m minimum dimension and on-building planting. Landscape buffer along Guildford and Kenilworth = 0.8 to 1.5m in portions.	Minimum landscaping provided as per TPS24. Minimum 2.0m landscaping buffer not provided.
TPS24 Clause 8.3.9 and Trees on Private Land and Street Verges Policy.	Minimum of one 'standard tree' for every 350m^2 of site area. Site area 2,805m^2 = 8 trees required. 1 'standard tree' for every 4 open-air car parking bays. 10 vehicle parking bays proposed = 3 'standard trees' required. **TOTAL: 11 trees required.**	19 trees provided.	5 'standard trees' provided with compliant TGZs. 14 'standard trees' with non-compliant TGZs.

The limited provision of compliant TGZs raises concerns about the long-term viability of the landscaping. Trees in constrained planting areas may have reduced growth, canopy development and life expectancy, and may affect nearby buildings, kerbs and hardstand. No arborist or arboriculturist assessment has been provided to demonstrate that the nominated species are suitable for these conditions.

While the revised Landscape Plan meets the minimum landscaping and tree number requirements, concerns remain about its quality and effectiveness. The proposal relies on reduced street frontage landscaping and insufficient TGZs for many trees. Without supporting arborist advice, the City is not satisfied that the proposed landscaping will deliver the intended long-term canopy, streetscape and amenity outcomes.

CONCLUSION:

Having had due regard to the matters in clause 67 of the Deemed Provisions, TPS24, SPP 7.0, the City's local planning framework, together with the referral advice from the

Department of Health and 288 submissions (277 objections), the proposal remains incompatible to the area and cannot be supported.

While Main Roads Western Australia provided conditional support to the revised proposal, its recommended restrictions highlight the unresolved operational conflict between the proposed 24-hour use and the access and servicing arrangements required for Guildford Road. As the City does not support the overnight-only restriction for fuel tanker and service vehicles as contravening the applicant's Noise and Operational Management Plans, the proposal has not demonstrated a safe, practical or acceptable servicing outcome. The City therefore maintains that the access and servicing issues remain unresolved and cannot support the proposal.

Health and amenity risks arising from a 24-hour operation immediately abutting sensitive receivers remain unresolved, with concerns raised from the Department of Health that benzene/VOC exposure has not been appropriately managed. The Department of Health maintains that separation distances as per the *Position Statement: Service Stations and Sensitive Land Uses* are the best practice for mitigating impacts to human health. Given the unresolved health and amenity risks, the inability to achieve recommended separation distances, and the ongoing concerns regarding the technical adequacy of the Emissions Impact Assessment, the City cannot support the proposal due to the potential for unacceptable impacts to human health and the amenity of adjacent sensitive land uses.
While the location of the buildings has been organised to respond to the Design Review Panel comments and enhance the streetscape interface, the proposal further enhances extensive hardstand, blank edges and high boundary walls resulting in an undesirable development for this site. While the boundary walls are required to attenuate noise and lighting impacts, the City objects to excessive boundary walls as the primary mitigation of an intensive 24-hour use, further highlighting the incompatibility of the proposed use in the area.

The City's emerging planning framework, specifically the Local Planning Strategy and Draft Local Planning Scheme No. 25 identifies the subject site is to transition toward a Local Centre zone with the proposed uses discretionary through Draft Local Planning Scheme No. 25. This site is intended to accommodate small scale retail, commercial and community uses that serve the surrounding neighbourhood. Whilst the Scheme remains in draft, the current development proposal is incompatible with the future development intent and does not align with the desired pedestrian friendly character and mixed-use potential envisaged by the City.

The issues with this proposal are fundamental and remain unresolved. Despite the redesign undertaken in response to concerns raised by the Metro Inner DAP in March 2026, the proposal continues to raise significant safety, health, amenity and land use compatibility concerns, demonstrating that the site is not suitable for a service station, car wash and convenience store. While the applicant's correspondence dated 9 September 2026 proposes reduced operating hours of 5:00AM to 11:00PM, this proposed reduction in hours does not address the fundamental issues identified in this assessment. Accordingly, there is insufficient justification to conclude that the amended proposal would achieve an acceptable planning outcome.

For the reasons outlined above, the City remains firmly opposed to the application. Despite the revised plans and additional technical information, the proposal has not resolved the fundamental concerns relating to traffic and servicing arrangements,

heavy vehicle access, operational compatibility, public health, residential amenity, built form and the City's emerging planning framework. In particular, Main Roads Western Australia's recommended conditions particularly the restriction of fuel tanker access via Guildford Road between 9:00PM and 5:00AM, contradicts the applicant's proposed reduction in operating hours (5:00AM to 11:00PM). This conflict means the development cannot operate as proposed without significantly compromising on traffic safety or amenity values. These issues remain unresolved and cannot be appropriately addressed through conditions without creating further operational uncertainty and amenity impacts for adjoining residents. Accordingly, the City considers the proposal unsuitable for the site and recommends that the Metro Inner Development Assessment Panel refuse the application.

ATTACHMENTS

1. Revised Development Plans and Landscaping Plans (18 June 2026)
2. Applicant Planning Report on Original Application (23 October 2023)
3. Revised Traffic Impact Assessment (2 June 2026)
4. Revised Acoustic Report (11 June 2026)
5. Revised Operational Management Plan (June 2026)
6. Revised Emissions Impact Assessment (13 May 2026)
7. Revised Lighting Modelling Report (5 June 2026)
8. Revised Waste Management Plan (2 June 2026)
9. Revised Signage Strategy (June 2026)
10. City of Bayswater Design Review Panel Minutes (27 October 2023)
11. Applicant's Design Principles Response (June 2026)
12. Main Roads Western Australia – Response (August 2026)
13. Department of Health – Response (August 2026)



SITE PLAN

1:200 AT A1

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

PLANNING

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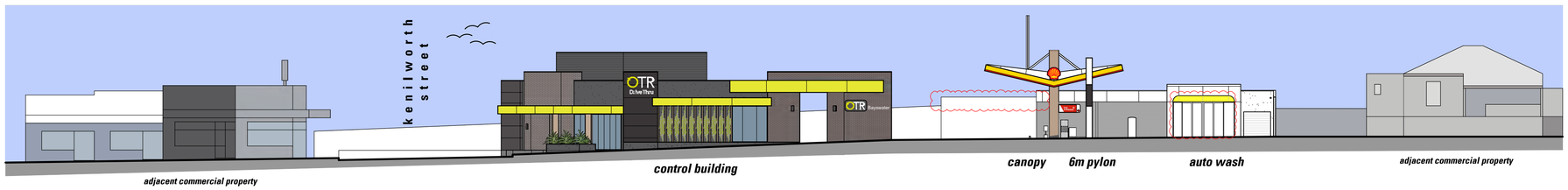
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18.06.26

22JN1500.1 sk01e

ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



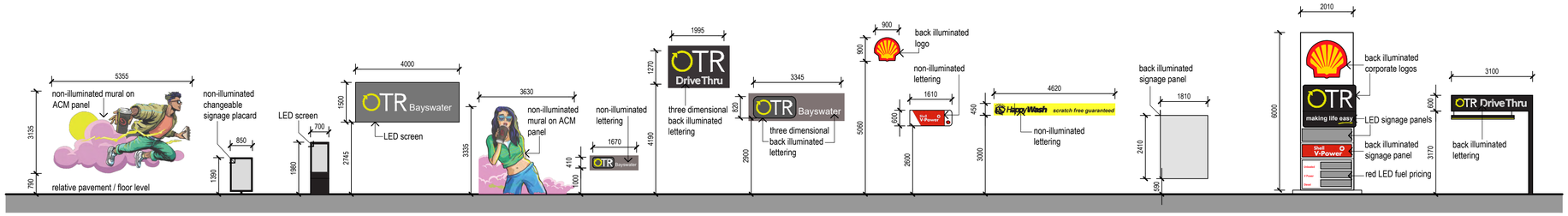
GUILFORD ROAD STREETSCAPE

1:200 AT A1



KENILWORTH STREET STREETSCAPE

1:200 AT A1



SIGNAGE ELEVATIONS 1:100 AT A1

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

0 1 2 5 10m

Scale 1:100 at A1

PLANNING

18.06.26

22JN1500.1 sk05a

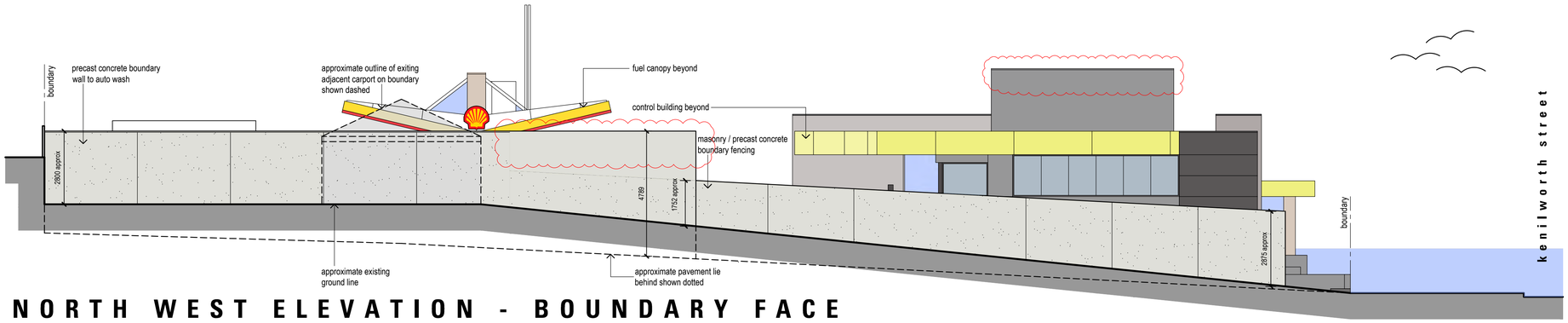
ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



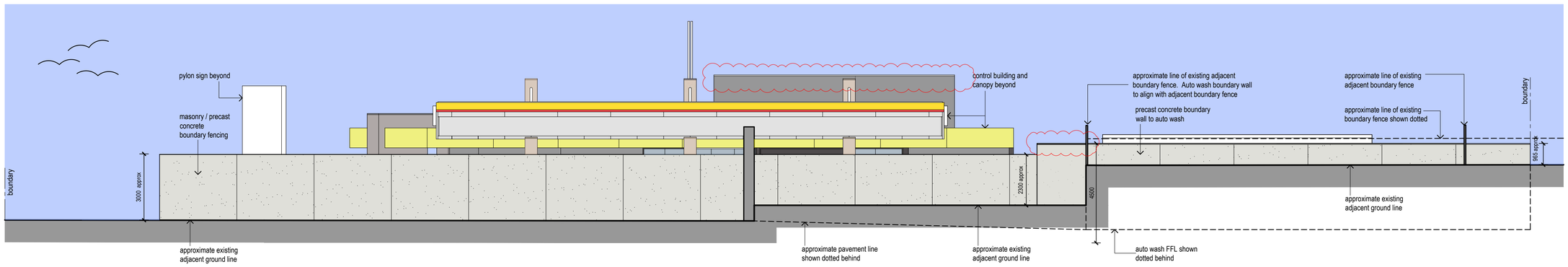
NORTH WEST ELEVATION

1:100 AT A1



NORTH WEST ELEVATION - BOUNDARY FACE

1:100 AT A1



NORTH EAST ELEVATION - BOUNDARY FACE

1:100 AT A1

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

0 1 2 5 10m

Scale 1:100 at A1

18.06.26

22JN1500.1 sk04b

PLANNING

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GUILFORD ROAD VIEW

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

18.06.26

22JN1500.1 sk06a

PLANNING

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GUILFORD ROAD AND KENILWORTH STREET VIEW

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

27.05.26

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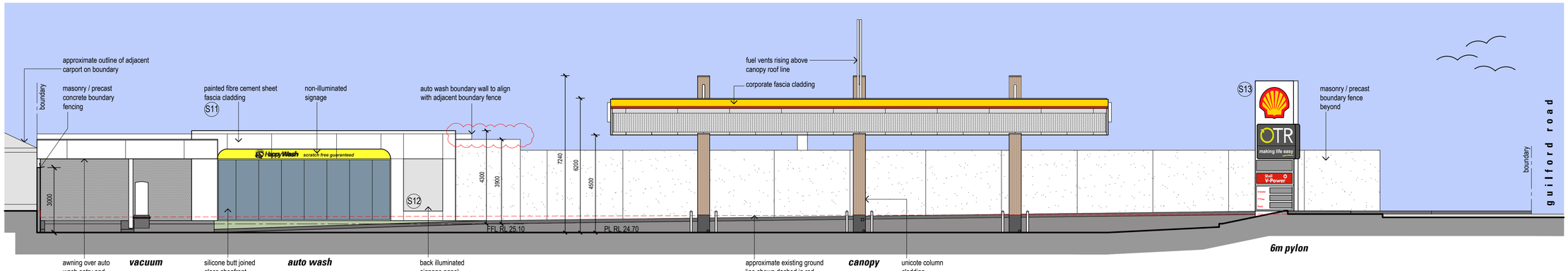
PLANNING

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



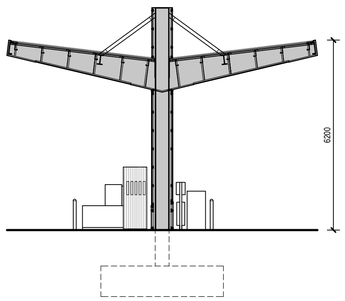
NORTH EAST ELEVATION

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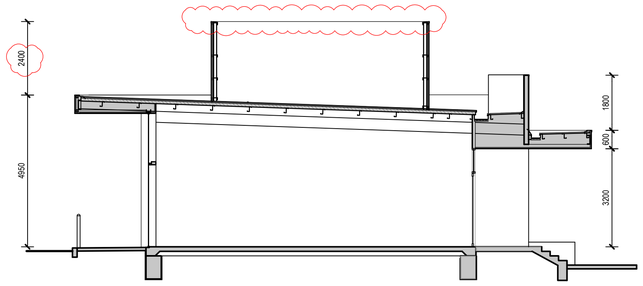
SOUTH WEST ELEVATION

1:100 AT A1



CANOPY SECTION

1:100 AT A1



CONTROL BUILDING SECTION

1:100 AT A1

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

0 1 2 5 10m

Scale 1:100 at A1

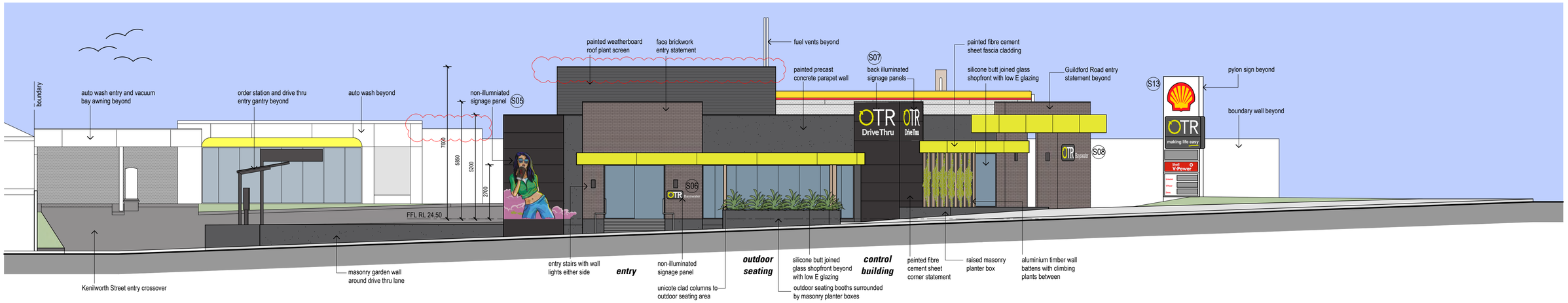
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PLANNING

ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



SOUTH WEST ELEVATION - KENILWORTH STREET

1:100 AT A1



SOUTH ELEVATION - GUILFORD ROAD

1:100 AT A1

NEW SERVICE STATION COMPLEX

CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

0 1 2 5 10m

Scale 1:100 at A1

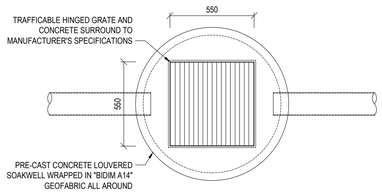
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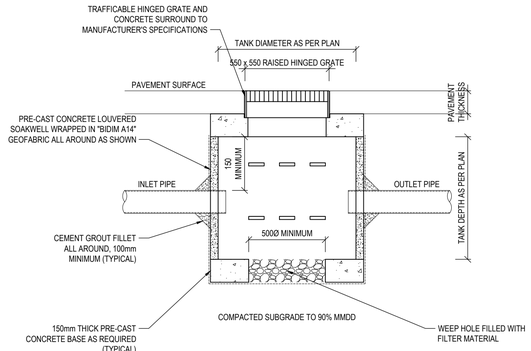
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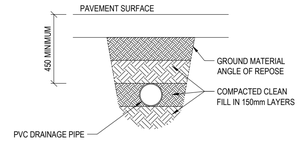
TYPICAL STORMWATER TANK PLAN

SCALE 1:20



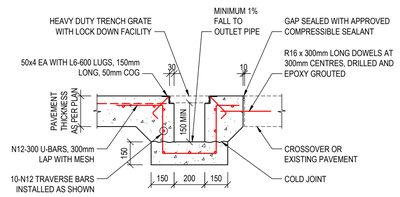
TYPICAL SOAKWELL TANK DETAILS A

SCALE 1:20



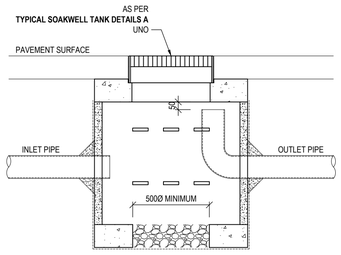
TYPICAL PVC DRAINAGE PIPE BEDDING DETAILS

SCALE 1:20



HEAVY DUTY GRATED DRAIN

SCALE 1:20



TYPICAL SOAKWELL TANK DETAILS B

SCALE 1:20

NOTE: ALL UNITS ARE IN MILLIMETERS UNO

REV	DESCRIPTION	BY	DATE
D	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	04-JUN-2026
C	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	13-JUN-2025
B	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	23-AUG-2023
A	ISSUE FOR DEVELOPMENT APPROVAL	JC	01-JUN-2023

RE-ISSUE FOR DEVELOPMENT APPROVAL

PROJECT:

NEW SERVICE STATION COMPLEX

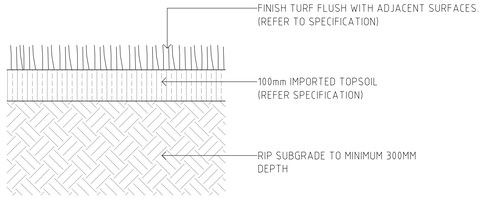
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WESTERN AUSTRALIA

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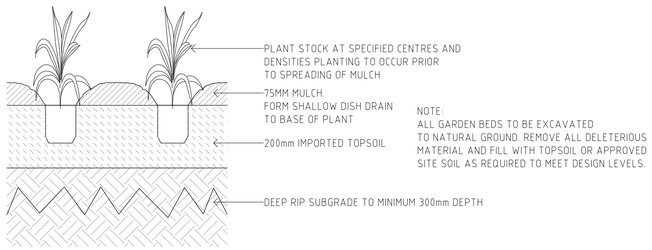
STORMWATER DRAINAGE DETAILS

JCCE JC Consulting Engineers

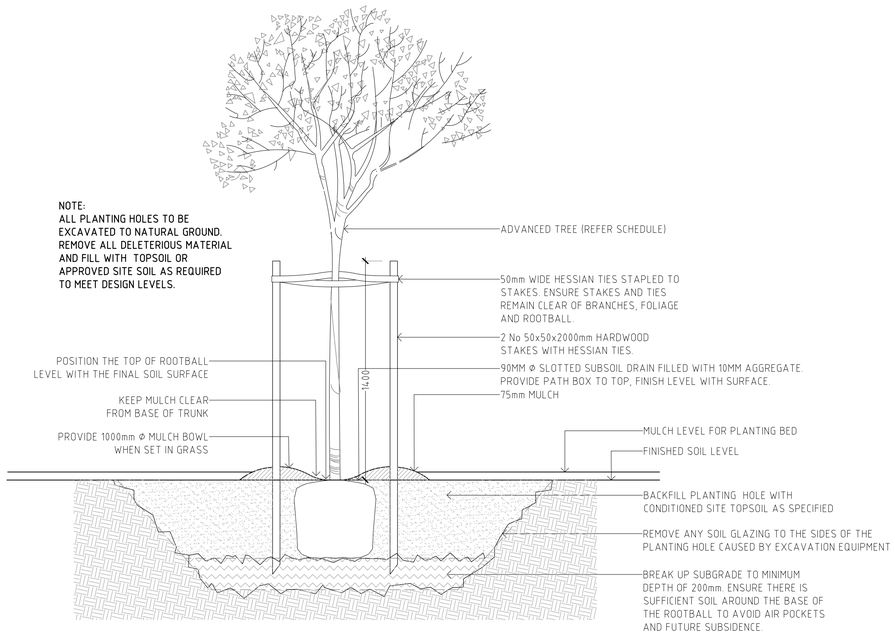
DRAWING:	SCALE:	PROJECT #:	REVISION:
J. GABRIEL	AS NOTED	20860	D
DESIGN:	PAPER SIZE:	DRAWING #:	
J. CUBONG	A1	C2	



03 - TYPICAL TURF DETAIL
SCALE 1:10 @ A1



02 - TYPICAL SHRUB PLANTING DETAIL
SCALE 1:10 @ A1



01 - TYPICAL TREE IN MULCH DETAIL
SCALE 1:20 @ A1



LEGEND

NEW
- PROPERTY BOUNDARY
- NEW TREE — REFER TO DETAIL 01
- PLANTING — REFER TO DETAIL 02
- IRRIGATED TURF — REFER TO DETAIL 03

EXISTING
- EXISTING TREE
- HIGH VOLTAGE POWER LINES
- TREE PROTECTION ZONE

TREE SCHEDULE

Key	Botanic Name	Pot	Qty.
BG	Banksia grandis	45 Litre	11
EF	Eucalyptus ficifolia	45 Litre	5
LT	Lagerstroemia indica 'Tuscarora'	45 Litre	3

PLANT SCHEDULE

Key	Botanic Name	Spacing	Pot	Qty.
AL	Acacia lasiocarpa	1 / m²	140mm	67
CS	Callistemon 'Slim'	1 / m²	140mm	50
DC	Dianella caerulea	2 / m²	140mm	126
DR	Dianella revoluta 'Little Rev'	3 / m²	140mm	105
EB	Eremophila glabra 'Balalla Gold'	1 / m²	140mm	33
EK	Eremophila glabra 'Kalbarri Carpet'	1 / m²	140mm	27
GO	Grevillea obtusifolia 'Gin Gin Gem'	1 / m²	140mm	42
HP	Hemiandra pungens purpurea	3 / m²	140mm	210

This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencement of work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as 'For construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital setout and DWG files will be issued upon request. Copyright Oxigen Pty Ltd.

SCALE
1:200 (A1), 1:400 (A3)
0 2 4 6 8 10m

NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW.

TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE.

FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE.

STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL.

APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING.

PLACE A 100MM MINIMUM DEPTH OF FINE GREEN WASTE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR.

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.

DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6Lph @ 0.5M SPACINGS.

FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).

ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.

PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

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CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS

PROJECT
BAYSWATER OTR

drawing title
LANDSCAPE PLAN

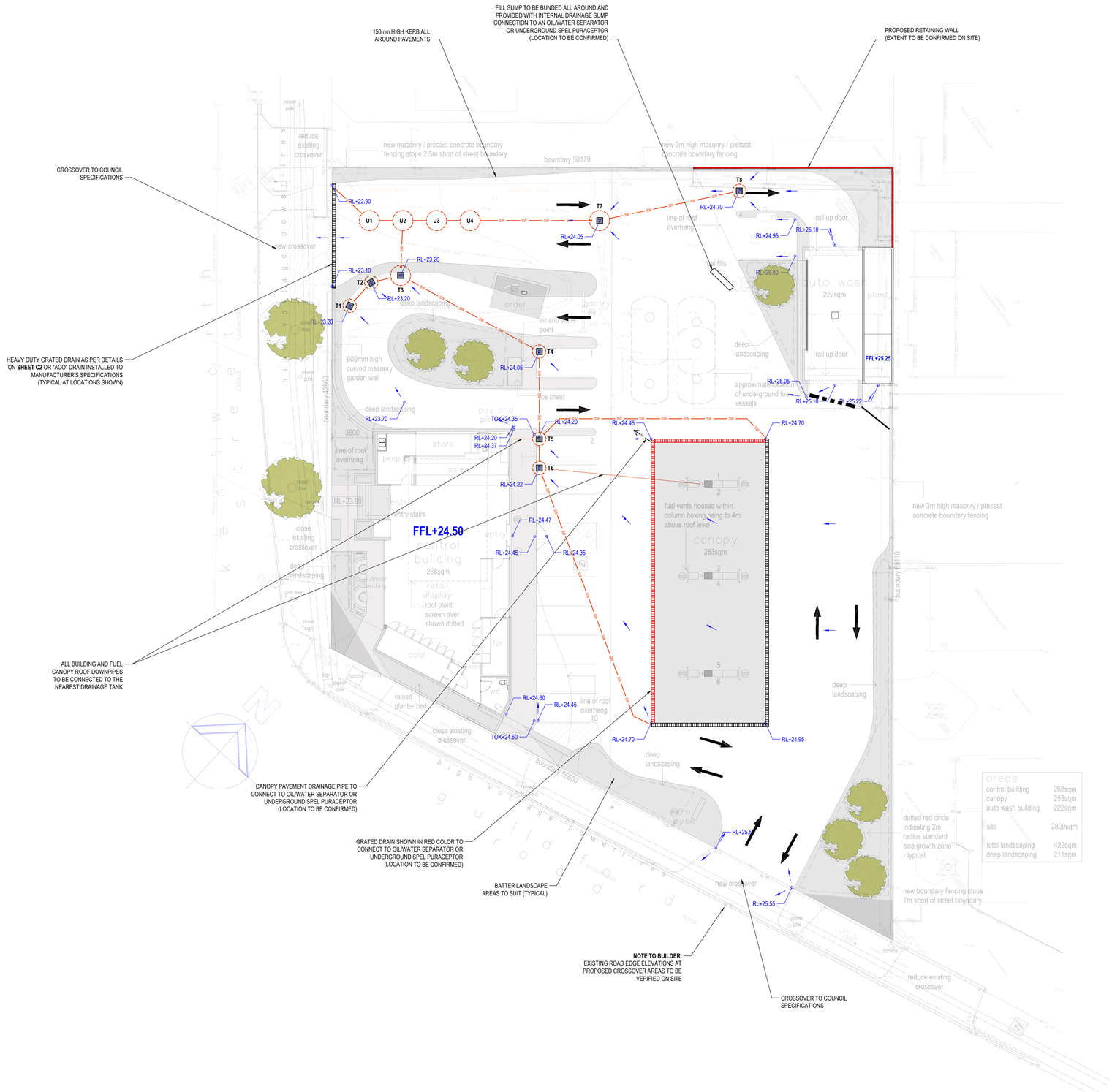
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issue
DRAFT
6

ISSUE	DATE	ISSUE	DWN	CHK	APP
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2	13.11.25	FINAL FOR DA	EH	JH	JH
3	16.12.25	FINAL FOR DA	EH	JH	JH
4	24.04.26	FINAL FOR DA	EH	JH	JH
5	06.05.26	FINAL FOR DA	EH	JH	JH
6	02.06.26	FINAL FOR DA	YL	JH	JH

DRAWING INDEX:

NO	TITLE
C1	STORMWATER DRAINAGE PLAN AND DETAILS
C2	STORMWATER DRAINAGE DETAILS



STORMWATER DRAINAGE PLAN
SCALE 1:200

GENERAL NOTES:

1. DATUM IS LOCAL AND TO BE VERIFIED ON SITE.
2. CHECK ALL DIMENSIONS ON SITE. READ ALL ENGINEERING DRAWINGS IN CONJUNCTION WITH ARCHITECTURAL & SURVEY DRAWINGS. ANY DISCREPANCIES BETWEEN ENGINEERING DRAWINGS AND ARCHITECTURAL DRAWINGS SHALL BE CONFIRMED PRIOR TO COMMENCING CONSTRUCTION. DO NOT SCALE FROM THESE DRAWINGS.
3. ALL WORK TO BE IN ACCORDANCE WITH "AS3500-2003 PLUMBING & DRAINAGE", THE "BUILDING CODE OF AUSTRALIA" AND THE LOCAL AUTHORITY'S STANDARD SPECIFICATIONS.
4. LOT CONNECTION PIT (WHEN APPLICABLE) TO LOCAL AUTHORITY SPECIFICATIONS.
5. WHERE MANHOLES ARE LOCATED IN THE AREAS SUBJECT TO VEHICULAR LOADING, STANDARD TRAFFICABLE LIDS ARE TO BE INSTALLED & BASED TO BUILDER'S DETAIL.
6. ALL DRAINAGE PIPEWORK SHALL BE PVC CLASS HD STORMWATER, UNLESS WHERE LOCATED UNDERNEATH ANY STRUCTURES PIPEWORK SHALL BE PVC SEWER CLASS SN8.
7. ALIGNMENT OF PIPES SHALL BE AS SHOWN ON THE PLAN & SHALL BE TO THE PIPE OR MANHOLE CENTRELINE.
8. BEFORE CONSTRUCTION COMMENCES, THE CONTRACTOR SHALL:
   - A. CHECK ON SITE THE LOCATION OF THE EXISTING SERVICES WITH THE APPROPRIATE AUTHORITY. ENSURE PROPOSED STORMWATER PIPE DOES NOT CLASH WITH ANY EXISTING SERVICES.
   - B. ARRANGE FOR THE LOCATION AND THE LEVEL OF THE CONNECTION POINT TO EXISTING STORMWATER MANHOLE TO BE VERIFIED BY A SURVEYOR.
   - C. CONFIRM THAT BOUNDARY PEGS OR OTHER SURVEY REFERENCE POINTS TO BE USED IN SETTING OUT OF THE PROJECT ARE LOCATED IN THE CORRECT POSITIONS.
   - D. ENSURE A PERMIT & REINSTATEMENT SPECIFICATIONS ARE OBTAINED FROM THE LOCAL AUTHORITY IF EXCAVATION WILL BE IN A ROAD RESERVE OR RIGHT OF WAY.
   - E. ENSURE ALL DETAILS HAVE BEEN CHECKED AND THAT NO DISCREPANCIES EXIST. ALL QUERIES AND DISCREPANCIES ARE TO BE RESOLVED PRIOR TO COMMENCING WORKS.
11. ALL EXCAVATIONS SHALL BE SECURED & MADE SAFE IN ACCORDANCE WITH REQUIREMENTS OF THE OCCUPATIONAL SAFETY & HEALTH ACT OF 1984, THE OCCUPATIONAL SAFETY & HEALTH REGULATION 1996 & OF ANY RELEVANT REGULATORY BODY.
12. PROPERTIES WHICH HAVE BEEN EXCAVATED SHALL BE RETURNED TO AT LEAST A SIMILAR CONDITION TO THAT WHICH EXISTED PRIOR TO CONSTRUCTION.
13. TRENCH BACKFILL SHALL BE CLEAN GRANULAR MATERIAL, COMPACTED TO A LEVEL NOT LESS THAN THAT OF THE SURROUNDING UNDISTURBED GROUND, FOR THE FULL DEPTH OF EXCAVATION. BACKFILL UNDER ROADS SHALL BE COMPACTED TO THE REQUIREMENTS OF THE LOCAL AUTHORITY.
14. ALL CONNECTION INTO EXISTING LOCAL AUTHORITY STORMWATER ARE TO BE CARRIED OUT BY THE CONTRACTOR TO LOCAL AUTHORITY SPECIFICATIONS.
15. THIS STORM WATER DESIGN IS TO BE READ IN CONJUNCTION WITH THE BUILDER'S ARCHITECTURAL DRAWINGS (PARTIALLY REPRODUCED HERE).
16. CLIENT IS TO ENSURE LOCAL AUTHORITY HAVE APPROVED THESE DRAWINGS BEFORE BEING ISSUED FOR PRICING, TENDER & CONSTRUCTION.

LEGEND:

SW	150Ø uPVC CLASS SN8 PIPE
	150Ø uPVC CLASS SN8 PIPE FROM BUILDING DOWNPIPE UNO
TT	DN160 UPP FUEL PIPE OR EQUIVALENT
	TRAFFICABLE STORMWATER TANK WITH GRATE COVER
	TRAFFICABLE STORMWATER TANK WITH CONCRETE COVER
	TRAFFICABLE PRECAST SUMP PIT WITH SOLID CONCRETE COVER (SOLID WALL AND BASE)
	FALL DIRECTION
IL+10.00	PIPE INVERT LEVEL
TT+10.00	TOP OF TANK LEVEL
RL+10.00	PAVEMENT LEVEL
HP+10.00	PAVEMENT HIGH POINT
LP+10.00	PAVEMENT LOW POINT

DRAINAGE CALCULATIONS:

TOTAL IMPERVIOUS AREA	2387	sqm
STORAGE CAPACITY REQUIRED	2387 * 0.0125	
	29.84	cum
STORAGE CAPACITY PROVIDED		
6 - 18000 x 1800DEEP SOAKWELLS	27.47	cum
6 - 12000 x 600DEEP SOAKWELLS	4.06	cum
TOTAL STORAGE CAPACITY	31.54	cum

TANK SCHEDULE

TANK NUMBER	TANK SIZE	TYPE	DETAIL	TOP OF TANK LEVEL	INLET/OUTLET PIPE INVERT LEVEL
T1 - T2	1200Ø x 600DEEP	SW	A	TT + 23.20	IL + 22.60
T3	1800Ø x 1800DEEP	SW	B	TT + 23.20	IL + 22.60
T4	1200Ø x 600DEEP	SW	A	TT + 24.05	IL + 23.45
T5	1200Ø x 600DEEP	SW	A	TT + 24.20	IL + 23.60
T6	1200Ø x 600DEEP	SW	A	TT + 24.22	IL + 23.62
T7	1800Ø x 1800DEEP	SW	B	TT + 24.05	IL + 23.25
T8	1200Ø x 600DEEP	SW	A	TT + 24.70	IL + 24.10
U1 - U14	1800Ø x 1800DEEP	SW	A	TT + 22.60	IL + 22.10

SW = SOAKWELL , ST = SEALED TANK

REV	DESCRIPTION	BY	DATE
D	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	04-JUN-2026
C	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	13-JUN-2025
B	RE-ISSUE FOR DEVELOPMENT APPROVAL	JC	23-AUG-2023
A	ISSUE FOR DEVELOPMENT APPROVAL	JC	01-JUN-2023

RE-ISSUE FOR DEVELOPMENT APPROVAL

PROJECT:
NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WESTERN AUSTRALIA

TITLE:
STORMWATER DRAINAGE PLAN AND DETAILS

JCCE JC Consulting Engineers

DRAWING:	SCALE:	PROJECT #:	REVISION:
J. GABRIEL	AS NOTED	20860	D
DESIGN: J. CUBONG	PAPER SIZE: A1	DRAWING #: C1	

NOTE: ALL UNITS ARE IN MILLIMETERS UNO

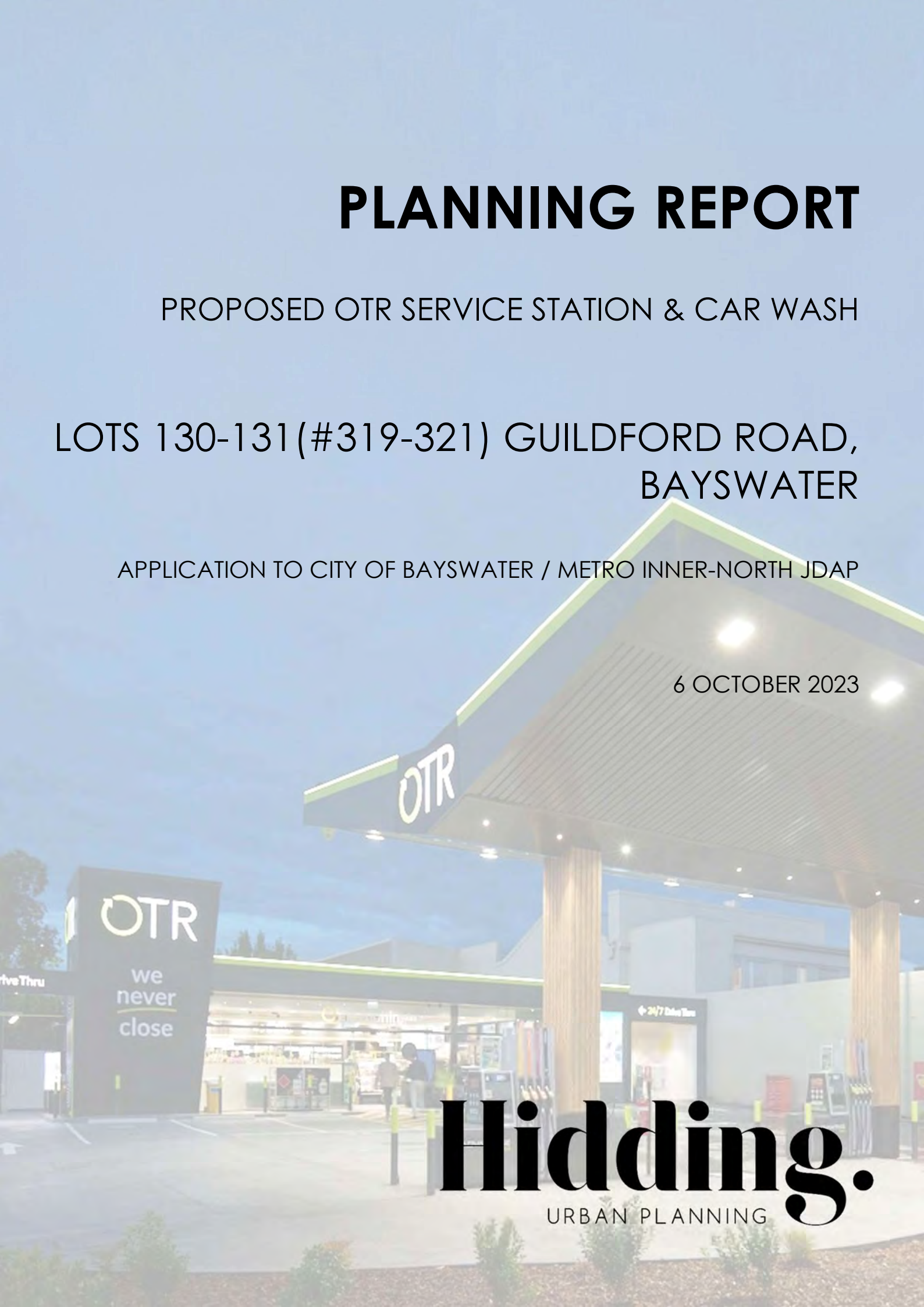
PLANNING REPORT

PROPOSED OTR SERVICE STATION & CAR WASH

LOTS 130-131(#319-321) GUILDFORD ROAD, BAYSWATER

APPLICATION TO CITY OF BAYSWATER / METRO INNER-NORTH JDAP

6 OCTOBER 2023



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for the proposed OTR Service Station & Car Wash Development at Lot 130-131 (#319-321) Guildford Road, Bayswater

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TABLE OF CONTENTS

APPLICATION DETAILS		**1**
1.0	**INTRODUCTION**	**2**
1.1	Development Assessment Panel (DAP) Determination	2
2.0	**SITE OVERVIEW**	**3**
2.1	Legal Description of Land	3
2.2	Site Details	3
2.3	Site Photos	4
3.0	**THE PROPOSAL**	**7**
3.1	Supporting Plans & Reports	7
3.2	General Development Details	7
3.3	Service Station Details	5
3.4	Car Wash Details	8
4.0	**PLANNING ASSESSMENT**	**12**
4.1	Metropolitan Region Scheme	12
4.2	City of Bayswater Local Planning Scheme No. 24	12
4.3	Local Planning Policies	18
4.4	State Planning Policies	20
4.5	EPA Guidance Statement No. 3 – Separation Distances Between Industrial & Sensitive Land Uses	21
5.0	**CONCLUSION**	**23**

ANNEXURES:

Annexure 1: Certificates of Title

Annexure 2: Development Plans

Annexure 3: Landscape Plan

Annexure 4: Traffic Impact Assessment

Annexure 5: Environmental Noise Assessment

Annexure 6: Stormwater Drainage Plan

APPLICATION DETAILS

Table 1: Application Details

Property Location	Lot 130-131 (#319-321) Guildford Road, Bayswater
Applicant	Hidding Urban Planning
Landowner	OTR 337 Pty Ltd
Local Government	City of Bayswater
Determining Authority	Metro Inner-North Joint Development Assessment Panel (JDAP)
Metropolitan Region Scheme	Urban
City of Bayswater TPS24 Zoning	Service Station zone
Proposed Use Classes	Service Station ("P" use) Car Wash ("P" use)
Existing Use	Unused service station buildings and fuel canopy
Site Area (Lot 130 & Lot 131)	2805m^2
Estimated Construction Value	$2.5 million

1.0 INTRODUCTION

This Planning Report has been prepared by Hidding Urban Planning on behalf of PC Infrastructure Pty Ltd as part of an Application for Development Approval for the development and use of Lot 130-131 (#319-321) Guildford Road, Bayswater (**Subject Land**) for a proposed new Service Station and Car Wash development.

This report provides a detailed Town Planning assessment of the proposed development against the relevant State and local Planning framework. The information contained in this report confirms that the proposed development/use is appropriate for the site and reflects the applicable planning framework.

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

As the anticipated construction cost of the project is **$2.5 million**, the Applicant has "opted in" to the Development Assessment Panel (**DAP**) process and therefore, this Development Application will be required to be determined by the Metro Inner-North Joint Development Assessment Panel (**JDAP**).

A City of Bayswater Application for Development Approval Form, MRS Form 1 and DAP Form 1 are provided with the application, all signed by the authorised persons of OTR 337 Pty Ltd, the company which owns the subject land.

2.0 SITE OVERVIEW

2.1 LEGAL DESCRIPTION OF LAND

This development application refers to Lot 130-131 (#319-321) Guildford Road, Bayswater. The legal description of the land is provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietor
130	1469	904/123	1568m^2	319 Guildford Road, Bayswater	OTR 337 Pty Ltd
131	1469	923/162	1237m^2	321 Guildford Road, Bayswater	OTR 337 Pty Ltd

The Certificate of Titles for both lots are attached at **Annexure 1**.

2.2 SITE DETAILS

Lot 130 has a land area of 1568m^2 and Lot 131 has a land area of 1237m^2 (total 2809m^2)

The subject land is located on the corner of Guildford Road and Kenilworth Street in Bayswater.

An existing house on Lot 130 and existing service station buildings and canopy on the adjacent Lot 131 will be demolished with both lots cleared to make way for the proposed development.

A 761m^2 portion of the subject land will be set aside for future development, and the proposed development as set out in this report will be developed on a development site of 2048m^2. Subdivision and amalgamation of the land will take place following development approval.

The development site is depicted in the Aerial Photo at **Figure 1**, below.



Figure 1: Aerial Photograph (PlanWA)

2.3 SITE PHOTOS

Photos of the development site are provided below.



Photo 1: Looking east at the development site, along Guildford Road, noting existing buildings and canopy**.**



Photo 2: Looking west from in front of the development site, along Guildford Road**.**



Photo 3: Looking south-east along Kenilworth Street toward Guildford Road, with development site on the left. Note verge parking by unknown persons.



Photo 4: Existing buildings and site conditions, taken from Kenilworth Street.



Photo 5: Existing buildings and site conditions, taken from Kenilworth Street.



Photo 6: Existing old buildings on site, taken from under the fuel canopy adjacent to Guildford Road.

3.0 THE PROPOSAL

Development approval is sought for a new OTR Service Station and Car Wash Development on the subject land.

The proposed development comprises a 4 bowser (8 fuelling point) service station with associated 282m^2 convenience store building, drive-thru coffee facility, 2 EV charging bays along with customer car parking. The proposed development also involves a drive thru automatic car wash.

Development Plans prepared by ADS Architects are included at **Annexure 2**.

The plans included at Annexure 2 include:

- Site Plan
- Elevations
- Signage Details

3.1 SUPPORTING PLANS & REPORTS

Consultant reports and other supporting information have been prepared to assist in the assessment of this application.

The reports and documentation which are provided in support of this application are detailed in **Table 3** below and are attached as **Annexures** to this Report.

Table 3: Supporting Plans & Reports

Consultant	Plan/Document	Annexure
ADS Architects	Development Plans	2
Oxigen	Landscaping Plan	3
i3 Consultants	Transport Impact Assessment	4
Reverberate Consulting	Environmental Noise Assessment	5
JCCE	Stormwater Drainage Plan	6

3.2 GENERAL DEVELOPMENT DETAILS

3.2.1 Landscaping & Fencing

The site has been proposed with a range of landscaping areas as shown on the plans, totalling an area of 160m^2 (or 7.81% of the development site area – which is 2048m^2).

A formal Landscaping Plan has been prepared by Oxigen in support of this application and is included at **Annexure 3**.

The rear (north-western) internal boundary to the future vacant site will include a 3.00m high precast concrete boundary wall to assist with noise mitigation to the future development site.

The side (north-eastern) boundary will also include a 3.00m high precast concrete boundary wall for noise mitigation purposes.

3.2.2 Access & Movement

The site is proposed to be serviced with a full movement vehicular crossover from both Guildford Road and Kenilworth Street as shown on the Site Plan.

The development proposal entails the closure of an existing crossover from Kenilworth Street to be replaced with a new 7.825m wide crossover from Kenilworth Street at a position further away from the intersection. The development also entails the closure of an existing crossover from Guildford Road to be replaced with a new 8.395m wide crossover to Guildford Road at a position further away from the intersection. An existing crossover from Guildford Road at the eastern-most location of the site will be retained and utilised for the exit movements of the drive thru facility.

A Transport Impact Assessment (**Annexure 4**) has been prepared by i3 Consultants to address traffic and safety aspects of the proposed development. The design has demonstrated that access and traffic movements for both cars and a 17m fuel tanker can be accommodated on the site. The TIA provides swept paths for the key design vehicles and demonstrates acceptable movements across the site.

3.2.3 Car Parking

The site has been provided with 10 marked car parking bays (including one (1) accessible parking bay and one (1) loading bay). In addition, there are 8 fuel bowser parking bays located under the fuel canopy, two (2) EV charging bays and two (2) vacuum bays.

The development also provides a drive-thru service which reduces demand for customer car parking for those that want to order and collect coffee and other pre-packaged goods from the convenience store building.

3.2.4 Signage

The main sign proposed is the 9.00m high Monolith Sign adjacent to Guildford Road for the purpose of advertisng the service station offerings, fuel pricing and the corporate signage for OTR.

The proposed development also includes signage on the building as described on the Elevation Plans and Signage Plan.

3.3 SERVICE STATION USE

3.3.1 Building & Design

The design of the Service Station facility is typically commercial in appearance and will adopt the corporate branding normally associated with OTR.

The building height is 7.05m to the top of the main building structure at the southern end of the building addressing Guildford Road, and for the balance of the building it is generally 4.95m in height.

The convenience store building is set back 1.35m from the Guildford Road boundary and 4.25m from the side boundary.

Extensive glazing is proposed along the main facade of the building, and feature brickwork and cladding panelling is also proposed as shown in the Elevations. A range of signage (some of which are illuminated) is proposed on the building. The shopfront of the building has a large awning extending out over the footpath area.

The facade fronting Guildford Road will have additional feature brickwork detail, cladding panelling, shopfront window and attractive signage.

The convenience store building will incorporate an internal sales area of 282m^2 GLA, which will include a point-of-sale and offer for sale of goods generally expected of an OTR facility, for the convenience of customers. The Service Station use will also offer a four-bowser fuel canopy with the capability to service eight (8) light vehicles simultaneously under the fuel canopy.

The Service Station is also supplemented with a drive-thru service for the purpose of buying coffee and pre-packaged goods.

The fuel canopy will also have the OTR branding and includes a butterfly design. The columns of the fuel canopy will be treated with a timber-look cladding.

The fuel canopy will be set back 4.84m from the Guildford Road street boundary and 3.18m from the Kenilworth Street boundary at its closest point.

3.3.2 Hours of Operation & Staff

The proposed Service Station is intended to be operated 24 hours a day, 7 days a week consistent with many service station and convenience store developments across Western Australia.

The proposed Service Station will normally have up to 3 staff on site at peak times; 1-2 at non-peak times; and 1 overnight. During the overnight hours, a single staff member will attend to all petrol and other internal sales.

3.3.3 Fuel Types, Dispensing & Fuel Delivery

The proposed Service Station will provide standard fuels (ULP, ULP95, ULP98, Diesel) under the fuel canopy. The dispensing arrangements are through standard bowsers drawing from underground storage tanks.

All fuel storage and delivery activities will be undertaken in a manner which complies with Australian Standard *1940 – The Storage and Handling of Combustible Liquids*.

The largest service vehicle which is expected to use the site is a 17m fuel tanker for fuel deliveries. Fuel delivery will occur at a rate of two to three deliveries per week, as required.

The fuel will be stored in underground horizontal cylindrical tanks positioned in proximity to the fill point.

i3 Consultants has undertaken a fuel tanker turn path assessment and the TIA includes the turn paths for a 17m fuel tanker. The fuel tanker will enter the site from Kenilworth Street and exit the site to Guildford Road.

3.3.4 Environmental Considerations

The risk of contamination and pollution of the local environment is considered minimal. Service Station uses are highly regulated, and designers use industry best practices to minimise any fuel or other contaminant access to stormwater drains. Design, operational and management measures will include:

- The use of double-contained fuel storage tank systems with a leak monitoring space;
- Fuel tanks will be established in stable compacted soils;
- On-site retention and treatment of all stormwater using a SPEL Puraceptor Stormwater Treatment and Hydrocarbon Capture system;
- Stage 1 Vapour Recovery Systems compliant with the *Protection of the Environment Operation (Clean Air) Regulation* 2002 (NSW Guidance Document);
- Fuel spill kit compliant with the latest Australian Standards and Federal National Occupational Health and Safety Council (NOHSC Codes) or Practice that pertains to the handling, storage, clean-up and disposal of Dangerous Goods and Hazardous Substances: NOHSC: 2007(1994), 1005(1994), & 1015(2001) and AS/NZS 3816:1998, AS1940-2004, AS3780-1994, & AS2507-1998;
- Fuel distribution and leak detection infrastructure compliant with all the relevant Australian Standards, Regulations and Industry Best Practices;
- Site operators will be trained personnel to effectively handle incidents such as fuel and oil spills; and
- Equipment will be installed on site to use in the clean up of any fuel, oil or chemical spills.

3.3.5 Noise Management

Reverberate Consulting was engaged to prepare an Environmental Noise Assessment to assess noise associated with the proposed development (see **Annexure 5**).

The site is proposed to have a 3.00m high precast concrete boundary wall along the rear (north-western) boundary and 3.00m high precast concrete boundary wall along the side (north-eastern) boundary to assist with noise management.

The mechanical plant area on the roof of the control building will also be appropriately screened with a 2.10m high screen barrier as shown on the plans (exceeding the recommendation of a 1.80m high screen barrier in the noise management plan).

The car wash and vacuum facilities also have roof coverage to limit noise travel.

From the analysis undertaken, noise emissions from the proposed development (with management measures set out in the noise management plan) has been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and no other major noise mitigation is required.

3.3.6 Stormwater Management

This application is supported by a Stormwater Drainage Plan prepared by JCCE and is included at **Annexure 6**.

3.4 CAR WASH USE

3.4.1 Building & Design

The proposed Car Wash facility comprises an enclosed Auto Wash building with drive thru queuing area which is also covered with permanent roof cover.

As part of the Car Wash use, there will be two (2) vacuum bays on the along the north-western boundary of the facility. The vacuum bays are also located under the permanent roof structure to provide cover from sun and inclement weather and to assist with noise mitigation.

The design of the Auto Wash includes a 5.15high building and will have large, glazed areas on the south-western and south-eastern facades. The covered queuing area of the auto wash facility will be built to 3.60m height.

The roof structure over the vacuum bays will be 3.50m in height.

3.4.2 Hours of Operation & Staff

The Motor Vehicle Wash facility will operate 24/7, and involves no staff on-site other than occasional maintenance.

3.4.3 Noise Management

The Environmental Noise Assessment sets out a range of noise-management measures for the auto wash and vacuum bay facilities (refer to Appendix A of the Environmental Noise Assessment at **Annexure 5**).

4.0 PLANNING ASSESSMENT

4.1 METROPOLITAN REGION SCHEME

The subject land is zoned "Urban" under the Metropolitan Region Scheme (MRS) with two small truncation portions of the land being reserved for "Primary Regional Roads".

The subject land fronts Guildford Road which is a "Primary Regional Roads" reserve.

The zoning and extent of reservations are illustrated in MRS Map extract at **Figure 2** below.

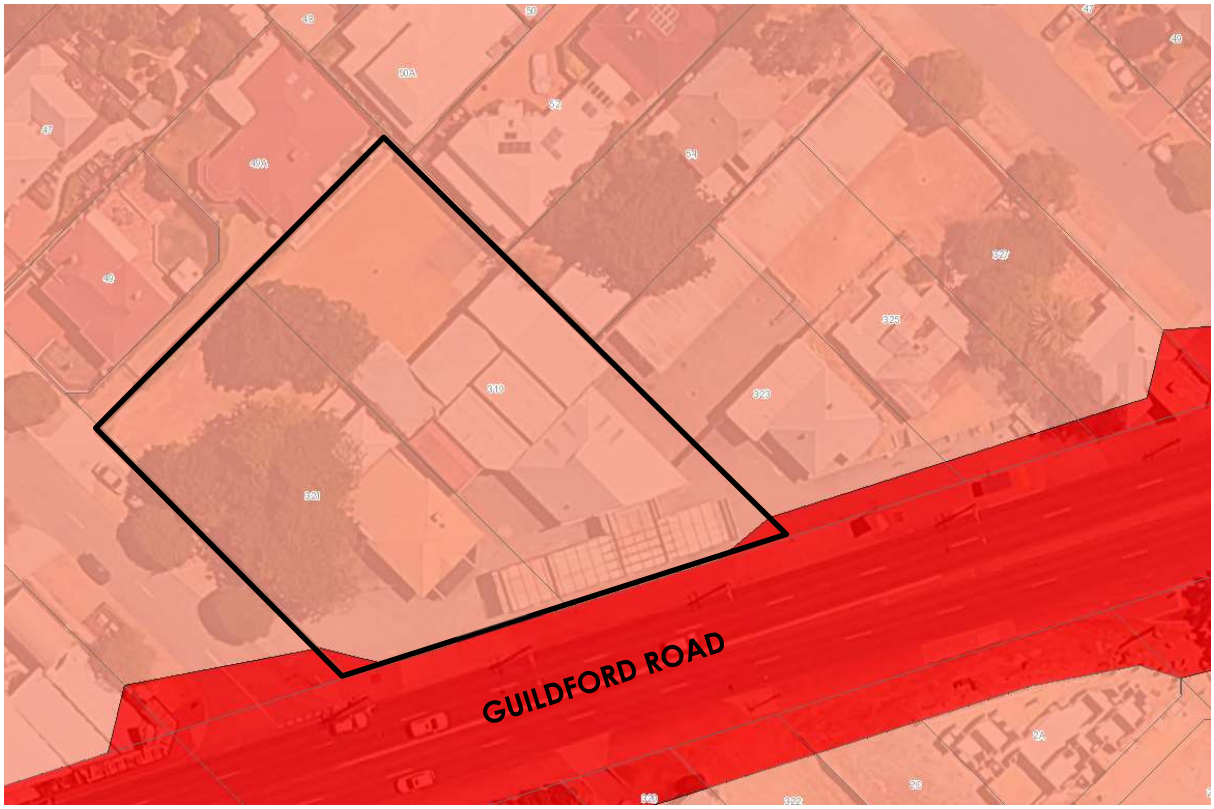


Figure 2: **LPS24 Scheme Map Extract**

No development occurs within the small, reserved portions of the land other than landscaping and the exit driveway associated with the drive thru facility of the Service Station. The small, reserved portions of the land are also illustrated on the Site Plan (**Annexure 2**).

4.2 CITY OF BAYSWATER LOCAL PLANNING SCHEME No. 24

4.2.1 Zoning & Land Use

The subject land is zoned "Service Station" under the City of Bayswater Local Planning Scheme No. 24 (**LPS24**) as shown in the Scheme Map extract at **Figure 3** below.

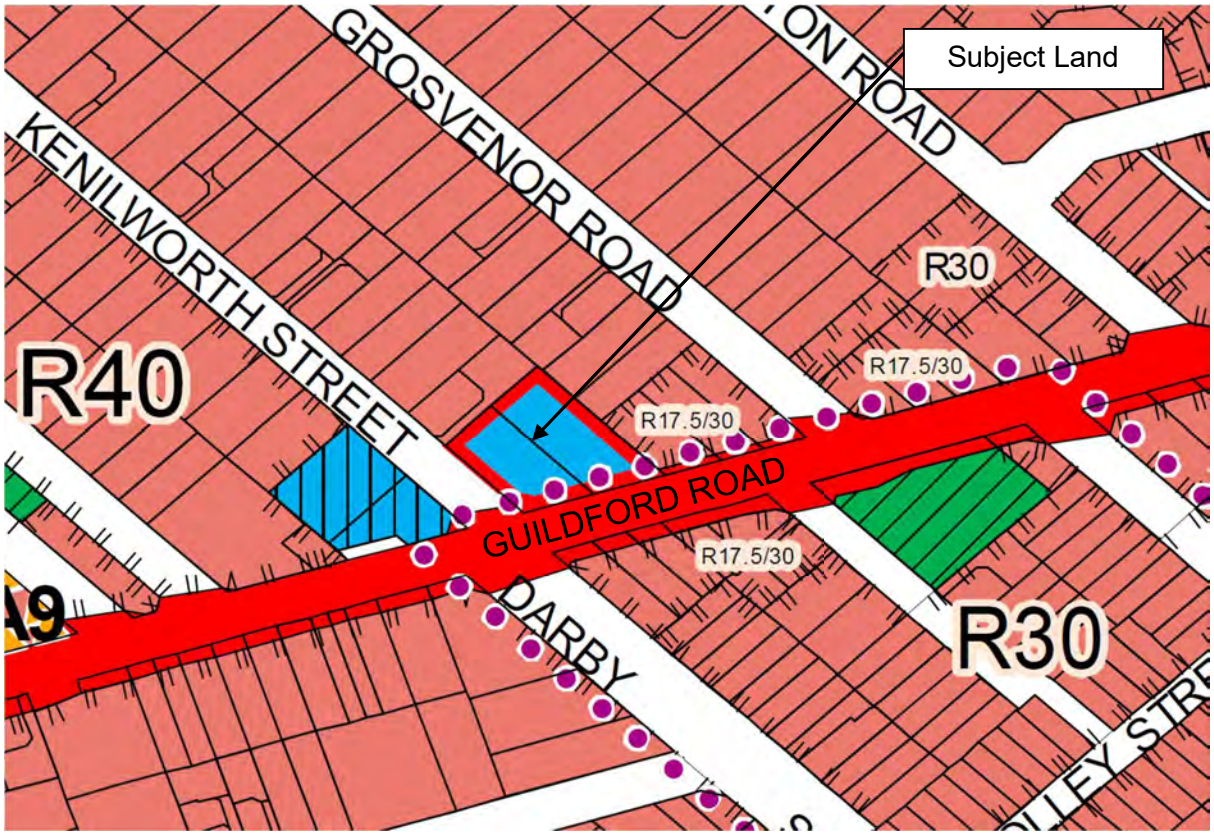


Figure 3: LPS24 Scheme Map Extract

The Interpretations set out in Appendix 1 of LPS24 sets out the following land use definitions:

Car Wash: *means the use of premises for the washing or cleaning of the external surfaces of motor vehicles by mechanical means.*

Service Station: *means any land or buildings used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking.*

Both the "Service Station" use and Car Wash use are "P" (Permitted) uses in the "Service Station" zone, and are therefore, capable of approval.

4.2.2 Development Standards of LPS24

The Development Standards Table contained in Table No. 2 of LPS24 identifies the development standards applicable to the various uses specified in the Table.

Clause 8.1.1 of LPS24 sets out that no person shall develop or use any land or building in any zone for any of the purposes in the Zoning Table unless such development is in conformity with the provisions of the Scheme and the standards set out in the Development Standards Table.

However, where a particular requirement is not readily determined from the Table, such requirement shall be determined by the decision-maker in accordance with Clause 8.2.1 of LPS24.

The relevant Development Standards of LPS24 are assessed in **Table 4** below.

It should be noted that there are no specific standards for a Car Wash use.

The only standards applicable to the proposed development are the Service Station standards.

Table 4: Development Standards of LPS24.

Development Standard	Comment	Complies?
8.3.1.2 For the purpose of development within an Industrial or Commercial zone, no person shall construct a building of more than two storeys being 9.0 metres in wall height and no more than 12.0 metres in height from the ground level to the roof pitch, within the Scheme Area unless the Council considers the building will not negatively affect the amenity of the surrounding area.	The proposed height of the building is 7.00m. The proposed pylon sign is 9.00m.	Yes
Table No. 2 Standards: *Service Station*		
Minimum Lot Area 1500m2	The area of the development site exceeds 1500m^2.	Yes
Minimum Street Frontage 30m	The street frontage of the development site is 56.56m and exceeds the minimum requirement.	Yes
Minimum Street Setback 9m to Canopy	The street setback to the canopy is 4.84m. The proposed setback is considered appropriate given the existing canopies on the land associated with the previous historic service station use was set back approximately 2.00m from the Guildford Road street boundary.	Variation
Minimum Side Setback 3m	The proposed side setback to the Service Station component of the development is 4.25m.	Yes
Minimum Rear Setback 3m	The development contains a vacant zone of land with a width of approximately 14m for future residential development, so it is considered that the rear setback is achieved.	Yes
Minimum Parking Requirement 8 bays	10 marked bays, plus two (2) EV charging bays, plus 8 bowser parking bays, plus reduction in demand for parking through the use of the drive thru.	Yes
Maximum Site Coverage 30%	The site coverage of the proposed structures on the development site amount to 20%.	Yes
Maximum Plot Ratio 0.3	The plot ratio is calculated to be 0.2.	Yes
Minimum Landscaping 2m wide strip along street frontage	The development site proposes a 2.68m wide landscaping zone along Guildford Road, widening out to approx 3.5m around the proposed pylon sign, and then	Yes

Development Standard	Comment	Complies?
	narrowing for the balance of Guildford Road near the convenience store building.	

The proposed development largely complies with the Development Standards of LPS24, save for the proposed setback to the fuel canopy which is 4.84m instead of the 9.00m required.

The decision-maker has discretion under Clause 8.2.1 to approve developments that depart from the Development Standards of LPS24. In this instance, it is considered appropriate to do so, given the existing development form on the land includes a canopy which has a setback of 2.00m to Guildford Road.

4.2.3 Matters to be Considered

Clause 67 - Part 2 - Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) outlines matters to be given due regard by local government when assessing development applications.

Table 5 below provides an assessment against matters relevant to this proposal.

Table 5: Matters to be Considered

Relevant Matters to be Considered	Comment
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The proposed use and development is consistent with the aims and provisions of the City's LPS24 for the following reasons: • The land is specifically zoned for the type of land use/development proposed (zoned "Service Station" in LPS24). • The proposal seeks approval for a land uses which are "P" (Permitted) in the "Service Station" zone. • The proposed development is in general compliance with the development requirements of LPS24. • The proposed development will improve the amenity of the site which currently comprises old, derelict buildings which are not being used.
(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;	This report demonstrates the proposed development is in general compliance with the local planning framework applicable to the subject site.
(c) Any approved State Planning Policy	This report demonstrates the proposed development is in compliance with the relevant State Planning Policies.

Relevant Matters to be Considered	Comment
(d) Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);	Section 4.6 of this report provides an assessment against the EPA's *Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses*. The assessment demonstrates all potential impacts are capable of being managed.
(e) Any policy of the Commission	This matter is not relevant to this proposal.
(f) Any policy of the State	This matter is not relevant to this proposal.
(fa) Any local planning strategy for this Scheme endorsed by the Commission.	This matter is not relevant to this proposal.
(g) Any local planning policy for the Scheme area;	This report demonstrates that the proposed development is in general compliance with the local planning policies applicable to the subject site.
(h) Any structure plan or local development plan that relates to the development.	There are no structure plans or local development plans that relate to the site.
(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.	This matter is not relevant to this proposal.
(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.	Only two small portions of the land are set aside as reservations under the Metropolitan Region Scheme, however no major development occurs within this area. Only landscaping and driveways are proposed. If the reservation areas are resumed in future, it will have little consequence to the proposed development.
(k) The built heritage conservation of any place that is of cultural significance.	This matter is not relevant to this proposal as the site is not on the Local Heritage Survey.
(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located.	This matter is not relevant to this proposal.
(m) The compatibility of the development with its setting, including - *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The proposed development is entirely compatible with its setting for the following reasons: • The proposed development is suitably located within a defined Service Station zone and will replace similar land uses that have operated on the site previously. • The proposal presents an attractive, high quality built form which enhances the appearance of the subject site. • The amenity of the subject site and surrounds will be improved through the redevelopment of the subject site. • The development is of a single storey nature that will not cause an impact on adjacent property in terms of height/scale/bulk. Having regard to the above, the nature of the proposed development is entirely compatible with its setting.

Relevant Matters to be Considered	Comment
(n) The amenity of the locality including the following – *(i) Environmental impacts of the development;* *(ii) The character of the locality;* *(iii) Social impact of the development;*	Environmental Impacts: The proposed development is not anticipated to result in any adverse environmental impacts. Character of the Locality: The proposed development is consistent with the character of the area which has a mix of commercial and residential uses. Social Impacts: The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility.
(o) The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.	The development will contain and manage all stormwater.
(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.	An adequate area of the land has been proposed for landscaping and a landscape plan (**Annexure 3**) has been prepared demonstrating the planting of trees and plants around the site.
(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.	This application provides details pertaining to stormwater management and all other matters listed are not relevant to this proposal.
(r) The suitability of the land for the development taking into account the possible risk to human health or safety.	The land is suitable for a service station use given its zoning and previous use.
(s) The adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	As outlined in this Report and the supporting Transport Impact Assessment (TIA) prepared by i3 Consultants **(Annexure 4)**, the proposed access arrangements to and from the site are satisfactory. The development has been appropriately designed, including appropriate arrangements for loading, unloading, manoeuvring and parking of vehicles.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Transport Impact Assessment indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;*	The Transport Impact Assessment addresses these matters.

Relevant Matters to be Considered	Comment
(iii) storage, management and collection of waste; *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	
(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.	No loss of any community service or benefit is expected to occur as a result of the proposed development.
(w) The history of the site where the development is to be located.	No significant historical matter is relevant to this proposal other than the fact that the site has been used previously as a service station.
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.	The proposed development should not impact on the community as a whole.
(y) Any submissions received on the application.	The City is able to advertise the application if it considers that to be a necessary requirement, and to assess any relevant submission made. As a "P" Permitted use, it is not mandatory to advertise the application.
(za) The comments or submissions received from any authority consulted under clause 66.	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made.
(zb) Any other planning consideration the local government considers appropriate.	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 5** above, the proposal appropriately addresses the relevant matters to be given due regard as set out in the Deemed Provisions.

4.3 LOCAL PLANNING POLICIES

The City has a range of Local Planning Policies that apply to the proposed development. The various relevant provisions outlined in Local Planning Policies are considered in **Table 6** below.

Table 6: Local Planning Policy Requirements

Local Planning Policy	Provided	Complies?
Landscaping Policy		
All development applications shall include a landscaping plan on lodgement to the City.	A landscaping plan has been provided with this application.	✓

Local Planning Policy	Provided	Complies?
Landscaping plans for development applications with an estimated development value of $2 million or more shall be prepared by a suitably qualified landscape architect.	The landscaping plan has been prepared by Oxigen - landscape architects.	✓
Percent for Public Art Policy		
Public Art to be provided consistent with 1% of the development cost for development with a construction value of $1 million or greater.	A condition is to be applied to the development approval requiring the 1% public art contribution.	✓
Signage Policy		
A Monolith Sign is to be:		
Located on a site with a minimum area of 2000m^2 and a lot frontage greater than 40m	The area of the development site is 2809m^2 and has a frontage of 56m.	✓
Limited to one sign per lot frontage	Only one monolith sign is proposed adjacent to Guildford Road, even though it would be possible to have an additional monolith sign adjacent to Kenilworth Street.	✓
A maximum of 6m above ground level	The proposed monolith sign will be 9.00m high.	Variation However, given there is only one monolith sign proposed instead of two possible monolith signs, the additional height for the single monolith sign is considered appropriate for its position along Guildford Road.
A maximum of 2m in width	The proposed monolith sign will be 2.14m wide.	Variation The minor variation is considered acceptable.
A maximum of 0.5m in depth	The proposed monolith sign should comply with the 0.50m depth.	✓
Setback a minimum of 1m from the side and rear lot boundaries	The proposed monolith sign will be set back 1m from the Guildford Street property boundary.	✓
A maximum of 5m2 in area per sign for each tenancy on the lot	The proposed monolith sign is for the purpose of displaying fuel pricing, and relevant signage for the proposed OTR service station.	Variation The variation is considered acceptable given the type of monolith sign proposed.
Prohibited in the Residential zone	The proposed monolith sign is proposed in a Service Station zone.	✓
First party advertising	The proposed monolith sign is for first party advertising only.	✓

Local Planning Policy	Provided	Complies?
Prohibited where there is an existing hoarding sign or pylon sign on the same lot.	No other hoarding sign or pylon sign exists or is proposed on the same lot.	✓

4.6 STATE PLANNING POLICIES

4.6.1 WAPC SPP 7.0 – Design of the Built Environment

Table 7 below provides a response to the Design Principles of State Planning Policy 7.0 Design of the Built Environment (**SPP7.0**).

Table 7: Assessment of Design Principles of SPP7.0

SPP 7.0 Design Principles	Comment
1. Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The site along Guildford Road is within an environment typical of a main road. There are a range of development forms and uses occurring along Guildford Road, including for example: - A small corner shop/café on the opposite corner of Guildford Road/Kenilworth Street which has development form up to the street boundary. - Opposite the site are some residential dwellings - To the east, on the opposite side of Guildford Road is Gordon Reserve. - Further to the west there is a two to three storey mixed use development at the corner of Charles Street There is not a distinct characteristic of the local area other than some original dwellings mixed in with new grouped dwelling development occurring, together with both old and new commercial development/uses.
2. Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	An appropriate area of the land is proposed for landscaping. The landscaping areas provides opportunity for planting of trees and shrubs which is considered to be a positive aspect of the proposed development. A Landscaping Plan has been prepared in support of the application– refer **Annexure 3**.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The built form, scale and height of the proposed development is appropriate to its setting and appropriate for the development type. The site is specifically zoned "Service Station" so the anticipated built form and scale is expected to be that of a service station and associated uses.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	The function of the development is aimed at providing user convenience and efficiency and is expected to deliver optimum benefit to the local community over the life-cycle of the development.

SPP 7.0 Design Principles	Comment
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The building has a large awning over the shopfront window area to assist with shielding sun during summer months. The proposed building and fuel canopy is designed to support PV (Solar) Panels. The proposed development involves EV charging stations.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The development will improve the amenity of the site and the locality, as currently, the site presents poorly with old unused buildings. Good quality landscaping areas (including planting of trees) is also proposed to provide a healthy environment and improved amenity. The convenience store building is considered to be well-designed and will provide a local amenity to the area. The convenience store can be accessed from the Guildford Road footpath making it easy for pedestrians to access. The convenience function of the facility is considered to provide a new amenity to the locality.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The design of the facility provides for good legibility, with areas of manoeuvring space for vehicles. Pedestrians can easily walk from the existing footpath in Guildford Road to the convenience store shopfront.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The building design maximises opportunities for casual surveillance over the forecourt area through large windows and the main entrance to the building. The car park and forecourt is in full view of the adjacent road ways, which optimises the safety and security of the facility.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The development is specifically designed for convenience of the local community, enabling a venue which provides goods 24/7. It is a well-placed addition which will add to the diversity and choice of convenience stores / service stations in the locality, and puts less pressure on other facilities in the area.
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposed development will include interesting building forms and will provide quality building materials and features. The quality landscaping design of the site also results in an attractive setting for the development.

As a result, it is considered that the proposed development complies with the Design Principles of SPP7.0.

4.7 ENVIRONMENTAL PROTECTION AUTHORITY GUIDANCE STATEMENT NO. 3 – SEPARATION DISTANCES BETWEEN INDUSTRIAL & SENSITIVE LAND USES

The Environmental Protection Authority (**EPA**) Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses (**EPA Guidance Statement**) provides generic buffer distances intended to mitigate impacts of industrial developments on sensitive land uses.

With respect to fuel facilities that are intended for 24-hour operation, the EPA Guidance Statement identifies potential impacts as noise, odour/gaseous, risk and lighting and recommends a generic buffer distance of 200m. These recommended buffer distances are not absolute separation distances but are instead default provisions in the absence of site-specific technical assessment.

Table 8 below provides an assessment of the potential impacts from the operation of the proposed Service Station and provides justification to demonstrate the appropriateness of the development on the subject site.

Table 8: Mitigation of Potential Amenity or Environmental Impacts

Issue	Comment
Noise	It is common for Service Stations to be located either opposite or directly adjoining residential properties. In this case, the site is specifically zoned "Service Station". Noise generated from a fuel facility is generally consistent with other similar commercial uses and can be managed and mitigated. A comprehensive Environmental Noise Assessment has been prepared to address noise issues. It has been concluded that the site will comply with the Environmental Protection (Noise) Regulations (refer **Annexure 5**).
Risk	As the proposed Service Station will provide for the retail sale of fuel, the operator must obtain a Dangerous Goods Storage and Handling Licence to store and sell fuel on the site. The Licence application is made post planning approval. The licencing process will assess risk issues.
Odour / Gaseous	The underground fuel storage tanks will be equipped with a vapour recovery system which ensures that all petrol vapours from the underground tanks are drawn back into the fuel tanker at the time of fuel delivery. This enables the returned vapours to be recondensed into liquid. The Dangerous Goods Licencing process also assesses the likely impact of vapours/odours. Accordingly, the assessment of odour/gaseous issues is appropriately addressed and managed through the Dangerous Goods Licencing process.
Lighting	Potential sources of light spill from the proposed development are primarily from the lighting of the fuel canopy, the retail building, and any external lights in the forecourt or perimeter of the development site. Lighting proposed within the fuel canopy will be inset and orientated internally to ensure light spill is contained within the site. Further, it is a requirement to comply generally with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting, and the final design of lighting (and ultimate operation) will be regulated by AS4282.

As demonstrated, the proposed Service Station component of the development has been appropriately designed and sited to mitigate any potential amenity and environmental impacts on existing nearby sensitive (residential) land uses. Accordingly, a lesser separation distance has been demonstrated to be acceptable.

5.0 CONCLUSION

This application seeks Development Approval for a proposed new OTR Service Station and Car Wash Development at Lots 130-131 (#319-321) Guildford Road, Bayswater

In summary, the proposed development warrants approval for the following reasons:

- The proposed development is generally compliant with the development standards and requirements of the City of Bayswater Local Planning Scheme No. 24 (LPS24) and associated Local Planning Policies.
- The land is zoned “Service Station” in LPS24 and is therefore, identified as a service station site.
- The proposed land uses of “Service Station” and “Car Wash” are both “P” Permitted land uses in the “Service Station” zone in LPS24, and are capable of approval.
- The proposed development is an appropriate use and development form in its location.
- The historic use of the site was a service station and associated vehicle servicing uses.
- The proposed development is supported by a range of expert technical reports/plans, demonstrating that all relevant technical issues have been considered and addressed.

Having regard to the above, the proposed development should be supported and approved.

For these reasons, and considering the assessment contained within this report, we respectfully request that the City of Bayswater have regard to the merits and broader benefits of the proposal when undertaking its assessment of the application, and to recommend approval to the Metro Inner-North JDAP, subject to reasonable conditions.

Hidding.
URBAN PLANNING

PO Box 920 Subiaco WA 6904
0424 651 513
hidding.com.au

ANNEXURES

ANNEXURE 1

CERTIFICATES OF TITLE

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
904	**123**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 130 ON PLAN 1469

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

OTR 337 PTY LTD OF 270 THE PARADE KENSINGTON SA 5068

(T P459192) REGISTERED 22/2/2023

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

1. P611958 MORTGAGE TO CBA CORPORATE SERVICES (NSW) PTY LIMITED OF DARLING PARK TOWER 1 LEVEL 21 201 SUSSEX STREET SYDNEY NSW 2000 REGISTERED 3/7/2023.

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

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

STATEMENTS:

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

SKETCH OF LAND:	904-123 (130/P1469)
PREVIOUS TITLE:	161-82
PROPERTY STREET ADDRESS:	319 GUILDFORD RD, BAYSWATER.
LOCAL GOVERNMENT AUTHORITY:	CITY OF BAYSWATER

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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
923	**162**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 131 ON PLAN 1469

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

OTR 337 PTY LTD OF 270 THE PARADE KENSINGTON SA 5068

(T P459192) REGISTERED 22/2/2023

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

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

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

STATEMENTS:

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

SKETCH OF LAND:	923-162 (131/P1469)
PREVIOUS TITLE:	161-82
PROPERTY STREET ADDRESS:	321 GUILDFORD RD, BAYSWATER.
LOCAL GOVERNMENT AUTHORITY:	CITY OF BAYSWATER

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TRANSFER 8815 VOL. 1611 FOL. 82. 1925. 16693/51

23768/16139/33 31489/55. 7214/37 108/57

INDEXED.

REGISTER BOOK.

Vol. 904 Fol. 123

D. 78001

WESTERN AUSTRALIA.

CT 0904 0123 F

Certificate of Title

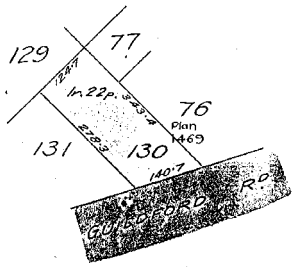
under "The Transfer of Land Act, 1893" (Sch. 5, 56 Vic., 14.)

Michael Roy McEvoy of Kirkham Hill Terrace Maylands Cabinet Maker

is now the sole proprietor

of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in ALL that piece of land delineated and coloured green on the map hereon, containing one rood and twenty two perches or thereabouts, being portion of Swan Location W and being Lot 130 on plan 1469

Scale 2 Chains to an Inch



Dated the fourth day of November One Thousand nine hundred and thirty five.

Acting Registrar of Titles.

Transfer 6313/1933 Transferred to Albert Ernest McDonough of Benari Road Caversham Bootmaker. Registered 7th November 1933 at 11.30 o'c.

Transfer 3044/1937 Transferred to Godfrey Edward Styles, Engineer and Emma Caroline Louise Styles, Married Woman, both of 174 Guildford Road Bayswater, as joint tenants. Registered 27th April 1937 at 11.55 o'c.

TRANSFER 7128/1951 to Stanley George Ellicott of 131 Swan Road, Maylands Motor Mechanic. Registered 8th May 1951 at 10.35 o'c.

Assistant Registrar of Titles

Transfer A791728 to Bursey Rosemary Elliott of 108 The Strand Bedford, Widow. Registered 20th March 1974 at 1-04 o'c.

Transfer B386758 to L.C.L. Nominees Pty. Ltd. of 34 Rothbury Road, Embleton. Registered 15th August 1977 at 10.15 o'c.

The correct address of the registered proprietors is now: of 321 Guildford Road, Bayswater. By D380664. Dated 12th day of December, 1986.

Application A798533. The correct name of the registered proprietor is Stanley George White Nathaniel-Elliott

20th March 1974

Application A791727. On 31-12-1972 Stanley George White Nathaniel-Elliott died and on 22-3-1973 Probate of his Will was granted to Bursey Rosemary Elliott of 108 The Strand Bedford, Widow the executrix therein named.

20th March 1974

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EASEMENTS AND ENCUMBRANCES REFERRED TO.

Caveat [illegible] Lodged 13·12·1950 at 2·40 o'c

ASSISTANT REGISTRAR OF TITLES

Collateral to
Instrument stamped £1-10-
MORTGAGE 5573/1951. Stanley George Elliott to The English Scottish and Australian Bank Limited.
Registered 8th May 1951 at 10.35 o'c
Assistant Registrar of Titles.

Re Mortgage 10983/1955 FOURTEEN DAYS NOTICE SENT. on No Action taken 3/6/1958 Re Caveat 811/1950. Lapsed 17/6/1955

DISCHARGE 7596/1955 of Mortgage 5573/1951
Registered 30th September 1955 at 12.20 o'c
Assistant Registrar of Titles.

Collateral to
Instrument stamped £1-10-0
DISCHARGED 10983/1955 Stanley George Elliott to The English Scottish and Australian Bank Limited
Registered 30th September 1955 at 12.20 o'c
Assistant Registrar of Titles.

Collateral to Mortgage stamped £1/10/- Instrument stamped £3/10/-
Mortgage 11144/1956 Stanley George Elliott to The English Scottish and Australian Bank Limited
DISCHARGED
Registered 30th November 1956 at 9.45 o'c
ASSISTANT REGISTRAR OF TITLES

Discharge A619385 of Mortgages 10983/1955 and 11144/1956. Registered 25th January 1973 at 9.08 o'c.

Mortgage A925292 to Australia and New Zealand Banking Group Limited. Registered 15th February 1973 at 9.00 o'c.

Discharge B347731 of Mortgage A925292 Registered 2nd June 1977 at 9.03 o'c

Mortgage B386759 to The National Bank of Australasia Limited. Registered 15th August 1977 at 10.15 o'c.

Discharge B608344 of Mortgage B386759 Registered 24th October 1978 at 9.41 o'c

Mortgage B608345 to Procon Pty Ltd. Registered 24th October 1978 at 9.41 o'c

Discharge C355659 of Mortgage B608345. Registered 12th May 1982 at 9.48 o'c.

Mortgage C747801 to Michael Edward Wright, Peter Gilbert Da Conceicao Foss and Alfred John Moller, all of care of Stone James Stephen Jaques, Solicitors, Barrack Chambers, Cathedral Square, Solicitors. Registered 10th April 1984 at 10.25 o'c.

Discharge D369869 of Mortgage C747801. Registered 27th November, 1986 at 1.19 o'c.

Mortgage D380664 to Perth Building [illegible] Registered 12th December 1986 at 3.47 o'c

Discharge E979522 of Mortgage D380664. Registered 3rd September 1992 at 10.54 hrs.

Mortgage E604481 to National Australia Bank Ltd. Registered 10th May, 1991 at 9.29 hrs.

CT 0904 0123 B

Caveat E995615. Lodged 23.9.1992 at 11.46 hrs. WITHDRAWN
As to portion only.

As to portion only.
Caveat F155197. Lodged 5.4.93 at 10.38 hrs.

Withdrawal G68482 of Caveat E995615. Lodged 2.1.96 at 16.13 hrs.

As to portion only
Caveat G68483. Lodged 2.1.96 at 16.13 hrs.

As to portion only:
Caveat G663887 Lodged 15.12.1997 at 14.32 hrs.

CERTIFICATE OF TITLE.

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ORIGINAL.

INDEXED.

REGISTER BOOK.

Vol. 923 Fol. 162.

D. 78001

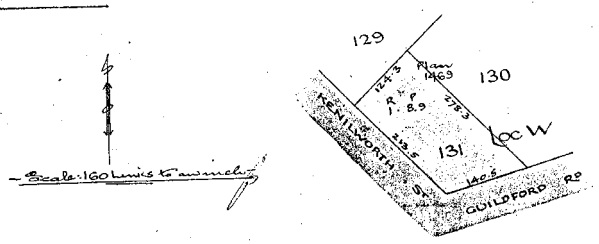
WESTERN AUSTRALIA.

Certificate of Title

under "The Transfer of Land Act, 1893" (Sch. 5, 56 Vic., 14.)

CT 0923 0162 F

The War Service Homes Commissioner a body corporate by No. 43, "The War Service Homes Act, 1918-~~1919~~ 1925," of the Commonwealth of Australia, whose principal office is situated at 54 Market Street, Melbourne, in the State of Victoria, is now the sole proprietor of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in ALL that piece of land delineated and coloured green on the map hereon, containing one rood eight and a-nine-tenths perches or thereabouts, being portion of Swan Location W and being Lot 131 on plan 1469



Dated the twelfth day of May One thousand nine hundred and twenty-six.

Acting Registrar of Titles.

Transfer 16205/1959 to Harry Clifford Head of 184 Guildford Road Bayswater Machine Assembler. Registered 23rd October 1959 at 9.22 o'c

ASSISTANT REGISTRAR OF TITLES

Transfer 16206/1959 to Stanley George Elliott of 108 The Strand Bedford Park Service Station Proprietor. Registered 23rd October 1959 at 9.22o'c.

ASSISTANT REGISTRAR OF TITLES

Application A798533. The correct name of the registered proprietor is Stanley George White Nathaniel Elliott.

20th March, 1974

Application A 791727. On 31-12-1972 Stanley George White Nathaniel Elliott died and on 22-3-1973 Probate of his Will was granted to Pansy Rosemary Elliott of 108 The Strand Bedford, Widow, the executrix therein named

20th March, 1974

Transfer A 791728 to Pansy Rosemary Elliott of 108 The Strand Bedford, Widow Registered 20th March, 1974 at 1-04 o'c

Transfer B386758 to L.C.L. Nominees Pty. Ltd. of 34 Rothbury Road, Embleton. Registered 15TH August 1977 at 10.15 o'c.

The correct address of the registered proprietors is now: of 421 Guildford Road, Bayswater. By D380664. Dated 12th day of December, 1986.

For encumbrances and other matters affecting the land see back.

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EASEMENTS AND ENCUMBRANCES REFERRED TO.

Instrument stamped £3-17-6
Mortgage 12505/1959. Stanley George Elliott to Vacuum Oil Company Proprietary Limited
Registered 23rd October 1959 at 9.22 o'c.

DISCHARGED

ASSISTANT REGISTRAR OF TITLES.

APPLICATION A437008 The correct name of the above mortgagee is now Mobil Oil Australia Limited.
6th September 1971.

Discharge A437009 of Mortgage 12505/1959.
Registered 6th September 1971 at 2.55 o'c.

Mortgage B386759 to The National Bank of Australasia Limited. Registered 15th August 1977 at 10.15 o'c.

DISCHARGED

Discharge B608244 of Mortgage B386759. Registered 24th October 1978 at 9.41 a'c

Mortgage B608245 to Procon Pty Ltd. Registered 24th October 1978 at 9.41 a'c

DISCHARGED N

Discharge C355659 of Mortgage B608245. Registered 12th May 1982 at 9.18 o'c.

Mortgage C747801 to Michael Edward Wright, Peter Gilbert De Conceicao Foss and Alfred John Mellor, all of care of Stone James Stephen Jaques, Solicitors, Law Chambers, Colonial Square, Perth, Solicitors. Registered 10th April 1984 at 10.25 o'c.

DISCHARGED

Discharge D369869 of Mortgage C747801. Registered 27th November, 1986 at 1.19 o'c.

Mortgage D380664 to Perth Building Society.
Registered 12th December 1986 at 3.47 o'c DISCHARGED

Mortgage E604481 to National Australia Bank Ltd. Registered 10th May, 1991 at 9.29 hrs.

Discharge E979522 of Mortgage D380664. Registered 3rd September 1992 at 10.54 hrs.

Caveat E995615. Lodged 23.9.1992 at 11.46 hrs.
As to portion only.

WITHDRAWN

Withdrawal G68482 of Caveat E995615. Lodged 2.1.96 at 16.13 hrs.

Caveat G68483. Lodged 2.1.96 at 16.13 hrs.

As to portion only:
Caveat G663887 Lodged 15.12.1997 at 14.32 hrs.

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ANNEXURE 2
DEVELOPMENT PLANS

ANNEXURE 3

LANDSCAPING PLAN

ANNEXURE 4

TRANSPORT IMPACT ASSESSMENT

ANNEXURE 5

ENVIRONMENTAL NOISE ASSESSMENT

ANNEXURE 6

STORMWATER DRAINAGE PLAN

REVISED OTR (SERVICE STATION, CAR WASH & DRIVE THRU RETAIL)

LOTS 130 & 131 (319-321) GUILDFORD RD, BAYSWATER

LOCAL AUTHORITY: CITY OF BAYSWATER

TRANSPORT IMPACT ASSESSMENT

Final

Prepared by i3 consultants WA for

PC Infrastructure Pty Ltd

Revised OTR (Service Station, Car Wash & Drive Thru Retail) | LOTS 130 & 131 (319-321) Guildford Rd, Bayswater | Transport Impact Assessment

Prepared by

David Wilkins | Director | Senior Traffic & Road Safety Engineer

Contact

M 0407 440 327 | dwilkins@i3consultants.com

Published by

i3 consultants Pty Ltd T/A i3 consultants WA
PO Box 1638
SUBIACO WA 6904 Australia
T +61 8 9409 5842
www.i3consultants.com

Description

A Traffic Impact Assessment report for a revised design for an On The Run (OTR) Service Station development on Lots 130 & 131 on the northeast corner of Guildford Rd and Kenilworth St in the City of Bayswater suburb of Bayswater.

It is proposed to develop a 3 bowser (6 fuel filling positions) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 10 onsite parking bays, 1 vacuum cleaning bay, a loading embayment and a 268 m2 control building/ convenience store on the development site.

Client

PC Infrastructure Pty Ltd

Project ID 31810
Version Final
Publication Date 2 June 2026
Pages 126
File Name 31810-TIA-F

This is not an approved document unless signed here.

About the Author

David Wilkins specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC *Transport Impact Assessment Guidelines* or Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* (1). David has authored over 250 of these since 2001.

David is an RTA NSW Certified Level 3 Lead Auditor (RSA-08-0178) and Main Roads Western Australia (MRWA) accredited Senior Road Safety Auditor (SRSA 0101). In addition to this, David is an MRWA accredited Crash Investigation Team Leader and Roadworks Traffic Manager (MRWA-RTM-10-RTM20). David has undertaken over 725 road safety audits in Australia since 2001 across the full range of stages from feasibility through to pre-opening, including roadworks, existing roads, schools, events & mine sites.

David is a past member of Engineers Australia and committee member of Transport Australia society and is still guided by its Charter and Code of Ethics which states that its members act in the interest of the community, ahead of sectional or personal interests towards a sustainable future.

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Disclaimer

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Scope

This Transport Impact Assessment (TIA) report has been prepared in accordance with Volume 4 (Subdivision) of the WAPC publication Transport Impact Assessment Guidelines (*WAPC Guidelines*) (2). Table 1 of Volume 4 of the *WAPC Guidelines* indicates the level of TIA required by land use and size. It has been reproduced as Table 1 below.

The guidelines indicate that a Transport Impact Assessment (TIA) is required for developments that are forecast to generate more than 100 vehicle trips in the peak hour.

The proposed development is a Service Station with 6 fuel filling positions, which Table 1 below indicates is a Moderate Impact requiring a Transport Impact Statement. However, the additional land uses of a drive-thru convenience and automatic car wash suggest it may generate up to 116 trips during its peak hour, hence a Transport Impact Assessment has been prepared (refer **Section 10** of this report).

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m² gross floor area	>1000 persons (seats) OR >2000 m² gross floor area
Fast food restaurants	50–500 m² gross floor area	>500 m² gross floor area
Food retail/Shopping centres with a significant food retail content	100–1000 m² gross floor area	>1000 m² gross floor area
Non-food retail	250–2500 m² gross floor area	>2500 m² gross floor area
Offices	500–5000 m² gross floor area	>5000 m² gross floor area
Service Station	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m² gross floor area	>10,000 m² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Table 1 – Land use warrants for Transport Impact Statements and Assessments

Volume 1 of the *WAPC Guidelines* states:

"Service Stations generally rely on high levels of passing trade, and do not normally require a full TIA".

Volume 4 of the *WAPC Guidelines* states that a TIA:

"is a detailed technical assessment and is therefore likely to require input from a transport planning professional. The intent of a transport assessment is to clearly demonstrate to the approving authority that the development would:

- provide safe and efficient access for all modes;
- be well integrated with the surrounding land uses;
- not adversely impact on the surrounding land uses; and
- not adversely impact on the surrounding transport networks and the users of those networks.

It should also demonstrate that the proposed development is consistent with the transportation aspects of the structure and subdivision planning for the area."

The forecast AM peak hour trip generation for the proposed development exceeds 100 vehicle trips in a peak hour. Table 1 confirms that this represents a 'High Impact' development and warrants preparation of a **Transport Impact Assessment** (TIA).

The preparation of a TIA in accordance with the *WAPC Guidelines* is consistent with, and ensures compliance with, Clause 67(t) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (3).

This TIA report has been prepared with Section Headings and columns that clearly identify the items that are required to be assessed in a TIA prepared in accordance with the *WAPC Guidelines* and the responses and/ or assessments relative to these items. This results in duplication of some items.

Summary of Conclusions and Recommendation

Conclusion

This TIA has assessed and determined that the proposed development, subject to the adjacent recommendation:

- provides safe and efficient access for all modes;
- is well integrated with the surrounding land uses;
- does not adversely impact on the surrounding land uses; and
- does not adversely impact on the surrounding transport networks and the users of those networks.

It is important to note that the above is based on the definitions of impacts in the context of the *WAPC Guidelines* and relative to traffic engineering assessments.

Local residents and other stakeholders will have their own definitions of impacts.

The sensitivity assessment of the Peer Review trip generation, pass-by and assignment assumptions confirms that the proposed access and adjacent intersection are forecast to continue operating acceptably and does not alter the conclusions of this TIA.

Recommendation

It is recommended that 'No Stopping Road or Verge' restrictions are applied to both sides of Kenilworth St from its intersection with Guildford Rd to the northwestern side of the existing access driveways to the Café on the southwest side and the northwestern side of the existing dual access driveway to the development site and the adjacent residence at 49A Kenilworth St, similar to the existing signed restrictions on the Café side.

This recommendation should be implemented irrespective of the proposed development to ensure that adequate sight lines for the safe movement of vehicles into and out of these access driveways are always available.

Prior to occupation, a site-specific **Traffic Management Plan / Operational Management Plan** should be prepared to the satisfaction of the responsible authority. The TMP should include fuel delivery procedures, delivery timing restrictions where practicable, drive-through and car wash queue monitoring, parking management, service vehicle access, staff procedures, signage and line marking requirements, and an incident/ review process.

1 Introduction

This section details the information that would normally be included in a TIA. The assessment should follow the general format and sequence identified in the guidelines. When reports follow a standard format, processing by the assessing officers is simplified and the time required for approval is likely to be reduced. The assessment should be written in a clear and simple style as some of the people reading it may not be familiar with technical terminology. Where appropriate, technical details should be provided in appendices with the main findings and conclusions summarised in the body of the report. Maps, plans and diagrams should be used wherever possible for clarity of presentation and to avoid the need for lengthy descriptions.	This TIA has been prepared in accordance with the recommended Structure in Section 6.2 of the *WAPC Guidelines*. As such, it follows the general format and sequence identified in the *WAPC Guidelines*. The report has been written in a clear and simple style with technical details included in the appendices. The main findings and conclusions are summarised on the previous page Maps, plans and diagrams have been used wherever possible to reduce the need for lengthy descriptions and to assist with clarity.

2 Summary

Provide a summary of the TIA including a brief description of the development proposal, the key transport issues, potential transport impacts and any proposed modifications to the surrounding transport networks.	It is proposed to develop a 3 bowser (6 fuel filling positions) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 10 onsite parking bays, 1 vacuum cleaning bay, a loading embayment and a 268 m^2 control building/ convenience store on the development site, as shown in the Development Plan provided as Figure 1 on the following page. The site operated as a service station for several decades but has been non-operational for an extended period (likely since the mid-2010s or earlier). Key transport issues are the requirement to address concerns raised by Main Roads WA, the City of Bayswater, the Metro Inner Development Assessment Panel and local residents, via a 'Peer Review' report prepared by Urbii as well as public submissions to the DAP. The technical nature of these issues requires that these are identified and assessed in **Appendix D, Appendix E** and **Appendix F**. Whilst the proposed development, as designed, has been assessed as not requiring modifications to the surrounding transport network in this TIA, Main Roads WA has indicated that the **Guildford Road Corridor Widening Project** (between East Pde and Tonkin Hwy) remains a protected future corridor with an existing concept design (despite unfunded with no construction time frame) and as such it has not been formally removed from planning frameworks. The **Guildford Road Corridor Widening Project** concept plan provided to the author and the project team is marked as confidential and not for general distribution or dissemination. It states it was provided to guide development and aid discussions and understanding by interested parties. On this basis, the drawings are not included in this TIA report.



Figure 1 – Extract from provided Development Drawing 27.05.26 22JN1500.1 sk01d Site Plan (PDF File: 1500.1 sk01d site plan 260512)

3 Introduction and background

The introduction should include the following information:

- the name of the applicant/agent/ proponent and the consultant who prepared the TIA;
- a description of the development location and a map showing the site area in context;
- a brief description of the proposed land uses;
- whether or not there is a current structure plan or subdivision TIA covering the area;
- a summary of key issues to be addressed; and
- background information, for example, previous reports or earlier planning proposals for the site.

Nik Hidding (**applicant**), PC Infrastructure Pty Ltd (**proponent**), and i3 consultants Pty Ltd (**consultant**).

The development site is located within a 'Service Station' zone on the northeast corner of Guildford Rd, a Primary Distributor (State) road and Kenilworth St, an Access (Local) road. The development site is opposite The Garden Café on the northwest corner, as shown in Photograph 1 below.

The site operated as a service station for several decades but has been non-operational for an extended period (likely since the mid-2010s or earlier).



Photograph 1 – Looking west at subject site from the south side of Guildford Rd east of Kenilworth St

A map showing the site area in context of its surrounds is provided as Figure 2 on the following page.



Figure 2 – Site Area and distances to Perth and Guildford

It is proposed to develop a 3 bowser (6 fuel filling positions) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 10 onsite parking bays, 1 vacuum cleaning bay, a loading embayment and a 268 m^2 control building/ convenience store on the development site, as shown in Figure 1 on page 7.

There is no known Structure Plan specific to the development site.

Key Issues to be addressed are:

- Main Roads WA concerns regarding the previous design (*Meeting Minutes 04/03/2026*) (4), i.e.:
  - Use of 16.9 m Semi-Trailer for fuel deliveries instead of the 19 m Semi-Trailer design vehicle
  - Turning movements and lane-correct exits
  - Internal layout conflicts
  - Potential Left-In/ Left-Out Access
  - Broader Site Reconfiguration
- City of Bayswater concerns regarding the previous design (*Meeting Minutes 04/03/2026*) (4),
- Local Resident Action Group commissioned *Peer Review* report prepared by Urbii (5).

Due to the technical nature of these matters, the relevant source material and detailed responses are included in **Appendix D, Appendix E** and **Appendix F**, along with commentary addressing each of the identified issues.

The above reports and concerns relate to a previous design and Version 5 (Final 5) of the TIA (6) prepared for this.

4 Existing situation

Show on a plan/ describe the existing situation including:

- existing site uses, if any;
- existing parking provision and, if appropriate, demand;
- existing access arrangement;
- existing site traffic generation (See explanatory note 2: WAPC Guidelines);
- existing land uses surrounding the development;
- surrounding road network (See explanatory note 3: WAPC Guidelines);
- traffic management on frontage roads (See explanatory note 4: WAPC Guidelines);
- available traffic counts on existing roads surrounding the development (See explanatory note 5: WAPC Guidelines);
- available traffic counts at major intersections surrounding the development (See explanatory note 5: WAPC Guidelines);
- operation of surrounding intersections (site observations and analysis) (See explanatory note 6: WAPC Guidelines);
- existing pedestrian/cyclist networks surrounding the development;
- existing public transport routes and bus stops/train stations surrounding the development;
- public transport - routes, frequencies and bus stop/train station locations surrounding the site; and
- crash data for surrounding roads (See note 6: WAPC Guidelines).

An annotated aerial photograph showing the existing situation is provided as Figure 3 below.



Figure 3 – Aerial photograph showing existing situation

The existing site has an area of 2,805 m^2 (Lot 131: 1,237 m^2 | Lot 130: 1,568 m^2) with an old dwelling on Lot 131 and a disused Service Station building, sheds, and storage area on Lot 130.

Parking associated with the existing land uses on Lots 130 & 131 is within the existing lot boundaries.

The existing site traffic generation is assumed to be 0-2 trips during the morning and afternoon peak hours (8-16 Daily).

Surrounding land use is predominantly residential with a Café on the southwest corner of Kenilworth St/ Guildford Rd.

The closest roads to the site are Guildford Road (State Road: Primary Distributor), Kenilworth St (Local Road: Access Street) and Darby St (Local Road: Access Street). The road hierarchy in the vicinity of the development site is shown in Figure 4 below.

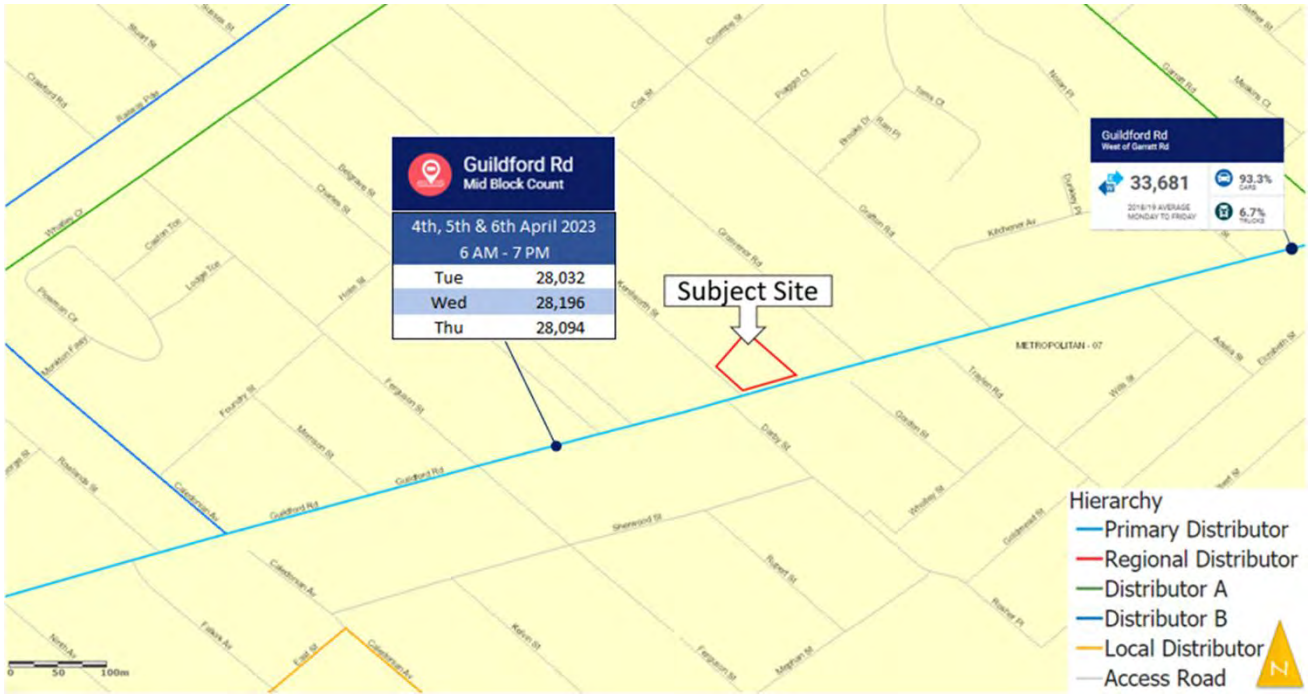


Figure 4 – Surrounding road network, hierarchy, and nearest available 24 hr and 6 AM – 7 PM hourly traffic volume data and locations

Detailed traffic volume data is included in **Appendix C**.

Guildford Road is a 4-lane kerbed and sealed single carriageway with 2 x 3 m wide lanes in each direction. It has a posted speed limit of 60 km/h.

Kenilworth St is a 2-lane kerbed and sealed single carriageway with 1 lane in each direction and a Give Way sign and holding line at its intersection with Guildford Road. It is subject to the default urban speed limit of 50 km/h and has recently had a series of road humps installed to further control speeds and reduce use by non-local traffic. There are 'No Stopping Road or Verge' signs on the southwest side for the length of the subject site. A speed hump was recently installed for the full width of Kenilworth St located just north of Guildford Rd, as shown in Figure 3 page 10 and Photograph 2 below.

The nearest traffic count site to the development is an April 2023 Video Survey undertaken for Main Roads WA on Guildford Rd just west of Charles St (200 m west of the development site) over 3 weekdays in April 2023 between 6 AM and 7 PM. This indicated average 13-hour weekday volumes of 28,107 with 3-4% Heavy Vehicles.

The nearest 24-hour count site on Guildford Rd is just south of Garratt Rd (550 m east of the development site). This indicated average weekday traffic volumes of 33,681 in 2018/19. The average 13-hour weekday volumes at this site were 28,121 which is very similar to the above April 2023 Video Survey Data.

Detailed traffic volumes and composition data is included in **Appendix C**.

The existing (Apr 2023) operation of the Darby St/ Guildford Rd/ Kenilworth St intersection during the AM and PM peak hours is shown in the Degree of Saturation Lane Diagrams from the SIDRA Intersection 11 traffic model prepared by the author, provided as Figure 5 on the following page.

Existing bicycle networks are shown in Figure 6 on page 14. There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing on Guildford Rd 76 m east of Kenilworth St (refuge island with gaps, grab rails and ramps on both sides). Guildford Road and Kenilworth St are not part of the Long-Term Cycle Network (7).



Photograph 2 – Looking northwest up Kenilworth St from Guildford Rd showing recently installed hump

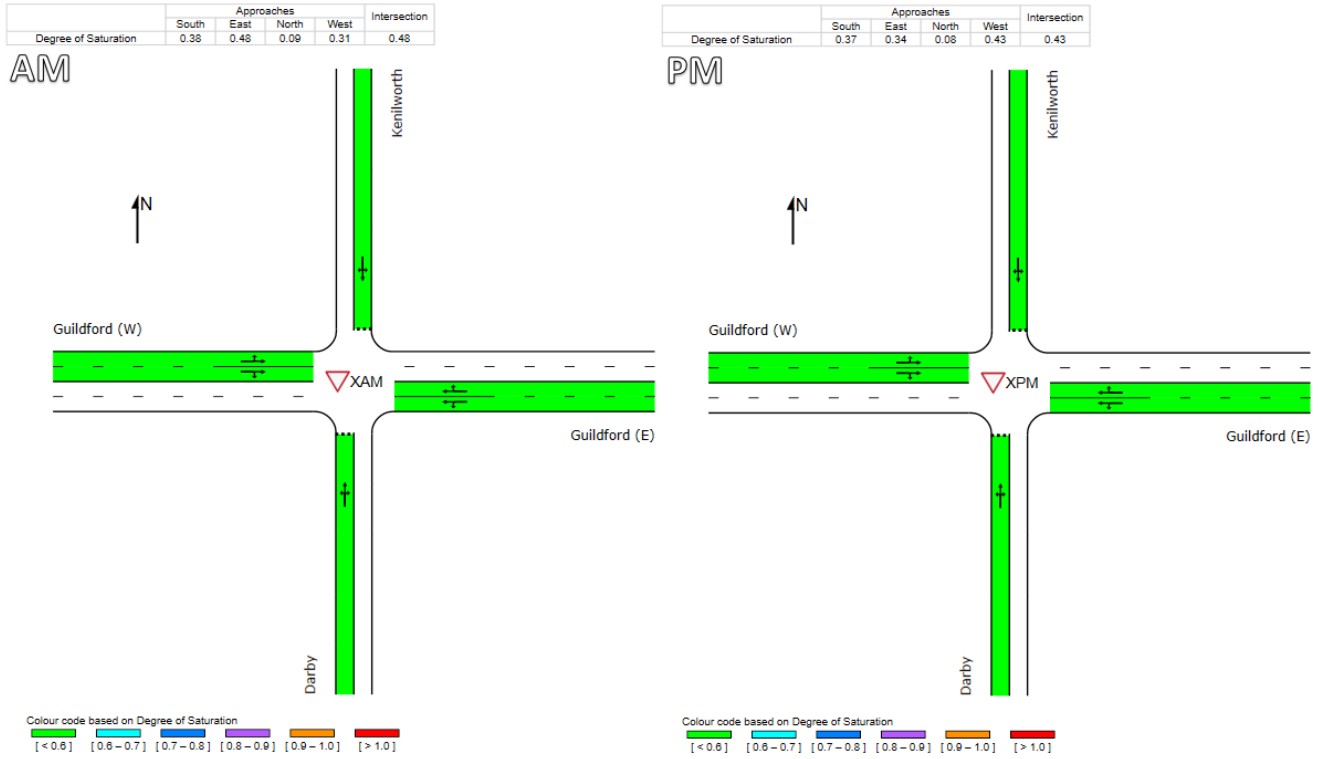


Figure 5 – Assessed existing Degree of Saturation: Guildford Rd/ Kenilworth St (Apr 2023)

Peak hour traffic volumes into and out of Kenilworth St are relatively low, i.e., 29 vehicles, with most turning left into Guildford Rd. Volumes into and out of Darby St are much higher, i.e., 125 with approximately 50% turning right and 50% turning left. This results in up to 30 drivers turning right out of Darby St waiting approximately 2 minutes for a gap in traffic blocking drivers wishing to turn left, resulting in the LOS D performance shown in Figure 5 above.

Intersection performance criteria are described and shown in detail in **Appendix A**.



Figure 6 – Path, cycle path, cycle routes and bus routes map in vicinity of the subject site

There are bus stops on both sides of Guildford Rd within a 1-minute walk of the subject site. These two bus stops are served by Transperth High Frequency Buses 998 and 999 and regular Transperth Buses 48 and 55, with services throughout the day, as shown above.

There have been five (5) reported Hospital crashes at the Darby St/ Guildford Rd/ Kenilworth St intersection in the five-year period ending 31st December 2025. Four (4) of these are attributed to the Darby St intersection and one (1) to the Kenilworth St intersection. The locations of these reported crashes are shown in Figure 7 on the following page.

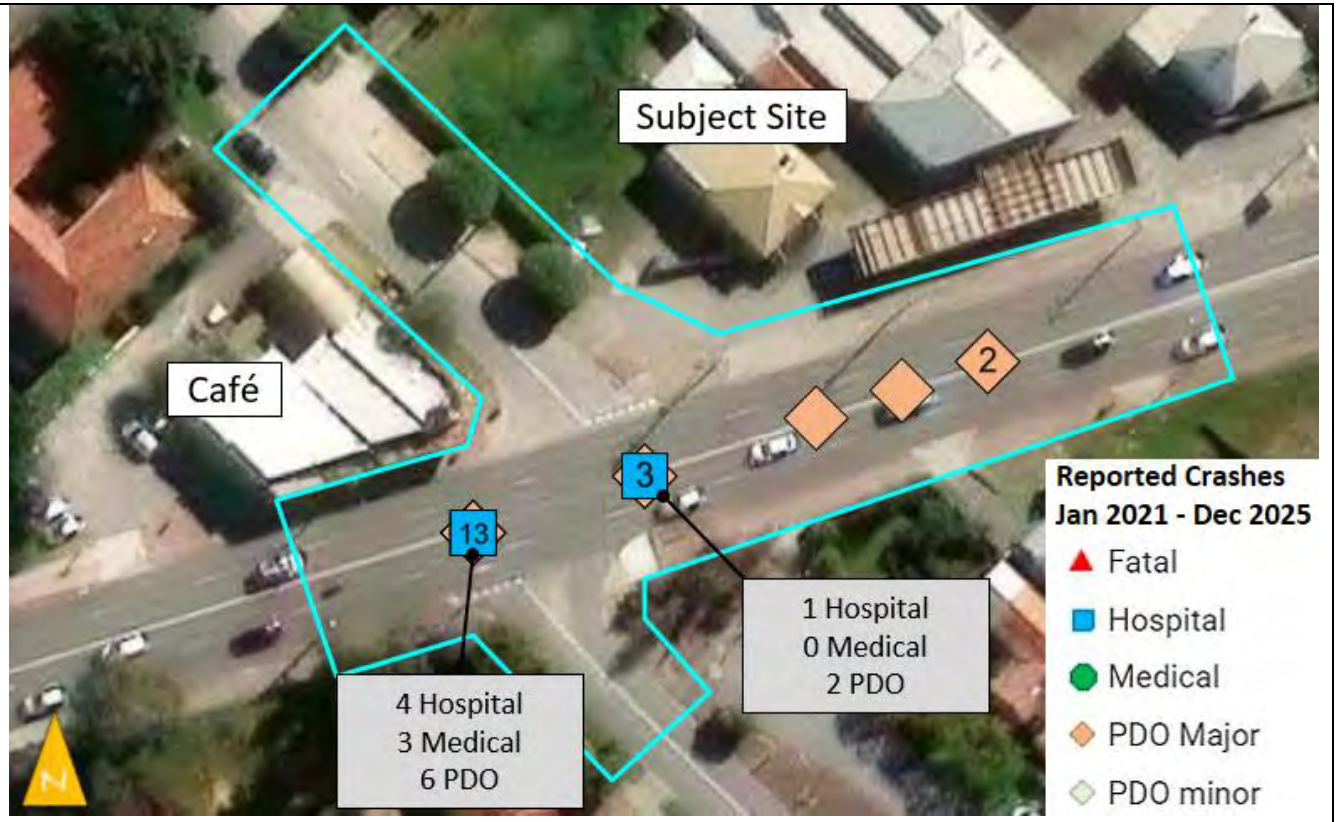


Figure 7 – All reported crashes in vicinity of the development site in the five-year period ending 31 December 2025

Three (3) of the four (4) Property Damage Only (PDO) crashes on Guildford Rd east of Kenilworth St were sideswipe crashes involving lane changes and one (1) was rear-end. Refer **Section 16** (Road Safety) for further assessment of this.

5 Development proposal

Show on a plan/ describe the proposed development including:

- its regional/ structure plan context;
- the proposed land uses;
- a table of the quantum of each land use type proposed (for example, number of dwellings, square metres of retail floor space, etc.);
- any proposed staging of development;
- access arrangement for cars, service vehicles, public transport, pedestrians and cyclists and people with disabilities;
- the locations of pedestrian entrances to the building(s);
- car and cycle parking provision;
- end of trip facilities for walking and cycling (for example, lockers and showers); and
- any specific issues.

The proposed development is a 3 bowser (6 fuel filling positions) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 10 onsite parking bays, 1 vacuum cleaning bay, a loading embayment and a 268 m^2 control building/ convenience store on Lots 130 & 131 on the northeast corner of Guildford Rd/ Kenilworth St, as shown in the Development Plan provided as Figure 1 on page 7.

A summary of the proposed land uses is provided as Table 2 below.

Land Use	Unit
Fuel Bowsers	3 bowsers
	6 filling points
Vacuum Cleaning	1 bays
Auto Wash	7 cars (1 wash, 6 queued)
Drive-Thru Retail	7 cars (1 service, 6 queued)
Control & Retail	1 268 m^2
Parking	10 bays including 1 'disabled'
Loading & Waste Collection	1 loading area (embayment)

Table 2 – Proposed Land Uses

The development is expected to be constructed in a single stage.

The access arrangements, including swept paths of cars and service vehicles (including a 19 m Semi-Trailer fuel tanker) are shown in Figure 12, Figure 13 and Figure 15 on pages 21, 22 and 24.

Overall access diagrams for all vehicles, pedestrians and cyclists is provided as Figure 10 and Figure 11 on pages 19 and 20.

The car assessments are based on the B99 Design Vehicle within AS 2890.1 (8). This design vehicle is based on the Toyota Land Cruiser 100 Series Vehicle and hence represents the common large utilities on WA's roads.

The 8.8 m Service Vehicle represents the Waste Collection Vehicle and largest truck to service the control building/ convenience store. The convenience store and drive thru will also be serviced by smaller vehicles that can use the parking bays. The 8.8 m Service Vehicle is identified as the Medium Rigid Vehicle (MRV) in AS 2890.2 (9). The Australian Standards requires that swept path assessments are based on Standard Design Vehicles such as the B85 (Regular Car), B99 (Large Car/ SUV), 19 m Semi-Trailer and Medium Rigid Vehicle (MRV).

An accessible parking bay in accordance with AS/ NZS 2890.6 (10) is provided adjacent to the entrance.

The development includes 10 parking bays, including the above bay designated for use by a person with a disability with an adjacent shared space and a rail for the secure parking of up to 2 bicycles next to the control building/ convenience store entrance.

The indicated minimum parking bay requirement in the City of Bayswater Local Planning Scheme No 24 (11) is 8 bays for a service station and 6 bays per 100 m^2 for a Convenience Store.

In this instance the demand for parking for the convenience store is less due to the provision of a drive-thru facility. The GFA of the control building/ convenience store is 268 m^2, suggesting a requirement for 16 bays. Assuming 20% of parking demand (based on the drive-thru facility) this results in a demand for 4 bays. On this basis, it has been assessed that parking provision of 10 bays for the site, as well as queueing space for 6 vehicles at the drive-thru retail and 6 vehicles at the drive thru car wash, clear of internal movement areas, is adequate for the demand, i.e., 10 + 6 + 6 = parking space for 22 cars provided.

There are no proposed end of trip facilities proposed for cyclists, such as lockers and showers, as these are not considered necessary for relatively small staff numbers.

Refer **Section 16** (Road Safety) regarding increased turning movements into and out of Guildford Rd at the access driveway as well as into and out of Kenilworth St.

The existing site has two access driveways (crossovers) off Guildford Rd, a 14.5 m wide one within 8.5 m of the Kenilworth St intersection and a 17.6 m wide one located 51.5 m east of Kenilworth Dr that is shared with the adjacent Lot. These will be removed and replaced with a single 8 m wide crossover as shown in Figure 8 below. This improves the potential safety performance of the site by reducing the number of conflict points and moving them further away from the intersection.

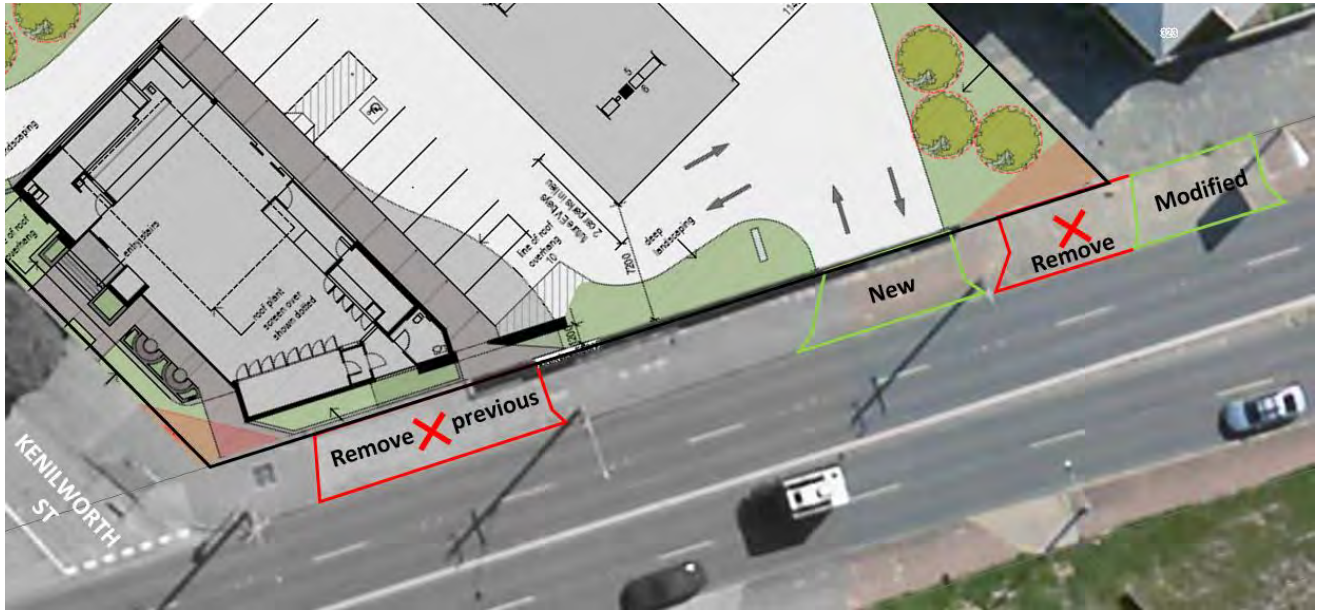


Figure 8 – Proposed removal of two existing wide crossovers and provision of a single 8 m wide crossover off Guildford Rd

The existing site also has two access driveways (crossovers) off Kenilworth St, a 6 m wide one within 7 m of the Guildford Rd intersection and a 7.4 m wide one located 36 m northwest of Guildford Rd that is shared with the adjacent Lot's battleaxe access driveway. The access driveway closest to the Guildford Rd intersection will be removed and the shared access driveway will be modified to provide a separate access driveway to the adjacent Lot (3.5 m wide) and a 9 m wide access driveway to the development site as shown in Figure 9 below. This improves the potential safety performance of the site by reducing the number of conflict points and moving them further away from the intersection.

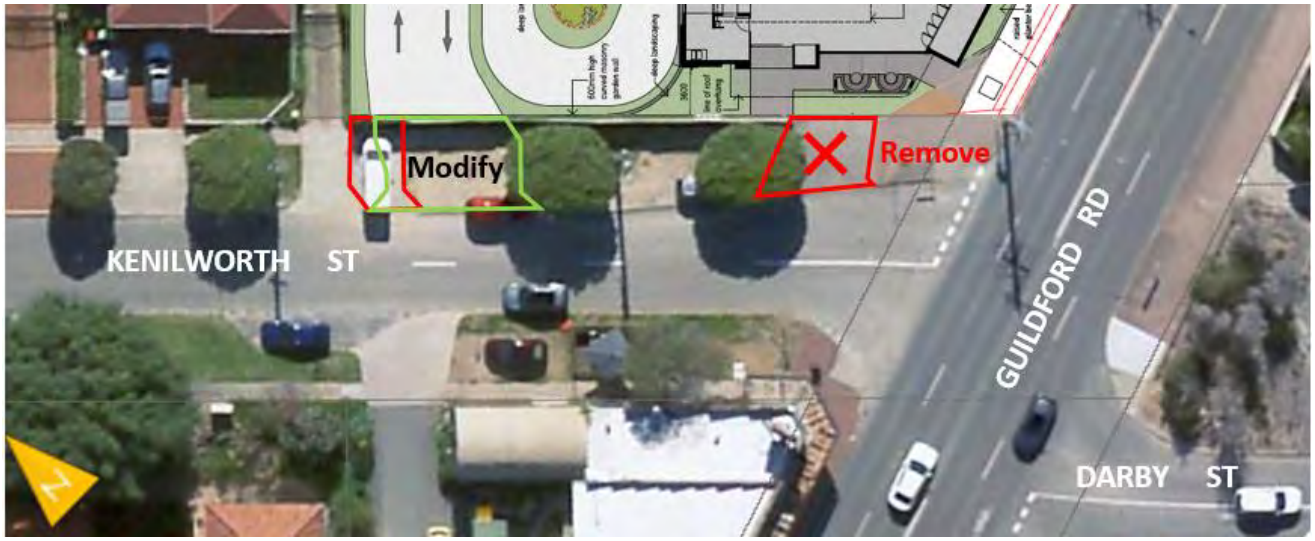


Figure 9 – Proposed removal of two existing crossovers and provision of a single 9 m wide crossover off Kenilworth St

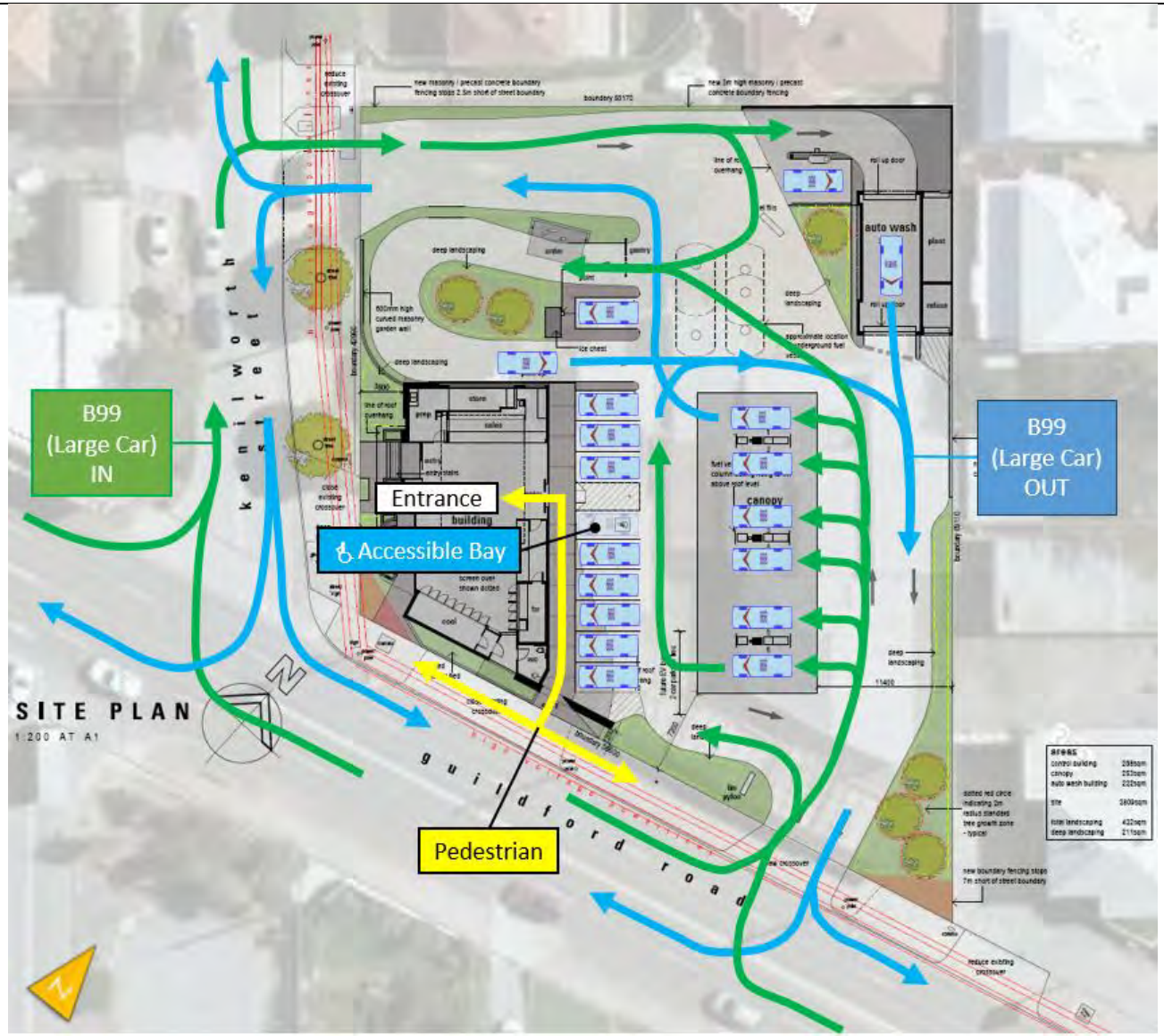


Figure 10 – Arrival (IN) and Departure (OUT) routes and movements for Large Cars (B99) and Pedestrians

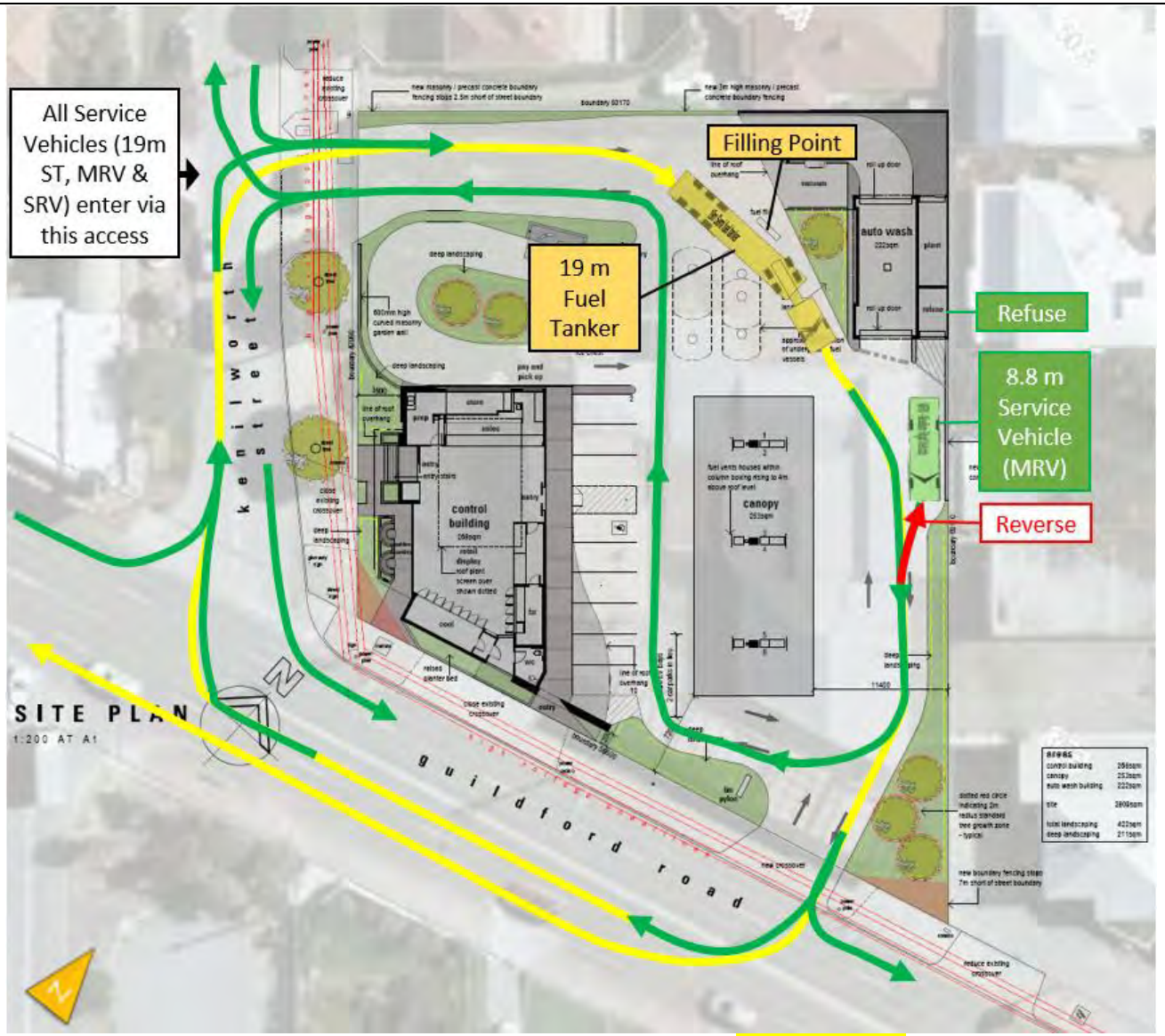


Figure 11 – Arrival (IN) and Departure (OUT) routes and movements for the **19 m Fuel Tanker** and **8.8 m Service Vehicle**



Figure 12 – Access arrangements and swept paths of the B99 (Car) Design Vehicle

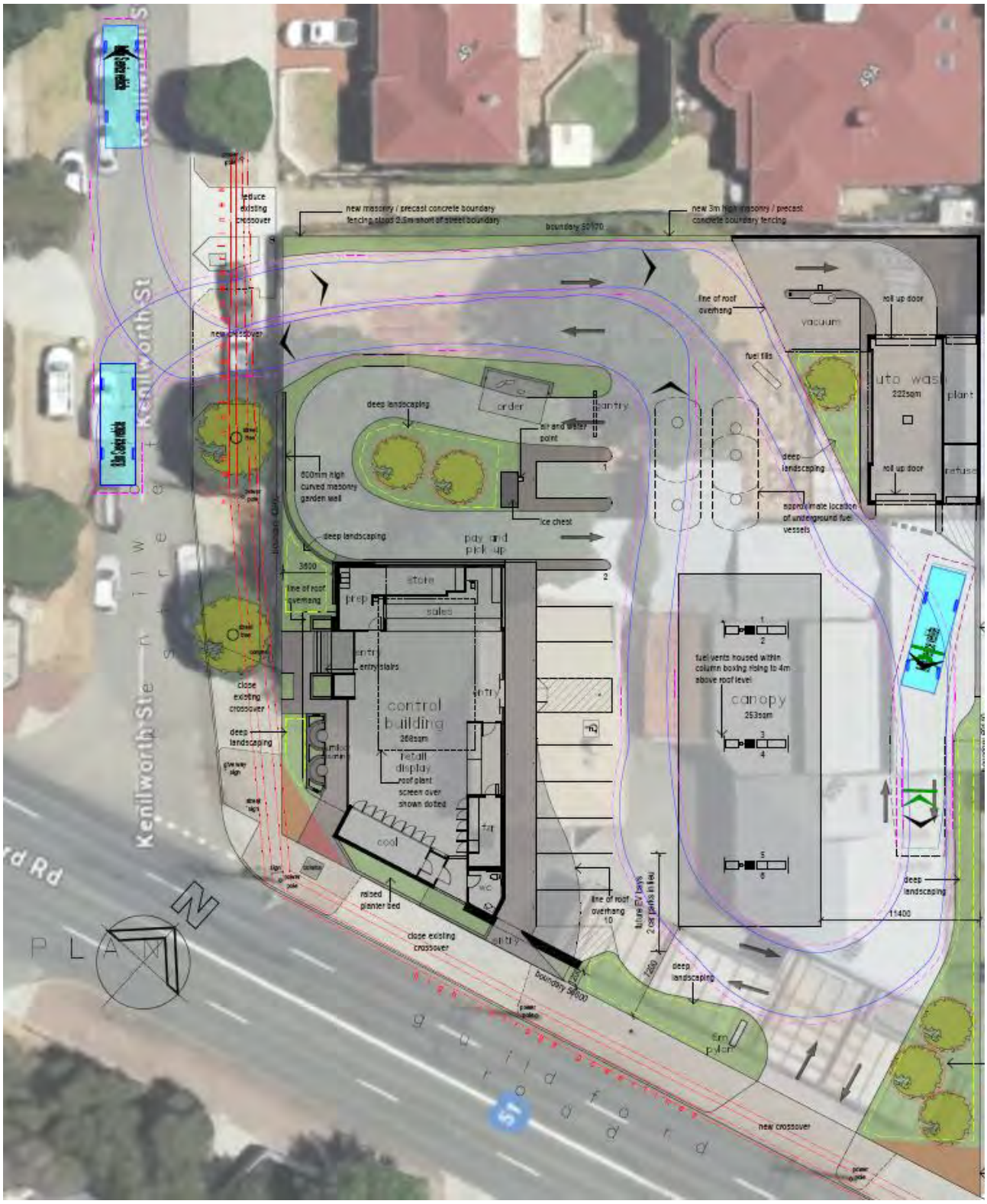


Figure 13 – Access arrangements and swept paths of the MRV (Medium Rigid Vehicle: Waste Collection & Medium Service Truck) Design Vehicle



Figure 14 – Access arrangements and swept paths of the MRV (Medium Rigid Vehicle: Waste Collection & Medium Service Truck) Design Vehicle Loading and Unloading



Figure 15 – Access arrangements and swept paths of the 19 m Semi Trailer (Fuel Tanker) Design Vehicle

All assessed swept paths meet the Main Roads WA and Road Traffic Code 2000 requirements. (Refer **Appendix D** for more details).

Refer **Appendix D**, **E1**, **E2**, and **F** regarding specific issues raised by the City of Bayswater, Main Roads WA, Urbii Peer Review Report and public DAP submissions.

6 Changes to surrounding transport networks

Show on a plan/ describe any committed or proposed changes or additions to the surrounding transport networks including: – the road network; – intersection layouts and/or traffic controls; – pedestrian/ cycle networks and crossing facilities; – public transport routes and bus stops/ train stations. These changes could be those committed to or proposed by others, (for example, MRWA or the local authority), or by the proponent, as part of the development. – Provide details of any discussions/ agreements with the local authority, Main Roads Western Australia (MRWA) or the Public Transit Authority (PTA), with respect to any such proposals put forward by the proponent	Main Roads WA has previously identified a potential future widening of the Guildford Road corridor between East Parade and Tonkin Highway. Based on information provided by Main Roads WA officers, this remains a protected future corridor with an existing concept design; however, the project is currently unfunded and there is no confirmed construction timeframe. Main Roads WA officers have provided preliminary concept plans for the corridor in the vicinity of Kenilworth Street. These drawings are marked as confidential and were provided to guide discussions and assist the project team's understanding of the future corridor planning context. On this basis, the drawings have not been reproduced in this TIA. The **Guildford Road Corridor Widening Project** was not identified as a key issue during the meeting with Main Roads WA officers on 4 March 2026 (4). Notwithstanding this, the proposed development has been designed and assessed with regard to the known future corridor planning information, including the preliminary cadastral and carriageway widening concepts provided to the project team. Based on this review, the proposed development is not expected to compromise the intent of the **Guildford Road Corridor Widening Project**. If the corridor widening proceeds in the future, some adjustment to the preliminary carriageway widening concept may be required in the vicinity of the site accesses; however, the development is not expected to affect the broader cadastral widening concept. It is also noted that any future widening of Guildford Road may alter the existing access and turning arrangements along the corridor, including potential restrictions to right-turn movements into and out of side roads and adjoining developments. Accordingly, the current TIA has assessed the proposed development against the existing road network and approved access arrangements, while recognising the protected future corridor context. There are no other known committed or planned changes or additions to the surrounding transport network.

7 Integration with surrounding area

The intent of this section is to identify how well the proposed development integrates with the surrounding land uses with respect to transport links and accessibility. Note that this is to be a qualitative assessment of the level of accessibility between the development and the surrounding land uses. A quantitative analysis of the transport networks is to be undertaken in the following sections. Describe/show the level of integration with the surrounding area by: – identifying the major attractors and generators surrounding the development. (See explanatory note 8: WAPC Guidelines); – identifying any proposals for major changes to the surrounding land uses; – determining the main desire lines between the development and these external attractors and generators; – assessing whether the existing transport networks, plus any proposed changes, would adequately match these desire lines, particularly for pedestrians, cyclists and public transport users (See note 9: WAPC Guidelines); – identifying any deficiencies in the surrounding transport networks, and/ or areas where improvements could be made (See note 10: WAPC Guidelines); – suggesting remedial measures to address these deficiencies. See Section 4 of the WAPC Guidelines for advice on the extent of the area generally to be covered.	Guildford Road, as a Primary Distributor road linking Perth CBD to Guildford, is the major attractor and generator of traffic past the site. Other than the **Guildford Road Corridor Widening Project** discussed in **Section 6**, there are no known major changes to the surrounding land uses. The main desire lines between the development and Guildford Rd are shown in Figure 10 and Figure 11 on pages 19 and 20. The locations of the proposed access driveways and paths within the development site have been assessed as matching the desire lines. There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing on Guildford Rd 76 m east of Kenilworth St (refuge island with gaps, grab rails and ramps on both sides) that allows for pedestrian access to the site via an internal path to the entrance to the control building/ convenience store without conflict with vehicles other than when crossing Guildford Rd or Kenilworth St via the existing pedestrian crossing facilities, and crossing the access driveways on each of these roads. A review of the crash record has not revealed any path user (pedestrians, cyclists, wheeled devices) crashes other than associated with pedestrians crossing Guildford Rd at the Kenilworth Intersection instead of at the provided crossing facility, resulting in hospitalisation after being struck by a car travelling along Guildford Road. Guildford Rd is considered to be deficient in terms of its current layout for its current function, hence the **Guildford Road Corridor Widening Project**, as discussed in **Section 6**.

8 Committed developments & other transport proposals

– Identify any other committed or proposed developments in the vicinity of the proposed development; – Identify any committed or proposed changes to the surrounding transport networks.	There are no known committed or proposed developments in the vicinity of the proposed development and no identified or committed changes to the surrounding transport network, other than the unfunded **Guildford Road Corridor Widening project** discussed in **Section 6**.

9 Analysis of transport networks – General advice

9.1 Assessment years

Determine the appropriate years for assessment. These are generally to be:

- the year of full opening of the development; and
- 10 years after full opening, (or a similar year if one is available from the prior structure plan or subdivision assessments).

An assessment year has not been selected as there is no known date for the **Guildford Road Corridor Widening Project** and no known modelling data for this. It is also noted that the **Guildford Road Corridor Widening Project** may remove right turns into and out of the development site, as well as side roads such as Kenilworth St, hence the impact of increased traffic volumes on Guildford Rd will be less than that associated with right turn movements into and out of the site.

A review of the annual average weekday traffic volumes on Guildford Rd from the Main Roads WA Network Site on Guildford Rd just north of Ellesmere Rd has indicated that annual traffic growth appears to be constrained due to existing constraints associated with the current layout of Guildford Rd, i.e. no dedicated protected turn lanes, no medians and a large number of active at-grade intersections. Based on this, growth is not expected unless the layout is changed, as per the previously described **Guildford Road Corridor Widening Project** that is currently unfunded and does not have a time frame for implementation (refer Section 6).

In the absence of an approved, funded and time-defined future network layout, adopting an arbitrary 10-year growth factor would not necessarily represent a more realistic or conservative assessment scenario.

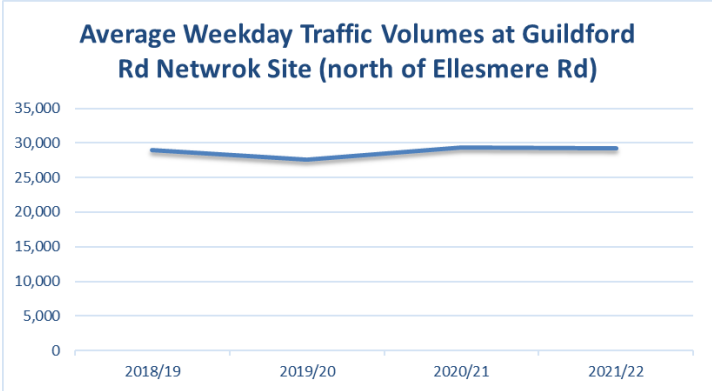


Figure 16 – Historical Average Weekday Traffic Volumes: 2018 to 2022.

The above supports the view that an assessment based on the latest available volumes, i.e. April 2023 volumes for Guildford Rd and November 2022 turning volumes at the Darby St/ Kenilworth St/ Guildford Rd intersection, is appropriate for assessment of impacts at time of opening until such time in the future when, and if, the **Guildford Road Corridor Widening Project** is implemented. It is also noted that this project is very likely to result in restrictions on right turns into and out of the site and Kenilworth St from Guildford Rd and will therefore reduce the forecast impacts in this TIA.

9.2 Time periods for assessment

Determine the appropriate time periods for assessment. These are generally to be:

- the peak period(s) of the surrounding road network; and
- the peak period(s) for the development.

A Main Roads WA mid-block video survey of Guildford Road just west of Charles St, i.e. approx. 200 m west of the development site, undertaken in April 2023 indicates that the road network peak hours are 7.45 – 8.45 AM and 3.30 – 4.30 PM with hourly volumes steadily increasing from 12 noon, as shown in Figure 17 below.

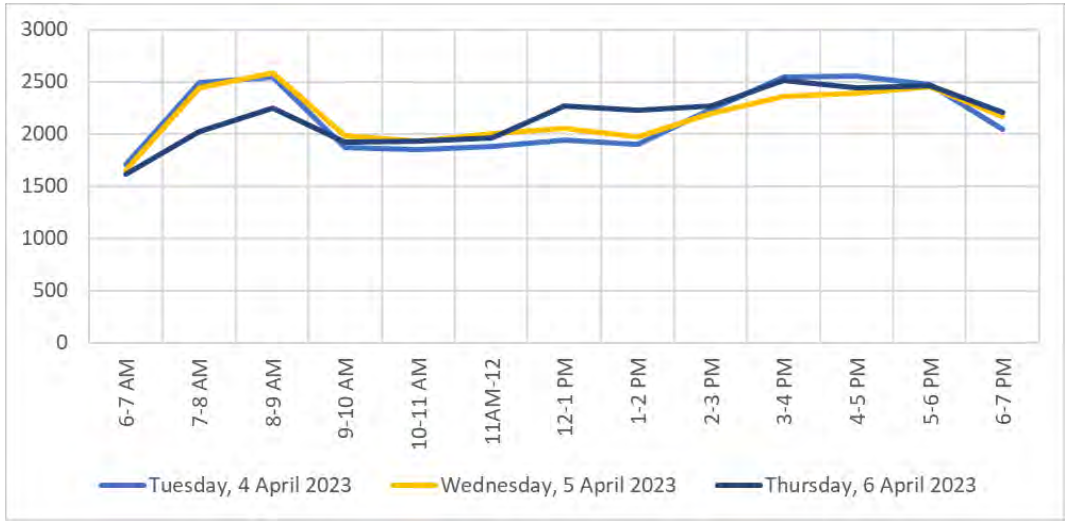


Figure 17 – Hourly Volumes on Guildford Rd west of Charles St on three weekdays between 7 AM and 7 PM

The author undertook detailed video traffic surveys of three (3) existing Service Stations, one at 81 Guildford Rd, Mt Lawley (approx. 2 kms southwest), one at 502 Guildford Rd, Bayswater (approx. 2.6 km northeast) and one at 439 Great Eastern Hwy (approx. 5 kms to the east). All sites had 8 fuel filling points, 2 more than the proposed development. The Great Eastern Hwy site was selected as it has a drive-thru fast-food outlet as part of the development, i.e. a Hungry Jacks. The average weekday hourly profiles and volumes at each of these surveyed stations are shown in Figure 18 on the following page.

The Service Station at 81 Guildford Rd is on the corner of a traffic signal-controlled intersection with approx. 6,000 vehicles per day on the side road (First Ave) and 30,880 vehicles per day on the Guildford Rd frontage with access and egress to both roads. It has a drive-thru car wash, convenience and vacuum bays but no drive-thru coffee/ retail. The higher volumes are likely to be associated with its location on the corner of two very busy roads with good access to each and the lack of any other Service Stations on Guildford Rd west of this for another 5 kms. The proposed service station is located approx. 2 kms west of this.



Figure 18 – Hourly Volumes (IN+OUT) at three Service Stations within 5 kms of the proposed service station

A further survey of the drive-thru coffee and convenience foods at 472 Great Eastern Hwy (Gloria Jean's within Atlas Service Station) indicated that the peak hour is 7 to 8 AM with volumes steadily reducing after this time, as shown in Figure 19 below.



Figure 19 – Hourly Volumes (IN+OUT) at a drive-thru coffee/ convenience at a service station within 5 kms

Based on these extensive surveys of existing Service Stations within 5 kms of the proposed site, the adopted peak periods for the development are 7.45 – 8.45 AM and 3.30 – 4.30 PM (road network) noting that the development's peak hour coincides with the AM road network peak hour.

10 Development generation and distribution

Determine the trip generating potential of the development. Determine the proportions of new, pass-by and diverted trips. Distribute these trips on the surrounding road network.	An estimate of the hourly volumes of traffic by type, day and time of day has been undertaken using a combination of data from traffic surveys of similar land uses (i.e., the Gloria Jeans Coffee/ Café drive-thru retail facility on the corner of Great Eastern Hwy and Fauntleroy Ave - at 472 Great Eastern Hwy) and published and accepted trip generation databases, supported by the author's local service station surveys to determine the appropriateness of this, as shown in Figure 20 on the following page and described in detail in **Appendix G**. In summary, this indicates forecast trips of up to 116 in the morning peak hour and up to 87 trips in the afternoon road network peak hour. It has been determined that up to 70% of these trips will be pass-by traffic* on Guildford Road and therefore the forecast additional trips are 35 in the morning peak hour and 26 in the afternoon peak hour. This is defined as a 'moderate impact' in the *WAPC Guidelines*. The distribution of these trips on the surrounding road network, i.e. the frontage roads, is shown in Figure 21 and Figure 22 on pages 33 and 34. *Refer **Appendix G** for a definition and description of pass-by traffic.

Midweek Hourly Profile (Trips)																							
Time of Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
81+502 Guildford Rd SS Average	30	18	18	22	30	46	52	62	66	69	72	77	77	77	75	76	76	73	69	64	64	62	53	34
Proposed Drive-thru	5	5	5	8	15	24	43	54	43	36	32	27	27	27	14	11	11	14	11	5	5	5	5	5
TOTAL (Forecast 319-321 Guildford Rd)	35	23	23	30	45	70	95	116	109	104	105	104	104	104	88	87	87	87	79	69	69	68	58	39

AM+Dev

PM

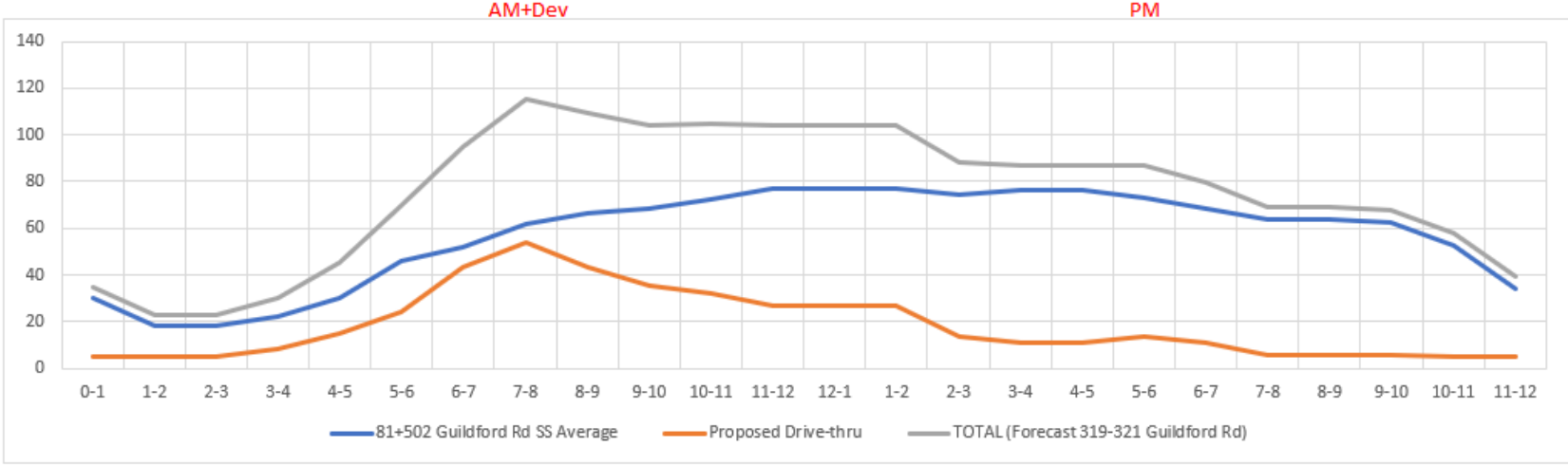


Figure 20 – Forecast development volumes (combined Arrival and Departure trips) per hour on a weekday. 70% of this traffic is expected to be pass-by traffic (refer **Appendix G**).

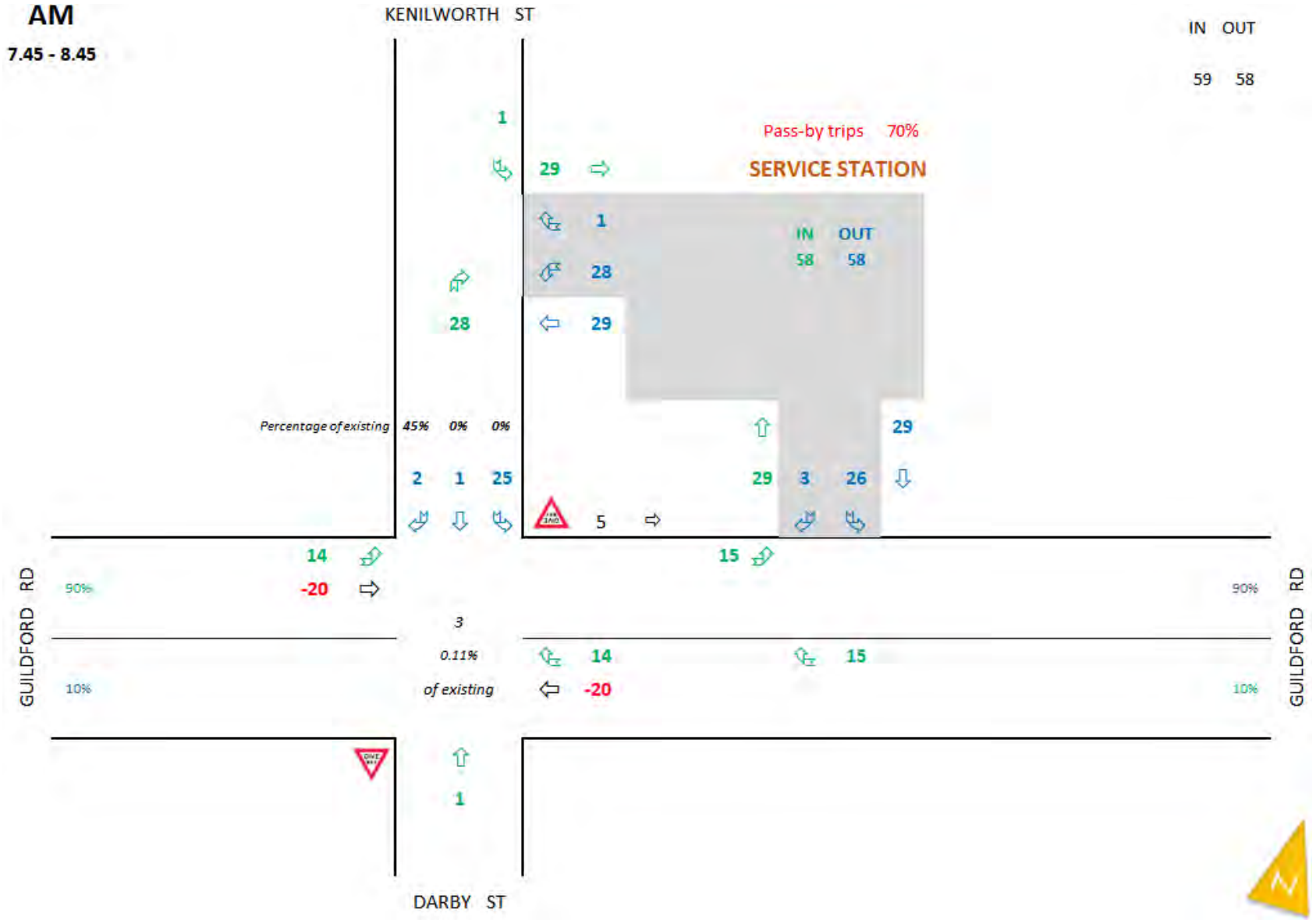


Figure 21 – Distribution of Development Generated trips on the road network during the AM Peak Hour (minus volumes indicates impact of pass-by trips: refer **Appendix G**).



Figure 22 – Distribution of Development Generated trips on the road network during the PM Peak Hour (minus volumes indicates impact of pass-by trips - refer **Appendix G**).

11 Base and 'with development' traffic flows

Determine the base and 'with development' traffic flows on the surrounding road network for each of the assessment years and time periods.

11.1 Base flows

The base flows, that is, without development, can be determined by:

Extracting the existing traffic flows (from **Section 4**);

Adjusting these to the development assessment years and time periods by:

- obtaining future year volumes from the State's transport models, if available; or
- applying a growth factor, agreed with the approving authority, to existing traffic volumes; or
- using a recognised traffic engineering technique, as agreed with the approving authority;

Adjusting for any committed or proposed developments;

Adjusting for any committed or proposed transport network changes.

Base flows have been obtained through 3-day midweek video traffic surveys of Guildford Rd west of Charles St undertaken for Main Roads WA and comparing this to the average annual weekday traffic (AAWT) volumes collected by Main Roads WA at its count station on Guildford Rd west of Garratt Rd to ensure it is representative of AAWT, which it was. Additional video traffic surveys were undertaken of the Darby St/ Kenilworth St/ Guildford Rd intersection to determine turning volumes at this intersection. Through volumes from the above Main Roads WA surveys were used for the Guildford Rd through traffic to ensure it reflected AAWT volumes. These existing volumes, broken down into Class 1 (Light Vehicles), Class 2-5 (Towing and Heavy Vehicles), Class 6-9 (Articulated heavy Vehicles), Class 10-11 (Double Road Trains) and Class 12 (Triple Road Trains) for the Guildford Rd movements are shown in Figure 23 and Figure 24 on the following pages. Refer **Appendix C** for more details, including Vehicle Class Descriptions and diagrams).

As indicated in **Section 9.1**, no adjustments have been made for future years, i.e. a growth factor, as Guildford Rd has not experienced growth according to previous traffic data and is unlikely to grow unless significant improvements are made to this corridor, as per the **Guildford Road Corridor Widening Project**.

There are no known other developments in the area and there is no funding or timeline for the **Guildford Road Corridor Widening Project** at this time.

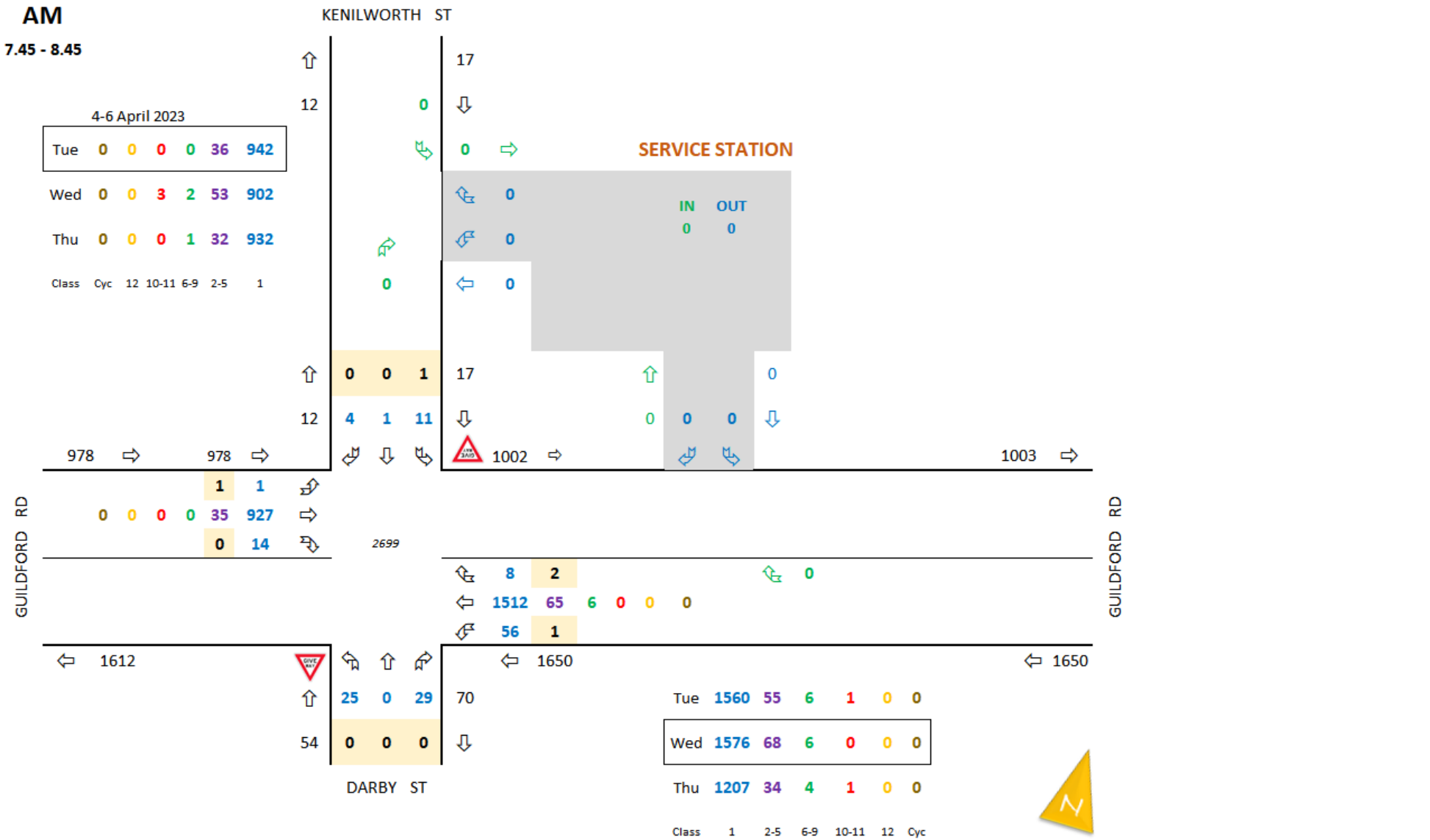


Figure 23 – Existing AM Peak Hour traffic volumes at the Darby St/ Kenilworth St/ Guildford Rd intersection (showing Classes 1, 2-5, 6-9, 10-11, 12 and bicycles on Guildford Rd)

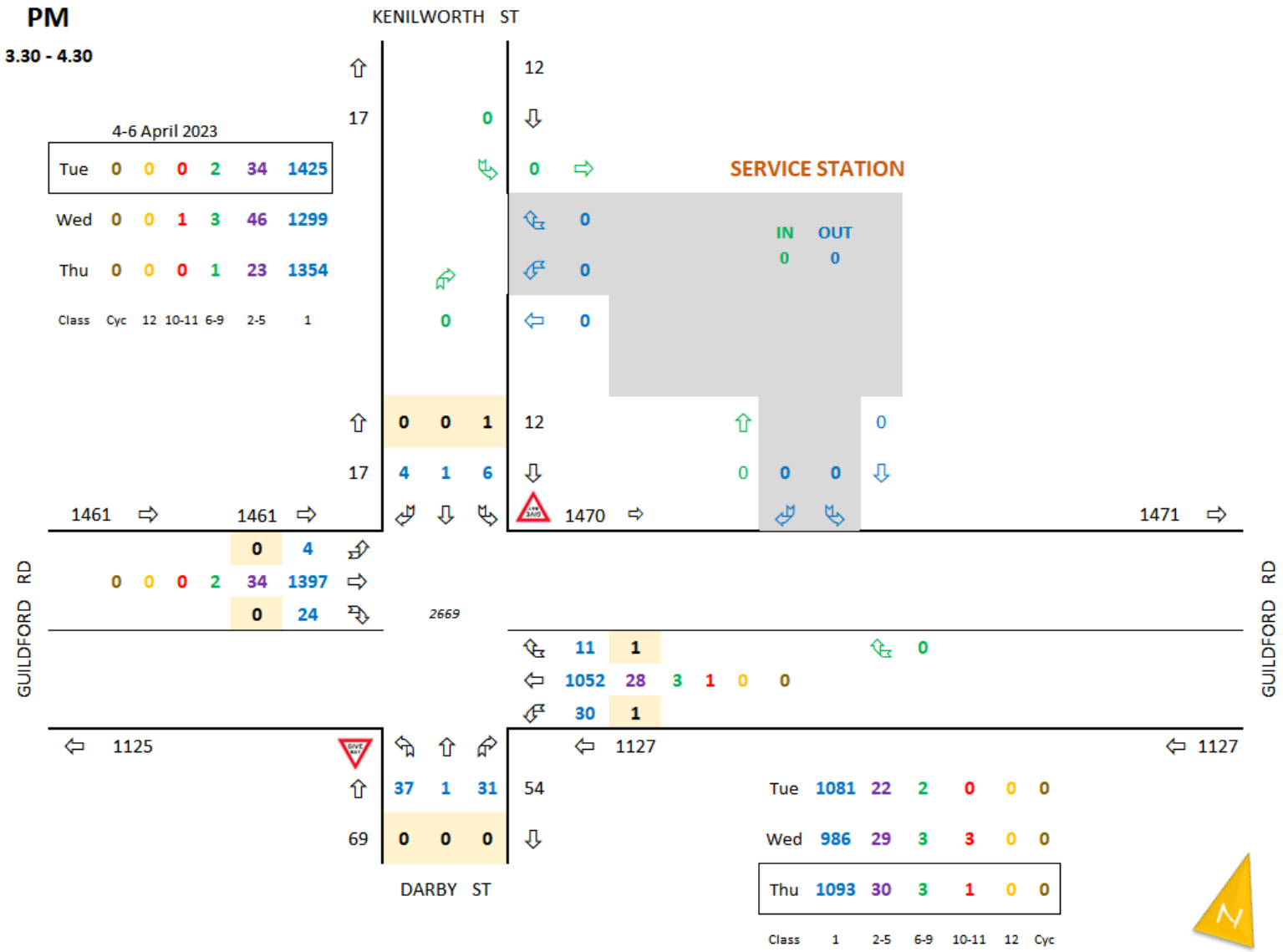


Figure 24 – Existing PM Peak Hour traffic volumes at the Darby St/ Kenilworth St/ Guildford Rd intersection (showing Classes 1, 2-5, 6-9, 10-11, 12 and bicycles on Guildford Rd)

11.2 'With development' flows The 'with development' flows can be determined from the base flows by: – Subtracting the traffic generated by any existing land uses on the development site that are being removed, (from Section 4); – Adding the traffic generated by the proposed development (from Section 10).	The 'with development' traffic volumes and flows have been determined by adding the Traffic Generation Distribution flows (Figure 21 and Figure 22 on pages 33 and 34) to the Existing traffic flows (Figure 23 and Figure 24 on pages 36 and 37). Total 'with development' flows are shown in Figure 25 and Figure 26 on the following pages.



Figure 25 – Forecast total AM Peak Hour traffic volumes at the Darby St/ Kenilworth St/ Guildford Rd intersection with the proposed development fully operational

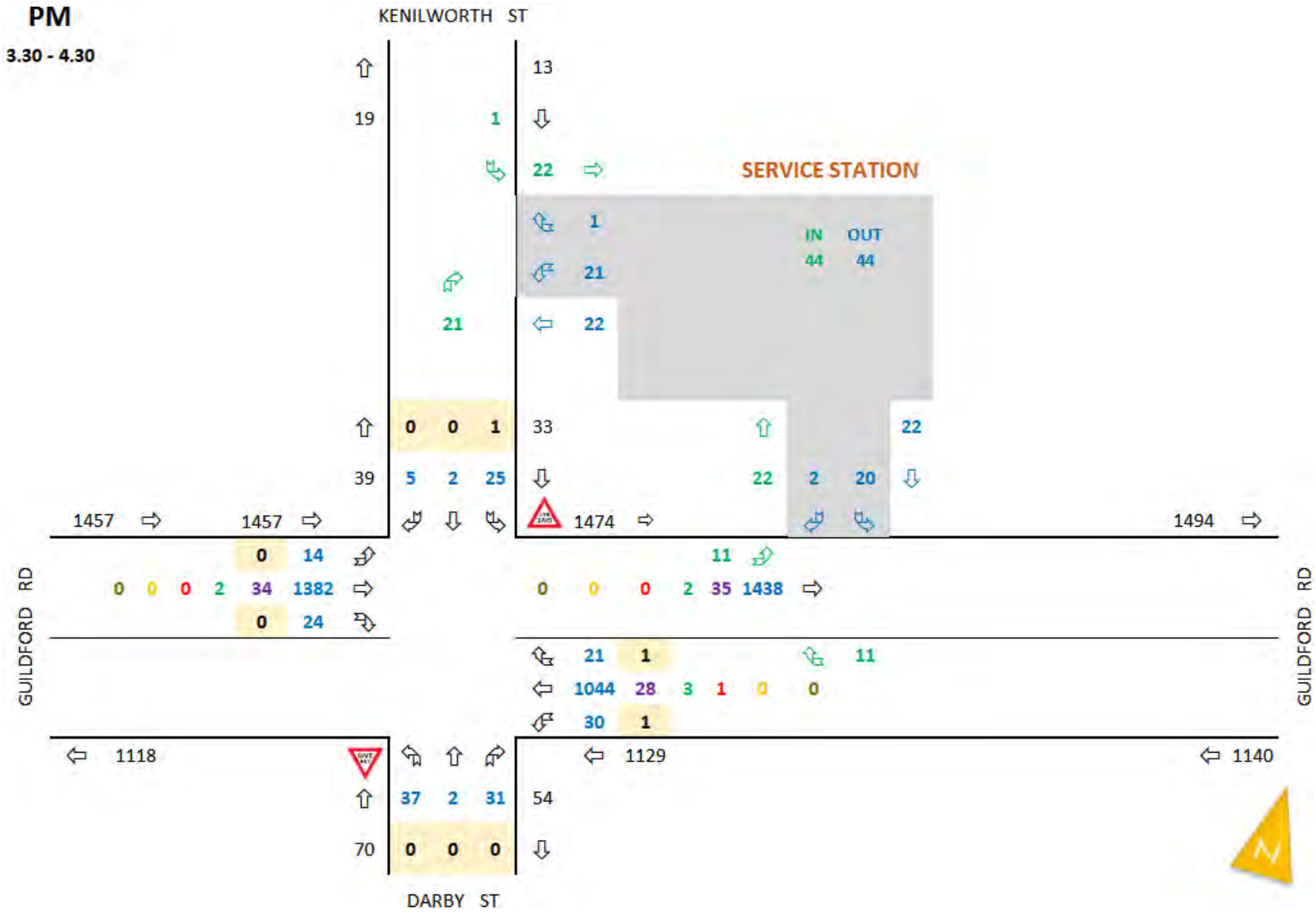


Figure 26 – Forecast total PM Peak Hour traffic volumes at the Darby St/ Kenilworth St/ Guildford Rd intersection with the proposed development fully operational

12 Analysis of development accesses

Demonstrate that adequate sight distance is provided at each proposed access.	The required sight distance at the access driveway on Guildford Road is a minimum of 83 m, based on its 60 km/h speed limit and Figure 3.3 (Sight Distance Requirements at Access Driveway Exits) of AS 2890.2 (9). Main Roads WA has previously requested that the sight distance assessment should be undertaken in accordance with Safe Intersection Sight Distance (SISD) of Main Roads Supplement to Austroads Guide to Road Design Part 4A (12), rather than Figure 3.3 of AS 2890.2, i.e. assessed as an intersection instead of an access driveway. This results in a Safe Intersection Sight Distance (SISD) requirement of 140 m, measured a minimum distance of 3 m from the projected kerb line of Guildford Rd at this access driveway, as shown in Calculation 1 in **Appendix A** (Page 76). An assessment of the available sight lines at the proposed access driveway location on Guildford Road on site has indicated that they exceed 300 m in each direction, as shown in Photograph 3 below, Photograph 4 on the following page and Figure 27 on page 44.  Photograph 3 – Looking right from OTR Access location on Guildford Rd at a height of 1.15 m 3 m back from the kerb



Photograph 4 – Looking left from OTR Access location on Guildford Rd at a height of 1.15 m

The required SISD for the access driveway on Kenilworth St is 91 m, as shown in Calculation 2 in **Appendix B** (Page 76).

An assessment of the available sight lines at the proposed access driveway location on Kenilworth St on site has indicated that the available sight distance to the right (north) is just over 100 m and that sight distance to the left extends to the Guildford Rd intersection, as shown in Photograph 5 and Photograph 6 on the following pages.

It was noted that construction activities as well as parking associated with the Café on the southwest corner of the Guildford Rd/ Kenilworth St intersection results in vehicles parked on the verge that restricts sight lines to and from existing driveways and therefore should be prohibited, as per the restrictions on the Café side, irrespective of the proposed development. Refer **Section 22** (Parking) for more details regarding this.

The available sightlines at both access driveways were also checked from a height of 2.4 m (for truck drivers) and confirmed as meeting or exceeding the required sight distance in both directions.



Photograph 5 – Looking right from OTR Access location on Kenilworth St



Photograph 6 – Looking left from OTR Access location on Kenilworth St



Figure 27 – Overlay of requested SISD of 140 m measured 3 m back from the kerb extension on Guildford Rd

Undertake an analysis of the operation of each access to demonstrate that it would be able to accommodate the projected development generated traffic.	Modelling of the forecast volumes into and out of the Guildford Rd access driveway within the SIDRA Intersection 11 traffic model has indicated that this is expected to perform at a very good level (Degree of Saturation < 0.6), as shown in Figure 28 below Refer **Section 16** for an assessment of the forecast impact on safety performance. Sensitivity testing using a distribution split of 70/ 30%, instead of the adopted 90/ 10% is included in **Appendix E**.

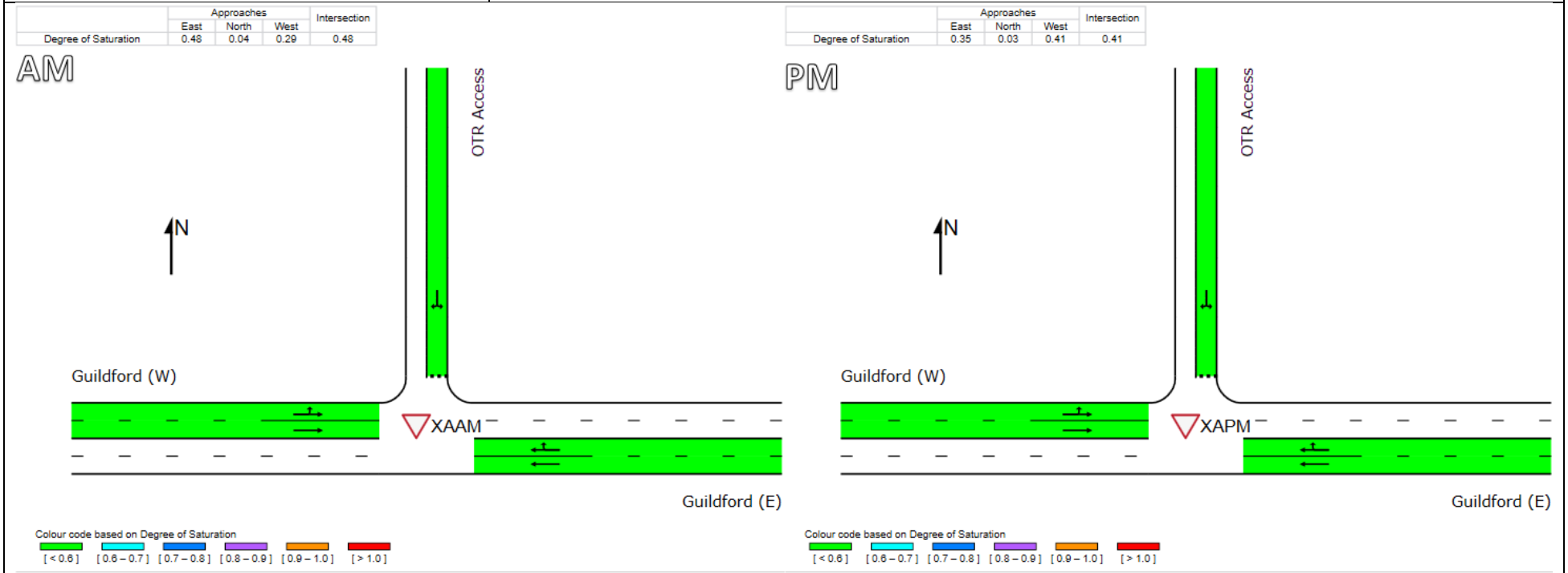


Figure 28 – Forecast Degree of Saturation performance of the Guildford Rd Service Station access driveway.

13 Impact on surrounding roads

Assess whether the existing road cross-sections, for example, two lane or four lane, would be adequate to accommodate the above design traffic flows; and If not, indicate what improvements would be required.	Modelling of the forecast volumes through the Darby St/ Kenilworth St/ Guildford Rd intersection within the SIDRA Intersection 11 traffic model has indicated that this is expected to perform at a similar level as the existing intersection, as shown in Figure 29 and Figure 30 on the following pages. This indicates that no improvements are required to the intersection of the frontage roads due to the proposed development. Refer **Appendix A** for detailed SIDRA Intersection 11 Modelling Data. Sensitivity testing using a distribution split of 70/ 30%, instead of the adopted 90/ 10% is included in **Appendix E**.

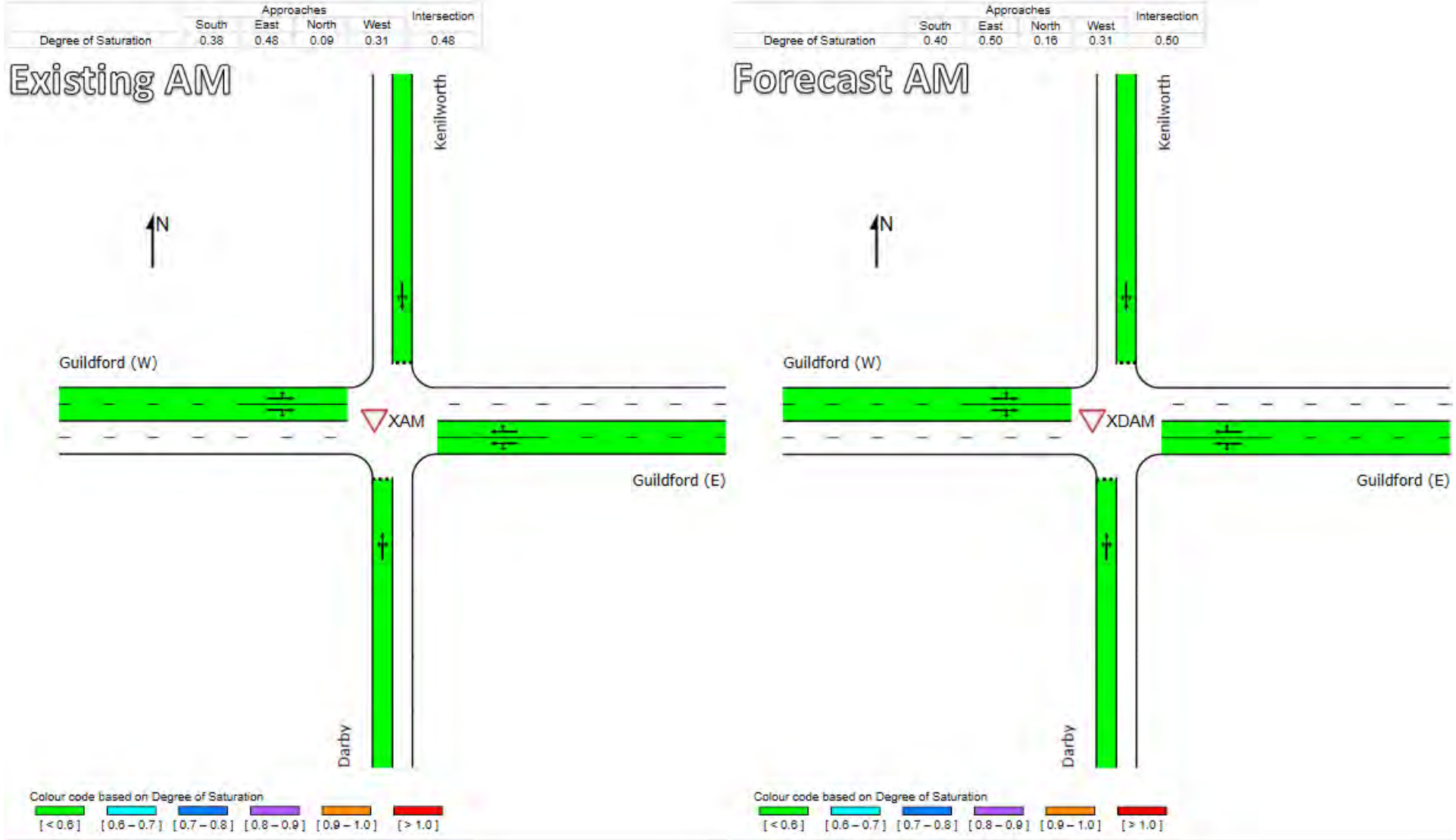


Figure 29 – Existing (left) and Forecast (right) performance of the Darby St/ Kenilworth St/ Guildford Rd intersection with development generated traffic: AM Peak Hour

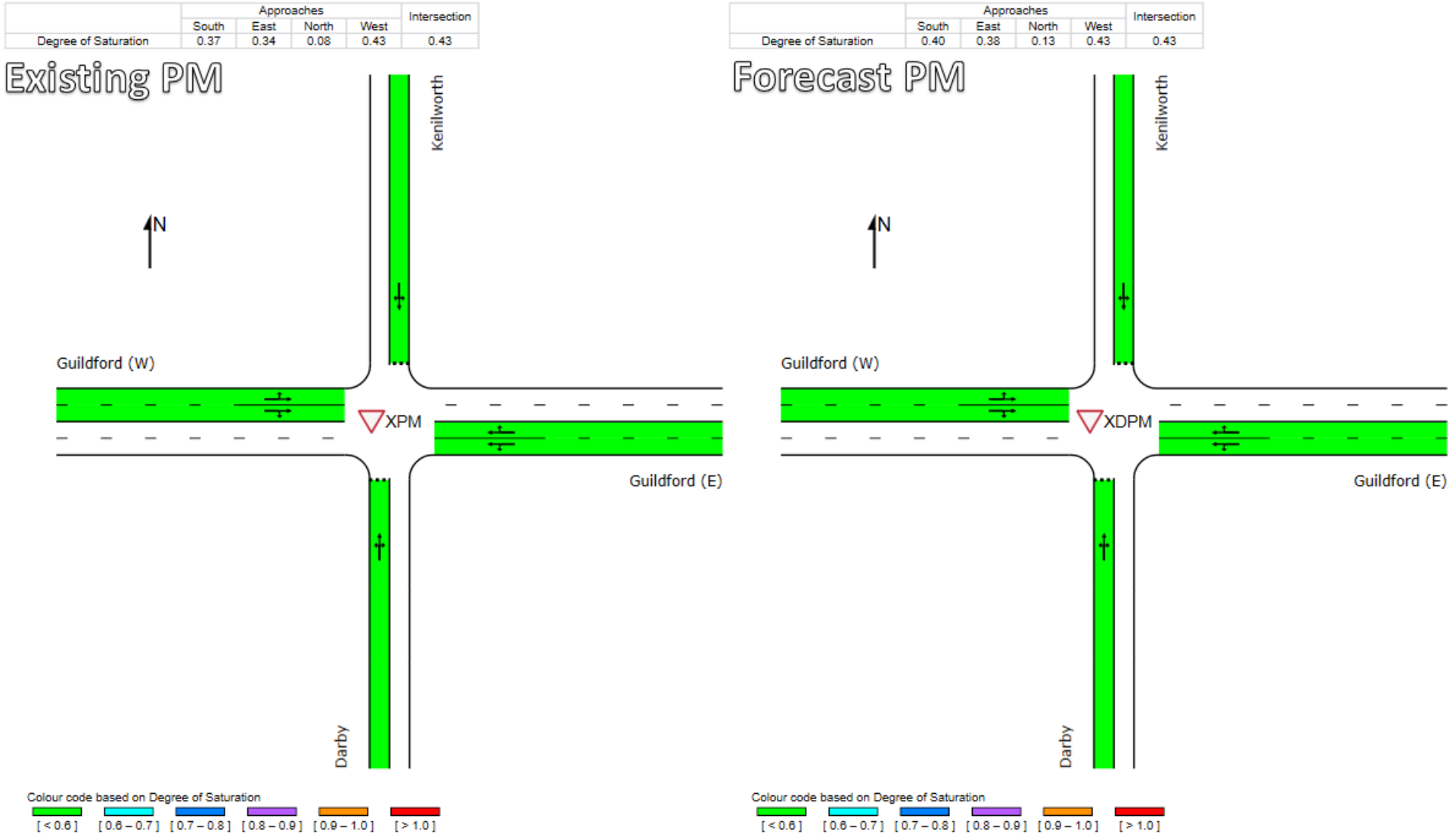


Figure 30 – Existing (left) and Forecast (right) performance of the Darby St/ Kenilworth St/ Guildford Rd intersection with development generated traffic: PM Peak hour

14 Impact on intersections

Assess whether the existing intersections would be able to accommodate the above design traffic flows; and If not, indicate what improvements would be required.	The modelling within SIDRA Intersection 11 indicates that the existing intersection and frontage roads can accommodate the design traffic flows without any modifications/ improvements.

15 Impact on neighbouring areas

Identify whether the proposed development traffic has the potential to adversely impact surrounding residential areas.	Most of the traffic to and from the development site is to and from Guildford Rd with the non-residential section of Kenilworth St between Guildford Rd forecast to accommodate an additional 56 vehicles and 42 vehicles during the AM and PM peak hours, i.e. less than 1 vehicle every minute during the busiest times. A review of the Average Delays in the SIDRA Intersection 11 model indicates that this additional traffic does not increase the average delays currently experienced by drivers turning left or right out of Kenilworth St into Guildford Rd, other than an assessed maximum increase of 2 seconds for the left turn out during the AM peak hour (refer detailed assessment in **Appendix A**). The proposed development includes coffee, café and supermarket-style offerings that have the potential to reduce existing vehicle trips on surrounding residential roads as local residents may choose to walk to the site rather than drive to other retail destinations. While this outcome is considered likely, it cannot be reliably quantified and has therefore not been incorporated into the assessment.

16 Road safety

Determine whether the development generated traffic could potentially raise any road safety issues;

If so, propose remedial measures to address the safety concerns.

As indicated in **Section 4** and shown in Figure 7 on page 15, there have been five (5) reported Hospital crashes at the Darby St/ Guildford Rd/ Kenilworth St intersection in the five-year period ending 31st December 2025. Four (4) of these are attributed to the Darby St intersection and one (1) to the Kenilworth St intersection.

None of the reported injury crashes are associated with right turns into or out of Kenilworth St, as shown in the crash plot diagram provided as Figure 31 below. This shows all reported crashes except 1 were Property Damage Only (PDO) crashes. The Hospital crash involved pedestrians crossing Guildford Rd at the intersection, instead of at the pedestrian crossing facility provided 75 m west of this intersection. There was a single PDO crash associated with a driver turning right out of Kenilworth St into Guildford Rd.

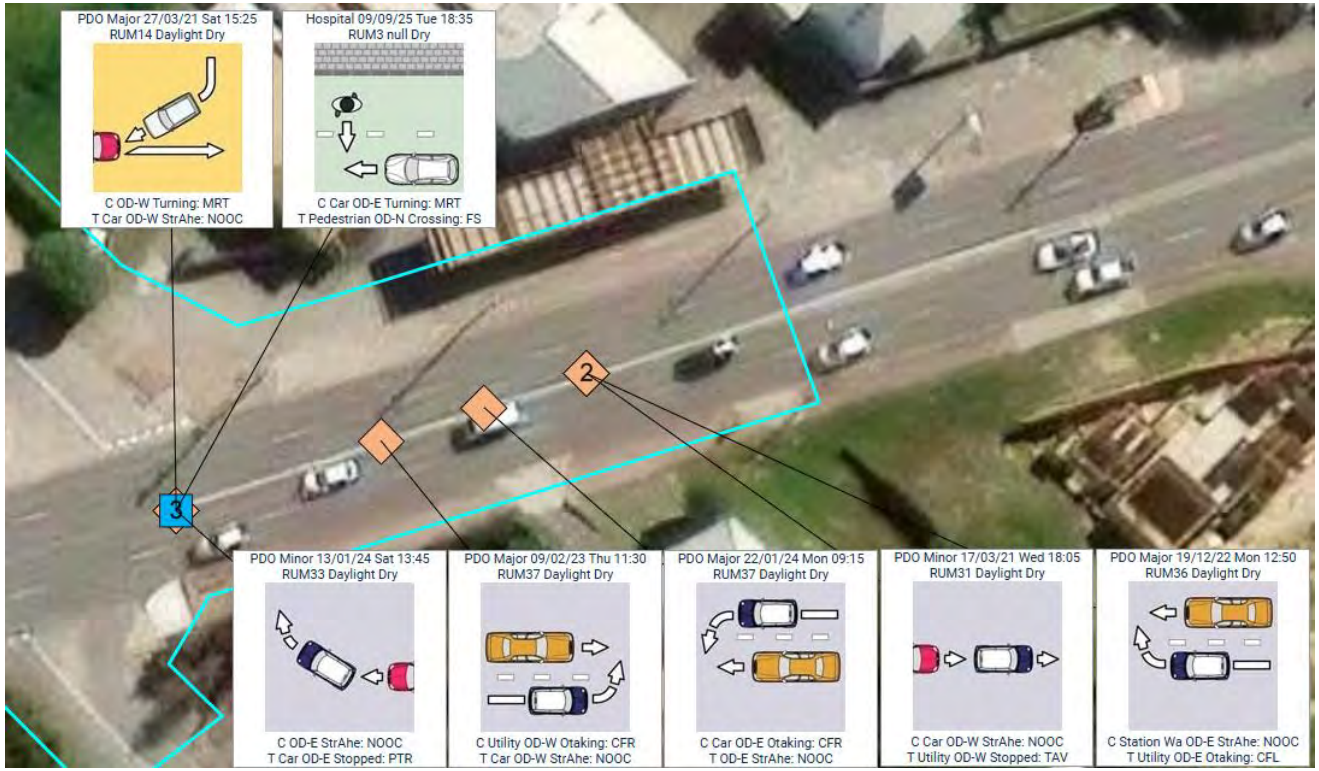
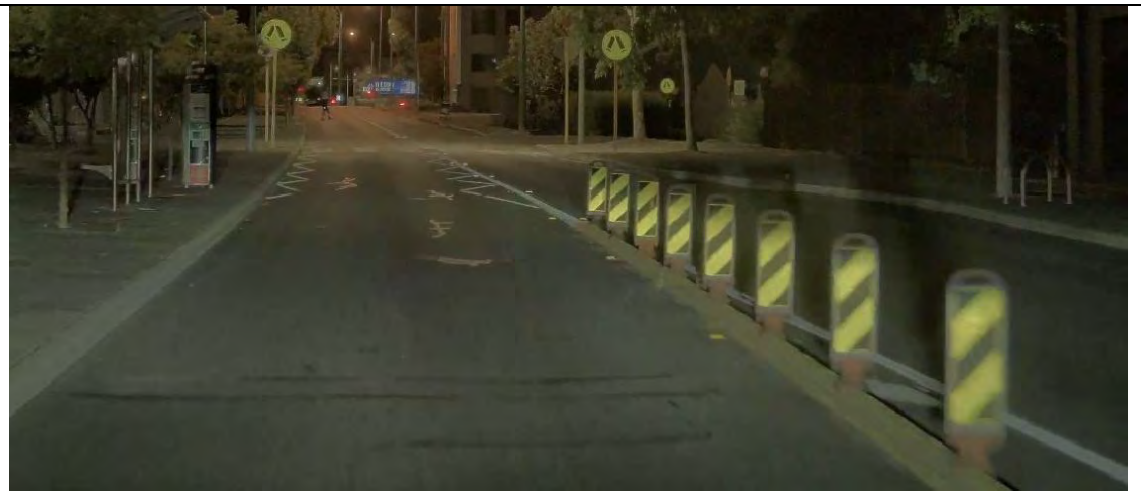


Figure 31 – Five- year crash plot ending 31 Dec 2025

	The proposed development will result in increased right turn movements at the intersection, as well as at the proposed access off Guildford Rd. The existing crash record indicates one Property Damage Only crash in the last five years associated with turns into or out of Kenilworth St. Both the City of Bayswater and Main Roads WA have raised safety concerns regarding right turns into and out of the development site with the City questioning whether limiting movements could alleviate these concerns and Main Roads WA advising that this would require islands, widening and design changes (4). The City and Main Roads WA did not quantify the safety concerns during the meeting. This updated TIA, with updated Crash Data does not identify an existing right turn crash concern at the Kenilworth St/ Guildford Rd intersection. This may be due to good sight lines at this intersection, and the platooning impact of the traffic signals at the Garratt Rd intersection that provides suitable gaps in traffic on Guildford Rd for drivers to perform these movements safely. Restricting right turns into and out of the development site at the proposed access driveway is unlikely to result in a reduction of right-turn against traffic movements as these would simply relocate to the Kenilworth St intersection, i.e. if a driver cannot turn right into Guildford Rd when leaving the site, they will use the Kenilworth St access driveway to turn right from Kenilworth St instead. There are numerous examples where right-turn movements into and out of developments have been successfully restricted without requiring medians, road widening, or significant geometric modifications. One such approach is the use of flexible bollards, as illustrated in Photograph 7 and Photograph 8 on the following page. While restricting right-turn movements into and out of developments fronting State Roads can reduce the likelihood of conflict points and associated injury crashes at the immediate access location, such measures do not inherently translate to an overall safer road network. In practice, drivers may seek alternative routes to complete these manoeuvres, often at locations that are less suitable or have poorer visibility, higher traffic volumes, or inadequate turning facilities. This displacement of turning movements can introduce new risks elsewhere in the network, potentially offsetting the safety benefits achieved at the original access point. Accordingly, any consideration of right-turn restrictions should be assessed within the broader network context to ensure that safety outcomes are not inadvertently compromised.



Photograph 7 – Example of flexible bollards to restrict right turn movements into and out of adjacent development

Whilst the above example is on a local road, there are examples of other types of bollards used on State Roads to restrict access, as shown in Photograph 8 below.



Photograph 8 – Example of flexible bollards used on a State Road (Dunreath Drive)

17 Public transport access

Describe the level of access to the site by public transport, including: – the route number, general route (origin/destination/mid-points), frequency and hours of service for all routes passing within 400 metres of the site; – the locations of the nearest bus stops for all routes passing within 400 metres of the site; – the location of any train stations within 800 metres of the site; – the existing pedestrian/cycle routes between the site and the nearest bus stops/train stations (if within 400 metres for bus stops and 800 metres for train stations). Describe any proposals to improve public transport access.	There are bus stops on both sides of Guildford Rd within a 1-minute walk of the subject site. These two bus stops are served by Transperth High Frequency Buses 998 and 999 and regular Transperth Buses 48 and 55, with services throughout the day, as shown in Figure 6 on page 14 in **Section 4**. The site is an 11-minute walk from Meltham train station at the northern end of Kenilworth St. Meltham Station is served by three (3) train lines: ► Midland Line – runs between Perth ↔ Midland ► Airport Line – runs between High Wycombe ↔ Claremont (via Perth) ► Ellenbrook Line – runs between Ellenbrook ↔ Perth Existing bicycle networks are shown in Figure 6 on page 14. There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing on Guildford Rd 76 m east of Kenilworth St (refuge island with gaps, grab rails and ramps on both sides). The path on the northeast side of Kenilworth St extends to the *Long-Term Cycle Network* (7) Principal Path located on the railway side of Whatley Crescent with ramps and bridges to Meltham Station, a distance of approximately 800 m. There are no known proposals to improve public transport access and no identified warrant to do so as a result of the proposed development.

18 Pedestrian access/ amenity

Describe/show the existing level of access/amenity for pedestrians, including: – existing pedestrian facilities/routes within the site (from Section 4); – existing pedestrian access to the site (from Section 4); – existing pedestrian facilities on the surrounding roads (from Section 4); – any potential deficiencies or areas where improvements may be warranted or of benefit, for example, missing sections of footpath or uncontrolled crossings of major roads (from Section 7). Describe/show any proposals to improve access/amenity for pedestrians, including: – pedestrian facilities within the development; – pedestrian access to the site; – pedestrian facilities on the surrounding roads.	Pedestrian access to the front entrance of the control building/ convenience store is provided via a path between this and the existing path on Guildford Rd, as shown in Figure 10 on page 19. Existing bicycle networks are shown in Figure 6 on page 14. There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing on Guildford Rd 76 m east of Kenilworth St (refuge island with gaps, grab rails and ramps on both sides). Guildford Road and Kenilworth St are not part of the *Long-Term Cycle Network* (7). Whilst there is a lack of a controlled pedestrian crossing on Guildford Rd in the vicinity of the site, there is an informal crossing close to the northern boundary of the site that has not had any reported crashes in the last five-year reporting period. The nearest controlled crossing is within the traffic signals at Garratt Rd, approx.600 m to the east of the informal crossing. **The Guildford Road Corridor Widening Project** is likely to include improved facilities for pedestrians and cyclists, both along Guildford Rd and across this, but it is currently unfunded with no time frame for implementation, if at all. There are no known proposals to improve pedestrian access (other than the proposed path to the front entrance of the control building/ convenience store) and no identified warrant to do so as a result of the proposed development.

19 Cycle access/ amenity

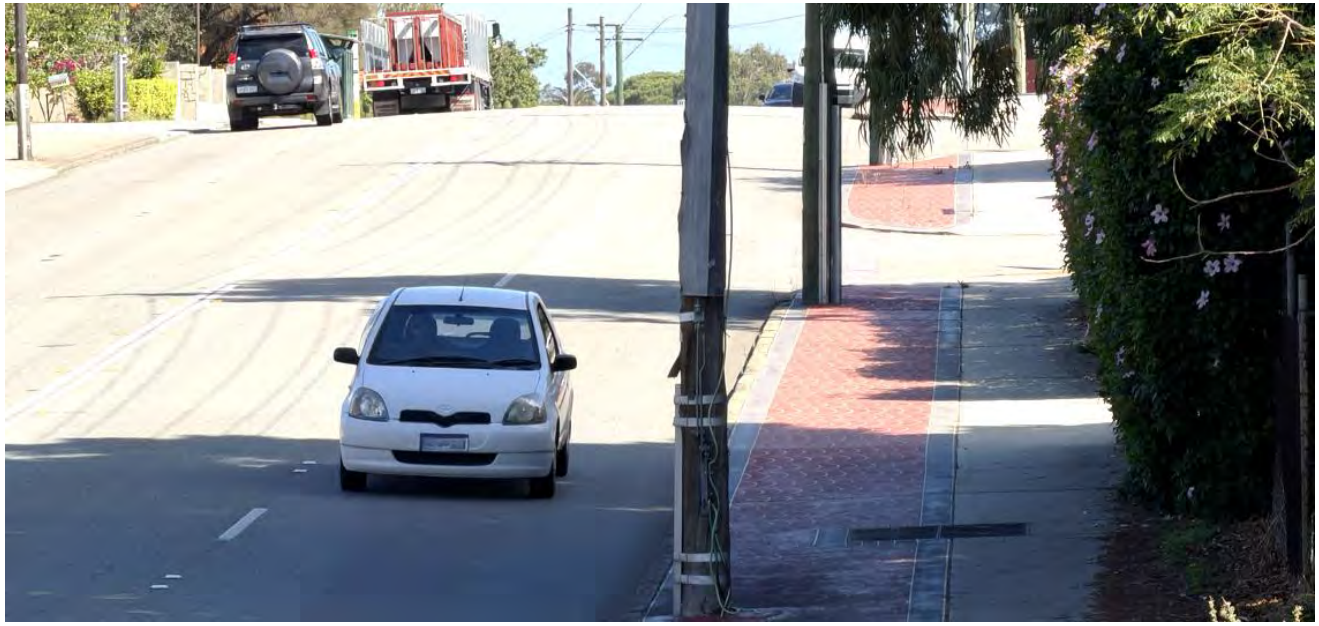
Describe/show the existing level of access/amenity for cycles, including:

- existing cycle facilities/routes within the site (from Section 4);
- existing cycle access to the site (from Section 4);
- existing cycle facilities on the surrounding roads (from Section 4);
- any potential deficiencies or areas where improvements may be warranted, or of benefit, for example, missing sections of cycle paths or lanes or uncontrolled crossings of major roads (from Section 7).

Describe/show any proposals to improve access/ amenity for cycles, including:

- cycle facilities within the development;
- cycle access to the site;
- cycle facilities on the surrounding roads.

Guildford Road is not attractive for on-road cycling due to relatively narrow (3m) lanes, with large power poles near this, as well as drainage structures, as shown in Photograph 9 below.



Photograph 9 – Looking west along Guildford Rd approach to Kenilworth St

Guildford Rd is not part of the *Perth and Peel Long Term Cycle Network* (7). Long distance cycle east-west cycle movements are accommodated by the Principal Shared Path between the railway line and Whatley Crescent approx. 650 m northwest of Guildford Rd. This Principal Shared Path is part of the Long-Term Cycle Network.

Based on the above, all cycle movements to and from the development site should be on the path network, as described in **Sections 4** and **18**.

The Guildford Road Corridor Widening Project is likely to include improved facilities for pedestrians and cyclists, both along Guildford Rd and across this but it is currently unfunded with no time frame for implementation, if at all.

There are no known proposals to improve cycling access and no identified warrant to do so as a result of the proposed development.

20 Analysis of pedestrian/ cycle networks

Undertake an analysis of the operation and safety of the external pedestrian/cycle networks including: – identifying which roads could potentially be difficult for pedestrians and cyclists to cross; – identifying where safe crossing facilities should be provided; – indicating where safe crossing facilities are proposed.	As indicated in **Section 18**, whilst there is a lack of a controlled pedestrian crossing on Guildford Rd in the vicinity of the site, there is an informal crossing close to the northern boundary of the site that has not had any reported crashes in the last five-year reporting period. The nearest controlled crossing is within the traffic signals at Garratt Rd, approx.600 m to the east of the informal crossing. The concept plans provided for the **Guildford Road Corridor Widening Project** do not show details such as proposed pedestrian crossing locations. It does however include provision for traffic signal control at some intersections which could incorporate formal pedestrian crossing facilities.

21 Safe walk/ cycle to school (as appropriate)

For residential developments, undertake a safe walk/cycle to school assessment by: – identifying all schools within 800 metres of the development; – identifying the most likely walk and cycle routes to each school from the development; – determining any potential deficiencies along these routes; – proposing measures to address these deficiencies. – For school site developments, undertake a safe walk/cycle to school assessment by: – identifying the school's potential walk catchment, i.e. residential areas within 800 metres of the school; – identifying the most likely walk and cycle routes to the school from the residential catchments; – determining the existing walk/cycle facilities along these routes; – determining any potential deficiencies along these routes; – proposing measures to address these deficiencies.	Not applicable.

22 Parking

Assess the demand for parking (for non-residential developments only); and Determine whether the proposed parking supply is appropriate.	The development includes 10 parking bays, including one (1) designated for use by a person with a disability with an adjacent shared space and a rail for secure parking of 2 bicycles next to the control building/ convenience store entrance. The indicated minimum parking requirement in the *City of Bayswater Local Planning Scheme No 24* (11) is 8 bays for a service station and 6 bays per 100 m^2 for a Convenience Store. In this instance the demand for parking for the convenience store is less due to the provision of a drive-thru facility. The GFA of the control building/ convenience store is 268 m^2, suggesting a requirement for 16 bays. Assuming 20% of parking demand (based on the drive-thru facility) this results in a demand for 4 bays. On this basis, it has been assessed that parking provision of 10 bays for the site, as well as queueing space for 6 vehicles at the drive-thru retail and 6 vehicles at the drive thru car wash, clear of internal movement areas, is adequate for the demand, i.e., 10 + 6 + 6 = parking space for 22 cars provided. During the site inspections, it was noted that construction activities, as well as parking associated with the Café on the southwest corner of the Guildford Rd/ Kenilworth St intersection, results in vehicles parked on the verge that restricts sight lines to and from existing driveways and therefore should be prohibited, as per the restrictions on the Café side, irrespective of the proposed development. The Café has an off-street car park capable of accommodating 10 cars. One of these bays was not useable due to the placement of a bulk rubbish bin. There were 7 cars within this car park at the same time that café parking was observed to occur on the street and verged on Kenilworth St. This suggests that No Stopping on Road or Verge restrictions can be implemented on Kenilworth St between Guildford Rd and the northern boundaries of the Café and proposed Service Station without impacting on the Café as this parking can, and should be, accommodated within the Café car park.

23 Provision for service vehicles

For the non-residential developments (or the non-residential components of mixed use developments), describe/show the access arrangements and on-site loading or unloading facilities for service vehicles; For residential developments, discuss/ show the access to the site for rubbish collection and emergency vehicles.	The access arrangements for service vehicles are shown in Figure 13 – Access arrangements and swept paths of the MRV (Medium Rigid Vehicle: Waste Collection & Medium Service Truck) Design Vehicle and Figure 15 – Access arrangements and swept paths of the 19 m Semi Trailer (Fuel Tanker) Design Vehicle on pages 22 and 24. The Medium Rigid Vehicle (MRV) is representative of the Waste Collection Vehicle and medium (i.e. up to 8.8 m long) single unit service trucks. Smaller service vehicles and delivery vans up to 5.4 m long, such as the Toyota HiAce LWB, Hyundai iLoad, Ford Transit and Volkswagen Transporter, can either use the indicated embayment along the northwestern boundary provided for the MRVs, or a vacant parking bay for servicing the site.

24 Traffic management plan (appropriate developments)

For all school sites, and other developments as requested by the approving authority, prepare a traffic management plan for the frontage roads, showing: – parking provision; – parking restrictions/time limits; – set down/pick up areas; – taxi stands; – loading zones; – bus stops/lay over areas; – pedestrian facilities/crossings; – cycle facilities/crossings; – pedestrian accesses to the development.	It is normal practice for Service Stations to have a Traffic Management Plan (TMP), sometimes referred to as an Operational Management Plan (OMP). A typical TMP for a Service Station would guide the day-to-day functioning of the proposed service station, aimed at ensuring safe and efficient operation of all site components. The TMP would address site access arrangements, internal vehicle circulation, and the interaction between fuel customers, drive-thru users, car wash patrons, and service vehicles, including delivery schedules. Particular focus would be placed on managing vehicle queuing associated with the drive-thru coffee and grocery facility and the automatic car wash to ensure that all demand is accommodated within the site and does not impact the adjacent road network. Clear signage, line marking, and defined circulation paths would be implemented to minimise conflicts and support safe vehicle and pedestrian movements. The TMP would also outline procedures for parking management, servicing and deliveries, and operational controls to minimise impacts on the surrounding area. This would include the use of the dedicated loading embayment, scheduling of deliveries to avoid peak periods, and management of the 10 on-site parking bays to prevent spillovers into nearby streets. In addition, the plan would incorporate safety, lighting, and environmental management measures, along with monitoring and review mechanisms to ensure ongoing compliance with relevant approvals and to respond to any operational issues. Overall, the TMP would provide a structured framework to maintain efficient site operations while safeguarding the performance of the surrounding road network and local amenities. A review of the provided site plan has not identified any concerns with the proposed pavement markings at this stage. The TMP will identify any required supporting signs.

25 Conclusions

Provide a summary of the findings and conclusions of the TIA.	This TIA has assessed and determined that the proposed development, subject to the recommendation below: ► provides safe and efficient access for all modes; ► is well integrated with the surrounding land uses; ► does not adversely impact on the surrounding land uses; and ► does not adversely impact on the surrounding transport networks and the users of those networks. It is important to note that the above is based on the definitions of impacts in the context of the *WAPC Guidelines* and relative to traffic engineering assessments. Local residents and other stakeholders will have their own definitions of impacts. The sensitivity assessment of the Peer Review trip generation, pass-by and assignment assumptions confirms that the proposed access and adjacent intersection are forecast to continue operating acceptably, and does not alter the conclusions of this TIA. **Recommendation** It is recommended that: ► 'No Stopping Road or Verge' restrictions are applied to both sides of Kenilworth St from its intersection with Guildford Rd to the northwestern side of the existing access driveways to the Café on the southwest side and the northwestern side of the existing dual access driveway to the development site and the adjacent residence at 49A Kenilworth St, similar to the existing signed restrictions on the Café side. ► Prior to occupation, a site-specific **Traffic Management Plan / Operational Management Plan** should be prepared to the satisfaction of the responsible authority. The TMP should include fuel delivery procedures, delivery timing restrictions where practicable, drive-through and car wash queue monitoring, parking management, service vehicle access, staff procedures, signage and line marking requirements, and an incident/ review process.

Appendix A SIDRA Intersection 11 Data

Degree of Saturation (DoS) Volume/ Capacity Ration (v/c)	LoS	Average Delay per vehicle (d) in seconds				v/c Range	Performance Comments
		Unsignalised intersections	Roundabouts	Signalised intersections	All (RTA)		
< 0.6	A	d ≤ 10	d ≤ 10	d ≤ 10	d ≤ 14.5	≤ 0.44	**Good operation and plenty of spare capacity** *Stable free flow conditions where drivers are able to select desired speeds and to easily manoeuvre within the traffic stream.*
	B	10 < d ≤ 15	10 < d ≤ 20	10 < d ≤ 20	14.5 < d ≤ 28.5		
0.6 - 0.7	C	15 < d ≤ 25	20 < d ≤ 35	20 < d ≤ 35	28.5 < d ≤ 42.5	0.45 - 0.64	**Acceptable delays and spare capacity** *Stable flow but most drivers are restricted to some extent in their ability to select their desired speed and to manoeuvre within the traffic stream.*
0.7 - 0.8	D	25 < d ≤ 35	35 < d ≤ 50	35 < d ≤ 55	42.5 < d ≤ 56.5	0.65 - 0.84	**Acceptable delays** (Expected typical peak hour conditions) *Close to the limit of stable flow. All drivers are restricted in their ability to select their desired speed and to manoeuvre within the traffic stream. Small increases in traffic flow may cause operational problems.*
0.8 - 0.9							
0.9 - 1.0	E	35 < d ≤ 50	50 < d ≤ 70	55 < d ≤ 80	56.5 < d ≤ 70.5	0.85 - 1.04	**Near capacity and senstive to disturbances in flows** *Traffic volumes are close to capacity and there is virtually no freedom to select desired speeds. Flow is unstable and minor disturbances within the traffic stream will cause breakdown leading to long queues and delays.*
> 1.0	F	50 < d	70 < d	80 < d	70.5 < d	> 1.25	**At Capacity** - Requires other control mode and/ or additional lanes *In the zone of forced flow where the amount of traffic approaching the point under consideration exceeds that which can pass. Flow breakdown occurs and extensive queues and delays result.*

Table 3 – SIDRA Intersection11 performance criteria and descriptions

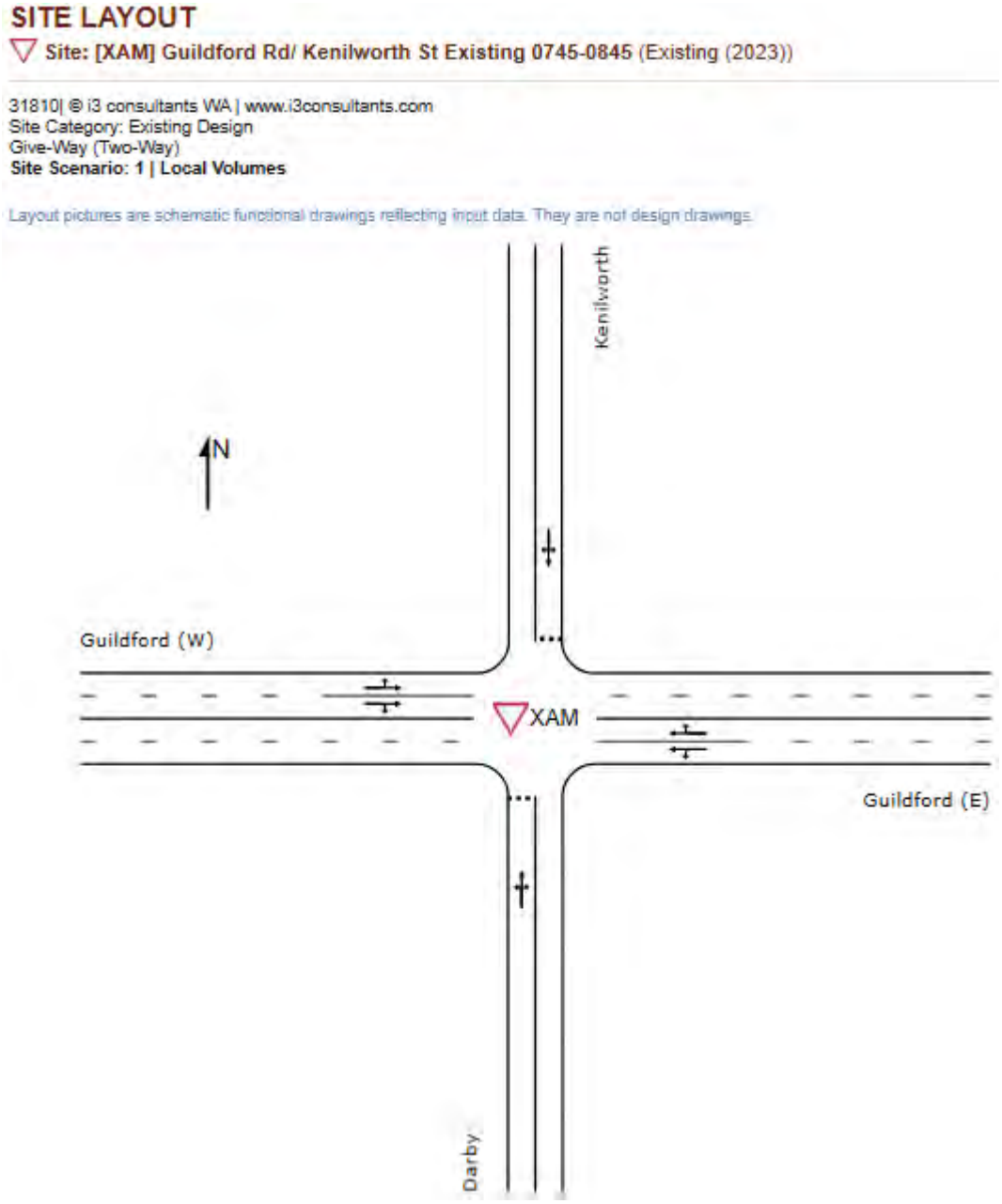


Figure 32 – Example of Intersection Model

SITE LAYOUT

Site: [XAAM] OTR-Access Exist+Dev 0745-0845 (2023+Development)

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

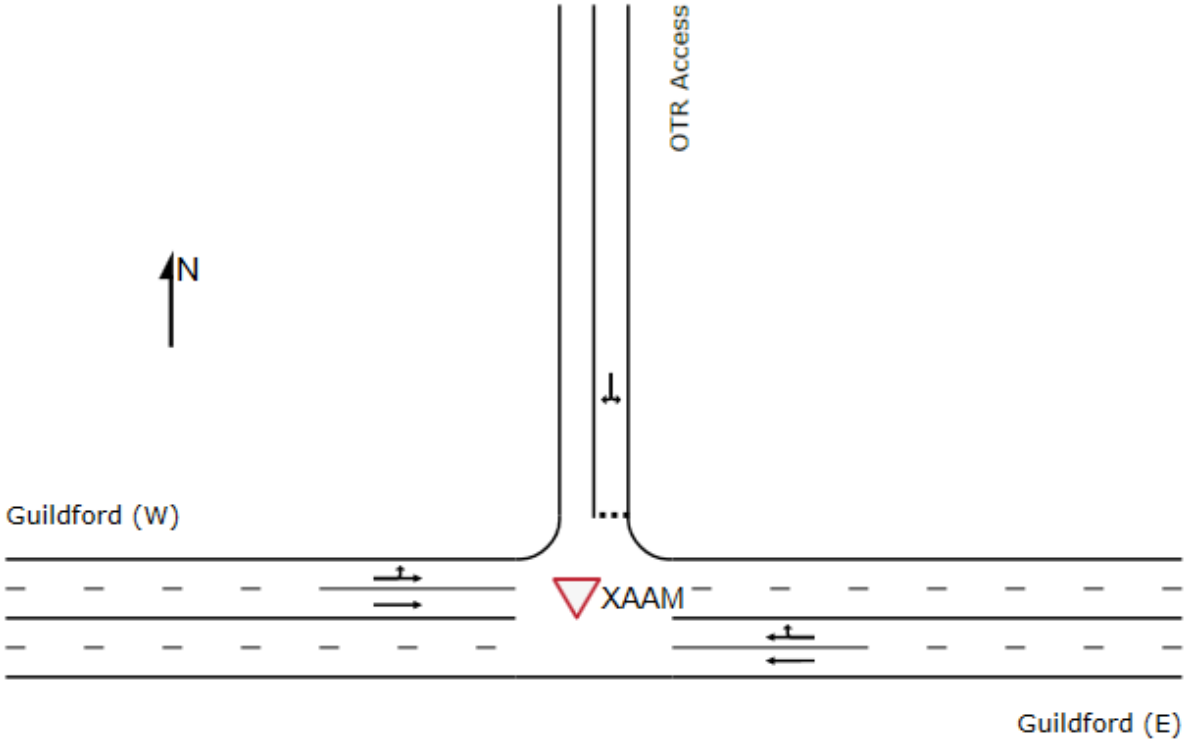


Figure 33 – Example of Guildford Rd Access Model

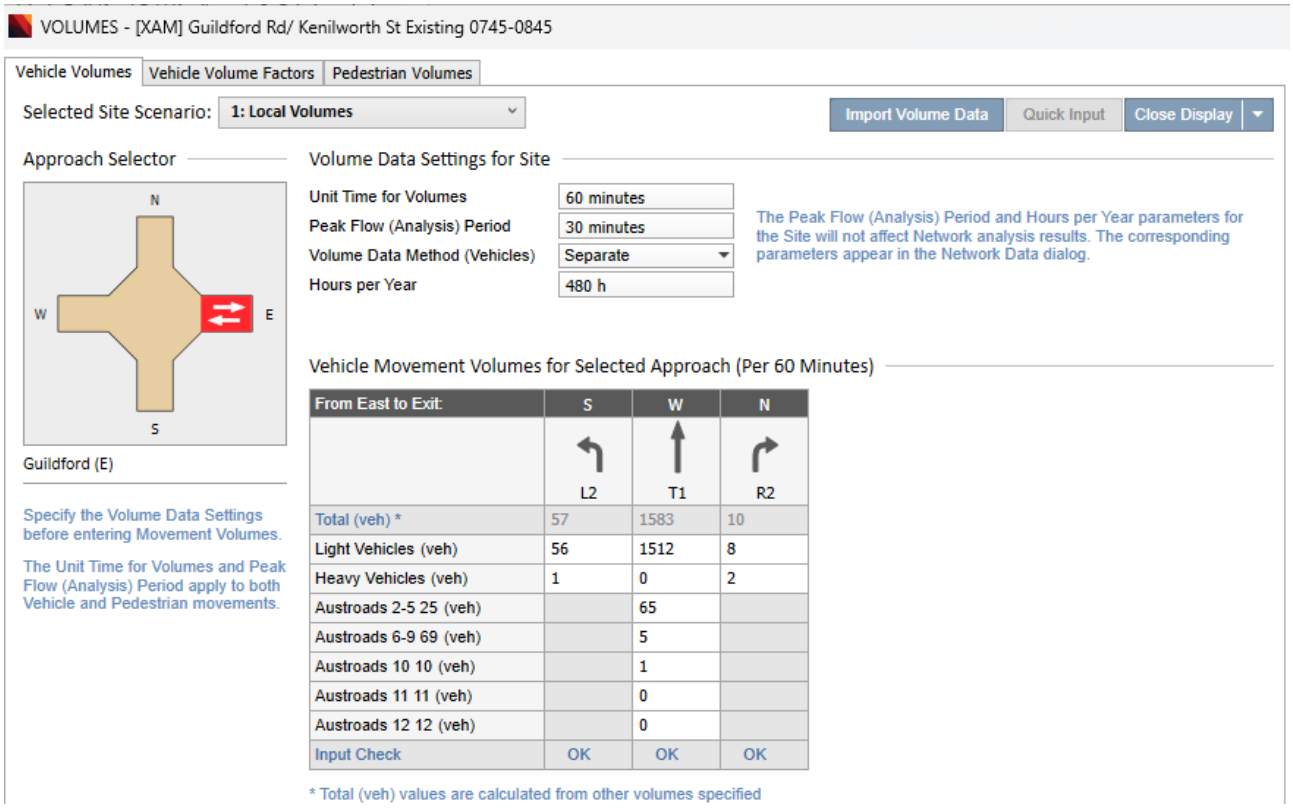


Figure 34 – Example of input volumed data by Vehicle Class and settings

Note: Side road data limited to Light Vehicle (LV) and Heavy Vehicle (HV) whilst Guildford Rd classifies all HVs according to Austroads (resulting in 0 in HV to avoid duplication of these). Refer Figure 35 on the following page for Austroads Classifications.

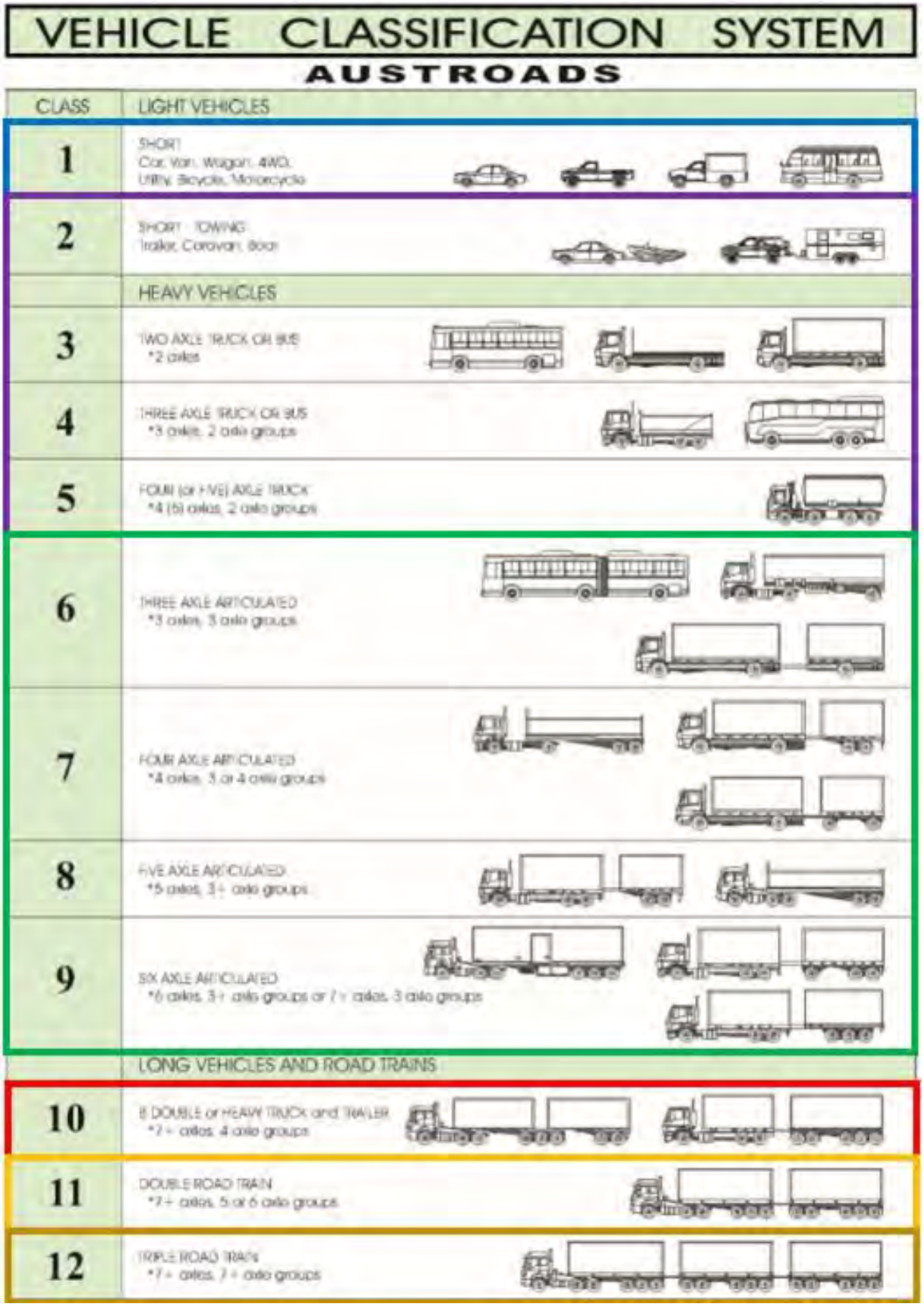


Figure 35 – Classification of Vehicles in Guildford Road Data

MOVEMENT SUMMARY

Site: [XAM] Guildford Rd/ Kenilworth St Existing 0745-0845 (Existing (2023))
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Darby															
SL	L2	All MCs	26	0.0	26	0.0	0.382	16.9	LOS C	1.5	10.2	0.91	1.03	1.13	32.1
ST	T1	All MCs	1	0.0	1	0.0	0.382	128.5	LOS F	1.5	10.2	0.91	1.03	1.13	23.6
SR	R2	All MCs	31	0.0	31	0.0	0.382	52.2	LOS F	1.5	10.2	0.91	1.03	1.13	32.0
Approach			58	0.0	58	0.0	0.382	37.5	LOS E	1.5	10.2	0.91	1.03	1.13	31.9
East: Guildford (E)															
EL	L2	All MCs	60	1.8	60	1.8	0.480	6.5	LOS A	0.0	0.0	0.00	0.05	0.00	62.4
WT	T1	All MCs	1666	4.5	1666	4.5	0.480	0.4	LOS A	0.5	3.9	0.02	0.06	0.02	68.3
ER	R2	All MCs	11	20.0	11	20.0	0.480	17.9	LOS C	0.5	3.9	0.04	0.06	0.05	48.2
Approach			1737	4.5	1737	4.5	0.480	0.8	NA	0.5	3.9	0.02	0.06	0.02	68.0
North: Kenilworth															
NL	L2	All MCs	13	8.3	13	8.3	0.086	8.9	LOS A	0.3	2.2	0.93	0.77	0.93	40.9
NT	T1	All MCs	1	0.0	1	0.0	0.086	122.1	LOS F	0.3	2.2	0.93	0.77	0.93	30.0
NR	R2	All MCs	4	0.0	4	0.0	0.086	43.5	LOS E	0.3	2.2	0.93	0.77	0.93	41.1
Approach			18	5.9	18	5.9	0.086	23.7	LOS C	0.3	2.2	0.93	0.77	0.93	40.6
West: Guildford (W)															
WL	L2	All MCs	2	50.0	2	50.0	0.312	6.2	LOS A	0.0	0.0	0.00	0.00	0.00	54.7
WT	T1	All MCs	1013	3.6	1013	3.6	0.312	1.9	LOS A	1.5	11.0	0.08	0.09	0.08	58.2
WR	R2	All MCs	15	0.0	15	0.0	0.312	28.8	LOS D	1.5	11.0	0.19	0.21	0.19	51.1
Approach			1029	3.7	1029	3.7	0.312	2.3	NA	1.5	11.0	0.08	0.09	0.08	58.2
All Vehicles			2842	4.1	2842	4.1	0.480	2.2	NA	1.5	11.0	0.07	0.09	0.07	63.0

MOVEMENT SUMMARY

Site: [XPM] Guildford Rd/ Kenilworth St Existing 1530-1630 (Existing (2023))
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Darby															
SL	L2	All MCs	39	0.0	39	0.0	0.367	12.8	LOS B	1.5	10.8	0.94	0.96	1.18	35.1
ST	T1	All MCs	1	0.0	1	0.0	0.367	119.2	LOS F	1.5	10.8	0.94	0.96	1.18	26.7
SR	R2	All MCs	33	0.0	33	0.0	0.367	47.8	LOS E	1.5	10.8	0.94	0.96	1.18	35.0
Approach			73	0.0	73	0.0	0.367	30.0	LOS D	1.5	10.8	0.94	0.96	1.18	35.0
East: Guildford (E)															
EL	L2	All MCs	33	3.2	33	3.2	0.341	6.5	LOS A	0.0	0.0	0.00	0.04	0.00	62.9
WT	T1	All MCs	1138	2.7	1138	2.7	0.341	1.1	LOS A	1.0	7.2	0.06	0.08	0.06	67.8
ER	R2	All MCs	13	8.3	13	8.3	0.341	26.4	LOS D	1.0	7.2	0.12	0.14	0.12	46.9
Approach			1183	2.8	1183	2.8	0.341	1.6	NA	1.0	7.2	0.05	0.08	0.05	67.4
North: Kenilworth															
NL	L2	All MCs	7	14.3	7	14.3	0.077	11.6	LOS B	0.3	2.0	0.88	0.88	0.88	38.2
NT	T1	All MCs	1	0.0	1	0.0	0.077	104.5	LOS F	0.3	2.0	0.88	0.88	0.88	27.1
NR	R2	All MCs	4	0.0	4	0.0	0.077	41.5	LOS E	0.3	2.0	0.88	0.88	0.88	38.5
Approach			13	8.3	13	8.3	0.077	29.3	LOS D	0.3	2.0	0.88	0.88	0.88	37.7
West: Guildford (W)															
WL	L2	All MCs	5	20.0	5	20.0	0.434	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	53.6
WT	T1	All MCs	1509	2.6	1509	2.6	0.434	0.7	LOS A	1.0	7.2	0.05	0.06	0.06	59.2
WR	R2	All MCs	25	0.0	25	0.0	0.434	15.9	LOS C	1.0	7.2	0.12	0.13	0.12	54.6
Approach			1540	2.6	1540	2.6	0.434	0.9	NA	1.0	7.2	0.05	0.06	0.06	59.1
All Vehicles			2808	2.6	2808	2.6	0.434	2.1	NA	1.5	10.8	0.08	0.10	0.09	61.6

MOVEMENT SUMMARY

Site: [XDAM] Guildford Rd/ Kenilworth St Exist+Dev 0745-0845 (2023 +Development)

Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Darby															
SL	L2	All MCs	26	0.0	26	0.0	0.396	18.1	LOS C	1.5	10.7	0.91	1.03	1.15	31.3
ST	T1	All MCs	1	0.0	1	0.0	0.396	130.1	LOS F	1.5	10.7	0.91	1.03	1.15	22.9
SR	R2	All MCs	31	0.0	31	0.0	0.396	55.0	LOS F	1.5	10.7	0.91	1.03	1.15	10.9
Approach			58	0.0	58	0.0	0.396	39.6	LOS E	1.5	10.7	0.91	1.03	1.15	23.1
East: Guildford (E)															
EL	L2	All MCs	60	1.8	60	1.8	0.502	2.9	LOS A	0.0	0.0	0.00	0.04	0.00	47.0
WT	T1	All MCs	1645	4.5	1645	4.5	0.502	0.6	LOS A	1.3	9.2	0.04	0.07	0.06	67.2
ER	R2	All MCs	25	8.3	25	8.3	0.502	13.2	LOS B	1.3	9.2	0.08	0.10	0.12	30.3
Approach			1731	4.5	1731	4.5	0.502	0.8	NA	1.3	9.2	0.04	0.07	0.06	66.4
North: Kenilworth															
NL	L2	All MCs	39	2.7	39	2.7	0.158	8.6	LOS A	0.6	4.5	0.92	0.74	0.92	28.7
NT	T1	All MCs	2	0.0	2	0.0	0.158	128.7	LOS F	0.6	4.5	0.92	0.74	0.92	33.1
NR	R2	All MCs	6	0.0	6	0.0	0.158	45.4	LOS E	0.6	4.5	0.92	0.74	0.92	43.6
Approach			47	2.2	47	2.2	0.158	18.8	LOS C	0.6	4.5	0.92	0.74	0.92	32.2
West: Guildford (W)															
WL	L2	All MCs	17	6.2	17	6.2	0.308	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	56.7
WT	T1	All MCs	992	3.7	992	3.7	0.308	1.9	LOS A	1.5	11.1	0.08	0.10	0.08	56.7
WR	R2	All MCs	15	0.0	15	0.0	0.308	28.9	LOS D	1.5	11.1	0.19	0.21	0.19	51.2
Approach			1023	3.7	1023	3.7	0.308	2.3	NA	1.5	11.1	0.08	0.10	0.08	56.6
All Vehicles			2859	4.1	2859	4.1	0.502	2.5	NA	1.5	11.1	0.09	0.11	0.10	60.3

MOVEMENT SUMMARY

Site: [XDPM] Guildford Rd/ Kenilworth St Exist+Dev 1530-1630 (2023 +Development)

Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Darby															
SL	L2	All MCs	39	0.0	39	0.0	0.395	14.3	LOS B	1.7	11.6	0.93	0.99	1.20	34.2
ST	T1	All MCs	2	0.0	2	0.0	0.395	116.1	LOS F	1.7	11.6	0.93	0.99	1.20	25.7
SR	R2	All MCs	33	0.0	33	0.0	0.395	48.2	LOS E	1.7	11.6	0.93	0.99	1.20	12.8
Approach			74	0.0	74	0.0	0.395	32.2	LOS D	1.7	11.6	0.93	0.99	1.20	27.5
East: Guildford (E)															
EL	L2	All MCs	33	3.2	33	3.2	0.377	2.9	LOS A	0.0	0.0	0.00	0.03	0.00	47.0
WT	T1	All MCs	1133	3.0	1133	3.0	0.377	1.6	LOS A	1.5	10.6	0.08	0.11	0.08	65.4
ER	R2	All MCs	23	4.5	23	4.5	0.377	21.6	LOS C	1.5	10.6	0.21	0.23	0.21	28.0
Approach			1188	3.0	1188	3.0	0.377	2.0	NA	1.5	10.6	0.08	0.11	0.08	64.4
North: Kenilworth															
NL	L2	All MCs	27	3.8	27	3.8	0.133	10.9	LOS B	0.5	3.8	0.90	0.84	0.90	27.2
NT	T1	All MCs	2	0.0	2	0.0	0.133	104.1	LOS F	0.5	3.8	0.90	0.84	0.90	31.5
NR	R2	All MCs	5	0.0	5	0.0	0.133	41.6	LOS E	0.5	3.8	0.90	0.84	0.90	42.3
Approach			35	3.0	35	3.0	0.133	21.2	LOS C	0.5	3.8	0.90	0.84	0.90	31.1
West: Guildford (W)															
WL	L2	All MCs	15	0.0	15	0.0	0.433	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.0
WT	T1	All MCs	1493	2.5	1493	2.5	0.433	0.7	LOS A	1.0	7.3	0.06	0.07	0.06	58.5
WR	R2	All MCs	25	0.0	25	0.0	0.433	16.3	LOS C	1.0	7.3	0.12	0.14	0.12	54.5
Approach			1533	2.5	1533	2.5	0.433	1.0	NA	1.0	7.3	0.06	0.07	0.06	58.4
All Vehicles			2829	2.6	2829	2.6	0.433	2.5	NA	1.7	11.6	0.10	0.12	0.11	59.0

MOVEMENT SUMMARY

Site: [XAAM] OTR-Access Exist+Dev 0745-0845 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Guildford (E)															
WT	T1	All MCs	1731	4.5	1731	4.5	0.484	0.4	LOS A	0.7	5.3	0.03	0.04	0.03	64.5
ER	R2	All MCs	16	0.0	16	0.0	0.484	14.2	LOS B	0.7	5.3	0.06	0.07	0.07	48.9
Approach			1746	4.5	1746	4.5	0.484	0.5	NA	0.7	5.3	0.03	0.04	0.03	64.3
North: OTR Access															
NL	L2	All MCs	27	0.0	27	0.0	0.043	5.0	LOS A	0.2	1.5	0.71	0.59	0.71	24.6
NR	R2	All MCs	3	0.0	3	0.0	0.043	27.4	LOS D	0.2	1.5	0.71	0.59	0.71	15.9
Approach			31	0.0	31	0.0	0.043	7.4	LOS A	0.2	1.5	0.71	0.59	0.71	23.9
West: Guildford (W)															
WL	L2	All MCs	16	0.0	16	0.0	0.288	2.9	LOS A	0.0	0.0	0.00	0.02	0.00	19.2
WT	T1	All MCs	1062	3.7	1062	3.7	0.288	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach			1078	3.6	1078	3.6	0.288	0.0	NA	0.0	0.0	0.00	0.01	0.00	58.7
All Vehicles			2855	4.1	2855	4.1	0.484	0.4	NA	0.7	5.3	0.02	0.03	0.03	61.1

MOVEMENT SUMMARY

Site: [XAPM] OTR-Access Exist+Dev 1530-1630 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Guildford (E)															
WT	T1	All MCs	1187	2.9	1187	2.9	0.348	1.1	LOS A	1.0	7.5	0.05	0.06	0.05	57.0
ER	R2	All MCs	13	8.3	13	8.3	0.348	25.8	LOS D	1.0	7.5	0.12	0.14	0.12	38.9
Approach			1200	3.0	1200	3.0	0.348	1.4	NA	1.0	7.5	0.06	0.07	0.06	56.8
North: OTR Access															
NL	L2	All MCs	21	0.0	21	0.0	0.035	7.1	LOS A	0.2	1.3	0.76	0.66	0.76	23.0
NR	R2	All MCs	2	0.0	2	0.0	0.035	23.0	LOS C	0.2	1.3	0.76	0.66	0.76	14.6
Approach			23	0.0	23	0.0	0.035	8.5	LOS A	0.2	1.3	0.76	0.66	0.76	22.4
West: Guildford (W)															
WL	L2	All MCs	12	0.0	12	0.0	0.415	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	19.2
WT	T1	All MCs	1553	2.5	1553	2.5	0.415	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			1564	2.5	1564	2.5	0.415	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.1
All Vehicles			2787	2.7	2787	2.7	0.415	0.7	NA	1.0	7.5	0.03	0.04	0.03	57.4

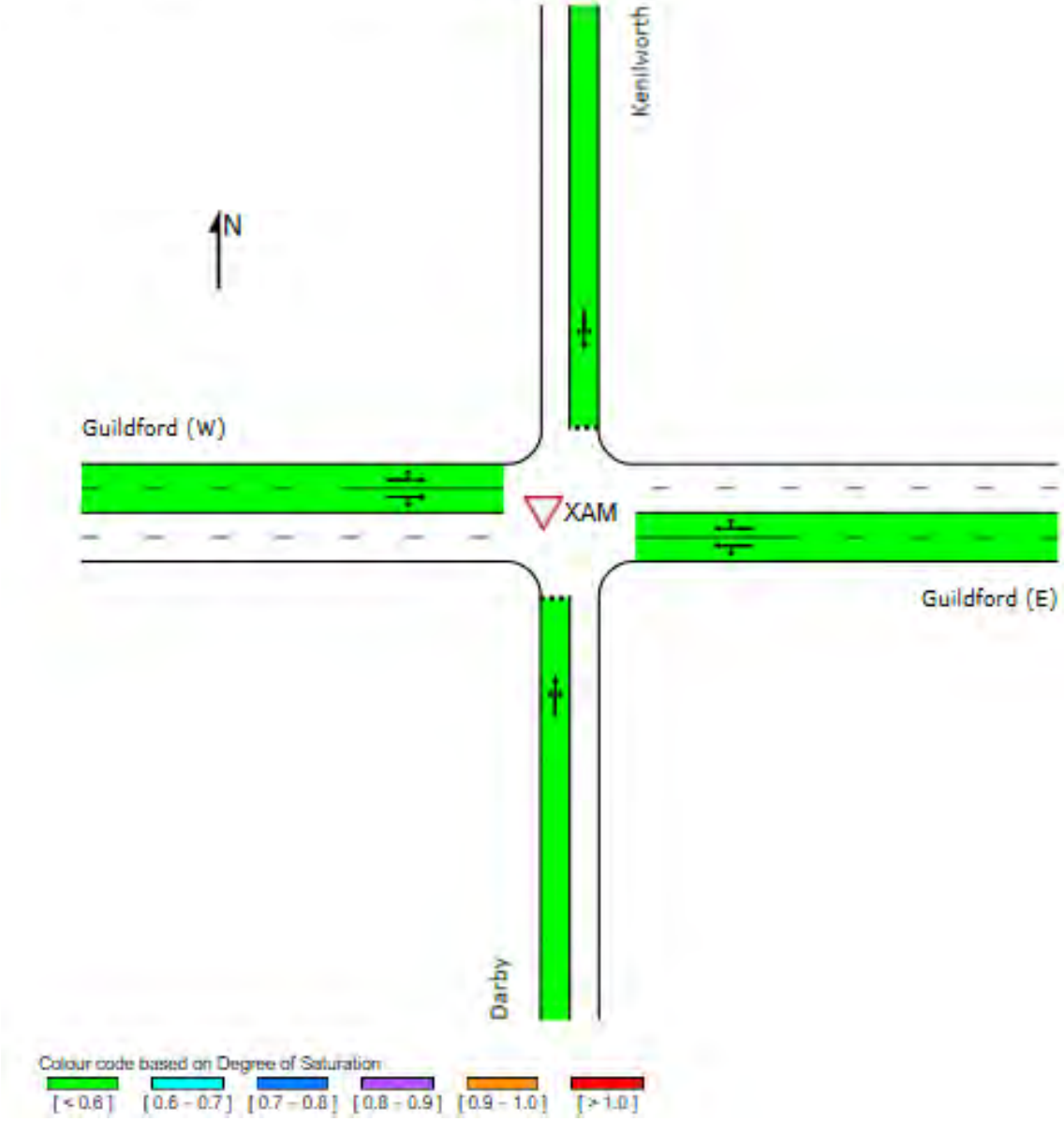
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XAM] Guildford Rd/ Kenilworth St Existing 0745-0845 (Existing (2023))
Output produced by SIDRA INTERSECTION Version: 11.0.1

31810| © i3 consultants WA | www.i3consultants.com
Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.38	0.48	0.09	0.31	0.48



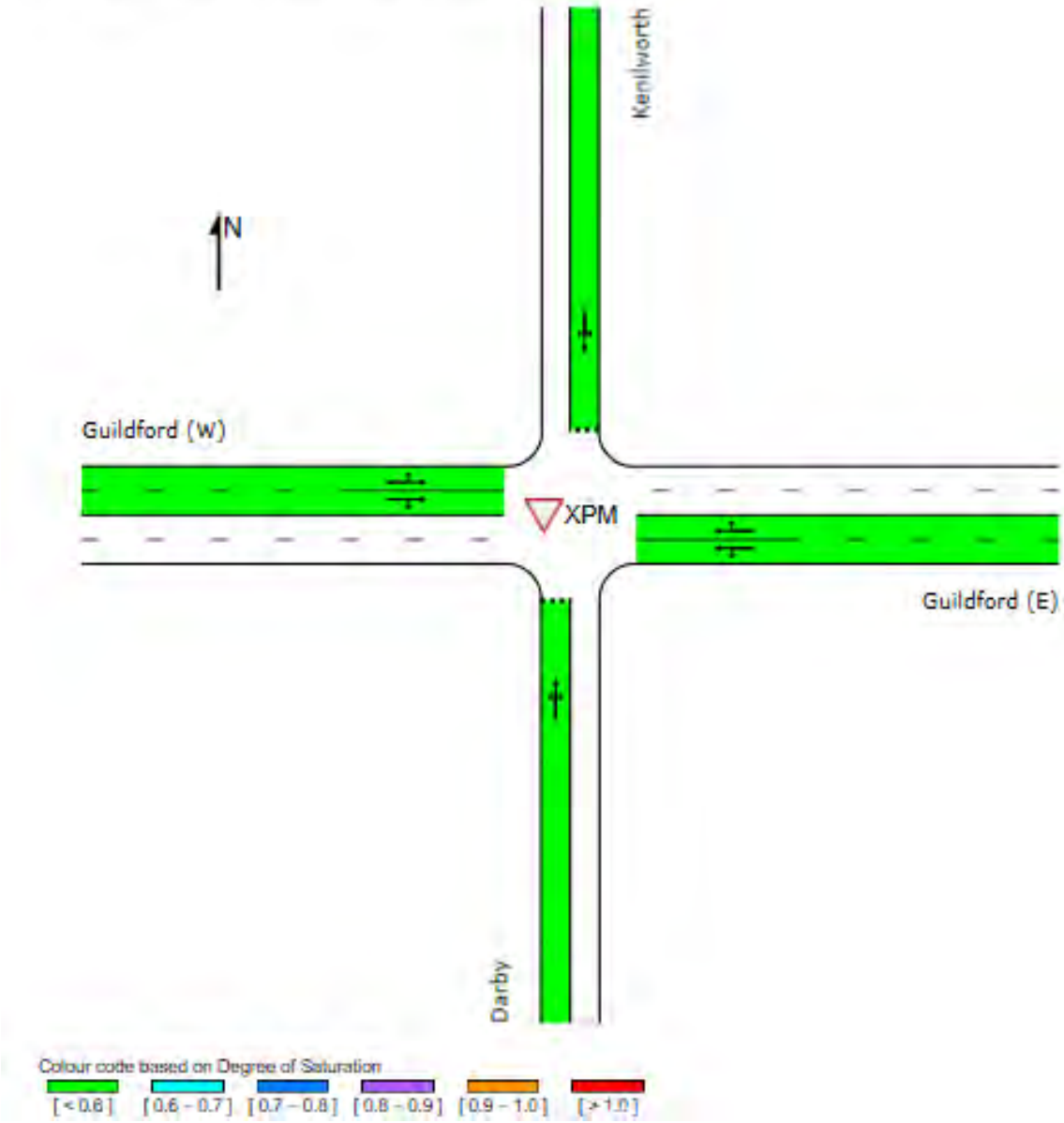
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XPM] Guildford Rd/ Kenilworth St Existing 1530-1630 (Existing (2023))
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Existing Design
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.37	0.34	0.08	0.43	0.43



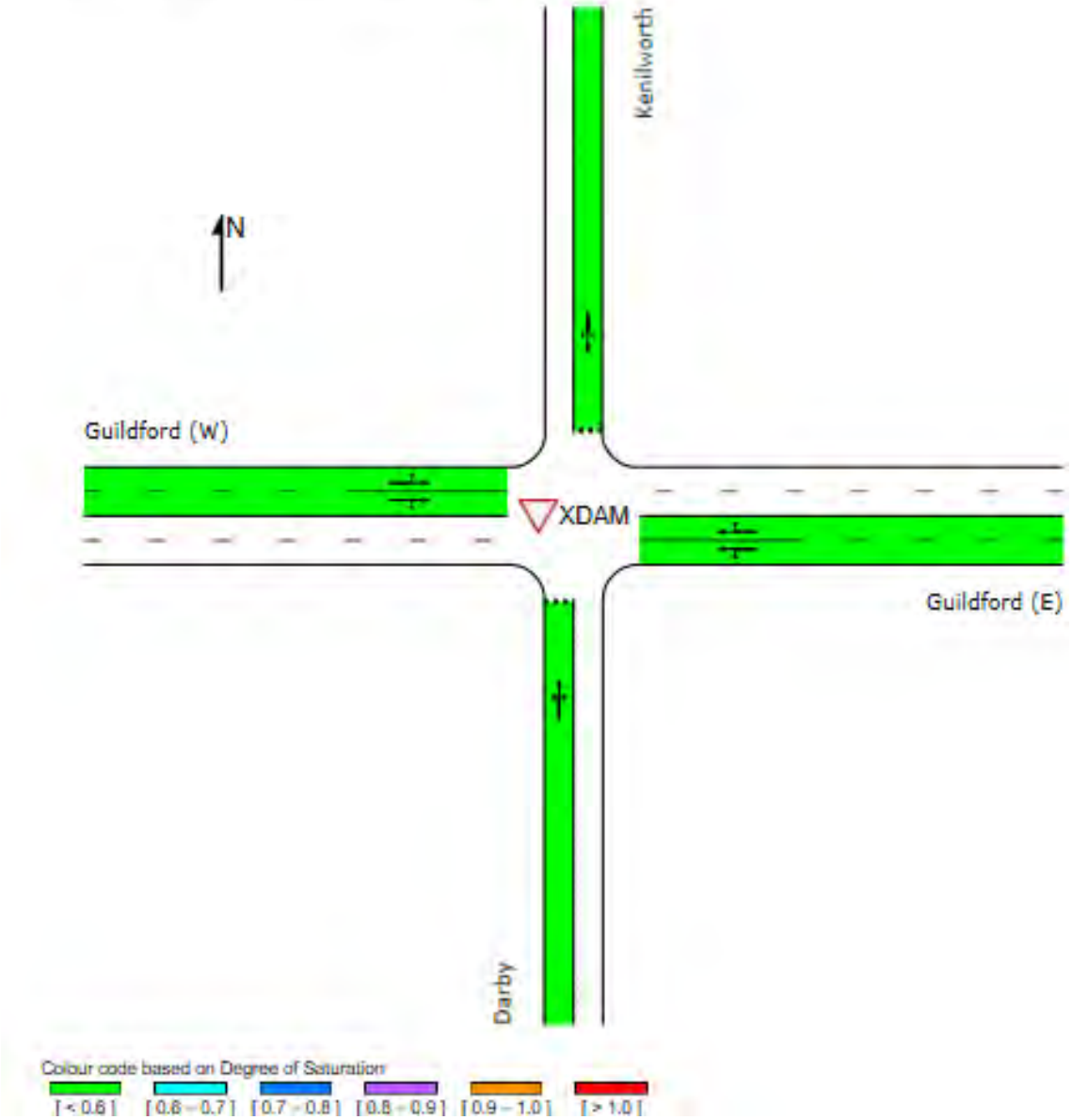
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XDAM] Guildford Rd/ Kenilworth St Exist+Dev 0745-0845 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.40	0.50	0.16	0.31	0.50



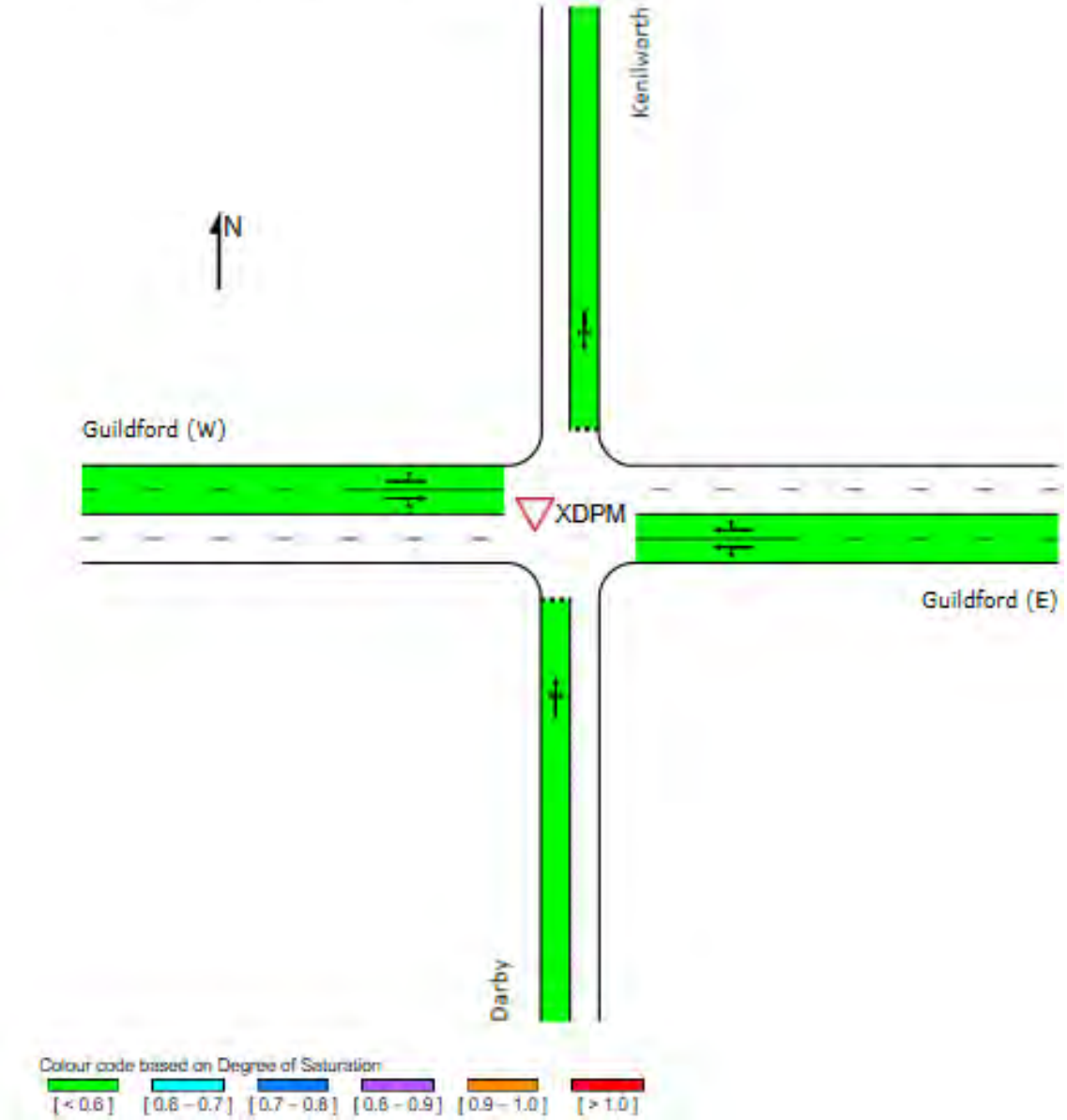
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XDPM] Guildford Rd/ Kenilworth St Exist+Dev 1530-1630 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.40	0.38	0.13	0.43	0.43



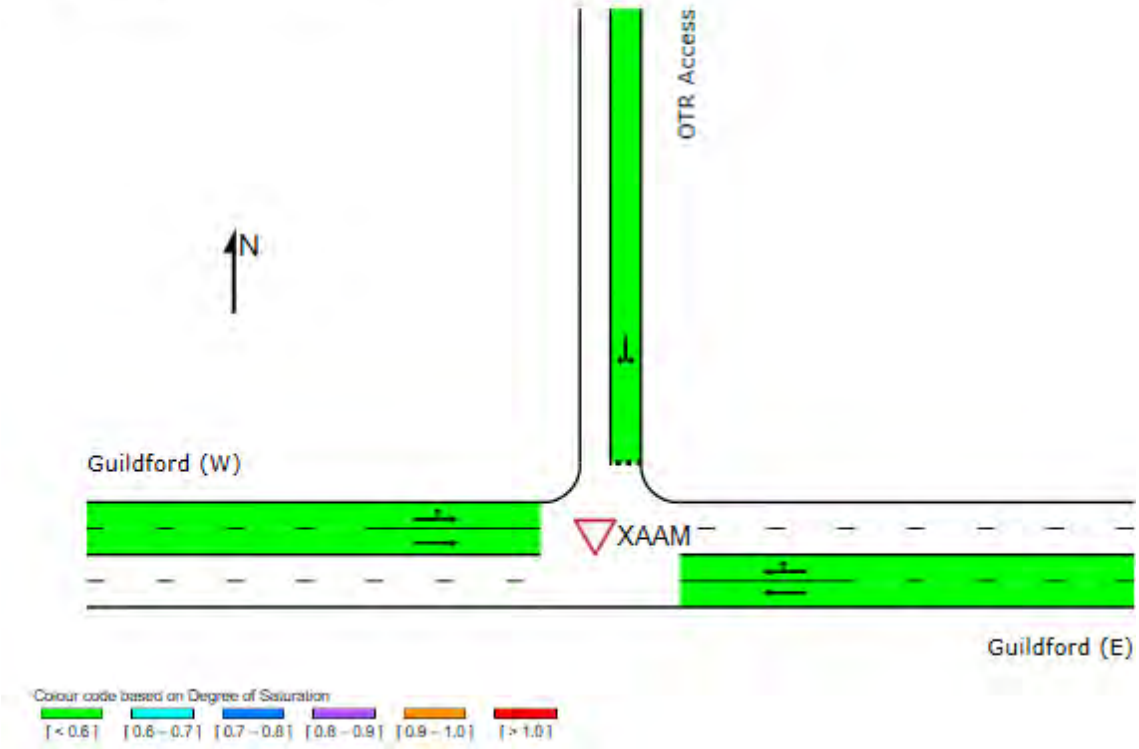
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XAAM] OTR-Access Exist+Dev 0745-0845 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

31810| © i3 consultants WA | www.i3consultants.com
Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches			Intersection
	East	North	West	
Degree of Saturation	0.48	0.04	0.29	0.48



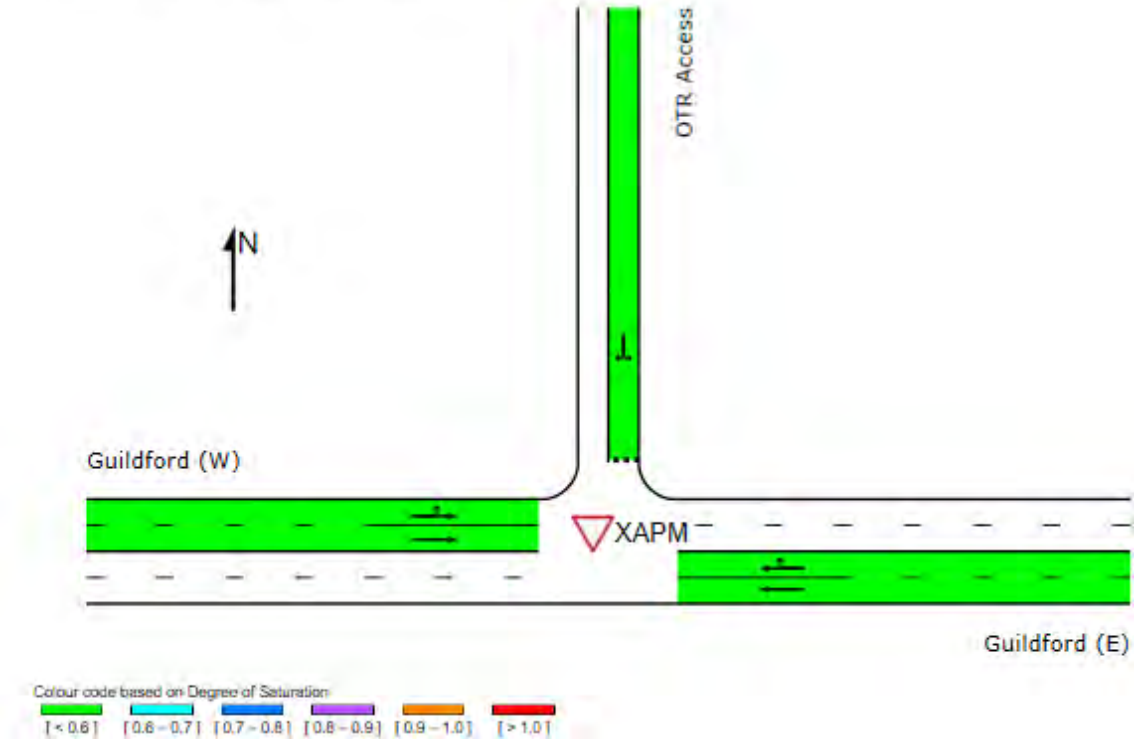
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

Site: [XAPM] OTR-Access Exist+Dev 1530-1630 (2023+Development)
Output produced by SIDRA INTERSECTION Version: 11.0.1

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Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

	Approaches			Intersection
	East	North	West	
Degree of Saturation	0.35	0.03	0.41	0.41



Colour code based on Degree of Saturation
[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Appendix B Sight Distance Calculations

As per Equation 2 - AGRD04A-23 (12).

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + [0.01 \times a])}$$

$SISD$	=	Safe Intersection Sight Distance	
D_T	=	Decision Time (s) = observation time (3s) + reaction time (1.5 alert, 2.0-2.5 other)	= 5.0
V	=	Vehicle operating (85%ile) speed (km/h)	= 70
d	=	coefficient of deceleration (night car: 0.46)	= 0.46
a	=	longitudinal grade (%: +uphill, -downhill)	= 0

$$SISD = \frac{5.00 \times 70}{3.6} + \frac{4900}{254 \times (0.46 + [0.01 \times 0.00])}$$

$$\mathbf{SISD = 140 \ m}$$

Calculation 1 – SISD Calculation for Guildford Rd Access Driveway

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + [0.01 \times a])}$$

$SISD$	=	Safe Intersection Sight Distance	
D_T	=	Decision Time (s) = observation time (3s) + reaction time (1.5 alert, 2.0-2.5 other)	= 5.0
V	=	Vehicle operating (85%ile) speed (km/h)	= 50
d	=	coefficient of deceleration (night car: 0.46)	= 0.46
a	=	longitudinal grade (%: +uphill, -downhill)	= 0

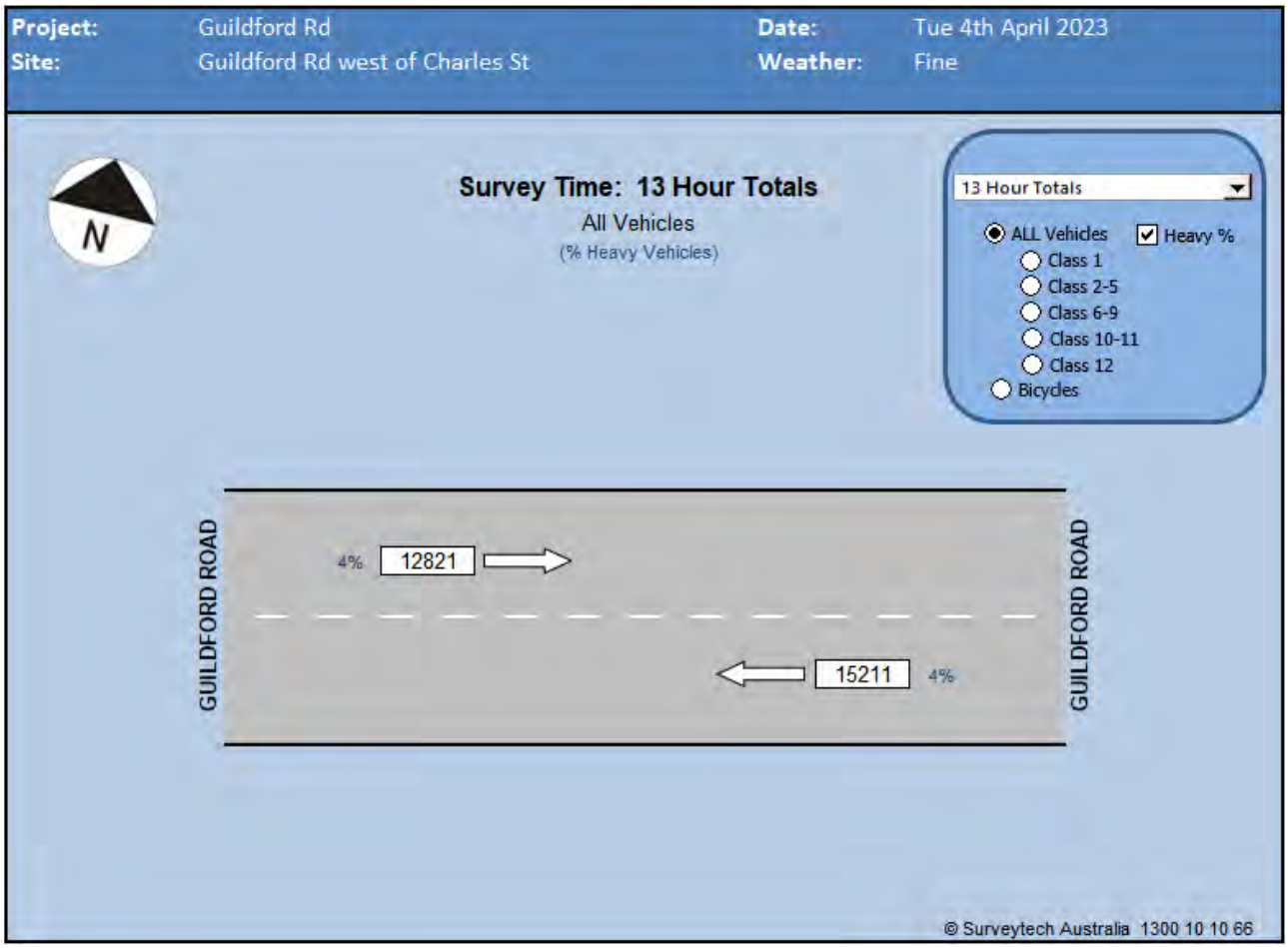
$$SISD = \frac{5.00 \times 50}{3.6} + \frac{2500}{254 \times (0.46 + [0.01 \times 0.00])}$$

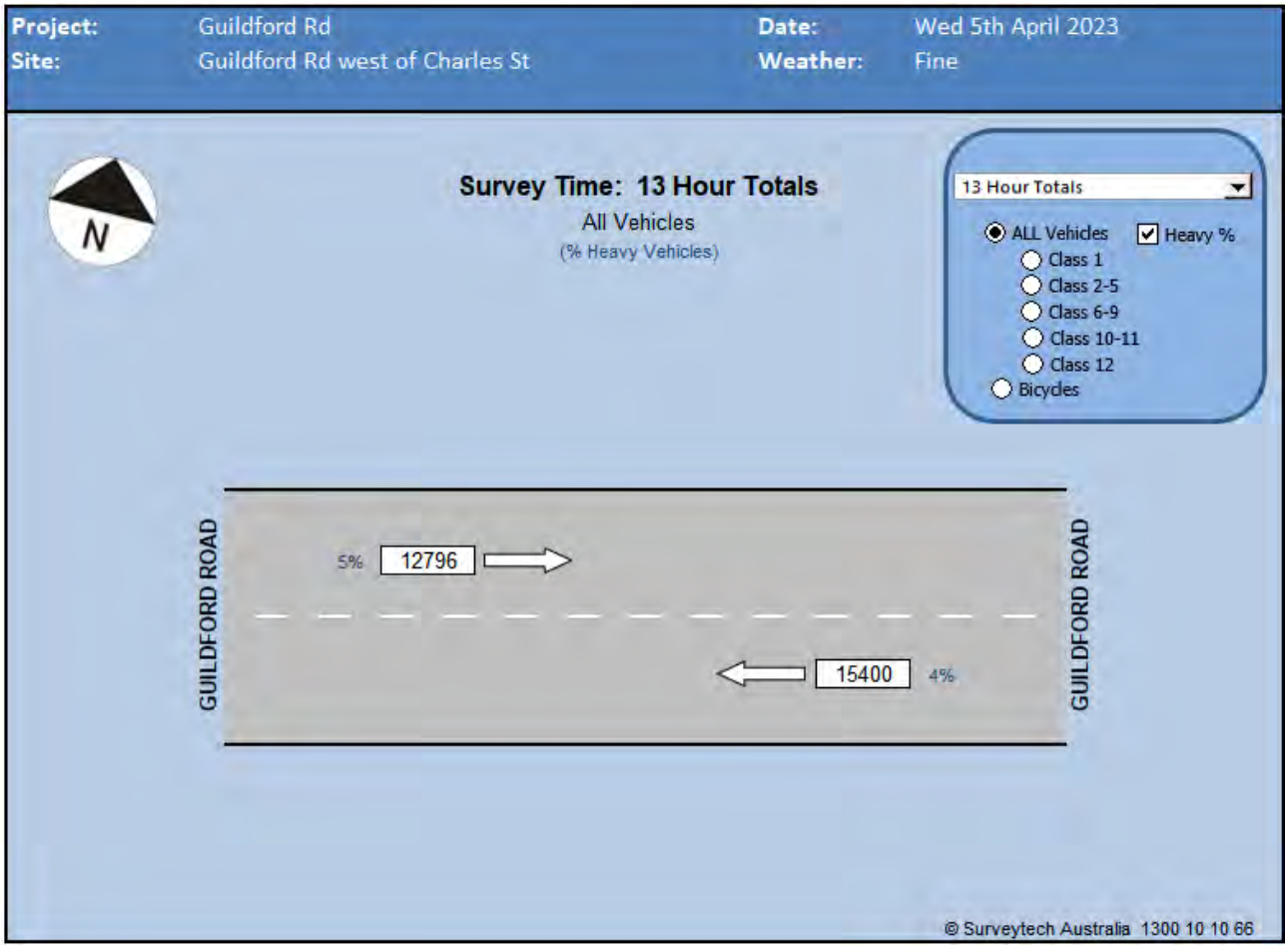
$$\mathbf{SISD = 91 \ m}$$

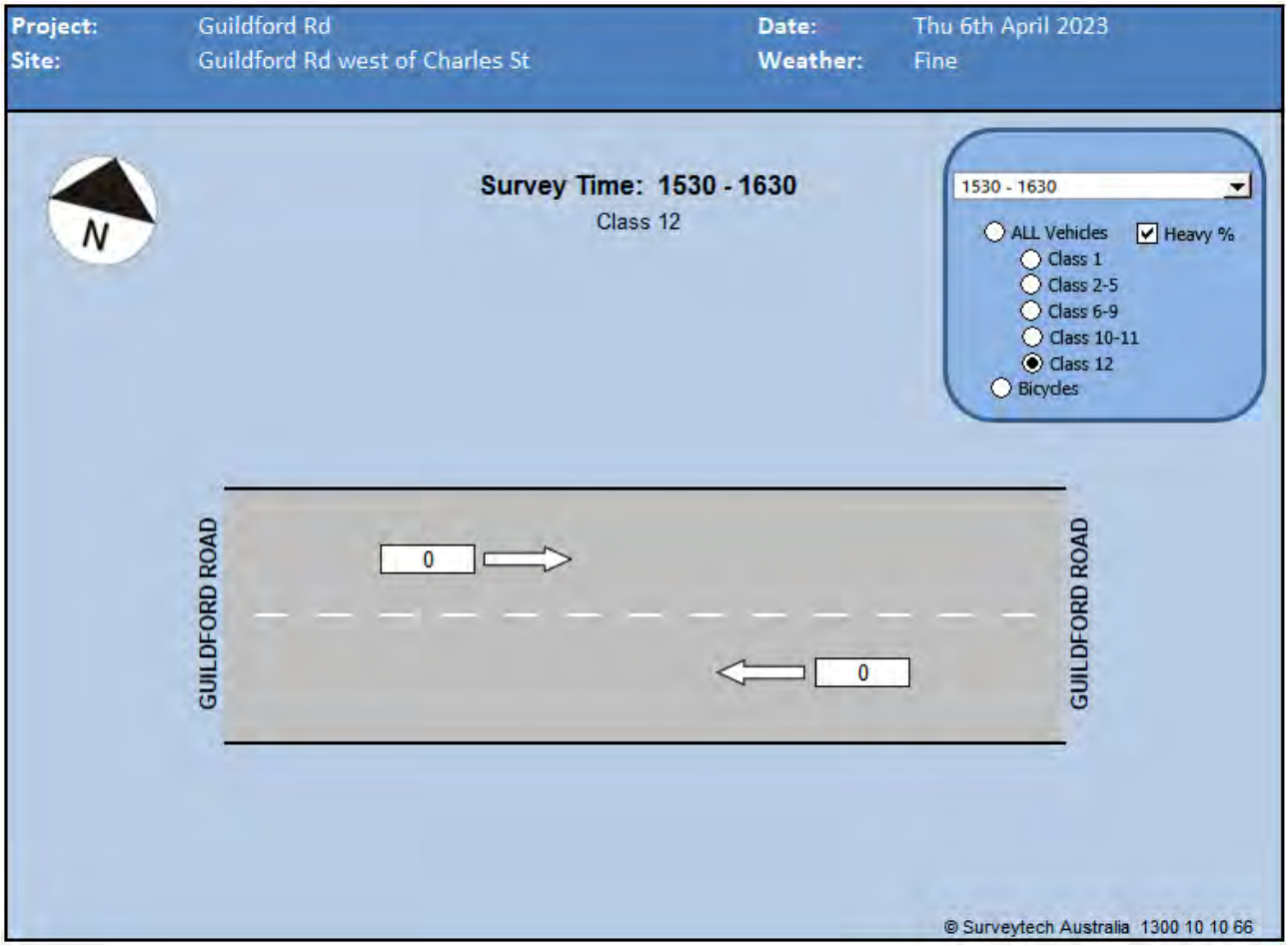
Calculation 2 – SISD Calculation for Kenilworth St Access Driveway

Appendix C Traffic Survey Data

The following traffic survey data was used for assessments within this TIA. The local Service Station data was collected and analysed by i3 consultants Pty Ltd.




Project: Guildford Rd
Site: Guildford Rd west of Charles St
Date: Wed 5th April 2023
Weather: Fine
N
Survey Time: 13 Hour Totals
All Vehicles
(% Heavy Vehicles)
13 Hour Totals
ALL Vehicles
Heavy %
Class 1
Class 2-5
Class 6-9
Class 10-11
Class 12
Bicycles
GUILDFORD ROAD
5%
12796
15400
4%
GUILDFORD ROAD
© Surveytech Australia 1300 10 10 66



	Tuesday, 4 April 2023			Wednesday, 5 April 2023			Thursday, 6 April 2023		
Hour	EB	WB	Both	EB	WB	Both	EB	WB	Both
6-7 AM	561	1145	1706	547	1107	1654	560	1056	1616
7-8 AM	868	1627	2495	847	1601	2448	817	1212	2029
8-9 AM	916	1630	2546	890	1698	2588	957	1289	2246
9-10 AM	684	1183	1867	703	1276	1979	801	1116	1917
10-11 AM	762	1089	1851	832	1103	1935	819	1109	1928
11AM-12	834	1048	1882	898	1102	2000	901	1062	1963
12-1 PM	899	1039	1938	931	1120	2051	989	1277	2266
1-2 PM	888	1016	1904	930	1043	1973	1120	1113	2233
2-3 PM	1160	1074	2234	1199	999	2198	1204	1066	2270
3-4 PM	1498	1046	2544	1364	996	2360	1458	1058	2516
4-5 PM	1399	1152	2551	1285	1107	2392	1254	1184	2438
5-6 PM	1306	1166	2472	1250	1199	2449	1259	1202	2461
6-7 PM	1046	996	2042	1120	1049	2169	1028	1183	2211

4th, 5th & 6th April 2023 6 AM - 7 PM		AM Peak	PM Peak
Tue	28,032	07:30 - 08:30	15:15 - 16:15
Wed	28,196	07:45 - 08:45	15:45 - 16:45
Thu	28,094	08:00 - 09:00	15:15 - 16:15
Average:	28,107	07:45 08:45	15:30 16:30

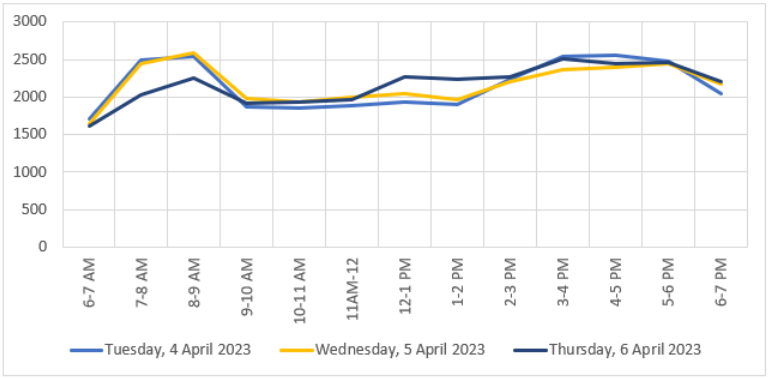


Figure 36 – Assessment of previous three video surveys

Traffic Year	Statistic Type	Hour	All Vehs EB Vol	All Vehs WB Vol	All Vehs Both Dirn Vol	HV Vehs EB Vol	HV Vehs WB Vol	HV Vehs Both Dirn Vol	Pct Heavy Both Dirn
2018/19	Monday to Friday	00:00	102	93	195	3	2	5	2.6
2018/19	Monday to Friday	01:00	59	70	129	2	4	6	4.7
2018/19	Monday to Friday	02:00	45	43	88	2	3	5	5.7
2018/19	Monday to Friday	03:00	52	43	95	3	4	7	7.4
2018/19	Monday to Friday	04:00	122	147	269	7	16	23	8.6
2018/19	Monday to Friday	05:00	292	448	740	18	29	47	6.4
2018/19	Monday to Friday	06:00	488	1038	1526	44	96	140	9.2
2018/19	Monday to Friday	07:00	782	1668	2450	54	131	185	7.6
2018/19	Monday to Friday	08:00	873	1763	2636	67	129	196	7.4
2018/19	Monday to Friday	09:00	714	1261	1975	69	122	191	9.7
2018/19	Monday to Friday	10:00	785	1069	1854	73	104	177	9.5
2018/19	Monday to Friday	11:00	833	1031	1864	71	94	165	8.9
2018/19	Monday to Friday	12:00	886	1053	1939	73	91	164	8.5
2018/19	Monday to Friday	13:00	921	1035	1956	75	88	163	8.3
2018/19	Monday to Friday	14:00	1032	1051	2083	79	86	165	7.9
2018/19	Monday to Friday	15:00	1277	1121	2398	77	65	142	5.9
2018/19	Monday to Friday	16:00	1441	1251	2692	73	67	140	5.2
2018/19	Monday to Friday	17:00	1450	1347	2797	56	68	124	4.4
2018/19	Monday to Friday	18:00	952	999	1951	36	44	80	4.1
2018/19	Monday to Friday	19:00	618	624	1242	21	21	42	3.4
2018/19	Monday to Friday	20:00	524	478	1002	17	14	31	3.1
2018/19	Monday to Friday	21:00	474	359	833	12	12	24	2.9
2018/19	Monday to Friday	22:00	345	262	607	10	7	17	2.8
2018/19	Monday to Friday	23:00	197	163	360	4	5	9	2.5
2018/19	Monday to Friday	TOTAL	15264	18417	33681	946	1302	2248	6.7
2018/19	Monday to Sunday	00:00	137	120	257	4	3	7	2.7
2018/19	Monday to Sunday	01:00	84	94	178	1	4	5	2.8
2018/19	Monday to Sunday	02:00	64	60	124	2	5	7	5.6
2018/19	Monday to Sunday	03:00	64	49	113	3	4	7	6.2
2018/19	Monday to Sunday	04:00	113	128	241	5	15	20	8.3
2018/19	Monday to Sunday	05:00	241	370	611	13	25	38	6.2
2018/19	Monday to Sunday	06:00	407	842	1249	34	77	111	8.9
2018/19	Monday to Sunday	07:00	651	1315	1966	42	103	145	7.4
2018/19	Monday to Sunday	08:00	755	1463	2218	54	105	159	7.2
2018/19	Monday to Sunday	09:00	699	1157	1856	58	102	160	8.6
2018/19	Monday to Sunday	10:00	788	1044	1832	60	90	150	8.2
2018/19	Monday to Sunday	11:00	858	1042	1900	61	83	144	7.6
2018/19	Monday to Sunday	12:00	901	1061	1962	60	79	139	7.1
2018/19	Monday to Sunday	13:00	904	1027	1931	60	74	134	6.9
2018/19	Monday to Sunday	14:00	989	1033	2022	66	74	140	6.9
2018/19	Monday to Sunday	15:00	1156	1062	2218	63	57	120	5.4
2018/19	Monday to Sunday	16:00	1260	1171	2431	56	58	114	4.7
2018/19	Monday to Sunday	17:00	1276	1254	2530	46	56	102	4
2018/19	Monday to Sunday	18:00	851	954	1805	30	39	69	3.8
2018/19	Monday to Sunday	19:00	575	600	1175	18	20	38	3.2
2018/19	Monday to Sunday	20:00	492	467	959	15	15	30	3.1
2018/19	Monday to Sunday	21:00	464	352	816	11	9	20	2.5
2018/19	Monday to Sunday	22:00	344	274	618	9	7	16	2.6
2018/19	Monday to Sunday	23:00	206	178	384	4	5	9	2.3
2018/19	Monday to Sunday	TOTAL	14279	17117	31396	775	1109	1884	6
2018/19	Weekend	00:00	231	190	421	7	6	13	3.1
2018/19	Weekend	01:00	151	155	306	2	3	5	1.6
2018/19	Weekend	02:00	112	103	215	2	9	11	5.1
2018/19	Weekend	03:00	96	67	163	3	6	9	5.5
2018/19	Weekend	04:00	92	81	173	2	14	16	9.2
2018/19	Weekend	05:00	116	175	291	5	17	22	7.6
2018/19	Weekend	06:00	199	347	546	8	30	38	7
2018/19	Weekend	07:00	320	423	743	14	39	53	7.1
2018/19	Weekend	08:00	455	706	1161	26	52	78	6.7
2018/19	Weekend	09:00	662	899	1561	33	57	90	5.8
2018/19	Weekend	10:00	804	990	1794	33	59	92	5.1
2018/19	Weekend	11:00	927	1076	2003	39	55	94	4.7
2018/19	Weekend	12:00	948	1093	2041	37	53	90	4.4
2018/19	Weekend	13:00	864	1024	1888	29	48	77	4.1
2018/19	Weekend	14:00	875	993	1868	32	43	75	4
2018/19	Weekend	15:00	848	923	1771	30	41	71	4
2018/19	Weekend	16:00	808	974	1782	24	39	63	3.5
2018/19	Weekend	17:00	830	1033	1863	21	33	54	2.9
2018/19	Weekend	18:00	594	842	1436	17	29	46	3.2
2018/19	Weekend	19:00	469	541	1010	13	18	31	3.1
2018/19	Weekend	20:00	413	441	854	13	16	29	3.4
2018/19	Weekend	21:00	442	342	784	10	6	16	2
2018/19	Weekend	22:00	345	310	655	8	9	17	2.6
2018/19	Weekend	23:00	230	221	451	4	8	12	2.7
2018/19	Weekend	TOTAL	11831	13949	25780	412	690	1102	4.3

Table 4 – Main Roads WA Guildford Road Hourly Traffic Volumes west of Garrett Rd (2018/2019)

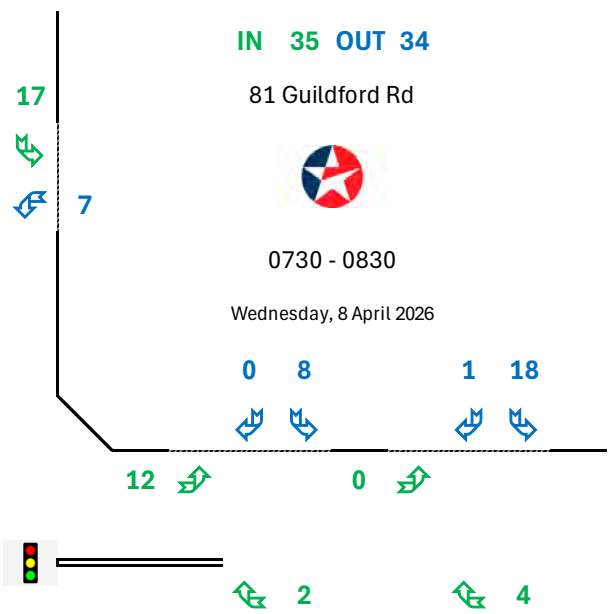
Traffic Year	Statistic Type	Hour	All Vehs EB Vol	All Vehs WB Vol	All Vehs Both Dirn Vol	HV Vehs EB Vol	HV Vehs WB Vol	HV Vehs Both Dirn Vol	Pct Heavy Both Dirn
2021/22	Monday to Friday	00:00	60	63	123	2	2	4	3.3
2021/22	Monday to Friday	01:00	33	41	74	1	3	4	5.4
2021/22	Monday to Friday	02:00	28	34	62	2	3	5	8.1
2021/22	Monday to Friday	03:00	30	49	79	2	6	8	10.1
2021/22	Monday to Friday	04:00	55	146	201	2	15	17	8.5
2021/22	Monday to Friday	05:00	126	536	662	8	34	42	6.3
2021/22	Monday to Friday	06:00	270	1212	1482	26	88	114	7.7
2021/22	Monday to Friday	07:00	398	1998	2396	31	97	128	5.3
2021/22	Monday to Friday	08:00	434	2110	2544	35	103	138	5.4
2021/22	Monday to Friday	09:00	425	1473	1898	37	104	141	7.4
2021/22	Monday to Friday	10:00	441	1195	1636	34	96	130	7.9
2021/22	Monday to Friday	11:00	486	1161	1647	34	90	124	7.5
2021/22	Monday to Friday	12:00	528	1155	1683	36	88	124	7.4
2021/22	Monday to Friday	13:00	533	1104	1637	38	81	119	7.3
2021/22	Monday to Friday	14:00	647	1123	1770	42	79	121	6.8
2021/22	Monday to Friday	15:00	865	1079	1944	52	66	118	6.1
2021/22	Monday to Friday	16:00	1000	1032	2032	43	53	96	4.7
2021/22	Monday to Friday	17:00	1005	1097	2102	41	43	84	4
2021/22	Monday to Friday	18:00	657	1000	1657	27	32	59	3.6
2021/22	Monday to Friday	19:00	429	675	1104	12	21	33	3
2021/22	Monday to Friday	20:00	360	529	889	11	14	25	2.8
2021/22	Monday to Friday	21:00	358	411	769	10	11	21	2.7
2021/22	Monday to Friday	22:00	238	271	509	7	7	14	2.8
2021/22	Monday to Friday	23:00	140	160	300	5	6	11	3.7
2021/22	Monday to Friday	TOTAL	9546	19654	29200	538	1142	1680	5.8
2021/22	Monday to Sunday	00:00	112	120	232	3	3	6	2.6
2021/22	Monday to Sunday	01:00	76	83	159	1	3	4	2.5
2021/22	Monday to Sunday	02:00	61	62	123	1	2	3	2.4
2021/22	Monday to Sunday	03:00	51	63	114	2	5	7	6.1
2021/22	Monday to Sunday	04:00	64	134	198	2	13	15	7.6
2021/22	Monday to Sunday	05:00	115	448	563	6	28	34	6
2021/22	Monday to Sunday	06:00	231	991	1222	20	70	90	7.4
2021/22	Monday to Sunday	07:00	338	1588	1926	24	79	103	5.3
2021/22	Monday to Sunday	08:00	386	1767	2153	31	84	115	5.3
2021/22	Monday to Sunday	09:00	413	1372	1785	32	85	117	6.6
2021/22	Monday to Sunday	10:00	447	1200	1647	30	81	111	6.7
2021/22	Monday to Sunday	11:00	496	1189	1685	31	76	107	6.4
2021/22	Monday to Sunday	12:00	535	1185	1720	32	74	106	6.2
2021/22	Monday to Sunday	13:00	534	1125	1659	32	67	99	6
2021/22	Monday to Sunday	14:00	613	1117	1730	35	67	102	5.9
2021/22	Monday to Sunday	15:00	768	1065	1833	41	57	98	5.3
2021/22	Monday to Sunday	16:00	855	1035	1890	34	46	80	4.2
2021/22	Monday to Sunday	17:00	858	1105	1963	33	39	72	3.7
2021/22	Monday to Sunday	18:00	590	999	1589	23	30	53	3.3
2021/22	Monday to Sunday	19:00	407	679	1086	12	19	31	2.9
2021/22	Monday to Sunday	20:00	347	533	880	11	14	25	2.8
2021/22	Monday to Sunday	21:00	350	417	767	9	11	20	2.6
2021/22	Monday to Sunday	22:00	247	294	541	7	7	14	2.6
2021/22	Monday to Sunday	23:00	160	186	346	5	5	10	2.9
2021/22	Monday to Sunday	TOTAL	9054	18757	27811	457	965	1422	5.1
2021/22	Weekend	00:00	239	262	501	5	3	8	1.6
2021/22	Weekend	01:00	184	186	370	2	3	5	1.4
2021/22	Weekend	02:00	148	134	282	2	2	4	1.4
2021/22	Weekend	03:00	103	101	204	1	3	4	2
2021/22	Weekend	04:00	86	102	188	2	8	10	5.3
2021/22	Weekend	05:00	93	224	317	3	11	14	4.4
2021/22	Weekend	06:00	130	437	567	6	22	28	4.9
2021/22	Weekend	07:00	192	561	753	10	30	40	5.3
2021/22	Weekend	08:00	260	909	1169	14	38	52	4.4
2021/22	Weekend	09:00	378	1126	1504	17	41	58	3.9
2021/22	Weekend	10:00	462	1211	1673	20	40	60	3.6
2021/22	Weekend	11:00	520	1258	1778	21	42	63	3.5
2021/22	Weekend	12:00	552	1261	1813	21	38	59	3.3
2021/22	Weekend	13:00	539	1179	1718	19	35	54	3.1
2021/22	Weekend	14:00	528	1100	1628	17	36	53	3.3
2021/22	Weekend	15:00	531	1023	1554	17	30	47	3
2021/22	Weekend	16:00	495	1049	1544	15	36	51	3.3
2021/22	Weekend	17:00	491	1128	1619	15	31	46	2.8
2021/22	Weekend	18:00	420	999	1419	12	26	38	2.7
2021/22	Weekend	19:00	352	693	1045	11	17	28	2.7
2021/22	Weekend	20:00	312	538	850	9	11	20	2.4
2021/22	Weekend	21:00	332	430	762	7	10	17	2.2
2021/22	Weekend	22:00	271	352	623	6	7	13	2.1
2021/22	Weekend	23:00	206	253	459	4	5	9	2
2021/22	Weekend	TOTAL	7824	16516	24340	256	525	781	3.2

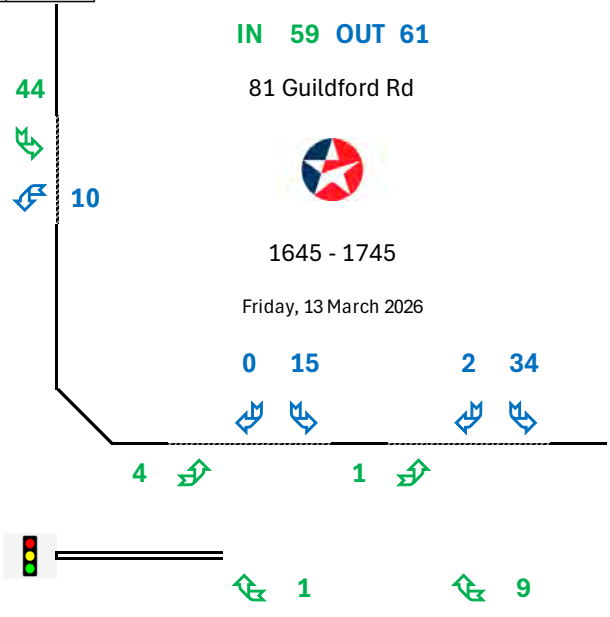
Table 5 – Main Roads WA Guildford Road Hourly Traffic Volumes west of First Ave (2021/2022)

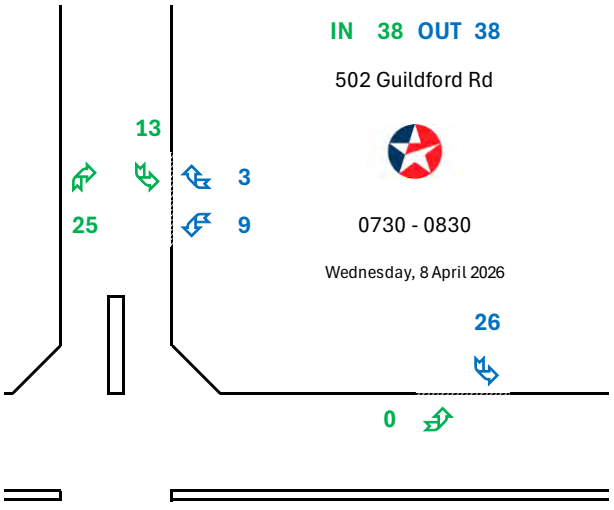
Surveyed Service Stations						
81 Guildford Rd, Mount Lawley	Mon (%)	Tue (%)	Wed (%)	Thu (%)	Fri (%)	M-F Volumes
6:00 AM	46%	48%	55%	36%	60%	70
7:00 AM	55%	48%	62%	48%	66%	80
8:00 AM	68%	52%	64%	50%	76%	89
9:00 AM	72%	55%	75%	62%	70%	96
10:00 AM	92%	62%	75%	80%	78%	111
11:00 AM	100%	70%	78%	100%	95%	127
12:00 PM	90%	78%	86%	92%	100%	128
1:00 PM	75%	83%	83%	87%	95%	121
2:00 PM	70%	93%	80%	66%	92%	115
3:00 PM	85%	100%	82%	52%	95%	119
4:00 PM	95%	100%	92%	52%	82%	121
5:00 PM	90%	100%	90%	55%	84%	**120**
6:00 PM	85%	95%	86%	70%	86%	121
7:00 PM	75%	86%	88%	60%	85%	113
8:00 PM	72%	85%	95%	65%	80%	114
9:00 PM	83%	80%	100%	50%	76%	111
10:00 PM	62%	66%	96%	60%	70%	101
11:00 PM	50%	50%	78%	55%	60%	84
12:00 AM	32%	34%	60%	50%	45%	63
1:00 AM	34%	20%	52%	42%	36%	53
2:00 AM	30%	20%	50%	36%	36%	49
3:00 AM	32%	17%	36%	32%	30%	42
502 Guildford Rd, Bayswater	Mon (%)	Tue (%)	Wed (%)	Thu (%)	Fri (%)	M-F Volumes
6:00 AM	84%	62%	75%	72%	60%	70
7:00 AM	98%	80%	98%	92%	70%	87
8:00 AM	100%	80%	100%	98%	80%	91
9:00 AM	100%	76%	95%	100%	95%	92
10:00 AM	98%	72%	90%	100%	98%	91
11:00 AM	95%	78%	85%	98%	100%	90
12:00 PM	92%	82%	88%	90%	95%	88
1:00 PM	85%	92%	88%	90%	90%	88
2:00 PM	86%	98%	90%	85%	82%	87
3:00 PM	86%	100%	90%	90%	75%	87
4:00 PM	85%	100%	95%	80%	75%	**86**
5:00 PM	74%	81%	90%	72%	85%	79
6:00 PM	64%	72%	78%	70%	65%	69
7:00 PM	60%	70%	68%	65%	58%	63
8:00 PM	62%	72%	60%	68%	55%	63
9:00 PM	62%	72%	55%	65%	55%	61
10:00 PM	55%	64%	55%	62%	50%	57
11:00 PM	48%	43%	45%	55%	35%	45
12:00 AM	35%	38%	30%	38%	25%	36
1:00 AM	30%	16%	27%	32%	18%	24
2:00 AM	25%	12%	27%	28%	18%	22
3:00 AM	28%	12%	31%	32%	22%	25

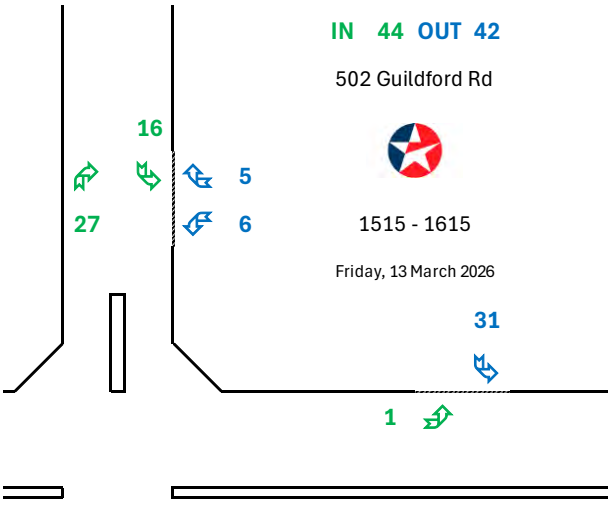
439 Great Eastern Hwy, Rivervale	Mon (%)	Tue (%)	Wed (%)	Thu (%)	Fri (%)	M-F Volumes
6:00 AM	80%	55%	86%	72%	76%	77
7:00 AM	82%	54%	90%	70%	76%	78
8:00 AM	80%	55%	100%	80%	100%	87
9:00 AM	86%	75%	82%	90%	86%	88
10:00 AM	92%	78%	80%	100%	95%	93
11:00 AM	100%	85%	82%	90%	93%	94
12:00 PM	95%	88%	82%	88%	98%	94
1:00 PM	92%	78%	82%	88%	95%	91
2:00 PM	84%	82%	80%	90%	70%	**85**
3:00 PM	88%	75%	72%	85%	64%	80
4:00 PM	78%	88%	65%	74%	76%	80
5:00 PM	78%	98%	75%	75%	75%	84
6:00 PM	68%	100%	95%	70%	97%	90
7:00 PM	68%	92%	82%	65%	70%	79
8:00 PM	64%	75%	62%	60%	92%	74
9:00 PM	55%	85%	44%	55%	95%	70
10:00 PM	58%	65%	45%	42%	90%	63
11:00 PM	45%	45%	40%	35%	68%	49

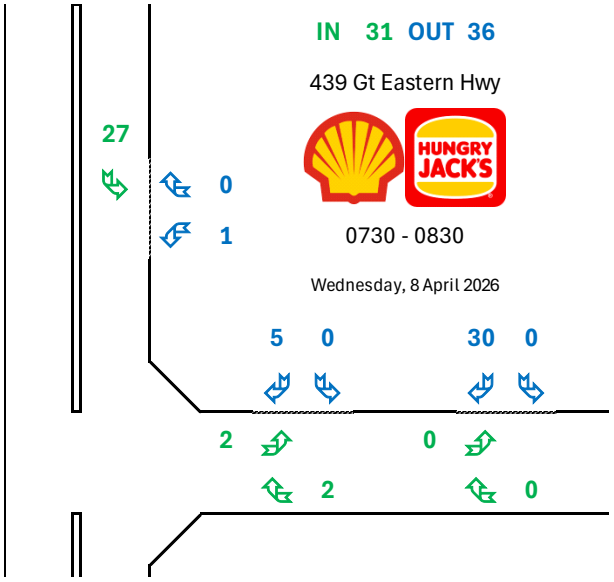
128 West Coast Dr, Sorrento	Mon (%)	Tue (%)	Wed (%)	Thu (%)	Fri (%)	M-F Volumes
6:00 AM	80%	45%	90%	65%	50%	136
7:00 AM	96%	62%	85%	80%	70%	162
8:00 AM	99%	65%	85%	85%	80%	171
9:00 AM	93%	66%	90%	90%	85%	175
10:00 AM	86%	75%	95%	85%	85%	176
11:00 AM	80%	80%	95%	85%	80%	173
12:00 PM	85%	95%	100%	65%	80%	175
1:00 PM	92%	82%	90%	80%	85%	177
2:00 PM	98%	80%	85%	80%	95%	181
3:00 PM	90%	78%	87%	87%	100%	182
4:00 PM	88%	85%	87%	87%	90%	180
5:00 PM	86%	90%	85%	90%	80%	178
6:00 PM	100%	98%	90%	100%	70%	**189**
7:00 PM	82%	100%	93%	100%	70%	184
8:00 PM	90%	98%	90%	85%	65%	177
9:00 PM	78%	74%	75%	55%	65%	143
10:00 PM	94%	50%	67%	50%	60%	132
11:00 PM	47%	35%	67%	50%	50%	103
12:00 AM	42%	30%	50%	45%	30%	81
1:00 AM	38%	28%	45%	35%	30%	73
2:00 AM	35%	24%	40%	35%	25%	66
3:00 AM	45%	20%	42%	35%	30%	71

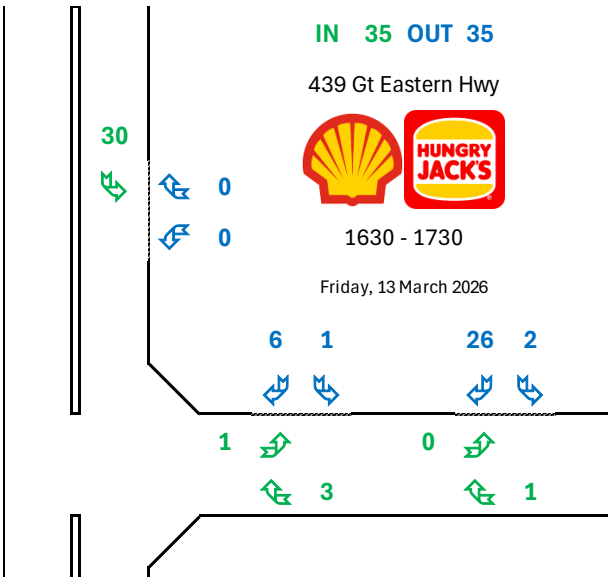


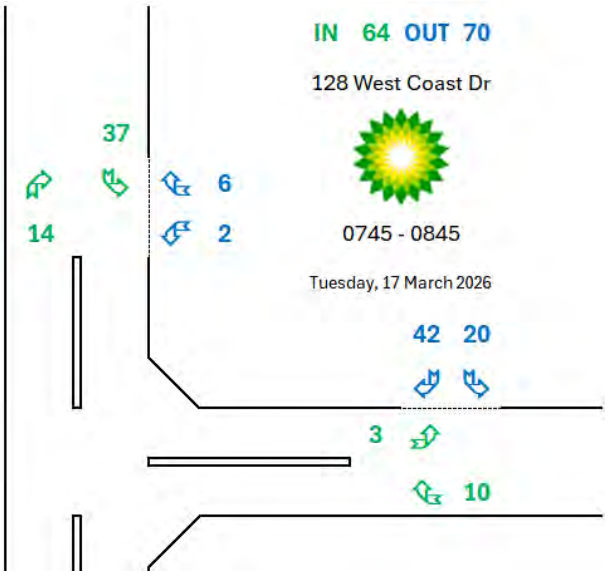


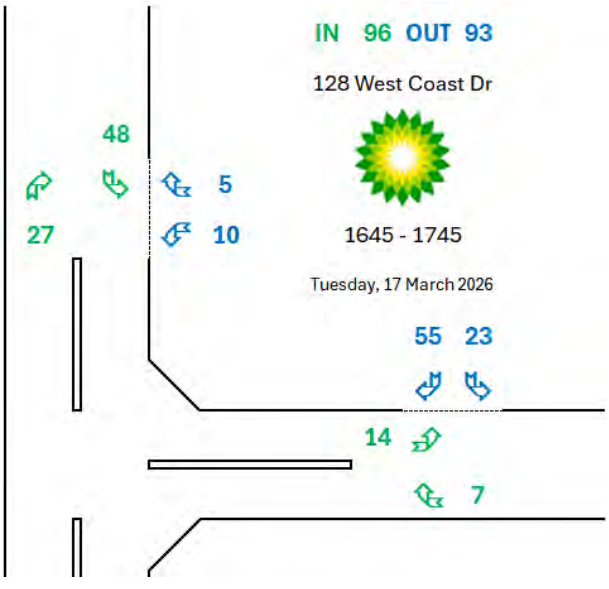

IN 38 OUT 38
502 Guildford Rd
13
3
25
9
0730 - 0830
Wednesday, 8 April 2026
26
0


IN 44 OUT 42
502 Guildford Rd
16
5
27
6
1515 - 1615
Friday, 13 March 2026
31
1


IN 31 OUT 36
439 Gt Eastern Hwy
27
0
1
0730 - 0830
Wednesday, 8 April 2026
5 0
30 0
2
0
2
0

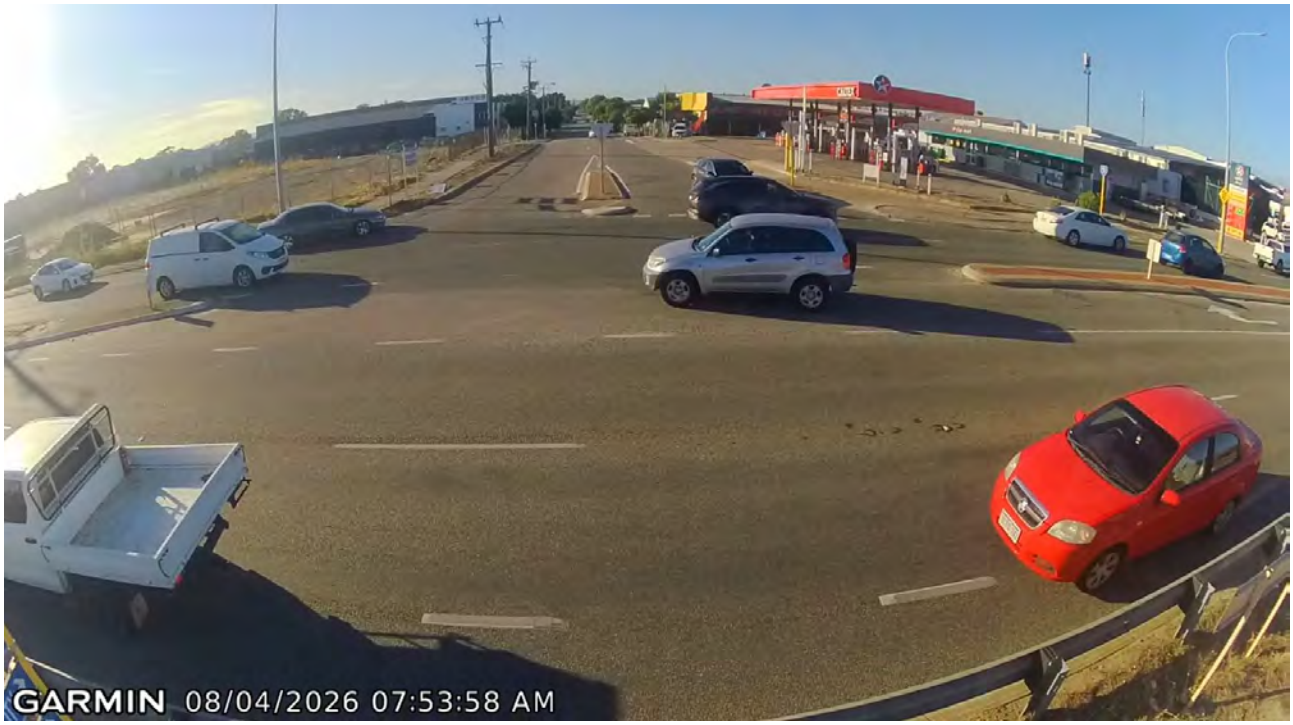

IN 35 OUT 35
439 Gt Eastern Hwy
30
0
0
1630 - 1730
Friday, 13 March 2026
6 1
26 2
1
0
3
1


IN 64 OUT 70
128 West Coast Dr
37
6
14
2
0745 - 0845
Tuesday, 17 March 2026
42 20
3
10


IN 96 OUT 93
128 West Coast Dr
48
5
27
10
1645 - 1745
Tuesday, 17 March 2026
55 23
14
7



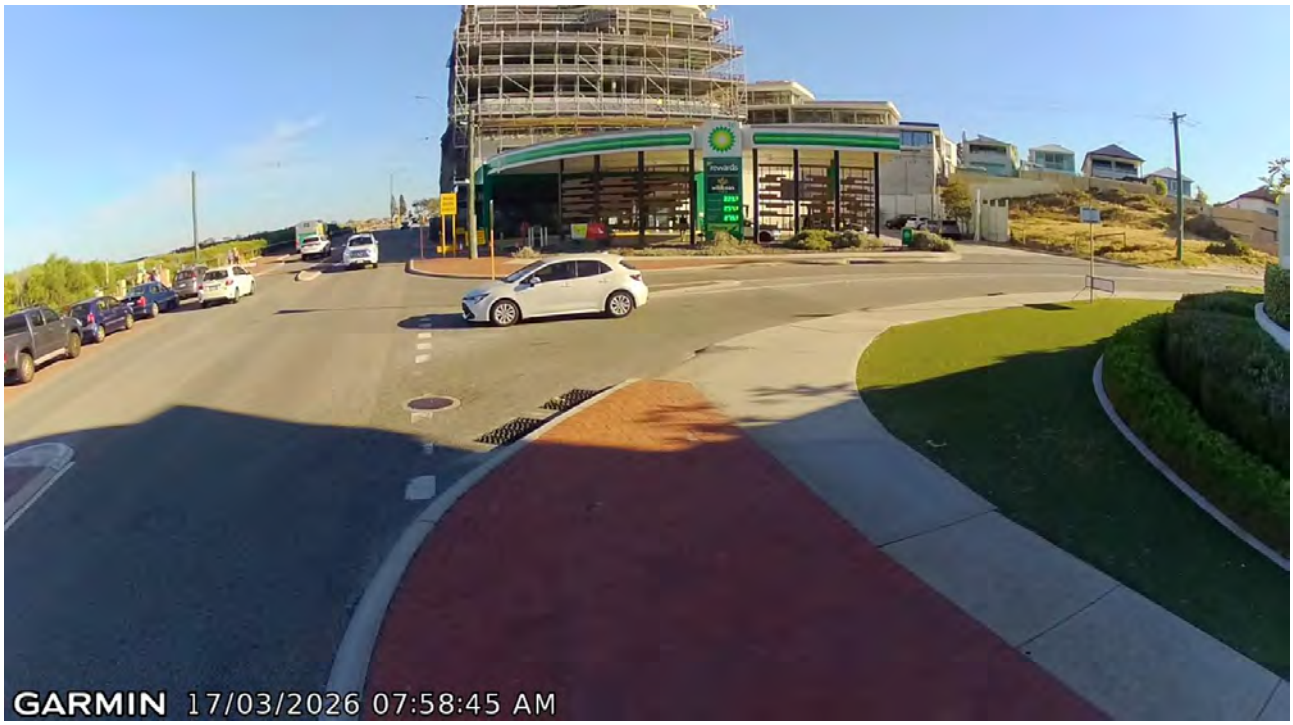
Photograph 10 – Screenshot from 81 Guildford Rd Video Survey Camera



Photograph 11 – Screenshot from 502 Guildford Rd Video Survey Camera



Photograph 12 – Screenshot from 439 Great Eastern Hwy Video Survey Camera



Photograph 13 – Screenshot from 128 West Coast Dr Video Survey Camera

Appendix D Main Roads/ City of Bayswater Concerns

The *Minutes of the Meeting* held between the Applicant/ Proponent, Main Roads WA and the City of Bayswater on 4 March 2026 (4) identified 'Key Issues' for assessment. These are reproduced in blue text below with response comments in black text.

2.1 Use of 16.9 m Fuel Tanker

- MRWA noted this vehicle is non-standard and swept paths show issues.
- Applicant maintains smaller tankers are operationally normal and can be conditioned via a Traffic Management Plan.
- Further justification and updated swept paths required.

Although the *WAPC Guidelines* only require a development to accommodate the largest vehicle to service the site, the applicant has revised the design to accommodate the larger 19 m Semi-Trailer fuel tanker.

The author has undertaken reviews and video surveys of existing Service Stations in Perth that have been designed for servicing by smaller tankers, such as the BP Service Station on West Coast Drive in Sorrento, and confirmed that the use of a Traffic Management Plan to ensure that this size of vehicle is used is an effective method to control this. Nevertheless, the development has now been designed for servicing by the 19 m Semi-Trailer.

The swept paths for the 19 m Semi-Trailer servicing the site are included in **Section 5** of the TIA.

All assessed swept paths, i.e. Figure 12, Figure 13 and Figure 15 on pages 21 to 24 in **Section 5** meet the Main Roads WA and Road Traffic Code 2000 requirements.

2.2 Turning Movements & Lane-Correct Exits

- Several movements (Guildford Rd left-out, Kenilworth St right turn) do not meet safety or compliance standards.
- MRWA requires demonstration of lane-correct exit compliance.
- Applicant to prepare technical justification referencing road rules and previous approvals.

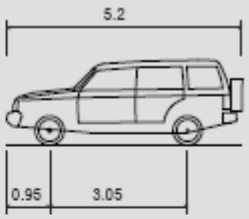
The reference to several movements not meeting safety or compliance standards is with respect to the previous development design.

The swept path movements for the B99 (large car/SUV), MRV (Medium Rigid Vehicle/ Truck) and 19m Semi-Trailer Design Vehicles with the revised design are included in **Section 5** as Figure 12, Figure 13 and Figure 15 on pages 21, 22 and 24 respectively.

The swept paths were prepared using AutoTURN computer generated software with the settings shown in the diagrams on the following pages:

VEHICLE DETAIL





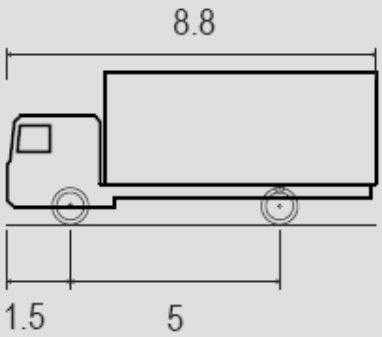
B99 Vehicle (Realistic min radius) (2004)

Design Speed km/h	5km/h
Vehicle Body clearance	.500m
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.300m
Articulation Angle	70°

VEHICLE DETAIL

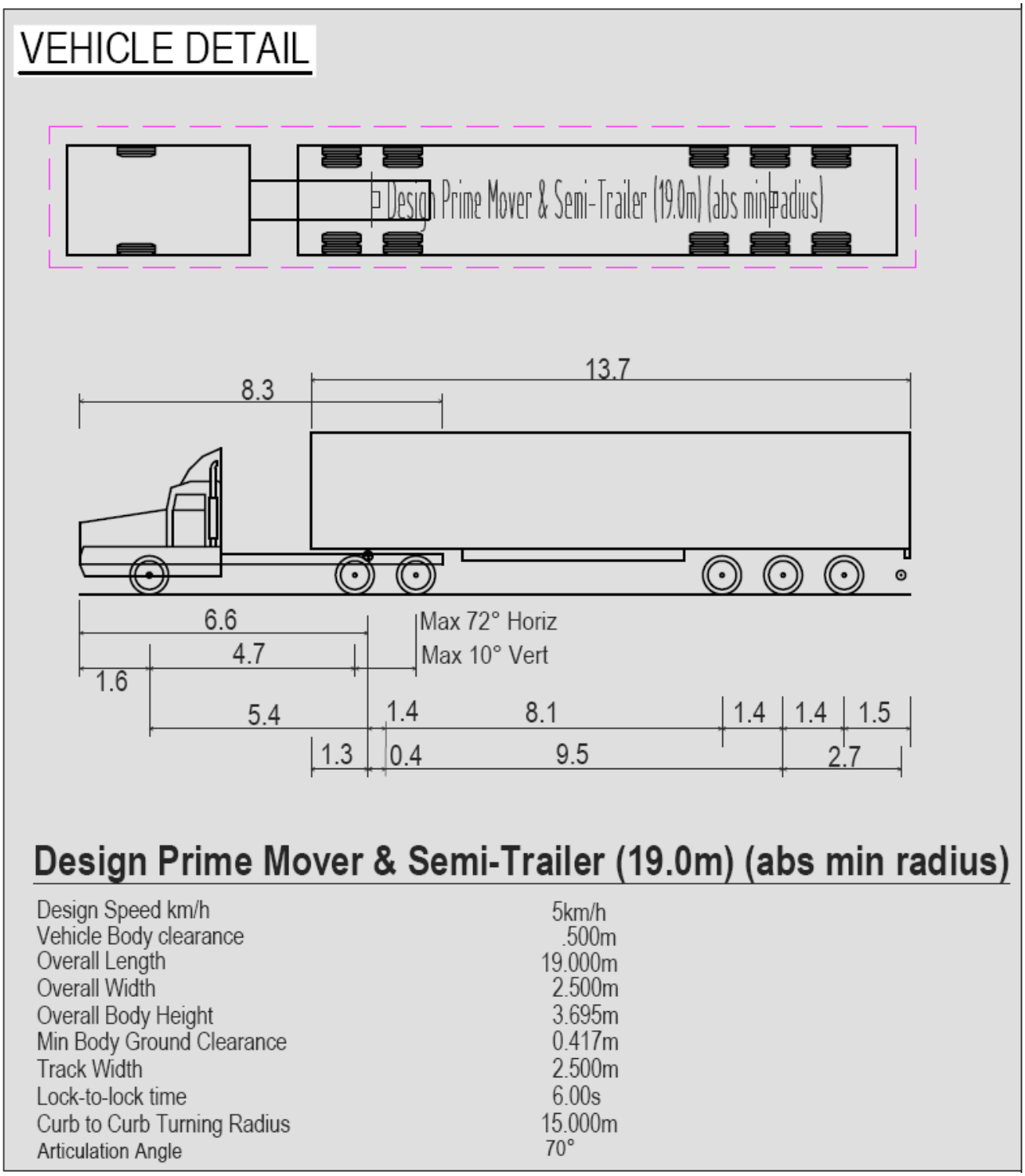


VEHICLE PROFILE



Design Service Vehicle (8.8m) (abs min radius)

Design Speed km/h	5km/h
Vehicle Body clearance	.500m
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m
Articulation Angle	70°



Main Roads WA swept path requirements are detailed in Section 5.6 (Design Vehicle Swept Path) of its *Supplement to AGRD: Part 4 – Intersections and Crossings: General* (13) and (12).

An assessment of compliance or otherwise with these requirements is included in Table 6 on the following page.

	Turning Radius (kerb to kerb)		
	B99 (Large Cars/ SUVs)	**8.8 m MRV**	**19 m Semi-Trailer**
Main Roads WA Requirement:	6.3 m	Not specified	15 m
Swept Path Assessment	6.3 m	12.5 m	15 m

	Lock to Lock Time		
	B99 (Large Cars/ SUVs)	**8.8 m MRV**	**19 m Semi-Trailer**
Main Roads WA Requirement:	6 s	6 s	6 s
Swept Path Assessment	6 s	6 s	6 s

	Articulation Angle		
	B99 (Large Cars/ SUVs)	8.8 m MRV	19 m Semi-Trailer
Main Roads WA Requirement:	70°	70°	70°
Swept Path Assessment	70°	70°	70°

Table 6 – Assessment of key swept path modelling parameters

The *Main Roads WA Supplement* states "*Main Roads considers the swept path to be the dynamic envelope traversed by the outer extremities of the vehicle body. Mirrors and other devices fitted to vehicle bodies or wheels are assumed to be accommodated in the required minimum swept path* ***offset***."

Main Roads WA does not specify an **offset**, other than 2 m between opposed turns. Section 5.6.3 of the Austroads Guide (AGRD04-23) specifies:

"*The 0.5 m* ***offset*** *is desirable but need not be provided for local streets in urban areas where space is restricted or local access/ minor roads in rural areas where the shoulder is partly sealed. However, it is desirable that the vehicle (i.e. swept path) should not cross the centreline of a minor rural road. A minimum clearance of 0.5 m outside the swept path should be provided to objects such as road furniture and utility poles*."

In accordance with the above, the assessed swept path diagrams show a 0.5 m offset, i.e. 'Vehicle Body Clearance: .500m'.

In the absence of specific details regarding lane compliant turns in the Main Roads WA Supplement and Austroads Guides, Main Roads WA advised the author of the following in an email dated 30 March 2026:

"*MRWA's concern regarding when or how to safely accommodate such manoeuvres is outlined in Part 7, Division 3 Giving Way (Entering or leaving land abutting a carriageway or road)" Regulations 21 (Left turns – multiple lanes) and 57 (Giving way when entering carriageway from land abutting carriageway or road) of the WA Road Traffic Code 2000* (14)."

These Regulations are reproduced below in full.

"21. Left turns (multiple lanes)

(1) A driver turning left at an intersection or a roundabout from a multi-lane carriageway must approach and enter the intersection or roundabout from within the left lane unless —

(a) the driver is required or permitted to approach and enter the intersection from within another marked lane under regulation 69 (Left turn only signs), 73 (Traffic lane arrows), or 137 (Marked lanes required to be used by particular kinds of vehicles); or

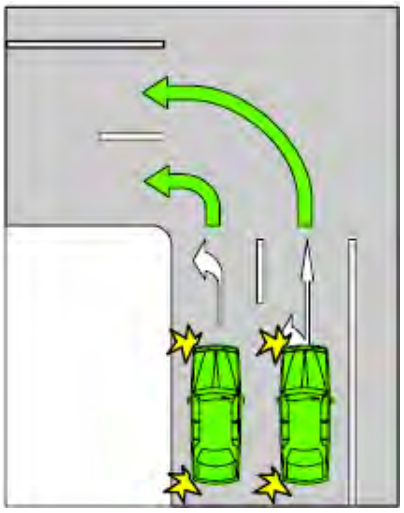
(b) the driver is turning, at B lights or traffic arrows, in accordance with Part 17 (Additional provisions for drivers of public buses etc., in bus lanes); or

(c) subregulation (2) applies to the driver.

Points: 2 Modified penalty: 2 PU

Example for subregulation (1)(a)

Starting a left turn on a multi-lane carriageway with traffic lane arrows



(2A) A driver turning left at an intersection from a multi-lane road that has a slip lane must approach and enter the intersection from within the slip lane, unless an obstruction prevents the driver from entering the intersection from within that slip lane.

Points: 2 Modified Penalty: 2 PU

(2) A driver may approach and enter the intersection or roundabout from the marked lane next to the left lane as well as, or instead of, the left lane if —

(a) the driver's vehicle or combination, together with any load or projection, is 7.5 m long, or longer; and

(b) the rearmost part of the vehicle (or of the combination, if that is the case) displays a "do not overtake turning vehicle" sign; and

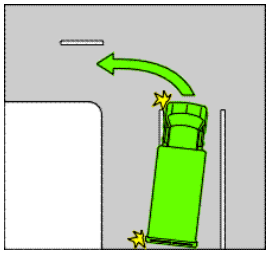
(c) any part of the vehicle is within 50 m of the nearest point of the intersection; and

(d) it is not practicable for the driver to turn left from within the left lane; and

(e) the driver can safely occupy the next marked lane and can safely turn left at the intersection by occupying the next marked lane, or both lanes.

Example

Long vehicle turning left from the left lane and next marked lane



57. Giving way when entering carriageway from land abutting carriageway or road

(1) A driver entering a carriageway from land abutting the carriageway, without a traffic-control signal or a "stop" sign, stop line, "give way" sign or give way line, must give way to —

(a) any vehicle travelling on the carriageway or turning into the carriageway (except a vehicle turning right into the carriageway from land abutting the carriageway); and

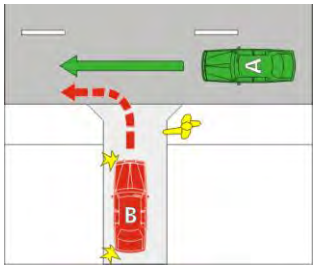
(b) any pedestrian or relevant rider on the carriageway; and

(c) any vehicle or pedestrian on any land abutting the carriageway (including a path) that the driver crosses to enter the carriageway.

Points: 3 Modified penalty: 4 PU

Example

Driver entering a carriageway from land abutting the carriageway giving way to a pedestrian on the footpath and a vehicle on the carriageway



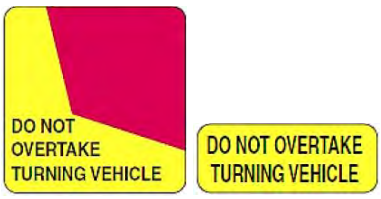
In this example, vehicle B must give way to the pedestrian on the footpath and to vehicle A.

[(2) omitted under the Reprints Act 1984 s. 7(4)(e)] [Regulation 57 amended: Gazette 22 Dec 2006 p. 5819; 9 Sep 2014 p. 3245; SL 2020/253 r. 28; SL 2021/200 r. 26.]

In Western Australia, the requirement for a "DO NOT OVERTAKE TURNING VEHICLE" sign is set out in the Western Australian Department for Planning and Infrastructure's Vehicle Safety Branch's Standard Bulletin VSB 12 Rear Marking Plates (15) which states:

"*Please note that if your vehicle (meaning the towing vehicle together with the trailer and projecting load) needs to straddle lanes or turn from an adjacent lane in order to turn left or right at intersections, and it is 7.5 metres long or longer, you must have the sign 'DO NOT OVERTAKE TURNING VEHICLE'. Not having 'DO NOT OVERTAKE TURNING VEHICLE' sign on these vehicles is illegal*.

The 'DO NOT OVERTAKE TURNING VEHICLE' sign must not be displayed in certain jurisdictions where a vehicle (or combination) is less than 7.5m long."



The 19 m semi-trailer fuel tanker is required to display 'DO NOT OVERTAKE TURNING VEHICLE' signs and is therefore permitted to turn left from Guildford Rd into Kenilworth St from the lane adjacent to the left lane, as per Regulation 21 (2) of the *Road Traffic Code 2000* as this vehicle cannot currently perform this movement lane compliant. Despite this, the design and Traffic Management Plan avoid requiring the 19 m semi-trailer performing any left turn movements.

All assessed swept paths, i.e. Figure 12, Figure 13 and Figure 15 on pages 21 to 24 in **Section 5** meet the Main Roads WA and Road Traffic Code 2000 requirements.

2.3 Internal Layout Conflicts

- Multiple internal movements converge near the Guildford Rd full-movement crossover, creating safety risks.
- MRWA also concerned about insufficient curb clearances and sharp steering corrections.

The above comments relate to the previous development design. The revised design reduces internal movements at the access driveway off Guildford Rd to those associated with turning into and out of the site, as shown in Figure 10 on page 19 in **Section 5**.

2.4 Potential Left-In / Left-Out Access

- City raised whether limiting movements could alleviate concerns.
- MRWA advised this would require islands, widening, and design changes—unlikely feasible without major redesign.
- Applicant to examine but noted likely minimal benefit.

This has been assessed in detail in **Section 16** (Road Safety).

2.5 Broader Site Reconfiguration

- City queried using the entire site following removal of the commercial tenancy.
- Applicant indicated significant redesign likely unachievable within timeframe.

The above comments relate to the previous development design. The revised design removes the commercial tenancy at the rear of the previous design.

Appendix E1 Local Residents Action Group (Urbis Peer Review)

A provided Peer Review Report (5) indicates that a 'Local Resident Action Group' commissioned Urbii Consulting Pty Ltd to undertake a peer review of the previous Transport Impact Assessment (TIA) report with the stated purpose being:

"*The purpose of this peer review is to assess the adequacy, methodological robustness, and compliance of the submitted TIA against accepted traffic engineering practice, Austroads guidance, Main Roads WA expectations, and the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines*."

The findings of the above Peer Review Report are reproduced in blue text below with response comments in black text.

2 Misapplication of WAPC Guidelines

The TIA attempts to establish that only a lower-level Transport Impact Statement (TIS) would ordinarily be required based on the number of fueling positions (1–7 positions falling within a "moderate impact" range under the WAPC table). This interpretation is flawed.

The previous report and the current report are both Transport Impact Assessments, prepared in accordance with the *WAPC Guidelines*, including a completed *WAPC Guidelines* Checklist (Appendix C in the previous TIA and **Appendix H** in this TIA).

The statement that Service Stations do not normally require a TIA in the previous TIA reflected the statement in the *WAPC Guidelines* that "Service Stations generally rely on high levels of passing trade, and do not normally require a full TIA" as shown in the Table 1 from Volume 1 of the *WAPC Guidelines*, reproduced as Table 7 below.

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m² gross floor area	>1000 persons (seats) OR >2000 m² gross floor area
Fast food restaurants	50–500 m² gross floor area	>500 m² gross floor area
Food retail / Shopping centres with a significant food retail content	100–1000 m² gross floor area	>1000 m² gross floor area
Non-food retail	250–2500 m² gross floor area	>2500 m² gross floor area
Offices	500–5000 m² gross floor area	>5000 m² gross floor area
Service Station*	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m² gross floor area	>10,000 m² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

* Service Stations generally rely on very high levels of passing trade, and do not normally require a full TIA. Impacts are usually limited to the access points and the nearest significant intersection, however, some may be coupled with other land uses.

Table 7 - Level of TIA required by land use and size (Table 1 from Volume 1 of the *WAPC Guidelines*)

3 Traffic analysis methodology

3.1 Fuel Station Component

The TIA adopts an ITE-based trip generation rate per fueling position, resulting in a raw "peak" estimate of approximately 83 vehicle trips per hour for the fuel station component.

However, rather than applying this peak rate directly to the assessed commuter peak hours, the TIA reduces the fuel station demand using a midweek hourly profile factor. This results in an adopted demand of approximately:

- 62 vehicles per hour in the AM peak hour (approximately 74% of raw peak)
- 73 vehicles per hour in the PM peak hour (approximately 88% of raw peak)

This reduction materially suppresses the fuel station component of development traffic.

The ITE fueling position rate is typically defined in relation to the peak hour of adjacent street traffic. If the assessed hours (7:30–8:30 AM and 5:00–6:00 PM) are intended to represent adjacent street peak periods, then reducing the ITE rate via a temporal profile requires strong local empirical justification. The TIA does not demonstrate that the adopted hourly profile is calibrated to comparable Western Australian service station sites with similar operational characteristics.

In practical terms, this approach reduces modelled fuel station demand by approximately 13– 17% in the assessed peak hours. Given the constrained nature of the adjacent network and the presence of failing movements at nearby intersections, this reduction is not trivial and has a material effect on modelled intersection performance.

In addition to the above comment, Finding 1 of the Peer Review Report states:

The development is not a standalone small service station. It is a high-turnover development comprising fuel sales, drive-through retail, car wash, and associated convenience retail, operating 24 hours per day. The TIA itself forecasts peak hour site traffic of up to 116 vehicle trips in the morning peak hour.

The assertion that the ITE fueling position rate is "defined in relation to the peak hour of adjacent street traffic" is incorrect. The *ITE Trip Generation Manual* (16) reports trip rates for fuel stations (typically based on the number of fueling positions) across multiple time periods, including daily totals and the AM and PM peak hours of adjacent street traffic. These are simply reporting intervals and do not define the inherent peak characteristics of the land use. In practice, it is well established that service station demand profiles often differ materially from the surrounding road network, particularly for pass-by oriented uses on arterial corridors. Accordingly, the adoption of locally derived temporal distributions to more accurately reflect observed operating conditions is both appropriate and consistent with Austroads and WAPC guidance, which explicitly support the use of empirical data in preference to generic rates where available

Finding 3 refers to the fuel station component only. The TIA acknowledges, as stated in Finding 1 of the Peer Review Report, that the development is not a small standalone service station, as such, it has been assessed using an industry accepted hourly profile methodology.

Refer **Appendix G** for a detailed description of the determination of the hourly profiles for the proposed Service Station based on extensive surveys of existing Service Stations on Guildford Rd and other sites within 5 kms of the site.

The above, and **Appendix G**, demonstrates that the adopted hourly profile has been calibrated to comparable Western Australian service station sites with similar operational characteristics.

Refer **Appendix E2** for a 'Sensitivity Test' that assesses the impact should the development's peak hours coincide with the road network peak hours.

3.2 Passing Trade (Pass-By) Assumption

The TIA adopts a global 70% pass-by rate applied across all site-generated traffic, including the drive-through component.

This assumption is optimistic and insufficiently justified.

As indicated in the response to Comment 2, the *WAPC Guidelines* acknowledges that "*Service Stations generally rely on high levels of passing trade*".

Undertaking video surveys does not allow for a determination of whether the trips are part of another trip past the Service Station, i.e. a 'pass-by' trip, or a specific trip to or from the Service Station. This can generally only be determined by asking drivers or requesting them to complete a survey detailing this.

The ITE database (16) provides estimated 'pass-by' trips of between 56% and 66% for a Service Station with a Convenience Store and 89% for a coffee/ donut drive thru. Combining these results in an average of between 72.5% and 77.5%.

Available evidence from the *ITE Trip Generation Handbook*, and jurisdictional studies indicate that Service Station pass-by rates typically fall within a broad range of approximately 60% to 80%, depending on site context and operational characteristics. The adopted 70% assumption sits within this established range and is therefore considered appropriate.

Refer **Appendix E2** for a 'Sensitivity Test' based on a pass-by rate of 50%.

3.3 Combined effect

The combination of reduced peak hour fuel station demand via hourly profiling, and high (optimistic) pass-by assumptions results in a materially reduced "net new" traffic demand being input into the SIDRA modelling.

This compounding effect understates the likely operational impact of the development on the surrounding road network.

The approach adopted does not rely on a single compounding assumption but rather applies two standard and widely accepted components of traffic forecasting: temporal distribution (hourly profiling) and pass-by trip adjustment. Both elements are consistent with established industry practice and are applied to improve the realism of the assessment, rather than reduce impacts.

Hourly profiling reflects observed travel behaviour and is necessary to convert daily traffic generation into realistic peak hour demands. The use of peak hour factors derived from empirical data ensures that the modelling reflects how service stations actually operate, rather than assuming all trips occur within a compressed peak period. As such, this is not considered an artificial reduction, but a refinement of demand distribution.

Similarly, the application of pass-by trip reductions avoids the overestimation of 'new' traffic on the surrounding network. Without this adjustment, there would be a risk of double-counting trips that are already present on the road network, which would lead to an overly conservative and potentially unrealistic assessment outcome.

The suggestion that the combined effect materially understates impacts is not supported when considered in the context of typical industry ranges. Both the adopted peak hour characteristics and pass-by assumptions fall within accepted bounds and are consistent with comparable studies.

It is also important to note that these parameters have not been selected to minimise impacts, but to reflect expected operational behaviour based on available evidence and professional judgement. The intent of a TIA is to provide a balanced and realistic forecast, rather than a deliberately conservative or worst-case scenario.

Notwithstanding this, the assessment outcomes are not highly sensitive to these assumptions. Even if more conservative inputs were adopted (i.e. higher peak hour concentration or lower pass-by rates), the resulting increase in 'net new' traffic would not materially change the overall conclusions regarding intersection performance or network operation.

Accordingly, the adopted methodology is considered appropriate and provides a robust representation of the likely traffic impacts of the development.

Refer **Appendix E2** for a 'Sensitivity Test' based each land use's peak hour trip generation coinciding with each other and the road network.

3.4 Trip distribution and assignment

The TIA adopts a directional distribution of 90% eastbound and 10% westbound for generated traffic on Guildford Road.

This methodology is overly simplistic and not behaviorally robust.

pass-by trips should reflect existing directional flows on the arterial road and the ease of access from each direction. Primary and diverted trips should reflect broader catchment characteristics and route choice behaviour. The drive-through component, in particular, may attract trips from both directions irrespective of left-side convenience.

By applying a blanket 90/10 split across all trip types, the TIA fails to recognise these behavioural differences and potentially suppresses westbound turning demand, including right-turn movements that may have greater safety implications.

No sensitivity testing of alternative distribution scenarios is provided.

Traffic engineers are required to make assumptions using experience and observations with respect to trip distribution.

The adopted 90% eastbound / 10% westbound split has been reviewed against observed turning movement data on Guildford Road and it is acknowledged that it may represent a simplified assumption.

A review of the surveyed AM and PM peak hour volumes indicates a strong directional bias along Guildford Road; however, the observed split is less extreme than 90/10. The data suggests a more balanced distribution of through movements, with westbound flows representing a meaningful proportion of total traffic, particularly in the PM peak. In addition, turning movements at Darby St and Kenilworth St demonstrate that access to and from the site is available and utilised from both directions.

Consistent with Main Roads WA and WAPC guidance, trip distribution should, where possible, be informed by observed traffic patterns and network functionality rather than a single assumed split applied across all trip types. In this context, it is reasonable to consider a more moderate directional distribution that reflects existing conditions and likely route choice behaviour.

Accordingly, a revised distribution of approximately 80% eastbound / 20% westbound i.e., more representative of observed traffic patterns, has been considered for sensitivity testing. It assumes that:

- pass-by trips will occur from both directions along the arterial road; and
- drive-through and convenience retail components will attract opportunistic trips irrespective of approach direction.

To address the peer review comment regarding sensitivity, a sensitivity test has been undertaken adopting a more balanced distribution scenario (e.g. 70/30). This represents a conservative case that increases westbound turning movements, including right-turn ingress and egress. Refer **Appendix E2** for more details.

3.5 Base year, opening year and design horizon

The TIA modelling is based on 2023 traffic survey data and explicitly states that no assessment year has been selected.

The report was published in December 2025. A realistic opening year for the development would likely be 2027 or later.

No traffic growth has been applied between 2023 and the assumed opening year. At typical urban arterial growth rates of 2–3% per annum, this represents approximately 8–13% growth over a four-year period.

The failure to scale background traffic to an opening year is a significant omission. Where intersections already exhibit poor performance (including Level of Service F movements), incremental growth can materially increase queue lengths and blocking probability.

Additionally, no 10-year design horizon assessment (e.g. 2037) is provided. Standard transport assessment practice in Western Australia generally requires both an opening year and a 10-year post-opening scenario for developments of this nature and scale.

The absence of these scenarios materially undermines the reliability of the network performance conclusions.

The reviewer has assumed an annual traffic growth rate of 2-3% per annum with no data to support this.

The TIA has undertaken a detailed assessment of the annual average weekday traffic volumes on Guildford Rd at the Main Roads WA Network Site on Guildford Rd just north of Ellesmere Rd (Site No 52268). This has indicated that annual traffic growth appears to be constrained due to existing constraints associated with the current layout of Guildford Rd, i.e. no dedicated protected turn lanes, no medians and a large number of active at-grade intersections. Based on this, growth is not expected unless the layout is changed, as per the previously described **Guildford Road Corridor Widening Project** that is currently unfunded and does not have a time frame for implementation. Refer **Sections 6** and **9.1** for more details.

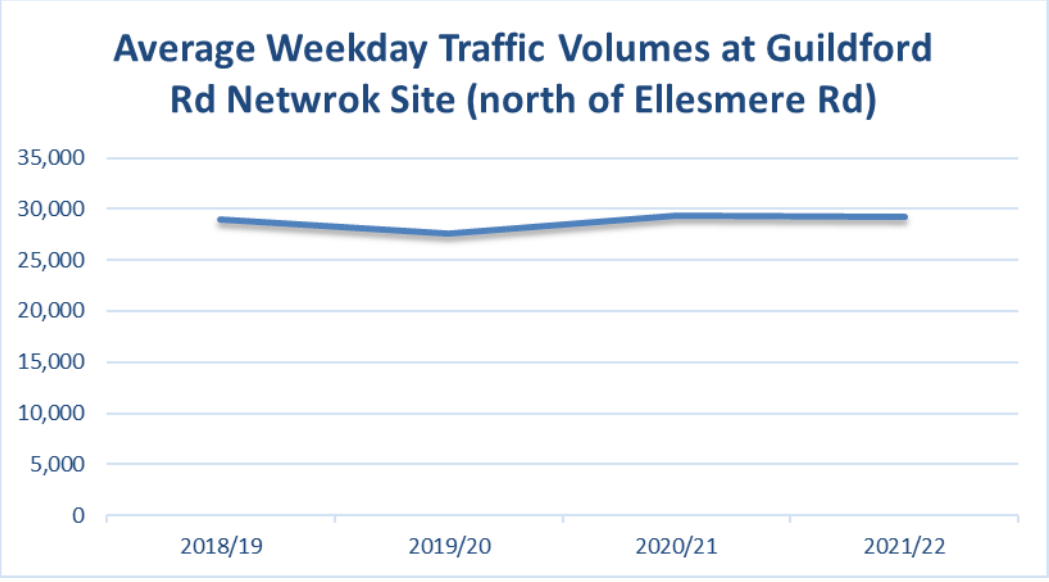


Figure 37 – Historical Average Weekday Traffic Volumes: 2018 to 2022.

In cases where there is no evidence of annual traffic growth and indications that this is constrained unless the road network is upgraded (as per the **Guildford Road Corridor Widening Project**) there is no warrant to identify an Opening Year or Horizon Year (typically 10 years after opening) as the base data for each of these years remains the same.

In the absence of an approved, funded and time-defined future network layout, adopting an arbitrary 10-year growth factor would not necessarily represent a more realistic or conservative assessment scenario.

4 Drive-through queuing and internal circulation

The TIA asserts that six vehicles of drive-through queue storage are provided on site. However, review of the site layout indicates that a significant portion of this storage appears to be located downstream of the order point. This means that pre-order stacking (the critical upstream queue where vehicles accumulate before placing orders) is limited to only two vehicles.

The TIA does not include any formal queuing analysis. There is no assessment of:

- Arrival rates to the drive-through in peak periods
- Service times at the order point and pickup window
- 95th percentile queue lengths
- Weekend or midday peaks
- Surge conditions
- Overflow behaviour

Furthermore, no waiting (pull-forward) bays are provided. Best practice drive-through design typically includes waiting bays to prevent blocking of the pickup window during long or complex orders. In the absence of such bays, any service delay propagates upstream and can cause spillback into internal circulation areas.

Given the constrained site layout and proximity of the drive-through to fuel canopy circulation areas, there is a credible risk that queue exceedance could block fuel circulation, impede entry/ exit movements, or create unsafe internal manoeuvres.

The absence of a queuing analysis is a significant shortcoming.

The above comments relate to the previous development design. The revised design increases queue capacity at the drive-thru and auto car wash facilities and reduces the potential for these to impact with internal movements.

The *RTA NSW Guide to Traffic Generating Developments* does not stipulate the required car length capacity for a drive-thru associated with a coffee/ café land use. It stipulates 10 car lengths for a McDonalds and 6 car lengths for a Kentucky Fried Chicken outlet, noting "*This requirement can be reduced to 5 car lengths for restaurants with low potential turnover*."

The same document specifies peak hour trip generation of 180-230 trips for a McDonalds outlet and 100-120 trips for a KFC outlet.

Traffic surveys undertaken at the Gloria Jeans coffee/ café drive-thru outlet at the Service Station at 472 Great Eastern Hwy indicated hour trip volumes (IN & OUT) of 54, as shown in Table 8 below.

	Midweek Hourly Volumes															
Time of Day	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10
In & Out	43	54	43	36	32	27	27	27	14	11	11	14	11	5	5	5
Arrivals	22	27	22	18	16	14	14	14	7	5	5	7	5	3	3	3
		AM										PM				

Table 8 – Surveyed Gloria Jeans Drive-thru coffee/ retail hourly arrivals at 472 Great Eastern Hwy Service Station

The survey data indicates that the drive-thru is forecast to generate less trips than a KFC outlet and therefore, providing a car length capacity of 6 or more cars is appropriate. The design allows for seven (7) large (B99 – Toyota Land Cruser/ large SUV) car lengths in the queue, one at the serving window and 6 behind this.

The reviewer's statement regarding queuing analysis for the drive-thru does not reflect standard traffic engineering practices or requirements. The reviewer has not included and 'formal queue analysis' in their TIA for a Service Station with a Fast-Food Outlet in Clarkson (17).

It should also be noted that it is not feasible to model the drive-thru within modelling software due to significant variations in serving times. This is best achieved through surveys, as has been done for this TIA.

5 Fuel tanker access and operational safety

5.1 Fuel tanker access and operational safety

The swept path assessment is based on a 16.9 m semi-trailer tanker, but the TIA does not provide detailed vehicle specifications such as wheelbase, axle spacing, turning radius, or template source. Without this information, the assessment cannot be independently verified.

The report references a 300 mm clearance envelope precedent at another site. Best practice and Main Roads WA expectations generally require a 500 mm clearance envelope for heavy vehicle swept path assessments to ensure robustness and allowance for driver variability.

The TIA does not demonstrate compliance with a 500 mm clearance envelope.

The revised design is based on accommodating the 19 m semi-trailer Design Vehicle with a 500 mm clearance and vehicle and swept path modelling specifications detailed and assessed in **Section 5** and **Appendix D**. This demonstrates compliance in this regard.

All assessed swept paths, i.e. Figure 12, Figure 13 and Figure 15 on pages 21 to 24 in **Section 5** meet the Main Roads WA and Road Traffic Code 2000 requirements.

5.2 Stationary exit position and sightlines

The swept path drawing does not illustrate the stationary holding position of the tanker prior to exiting to Guildford Road, nor does it demonstrate driver sightline triangles from the eye position.

The exit angle from the crossover appears acute (likely below the 70°–90° range typically recommended for heavy vehicle access). Acute departure angles reduce effective sightlines and increase driver workload when assessing gaps in arterial traffic.

The assessment therefore fails to demonstrate that heavy vehicle exit movements can be undertaken safely without encroachment or extended exposure within the traffic lane.

The revised design results in the 19 m semi-trailer fuel tanker exiting to Guildford Rd with the prime mover at right angles to this and the required sight lines in both directions from this location and height achieved. Refer **Section 5** and **Appendix D** for assessment and details.

All assessed swept paths, i.e. Figure 12, Figure 13 and Figure 15 on pages 21 to 24 in **Section 5** meet the Main Roads WA and Road Traffic Code 2000 requirements.

5.3 Blocking of access

When waiting to exit, the tanker is likely to occupy the crossover throat and block entry movements. No operational blocking assessment is provided. The blocking of the crossover may result in safety impacts on Guildford Road traffic.

The revised design addresses this, i.e. a 19 m semi-trailer fuel tanker waiting to exit onto Guildford Rd does not prevent right turns or left turns into the access driveway from Guildford Rd – refer **Section 5**.

5.4 Delivery scheduling

The TIA does not provide a fuel delivery management plan. There is no information regarding:

- Delivery frequency
- Delivery duration
- Peak hour restrictions
- Operational procedures during unloading

Given the limited site area and the high-turnover nature of the development, tanker presence under the canopy will materially reduce circulation capacity and may conflict with drive-through and general site traffic.

A 'fuel delivery management plan' is not a standard requirement within a TIA. Section 6.2 of Vol 4 of the *WAPC Guidelines* allow for the provision of a "Traffic management plan (where appropriate)".

Section 7.24 of Vol 4 of the *WAPC Guidelines* indicates that a Traffic management plan should be prepared for "all school sites, and other developments as requested by the approving authority". This TIA includes a recommendation for a Traffic Management Plan to be prepared for the site.

It is noted that two Urbii reports for a Service Station with a Fast-Food outlet and drive-thru in Clarkson (17) and for a Service Station on Wanneroo Rd in Wanneroo (18) do not include any management plans or recommendations for management plans. This is consistent with industry accepted practice to only include Traffic Management Plans in TIAs if requested by the approving authority (as per the *WAPC Guidelines*) or recommended by the author of the TIA.

The minutes of the Meeting with the approving authorities, i.e. Main Roads WA and the City of Bayswater, on 4 March 2026 indicated that an Operational Management Plan would be prepared for the site (4). The recommendation within this TIA is for a TMP to be prepared that includes, servicing (delivery) frequency, delivery duration, peak hour restrictions and operational procedures during unloading, amongst other things.

6 Internal circulation and conflict

The development combines multiple high-intensity uses on a constrained site. The TIA does not adequately assess:

- Interaction between tanker manoeuvres and drive-through queues
- Car wash queuing interaction
- Forecourt circulation under peak demand
- Access driveway queuing adequacy
- Risk of internal conflicts and congestion under peak operating conditions

The site appears highly space-constrained for the operational intensity proposed.

The revised development occupies the full combined development site of approximately 2,805 m², whereas the previous design retained a vacant rear portion of approximately 613.8 m². The revised layout therefore provides materially more area for internal circulation, queuing and service vehicle manoeuvring.

Refer **Section 5** and previous comments in this **Appendix** regarding assessments of the revised movements and intersections, circulation, car wash queues, drive-thru queues, internal conflicts and access adequacy.

Refer **Section 9** regarding forecast performance of the Guildford Rd access driveway.

7 Overall professional opinion

The TIA relies on optimistic assumptions, simplified methodologies, and incomplete operational assessments. The cumulative effect of:

- Reduced fuel station peak demand via hourly profiling
- High pass-trade (pass-by) assumptions
- Simplistic directional distribution
- No opening year growth
- No design horizon assessment
- No queuing modelling
- Incomplete heavy vehicle safety analysis

results in an assessment that materially understates potential impacts.

The deficiencies are not minor technical matters. They impact the reliability of the modelling and the safety of the proposed access arrangements.

The assessment and responses within this **Appendix** do not support the above statement. The facts are:

- The methodology adopted in the TIA is consistent with accepted traffic engineering practice, Austroads guidance and the *WAPC Transport Impact Assessment Guidelines*.
- Key assumptions, including hourly profiling, pass-by rates and trip distribution, are supported by empirical data and fall within recognised and accepted industry ranges.
- The adoption of pass-by trip reductions is consistent with *WAPC Guidelines* and industry practice and avoids double-counting traffic already present on the surrounding road network, ensuring a realistic estimate of net new traffic.
- Detailed traffic surveys of comparable local service stations and drive-through facilities were undertaken to inform the assessment, providing a robust, site-relevant empirical basis for trip generation and temporal distribution.
- The use of locally derived survey data represents best practice and provides a more accurate basis for assessment than reliance on generic or international databases.
- Sensitivity testing has been undertaken and demonstrates that the adoption of more conservative assumptions does not materially change the operational performance outcomes or overall conclusions.
- The analytical approach appropriately applies standard traffic engineering techniques, including temporal distribution of demand and adjustment for pass-by trips, to avoid unrealistic or double-counted traffic inputs.
- The assessment is based on observed local traffic conditions and network characteristics, ensuring that the modelling reflects actual operating environments rather than theoretical assumptions.

Accordingly, the conclusions of the TIA are supported by evidence and indicate that the proposed development is forecast to operate safely without adverse impact on the surrounding road network.

It should be noted that the site operated as a service station for several decades but has been non-operational for an extended period (likely since the mid-2010s or earlier).

Appendix E2 Peer Review Sensitivity Assessment

A provided Peer Review Report (5) suggests that this TIA underestimates Trip Generation rates, pass-by rates and Trip Assignment and therefore asserts that the forecast performance of the intersection and access driveway off Guildford Rd is understated.

As indicated in **Appendix E**, this TIA has adopted locally determined rates based on extensive surveys, whilst the Peer Review relies on generic rates based on surveys of Service Stations in the United States.

A summary of specified or implied trip generation rates, trip distribution (IN/ OUT split), pass-by and Trip Distribution values in the Urbii Peer Review Report is provided as Table 9 below.

Land Use	Trip rate source	Daily rate	Weekday Peak Hour	Weekend Peak Hour	IN	OUT	Pass-by	Distribution
Fast-Food Restaurant	ITE (934)	507 trips per 100m^2	35 trips per 100m^2	59 trips per 100m^2	50%	50%	50% (Based on adopted rate in two recent Service Stations TIAs prepared by Urbii)	AM 40% ⇨/ 60%⇦ PM 56% ⇨/ 44%⇦ (Guidford Rd Directional split)
Fuel Station and Convenience Store	ITE (945)	205.36 trips per fuelling position	13.99 trips per fuelling position	19.28 trips per fuelling position	50%	50%		

Table 9 – Summary of specified or implied trip generation rates, trip distribution (IN/ OUT split), pass-by and Trip Distribution values in the Urbii Peer Review Report

A comparison between the adopted rates/ values in this TIA and the specified/ implied rates/ values in the Peer Review report is provided as Table 10 below.

					Adopted TIA Values			Urbii Peer Review (ITE) Values		
Proposed Service Sttaion	**Land Use**	**Fuel Points**	**Restaurant Area (m^2)**	**ITE Weekday Peak Hour Trips**	**Adopted Weekday Peak Hour Trips**	**Pass-by**	**Distribution**	**Urbii (ITE) Peak Hour Trips**	**Pass-by**	**Distribution**
319-321 Bayswater Rd	**Fast-Food Restaurant**		54	101	54	70%	90% / 10%	54	50%	AM 40% ⇨/ 60%⇦ PM 56% ⇨/ 44%⇦
	Fuel Station and Convenience	6		84	77			112		
	TOTALS:			**185**	**131**			**166**		

Table 10 – Comparison between the adopted rates/ values in this TIA and the specified/ implied rates/ values in the Peer Review report

As the author of the TIA, it is my responsibility to ensure that the rates and values used to assess the forecast performance of the intersection and access driveway are the most appropriate for the subject site to avoid over-estimating or under-estimating the likely traffic impacts.

It is acknowledged that the use of conservative assumptions can be appropriate in transport assessments, particularly where there is uncertainty in the available data or where a sensitivity test is required. However, conservatism should be applied in a balanced and evidence-based manner. Applying conservative assumptions to every component of the assessment — including trip generation rates, pass-by rates, trip distribution, directional split and traffic assignment — can result in a cumulative compounding effect that produces an unrealistic traffic scenario.

This is particularly relevant where each individual assumption is treated as a “worst case”. While a single conservative assumption may provide a reasonable allowance for uncertainty, combining multiple worst-case assumptions can create a scenario that is highly unlikely to occur in practice. This can materially overstate the forecast traffic impacts of a development and may lead to conclusions that are not representative of actual operating conditions.

The purpose of a transport impact assessment is not to model an absolute theoretical maximum traffic outcome created by layering multiple unlikely worst-case assumptions, but to provide a robust, realistic and evidence-based assessment of likely operating conditions, supported by sensitivity testing where appropriate. Over-reliance on cumulative worst-case assumptions is not considered good transport planning practice, as it can distort the assessment, obscure the likely performance of the road network, and lead to unnecessary or disproportionate mitigation requirements.

In this instance, the Peer Review appears to rely on generic ITE trip generation, and pass-by assumptions derived from surveys of service stations and fast-food restaurants in the United States. While these rates provide a useful sensitivity test, they are not considered to be more representative of the proposed development than the locally derived rates adopted in this TIA. The adopted TIA values are based on observed traffic generation characteristics of comparable local service station developments, including the interaction between fuel sales, convenience retail, food and beverage uses, and local passing traffic conditions.

Notwithstanding the above, I have determined that undertaking an assessment of intersection and access driveway performance using the ‘Urbii Peer Review Values’ in Table 10 on the previous page within the same SIDRA Intersection 11 model would assist with demonstrating whether there is sufficient capacity to accommodate higher volumes of traffic than assessed in the TIA, due to increased trip generation rates, lower pass-by rates and high volumes of traffic turning right into and out of the site and Kenilworth St due to the use of 70/ 30% assignment of traffic instead of the 90/ 10% used in the TIA.

The forecast development generated volumes, distribution and assignment using these values are shown in Figure 38 and Figure 39 on the following page.

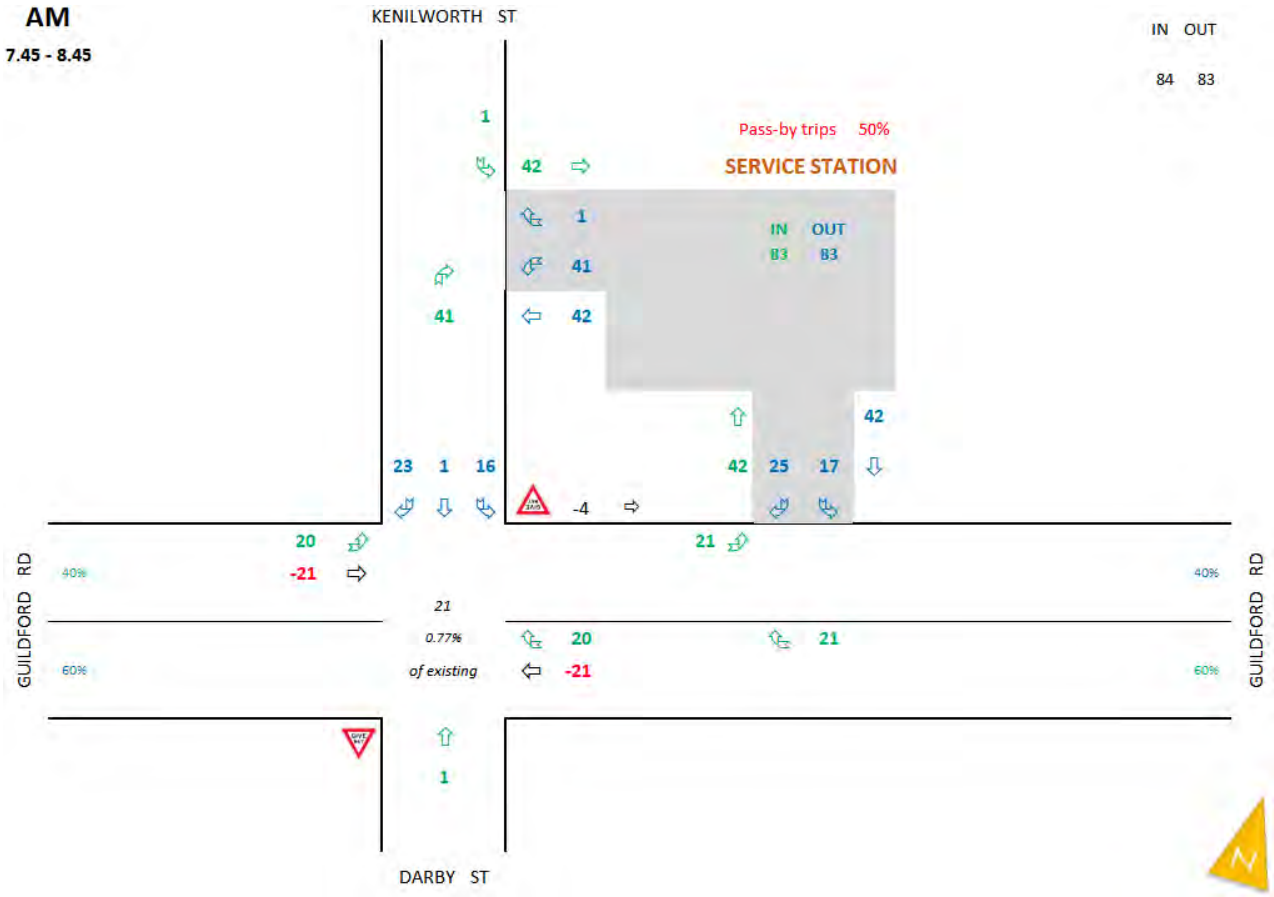


Figure 38 – Peer Review Sensitivity Assessment Development Generated AM Peak Hour Volumes and assignment

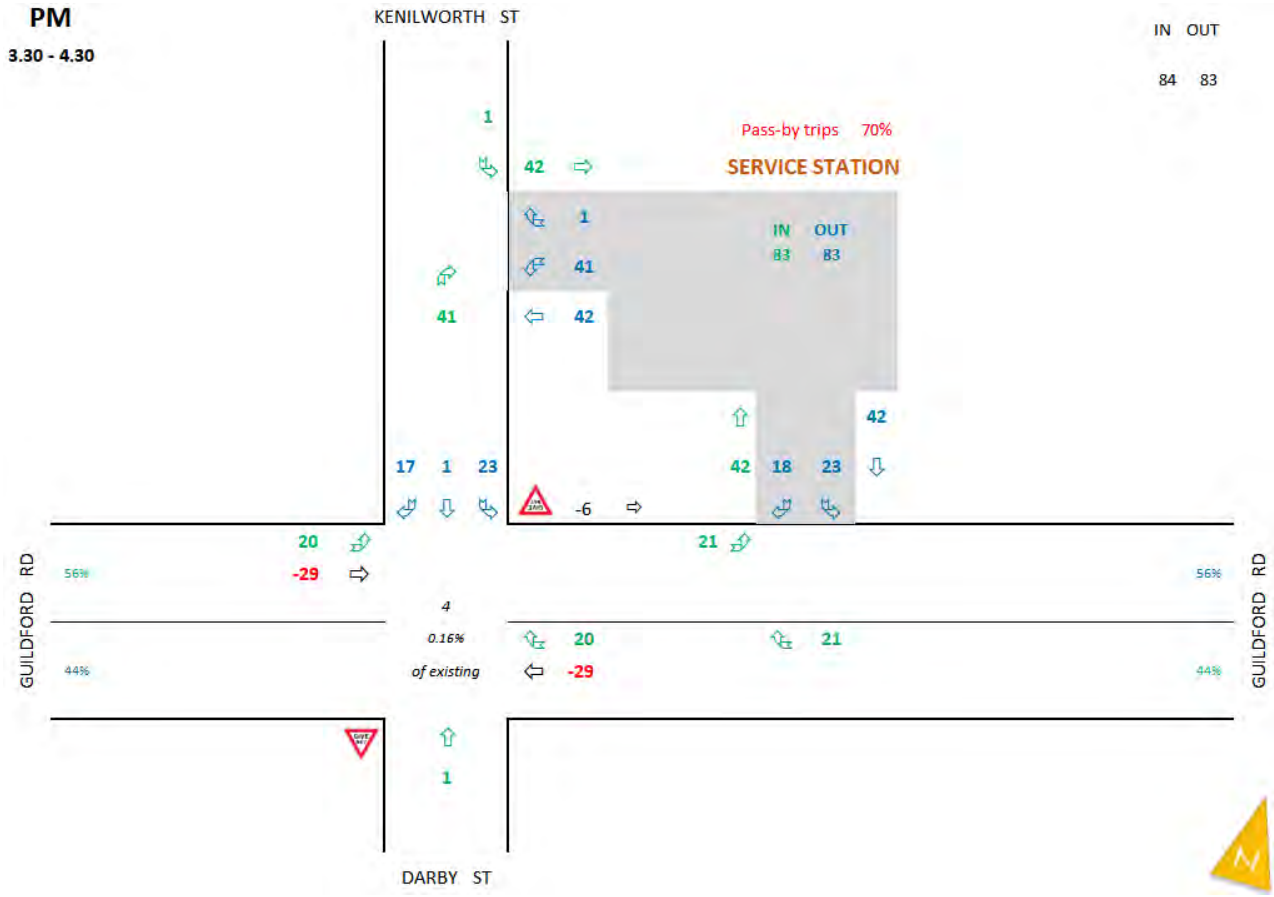


Figure 39 – Peer Review Sensitivity Assessment Development Generated PM Peak Hour Volumes and assignment

The forecast total traffic volumes using the Peer Review values are shown in Figure 40 and Figure 41 below.

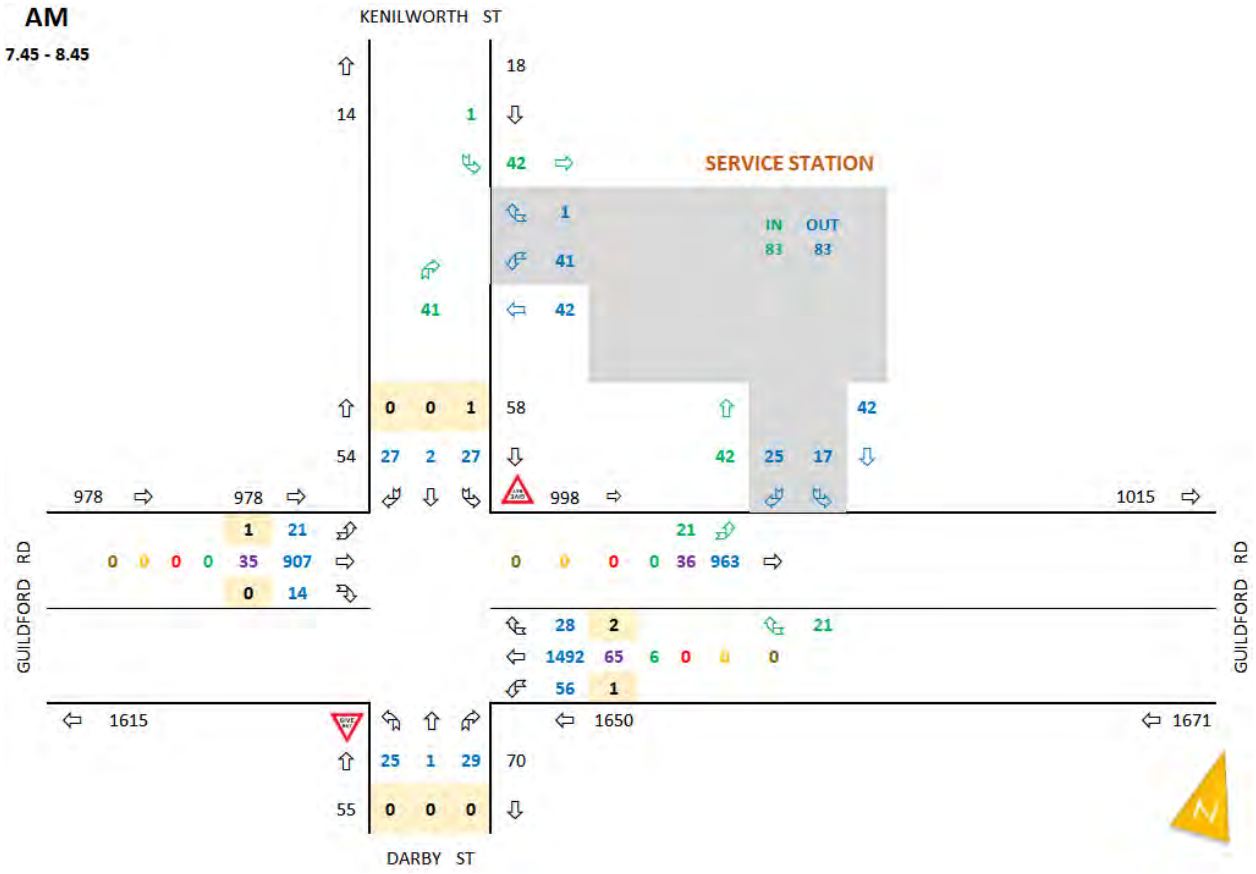


Figure 40 – Peer Review Sensitivity Assessment: Total AM Peak Hour Volumes

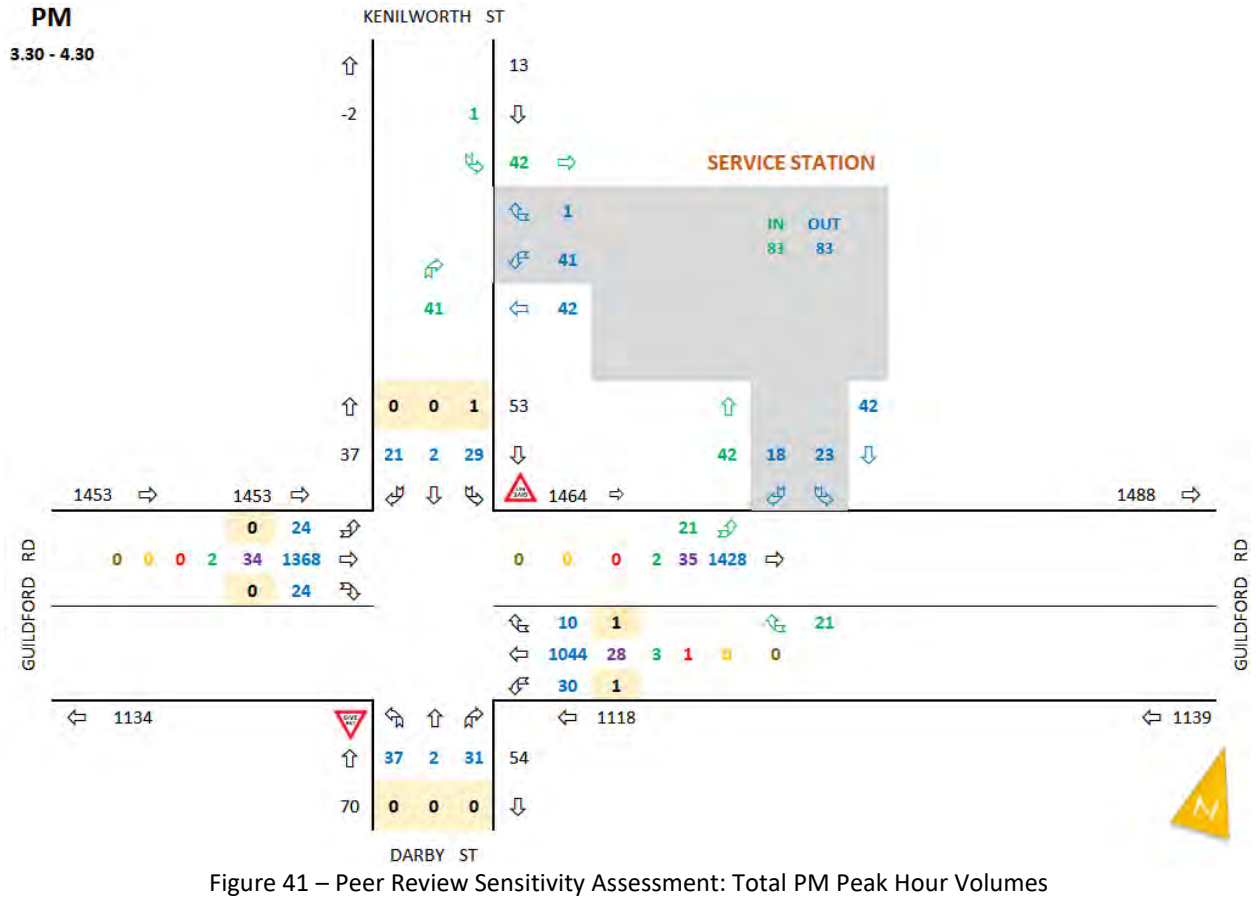


Figure 41 – Peer Review Sensitivity Assessment: Total PM Peak Hour Volumes

An assessment of the impact of the Peer Review Sensitivity Assessment volumes within the SIDRA Intersection 11 model has indicated that these conservative 'worst case' scenario volumes do not have a material impact on the performance of the Guildford Rd/ Kenilworth St intersection other than for the Kenilworth St approach with a change in the forecast Degree of Saturation from less than 0.6 to between 0.7 and 0.8 during the AM peak hour, as shown in Figure 42 below.

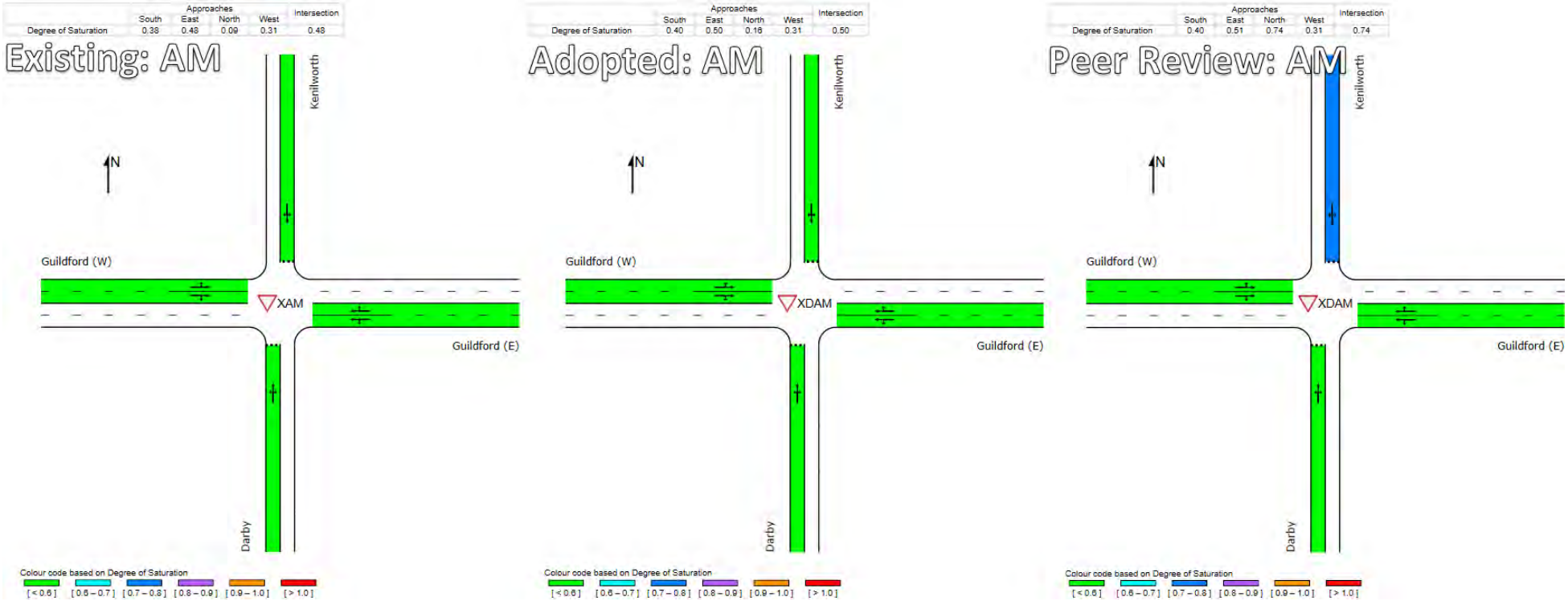


Figure 42 – Comparison between the existing and forecast Degree of Saturation of the Guildford Rd/ Kenilworth St intersection with the Peer Review values: AM Peak Hour

For sign-controlled intersections, the Degree of Saturation (DOS) is considered the most appropriate primary performance criterion within SIDRA Intersection 11 because it provides a direct measure of the relationship between traffic demand and available movement capacity.

The DOS represents the ratio of the forecast traffic volume to the practical capacity of a movement, lane, approach or intersection. A DOS less than 1.0 indicates that the forecast demand is less than the available capacity, whereas a DOS approaching, or exceeding 1.0, indicates that the movement is nearing, at, or above capacity. A DoS of between 0.7 and 0.8 (the blue lane in Figure 42 above) is described in SIDRA Intersection 11 as 'Acceptable Delays' (refer Table 3 on page 60 in **Appendix A**). A comparison between the existing and forecast Degree of Saturation of the Guildford Rd/ Kenilworth St intersection with the Peer Review values for the PM Peak Hour is shown in Figure 43 on the following page.

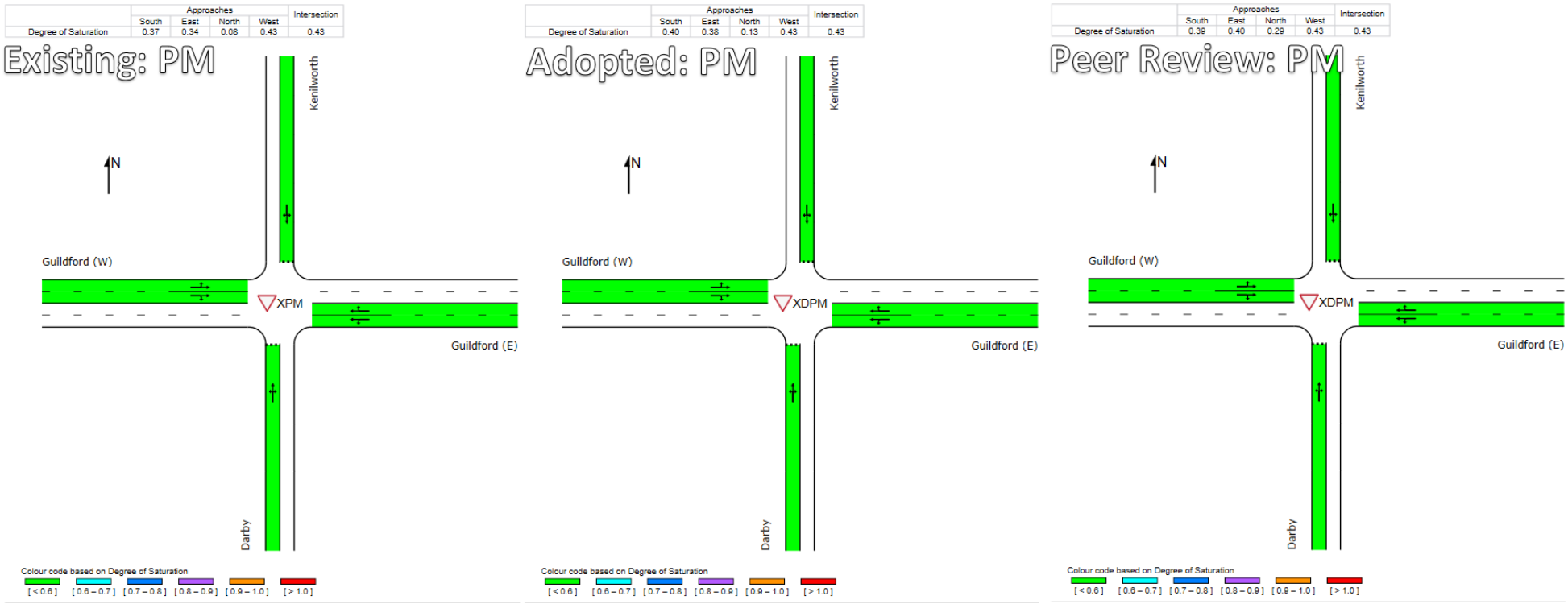


Figure 43 – Comparison between the existing and forecast Degree of Saturation of the Guildford Rd/ Kenilworth St intersection with the Peer Review values: PM Peak Hour

The assessed forecast performance of the proposed access driveway to the development site off Guildford Rd with the adopted volumes in the TIA and the Peer Review volumes is shown in Figure 44 below. This shows that the access driveway is forecast to operate at very good level regardless of the two different scenarios used.

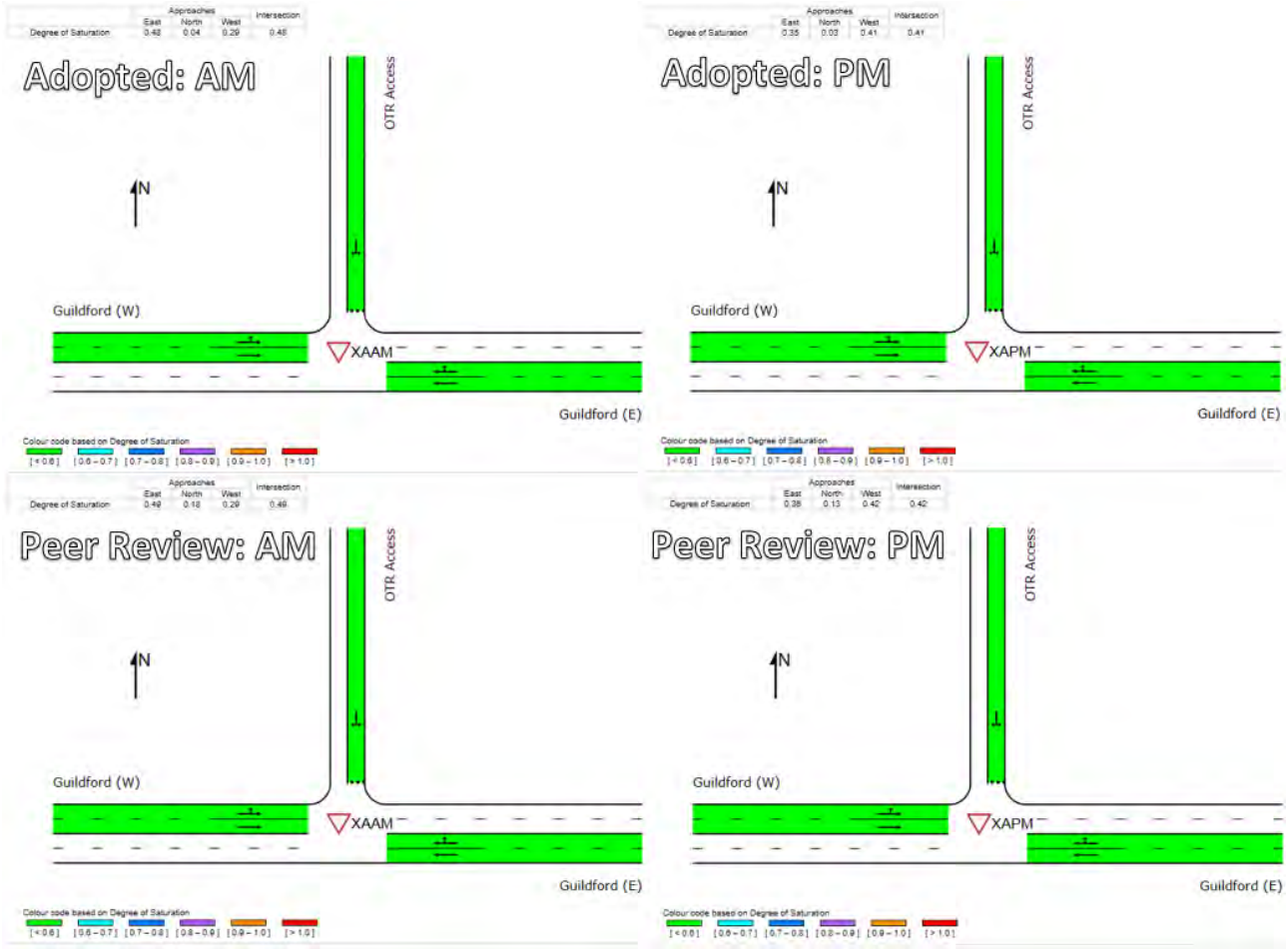


Figure 44 – Comparison between the forecast Degree of Saturation of the proposed Guildford Rd Access Driveway with the TIA and Peer Review values

This sensitivity assessment demonstrates that the Peer Review values produce a higher weekday peak hour trip generation estimate of 166 vehicles per hour, compared with 131 vehicles per hour adopted in this TIA. The difference is mainly attributable to the service station and convenience store component, for which the Peer Review implies 112 peak hour trips, compared with 77 trips adopted in this assessment.

The Peer Review also applies a lower pass-by allowance of 50%, compared with the 70% pass-by rate adopted in this TIA. The adopted rate is considered appropriate given the site's location on Guildford Road, the high proportion of passing traffic, and the nature of the proposed service station use, which is expected to attract a substantial proportion of trips already travelling on the adjacent road network.

For completeness, the higher Peer Review trip generation and lower pass-by assumptions have been tested as a sensitivity scenario to confirm the robustness of the assessment. The results indicate that, even under this more conservative assumption set, the forecast operation of the Guildford Road intersection and proposed access arrangement remains acceptable.

Accordingly, the Peer Review values do not alter the overall conclusions of the TIA. The locally derived trip generation rates and pass-by assumptions remain the preferred basis for the core assessment, as they are considered more representative of the subject site. The Peer Review values have therefore been considered as a sensitivity test only, demonstrating that the adopted TIA assumptions are robust and that the traffic impacts of the proposed service station have not been underestimated.

Appendix F DAP Submissions

F1 Introduction

This appendix provides responses to selected public submission and peer review comments made in relation to the previous Transport Impact Assessment, **31807-TIA-F5**, and assesses those comments in the context of the revised development layout and the current Transport Impact Assessment, **31810-TIA-F**.

The previous TIA and associated design have been superseded by the revised proposal. The revised proposal includes a modified site layout, use of the full development site, revised access and internal circulation arrangements, 19 m semi-trailer fuel tanker swept path assessment, updated SIDRA Intersection 11 modelling, updated crash review, sight distance assessments, and recommendations for operational management through a Traffic Management Plan.

Accordingly, where comments relate to the previous design or previous swept path assessments, they should be considered in the context of the revised design and current assessment.

F2 Guildford Rd access, right-turn movements and road safety

Comment summary

A submission raised concern that the proposal would adversely affect Guildford Rd by creating additional hazards associated with right-turning vehicles, vehicle entry and exit movements, the existing road crest, the offset Kenilworth St / Darby St intersection, and pedestrians and cyclists crossing at the median refuge.

Response

The revised TIA has assessed the safety and operation of the Guildford Rd access and the Kenilworth St / Darby St / Guildford Rd intersection. The revised design removes two existing wide crossovers on Guildford Rd and replaces them with a single narrower access, located further from the Kenilworth St intersection. This reduces the number of existing access conflict points on Guildford Rd and improves the access arrangement relative to the existing / former site condition.

The development site is zoned for use as a Service Station and previously operated as a Service Station. There is no known access strategy developed or implemented by Main Roads WA that restricts right turns into or out of properties abutting Guildford Rd.

The Guildford Rd access has been assessed for Safe Intersection Sight Distance. The required sight distance is 140 m, measured from a position 3 m back from the projected kerb line. The available sight distance has been assessed as exceeding 300 m in both directions. The crest referred to is 190 m west of the centreline of Kenilworth St and 245 m west of the centreline of the proposed Guildford Rd access driveway. These distances exceed the assessed required Safe Intersection Sight Distance of 140 m.

The assessed required SISD is based on an approach speed from the crest of 70 km/h, which is higher than the posted speed limit of 60 km/h. The recorded 85th percentile speed for eastbound drivers on Guildford Rd at 9th Ave, the closest Main Roads WA recording site to the development is 54.5 km/h.

The author undertook a video survey of eastbound Guildford Rd vehicles approaching the proposed access driveway, recording the time taken from when they first appeared over the crest to when they reached the proposed access driveway. This indicated that some drivers may travel at up to 70 km/h on this approach, hence the conservative adoption of 70 km/h to assess the required Safe Intersection Sight Distance.

The access has also been modelled in SIDRA Intersection 11 and is forecast to operate at Level of Service A.

Source: Equation 2 - *AGRD04A-23*

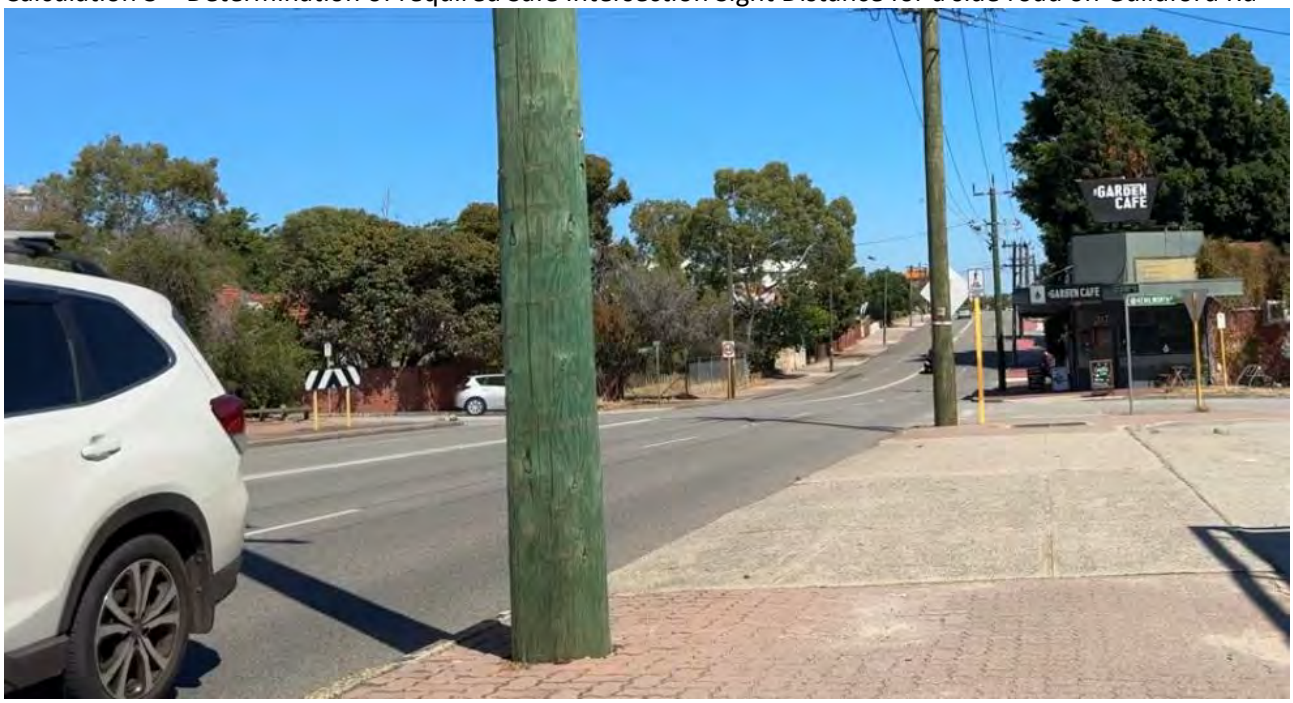
$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + [0.01 \times a])}$$

$SISD$	=	Safe Intersection Sight Distance	
D_T	=	Decision Time (s) = observation time (3s) + reaction time (1.5 alert, 2.0-2.5 other)	= 5.0
V	=	Vehicle operating (85%ile) speed (km/h)	= 70
d	=	coefficient of deceleration (night car: 0.46)	= 0.46
a	=	longitudinal grade (%: +uphill, -downhill)	= 0

$$SISD = \frac{5.00 \times 70}{3.6} + \frac{4900}{254 \times (0.46 + [0.01 \times 0.00])}$$

$$\mathbf{SISD = 140\ m}$$

Calculation 3 – Determination of required Safe Intersection Sight Distance for a side road on Guildford Rd



Photograph 14 – Screenshot from video survey of approaching vehicles from the crest to the proposed access driveway, i.e. a distance of 145 m

The crash review in the revised TIA identifies that, while crashes have occurred in the vicinity of the Darby St/ Guildford Rd/ Kenilworth St intersection, the available crash record does not identify an existing injury crash pattern associated with right turns into or out of Kenilworth St. One reported property damage only crash was associated with a right turn out of Kenilworth St.

Based on the updated crash review, sight distance assessment, SIDRA modelling and revised access arrangement, the revised TIA does not identify a material road safety impact attributable to the proposed additional turning movements.

The revised TIA also notes that restricting right turns at the Guildford Rd access would not necessarily eliminate right-turn movements, as drivers may instead use the Kenilworth St access and undertake right-turn movements at the Kenilworth St/ Guildford Rd intersection. Any restriction of turning movements should therefore be considered in the broader network context, rather than only at the immediate site access.

F3 General claim that the TIA is deficient

Comment summary

A submission stated that the TIA has extensive deficiencies and should not be accepted as valid support for the proposed service station and associated uses.

Response

The revised TIA is a full Transport Impact Assessment prepared in accordance with the WAPC Transport Impact Assessment Guidelines. While a service station with six fuel filling positions may ordinarily require a lower level of assessment, the combined proposal includes a drive-through retail component and automatic car wash and has been assessed as potentially generating more than 100 vehicle trips during the peak hour. A full TIA has therefore been prepared.

The revised TIA includes assessment of:

- existing road network conditions;
- traffic generation and distribution;
- pass-by traffic;
- SIDRA modelling of the access and nearby intersection;
- revised access arrangements;
- sight distance;
- internal circulation;
- swept paths for B99 cars, MRV service vehicles and a 19 m semi-trailer fuel tanker;
- pedestrian, cyclist and public transport access;
- parking and queuing;
- crash history and road safety; and
- recommended operational controls through a Traffic Management Plan.

On this basis, the revised TIA addresses the matters normally required for a development of this type and scale.

F4 Internal circulation, tanker movements, drive-through queuing, car wash queuing and constrained site operation

Comment summary

The submission and peer review stated that the previous TIA did not adequately assess:

- interaction between tanker manoeuvres and drive-through queues;
- car wash queuing interaction;
- forecourt circulation under peak demand;
- access driveway queuing adequacy; and
- risk of internal conflicts and congestion under peak operating conditions.

It was also stated that the site appears highly space-constrained for the operational intensity proposed.

Response

The revised development layout materially differs from the previous design. The revised design uses the full development site and removes the previously proposed rear commercial tenancy/ retained vacant area. This provides additional area for internal circulation, vehicle queuing and service vehicle manoeuvring.

The revised TIA assesses the internal layout using swept paths for:

- B99 design vehicles;
- MRV service / waste collection vehicles; and
- a 19 m semi-trailer fuel tanker.

The revised design provides:

- 10 marked parking bays;
- six drive-through queue spaces;
- six car wash queue spaces;
- a dedicated loading embayment; and
- defined internal circulation paths.

The revised TIA also recommends that a Traffic Management Plan be prepared for the site. This TMP should manage site access, internal circulation, drive-through and car wash queuing, fuel delivery procedures, servicing schedules, parking management and operational procedures during deliveries. The TMP should include a requirement that fuel deliveries occur outside the busiest customer peak periods where practicable.

On this basis, the revised TIA has responded to the previously identified internal circulation concerns.

F5 Kenilworth St traffic, amenity and Garden Café parking

Comment summary

A submission raised concern that the proposal would route significant traffic onto Kenilworth St, potentially introducing 50–100 additional vehicles per hour, increasing collision risk for residents, reducing residential amenity, increasing noise and pollution, and worsening existing parking and sight-line issues associated with Garden Café parking.

Response

The revised TIA forecasts that most development traffic will access the site via Guildford Rd. The forecast additional traffic on the non-residential section of Kenilworth St between Guildford Rd and the site access is 56 vehicles in the AM peak hour and 42 vehicles in the PM peak hour. This equates to less than one additional vehicle per minute during the busiest assessed periods.

The SIDRA modelling indicates that the additional traffic does not materially increase delays for drivers turning from Kenilworth St into Guildford Rd. The maximum identified increase is approximately 2 seconds for the left turn out during the AM peak hour.

The revised TIA also identifies that existing parking associated with Garden Café can restrict sight lines to and from driveways on Kenilworth St. The TIA therefore recommends that "No Stopping Road or Verge" restrictions are applied on both sides of Kenilworth St from Guildford Rd to the relevant access points. This recommendation should be implemented irrespective of the proposed development, as it addresses an existing safety and sight-distance issue.

The revised TIA does not support the conclusion that the broader residential section of Kenilworth St would become a rat-run or busy through route as a result of the development. The forecast additional traffic is concentrated on the short non-residential section between Guildford Rd and the site access.

F6 Swept path comment regarding Garden Café

Comment summary

A submission stated that the previous swept path assessment showed fuel tankers driving through the front of the Garden Café.

Response

This comment relates to the previous design and previous swept path material in 31807-TIA-F5. The revised design has superseded those swept path assessments.

The current revised TIA includes swept path assessments for a 19 m semi-trailer fuel tanker, along with B99 cars and MRV service vehicles. The revised TIA states that all assessed swept paths meet Main Roads WA and Road Traffic Code 2000 requirements. The revised swept paths should therefore be relied upon instead of the superseded 31807-TIA-F5 swept path material.

F7 Peer review conclusion that the TIA is not robust or complete

Comment summary

The peer review concluded that the TIA did not provide a robust, conservative or complete assessment and stated that a revised TIA should include:

- opening and 10-year design horizon modelling;
- justified and tested trip generation assumptions;
- separate pass-by behaviour by land use;
- sensitivity testing;
- formal drive-through queuing analysis;
- 500 mm heavy vehicle swept path compliance;
- sightline assessments from stationary heavy vehicle positions;
- a fuel delivery management plan; and
- assessment of internal circulation under peak and delivery conditions.

Response

The revised TIA has addressed or otherwise justified these matters as follows:

- The revised TIA explains why a future design horizon model has not been adopted, noting that the Guildford Rd Corridor Widening Project is unfunded, has no confirmed construction timeframe, and is likely to alter access and turning arrangements if implemented.
- Trip generation is supported by local traffic surveys of comparable service stations and drive-through facilities within approximately 5 km of the site, together with recognised trip generation sources.
- pass-by assumptions are explained and are within recognised industry ranges for service station and drive-through uses.
- Sensitivity testing has been undertaken using an alternative distribution split.
- The revised design provides six drive-through queue spaces and six car wash queue spaces clear of internal movement areas.
- The revised swept path assessment includes a 19 m semi-trailer fuel tanker and identifies compliance with Main Roads WA and Road Traffic Code requirements, including a 500 mm clearance envelope.
- Sight distance has been assessed at the Guildford Road and Kenilworth St accesses, including from driver eye heights relevant to cars and trucks.
- A Traffic Management Plan is recommended to manage fuel deliveries, delivery timing, internal circulation, queuing, parking and servicing.
- Internal circulation has been assessed through the revised layout and swept path diagrams for cars, service vehicles and the 19 m semi-trailer.

The revised TIA therefore provides a substantially more complete assessment than the previous TIA and addresses the key technical issues raised in the peer review. Where operational matters cannot be fully controlled through geometric design alone, these are appropriately recommended to be managed through a site-specific Traffic Management Plan.

Refer **Appendix E** for specific responses to the Peer Review report.

F8 Conclusion

The reviewed submission and peer review comments largely relate to the superseded 31807-TIA-F5 assessment and previous development layout. This revised 31810-TIA-F assessment materially changes the proposal and addresses the key issues raised through the revised site layout, updated modelling, sight distance assessment, updated crash review, 19 m semi-trailer swept path assessment, increased on-site queuing provision and recommended operational management controls.

The preparation and implementation of a site-specific Traffic Management Plan / Operational Management Plan has been identified as an appropriate operational requirement to manage site access, internal circulation, drive-through and car wash queuing, parking, servicing and fuel deliveries. Subject to this operational control and the recommended Kenilworth Street parking restrictions, the revised TIA supports the conclusion that the development can operate without adverse traffic engineering or road safety impacts on the surrounding road network.

Appendix G Determination of Trip Generation for the site.

Rather than adopt trip generation rates from the *ITE Trip Generation Manual,* which is based on surveys of Service Stations in the United States with and without convenience stores and with and without a carwash, I undertook surveys of two (2) Service Stations on Guildford Rd within 5 kms of the proposed site, as well as two (2) on Great Eastern Hwy within 5 kms, one (1) with a fast food (Hungry Jacks) drive through and the other with a coffee/ retail drive through (Gloria Jeans). The latter included heavy vehicle fueling and 'truck stop' facilities and hence was restricted to surveys of the drive-thru only. Another survey of a service station that uses a small 15 m fuel tanker to service it was also undertaken as the previous development proposal intended to use a smaller tanker than the 19 m semi-trailer, but this has now been abandoned due to Main Roads WA concerns.

A summary of the location and facilities at each of these surveyed Service Stations is provided as Figure 45 and Table 11 on the following page. The 128 West Coast Dr Sorrento Site is 18 kms away and in a different environment but was included as the original proposal was for the site to be serviced by a smaller fuel tanker and this site was identified as being approved for use by a smaller fuel tanker.

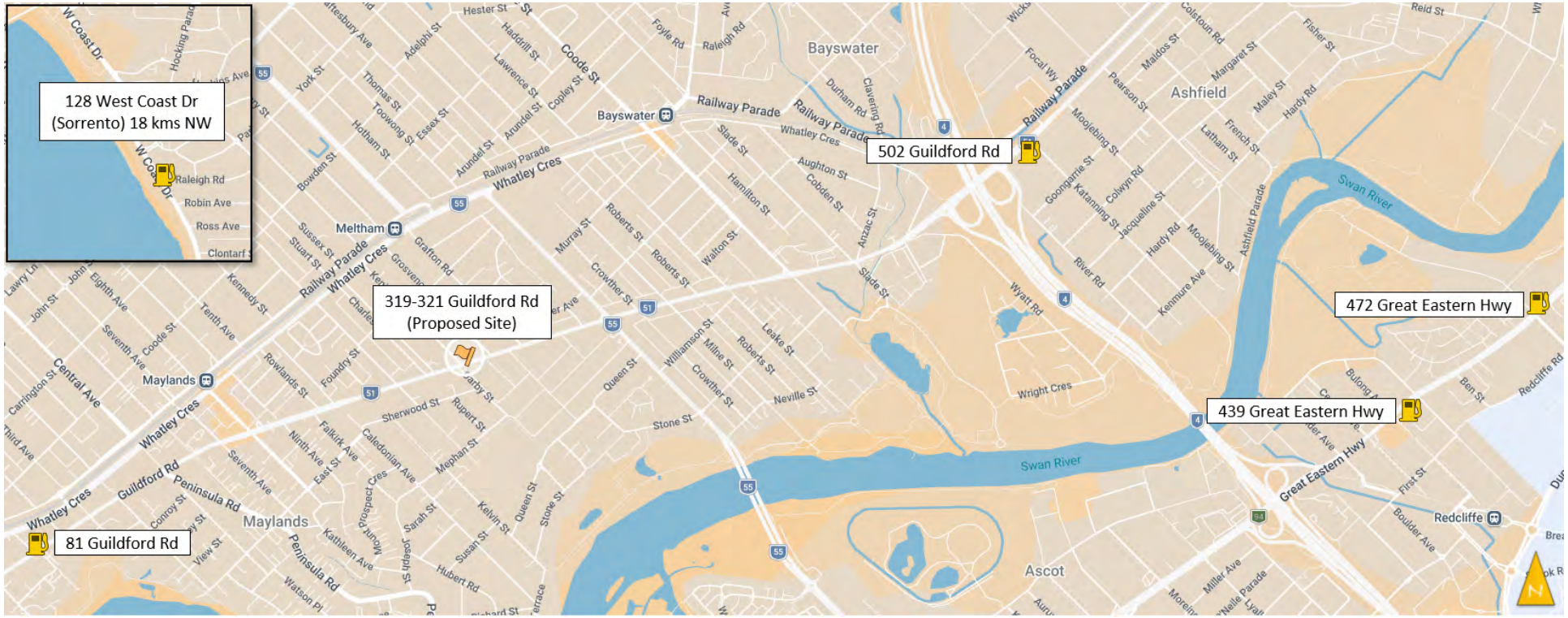


Figure 45 – Locations of surveyed Service Stations and Proposed Site

Existing Service Station	Filling Points	Car Wash	Convenience (m^2)	Drive-Thru	Parking Bays		Weekday Peak Hours			Frontage Rd AAWT*	Peak Hour Volumes		
					Regular	Disabled	Road AM	Road PM	Development		AM	PM	Development
81 Guildford Rd	8	✓	250	✗	10	1	0730 - 0830	1645 - 1745	1130 - 1230	29,200	69	120	114
502 Guildford Rd	8	✗	300	✗	15	1	0730 - 0830	1515 - 1615	1515 - 1615	16,712	76	86	86
439 Great Eastern Hwy	8	✗	760	✓	13	1	0730 - 0830	1630 - 1730	1030 - 1130	22,203	67	70	85
472 Great Eastern Hwy (Drive-Thru Only)	13	✗	359	✓	17	1	0715 - 0815	1615 - 1715	0700 - 0800	22,203	54	-	54
128 West Coast Dr	8	✗	253	✗	4	1	0745 - 0845	1645 - 1745	1830 - 1930	15,572	134	189	150
Proposed Service Station													
319-321 Guildford Rd (Development)	6	✓	268	✓	9	1	0745 - 0845	1530 - 1630	0700 - 0800	33,681			

*Frontage Rd divided by 2 if access and egress from one direction only

Table 11 – Characteristics of surveyed Service Stations and peak hour volumes

The hourly volume profile for each surveyed service station is shown in Figure 46 below.

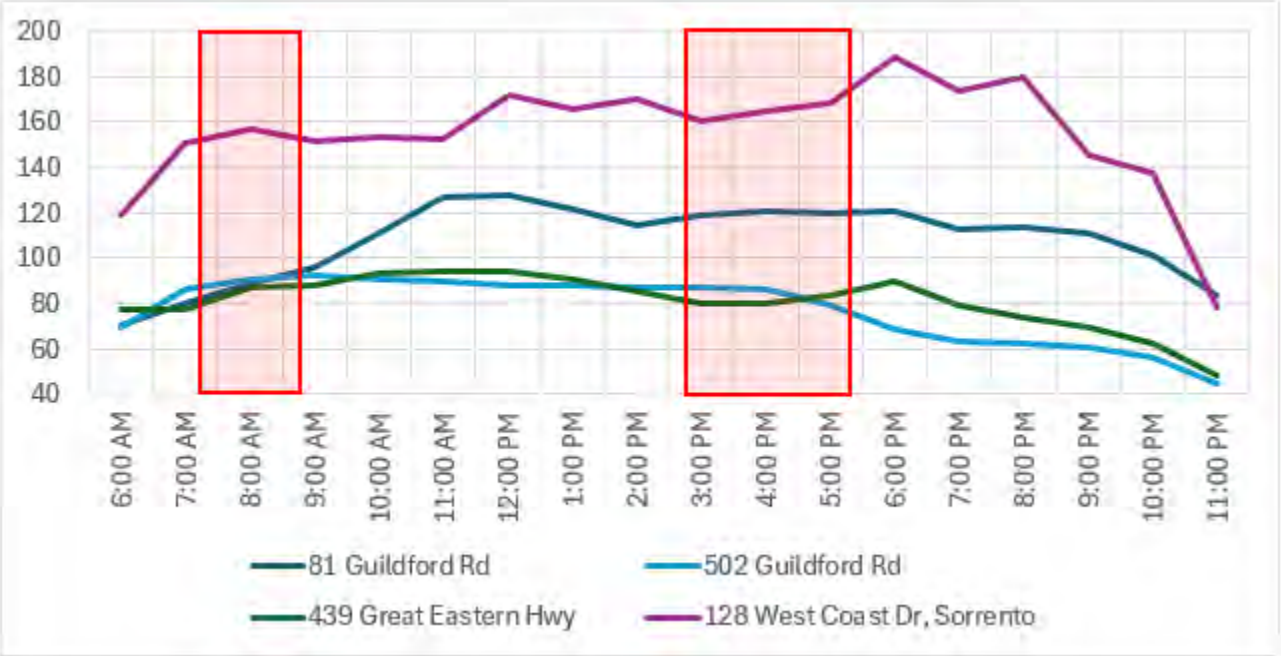


Figure 46 – Hourly volume profile of each surveyed service station with range of road network peak hours in red

Considering that each surveyed service station has the same number of filling points, i.e. 8, and that the only one of these with a drive-thru (fast food) facility is the one at 439 Great Eastern Hwy, it is clear that determining peak hour volumes based on the number of filling points alone during the morning and afternoon peak hours is not a reliable method for forecasting trip generation.

The determination of traffic volumes into and out of Service Stations is complex and should not be based on a database of surveys, with preference given to using local traffic surveys. The ITE database that the Peer Reviewer refers to is based on surveys of Service Stations in the USA.

Section 5 of Volume 5 of the *WAPC Guidelines* recognises that the use of standard databases is a common method but potentially the least accurate, for determining trip generation, i.e., it states:

"The trip generation of a development can be estimated by:

- surveying a comparable development in a similar location;
- using existing traffic data for a comparable development(s); and
- using typical rates for similar developments.

The first option is the most expensive but potentially will give the most accurate data, especially if a very similar development in a similar location can be found. For example, an existing residential subdivision could be surveyed to assess the likely traffic generation of an adjacent proposed residential subdivision.

The second option can also provide reasonably accurate data but this type of data is fairly scarce in WA as, at the date of this document, no traffic generation database for developments is available for general use. Local councils may be able to provide some data and are a good first step before organising a traffic survey.

The most common method, and potentially the least accurate, is to use typical rates for the type of development in question extracted from published land use traffic generating databases."

I have prepared thirteen (13) TIAs for Service Stations, nine (9) of which are OTR Service Stations with automatic car washes and drive-thru coffee/ retail facilities. This has enabled me to gain a better understanding of the unique characteristics of these types of developments, including determining that using standard databases is not a good method as the relationship between generated trips and the number of filling points varies widely, as shown in the graph in Figure 46 above.

Factors that influence trip generation at a Service Station, including OTRs are:

- Location. (Is it close to other Service Stations on the same road as this can reduce generation if there is choice?)
- Access. (Can it be accessed by drivers travelling in each direction or only one direction due to a dual carriageway or traffic islands restricting movements?)
- Frontage road volumes. (Service Stations rely on high levels of passing trade. If traffic volumes on the frontage road(s) are low, this can result in lower trip numbers).
- Loyalty/ tied cards. (Some drivers are required, or prefer, to use a certain service provider due to corporate rules, brand loyally or payment card points/ discounts).
- Site size and ease of use. (Drivers may avoid sites they cannot easily access, manoeuvre through or need to queue at).
- Time of day and week. (WA often has 'cheap Tuesdays' encouraging drivers to become accustomed to filling up on Tuesday of each week).
- Price.

Taking all of the above into account, as well as the data collected by myself at the four Service Stations and drive thru coffee/ retail component at another, I adopted an hourly profile based on the average of the two Service Stations on Guildford Rd and the drive thru coffee/ café component at 472 Great Eastern Hwy as the basis for forecasting trip generation for this proposed OTR Service Station. An overlay of this adopted profile, broken down into the Service Station & Convenience Store and drive-thru land uses with the average of the two surveyed Service Stations on Guildford Rd is provided as Figure 47 on the following page.

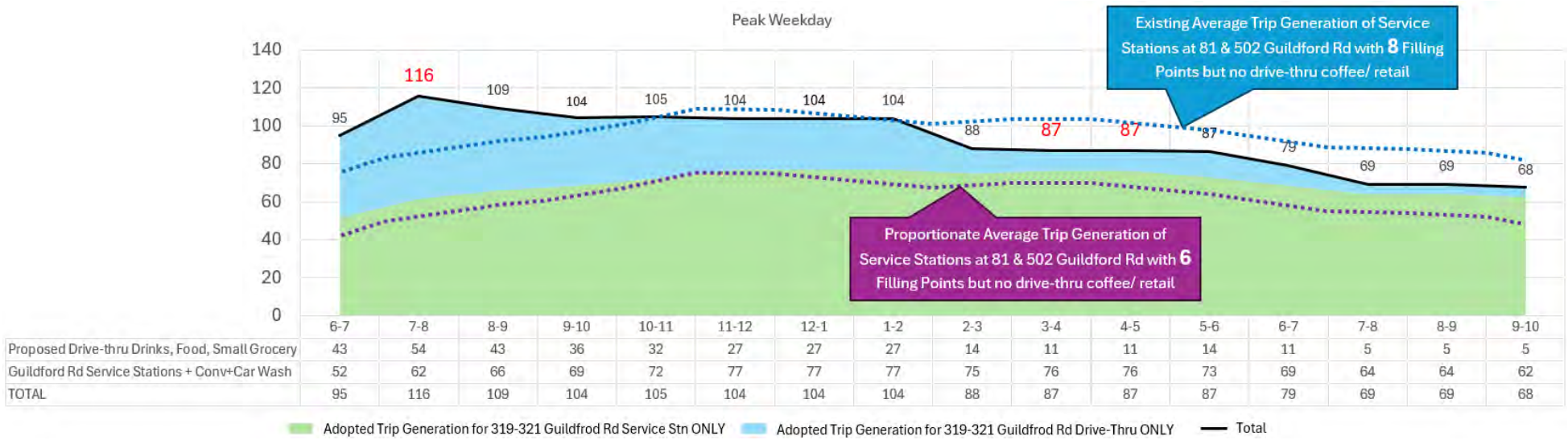


Figure 47 – Overlay of adopted hourly trip generation profile for proposed Service Station at 319-321 Guildford Rd with existing surveyed hourly volumes at other Service Stations on Guildford Rd

Notes:

A higher trip generation was adopted for the morning peak hour than the average for Service Stations on Guildford Rd due to the proposed Service Station incorporating a drive-thru coffee/ retail facility. The drive thru-coffee/ retail volumes were derived from surveys undertaken at the drive-thru coffee/ retail facility at the 472 Great Eastern Hwy Service Station.

The hourly profile for the Service Station & Convenience Store only, shown in green, closely follows the hourly profile for the existing Guildford Rd Service Stations when considering that these two Service Stations have 8 filling points and the proposed Service Station has 6 filling points.

The close correlation provides a high degree of confidence with the adopted profile.

Refer **Appendix E2 Peer Review Sensitivity Assessment** for an assessment using higher trip generation rates than adopted within this TIA.



Photograph 15 – Drive-thru coffee/ retail facility at 472 Great Eastern Hwy

APPENDIX H WAPC Transport Impact Assessment Checklist

(Checklist for a transport impact assessment of a planning scheme, structure plan or activity centre plan)

- Tick the 'provided' column for items for which information is provided.
- Enter N/A in the 'provided' column if the item is not appropriate and enter the reason in the Comments/ Proposals column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or new traffic signals or extending existing footpath to the site.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
Summary	✓	**Page 4.**
Introduction/Background	✓	**Section 1.**
name of applicant and consultant	✓	Section 3.
development location and context	✓	Section 3.
brief description of development proposal	✓	Section 5.
key issues	✓	Section 3.
background information	✓	Section 3.
Existing situation	✓	**Section 4.**
existing site uses (if any)	✓	Figure 3.
existing parking and demand (if appropriate)	✓	
existing access arrangements	✓	
existing site traffic	✓	
surrounding land uses	✓	Figure 2.
surrounding road network	✓	Figure 4.
traffic management on frontage roads	✓	Photograph 2.
traffic flows on surrounding roads (usually AM and PM peak hours)	✓	Appendix C.
traffic flows at major intersections (usually AM and PM peak hours)	✓	Appendix C.
operation of surrounding intersections	✓	Figure 5.
existing pedestrian/cycle networks	✓	Figure 6.
existing public transport services surrounding the development	✓	Figure 6.
crash data	✓	Figure 7.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
Development proposal	✓	**Section 5.**
regional context	✓	
proposed land uses	✓	
table of land uses and quantities	✓	Table 2.
access arrangements	✓	Figure 8 to Figure 15.
parking provision	✓	
end of trip facilities	✓	
any specific issues	✓	Refer Appendix D, E1, E2, and F regarding specific issues raised by the City of Bayswater, Main Roads WA, Urbii Peer Review Report and public DAP submissions.
road network	✓	
intersection layouts and controls	✓	
pedestrian/cycle networks and crossing facilities	✓	Figure 6.
public transport services	✓	Figure 6.
Integration with surrounding area	✓	**Section 7.**
surrounding major attractors/ generators	✓	
Committed developments and transport proposals	✓	**Section 8.**
proposed changes to land uses within 1200 metres	✓	
travel desire lines from development to these attractors/ generators	✓	
adequacy of existing transport networks	✓	
deficiencies in existing transport networks	✓	
remedial measures to address deficiencies	✓	Refer **Guildford Road Corridor Widening Project**, as discussed in Section 6.
Analysis of transport networks	✓	**Section 9.**
assessment years	✓	N/A – refer Figure 16.
time periods	✓	Weekday AM and PM Peak Hours.
development generated traffic	✓	Section 10: Figure 20.
distribution of generated traffic	✓	Section 10: Figure 21 and Figure 22.
parking supply and demand	✓	Section 22.
base and 'with development' traffic flows	✓	Section 11: Figure 23 to Figure 26.
analysis of development accesses	✓	Section 12.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
impact on surrounding roads	✓	Section 13.
impact on intersections	✓	Section 14: Figure 29 and Figure 30.
impact on neighbouring areas	✓	Section 15.
road safety	✓	Section 16.
public transport access	✓	Section 17.
pedestrian access/amenity	✓	Section 18.
cycle access/amenity	✓	Section 19.
analysis of pedestrian/cycle networks	✓	Section 20.
safe walk/cycle to school (for residential and school site developments only)	×	Not applicable.
traffic management plan (where appropriate)	✓	Section 24: Recommended.
Conclusions	✓	Section 25.

Proponent's name

Company PC Infrastructure Pty Ltd **Date**

Transport assessor's name David Wilkins

Company i3 consultants Pty Ltd **Date** 2 June 2026

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REVERBERATE
CONSULTING

Proposed OTR Service Station
319 Guildford Rd, Bayswater
Environmental Noise Impact

Reference: P191189RP1

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Document Information

Project	Proposed Service Station – 319 Guildford Road, Bayswater	
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Revision Table

Report revision	Date	Comments
0	31 May 2023	Draft for client review
1	7 August 2023	Updated layout
2	4 October 2024	Revised Layout
3	18 December 2024	Updated neighbour classification
4	20 June 2025	Updated layout
5	24 September 2025	Updated layout
6	18 December 2025	Updated layout
7	8 June 2026	Updated layout
8	11 June 2026	Updated Carwash treatment

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of the loudness of that sound.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L_{10}	Noise level exceeded for 10 % of the measurement time. The L_{10} level represents the typical upper noise level and is often used to represent traffic or industrial noise emission.
L_{A10}	A-weighted L_{10}
$L_{A10,adj}$	Adjusted L_{A10}. Adjustment based on obvious tonality, impulsive or Modulation characteristics in the audible noise at a receiver point. Based on the adjustment methodology in Environmental Protection (Noise) Regulations 1997 Regulation 9
$L_{A1,adj}$	Adjusted, A-weighted noise level exceeded for 1 % of the measurement time. The $L_{A1, adj}$ level represents mostly short duration, high level sound events.
$L_{Amax,adj}$	Adjusted, A-weighted maximum instantaneous noise level.

REVERBERATE CONSULTING

Table of Contents

1. Introduction 1
2. Site and Surrounds 2
3. Noise Assessment Criteria 4
   3.1 Environmental Protection Act 4
   3.2 Environmental Protection (Noise) Regulations 1997 5
4. Noise Assessment 6
   4.1 Noise Sources 6
   4.2 Noise Forecast and Impact 8
5. Conclusions 18
Appendix A: Noise Management Plan 19
Appendix B: Determination of Assigned Level 22
Appendix C: Site layout and recommended treatments 26

1. Introduction

Reverberate Consulting has been engaged by PCI Infrastructure Pty Ltd to prepare a planning stage environmental noise impact assessment for the proposed Service Station development at 319 Guildford Road, Bayswater. This development is described in the architectural drawings by ADS Architects, dated 27.05.26

This report covers the main types of environmental noise emission from the site as part of the study:

- car park and customer vehicle activity
- delivery and supply trucks
- mechanical plant and equipment at the site
- vehicle wash and vacuum area

The purpose of this report is to present the findings of potential noise emissions from the site.

2. Site and Surrounds

The proposed Service Station is located on a parcel of land on the corner of Guildford Road and Kenilworth St, Bayswater, refer to the Site Plan Figure 1. The site is to have a convenience store building on the western end of the site, the associated fuel/bowser operations being under a central fuel canopy. Additionally, an automated carwash is to be located on the northern corner of the site, with an adjacent vacuum bay.

The activities at the site are proposed to operate during the hours shown in Table 1 below:

Table 1 – Proposed Operating Hours of Activities

Operation	Time of Day		
	Mon to Fri	Saturday	Sunday & Public Holiday
Convenience Store	24h	24h	24h
Automated carwash & Vacuum Bay	7 am – 10 pm	7 am – 10 pm	9 am – 10 pm
Fuel Deliveries	7 am – 7 pm	7 am – 7 pm	-
Other Deliveries	24h	24h	24h

The dominant noisy activity for the Convenience store is caused by truck and car movements. The principal sources generally are patron vehicles as well as the following truck movements:

- Fuel tanker deliveries. Maximum of 1 tanker per 24 hours, typically 2 to 3 tankers per week.
- Other truck deliveries of up to 3 deliveries per 24 hours. May include refrigerated truck delivery
- Garbage collection – a maximum of 1 per day, between 7am and 6pm

Other noise sources include the carwash operations and vacuum bay.

Guildford Road has been measured by the DMR (2020/2021) to have a total of 28,695 vehicles per day (Average Mon – Fri). On this basis it has been classified as a major road for this assessment.

The nearest noise-sensitive site are the surrounding neighbours as shown in the Site Plan in Figure 1 below. Of these residences 50A Grosvenor Rd, 52A Grosvenor Rd, and 54 Kenilworth St are all two storeys. The other most-affected residences are single storey.



Figure 1 – Site Plan

3. Noise Assessment Criteria

3.1 Environmental Protection Act

The Environmental Protection Act (1986) provides for the prevention, control and abatement of pollution and environmental harm. This Act limits environmental noise in Section 3 (3) as follows:

For the purposes of this Act, noise is taken to be unreasonable if –

> *(a) it is emitted, or the equipment emitting it is used, in contravention of —*
> *(i) this Act; or*
> *(ii) any subsidiary legislation made under this Act; or*
> *(iii) any requirement or permission (by whatever name called) made or given by or under this Act;*
> *or*
>
> *(b) having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience, comfort or amenity of any person; or*
>
> *(c) it is prescribed to be unreasonable for the purposes of this Act.*

Reverberate has used the above legislation to assess the noise impact from the site. More particularly, noises which have a distinct character, and are different to the ambient noise environment are assessed under the subsidiary legislation; the Environmental Protection (Noise) Regulations 1997. Such an assessment has been undertaken for noise sources such as vehicle starting, tanker exhaust brakes, vehicle door closing, mechanical plant / air conditioning, reversing beepers, as well as carwash activities and plant.

Other types of noises from the site, such as that generated by vehicles driving, or manoeuvring in the carpark and drive way on site, have not been assessed under the Regulation. Reference is drawn to Section 3 (3) (b) of the Act which requires the assessment to have regard to the nature, duration and time of day of such noise emissions and the frequency of similar noise emissions from the same source. It is noted that the adjoining road, Guildford Road already has 28,000+ vehicles per day, so the movement of vehicles on site, per se is not considered characteristically different to that already in the area.

3.2 Environmental Protection (Noise) Regulations 1997

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations and activities. The Regulations specify the maximum permissible noise levels (termed Assigned Levels) at noise sensitive premises, caused by excessive nearby noise, during various times of the day.

The Assigned Levels have been calculated for all properties using the method shown in Appendix B. The resultant Assigned Levels are presented for a representative premises below in Table 2.

Due to the proposed hours of operation, the night-time period is the critical assessment period with the most stringent noise criteria to meet.

Table 2 – Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	52	62	72
	0900 to 1900 hours Sunday and public holidays	47	57	72
	1900 to 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	42	52	62

The Assigned Levels above have been applied against the environmental noise emission from the sources outlined in Table 3 below.

4.Noise Assessment

4.1 Noise Sources

Noise emission sources, buildings and ground contours were used to develop a 3-D SoundPLAN noise model as shown below in Figure 2. This figure has general site details including the locations of modelled noise sources, noise barriers, and site & surrounding buildings.

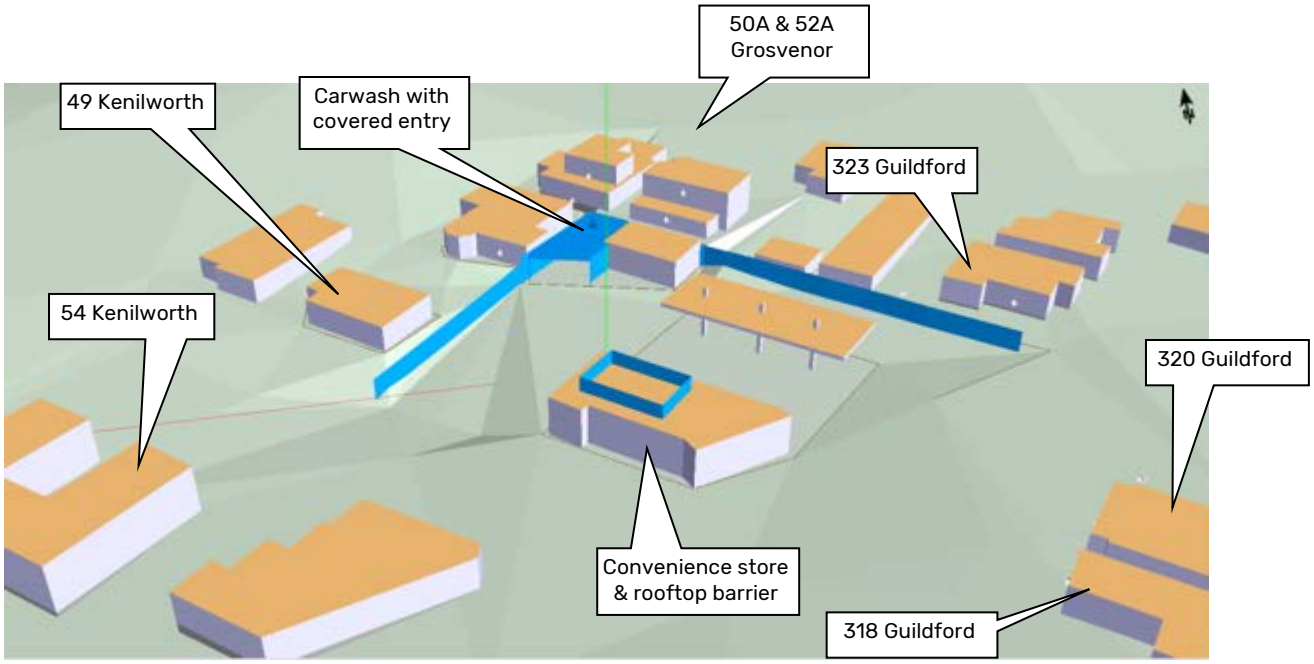


Figure 2 – 3-D SoundPLAN model of Convenience Store Site with Noise Sources

The noise emission levels for the project noise sources are summarised below in Table 3.

Table 3 Summary of Sound Power Levels

Summary of Sound Power Levels (dB)			
Noise Source	L_{A10}	L_{A1}	L_{Amax}
Fuel Tanker: park brake	-	-	101
Fuel Tanker: idle	-	-	97
Fuel Tanker: engine start	-	-	100
Fuel Tanker: door close	-	-	90
Delivery Truck: refrigeration plant	-	95	96
Delivery Truck: park brake	-	-	74
Delivery Truck: reversing beeper	-	-	95
Passenger Car: engine start	-	-	85
Passenger car: door close	-	-	84
Rooftop AC outdoor units* (each of two)	79	-	-
Rooftop Refrigeration outdoor unit x 1	80	-	-
Tyre Refill Beeper	-	-	88
Rooftop Exhaust fans (each of two)	66	-	-
Person Talking	-	72	74
Engine Idling (Drive thru)	-	83	84
Talking - amplified (Drive Thru)	-	72	74
Tyre air compressor (silenced)	-	71	72
Vacuum cleaner (each of two)	81	-	-
Auto Carwash - Blower	94	97	97
Car idling waiting for carwash	83	-	-

Note * night-mode is to be a minimum 5 dB quieter

4.2 Noise Forecast and Impact

Computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 9.0, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and for the nearest receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were used as required in modelling for night-time operations i.e. between 10pm and 7am.

- Pasquil Stability Factor F
- Temperature 15 ^{O}C
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e. all directions
- Relative Humidity 50%
- Ground Absorption 0.65 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where evident at the receiving locations, the following adjustments were applied:

- +10 dB where the received noise was determined to have impulsive characteristics
- +5 dB where the received noise was determined to have tonal characteristics

The forecast noise levels at sensitive receivers are summarised in Table 4 to Table 8 below. These forecasts are based on the maximum Sound Power Levels in Table 3 and the successful implementation of the Noise Management Plan in Appendix A.

The forecast noise levels at sensitive receivers are shown in the noise contour plots in Figure 3 to Figure 6.

The tables show that the following emitted noises are the highest noise levels compared to their respective assigned level criteria:

- the delivery truck door
  L_{Amax} emission = 62dB @ 52A Grosvenor St, assigned level = 62 dB,Table 7.
- the total L_{A10} evening noise emission
  L_{A10} noise emission = 47 dB @ 49A Kenilworth St, 320 Guildford Rd and 52A Grosvenor St, assigned level = 47 dB, Table 5.
- the total L_{A10} night-time noise emission
  L_{A10} noise emission = 41 dB @ 52A Grosvenor St, assigned level = 42 dB, Table 4

These levels, as well as the other emissions of all tabulated sources comply with the Noise Regulations and are therefore considered acceptable.

Table 4 Forecast Night-time $L_{A10,adj}$ noise emission (dB)

	Receiver								
	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
Noise Source	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
rooftop fans*	21	27	21	22	23	20	22	26	25
Rooftop AC*	30	36	32	32	32	30	33	33	33
Rooftop refrig *	33	40	34	35	35	32	35	39	36
Overall*	**35**	**41**	**36**	**37**	**37**	**34**	**37**	**40**	**38**
Assigned Level	42	42	42	42	42	42	42	42	42
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

Table 5 Forecast Evening $L_{A10,adj}$ noise emission (dB)

	Receiver								
	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
Noise Source	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Car idling - carwash	27	27	32	35	36	28	17	36	36
Car wash*	32	41	31	43	44	42	37	38	34
Vacuum bay*	32	35	30	38	40	36	26	38	40
Mechanical Plant*	40	46	41	42	42	39	42	45	43
Overall*	**41**	**47**	**43**	**46**	**47**	**45**	**44**	**47**	**45**
Assigned Level	47	47	47	47	47	47	47	47	47
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

Table 6 Forecast Night-time $L_{A1,adj}$ noise emission (dB)

	Receiver								
	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
Noise Source	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Car idling order point	31	47	42	37	35	40	35	48	46
Car idling pickup point	29	41	21	33	38	37	30	39	42
Talking order point	17	30	26	18	27	23	20	33	31
Talking pickup point	20	30	12	14	19	19	20	32	32
Tyre air compressor*	12	14	17	19	20	19	11	22	22
Assigned Level	52	52	52	52	52	52	52	52	52
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

Table 7 Forecast Night-time $L_{Amax,adj}$ noise emission (dB)

	Receiver								
	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
Noise Source	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Car 1 door**	40	52	34	44	49	47	41	51	53
Car 2 door**	40	53	28	44	50	49	43	50	51
Car 10 door**	40	53	44	53	54	47	43	45	40
Car bowser 1 door**	37	52	39	50	51	44	44	47	48
Car bowser 6 door**	40	54	47	52	53	49	45	45	40
Car vacuum 1 door**	39	40	44	47	47	42	37	50	50
Delivery Truck door**	51	62	38	53	59	57	53	58	57
Delivery truck Engine	40	52	27	39	48	46	41	47	40
Delivery truck refrig*	52	61	37	49	56	55	52	57	49
Delivery truck reversing beeper*	43	58	38	56	56	52	47	53	55
Tyre refill beeper*	32	52	31	41	48	47	35	47	51
Assigned Level	62	62	62	62	62	62	62	62	62
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

** Impulsive adjustment applied

Table 8 Forecast Daytime $L_{Amax,adj}$ Tanker noise emission (dB)

	Receiver								
	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
Noise Source	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Fuel tanker door close**	49	57	49	56	56	54	50	55	57
Fuel Tanker engine idling	44	52	37	53	52	48	46	51	53
Tanker engine start	46	55	42	57	56	53	49	54	56
Tanker park brake**	56	68	56	66	68	65	61	61	65
Assigned Level	72	72	72	72	72	72	72	72	72
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

** Impulsive adjustment applied



Figure 3 – Forecast L_{A10} night-time noise contours (Grnd floor)
(Assigned Level 42 dB)



Figure 4 – Forecast L_{A10} evening noise contours (Grnd floor)
(Assigned Level 47 dB)



Figure 5 – Forecast L_{A1} night-time noise contours (Grnd floor)
(Assigned Level 52 dB)



Figure 6 – Forecast L_{Amax} night-time noise contours (Grnd floor)
(Assigned Level 62 dB)

5. Conclusions

An assessment of environmental noise emission from the proposed service station and Carwash facilities has been undertaken.

The forecast noise emission levels have been presented. The recommended treatments to control noise emissions are outlined in the Noise Management Plan (Appendix A) and in the site plan, Appendix C. These treatments have been shown to control environmental noise emission from the site so that compliance is achieved with the Environmental Protection Act (1986) and Environmental Protection (Noise) Regulations 1997.

On this basis the noise emissions from the site are considered acceptable and Unreasonable Noise, as defined in the Act is not expected from site.

Appendix A: Noise Management Plan

The elements outlined below are recommended as part of a comprehensive Noise Management Plan. They are recommended for compliance with the Environmental Protection Act 1986 and its subsidiary legislation; the Environmental Protection (Noise) Regulations 1997.

Noise Source or Activity	Requirement
General Deliveries	• General Deliveries and operation permitted during the operational hours shown in Table 1 • Reversing of trucks to be minimised to avoid the unnecessary activation of the reversing beeper. • "Broad band", or "white noise" reversing beepers while not essential, are preferable for all Delivery trucks at the site • Night-time deliveries with trucks fitted with refrigeration units are limited. Any deliveries between 10pm and 7am (Mon-Sat) or between 10pm and 9am (Sun & public holidays) require the refrigeration units to be switched off on arrival and only switched on after leaving the site • Evening deliveries with trucks fitted with refrigeration units are limited to a lesser extent. Any deliveries between 7pm and 10pm (Mon-Sat) or between 9am -10pm (Sundays & public holidays) are limited to a maximum of 18min of operation of the refrigeration unit during the evening period, or a maximum of 23 min during any 4-hour period on Sundays/Public holidays
Refuse Collection	• Refuse collection is to be carried out in the quietest reasonable and practicable manner; • Equipment used for refuse collection is the quietest reasonably available • Collection to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.
Fuel Tanker Deliveries	• Deliveries permitted during the hours outlined in Table 1 • Vehicle manoeuvring on site to be preferably 5-8 km/h, and with low engine revs. • "Broad band", or "white noise" reversing beepers while not essential, are recommended for all tanker trucks • Reversing of trucks to be discouraged to avoid the unnecessary activation of the reversing beeper.
Barriers	• Recommended barriers are shown in Appendix C • Barriers up to 1.8m high can be colourbond or other suitable material. • Taller barriers are to be minimum 140mm masonry or pre-cast concrete
Grilles, Storm water grates & other metal covers	• To be installed to be tight fitting. Where this cannot be achieved, hard rubber or other durable materials are to be used for cushioning metal grates & covers
Signage	• To be installed in the carpark to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas
Outdoor Building Services plant	Air compressors to be co-located with other plant within a plantroom

Noise Source or Activity	Requirement
Other Noisy Plant	• Beepers (for tyre air refill) and other alert devices on site shall be selected to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions not to exceed the values outlined in Table 3
Outdoor Speakers	• No music to be played through any speaker on site. The use of the speaker is to be limited to emergency messaging and patron management only
Carwash	• A water-resistant acoustic lining, minimum NRC 0.95 is required on the ceiling and walls of the carwash bay, exposed to the carwash environment, minimum area 78m2. • Proposed acoustic lining material to be a 50mm thick 32kg/m3 glass wool with 15 micron Mylar facing. Water & corrosion resistant perf metal facing, minimum 0.42mm thick, and with a minimum 11% open area. Perf metal facing to sit a minimum 50mm clear gap to insulation • Maximum opening to the South of the carwash to be 2.7m wide and 2.7m high. The opening to the North to be 2.7m wide and 3.0m high. • Exit door to be sealed during carwash with a minimum 10.38mm sliding glass door. Door to seal gap-free when closed using brush seals in contact around the full perimeter of the sliding door. Minimum acoustic performance of the door is shown in Table 9 • Entry door to be sealed during carwash with a minimum 3mm PVC roller door with acoustic performance shown in Table 9 • NE, NW and SW walls of the carwash/plantroom to be core-filled 190mm masonry with a minimum rating of Rw 55. No additional glazing, apart from the sliding access doors permitted on these walls. • The wall to the SE can be Rw 45. Glazing in this wall to double glazed, with a minimum 10mm and 6mm thickness glass and a minimum 100mm cavity • Roof/ceiling construction: to be 0.6mm colourbond/kliplok or similar roof, with 2x9mm FC or 2 x 16mm fire-rated moisture resistant ceiling underneath. NRC 1.0, 100mm thick glasswool insulation within the ceiling cavity. Ceiling cavity to be a minimum of 400mm. • A covered entry area is required (Appendix C) to prevent excess car noise while vehicles are idling and waiting for carwash. • Roof covering to be acoustically equivalent to 9mm CFC. No gaps permitted between covering and boundary walls. • NRC 0.95 acoustic lining to the underside of the roof and perimeter walls as shown in Appendix C
Loading Bay	• Evening & night-time unloading permitted at the location shown in Appendix C • Refrigerated deliveries are limited as outlined above in General Deliveries

Overall	• Noise Emission from all sources not to exceed the levels in Table 3 of this report, for the treatments outlined in this Section to be sufficient • Noise Emission from all sources to meet the time limits outlined in Table 1 • In the event that quieter, or louder equipment is proposed for the site, a review of overall noise emission is required to determine the finalised noise control measures. For example, where equipment is provided which is a minimum of 3 dB quieter than that outlined in Table 3, revised noise controls and/or extended operation hours can be contemplated. • Noise control for building services plant to be reviewed at the detailed design stage, after the selection of final mechanical plant, to ensure compliance with the acoustic requirements in this report

Table 9 – minimum Transmission Loss performance of carwash Doors when closed

Door	Octave Band Transmission Loss						
	63	125	250	500	1k	2k	4k
Entry	5	5	5	7	8	10	13
Exit	10	12	13	14	15	13	12

Appendix B: Determination of Assigned Level

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 10.

Table 10 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of roads carrying significant traffic.

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

Example Influencing Factor calculations are shown below. These factors have been added to the baseline Assigned Levels to produce the Assigned Levels in Section 3.2 in the body of this report.

Property = #49 Kenilworth St

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0%	0%	0.0	dB
Commercial Land	1.5%	15.5%	0.9	dB
Transportation Factor			6	dB
TOTAL Influencing Factor			**7**	**dB**

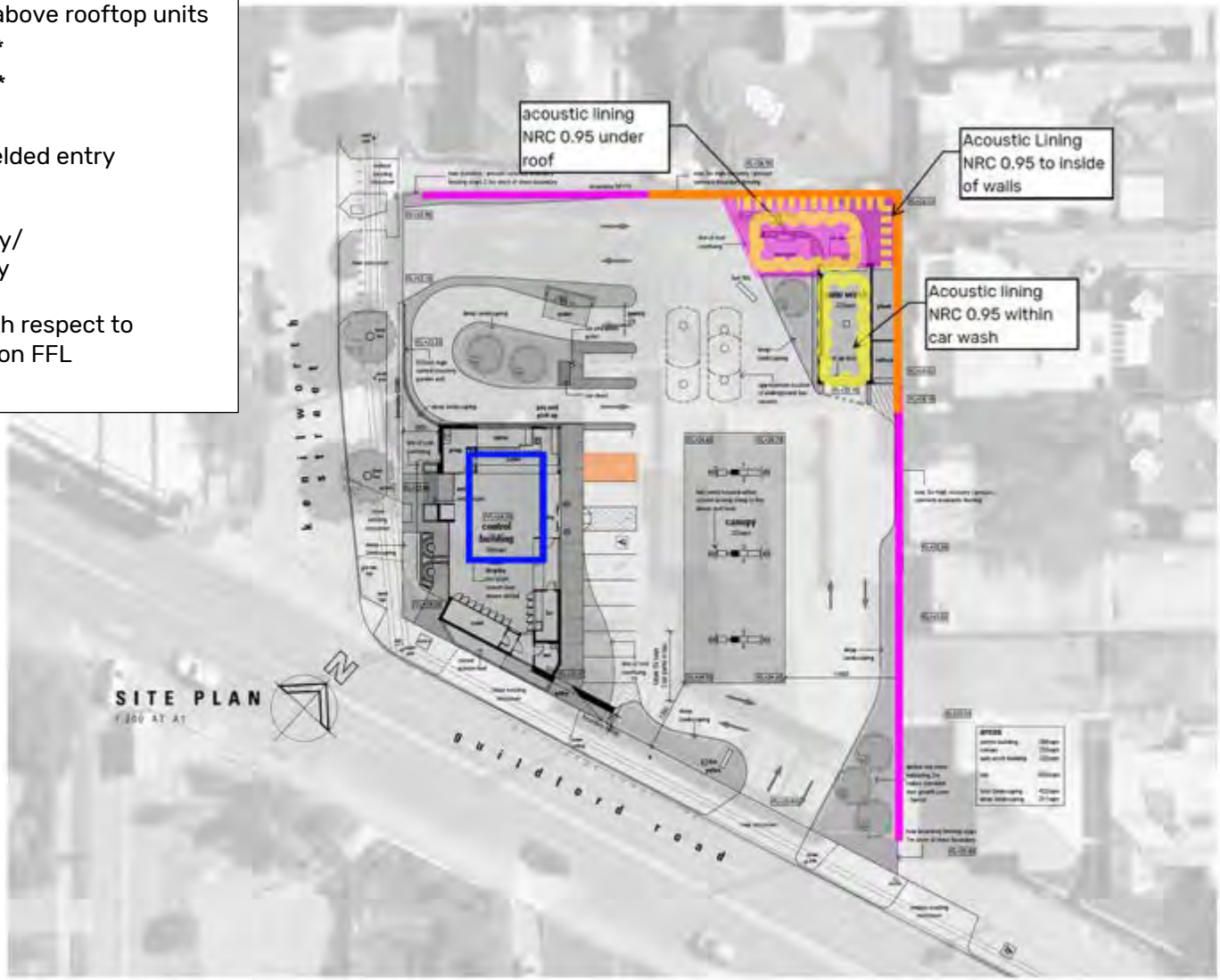
Appendix C: Site layout and recommended treatments

Legend

- Barrier 1.0m above rooftop units
- 3.0 m barrier*
- 4.0 m barrier*

- Covered/shielded entry to carwash
- Truck Delivery/ unloading bay

Note * Barrier heights with respect to Local service station FFL



SITE PLAN

1:200 AT A1

NEW SERVICE STATION COMPLEX

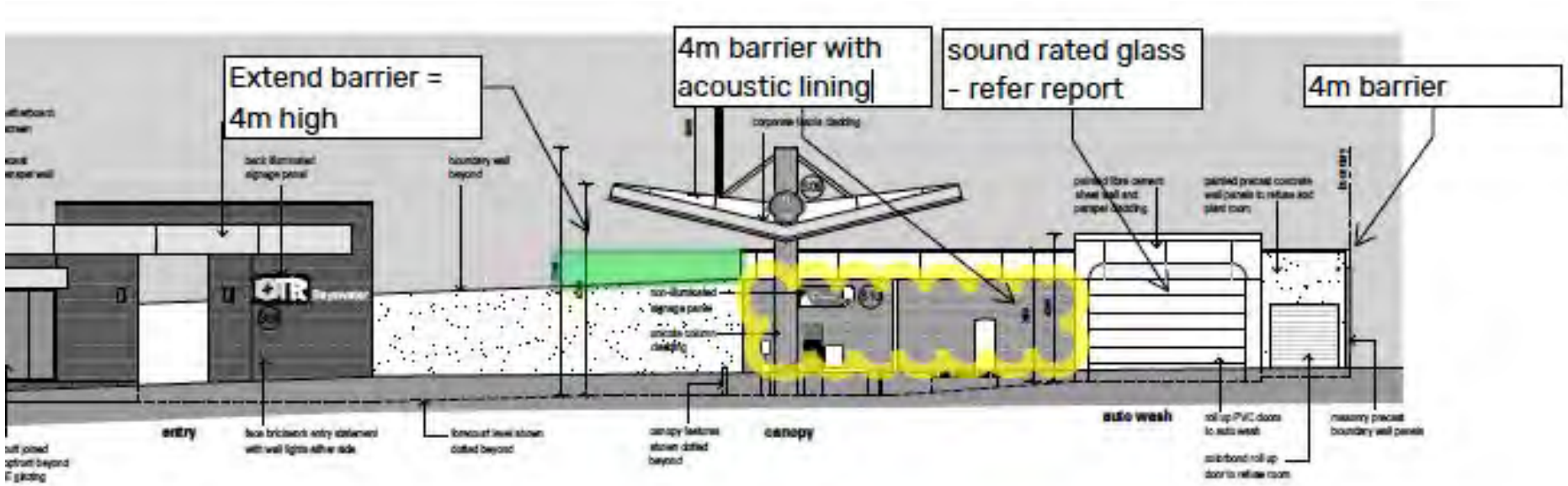
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

PLANNING

27.05.26

ADS Architects

53 Gilles Street Adelaide 5000 T 82232244


Extend barrier =
4m high
4m barrier with
acoustic lining
sound rated glass
- refer report
4m barrier
entry
canopy
auto wash

PEREGRINE
CORPORATION

OTR Bayswater

Operational Management Plan

June 2026

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OTR Bayswater

Operational Management Plan

June 2026

This Operational Management Plan (**OMP**) relates to the proposed service station (including convenience store, drive-through ordering and pick up facility and car wash) at 321 Guildford Road, Bayswater in the City of Bayswater (**subject land**).

This OMP accompanies a planning application submitted to the City for consideration by the City and determination by the Metro Inner DAP.

Implementation of the OMP will ensure that the proposed development is a safe, efficient and pleasant environment in which to work and visit, and that the amenity of neighbouring properties and the locality generally is preserved and maintained.

1. Subject land and context

The proposed service station (including convenience store, drive-through ordering and pick-up facility and car wash) will develop land that is currently unimproved and unused to provide a modern, contemporary commercial and retail facility that will enhance the built form character of the locality.

The proposed development will serve residents of the locality and users of the nearby recreational and commercial facilities through the provision of day-to-day needs including groceries and convenience retail items, food and beverages, vehicle washing facilities and fuel.

2. Operational hours

(a) The convenience store (including fuel and retail sales and the drive-through ordering and pick up facility) will operate on a 24 hour per day, 7 day per week basis.

(b) The automated car wash facility and associated vacuum bay will operate between 7:00am and 10:00pm, Monday to Friday and Saturday, and 9:00am to 10:00pm, Sundays and public holidays.

(c) Fuel deliveries will be received between 7:00am and 7:00pm, Monday to Friday and Saturday, with no fuel deliveries on Sundays and public holidays.

(d) Deliveries other than fuel will be received at any time (subject to the requirements of the Noise Management Plan as outlined in item 6(c), below).

(e) Rubbish collection will a maximum of once per day, and only between 7:00am and 7:00pm.

3. Staffing

(a) The Convenience Store (including the drive-through ordering and pick up facility) and Car Wash (including the vacuum equipment) will be operated as a single integrated facility. Each element will be under the same ownership and operation; staff members will be trained and have responsibility for assisting customers in the use of all on-site facilities; and customer payments for all facilities will be accepted through any of the on-site payment points.

(b) During daytime hours between 2 and 4 members of staff will be on duty at any time, based on expected or actual customer and transaction numbers. During overnight

hours when a lower number of customers and transactions occurs, the site may be attended by a single staff member.

4. Management of car wash and vacuum equipment

(a) Customers who wish to use the car wash have the following options:

(1) Purchase an activation code for the equipment at the sales counter in the control building.

(2) Purchase car wash services using the OTR app. to obtain an activation code without staff assistance.

(b) In either case, car wash equipment will be activated and used by customers without the need for staff intervention, through entry of the purchased activation code at a key pad in the car wash entry lane. Vacuum equipment will be activated by customers inserting cash or using an EFT or credit card at the console on the vacuum equipment.

(c) Customers' use of the drive-through car wash and the vacuum equipment will be guided by signs and instructions posted at visible and convenient places, assisting them in paying for the required service, securing items on the vehicle to prevent damage, activating the equipment and safely proceeding into and through the car wash.

(d) The drive-through car wash will be provided with an automatic PVC roller door (to the entry) and an automatic sliding glass door (to the exit), each to be fitted and operated as specified in the Noise Management Plan for the site (Reverberate, June 2026). The doors will close and seal automatically after a vehicle enters the drive-through and before the chosen cycle begins; the doors will open only after all car wash and drying operations have concluded.

(e) In the case of an event requiring customer assistance (for example malfunction of equipment, damage to customer property) the staff member or members on duty in the control building will be responsible for logging the incident and reporting to the site operator's responsible staff member for further action and follow-up.

(f) If an event or incident requires the drive-through car wash and/or the vacuum equipment to be shut down, customer access to the equipment will be de-activated by the responsible staff member on duty in the control building.

(g) During times when the drive-through car wash and/or the vacuum equipment is not in use (as specified in item 2(b) of this OMP) or when for any other reason any item of equipment is unavailable for customer use, the equipment will not allow customers use, access or activate the affected equipment.

5. Management of drive-through

(a) Customers who wish to use the drive-through ordering and pick up facility have the following options:

(1) Using the OTR app before arriving at the site to order and pay for items from the in-store range of food, beverages and grocery items.

(2) Driving to the order point at the drive-through entry and choosing items from the displayed menu screens to place an order through the order intercom

equipment. In addition to items displayed on the menu screens, customers may request any item in the in-store food, beverage and grocery range.

(b) In all cases customers who have placed a drive-through order will proceed to the pay and pick-up point to pay (if not already paid using the app) and pick up the goods ordered.

(c) If there is any delay in delivering a customer's order at the pick-up point, staff may direct the drive-through customer to proceed to a vacant parking bay so that customers further back in the drive-through queue can be served.

(d) The drive-through facility, including taking orders and payment, preparing orders and handing to customers at the pay and pick-up point will be operated by the staff member or members on duty in the control building from time to time. At times when a single staff member is on duty in the control building, use of a headset will allow orders to be taken from drive-through customers while the staff member also attends customers at the sales counter within the control building.

(e) If at any time (for example during a period of repairs and maintenance) the drive-through facility is not operational, the menu screens will advise customers to continue through the drive-through to a vacant parking space, and to place or pick up orders by walking into the control building.

6. Deliveries

(a) Fuel deliveries will be made using a fuel tanker of up to 19 metres in length which will enter by approaching along Guildford Road from the east and turning right into Kenilworth Street and then right into the subject land.

While delivering fuel to the subject land, the fuel tanker will stand adjacent to fuel fill points towards the north-eastern corner of the site. On completion of fuel discharge, the fuel tanker will move in a forward direction and exit the site by turning right and moving westwards along Guildford Road.

(b) Other deliveries, and waste collection, will be made by a service truck of no more than 8.8 metres in length, entering the site by turning left or right into Kenilworth Road. The truck will position itself adjacent to the refuse storage enclosure (for collection of waste) or adjacent to the control building (for non-fuel deliveries). On the completion of delivery or waste collection, the vehicle will move in a forward direction and exit the site by turning left or right into Guildford Road.

(c) In accordance with the requirements of the Noise Management Plan for the site (Reverberate, June 2026), night-time deliveries by trucks fitted with refrigeration units are limited as follows:

(1) any deliveries between 10:00pm and 7:00am (Monday to Saturday) or between 9:00am and 10:00pm (Sunday and public holidays) require the refrigeration units to be switched off on arrival and only switched on after leaving the site;

(2) any deliveries between 7:00pm and 10:00pm (Monday to Saturday) or between 9:00am and 10:00pm (Sundays and public holidays) are limited to a maximum of 18 minutes of operation of the refrigeration until during the evening period, or a maximum of 23 minutes during any 4-hour period on Sundays or public holidays.

7. Waste management and collection

Waste generated during the operation of the proposed development will be dealt with in accordance with the separate Waste Management Plan prepared in relation to the site (Talis, June 2026).

8. Management of traffic flow during deliveries and waste collection

During deliveries or waste collection, the operator of the proposed development and the operator of the delivery or collection vehicle will put up barriers or will otherwise take such measures as are necessary to minimise conflict between customer vehicles and the delivery or collection operations.

9. Noise management

Noise arising from the site will be dealt with in accordance with the separate Noise Management Plan prepared in relation to the site (Reverberate, June 2026)

10. Security and safety

(a) Surveillance

Closed-circuit surveillance cameras will be placed in and around the premises at strategic locations, including within the building and refuelling areas. All cameras will be operated 24 hours a day and maintained in good working condition.

A sign will be placed at a prominent location advising that the premises are under 24-hour CCTV surveillance and that any anti-social behaviour will be reported to police.

Staff will undertake passive surveillance of all parts of the site while carrying out their duties.

External lighting will be provided around the site including building entrances, the fuel court and vehicle parking areas.

(b) Access control

The service station will include an intruder alarm and access control.

(c) Space/activity management

Clear and legible directional signage will be provided throughout the development to assist in “way finding” onto, over and off the site.

Landscaped areas, walls, parking areas and fencing will be maintained in good repair and condition.

EAQ Consulting

EMISSIONS IMPACT ASSESSMENT OF PROPOSED OTR SERVICE STATION

321 GUILDFORD ROAD, BAYSWATER
WESTERN AUSTRALIA

Emissions Impact Assessment of Proposed OTR Service Station

321 Guildford Road, Bayswater Western Australia

Prepared for: Hiding Urban Planning

Project Ref: EAQ-26022

May 2026

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Signature



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This document presents the outcomes of a Desktop Emissions Modelling Assessment. All emissions inputs into the model were sourced from industry specific emissions' factor publications, previous site-specific measurements, and/or from peer reviewed public domain data except where detailed otherwise herein. EAQ has not attempted to verify externally sourced data beyond its use herein. The modelling assessment has been prepared using the best available information provided by the Client and in conjunction with regulatory guidance from the appropriate regulatory jurisdiction(s). EAQ has exercised its diligence and due-care in delivering the outcomes of the assessment according to accepted assessment practices and techniques. EAQ disclaims any and all liability and responsibilities for damages of any nature, to any party, which may be caused from misapplication or misinterpretation by third parties of this assessment

Contents

Executive Summary 6

1 Background & Scope 8

1.1 Station Assessment Scope 8

1.1.1 Assessment Conservatism 8

1.1.2 Legislative Context 9

1.1.3 Department of Health Consideration 9

1.1.4 Station Assessment Substances 10

1.1.5 Guidance for Assessing Station Impacts 11

1.2 The Station 12

2 Service Station Emissions Assessment 16

2.1 Station Emissions Estimation 16

2.1.1 Vehicle Refuelling Movements 16

2.2 Vapour Recovery 16

2.3 Bulk Deliveries and Emissions 16

2.4 VOC Emissions 17

2.5 Station Operational Data 18

2.6 Derived Emission Factors 18

2.6.1 Fuel Throughput Trends 19

3 AERMOD Dispersion Modelling Methods 23

3.1 Meteorology 23

3.1.1 Sensitive Receptors 24

3.1.2 Building Profile Input Program (BPIP) 25

3.1.3 Dispersion Modelling Limitations 25

4 Assessment Results & Discussion 26

5 Conclusions 27

Appendix A: Vapour Emissions Calculations 30

Appendix B: Meteorology & Representative Year 31

Appendix C: AERMOD Input 32

Figures

Figure 1-1: Guildford Road, Bayswater – Proposed OTR Service Station (Locality) 13
Figure 1-2: Modelling Depiction of Proposed Service Station 14
Figure 1-3: Proposed Service Station & Assessed Sensitive Receptors (Green Circles) 15
Figure 3-1: Annual Wind Characteristics (Speed & Direction) for Locality. 24
Figure 5-1: 1-Hour Benzene Predicted Ground Level Concentrations (VR1 & VR2) 29

Tables

Table 1-1: WA EPA Guidance for Separation Distances – Service Station 9
Table 1-2: Assessment Substances (Pollutants) 10
Table 1-3: Assessment Criteria for Toxic Substances 11
Table 2-1: Example of Bulk Fuel Delivery Schedule (L/hr) 17
Table 2-2: Composition of Petrol (NPI, 1999) 17
Table 2-3: Composition of Petrol (Fuel Standards, 2019) 18
Table 2-4: Proposed Station Operating Detail 18
Table 2-5: Emissions Factors for Service Stations 18
Table 2-6: Representative Fuel Throughputs (BCC, 2017) 19
Table 2-7: Factored Total VOC Emission Rates per Hour (VR1 & VR2) 20
Table 2-8: Ventilation Scenarios for Bulk Fuel Storage 21
Table 2-9: Proposed Station Bulk Storage Emissions including Bulk Refuelling Events 21
Table 5-1: Proposed Service Station - GLC's of Pollutants (VR1 & VR2) @ Assessed Receptors 28

Executive Summary

Environmental and Air Quality Consulting Pty Ltd (**EAQ**) undertook an Air Emissions Impact Assessment (**Assessment**) for the proposed Service Station at Lot 130, 321 Guildford Road, Bayswater, Western Australia. The Assessment considered both the short-term exposure and long-term health risks associated with vapour emissions generated from fuel storage and refuelling activities associated with the proposed development.

The Assessment utilised industry accepted methodologies to estimate pollutant emission rates for primary airborne pollutants associated with fuel storage, tanker unloading and vehicle refuelling activities. These emissions were subsequently assessed using conventional atmospheric dispersion modelling techniques to predict ground level concentrations (**GLCs**) at the nearest sensitive receptors within the surrounding locality.

The dispersion modelling of Benzene, Toluene, Ethylbenzene and Xylenes (**BTEX**), together with Cyclohexane, n-Hexane and Styrene vapour emissions, demonstrated that predicted GLCs do not exceed the applicable draft Department of Water and Environmental Regulation (**DWER**) pollutant exposure criteria within the sensitive receiving environment.

EAQ's primary assessment tool used to evaluate the risk of vapour exposure within the receiving environment from the proposed development was atmospheric dispersion modelling. This assessment approach is a standard and widely accepted scientific tool routinely relied upon by environmental and health regulators in Australia and internationally for the assessment of toxic air pollutants and VOC emissions.

The Assessment also adopted conservative assumptions regarding vapour losses from storage ventilation systems. Unlike many contemporaneous service station assessments, which typically focus primarily on vapour losses during bulk fuel deliveries, this Assessment considered continuous vapour losses from storage ventilation, including maximum ventilation during fuel deliveries and ongoing emissions outside delivery periods. The Assessment also recognises that fuel deliveries can result in periods of negative tank pressure and reduced vapour emissions, including extended periods where vent emissions may temporarily cease following fuel deliveries.

The outcomes of the Assessment demonstrate that predicted benzene concentrations at the nearest sensitive receptors remain below the Department of Health's 1 in 100,000 incremental lifetime cancer risk benchmark, being a commonly adopted carcinogenic risk assessment criterion within Australian environmental and human health risk assessment practice, and substantially below the draft DWER, interstate Australian and international ambient air quality criteria for benzene exposure.

Historically, an annual average benzene concentration of 5 µg/m³ has been widely adopted internationally as a practical ambient air quality criterion for protection of human health, including under the European Union Ambient Air Quality Directive. More recent European revisions have proposed a lower future annual limit value of approximately 3.4 µg/m³, reflecting increasing regulatory conservatism

regarding long-term benzene exposure. The Assessment demonstrates that predicted annual benzene concentrations remain substantially below the draft DWER annual criterion of 9.6 µg/m³, the historical international criterion of 5 µg/m³, and the proposed future European value of 3.4 µg/m³.

Accordingly, the Assessment demonstrates that vapour emissions associated with the proposed development can be managed to levels consistent with accepted contemporary health-based exposure criteria, and the risk of vapour impacts from the proposed Service Station is therefore considered low.

1 Background & Scope

Environmental & Air Quality Consulting Pty Ltd (**EAQ**) was engaged by Hiding Urban Planning (**Hiding**) to undertake an Air Emissions Impact Assessment (the Assessment) of a proposed Service Station (**Station).**

The Station is to be located at Lot 130, 321 Guildford Road, Bayswater Western Australia.

The Station will comprise of 3 individual refueling bowsers under the main refuelling canopy, giving a total of 6 refilling positions.

This Assessment addresses the Stations' toxic principal chemical compounds in petrols (i.e., unleaded fuels) by undertaking a desktop scientific Assessment of the short and long-term health risks associated with vapour emissions from the Station.

1.1 Station Assessment Scope

The Assessment of the Service Station was undertaken to determine the extent of offsite pollutant impacts beyond the boundary of the Service Station and subsequently determining the risk of health and amenity impacts for existing and future sensitive receivers and/or sensitive land uses (receptors).

The Assessment predicted ground level concentrations (**GLCs**) of various pollutants from vapour losses using regulatory standard dispersion modelling techniques.

The predicted GLCs were compared to the regulatory criteria for each pollutant assessed to determine if those GLCs would cause a health or amenity impact at the nearest receptor.

The model of choice was Aermod and the models' supporting pre- and post- processors.

Chemical vapour emission rates from the Service Station were developed from:

- NPI Emission Estimation Technique Manual (NPI, 1999) for Aggregated Emissions from Service Stations (Environment Australia),
- Air Toxics "Hot Spots" Program: Gasoline Service Stations Industry wide Assessment Guidelines – Toxics Committee of the California Air Pollution Control Officers Association (CAPCOA, 1997), and
- Brisbane City Council methodology for service stations (BCC, 2017).

The BCC, 2017 methodology was utilised to represent hourly throughput rates for service stations based on normal and peak traffic flows within a metropolitan area.

1.1.1 Assessment Conservatism

The Assessment focused on peak emissions during peak-hour traffic refueling activities at the Service Station, which was then applied across the daily 24-Hour period based on traffic flows either side of that peak-hour traffic flow.

However, a peak hour approach applied across every daily peak period assumes that vehicles volumes exhibit the same trends daily, whereas it's well understood that peak refuelling periods generally follow

weekly fuel price cycles and peak on singular days, and that peak flows typically do not occur across weekends.

1.1.2 Legislative Context

The proposed Service Station will not be a 'Prescribed Premise' for the purpose of the *Environmental Protection Act 1986* (WA) and Schedule 1 of the *Environmental Protection Regulations 1987* (WA) . This is because service stations do not fall under the specific categories listed in Schedule 1 of the regulations. Although service stations handle hazardous materials (i.e., fuels) they are not viewed as high risk industrial emitters.

The Environmental Protection Authority (**EPA**) 2005 Guidance for the Assessment of Environmental Factors document titled "*Separation Distances between Industrial and Sensitive Land Uses*" (No 3, 2005) (**GS 3**) recommends a buffer separation distance for Service Stations / Convenience Store Fuel Facilities and the nearest sensitive receptor as follows:

Table 1-1: WA EPA Guidance for Separation Distances – Service Station

50 m	Operating during normal business hours of Monday – Saturday from 0700 – 1900 hours
100 m	Freeway service stations
200 m	Service stations in operations for 24 hours daily

GS 3 states the following in relation to types of sensitive land uses:

"Land uses considered to be potentially sensitive to emissions from industry and infrastructure include residential development, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, childcare facilities, shopping centres, playgrounds and some public buildings. Some commercial, institutional and industrial land uses which require high levels of amenity or are sensitive to particular emissions may also be considered "sensitive land uses". Examples include some retail outlets, offices and training centres, and some types of storage and manufacturing."

The EPA recommended buffers imply that where the separation distance is not met, a further scientific assessment of applicable emissions should be undertaken to support the proposal and thus inform the risk of health and amenity impacts at the nearest receptor.

1.1.3 Department of Health Consideration

The WA Department of Health (**DoH**) 2024 Position Statement states as follows:

- 50 m for service stations operating during normal business hours,
- 100 m separation distance for all 24-Hour service stations,
- VR2 is not mandated and if applied might be considered a mitigating feature in relation to any application for a reduced separation distance of 100m to 50m for 24 hour service stations, and
- According to the DoH Position Statement, *"At this time there is insufficient evidence to support the 200m distance for non-Freeway 24-hour service stations".*

Other Australian jurisdictions take a differing view on the separation distances for service stations. For example, the South Australian Government EPA states that:

- *"recommended evaluation distance (i.e. buffer distance) for unleaded petrol dispensing (e.g. from the bowsers) is 50 metres to the nearest sensitive receiver", and*
- *"If sensitive receivers are located closer than 50 metres to the fuel bowsers and the proposal is for a new petrol station, increasing the number of fuel bowsers, or moving bowser closer to sensitive receivers at an existing petrol station which dispenses unleaded fuel, it must be demonstrated that the reduction of the 50-m evaluation distance does not pose an unacceptable risk to human health or amenity (i.e. odour nuisance). This can be demonstrated by confirming the installation of VR2 (except bowsers dispensing diesel or LPG), air quality modelling, or the provision and explanation of other potential mitigating factors (e.g. operational limitations such as reduction in maximum petrol delivery rates at the bowsers, etc)".*

1.1.4 Station Assessment Substances

The emission sources at the Station comprise the ventilation of the sub-terrain fuel storage tanks, and the petrol refuelling bowsers (3 bowsers, i.e., 6 dispensers). Incidental spills can also be a source of vapour release, albeit minor. Emission sources are primarily headspace purging vapour losses from refilling (storage tanks) and bowser refuelling processes.

Principal chemical compounds (pollutants) typically emitted from service station activities are listed in Table 1-2. These compounds are part of the Total Volatile Organic Compounds (**VOCs**) emitted, and individual pollutants are then derived based on the percentage contribution of those pollutants within the Total VOC emissions.

Table 1-2: Assessment Substances (Pollutants)

Benzene	Cyclohexane	Ethyl benzene	Styrene
Toluene	*n*-Hexane	Xylenes	

The proposed Station will comprise the following main features:

- 3 bowser ranks comprising a maximum of 6 refuelling outlets at any one time under the main refueling canopy for retail sales,
- The types of fuel and/or additives proposed are;
    - Diesel (50 kL),
    - ULP 90 (30 kL),
    - ULP 91 (20 kL),
    - PULP 95 (20 kL), and
    - PULP 98 (20 kL).
- Bulk refuelling events are estimated to take place up to 3-times (x3) per week based on a single B-Double Tanker with a total volume of 55,000 L.
    - This assumes fuel storage requires replenishing based on a peak refuelling relationship.

- The peak flow of vehicles during maximum daily peak hour has been estimated at 55 based on a traffic report for the development, and encompassing a 3-Bowser configuration (i.e., 6 per refilling nozzle, per 5-7 minutes, per hour), and
- Average peak hour petrol refuelling volume daily 2,750 Litres.

Importantly, vehicle refuelling sales represent a peak hour approach which is applied across every day and assumes peak refuelling trends daily. It is well understood however that peak refuelling periods generally follow weekly fuel price cycles, and that peak flows typically do not occur across weekends.

1.1.5 Guidance for Assessing Station Impacts

DWER prescribes maximum ambient concentrations of an array of pollutants and toxic substances. In prescribing these maximum concentrations, DWER has referred to (among others) The National Environment Protection (Air Toxics) Measure (**NEPM**).

This Assessment has considered WA DWER and also compared against other jurisdictional ambient limits.

For example; the VIC EPA guidelines for benzene are based on an acute minimal risk level to toxic substances and have provided exposure limit recommendations for health effects from short-term exposure based on the Texas Commission on Environmental Quality (TCEQ) Air Monitoring Comparison Values, where; *"If predicted or measured airborne levels of a constituent do not exceed the comparison level, adverse health or welfare effects would not be expected to result. If ambient levels of constituents in air exceed the comparison levels, it does not necessarily indicate a problem, but rather, triggers a more in-depth review."*

Australian maximum ambient concentration exposure limits are listed in Table 1-3.

Table 1-3: Assessment Criteria for Toxic Substances

Substance	Averaging Period	Criteria Source	Ambient Limit		Critical Effect / Addressing Factor
			ppm	µg/m³ at 25°C	
Benzene	1 hour	EPA VIC, 2025	0.18	580	Haematological
	24 hours		0.009	29	
	Annual		0.003	9.6	
	1 hour	Draft DWER, 2019	0.009	29	-
	Annual		0.003	9.6	-
	Annual	QLD, 2019	0.002	5.4	Health and Wellbeing
Toluene	24 hours	Draft DWER, 2019	1	3,770	-
	Annual		0.1	377	-
Ethyl benzene	1 hour	EPA VIC, 2025	20	86,000	Ototoxicity
	24 hours		5	21,712	Auditory Capacity
	Annual		0.06	261	Renal Function
	1 hour	Draft DWER, 2019	1.8	8,000	-
	Annual		-	270	-
Xylenes	24 hours	Draft DWER, 2019	0.25	1,080	-
	Annual		0.2	870	-
Cyclohexane	1 hour	EPA NSW 2016	5	190	-
***n*-Hexane**			0.9	3,200	-
Styrene	1 hour	Draft DWER, 2019	70	64	-

1.2 The Station

The Station is proposed to be located at Lot 130, 321 Guildford Road, Bayswater Western Australia. The Locality of the Station, modelling configuration of vapour sources and buildings, and assessed sensitive receptors are illustrated in Figure 1-1, Figure 1-2, and Figure 1-3 respectively.

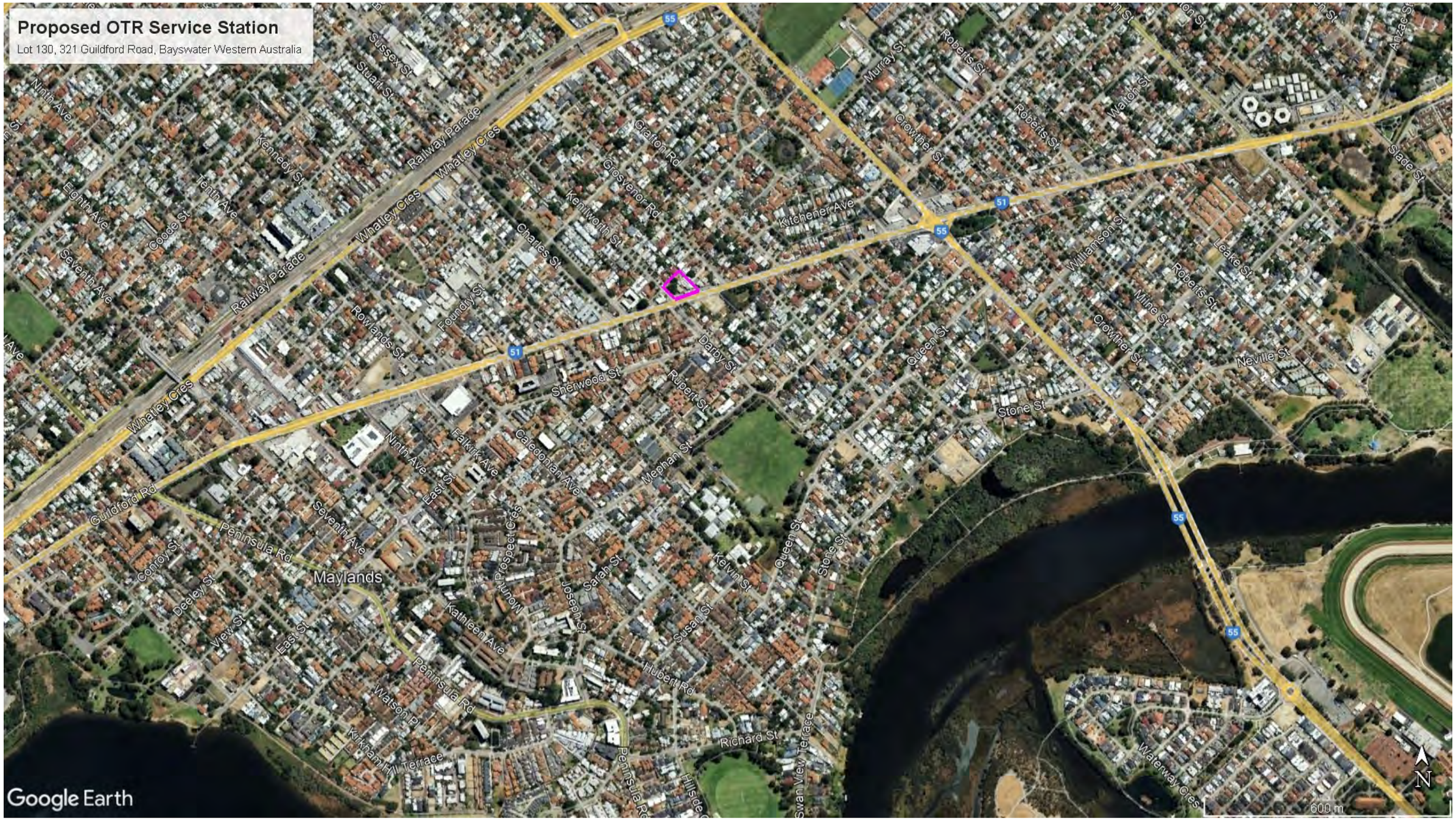


Figure 1-1: Guildford Road, Bayswater – Proposed OTR Service Station (Locality)



Figure 1-2: Modelling Depiction of Proposed Service Station



Figure 1-3: Proposed Service Station & Assessed Sensitive Receptors (Green Circles)

2 Service Station Emissions Assessment

2.1 Station Emissions Estimation

Activities at the Station that will produce emissions are related to losses of fuels through vapourisation or spillage and subsequent vapourisation of the spill(s). These specific activities comprise:

- Submerged filling of underground storage tanks;
- Underground tank breathing losses;
- Vehicle refuelling;
- 'Whoosh' emissions from removal of vehicle fuel cap; and
- Fuel spills, typically at the bowser.

The widely referenced 2017 Brisbane City Council (**BCC**) methodology for service stations has been used to estimate hourly emissions at the Station. The BCC methodology has derived traffic flows per hour for a metropolitan service station.

Emission estimates based on specific emission compounds (Table 1-2) were derived using the NPI, 1999 and CAPCOA, 1997 guidelines for emission estimation factors.

2.1.1 Vehicle Refuelling Movements

Based on the peak hour flow, EAQ assessed the hourly vapour emissions per bowser, during peak hour, for a maximal 55 cars per hour.

2.2 Vapour Recovery

Vapour recovery (VR) at the Service Station will be in place for submerged underground storage tank(s) referred to as VR1 (mandatory).

Whilst VR2 is optional, from the instructions provided to EAQ, it is understood that it will be installed, which is vapour recovery at the bowser nozzle, and can provide typically 85% vapour recovery (or more) when refuelling vehicles, where:

- those bowsers, and/or bowser positions with multiple refueling nozzles that occupy unleaded fuels are those locations where VR2 is installed; and
- diesel nozzles are not required to have VR2 controls.

2.3 Bulk Deliveries and Emissions

- The estimated peak volume of petrol fuels dispensed, based on the peak hour traffic flow of 55 cars at peak hour, is 2,750 Litres,
- Daily, this peak volume is estimated at 44,715 Litres for a total conservative traffic flow estimate of 905 refuelling cars per day, and
- The Service Station could receive up to 3 bulk deliveries of fuels per 7 days, between the daily hours of 0700 hrs – 2200hrs to replenish all fuels as required.

This delivery schedule is based on the Stations total fuel consumption weekly, and assuming a single fuel tanker is used for every delivery with a total volume of 55,000 L.

The total fuel volume per week is based on a peak hourly value of cars refuelling. The volumes of fuel dispensed for all other hours outside of the peak hour are therefore derived based on the peak hourly volume, which where peak daily volumes are not met, the Assessment nonetheless assumes traffic flows and subsequent peak volume emissions based on peak volumes for each day.

The maximum volume of the bulk fuel delivery that can be dispensed into the storage tanks at the Station is approximately 55,000 L based on the fuel tanker total volume.

With the estimated maximal delivery of 3 x bulk fuel event per week, the schedule will nonetheless shift based on retail fuel volumes dispensed. As such, the delivery of bulk fuels can be modelled 1-hourly, for each day and successive hour during those delivery times. Table 2-1 lists an example of the delivery schedule, which is typically adopted in contemporary vapour assessments for service stations.

Table 2-1: Example of Bulk Fuel Delivery Schedule (L/hr)

Time (24 hrs)	Monday	Tuesday	Wednesday	Thursday	Friday
0700	55,000				
0800		55,000			
0900			55,000		
1000				55,000	
1100					55,000
1200	55,000				
1300….2200	55,000	55,000	55,000	55,000	55,000

2.4 VOC Emissions

Of the fuel types proposed ULP contains the higher volatile fraction compared to diesel, as such all emissions in this Assessment have been assumed as ULP. This approach is conservative.

The vapour composition of VOCs in petroleum fuel (NPI, 1999), are listed in Table 2-2.

The vapour composition of benzene has been revised in accordance with the Australian Government's Federal Register of Legislation, specifically the current Fuel Quality Standards (Petrol) Determination 2019, which limits the volume of Benzene in petrol to 1% v/v maximum. Assuming a Benzene density value of 0.8765, the Benzene vapour composition (% weight) is listed in Table 2-3.

Table 2-2: Composition of Petrol (NPI, 1999)

Species	Petrol Liquid (% weight)	Petrol Vapour (% weight)
Cyclohexane	0.2	0.06370
Ethylbenzene	2.0	0.07910
n-Hexane	3.5	1.730
Styrene	0.1	0.00282
Toluene	10.4	1.080
Xylenes	12.2	0.433

Table 2-3: Composition of Petrol (Fuel Standards, 2019)

Species	Petrol Liquid (% weight)	Petrol Vapour (% weight)
Benzene	1.0	0.374

The composition percentages of the compounds listed in Table 2-2 and Table 2-3 were applied to the modelling outcomes of the final time-averaged emission rate GLC estimates (vapour and spill vapour losses) to derive individual pollutant contributions to airborne vapour impacts at the nearest receptor.

2.5 Station Operational Data

Table 2-4: Proposed Station Operating Detail

Parameter	Operational Data
Operating hours	24 hours / 7 days per week
Single Tanker delivery	55,000 L (B-Double Tanker) **(VR1)**
Storage Tanks' Vent stacks	4 of, within and above Bowser Canopies
Filling Stations/Bowsers	3 x Bowsers / 6 x Grade filling points (located below full canopy)
Peak-Hour Daily Refueling Volume	2,750 L
Peak-Hour Traffic Flow	**55**
Estimated refuelling events Daily	**905 Vehicles**
Fuel Storage Types	Diesel, ULP 90, ULP91, PULP 95, PULP 98

2.6 Derived Emission Factors

Emissions generated from activities at the Station have been derived based on those vapour losses published by the NPI and CAPCOA guidance. Table 2-5 lists those emission factors that apply to those processes where vapour losses occur.

Table 2-5: Emissions Factors for Service Stations

Emission Source	NPI, 1999 mg / L throughput	CAPCOA, 1997 Lbs / 1000 Gallons throughput
Underground Tank Filling	-	-
Submerged Filling	880	8.4
Splash Filling	1380	-
Submerged filling with vapour balance (**VR1**)	40	**0.42 (50 mg/L)**
Underground tank breathing losses	**120 (1.00 Lbs)**	0.84
Vehicle Refuelling	-	-
Displacement Losses (uncontrolled)	**1320 (11.02 Lbs)**	8.4 (1007 mg/L)
Displacement Losses (controlled i.e., **VR 2**)	**132 (1.10 Lbs)**	0.74
Spillages	-	-
Uncontrolled	**80 (0.67 Lbs)**	0.61
Controlled	-	0.41
"Whoosh" Emissions (fuel cap removal)	-	0.26 - 0.66 (0.46 ave.)

The refuelling activities and bulk vent emissions are characterised as volume and point emission sources respectively. These have been assessed utilising a combination of the NPI, 1999 and CAPCOA, 1997 emission factors.

2.6.1 Fuel Throughput Trends

To determine the hourly throughputs of fuel dispensing for service stations in accordance with the BCC, 2017 recommendations, the hourly profile of fuel sales daily is derived using the BCC, 2017 published profiles as listed in Table 2-6.

Table 2-6: Representative Fuel Throughputs (BCC, 2017)

Hour	Hourly Profile (%)
1	1.2
2	0.8
3	0.6
4	0.8
5	1.9
6	4.6
7	5.5
8	5.7
9	5.5
10	5.7
11	6.0
12	6.0
13	5.7
14	5.6
15	5.9
16	**6.2**
17	**6.2**
18	5.8
19	5.1
20	4.0
21	3.5
22	3.4
23	2.6
24	1.8

In Table 2-6 the peak throughput hour begins at 4-5pm (1600 - 1700 hrs).

Applying the Average Daily Refuelling Volume of 2,750 L, the emission factors in Table 2-5, and deriving hourly volumes based on Table 2-6, the hourly Total VOC mass emission rates in grams per second (g/s) are developed.

These mass emission rates represent the combined (ALL) number of filling points at any one time, and single bowser (SINGLE) operations, and are listed in Table 2-7.

Table 2-7: Factored Total VOC Emission Rates per Hour (VR1 & VR2)

Hour	Throughput % daily volume/hr	% to Peak Daily Hour	ALL Bowsers Mass Emission Rate (VR1 & VR2) (g/s)	SINGLE Bowser Mass Emission Rate (VR1 & VR2) (g/s)
1	1.2	19.5%	0.261	0.087
2	0.8	13.0%	0.174	0.058
3	0.6	9.8%	0.130	0.043
4	0.8	13.0%	0.174	0.058
5	1.9	30.9%	0.413	0.138
6	4.6	74.8%	0.999	0.333
7	5.5	89.4%	1.194	0.398
8	5.7	92.7%	1.238	0.413
9	5.5	89.4%	1.194	0.398
10	5.7	92.7%	1.238	0.413
11	6.0	97.6%	1.303	0.434
12	6.0	97.6%	1.303	0.434
13	5.7	92.7%	1.238	0.413
14	5.6	91.1%	1.216	0.405
15	5.9	95.9%	1.281	0.427
16	**6.2**	**100.0%**	**1.335**	**0.445**
17	**6.2**	**100.0%**	**1.335**	**0.445**
18	5.8	94.3%	1.259	0.420
19	5.1	82.9%	1.107	0.369
20	4.0	65.0%	0.869	0.290
21	3.5	56.9%	0.760	0.253
22	3.4	55.3%	0.738	0.246
23	2.6	42.3%	0.565	0.188
24	1.8	29.3%	0.391	0.130

The highest fuel vapour emission rates from service station storage tanks occur predominantly during tanker unloading operations, where displaced vapours are vented from the underground storage tanks during bulk fuel transfer. These events are intermittent and typically limited to relatively short durations, generally less than approximately 1–2 hours per delivery event.

Outside of fuel replenishment activities, storage tank emissions are typically limited to comparatively minor diurnal breathing losses associated with ambient temperature and pressure fluctuations.

Notwithstanding this, a conservative vapour venting duty cycle of 25% has been adopted for the assessment of storage tank vent emissions in addition to the bulk fuel delivery cycle. This approach is

materially conservative relative to the typical assessment methodology summarised in Table 2-1, which generally applies active vapour displacement emissions only during tanker unloading periods.

A 25% utilisation factor is equivalent to approximately 6 hours of active venting per day and therefore substantially exceeds the expected cumulative duration of higher-rate venting events under normal operating conditions. The adopted assumption intentionally overestimates the frequency and duration of vapour release events by effectively combining bulk fuel replenishment emissions, transient pressure relief events and diurnal breathing emissions into a single extended operational emission period.

By this approach, predicted ground-level concentrations are unlikely to underestimate potential impacts, whilst recognising that actual emissions are expected to occur over significantly shorter and more intermittent timeframes. These assumptions for venting of VOCs are summarised in Table 2-8.

Table 2-8: Ventilation Scenarios for Bulk Fuel Storage

Event type	Likely release behaviour	Indicative daily active release time
Tanker filling / delivery	Highest venting rate	0.5–2 hours/day on delivery days
Vehicle refuelling	Minor breathing / vapour imbalance	Intermittent, often low
Diurnal breathing	Low vapour losses from temp/pressure	Can occur across day, very low flow
Pressure-vacuum valve relief	Only when pressure threshold exceeded	Short intermittent periods

% of day	Hours/day
1%	0.24 hr/day = 14 min/day
5%	1.2 hr/day
10%	2.4 hr/day
25%	**6 hr/day**
100%	24 hr/day

Table 2-9 lists the emission rate for the proposed Station during bulk refuelling activities (bolded values) and during all other times outside of bulk refuelling.

Table 2-9: Proposed Station Bulk Storage Emissions including Bulk Refuelling Events

Time (24 hrs)	Monday	Tuesday	Wednesday	Thursday	Friday	Sat / Sun
0100	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0200	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0300	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0400	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0500	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0600	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
0700	**0.134**	0.0335	0.0335	0.0335	0.0335	0.0335
0800	**0.134**	**0.134**	0.0335	0.0335	0.0335	0.0335
0900	0.0335	**0.134**	**0.134**	0.0335	0.0335	0.0335
1000	0.0335	0.0335	**0.134**	**0.134**	0.0335	0.0335
1100	0.0335	0.0335	0.0335	**0.134**	**0.134**	0.0335
1200	0.0335	0.0335	0.0335	0.0335	**0.134**	0.0335
1300	**0.134**	0.0335	0.0335	0.0335	0.0335	0.0335
1400	**0.134**	**0.134**	0.0335	0.0335	0.0335	0.0335
1500	0.0335	**0.134**	**0.134**	0.0335	0.0335	0.0335
1600	0.0335	0.0335	**0.134**	**0.134**	0.0335	0.0335

1700	0.0335	0.0335	0.0335	**0.134**	**0.134**	0.0335
1800	0.0335	0.0335	0.0335	0.0335	**0.134**	0.0335
1900	**0.134**	0.0335	0.0335	0.0335	0.0335	0.0335
2000	**0.134**	**0.134**	0.0335	0.0335	0.0335	0.0335
2100	0.0335	**0.134**	**0.134**	0.0335	0.0335	0.0335
2200	0.0335	0.0335	**0.134**	0.0335	0.0335	0.0335
2300	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335
2400	0.0335	0.0335	0.0335	0.0335	0.0335	0.0335

Appendix A presents the summary calculations for the derived mass emission rates.

3 AERMOD Dispersion Modelling Methods

3.1 Meteorology

The nearest BoM AWS's to the Locality is the Perth Metro AWS. The past 5 years (calendar) of surface observation data was purchased and sorted to account for any erroneous data. Gap filling was undertaken for small gaps in the 5 year data.

The data was then analysed to derive a single representative annual period to be used for the pollutant dispersion modelling component of the Assessment, where the representative year was found to be 2023.

To *complement* the surface data, CSIRO's TAPM data was used to supplement the final met dataset for upper air characteristics only, and the final dataset fed into AERMET for merging and processing. The TAPM (v4.0.5) model produces a 3D data tile representative of surface and upper air met characteristics with the following setup:

- 41 grid points (nx, ny),
- Four nests with the outer grid spacing (dx1, dy1) of 30 kms and subsequent nests approximately 1/3rd of the preceding nest (30, 10, 3, and 1 km),
- 25 vertical grid levels, and
- The 1.0 km spacing nest was extracted as a 3D tile for the annual met period.

Extracted from the TAPM 2023 dataset were data parameters of Insolation (Watts/m^2), Net Radiation (Watts/m^2), Mixing Height (metres), U Star surface friction velocity (m/s), and delta T (Temperature) via profile layers 1 and 2.

The comparison between the TAPM model's output and observations from the Perth Metro BoM AWS indicates that the TAPM (model) provides a generally good representation of the prevailing meteorological conditions.

Temperature distributions show very close agreement, with the model reproducing the overall range and central tendency of observed temperatures. Minor differences are evident at the extreme ends of the distribution, where the model slightly under-represents the highest and lowest temperatures.

Wind field comparisons demonstrate that the directional characteristics of the wind regime are well captured by the model. The U (east-west zonal) and V (north-south meridional) wind components show close alignment between observed and modelled datasets, indicating that the dominant flow patterns are reproduced with good reliability.

Windrose plots further confirm that the model successfully replicates the primary wind directions observed at the BoM AWS. Some reduction in the spread of the modelled component distributions is evident, reflecting the spatial averaging inherent in grid-based meteorological modelling.

Wind speed comparisons indicate that the model reproduces the general distribution of wind speeds but exhibits a modest smoothing effect relative to observations.

The model tends to produce slightly more low-to-moderate wind speeds while under-representing the highest observed wind speeds. Such behaviour is typical of prognostic mesoscale models due to grid-scale averaging and parameterised turbulence processes. Overall, the results indicate that the model provides a realistic representation of the local meteorological regime and is suitable for use in dispersion modelling applications. Given this, prognostic upper air data retrieved from TAPM has been used to supplement the overall Airmet data assimilation process.

This complete AERMET 2023 dataset was used for the AERMOD plume dispersion modelling, with WS and WD used in the modelling Assessment illustrated in Figure 3-1.

A full descriptive analysis of the derivation of the representative year and comparison of the Perth Metro BoM AWS surface observations to the prognostic meteorological data is provided in Appendix B.

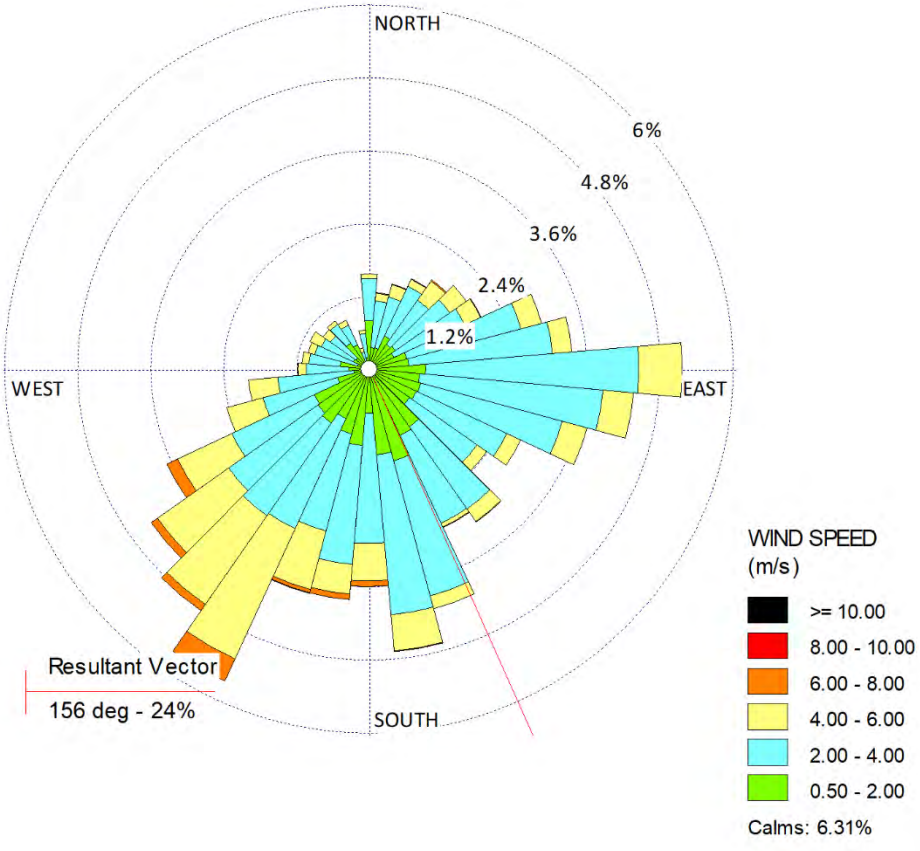


Figure 3-1: Annual Wind Characteristics (Speed & Direction) for Locality.

3.1.1 Sensitive Receptors

Discrete sensitive receptors were placed at locations representative of the Station's boundaries, and at key offsite sensitive locations (refer Figure 1-3). These receptors were assessed against the vapour emissions and compared against regulatory guidelines.

3.1.2 Building Profile Input Program (BPIP)

The ventilation height of the storage tanks has been set at 4 metres above the height of the refuelling canopy as per the design of the Service Station.

There are 4 fuel storage ventilation stacks which have been modelled. Building wake effects will be evident for ventilation stack emissions.

The Aermod Input File is presented in Appendix C.

3.1.3 Dispersion Modelling Limitations

By definition, air quality models can only approximate atmospheric processes. Many assumptions and simplifications are required to describe real phenomena in mathematical equations. Model uncertainties can result from:

- Simplifications and accuracy limitations related to source data;
- Extrapolation of meteorological data from selected locations to a larger region; and
- Simplifications to model physics to replicate the random nature of atmospheric dispersion processes.

Models are reasonable and reliable in estimating the maximum concentrations occurring on an average basis. That is, the maximum concentration that may occur at a given time somewhere within the model domain, as opposed to the exact concentration at a point at a given time will usually be within the ±10% to +/- 40% range (US EPA, 2003).

Typically, a model is viewed as replicating dispersion processes if it can predict within a factor of two, and if it can replicate the temporal and meteorological variations associated with monitoring data. Model predictions at a specific site and for a specific hour, however, may correlate poorly with the associated observations due to the above-indicated uncertainties. For example, an uncertainty of 5° to 10° in the measured wind direction can result in concentration errors of 20% to 70% for an individual event (US EPA, 2003).

4 Assessment Results & Discussion

The Assessment of the Proposed Lot 130, 321 Guildford Road, Bayswater Western Australia. has projected ground level concentrations (GLCs) at the nearest sensitive receptors (refer Figure 1-3) for assessed pollutants of BTEX (Benzene, Toluene, Ethyl benzene, Xylenes), Cyclohexane, *n*-Hexane and Styrene that are below the guideline exposure standards when employing VR1 and VR2 technology.

Pollutants were assessed by firstly modelling Total VOCs as a function of emission factors for fuel storage and vehicle dispensing volumes according to those methods in Section 2.

Those Total VOC GLCs projected were then revised to determine the percentage mass emission rate contributions for these pollutants (refer Table 2-2 and Table 2-3).

Table 5-1 lists each predicted pollutant concentration for each applicable averaging period at those assessed sensitive receptors. These predicted pollutant concentrations reflect both VR1 and VR2 vapour recovery.

Within Table 5-1 is each pollutant's respective assessment criteria, the projected GLCs from the modelling Assessment and the revised projected GLCs at the nearest sensitive receptor (refer Figure 1-3) with a Percentage of Exposure Limit Value (%). This value represents the percentage ratio of projected GLCs compared to the assessment criteria for each pollutant.

A % < 100 % shows that the projected concentration at the sensitive receptor location achieves less than the assessment criteria i.e., PASS, whereas % ≥ 100 % shows non-compliance against the assessment criteria i.e., FAIL.

The magnitude of the compliance PASS/FAIL can be readily gauged by the size of the compliance against the Exposure Limit Value; i.e., a compliance factor (%).

- All GLC values reported for each discrete receptor location are the maximum, Rank 1 values for all averaging periods; and
- All units of concentration are in µg/m^3 unless stated otherwise.

In reviewing the predicted GLCs for vapours from toxic chemical pollutants in Table 5-1, the pollutant emissions at the nearest existing or future urban sensitive receptors are less than the exposure limits in ambient air when employing VR1 and VR2 vapour recovery.

Figure 5-1 illustrates the GLCs predicted for the maximum 1-hour averaging period for benzene where the delivery hours for bulk refuelling have been assumed to emit vapours from ventilation constantly. The inner contour (green) reflects the Limit of Exposure for Benzene at 29 ug/m^3. It can be seen from this figure that the Limit of Exposure is confined within the Site boundaries. Further dispersion of the Benzene plume shows that the Benzene GLC diminishes to acceptable levels at the nearest sensitive receptor.

5 Conclusions

The dispersion modelling of BTEX vapour emissions from the proposed Service Station has shown that, when comparing the predicted ground level concentrations (GLCs) to the draft DWER benzene assessment criteria for 1-hour, 24-hour and annual averaging periods, the predicted GLCs do not exceed the applicable criteria within the sensitive receiving environment.

EAQ's primary assessment tool used to evaluate the risk of vapour exposure within the receiving environment from the proposed development was atmospheric dispersion modelling. This assessment approach is a standard and widely accepted scientific tool routinely relied upon by environmental and health regulators in Australia and internationally for the assessment of toxic air pollutants and VOC emissions. This Assessment also adopted conservative assumptions regarding vapour losses, including continuous storage ventilation emissions comprising maximum ventilation during fuel deliveries and ongoing emissions at 25% of maximum ventilation rates outside delivery periods. Compared to many contemporaneous service station assessments, which typically assess vapour losses primarily during bulk fuel deliveries, the adopted approach is therefore conservative.

The outcomes of the Assessment also demonstrate that predicted benzene concentrations at the nearest sensitive receptors remain below the Department of Health's 1 in 100,000 incremental lifetime cancer risk benchmark, being a commonly adopted carcinogenic risk assessment criterion within Australian environmental and human health risk assessment practice, and substantially below interstate Australian and international ambient air quality criteria for benzene exposure. Historically, an annual average benzene concentration of 5 µg/m³ has been widely adopted internationally as a practical ambient air quality criterion for protection of human health, including under the European Union Ambient Air Quality Directive, with more recent European revisions proposing a lower future annual limit value of approximately 3.4 µg/m³.

Whilst the Department of Health refers to a 1 in 1,000,000 excess lifetime cancer risk benchmark for benzene, this value is not reflected as the adopted annual ambient benzene criterion within draft DWER guidance or broader Australian ambient air quality frameworks, which apply materially higher assessment criteria. Accordingly, the 1 in 1,000,000 benchmark is more appropriately interpreted as a highly conservative screening or policy reference value rather than a practical ambient compliance criterion for environmental assessment purposes.

Accordingly, the Assessment demonstrates that vapour emissions associated with the proposed development can be managed to a level consistent with accepted contemporary health-based exposure criteria, and the risk of vapour impacts from the proposed Service Station is therefore considered low.

Table 5-1 shows that the annual benzene values do not approach the DWER value of 9.6 µg/m^3, the international value of 5 µg/m^3, nor the considered future value of 3.4 µg/m³.

Table 5-1: Proposed Service Station - GLC's of Pollutants (VR1 & VR2) @ Assessed Receptors

Receptor Location	Pollutant	Averaging Period	Draft DWER Limit (µg/m³)	Predicted (µg/m³)	% of CF	Pass/Fail	Pollutant	Averaging Period	Draft DWER Limit (µg/m³)	Predicted (µg/m³)	% of CF	Pass/Fail
1	Benzene	1-hour	29	10.94	37.74%	Pass	Benzene (Vic, EPA)	24-hour	29	3.00	10.36%	Pass
2				14.43	49.75%	Pass				4.39	15.14%	Pass
3				25.91	89.33%	Pass				6.79	23.41%	Pass
4				17.04	58.75%	Pass				4.70	16.21%	Pass
5				15.27	52.66%	Pass				2.58	8.89%	Pass
6				9.13	31.48%	Pass				3.16	10.91%	Pass
7				13.62	46.96%	Pass				3.04	10.48%	Pass
8				11.06	38.15%	Pass				2.03	7.01%	Pass
9				13.11	45.20%	Pass				2.60	8.96%	Pass
10				9.19	31.68%	Pass				1.98	6.81%	Pass
11				4.62	15.92%	Pass				1.17	4.02%	Pass
12				6.87	23.70%	Pass				1.37	4.72%	Pass
1	Benzene	Annual	9.6	0.66	6.90%	Pass	Toluene	24-hour	3,770	8.68	0.23%	Pass
2				1.10	11.45%	Pass				12.69	0.34%	Pass
3				1.67	17.44%	Pass				19.62	0.52%	Pass
4				1.22	12.74%	Pass				13.59	0.36%	Pass
5				0.62	6.42%	Pass				7.45	0.20%	Pass
6				0.85	8.84%	Pass				9.14	0.24%	Pass
7				0.70	7.32%	Pass				8.78	0.23%	Pass
8				0.40	4.14%	Pass				5.88	0.16%	Pass
9				0.57	5.94%	Pass				7.51	0.20%	Pass
10				0.48	5.05%	Pass				5.71	0.15%	Pass
11				0.25	2.62%	Pass				3.37	0.09%	Pass
12				0.27	2.77%	Pass				3.96	0.10%	Pass
1	Toluene	Annual	377	1.91	0.51%	Pass	Ethyl benzene	1-hour	8,000	2.32	0.03%	Pass
2				3.18	0.84%	Pass				3.05	0.04%	Pass
3				4.84	1.28%	Pass				5.48	0.07%	Pass
4				3.53	0.94%	Pass				3.61	0.05%	Pass
5				1.78	0.47%	Pass				3.23	0.04%	Pass
6				2.45	0.65%	Pass				1.93	0.02%	Pass
7				2.03	0.54%	Pass				2.88	0.04%	Pass
8				1.15	0.30%	Pass				2.34	0.03%	Pass
9				1.65	0.44%	Pass				2.77	0.03%	Pass
10				1.40	0.37%	Pass				1.94	0.02%	Pass
11				0.73	0.19%	Pass				0.98	0.01%	Pass
12				0.77	0.20%	Pass				1.45	0.02%	Pass
1	Ethyl benzene	Annual	270	0.14	0.05%	Pass	Xylenes	24-hour	1,080	3.48	0.32%	Pass
2				0.23	0.09%	Pass				5.09	0.47%	Pass
3				0.35	0.13%	Pass				7.87	0.73%	Pass
4				0.26	0.10%	Pass				5.45	0.50%	Pass
5				0.13	0.05%	Pass				2.99	0.28%	Pass
6				0.18	0.07%	Pass				3.67	0.34%	Pass
7				0.15	0.06%	Pass				3.52	0.33%	Pass
8				0.08	0.03%	Pass				2.36	0.22%	Pass
9				0.12	0.04%	Pass				3.01	0.28%	Pass
10				0.10	0.04%	Pass				2.29	0.21%	Pass
11				0.05	0.02%	Pass				1.35	0.13%	Pass
12				0.06	0.02%	Pass				1.59	0.15%	Pass
1	Xylenes	Annual	870	0.77	0.09%	Pass	Cyclohexane	1-hour	190	1.87	0.98%	Pass
2				1.27	0.15%	Pass				2.46	1.29%	Pass
3				1.94	0.22%	Pass				4.42	2.32%	Pass
4				1.42	0.16%	Pass				2.90	1.53%	Pass
5				0.71	0.08%	Pass				2.60	1.37%	Pass
6				0.98	0.11%	Pass				1.56	0.82%	Pass
7				0.81	0.09%	Pass				2.32	1.22%	Pass
8				0.46	0.05%	Pass				1.89	0.99%	Pass
9				0.66	0.08%	Pass				2.23	1.18%	Pass
10				0.56	0.06%	Pass				1.57	0.82%	Pass
11				0.29	0.03%	Pass				0.79	0.41%	Pass
12				0.31	0.04%	Pass				1.17	0.62%	Pass
1	n-Hexane	1-hour	3,200	50.66	1.58%	Pass	Styrene	1-hour	64	0.08	0.13%	Pass
2				66.78	2.09%	Pass				0.11	0.17%	Pass
3				119.91	3.75%	Pass				0.20	0.31%	Pass
4				78.87	2.46%	Pass				0.13	0.20%	Pass
5				70.69	2.21%	Pass				0.12	0.18%	Pass
6				42.26	1.32%	Pass				0.07	0.11%	Pass
7				63.04	1.97%	Pass				0.10	0.16%	Pass
8				51.21	1.60%	Pass				0.08	0.13%	Pass
9				60.67	1.90%	Pass				0.10	0.15%	Pass
10				42.53	1.33%	Pass				0.07	0.11%	Pass
11				21.36	0.67%	Pass				0.03	0.05%	Pass
12				31.81	0.99%	Pass				0.05	0.08%	Pass



Figure 5-1: 1-Hour Benzene Predicted Ground Level Concentrations (VR1 & VR2)



Appendix A: Vapour Emissions Calculations



Appendix B: Meteorology & Representative Year



Appendix C: AERMOD Input

TMK Consulting Engineers
Level 6, 100 Pirie Street, Adelaide SA 5000
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Civil • Geotechnical • Environmental
Structural • Mechanical • Electrical • Fire
Hydraulics • Forensic • Construction Assist
Riverland Office: 25 Vaughan Terrace, Berri SA 5343

PROJECT MEMORANDUM
Number: 001C

Date: 5.06.2026 **Job Number:** 2511124

To: Peregrine Corporation **Attention:** Andrew Caspar **Email**: A.Caspar@peregrine.com.au

From: Jack Beveridge

Project: OTR Bayswater WA
321 GUILDFORD ROAD BAYSWATER WA

Subject: Outdoor Lighting Assessment

Dear Andrew,

1.0 INTRODUCTION

TMK Consulting Engineers were engaged to provide an outdoor lighting assessment report to address the following:

An Obtrusive Light – Compliance Report prepared by a qualified and experienced Electrical Engineer in accordance with Australian Standard 4282 – 2023 'Control of the obtrusive effects of outdoor lighting' shall be provided to Council for Approval.

External lighting requirements for the proposed development, including light spill across to adjacent properties must be compliant to the current Australian Standards.

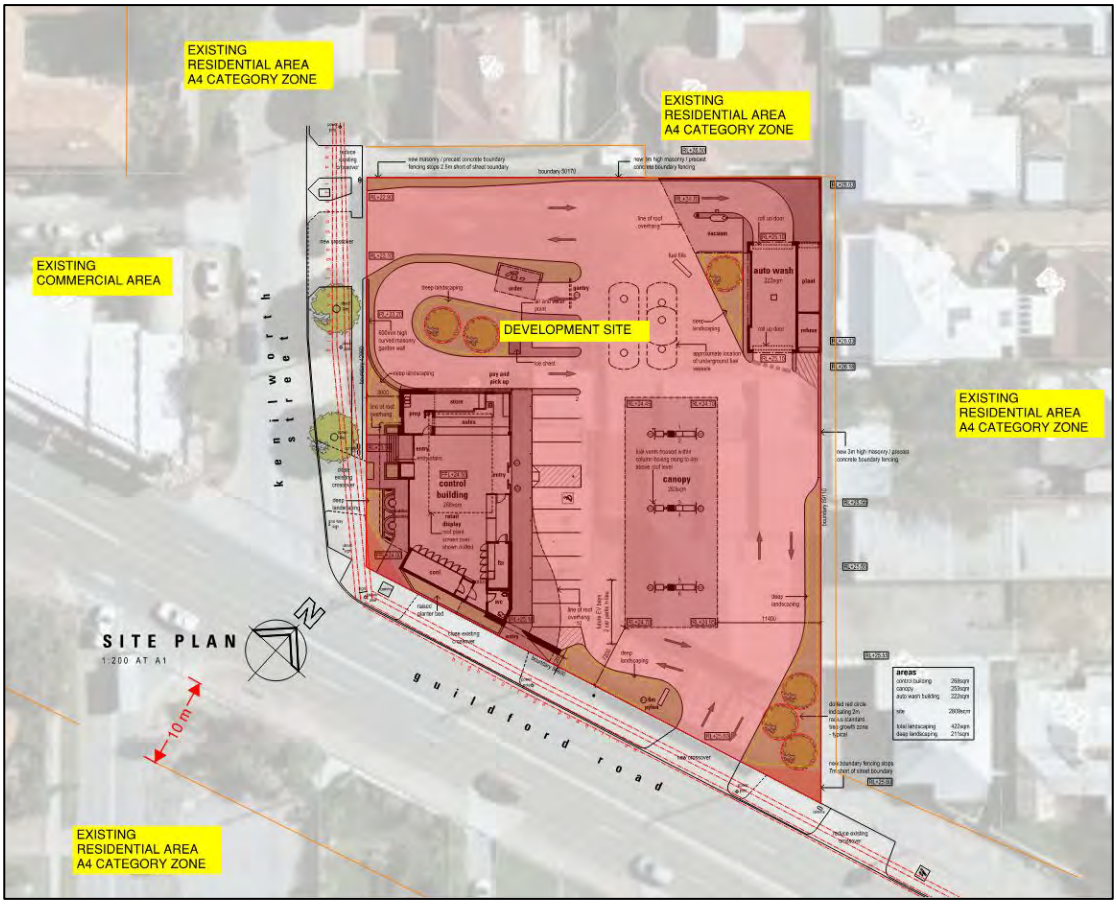


Figure 1: Aerial view and Obtrusive Lighting Calculation Boundary of proposed development Drawing No. 22JN1500.1 sk01d, dated 27.05.2026

The objective of this report is to:

a) Provide certification/commentary on the light spill across the boundary lines to adjoining properties boundaries during both curfew & non-curfew hours when the site is in operation, compliant to AS4282-2023 Table 3.1 and Table 3.2 criteria (extract copied below) for Environmental Zone A4 – High District Brightness.

Table 3.1 — Environmental zones

Environmental zones	Ambient light conditions	Descriptions/ Examples
A0	Intrinsically dark	UNESCO Starlight Reserve. IDA: Dark Sky Parks, Reserves or Sanctuaries Major optical observatories Other accreditations for dark sky places for example astrotourism, heritage value, astronomical importance, wildlife/ecosystem protection Lighting for safe access may be required
A1	Dark	Relatively uninhabited rural areas (including terrestrial, marine, aquatic and coastal areas) Generally roadways without streetlighting through rural areas
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas Generally roadways without streetlighting through suburban, rural or semi-rural areas other than intersections
A3	Medium district brightness	Suburban areas in towns and cities Generally roadways with streetlighting through suburban, rural or semi-rural areas
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas Industrial and Port areas Transport Interchanges
TV	High district brightness	Vicinity of major sport and event stadiums during TV broadcasts
NOTE Zones A0 and A1 would normally have a minimum area of 50 ha.(0.5 km^2). There may be smaller environmentally sensitive areas.		

Figure 2 – Table 3.1 of AS4282

Table 3.2 — Light technical parameter limits

Zones	Maximum vertical illuminance (E_v) lux		Threshold increment (TI)		Upward Light Ratio
	Non-curfew	Curfew	Maximum TI %	Default Adaptation level (L_{ad}) cd/m^2	Maximum ULR_S or ULR_L
A0	0[a]	0.0	N/A	N/A	0.00
A1	2	0.1	20	0.1	0.00
A2	5	1	20	0.2[b]	0.01
A3	10	2	20	1	0.02
A4	25	5	20	5	0.03
TV	N/A	N/A	20	10	0.08

[a] For A0, E_v shall be as close to zero as practicable without impacting safety considerations.

[b] For an internally illuminated sign in a A2 zone, $L_{ad} \leq 0.25$ cd/m^2

Figure 3 Table 3.2 AS4282

b) Targeted illumination level on the car park areas and driveways, compliant to AS1158.3.1 -2020 for below usage areas indicated below and shown in Figure 4;

- Lighting calculations are according to AS1158.3.1, sub-category:
- PC1 for carpark areas (highlighted area in colour magenta)
- PCD for disabled car park space (highlighted area in colour yellow)
- Average horizontal illuminance of 14 lux for general circulation space (highlighted area in colour blue)
- Average horizontal illuminance of 7 lux for access driveways and roadways (highlighted area in colour purple)

Obtrusive lighting calculations are within the limit permitted within AS4282:2023

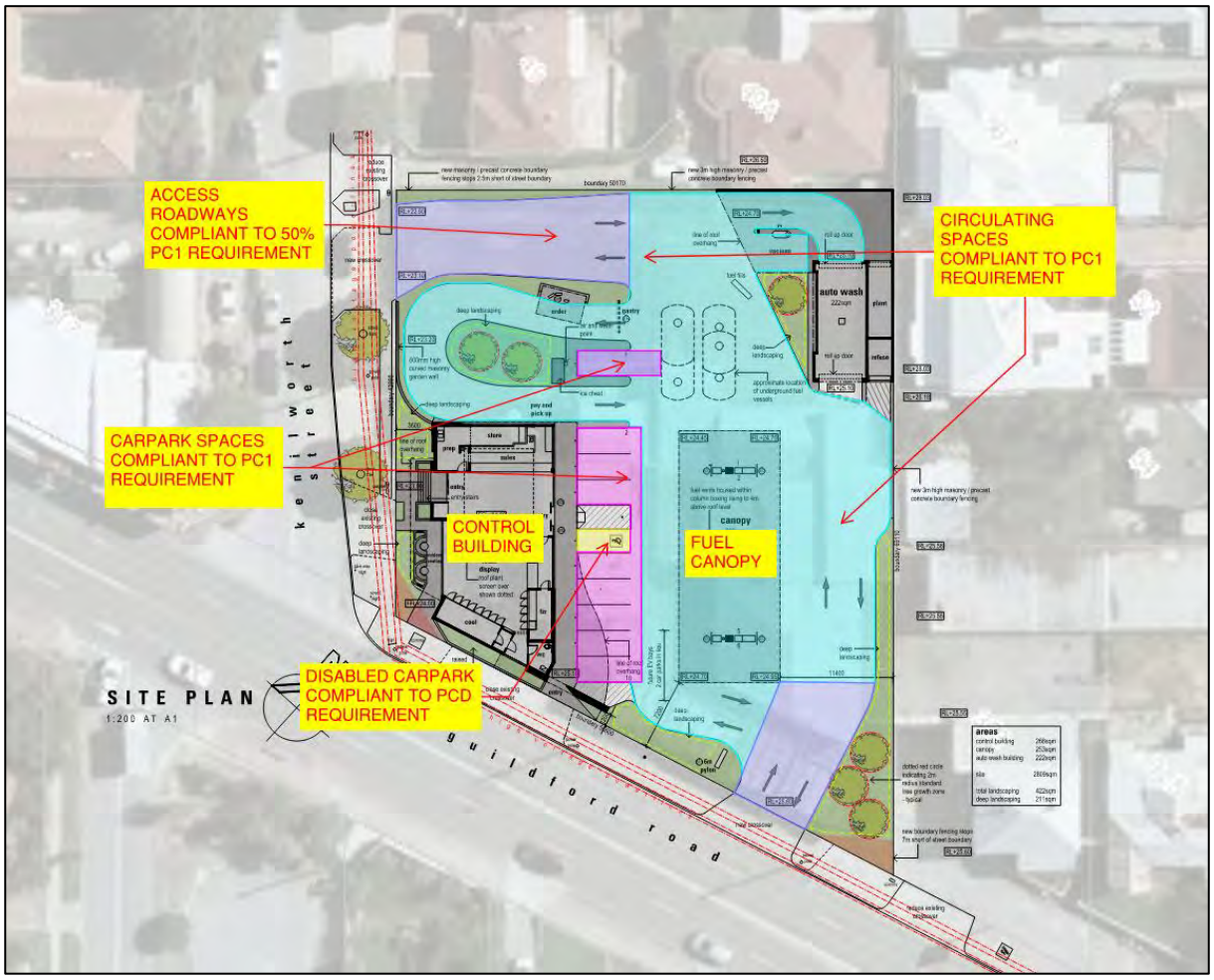


Figure 4: Site Plan, Drawing No. 22JN1500.1 sk01d, dated 27.05.2026

The various steps undertaken in the investigation were:

a) Computer modeling using readily available software & luminaire photometric (.IES) files received from lighting supplier.
b) Cross-reference & examination of all relevant standards to assess whether all the requirements are achieved.

The following was excluded from the assessment:

- Site survey visual walk through to examine the condition around the site.

2.0 PROPOSED LIGHTING LAYOUT

The lighting layout proposed is based on the use of:

- 12x 60W, LED luminaires, ceiling recessed square under canopy (ELWA-BR-GS60W-01-G1)
- 28x 25W, LED luminaires, ceiling recessed downlight under canopy (ELWA-BR-WP30W-01-G1)
- 1x 30W, LED luminaires, Surface mounted floodlight (ELWA – ERS-F60W-SP)
- 3x75W, LED luminaires, Pole mounted floodlight (BKK-1X-7075W)
- 1x22W, LED luminaires, Bollard lights (ELWA 22W 4K Round Bollard)

Figure 5 provides an indication of the proposed lighting layout.

Figure 6 shows an example 3D perspective of the proposed building.

Figure 7 shows the lighting schedule & symbols, and installation arrangement:

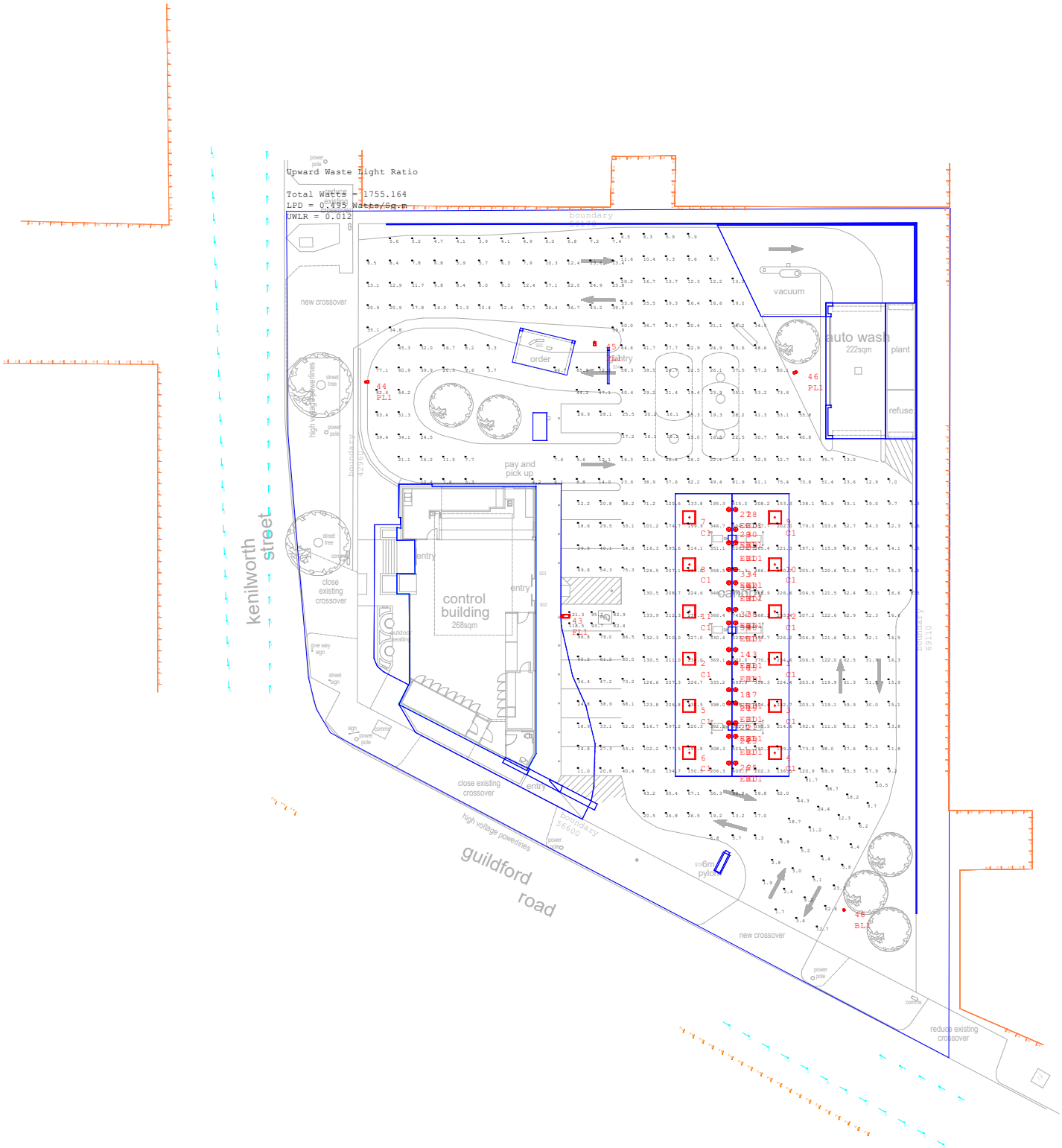


Figure 5 – Proposed Lighting Layout

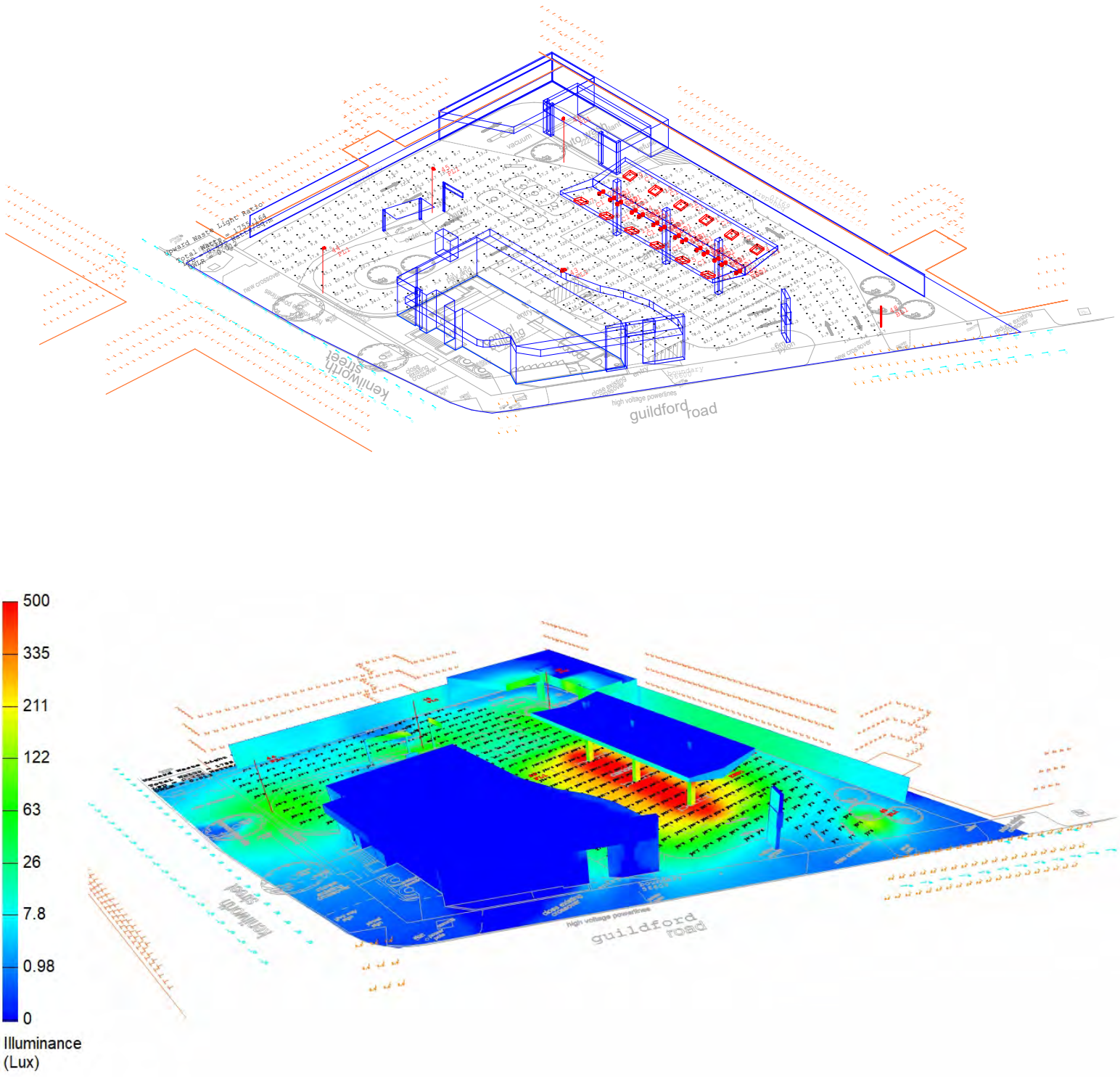


Figure 6 – Proposed 3D Perspective Model

Luminaire Schedule						
Symbol	Qty	Label	Description	LLF	Luminaire Lumens	Mounting Height
	3	PL1	75W LED POLE LIGHT, 4000K (ELWA ENERGY SAVERS, BKK-1X-7075W)	0.800	12918	6
	28	ED1	25W RECESSED LED DOWNLIGHT, WHITE, IP44 (ELWA ENERGY SAVERS, BC04-F1-FR)	0.800	2657	4.5
	1	BL1	Bollard (ELWA 22W 4K Round Bollard)	0.800	2892	1
	1	FL1	30W LED FLOOD LIGHT, 4000K (ELWA ENERGY SAVERS, EL-F30W-SP-B)	0.800	9486	5
	12	C1	60W LED RECESSED CANOPY LIGHT (ELWA ENERGY SAVERS, BR-G60W-01-G1-CZ-P1-W)	0.800	9112	5.4

Luminaire Location Summary				
LumNo	Label	Orient	Tilt	Mounting Height
1	C1	0	13.2	5.4
2	C1	180	13.2	5.4
3	C1	0	13.2	5.4
4	C1	0	13.2	5.4
5	C1	180	13.2	5.4
6	C1	180	13.2	5.4
7	C1	180	13.2	5.4
8	C1	180	13.2	5.4
9	C1	0	13.2	5.4
10	C1	0	13.2	5.4
11	C1	180	13.2	5.4
12	C1	0	13.2	5.4
13	ED1	0	0	4.5
14	ED1	0	0	4.5
15	ED1	0	0	4.5
16	ED1	0	0	4.5
17	ED1	0	0	4.5
18	ED1	0	0	4.5
19	ED1	0	0	4.5
20	ED1	0	0	4.5
21	ED1	0	0	4.5
22	ED1	0	0	4.5
23	ED1	0	0	4.5
24	ED1	0	0	4.5
25	ED1	0	0	4.5
26	ED1	0	0	4.5
27	ED1	0	0	4.5
28	ED1	0	0	4.5
29	ED1	0	0	4.5
30	ED1	0	0	4.5
31	ED1	0	0	4.5
32	ED1	0	0	4.5
33	ED1	0	0	4.5
34	ED1	0	0	4.5
35	ED1	0	0	4.5
36	ED1	0	0	4.5
37	ED1	0	0	4.5
38	ED1	0	0	4.5
39	ED1	0	0	4.5
40	ED1	0	0	4.5
43	FL1	0	0	5
44	PL1	0	0	6
45	PL1	270	0	6
46	PL1	204.728	0	6
48	BL1	153.43	0	1

Figure 7 – Proposed Lighting Schedule

3.0 LIGHT SPILL ASSESSMENT

The criteria for vertical light spills outline in AS 4282-2023 - Control of the obtrusive effects of outdoor lighting, Table 3.2 are the following:

- Threshold Increment on Guildford Road be less than 20% based on adaptation luminance of 5 cd/m^2, with cut-off angle of 20^o above horizontal.
- Threshold Increment on Kenilworth Street be less than 20% based on adaptation luminance of 5 cd/m^2, with cut-off angle of 20^o above horizontal.
- Non-Curfew hour (between 6am– 11pm) – maximum of 25 lux across the 'Existing Residential line A4 – High District Brightness under AS4282:2023 Tables 3.1 and 3.2, and.
- Curfew hour (between 11pm– 6am) – maximum of 5 lux across the 'Existing Residential line A4 – High District Brightness under AS4282:2023 Tables 3.1 and 3.2, and.

Assessment had been conducted based on 7.5-metre-high working planes on all boundaries, measuring from the highest point of impacted observation points on adjoining properties in the direct sight of line with height point of luminaries.

Boundary vertical spill had been measured at 1.5m off ground level, and at the face of the adjoining property or at 10m into the adjoining property, whichever is closer.

Figure 8 shows the calculated Threshold Increment on Kennilworth Street and Guildford Road, and upwards light waste ratio for the proposed development.

Figure 9 shows the calculated Curfew Hours light spill across the adjoining boundary.

Threshold Increment (TI)
Maximum Allowable Value: 20 %

Calculations Tested (4):

Calculation Label	Adaptation Luminance	Test Results
Guildford road_2	5	PASS
Guildford road_1	5	PASS
Kenilworth St_1	5	PASS
Kenilworth St_2	5	PASS

Upward Waste Light Ratio (UWLR)
Maximum Allowable Value: 3.0 %

Calculated UWLR: 1.2 %
Test Results: **PASS**

Figure 8 – Threshold Increment and Upward Waste Light Ratio for A4 zones

Obtrusive Light - Compliance Report
AS/NZS 4282:2019, A4 - High District Brightness, Curfew
Filename: 2511124 - OTR Bayswater Lighting Assessment Rev C
3/06/2026 3:10:23 PM

Illuminance
Maximum Allowable Value: 5 Lux

Calculations Tested (17):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight_1_Ill_Seg1	PASS	0.6
ObtrusiveLight_NE_Ill_Seg1	PASS	0.0
ObtrusiveLight_NE_Ill_Seg2	PASS	0.0
ObtrusiveLight_NE_Ill_Seg3	PASS	0.8
ObtrusiveLight_NE_Ill_Seg4	PASS	1.1
ObtrusiveLight_NE_Ill_Seg5	PASS	0.1
ObtrusiveLight_NE_Ill_Seg6	PASS	4.3
ObtrusiveLight_NE_1_Ill_Seg1	PASS	0.5
ObtrusiveLight_NE_1_Ill_Seg2	PASS	0.4
ObtrusiveLight_NE_1_Ill_Seg3	PASS	1.4
ObtrusiveLight_NE_1_Ill_Seg4	PASS	0.5
ObtrusiveLight_NE_1_Ill_Seg5	PASS	2.7
ObtrusiveLight_NE_1_Ill_Seg6	PASS	0.0
ObtrusiveLight_Kenilworth St_Ill_Seg1	PASS	0.3
ObtrusiveLight_Kenilworth St_Ill_Seg2	PASS	0.0
ObtrusiveLight_Kenilworth St_1_Ill_Seg1	PASS	0.2
ObtrusiveLight_Kenilworth St_1_Ill_Seg2	PASS	0.1

Luminous Intensity (Cd) At Vertical Planes
Maximum Allowable Value: 2500 Cd

Calculations Tested (17):

Calculation Label	Test Results
ObtrusiveLight_1_Cd_Seg1	PASS
ObtrusiveLight_NE_Cd_Seg1	PASS
ObtrusiveLight_NE_Cd_Seg2	PASS
ObtrusiveLight_NE_Cd_Seg3	PASS
ObtrusiveLight_NE_Cd_Seg4	PASS
ObtrusiveLight_NE_Cd_Seg5	PASS
ObtrusiveLight_NE_Cd_Seg6	PASS
ObtrusiveLight_NE_1_Cd_Seg1	PASS
ObtrusiveLight_NE_1_Cd_Seg2	PASS
ObtrusiveLight_NE_1_Cd_Seg3	PASS
ObtrusiveLight_NE_1_Cd_Seg4	PASS
ObtrusiveLight_NE_1_Cd_Seg5	PASS
ObtrusiveLight_NE_1_Cd_Seg6	PASS
ObtrusiveLight_Kenilworth St_Cd_Seg1	PASS
ObtrusiveLight_Kenilworth St_Cd_Seg2	PASS
ObtrusiveLight_Kenilworth St_1_Cd_Seg1	PASS
ObtrusiveLight_Kenilworth St_1_Cd_Seg2	PASS

Figure 9 – Curfew Obtrusive Light Compliance Report for A4 zones

4.0 SITE LIGHTING ASSESSMENT

The criteria for site lighting are based on AS1158.3.1 - 2020, Table 3.7:

- PC1 for carpark areas
- PCD for disabled car park area
- Average horizontal illuminance of 14 lux for general circulation space
- Average horizontal illuminance of 7 lux for access driveways and roadways

TABLE 3.7

VALUES OF LIGHT TECHNICAL PARAMETERS FOR OUTDOOR CAR PARKS (INCLUDING ROOF-TOP CAR PARKS)

1	2	3	4	5
	Light technical parameters (LTP)			
Lighting subcategory	Average horizontal illuminance[a,b] ($\bar{E}_h$) lx	Point horizontal illuminance[a,b] (E_{Ph}) lx	Illuminance (horizontal) uniformity[c] Cat. P (U_{E2})	Point vertical illuminance[a,b] (E_{Pv}) lx
PC1	14	3	8	3
PC2	7	1.5	8	1
PC3	3.5	0.7	8	—
PCD[d]	—	≥14 and ≥ ($\bar{E}_h$) [d]	—	—
PCX[e]	21	5	8	—

Figure 10 Table 3.7 of AS1158.3.1

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Max/Avg
Circulating Area	Illuminance	Lux	117.63	795.2	3.3	6.76
Access Road Way 1 (50%)	Illuminance	Lux	14.83	59.9	3.9	4.04
Access Road Way 2 (50%)	Illuminance	Lux	15.48	81.7	1.7	5.28
Carpark (PC1)	Illuminance	Lux	41.09	96.8	11.0	2.36
Disabled Carpark (PCD)	Illuminance	Lux	99.00	121.3	82.4	1.23

Figure 11 Calculation Summary

Results Achieved – Pass (as indicated in Figure 11 – Calculation Summary).

- For PC1 carpark :
  - The average horizontal illuminance level calculated is greater than the 14 lux, which is required under AS1158.3.1 Table 3.7 column 2. Therefore, satisfy the standard.
  - The minimum illuminance level calculated is greater than 3 lux, which is required under AS1158.3.1 Table 3.7 column 3. Therefore, satisfy the standard.
  - The illuminance uniformity UE2 (ratio of Max to Avg illuminance) calculated is less than 8 required under AS1158.3.1 Table 3.7 column 4, therefore satisfy the standard.
  - The minimum point vertical illuminance level is not required to be calculated for the car park spaces in this instance, due to the size of the car parking area.

- For PCD disabled car park:
  - The minimum point illuminance level calculated at the PCD disabled carpark is higher than 14 lux and higher than the average illuminance level calculated at the PC1 carpark spaces, which is required under AS1158.3.1 Table 3.7 column 3. Therefore, satisfy the standard.

- For Access Roadways:
  - The average horizontal illuminance level calculated is greater than the 7 lux (50% of the PC1 requirement), which is required under AS1158.3.1 Table 3.7 column 2. Therefore, satisfy the standard.
  - The minimum illuminance level calculated is greater than 1.5 lux (50% of the PC1 requirement), which is required under AS1158.3.1 Table 3.7 column 3. Therefore, satisfy the standard.

5.0 SIGNAGE ILLUMINANCE LEVEL ASSESSMENT

The criteria for signage lighting are based on AS4282 - 2023, Table 3.2 (indicated in Figure 3) and Table 3.5 (Figure 12):

Table 3.4 — Maximum average luminance of surfaces (cd/m²)

Application conditions	Environmental zones				
	A0	A1	A2	A3	A4
See Clause 3.3.3	0.1	50	150	250	350

Figure 12 Table 3.5 of AS4282

We note that the signage contractor is unable to provide the photometric data for the advertising signs at this stage.

To comply with AS4282 requirements, the brand light box and signage shall be completed with a LED dimmable driver (Mean Well HLG -150H or similar approved), to ensure the *advertising signs does not give a veiling luminance to the driver of greater than exceeding 0.25 cd/m²* throughout the driver's approach to the advertising sign, and maintain a maximum average luminance of surface in accordance with table 3.4 during night time.

Signages shall also be dimmed on site to limit light spill across neighbouring property during pre-curfew hours and the curfew hour limited to Table 3.2 requirement, the upward light ratio of less than 0.5 and to ensure the threshold increment along Kennilworth Street and Guildford Road is limited to 20%.

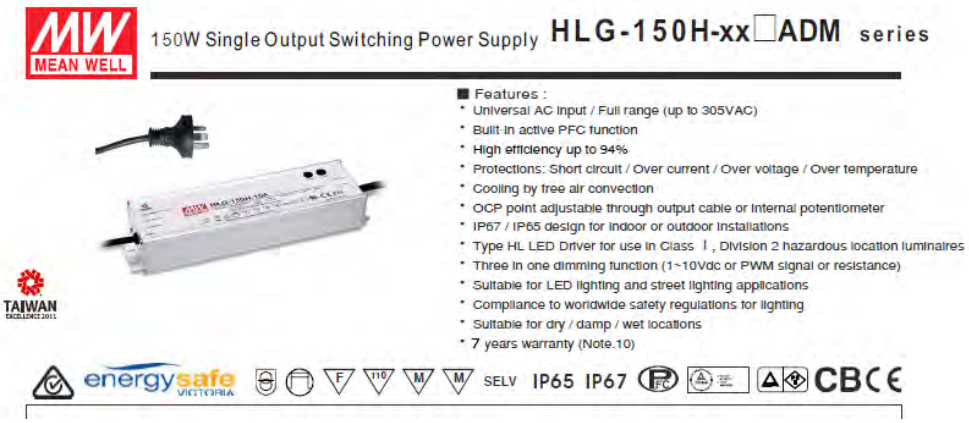


Figure 13 Typical Mean Well HLG dimmable driver

3.0 DIGITAL SCREEN ASSESSMENT

The requirement for the proposed LED digital screen is based on AS4282 - 2023, Clause 3.3.3, Table 3.2 (indicated in Figure 3), Table 3.4 (Figure 12) and the Western Australia "Policy and Assessment Guidelines for Digital Advertising Signs" (Figure 14).

We note that the LED digital screen supplier is unable to provide the photometric data for the digital LED panel at this stage.

Table 7: Maximum allowable luminance in various road environments based on AS-NZS 4282

Environmental zone*	Description	Day cd/m²	Dawn/ dusk cd/m²	Night cd/m²
A4	Town and city centres and other commercial areas with generally high off-street ambient lighting e.g., major shopping/commercial centres	6,000	600	350
A3	Suburban areas in towns and cities with generally medium off-street ambient lighting e.g., shopping/café strips	6,000	600	250
A2	Sparsely inhabited rural and semi-rural areas with occasional off-street ambient lighting	6,000	600	150
A1	Relatively uninhabited rural areas with no off-road lighting	6,000	600	zero
A0	Intrinsically dark	6,000	600	zero

** Environmental zone as defined in AS-NZS 4282 Table 3.1*

Figure 14 – Table 7 of WA Policy and Assessment Guidelines for Digital Advertising Signs

The LED display screen is based on a Dicolor Australia MA series panel (as nominated by the developer). The product specification is indicated in the Figure 15.

Product specifications

Product	MA–290	MA–390	MA–480
Pixel Pitch (mm)	2.976	3.91	4.81
Cabinet size (WxHxD/mm)	500x500x80	500x1000x80 500x500x80	500x1000x80 500x500x80
Cabinet Resolution	168x168	128x256 128x128	104x208 104x104
Cabinet Weight (Kg)	8	13.5 / 8	13.5 / 8
Brightness (Nits)	4500	4500	5000
Refresh Rate (Hz)	⩾3840	⩾3840	⩾3840
Gray Scale (Bit)	14	14	14
IP Rating (Front/Rear)	IP65/IP54	IP65/IP54	IP65/IP54
Max./Avg Power Consumption(W/m²)	773/258	626/209	760/253
Curve	N/A	±5°、0°	±10°、±5°、0°

Figure 15 – DiColour MA Series LED outdoor display panel.

Luminance assessment:

Based on discussion with the installer, we understood to be a screen with brightness of 5000 cd/m^2, provided with a multi-media player and ambient light sensor, with the following control methodology in place:

- 100% brightness during full sun
- A 10-step automatic brightness table to adjust the brightness from 100% to 5% as the ambient light reduces.
- 5% brightness during nighttime, to ensure the *maximum luminance level from the LED screen at nighttime does not exceeding 350 cd/m^2*.

Illumination assessment:

LED display screens are positioned in two locations.

1) Above the entry door to the service station control building, under a covered canopy.
2) At 2.5m high on both side of the pylon sign

Due to the location of the installation, the LED screen at the control building entry will:

- Contribute no UWLR to the existing night sky.
- Have negligible light spill across to the adjoining property, and
- Have negligible contribution to the thresholds increment at adjoining streets

Digital screen on pylon sign shall also be further dimmed on site as required to limit the upward light ratio of less than 0.5 and to ensure the threshold increment along Kenilworth Street and Guildford Road is limited to 20%.

Nighttime on site luminance measurements of the proposed LED screen shall be conducted during the commissioning of the site, to confirm that the control system for the digital screen is preset to meet the requirements stipulated above.

Figure 16 & 17 shows the elevations, which includes illuminated signage.

Figure 18 shows the signage details.



Figure 16 – South-West Elevation and North-East, Drawing No. 22JN1500.1 sk03a, dated 27.05.2026.



Figure 17 – South-West & South Elevations, Drawing No. 22JN1500.1 sk02a, dated 27.05.2026.

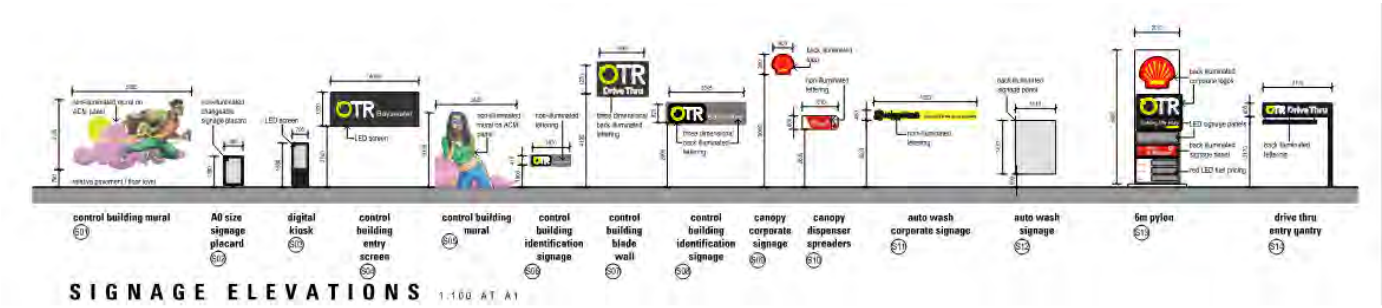


Figure 18 – Signage Elevations, Drawing No. 22JN1500.1 sk05 dated 27.05.2026.

6.0 CONCLUSION

The modelled maximum spill on all boundaries for external lighting based on the above lighting layout and type complies with the criteria outlined in AS4282:2023.

The modelled illumination level on ground plane on the proposed carpark and circulating space based on the above lighting layout and type complies with the criteria outlined in AS1158.3.1.

The illuminated signs will be installed with a dimmable driver, ensuring a maximum luminance level of 350 cd/m^2 is achieved during nighttime.

The LED display screen shall be installed with an ambient light sensors and multi-media player, preprogrammed to dim the LED panel down with the change of ambient lights, ensuring a maximum luminance level of 350 cd/m^2 is maintained during nighttime.

Nighttime measurements on site shall be conducted during the commissioning of the installation, to ensure that the surface luminance of the signage and digital screen complies with Table 3.4, the maximum vertical illumination on adjoining property and the threshold increment along Guildford Road and Kenilworth Street complies with Table 3.2.

We trust the above is satisfactory. However, should there be any further clarifications/assistance please do not hesitate to contact the undersigned.

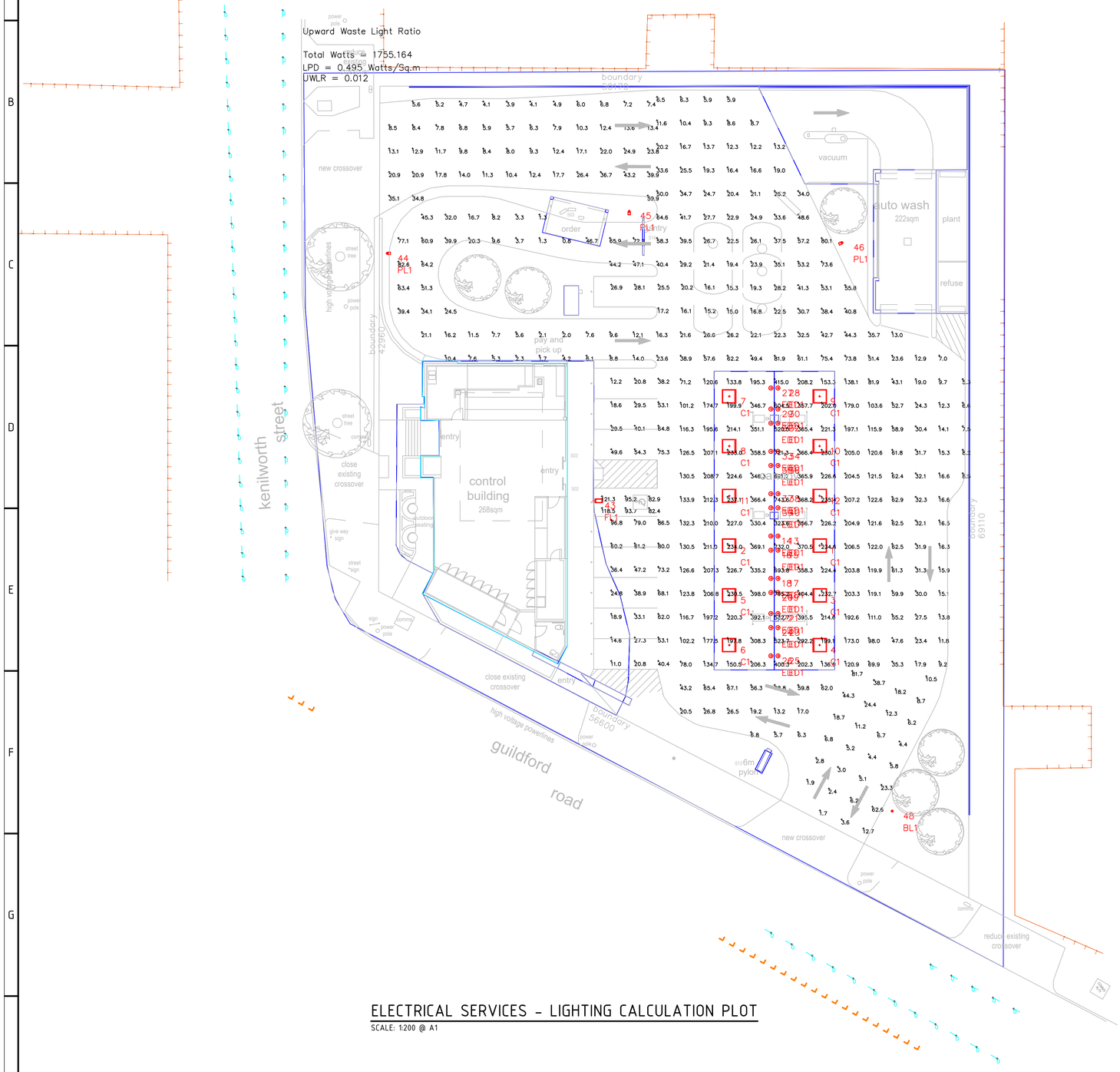
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Luminaire Schedule						
Symbol	Qty	Label	Description	LLF	Luminaire Lumens	Mounting Height
	3	PL1	75W LED POLE LIGHT, 4000K (ELWA ENERGY SAVERS, BKK-1X-7075W)	0.800	12918	6
	28	ED1	25W RECESSED LED DOWNLIGHT, WHITE, IP44 (ELWA ENERGY SAVERS, BC04-F1-FR)	0.800	2657	4.5
	1	BL1	Bollard (ELWA 22W 4K Round Bollard)	0.800	2892	1
	1	FL1	30W LED FLOOD LIGHT, 4000K (ELWA ENERGY SAVERS, EL-F30W-SP-B)	0.800	9486	5
	12	C1	60W LED RECESSED CANOPY LIGHT (ELWA ENERGY SAVERS, BR-G60W-01-G1-CZ-P1-W)	0.800	9112	5.4

Luminaire Location Summary					Luminaire Location Summary				
LumNo	Label	Orient	Tilt	Mounting Height	LumNo	Label	Orient	Tilt	Mounting Height
1	C1	0	13.2	5.4	24	ED1	0	0	4.5
2	C1	180	13.2	5.4	25	ED1	0	0	4.5
3	C1	0	13.2	5.4	26	ED1	0	0	4.5
4	C1	0	13.2	5.4	27	ED1	0	0	4.5
5	C1	180	13.2	5.4	28	ED1	0	0	4.5
6	C1	180	13.2	5.4	29	ED1	0	0	4.5
7	C1	180	13.2	5.4	30	ED1	0	0	4.5
8	C1	180	13.2	5.4	31	ED1	0	0	4.5
9	C1	0	13.2	5.4	32	ED1	0	0	4.5
10	C1	0	13.2	5.4	33	ED1	0	0	4.5
11	C1	180	13.2	5.4	34	ED1	0	0	4.5
12	C1	0	13.2	5.4	35	ED1	0	0	4.5
13	ED1	0	0	4.5	36	ED1	0	0	4.5
14	ED1	0	0	4.5	37	ED1	0	0	4.5
15	ED1	0	0	4.5	38	ED1	0	0	4.5
16	ED1	0	0	4.5	39	ED1	0	0	4.5
17	ED1	0	0	4.5	40	ED1	0	0	4.5
18	ED1	0	0	4.5	43	FL1	0	0	5
19	ED1	0	0	4.5	44	PL1	0	0	6
20	ED1	0	0	4.5	45	PL1	270	0	6
21	ED1	0	0	4.5	46	PL1	204.728	0	6
22	ED1	0	0	4.5	48	BL1	153.43	0	1
23	ED1	0	0	4.5					

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Max/Avg
Circulating Area	Illuminance	Lux	114.64	795.2	0.8	6.94
Access Road Way 1 (50%)	Illuminance	Lux	14.83	59.9	3.9	4.04
Access Road Way 2 (50%)	Illuminance	Lux	15.48	81.7	1.7	5.28
Carpark (PC1)	Illuminance	Lux	41.09	96.8	11.0	2.36
Disabled Carpark (PCD)	Illuminance	Lux	99.00	121.3	82.4	1.23

ELECTRICAL SERVICES - LIGHTING CALCULATION PLOT

SCALE: 1:200 @ A1

When sheet printed full size, the scale bar is 100mm.

0 10 20 30 40 50 100mm

No	REVISION	DRAWN	CHE'KD	DATE

PROJECT

OTR BAYSWATER
LIGHTING ASSESSMENT PLOT
AT: 321 GUILDFORD RD,
BAYSWATER, WA
FOR: PC INFRASTRUCTURE

DRAWING TITLE

ELECTRICAL SERVICES - LUX PLOT

Civil
Geotechnical
Environmental
Structural
Mechanical
Electrical
Fire
Hydraulics
Forensic
Construction Assist
Vertical Transport

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2511124-E1/C

Waste Management Plan

321 Guildford Road, Bayswater

Prepared for PC Infrastructure Pty Ltd

2 June 2026

Project Number: WMP24133

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	4/12/2024	SC	DP	DP
2.0	Second Approved Release	16/12/2025	AB	DP	AB
3.0	Third Approved Release	16/04/2026	AB	JL	AB
4.0	Fourth Approved Release	05/05/2026	JL	AB	AB
5.0	Fifth Approved Release	2/06/2026	JL	AB	AB

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Executive Summary

PC Infrastructure Pty Ltd is seeking development approval for the proposed new service station complex located at 321 (Lot 130) Guildford Road, Bayswater (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	5,628	1,100L	Two	Three times each week	Private Contractor
Recycling	2,814	1,100L	One	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Kenilworth Street.

The site operator will oversee the relevant aspects of waste management at the Proposal.

Table of Contents

1 Introduction 4
1.1 Objectives and Scope 4
2 Waste Generation 5
2.1 Proposed Tenancies 5
2.2 Waste Generation Rates 5
2.3 Waste Generation Volumes 5
3 Waste Storage 6
3.1 Internal Transfer of Waste 6
3.2 Bin Sizes 6
3.3 Bin Storage Area Size 6
3.4 Bin Storage Area Design 7
3.5 Litter Management 8
4 Waste Collection 9
4.1 Bulk and Speciality Waste 10
5 Waste Management 11
6 Conclusion 12

Tables

Table 2-1: Waste Generation Rates 5
Table 2-2: Estimated Waste Generation 5
Table 3-1: Typical Bin Dimensions 6
Table 3-2: Bin Requirements for Bin Storage Area 6

Diagrams

Diagram 1: Bin Storage Area
Diagram 2: Swept Path Analysis

Figures

Figure 1: Locality Plan
Figure 2: Site Plan

1 Introduction

PC Infrastructure Pty Ltd is seeking development approval for the proposed new service station complex located at 321 (Lot 130) Guildford Road, Bayswater (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential developments to the north and to the east, Guildford Road to the south and Kenilworth 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^2) of the control building at the Proposal – **268m^2**.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to City of Melbourne's *Guidelines for Waste Management Plans* (2021).

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
Control Building	Convenience Store	300L/100m^2/day	150L/100m^2/day

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 5,628L of refuse and 2,814L of recyclables each week.

Table 2-2: Estimated Waste Generation

Control Building	Area (m^2)	Waste Generation Rate (L/100m^2/day)	Waste Generation (L/week)
Refuse	268	300	**5,628**
Recycling	268	150	**2,814**
		Total	**8,442**

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 Figure 2, 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 control building for the source separation of refuse and recycling. Refuse bins will also be located at each of the fuel pumps and adjacent to the vacuum bays.

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 at less busy trading times to mitigate disturbances to staff/cleaners/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 three times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

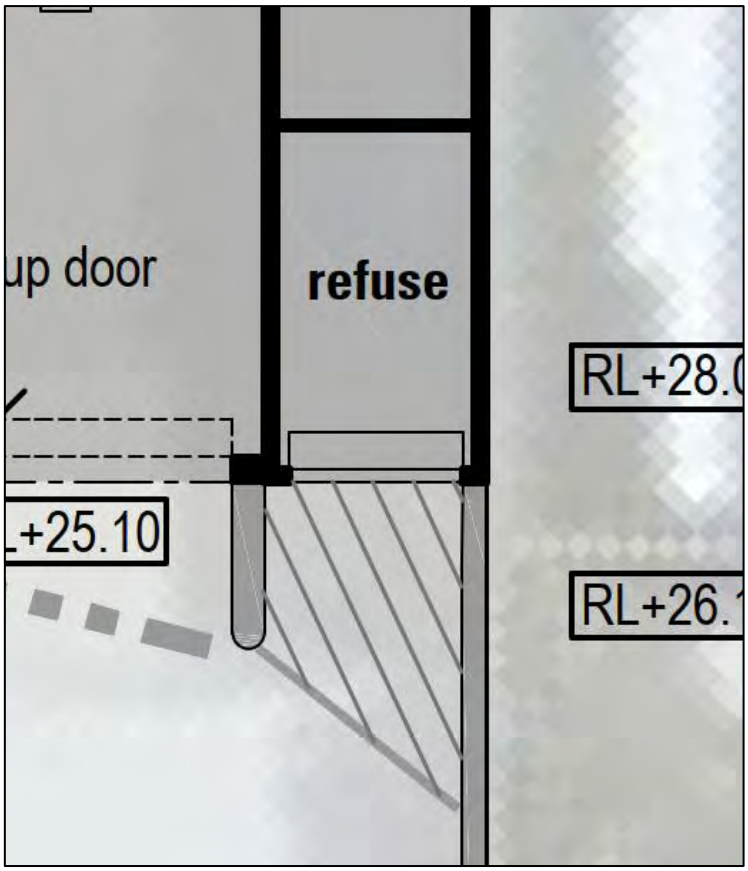
- Two 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	5,628	8	3	2
Recycling	2,814	4	2	1

The size and location of the Bin Storage Area is shown in Diagram 1 below and Figure 2.

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 into 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 site operator during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

3.5 Litter Management

The Proposal will also implement the following measures to minimise litter generation and ensure prompt removal:

- All bins within the Bin Storage Area will be fitted with lids to prevent windblown litter;
- Doors to the Bin Storage Area will also prevent windblown litter;
- Smaller refuse bins will be located at each of the fuel pumps and adjacent to the vacuum bays to allow responsible disposal of waste;
- Signage encouraging responsible disposal of waste and correct bin usage; and
- Engage with staff/cleaners on litter monitoring and clean up procedures.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide two 1,100L bins for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

Bins will be serviced directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter the Proposal in forward gear via Kenilworth Street and pull up adjacent to the Bin Storage Area, refer Diagram 2.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning right onto Kenilworth Street moving with traffic flow, refer Diagram 2.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

Diagram 2: Swept Path Analysis



4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis, through the assistance of the site operator, who will liaise with staff and cleaners to assist with the removal of these wastes, as required.

5 Waste Management

The site operator will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and the Bin Storage Area, when required;
- Ferrying of bins to and from each of the fuel pumps and adjacent to the vacuum bay and the Bin Storage Area, as required;
- 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:

- Two 1,100L refuse bins, collected three times each week; and
- One 1,100L recycling bin, collected three times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Kenilworth Street.

The site operator will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

Figure 2: Site Plan

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LEGEND

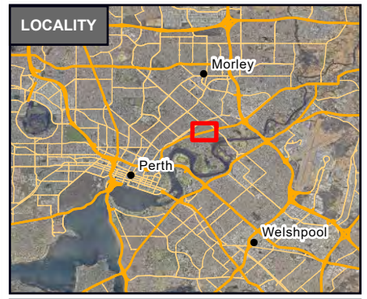
- Site Boundary

Cadastre

- Freehold
- Road
- Strata Plan or Lot
- Easement

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LOCALITY



0 5 10 15 20 km

LOCALITY

321 Guildford Road
Bayswater WA 6053

PC Infrastructure Pty Ltd

N

0 5 10 15 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:400

Prepared:	E Jackson	Date:	27/11/2024
Reviewed:	S Crowley	Revision:	A
Project:	WMP24133		

talis consultants

Figure 01

Data source: Roads, Cadastre - Landgate, 2024. Imagery: Nearmap, 2024.

Assets | Engineering | Environment | Noise | Spatial | Waste

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PEREGRINE
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OTR Bayswater

Signage Strategy

June 2026

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OTR Bayswater Signage Strategy

June 2026

This Signage Strategy relates to the proposed service station (including convenience store, drive-through ordering and pick up facility and car wash) at 321 Guildford Road, Bayswater in the City of Bayswater (**subject land**).

This Signage Strategy accompanies a planning application submitted to the City for consideration by the City and determination by the Metro Inner DAP.

Implementation of the Signage Strategy will ensure that signage on the site assists customers and potential customers to recognise the brand and offers available on the site, and to safely enter, move around on and exit the site. It will contribute to the establishment of a distinctive brand and visual character for the site which complements its locality and which does not have any detrimental effect on the amenity of neighbouring properties or the locality in general.

1. Subject land and context

The proposed service station (including convenience store, drive-through ordering and pick-up facility and car wash) will develop land that is currently unimproved and unused to provide a modern, contemporary commercial and retail facility that will enhance the built form character of the locality.

The proposed development will serve residents of the locality and users of the nearby recreational and commercial facilities through the provision of day-to-day needs including groceries and convenience retail items, food and beverages, vehicle washing facilities and fuel.

2. Signage objectives

In preparing the drawings, and in particular the signage elements of the proposed development, the following objectives have been identified and implemented:

(a) Business identification – signs that enable customers to recognise the operator and brand of the business being carried on at the site, including signs that allow drivers to identify the business in sufficient time to safely exit the road network and enter the site.

(b) Directional/safety – signs that assist customers to move safely and efficiently around within the site.

(c) Informative – signs that advise customers of the products and services available on the site and how best to access them.

(d) Brand character – signs that establish a strong brand message with distinctive and vibrant messages and images that contribute to a shared customer experience across different OTR sites.

(e) Amenity – signs that are consistent with, and do not materially detract from the established character and amenity of areas surrounding the site, including the public road network and private land that adjoins or has sight lines onto the site.

Table 1 specifies how the signage objectives are satisfied by each signage element of the proposed development.

3. Signage elements

The application drawings submitted in respect of the proposed development include individual signage elements as specified in Table 1.

4. Signage strategies

Table 1 identifies how each individual signage element contributes to the signage objectives identified in section 2 of this document.

.

Table 1 – OTR Bayswater signage strategies and elements

Sign element (refer application drawing sk05)	**Description**	**Location**	**Dimensions**	**Lighting**	**Purpose**	**Contribution to signage objectives**
S01	Control building mural	North-east elevation – adjacent main entry and beneath roof overhang	5.355m (w) x 3.135m (h)	Non-illuminated	Brand character	• Communicates to customers that like other OTR sites, the site offers a quick, convenient and fun option for food, coffee and other beverages. • Limited or incidental visibility from nearby public and private land. • Non illuminated, so will not contribute to lightspill impacts for adjoining roads or premises.
S02	Signage placard	Control building entry (1 sign) Each end of fuel dispensers (6 signs)	0.85m (w) x 1.39m (h)	Non-illuminated	Informative	• Provides information to customers about products and offers available within control building. • Limited or incidental visibility from adjoining public and private land.
S03	Digital kiosk	Control building entry (1 sign) Drive-through entry station (1 sign)	0.7m (w) x 1.98m (h)	Illuminated (LED)	Informative	• Provides information to customers about products and offers available in control building or from drive-through ordering and pick up facility. • No visibility from adjoining public and private land.
S04	Control building entry screen	Above main entry	4.0m (w) x 1.5m (h)	Illuminated (LED)	Business identification Directional/safety	• Directs customers to pedestrian entry of control building and identifies brand and location. • Limited or incidental visibility from adjoining public and private land.
S05	Control building mural	South-west elevation – to Guildford Road/Kenilworth Street corner	3.63m (w) x 3.335m (h)	Non-illuminated	Brand character	• Communicates to customers that like other OTR sites, the site offers a quick, convenient and fun option for food, coffee and other beverages. • Non illuminated, so will not contribute to lightspill impacts for adjoining roads or premises.

Sign element (refer application drawing sk05)	Description	Location	Dimensions	Lighting	Purpose	Contribution to signage objectives
S06	Control building identification signage	South elevation – to Guildford Road	1.67m (w) x 0.41m (h)	Non-illuminated	Business identification Directional/safety	• Directs customers to pedestrian entry of control building and identifies brand and location. • Non illuminated, so will not contribute to lightspill impacts for adjoining roads or premises.
S07	Control building blade wall	South-west elevation – to Kenilworth Street (1 sign) South elevation – to Guildford Road (1 sign)	1.995m (w) x 1.27m (h)	Back illuminated	Business identification Directional/safety	• Alerts customers to availability of drive-through retail facility at the site. • Enables customers to make a quick decision about whether to turn off road and access site. • Consistent with scale and type of signage expected on road frontages for the contemplated land use.
S08	Control building identification signage	South elevation – to Guildford Road	3.345m (w) x 0.82m (h)	Back illuminated	Business identification Directional/safety	• Directs customers to pedestrian entry of control building and identifies brand and location. • Consistent with scale and type of signage expected on arterial road frontage for the contemplated land use.
S09	Canopy corporate signage	Fuel canopy – north elevation (1 sign) Fuel canopy – south elevation (1 sign)	0.9m (w) x 0.9m (h)	Back illuminated	Business identification	• Enables quick recognition of fuel brand sold at site. • Minimal visual impact of a kind appropriate for main road and surrounding context.
S10	Canopy dispenser spreaders	One to each fuel canopy column (3 signs)	1.61m (w) x 0.6m (h)	Non-illuminated	Business identification	• Enables quick recognition of fuel brand sold at site. • Limited or incidental visibility from adjoining public and private land.
S11	Auto wash corporate signage	South-west elevation of auto wash building	4.62m (w) x 0.45m (h)	Non-illuminated	Business identification Directional/safety	• Enables quick recognition of and direction to car wash facilities for customers entering the site. • Limited or incidental visibility from adjoining public and private land.

Sign element (refer application drawing sk05)	Description	Location	Dimensions	Lighting	Purpose	Contribution to signage objectives
S12	Auto wash signage	South-west elevation of auto wash building	1.81m (w) x 2.41m (h)	Back illuminated	Business identification	• Provides information to customers about services and offers available at auto wash. • Limited or incidental visibility from adjoining public and private land.
S13	Main pylon sign	Adjacent Guildford Road to site	2.01m (w) x 6.0m (h)	Back illuminated; LED	Business identification Informative Directional/safety	• Enables quick recognition of fuel brand and pricing and other offers at site. • Enables customers to make a quick decision about whether to turn off road and access site. • Consistent with scale and type of signage expected on arterial road frontage for the contemplated land use.
S14	Drive-through entry gantry	At entry to drive-through	3.1m (w) x 0.6m (h)	Back illuminated	Business identification Informative Directional/safety	• Directs customers to drive-through entry. • Encourages orderly movement for vehicles once on the site. • Limited or incidental visibility from adjoining public and private land.

DR1 – Design review report and recommendations (Part 2/3)

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 Bayswater	
Item	Proposed Service Station, Convenience Store, Car Wash and Drive-Through Coffee Facility – 321 Guildford Road, Bayswater (corner of Kenilworth Street)	
Date	27 October 2023	
Time	2.00 pm	
Location	City of Bayswater	
Panel members	Philip Gresley Brett Wood-Gush Simon Venturi Patrick Miller	Chair
Local government officers	Bianca Sandri Helen Smith Courtney Wynn Gemma Basley Bianca Sandri	Director Community Services Manager Development & Place Coordinator Statutory Planning Statutory Planner
Proponent/s	Nik Hidding Andrew Casper Robert King	Hidding Urban Planning Peregrine Corporation ADS Architects
Observer/s	Nil	
Conflicts of Interest	Nil	
Briefings		
Development assessment overview	Gemma Basley	Statutory Planner
Technical issues	Gemma Basley	Statutory Planner
Design review		
Proposed development	Proposed Service Station, Convenience Store, Car Wash and Drive-Through Coffee Facility – 321 Guildford Road, Bayswater (corner of Kenilworth Street). The development involves the demolition of an existing service station building and canopy and proposes a redevelopment of portion of the site with a new service station canopy, control building (convenience store and drive through coffee) and a stand-alone car wash and vacuum bays. The development proposes the removal of one verge tree to Kenilworth Street in order to reposition a crossover to Kenilworth and proposes two modified crossovers to Guildford Road. The development is proposed to be serviced by a total of 19 car bays (including parking, bowser, EV and vacuum bays) and proposes small car bays to accommodate truck manoeuvring and the placement of parking bays adjacent to the entrance. The development is proposing a reduced landscaping provision and is proposing setback variations to Kenilworth and to Guildford Road.	
Property address	Lots 130-131, 321 Guildford Road, Bayswater	
Background	The site is zoned for Service Station and has historically been utilised for a Service Station, which ceased operations some years ago.	
Proposal	The proposed development will be located on the existing service station site and will	

	entail a full redevelopment of the site and excision of a portion of land for a future freehold lot (butting 49-49A Kenilworth Street).	
Applicant/representative address to the design review panel	Nik Hidding Andrew Casper Robert King	Hidding Urban Planning Peregrine Corporation ADS Architects
Key issues/recommendations	This is the first DRP review of this proposal. The Panel suggests that there is significant opportunity for improvement in this proposal including; • Revising the site planning layout including built form and scale to better respond to the context and character of the surrounding area, and the history of the site. • Re-positioning the control building closer to the street to introduce a higher quality urban design outcome with improved street frontage and uplift in pedestrian and community amenity. • Continuing to explore the use of contextual materials and arrange them in a way to respond and interpret in a contemporary manner the rhythm and form of traditional shop front typology. • Reconsidering all of the designed elements on site to be unified through a more cohesive design aesthetic. • Increasing landscaping and the planting of (large) trees, reducing the number of crossovers, and reducing the dominance of hardstand associated with circulation and parking areas generally. • The introduction of a comprehensive sustainability strategy. The Panel **does not support this proposal** and recommends a second DRP meeting.	
Chair signature		

DR1 – Design review report and recommendations (Part 2/3)

Design quality evaluation		
		Supported
		Pending further attention
		Not supported
		Yet to be addressed
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		• A limited amount of site and context analysis has been provided to the Panel. The proponent should undertake a more detailed study. • Notwithstanding the proposed use, the development layout is not ideal for this location and results in impacted footpaths, reduced pedestrian amenity and a vehicular dominated site with poor streetscape outcomes. • The Panel recognises the opportunity to use historical elements from the existing historic service station to assist in capturing the existing context. • An improved development of the materiality is recommended to respond to the local sense of place. The panel recommends referring to the character of Maylands, which does exist and which is important to the local community and which could be reflected with increased use of brick or timber and increased landscaping. The Panel noted the importance of brick and the history of Maylands, which is home to the former Maylands brick works. • The proposed three-metre-high blank walls on the rear and eastern boundary are concerning and are not considered to tie in with the local context. • The walls will also impact the streetscape rhythm as viewed along Kenilworth Street and will introduce a 3m high intrusion into a well-established residential street and its associated setback. • The proponent should consider how the now vacant land to the north will best respond to the proposal if an alternate use is proposed.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		• Landscaping is considered to be insufficient in terms of its contribution to the development and the streetscape.. • The Panel recommends consolidating vehicular movements, conducting a hardscape usage survey (including a swept path analysis) to increase the amount of landscaping to the site which will soften the development and introduce landscaping in the street setback areas, commensurate with the local context. • The Panel does not support the removal of the verge tree, as proposed. • The Panel encourages an increased variety of trees and trees that will grow to larger heights. The minimum number of trees required under the City's policy should be the minimum, including the requirements for 1 tree per 4 car parking bays. The recent removal of all of the existing trees off the site is unfortunate and has reduced the canopy cover over the site significantly. Large trees should be proposed throughout the site to rebuild tree canopy coverage wherever possible and to mitigate the heat island effect which will be a significant problem on this site with the excessive paved areas with no shading. • These types of uses are harsh environment for landscaping, so species selection and bed widths are critical for plant survival. Species need to be robust. • Details of deep soil areas and stormwater management / treatment strategies will assist the Panel and the City. • The panel refers to the service station development on Guildford Road and/ First Avenue and provides the landscaping area and pedestrian footpath as a good example the applicants could refer to.
Principle 3 - **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		• The position of the canopy and setback to the street is not ideal and appears to be causing the

		increased areas of hardstand for circulation and access points. • The positioning of the Control building close to the street is a favoured outcome and brings the development to the street, appropriate to its setting on Guildford Road and for a convenience store / corner store use. The Panel suggests this could be further enhanced by referencing the typical shopfront typology along Guildford Road and extending the canopy along Guildford road, rethinking the relationship of patron access, visibility form the street and generally providing a better experience for non-vehicle vehicle-based patrons. • There was a suggestion from the Panel around exploring locating the control building to the intersection corner of the site to enhance the urban frame and to increase pedestrian amenity generally. • The Panel wonders if there is opportunity to better connect the canopy with the control building. • Large blank expanses of walls are is not a good design outcome. Use section drawings in the development of revised neighbouring walls to help design and describe their impact to the immediate context. • The large size of the pylon size is considered to be out of scale with the development itself and the setting.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		• The three crossovers proposed are problematic and impact the functioning of the site by increasing traffic circulation around the site. The design of the crossovers is also a concern to the Panel functionally and from a safety perspective, especially accessing in and out onto Guildford Road. • The Panel asked whether there is specific provision for service vehicle standing (eg: deliveries to the kiosk). • Further consideration to be given to how pedestrians and other uses move around the site successfully. • The wide footpath around the control building is supported and will contribute to the development, especially with the connection to the footpath on Guildford Road, however there is some concern about the location and size of retail display items and these should be shown on the plans. • Noise and light spill issues to neighbours should be further explored. • There is a lack of clarity with pedestrian connections within the site. These should be enhanced and perhaps shown to increase functionality and safety. *Two queries considered after the DRP meeting for consideration:* • *There is limited toilet provision, and it is queried whether there is a NCC requirement for a separate staff toilet.* • *It was queried whether the refuse area was large enough.*
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		• A detailed sustainability strategy should be developed with commitments made for the full range of energy and water saving opportunities and designing for wellbeing. • Consider no gas / all (renewable) electric energy strategy for the site. • It is likely that this development will have a limited lifespan with the future reduction in fossil fuel usage and advent of electric car usage. A longer-term masterplan including a plan for adaptive reuse (charging station?) or plan for disassembly should be developed. This should positively impact the design outcomes. • The use of black colours is not generally considered a positive ESD outcome and any initiatives that are proposed to offset the colours or introduce ESD would be helpful. • If PV's are proposed, details and commitments on size and capacity of would be helpful. • There are opportunities to demonstrate leadership with more water sensitive urban design, stormwater treatment through landscape, and treatment / recycling of water from the carwash outlet to be explored. • Recycling should be incorporated into the refuse area. • Consider 'green' concrete/asphalt for what is a large hardstand area, along with other ESD appropriate materials. • Reduce the level of unshaded hardstand to reduce heat island effect. • Shade direct western sun with appropriate external shading devices.

Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		• The wide footpath around the control building is supported and will contribute to the development, especially with the connection to the footpath on Guildford Road, however there is some concern about the location and size of retail display items and these should be shown on the plans. • The proposed number of crossovers is not considered to be contributing to the amenity of the development or the locality. The Panel suggests reducing to 2 crossovers may assist in obtaining support. • Potential noise issues and the proposed 3-metre-high wall is could result in poor outcomes for the neighbouring residential properties and have an adverse amenity impact on the neighbours and the locality. • Concerns about the potential for light spill and associated amenity impacts to neighbouring residential properties. • Consider the provision of an appealing external rest area.
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		• The number of crossovers detracts from the site's legibility. • The consideration of signage within the design at this stage is recognised and appreciated. There is however opportunity to enhance the consolidated design approach, and reduce the amount of signage whilst retaining the level of brand awareness. • Footpath treatments should continue across the cross over to enhance pedestrian legibility. • The pedestrian pathway from the control building to the canopy could be improved for legibility and safety.
Principle 8 – **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		• Consideration of safety appears to be aimed towards vehicles more than people. Pedestrians are an essential consideration noting that drivers and passengers who leave their vehicles become pedestrians. • Concerns about safety within the parking circulation areas die to the number of access points and number of different users. Consider marking 'keep-clear' zones to ensure waiting vehicles don't block movement on site. • The crossover that is angled to Guildford Road seems dangerous and is a safety concern • The design and size of some parking bays seem to be unsafe, in particular the most southern car bay adjacent the angled canopy.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		• The convenience store use is appropriate to the site and brings this use / "corner shop" back into the local community and provides a community service in doing so. • The 3m high blank boundary walls are not a good design outcome and consideration to be given to how these walls van be designed to be acoustic and aesthetic and appropriate for the context. • The proposed signage is considered too large and no appropriate to the site, development or locality because if its size. • The Panel encourages consideration to public art and how this could contribute to the community and creating a sense of place.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		• The Panel suggests that a more cohesive and unified design approach be sought across all elements on the site. This includes the consolidation of a material palette driven by a local contextual analysis. The provisional of a design rationale would be appropriate. • The detailed design of the control building should be further enhanced to respond and interpret, in a contemporary manner, the rhythm and form of the traditional shop front typology. • Consider textured treatments to blank concrete walls.

		• Increase and improve landscaping to play a larger role in the appearance of the proposal. • The panel encourages the design to continue to integrate the signage into the architectural design.

DR1- Design review report summary Part 3/3

Design Review Progress

	Supported
	Pending further attention
	Not supported
	Yet to be addressed

	DR1 *(27 October 23)*	***DR2 (insert date)***	***DR3 (insert date)***
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**			

PEREGRINE
CORPORATION

OTR Bayswater

State Planning Policy 7.0 - Design Principles Response

June 2026

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

Proposed OTR Bayswater -
State Planning Policy 7.0 – Design of the Built Environment

The design has been assessed against the 10 design principles of SPP7.0, as set out in the following table.

SPP 7.0 Design Principles	Comment
1. Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The wider locality is predominantly residential in nature. Limited instances of commercial development occur on sites with frontages to Guildford Road, including to the west of the subject land, across Kenilworth Street, in the form of the Garden Café and adjoining bicycle shop. The arterial road form and function of Guildford Road substantially define the character of the locality, with the road providing a hard, often unvegetated boundary to the lots it abuts, and traffic movement, particularly during peak hours, acting as a barrier to movement across the road. The proposed development provides substantial built form to the Guildford Road and Kenilworth Street frontages, and to the corner of those streets, consistent with other commercial development in the locality. As revised, the proposed development also provides substantial landscaping (including deep soil planting) to both of its street frontages, contributing to addressing the scarcity of landscaping along Guildford Road within the local area.
2. Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	Of the total site area of 2,809m^2, landscaping is proposed to 422m^2 (or 15% of the total site area). Of that, deep soil planting is proposed to 211m^2 (or 7.5% of the total site area). The landscape plan accompanying the application provides for 6 canopy trees to be established on the site, as well as a diverse range of local and native species to landscaped areas within the site and irrigated turf within the Kenilworth Street verge. The landscape plan makes specific provision for the establishment, irrigation and maintenance of landscaped areas.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The built form, scale and height of the proposed development is appropriate to its setting and will add visual interest and diversity to its street frontages, including in particular the Guildford Road frontage. The built form includes significant articulation and a range of materials, finishes and colours to its main (Guildford Road) frontage, including brick, painted timber, painted cement panels and stone. The proposed development will provide a modern, high quality and visually engaging presentation both to its main (Guildford Road) and its secondary (Kenilworth Street) frontages.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	The proposed development has been designed to be highly functional, with a range of car-based uses such as a convenience store, fuel sales, car washing and vacuum facilities. The retail store with direct and convenient access from footpaths along both of the street frontages will also meet the needs of pedestrians, cyclists and others who may arrive other than by private vehicle.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The proposed building and fuel canopy is designed to support PV (Solar) Panels. EV charging stations may also be added as dictated by customer demand. In future, it is also possible that fuel bowsers can be swapped out for EV charging stations as customer need and demand evolves.

SPP 7.0 Design Principles	Comment
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The proposed development offers a variety of uses and activities. Good quality landscaping areas (including planting of trees) is proposed to provide increased amenity for customers and staff. The diverse and high-quality retail convenience offer will be complemented by outdoor seating in a landscaped setting, which is a distinctive and attractive feature for developments of this kind.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	Legibility and accessibility have been considerably improved in the updated concept, with the control building addressing the corner and both street frontages, and with direct pedestrian access from both streets. These measures will substantially improve legibility for pedestrians. Crossovers have been rationalised and located along each street boundary at the furthest possible point from the corner. Internal movements to the fuel bowsers, the auto wash facility and the customer car parking will be clearly identifiable once customers have accessed the site.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The building design maximises opportunities for casual surveillance over the fuel court and the Kenilworth Street frontage of the control building, with opportunities for incidental surveillance by customers and staff over the Guildford Road frontage. The use will be operated 24/7 so there will always be activity occurring on the site, including appropriate site lighting during hours of darkness. Lighting and activity at all hours of the day and night will deter use of the site for criminal or antisocial purposes, as well as on adjoining sites and in areas of the public realm which might be visible from the proposed development..
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The development is specifically designed for convenience of the local community, offering access to goods and services on a 24 hour per day, 7 day per week including at times when most other retail facilities are not trading. The development will reinstate a long-standing previous use of the site as a service station in a more modern and accessible form. The inclusion of booth seating in a landscaped setting along the Kenilworth Street frontage will allow people to meet with other members of the community, facilitating social interaction.
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The revised proposal has been architecturally designed with a range articulation and roof forms, materials, finishes and colours and extensive landscaped areas to soften built form and hard stand areas.

As a result of the matters set out above, it is considered that the revised proposal complies with the Design Principles of SPP7.0.

Enquiries: Stefan Wielebinski on (08) 9323 4112
Our Ref: 21/6091 (D26#919846)
Your Ref: DA23-0365
DAP Ref: DAP/2302575

24 August 2026
Chief Executive Officer
City of Bayswater
PO Box 467
MORLEY WA 6943

Email: mail@bayswater.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED COMMERCIAL DEVELOPMENT – (SERVICE STATION, CONVENIENCE STORE, DRIVE THROUGH COFFEE FACILITY AND CAR WASH) – LOT 130 (NO. 319) AND LOT 131 (NO. 321) GUILDFORD ROAD, BAYSWATER – REF DA23-0365 AND DAP/23/02575

In response to correspondence received on 6 July 2026. Main Roads has no objections to the proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. Prior to the issue of a Building Permit, the design of the proposed crossover to Guildford Road is to be modified to allow simultaneous vehicle entry and exit movements. The modified design must be approved by Main Roads. Access to Guildford Road is limited to one crossover on the eastern boundary.

   Justification for Condition

   Public Safety and to ensure vehicles can enter and exit the site.

2. Prior to the issue of a Building Permit, a Delivery Management Plan shall be prepared and submitted to the satisfaction of Main Roads Western Australia. The Plan shall include measures to ensure that:

   a) Fuel and service delivery vehicles are only permitted to enter or exit the site between the hours of 9:00pm and 5:00am; and

   b) Fuel and service delivery vehicles are restricted to a right-in at Kenilworth Street and a right-out via the eastern crossover to Guildford Road.

   The approved Delivery Management Plan shall be implemented and maintained for the duration of the development.

   Justification for Condition

Public safety and network efficiency. The swept path analysis of delivery vehicles demonstrates a considerable impact on Guildford Road during turning movements. Restricting the operation of fuel and service delivery vehicles outside of peak periods will reduce road safety impacts and minimise disruption to the operation and performance of the road network.

3. Prior to occupation of the development, parking restrictions on Kenilworth Street shall be installed and maintained at all times. The parking restrictions are to be implemented and maintained for the duration of the development.

   Justification for Condition

   A parked vehicle (on Kenilworth Street) would prohibit the movement of a fuel delivery vehicle as shown by the swept path analysis causing it to block Guildford Road, creating an unacceptable safety risk as the vehicle would not be able to execute the turn.

4. Prior to undertaking works within the Guildford Road Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

   Justification for Condition

   To ensure the works maintain public safety and do not conflict with other scheduled works such as services and routine maintenance or cause unacceptable disruption to the movement of people and freight.

5. Stormwater discharge shall not exceed pre-development discharge to Guildford Road Road Reserve.

   Justification for Condition

   To ensure there is sufficient capacity in the Guildford Road stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

6. No part of the development, other than approved landscaping is to be located within the land requirement for Guildford Road as detailed in the attached extract of Land Requirement Plan 2011-320-068.

   Justification for Condition

   No form of the development should encroach upon the identified land requirement. This includes but is not limited to car parking, building anchors, awnings, retaining walls and any associated infrastructure services.

7. Prior to the issue of a Building Permit, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Bayswater and to the specifications of the local government.

   Justification for Condition

   Public safety and protection of the Primary Regional Road Reservation

8. Prior to occupation of the development, all lots shall be amalgamated and a new Certificate of Title obtained for the amalgamated lot.

   Justification for Condition

   To rationalise vehicular access arrangements.

9. Prior to occupation of the development, approval for all advertising signs visible from Guildford Road must be obtained from Main Roads.

   Justification for Condition

   To ensure all signage is compliant with Main Roads policy and to maintain road user safety. Under the *Main Roads (Control of Advertisements) Regulations 1996*, approval for advertising signage visible from roads under the care and control of Main Roads is required.

10. Any illumination of signage must not exceed 300 cd/m^2 (candela per square metre) during the night, and 150 cd/m^2 during the day.

11. The signage must not contain fluorescent, reflective or retro-reflective colours or materials.

12. The signage must not flash, pulsate or chase.

Advice

a) Further to Condition 1, the swept path analysis indicates that B99 vehicles may have to manoeuvre across the kerb. The crossover is to be re-designed to accommodate lane correct simultaneous movements without kerb encroachment. The amended design is to be implemented through the Main Roads 'Works by Others' (Working on Roads) permit process.

b) The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

c) The upgrading/widening of Guildford Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

d) A formal application for the operation of the proposed signage is required to be submitted to Main Roads for assessment and approval. Application forms are available in Section 9 of the *Policy and Assessment Guidelines for Static Advertising Signs.*

Local Government Considerations

The internal layout of the development and the many different internal vehicle access paths and parking bays create numerous conflict areas within the development site.

Consideration should be given to the location of the crossover in relation to a power pole and

the existing bus stop to ensure that:

- Safe sight lines are provided;
- the left-out / exiting turning movement is not restricted by the power pole and crossover is constructed with flaring; and
- visibility is maintained/not blocked by exiting vehicles for public transport users when waiting for the incoming bus.

Should the JDAP disagree with the above conditions or require further information please do not hesitate to contact Stefan Wielebinski on (08) 9323 4112 .

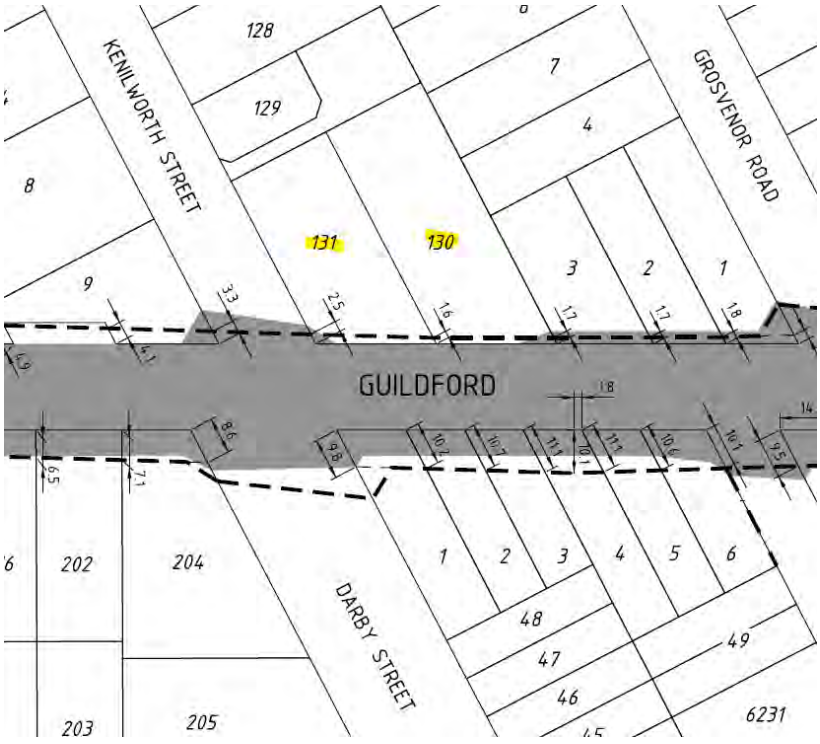
Please ensure a copy of the JDAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CRampant

Chase Rampant
A/Planning Assessment Coordinator

Encl: Extract of Land Requirement Plan 2011-320-068



Government of Western Australia
Department of Health

Your Ref: DA-23-0365
Our Ref: F-AA-90408-3
Contact: Bethany Angus (9222 2000)

Adrian Di Nella
Acting Manager Regulatory Services
City of Bayswater
PO Box 467
MORLEY WA 6943

Via email: adrian.dinella@bayswater.wa.gov.au

Dear Adrian,

PROPOSED SERVICE STATION, CONVENIENCE STORE, DRIVE THROUGH COFFEE FACILITY AND CAR WASH AT LOTS 130-131 (NO. 319-321) GUILDFORD ROAD, BAYSWATER

Thank you for your email dated 6 July 2026, requesting comment from the Department of Health on the above proposal.

Department of Health position

☐ 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.

Department of Health comments

1. Emissions assessment review

The submitted emissions assessment provides additional information on predicted petrol-vapour emissions under the modelled operating assumptions, including the use of Stage 1 and Stage 2 vapour recovery. However, the assessment does not demonstrate that the proposal meets the Department of Health's requirements for separation between a 24-hour service station and sensitive land uses. The assessment relies principally on predictive dispersion modelling and comparisons with draft or interstate ambient air criteria. It does not demonstrate compliance with the Department of Health's adopted excess lifetime cancer-risk benchmark for benzene, does not adequately account for existing background and cumulative exposures, and

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Version: 1, Version Date: 13/08/2026

does not comprehensively assess odour and amenity impacts. The model also contains acknowledged uncertainties, with the maximum predicted one-hour benzene concentration relatively close to the criterion selected by the consultant.

The Department of Health does not consider the emissions assessment sufficient to justify a departure from the separation distances in the Position Statement: Service Stations and Sensitive Land Uses (Position Statement). The Position Statement should remain the primary basis for determining the suitability of the proposal.

The Department of Health's Position Statement adopts separation distance as the primary planning control because it provides a precautionary and enduring mechanism for protecting public health. Unlike controls that rely on operational assumptions, the ongoing performance and maintenance of equipment, or predictive modelling, separation distances provide a robust level of protection that can be maintained over the life of the development.

Should the City of Bayswater choose to continue considering the proposal despite the Department of Health's advice, it remains the responsibility of the proponent to demonstrate that the proposal achieves an equivalent or greater level of public health protection than that intended by the Position Statement, or otherwise satisfies with the Position Statement through an alternative, evidence-based approach acceptable to the decision-maker.

The matters listed below are not intended to represent an exhaustive list of information requirements. Addressing these matters should not be taken as evidence that the proposed reduction in separation distance is acceptable, nor that the requirements or intent of the Position Statement have been satisfied.

At a minimum, the proponent should provide:

- A transparent benzene cancer-risk calculation using the Department of Health's benchmark;
- Measured or appropriately justified background concentrations and cumulative exposure;
- Clear identification and distances for every sensitive receptor;
- Odour and amenity impacts;
- Sensitivity testing for increased throughput, concurrent operations and VR2 failure;
- Enforceable installation, testing, maintenance, and reporting requirements for VR1 and VR2;
- Restrictions on tanker delivery times and fuel throughput where relied upon by the modelling; and
- A mechanism for investigating and responding to odour or health complaints.

2. Water supply and wastewater disposal

Wastewater and drinking water services are to be provided by a licensed service provider. All drinking water provided on site must met the health-related requirements of the Australian Drinking Water Guidelines 2011.

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Version: 1, Version Date: 13/08/2026

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.

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 City of Bayswater 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.

Should you have any queries or require further information, please contact the System Performance Team on 9222 2000 or eh.eSubmissions@health.wa.gov.au.

Yours sincerely



Peter Gray
EXECUTIVE DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE

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PART E – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure