Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 13 May 2026; 9:30am
Meeting Number: MIDAP/132
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/132 - 13 May 2026 - City of Stirling - City of Nedlands

PART A – INTRODUCTION

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

PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1 Lots 28 and 29 (House Number 322A and 322B) Grand Promenade, Dianella - 13 Grouped Dwellings and 6 Ancillary Dwellings – DAP/25/03027
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF NEDLANDS

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1 45 - 47 (Lots 380 & 381) Carrington Street, Nedlands - Commercial Development (Three (3) Office/Warehouse Units) – DAP/26/03044
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Francesca Lefante (Presiding Member) Clayton Higham (Deputy Presiding Member) Andrew Howe Cr Suzanne Migdale (Part B – City of Stirling)

DAP Secretariat
Kristen Gray
Tenielle Brownfield

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

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PART B – CITY OF STIRLING

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4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B - Item 3.1 - LOT NO. 28 AND 29 (HOUSE NUMBER 322A AND 322B) GRAND PROMENADE DIANELLA – 13 GROUPED DWELLINGS AND SIX ANCILLARY DWELLINGS

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	PTS Town Planning Pty Ltd
Owner:	The Roman Catholic Archbishop of Perth
Value of Development:	$8 million
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA25/1830
DAP File No:	DAP/25/03027
Application Received Date:	16 December 2025
Report Due Date:	29 April 2026
Application Statutory Process Timeframe:	90 Days, with an additional 49 days agreed between the Applicant and City of Stirling.
Attachment(s):	1. Development Application Plans (received 18 March 2026) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Original Planning Report received 3 December 2025 6. City of Stirling Planning Assessment 7. Applicant's Final Submission: a. Applicant's Response to Request for Information received 18 March 2026 b. Landscaping Plans prepared by Kdla Kelsie Davies Landscape Architecture received 3 December 2025 c. Transport Impact Statement prepared by Urbii received 3 December 2025 d. Transport Noise Assessment by Lloyd George Acoustics received 3 December 2025

	e. Waste Management Plan prepared by Urbii received 3 December 2025 8. External Agency Referral Responses a. Water Corporation Referral received 23 March 2026 b. Public Transport Authority of Western Australia recieved 23 April 2026

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/03027 and accompanying plans as listed in Condition 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 Stirling Local Planning Scheme No. 3, for the proposed development for 10 Grouped Dwellings, Three Small Dwellings and Six Ancillary Dwellings on Lots 28 and 29, House Number 322A and 322B, Grand Promenade, Dianella subject to the following conditions:

Conditions

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

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 by the Development Assessment Panel. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval).

PLAN TITLE	DATE	REVISION	DRAWING No.	DRAWN BY
Feature Survey	11/3/26	E	A001	MDC Architects
Site Plan	11/3/26	E	A002	MDC Architects
Ground Floor Plan	11/3/26	E	A010	MDC Architects
First Floor Plan	11/3/26	E	A011	MDC Architects
Roof Plan	11/3/26	E	A012	MDC Architects
Individual Lot Plan	11/03/26	E	A013	MDC Architects
Individual Lot Plan	11/3/26	E	A014	MDC Architects

PLAN TITLE	DATE	REVISION	DRAWING No.	DRAWN BY
Elevations	11/3/26	E	A030	MDC Architects
Elevations	11/3/26	E	A031	MDC Architects
Elevations	11/3/26	E	A032	MDC Architects
Elevations	11/3/26	E	A033	MDC Architects
Elevations	11/3/26	E	A034	MDC Architects
Landscaping Plan	03/12/25	Rev D	N/A	Kdla Kelsie Davies Landscape Architects
Transport Impact Statement	03/12/25	U25.090.r01a	N/A	Urbii
Transport Noise Assessment	03/12/25	0	N/A	Lloyd George Acoustics
Waste Management Plan	03/12/25	U25.0990.r02a	N/A	Urbii

Building Design

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

4. Prior to occupation of the development, the external finish of the boundary walls shall be to the same standard as the rest of the development, to the satisfaction of the City of Stirling.

Construction Management

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

Landscaping

6. Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the landscaping plan to be approved, including:

    a. The planting of 25 small trees.

All landscaped areas should be maintained thereafter for the duration of the development, to the satisfaction of the City of Stirling.

Lighting

7. Prior to the submission of a Building Permit application, a Lighting Strategy detailing lighting of the building exterior, communal areas and vehicle access leg is to be provided, to the satisfaction of the City of Stirling.

Noise

8. Prior to the submission of the Building Permit application, the landowner/applicant is to provide written confirmation that all recommendations in the Transport Noise Assessment have been incorporated into the building design, with the certified Building Permit application, to the satisfaction of the City of Stirling.

9. All recommendations provided in the Transport Noise Assessment prepared by Lloyd George Acoustics received 3 December 2025, are to be implemented, to the satisfaction of the City of Stirling.

10. Prior to the commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 being placed on the Certificate(s) of Title of Lots No.28 and 29 (No 322A and 322B) Grand Promenade, Dianella:

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

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

Parking and Vehicle Access

12. Prior to occupation of the development, a Parking Management Plan (PMP) shall be submitted to and approved by the City of Stirling. The PMP shall detail the allocation of car parking bays, signage and ongoing management of resident and visitor parking bays, including the identification of bays allocated for exclusive use. Specific allocation of car parking bays provided on site is to be as follows:

    a. Allocation of Lots 7, 8, 9 and 10 residential permanent car parking bays; and
    b. Five residential visitor car parking bays.

The development shall be carried out and maintained in accordance with the approved Parking Management Plan, to the satisfaction of the City of Stirling.

13. Prior to occupation of the development, all driveways, parking and manoeuvring areas shall be hard surfaced, drained and maintained to the satisfaction of the City of Stirling.

14. Prior to the occupation of the development, directional signage shall be provided at the entry to the site. The signage shall direct visitors to the visitor car parking, motorcycle, scooter and bicycle spaces. The signage shall thereafter be retained for the life of the development.

15. Prior to the occupation of the development, any redundant crossover shall be removed and the kerbing and road verge reinstated to the satisfaction of the City of Stirling.

16. The crossover shall be designed, constructed, and installed prior to occupation of the development to the satisfaction of the City of Stirling.

17. All on-site car parking bays are to be compliant with Australian/New Zealand Standard AS/NZS 2890.1 and Australian/New Zealand Standard AS/NZS 2890.6, to the satisfaction of the City of Stirling.

18. All car parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5), to the satisfaction of the City of Stirling.

19. Unless otherwise approved by the City of Stirling, no walls, fences, letterboxes or other structures above 0.75 metres in height to be constructed within the 1.5 metre width x 1.5 metre depth triangular area of where:
    a. Walls, letterboxes or fences adjoin vehicular access points to the site, or
    b. A driveway meets a public or private street, or
    c. Two streets intersect, or
    d. A driveway meets a right of way.

<u>Visual Privacy</u>

20. Prior to occupation of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Part C of the Residential Design Codes Volume 1 (Clause 3.10 Visual Privacy), to the satisfaction of the City of Stirling.

<u>Waste Management</u>

21. The development is to comply with the Waste Management Plan prepared by Urbii received 3 December 2025.

General

22. Prior to the occupation or use of the development, a restrictive covenant, to the benefit of City of Stirling pursuant to Section *129BA of the Transfer of land Act 1893* is to be placed on the certificate(s) of title of the proposed lots 4, 5 and 6 advising of the existence of a restriction on the use of the land. Notice of this restriction is to be included on the survey strata plan. The restrictive covenant is to state as follows:

    "This lot is not to be developed for any purposes other than a small Dwelling as defined in the Western Australian Planning Commission's Residential Design Codes Volume 1."

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

24. 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, to the satisfaction of the City of Stirling.

25. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties to the satisfaction of the City of Stirling.

Advice Notes

General

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

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

3. This is a Development Approval under the City of Stirling Local Planning Scheme and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.

4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the Development Assessment Panel or City of Stirling to investigate any such constraints before commencing development. This approval will not necessarily

have regard to any such constraint to development, regardless of whether or not it has been drawn to the Development Assessment Panel or City of Stirling's attention.

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

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.

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

8. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.

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

10. All construction works to comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.

<u>Landscaping</u>

11. In reference to Condition 6, the small trees indicated on the approved plans for retention must be retained on site with a minimum nine square metres of deep soil area with a minimum dimension of 1.5 metres at ground level free of intrusions.

12. All street trees adjoining the subject land that are not conditioned for removal are to be retained and protected throughout the duration of the development. Should these trees die, decline, be damaged or are removed, charges will apply as per the City of Stirling's Street and Reserve Tree Policy. Part of or all of the Verge Bond may be retained to cover the associated costs and further penalties and/or legal action may occur. It is the responsibility of the applicant to ensure that the site survey plan is correct as any inaccuracy of the plans will not be considered justification for removal of the trees in the event that their positions are incorrectly shown. The removal of street trees without the written approval of the City is an offence under the City of Stirling Public Places and Thoroughfare Law 2009.

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

Lighting

14. Any outside lighting is to comply with Australian Standard AS 4282-2023 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obtrusive effects of outdoor lighting and must not spill into any adjacent premises. Details of any outside lighting are to be submitted at the Building Permit application stage, demonstrating compliance with Australian Standard AS 4282-2023 (as amended).

Noise

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

Waste Management

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

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No.3 (LPS3)
Local Planning Scheme - Zone/Reserve	Residential
Structure Plan/Precinct Plan	No
Structure Plan/Precinct Plan - Land Use Designation	No
Use Class and permissibility:	Grouped Dwelling – 'P' (permitted) use
Lot Size:	4,970m^2
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

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

- The construction of 10 single and two-storey Grouped Dwellings, three single storey Small Dwellings and six single storey Ancillary Dwellings.
- Associated car parking and amenities with high quality landscaping including the retention of two mature trees.
- Vehicle access from Grand Promenade and Chester Avenue.
- Eight residential occupant and six visitor car parking bays.

Proposed Land Use	Grouped Dwellings
Proposed No. Storeys	Two Storeys
Proposed No. Dwellings	13 Grouped Dwellings and six ancillary dwellings

Background

The subject site consists of two adjoining vacant lots with a combined site area of 4,970m$^{2.}$ The site has two street frontages to Grand Promenade to the southwest and Chester Avenue to the northeast. A Public Transport Authority (PTA) bus stop directly adjoins the Grand Promenade frontage of the subject site but is not impacted by the proposal.

Vehicle access is provided from Grand Promenade and Chester Avenue. Under the City's Functional Road Hierarchy, Grand Promenade is classified as a District Distributor A road and Chester Avenue is classified as a Local Road.

The surrounding locality predominantly consists of one and two-storey Grouped Dwellings and Multiple Dwellings and is residential in nature at a density of R30.

Figure 1 Aerial Image with Subject Site Highlighted in blue

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)

State Planning Policies

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

Planning Codes

- Residential Design Codes Volume 1 – Part C (R-Codes)

Local Planning Policies

- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Draft Planning Instrument

- Draft City of Stirling Local Planning Scheme No. 4 (LPS4)

Consultation:

Consultation with Government/Service Agencies

The proposed development was referred to the following:

- Water Corporation; and
- Public Transport Authority of Western Australia

In principle, no objections to the development proposal were received by the City, with the relevant responses incorporated into the recommended conditions of approval and advice notes.

Public Consultation

Having regard to the City's Local Planning Policy 6.18 - Public Consultation (LPP 6.18), the proposed development is considered a standard application. The City's Local Planning Scheme No.3 (LPS3) and the Residential Design Codes Volume 1 (R-Codes) allow for advertising to be waived in these circumstances where is satisfied that in its opinion the proposed development will not result in a significant impact on the amenity of the adjoining property or the street. The City's assessment concluded the development satisfied the planning framework, and therefore public consultation has not been undertaken.

Planning Assessment:

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

1. Land Use
2. Housing Typology
3. Built Form
4. Parking
5. Vehicular Access
6. Waste and Services Access
7. City of Stirling Design Review Panel

The City of Stirling Planning Assessment contained in Attachment 6 evaluates the proposal against the key considerations of the relevant planning framework, including reference to where discretion is sought.

1. Land Use

The table below summarises the permissibility of the proposed land uses, in accordance with *Table 1 – Zoning Table* in the *Local Planning Scheme No.3*.

Land Use Permissibility		
Land Use		
Grouped Dwelling	'P' Use	Grouped 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 proposed development is consistent with the objectives of the Residential zone, the key aim of which is 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.

The proposal incorporates a range of housing typologies and well-designed communal open space, providing improved amenity, safety and high-quality landscaping across both private and communal areas. Further the proposed dwellings will cater to current and future needs of the community and demand for housing. Accordingly, the City considers the proposed land use appropriate and addresses the aim of the City's LPS3.

2. Housing Typology

The development proposes a mix of grouped dwellings, small dwellings, and ancillary dwellings. This provides a diversity of housing typologies within the site while maintaining a clear and logical hierarchy between the primary and subordinate dwellings.

In accordance with Part D of the R-Codes, the site area requirements specify the following area:

Housing Typologies Proposed Grouped Dwelling	
Provision	**Proposed**
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.*	• Lots 1 - 3 and Lots 7-13 • Meets the R-Codes definition of Grouped Dwelling.

Part D of the R-Codes – Site Area • *C1.1.1 Development which complies with the dwelling type and site area requirements set out in Table D* **R30**: • Minimum 260m² • Average 300m	• Proposed minimum 260m². Complies. • Average of 382.3m². Complies.
Small Dwelling	
Provision	**Proposed**
Small Dwelling - *a single house or grouped dwelling with an internal floor area no greater that 70m².* **Part D of the R-Codes – Site Area Concessions** • *C1.1.6 In areas coded R30 to R40; for an accessible dwelling designed to gold level universal design (in accordance with Part B, 5.5.4 C4 or Part C, C2.7.2), or a small dwelling (in accordance with Part B, 5.5.5 C5 or Part C, C2.9.1) that is the subject of a development proposal, the minimum and average site area of Table D may be reduced by up to 35 per cent.* • Minimum area 260m² less of 35% concession permitted: 169m²	• Lots 4 – 6. • Meets the R-Codes definition of Small Dwelling. • Proposed 170m². Complies
Ancillary Dwelling	
Provision	**Proposed**
Ancillary Dwelling - *self-contained dwelling on the same site as a dwelling which may be attached to, integrated with or detached from the dwelling.*	• Lots 1 to 3 and 11 to 13. • Meets the R-Codes definition of Ancillary Dwelling.

The 10 Grouped Dwellings represent the primary residential form across the site and are not seeking any site area concessions. These dwellings achieve compliance with the applicable minimum and average site area requirements and are designed as self-contained dwellings with appropriate levels of private open space, parking and internal amenity.

The ancillary dwellings are incidental to the grouped dwellings. The ancillary dwellings have been designed to satisfy the relevant requirements of R-Codes, including those relating to scale, location and relationship to the primary dwelling. The ancillary dwellings are not considered to result in any increase in density beyond that afforded under the R-Codes and contemplated by the zoning and coding of the site. The design ensures the ancillary dwellings remain clearly incidental to the primary grouped dwellings through their reduced size, integrated built form and shared pedestrian access arrangements. This approach is consistent with the intent of the ancillary dwelling provisions, which seek to provide flexible, subordinate accommodation without undermining the overall residential form or amenity of the development. The City considers the proposed ancillary dwellings satisfy the requirements of the planning framework.

The proposed three Small Dwellings (Lots 4 to 6) are subject to the 35% small dwelling concession in accordance with Part D of the R-Codes in terms of site area. The total site area for these dwellings includes the allocation of associated parking bays for their exclusive private use, which contribute to meeting the minimum site area requirement. This matter is discussed further later in the report.

The proposed mix of housing typologies allows for the provision of quality communal open space that, while not a requirement for grouped dwellings, the development has been deliberately designed to incorporate generous shared areas centrally located within the site. This design is accessible, provides surveillance of communal areas enhances amenity, safety as well as opportunities for social interaction, and supports positive living outcomes for future residents. The proposed configuration and housing typology mix are supported and considered to represent an appropriate and well resolved planning outcome.

3. Built Form

The table below outlines the key provisions of the relevant planning framework, relating to built form.

Provision	Proposed
Building Height	
Maximum two storeys permitted	One and two storeys proposed. **Complies**
Street Setbacks	
Minimum 3m required	Proposed 4.4m from Grand Promenade. **Complies** Proposed 4.5m from Chester Avenue. **Complies**

The City has reviewed the proposed built form and is satisfied that it is compliant and acceptable.

4. Parking

The table below provides a summary of the City's car parking assessment against table 2.3a of the R-Codes.

Table 2.3a – Car Parking			
Parking Type	**Acceptable Outcomes Rate**	**Proposed Dwellings**	**Bays Required / Permitted**
Ancillary Dwelling	Minimum 0 bays per dwelling Maximum 1 bay per ancillary dwelling	6	Minimum 0 required Maximum 6 permitted
1 Bedroom Dwellings	Minimum 0 bays per dwelling Maximum 1 bay per dwelling	2	Minimum 0 required Maximum 2 permitted
2+ Bedroom Dwellings	Minimum 0 bay per dwelling Maximum 2 bay per dwelling	11	Minimum 0 required Maximum 22 permitted
Visitors	13 or more dwellings 3, plus 1 additional space per four dwellings or part thereof	19	Minimum 5 bays required
Total Required (Minimum):			5 visitor bays
Total Permitted (Maximum):			30 resident bays
Total Provided:			14 bays total - 6 visitor bays - 8 resident bays o 5 exclusive bays o 3 unallocated resident parking

The parking arrangement has been structured to support both compliance with the applicable requirements and the functional needs of the development. In this regard, four occupant parking bays are exclusively allocated to Lots 7 to 10 and are permanently assigned for the private use of the relevant dwellings. These bays contribute an additional 13m² toward the site area of those lots, enabling compliance with the minimum site area requirement under Part D of the R-Codes. This exclusive allocation is supported under the *Strata Titles Act 1985*. The remaining occupant parking bays are available for shared resident use across the development, providing flexibility while maintaining adequate parking provision. Visitor parking bays are provided separately and remain available exclusively for visitor use.

To support the effective operation of this arrangement, a condition is recommended requiring a Parking Management Plan (PMP) be submitted. The PMP will detail the allocation, operation and ongoing management of occupant and visitor parking bays, ensuring the intended arrangement is clearly established and maintained over the life of the development. In addition, a condition has been recommended requiring the permanent signposting and marking of all parking bays, including the identification of visitor and resident bays, to ensure clarity, legibility and ongoing compliance with the approved parking arrangement.

5. Vehicle Access

The subject site has dual frontage to Grand Promenade and extends to Chester Avenue. Vehicle access to the site is proposed via existing crossover on Grand Promenade and Chester Avenue.

A Transport Impact Statement (TIS) prepared by Urbii has been submitted by the applicant and the following considerations have been detailed:

- The proposed vehicle access arrangements and driveway widths are considered to sufficiently accommodate the low traffic volumes generated by the development.
- The dimensions of car parking aisles and bays are compliant with Australian Standards AS2890.1. On-site bays are 2.4m wide by 5.4m long and an aisle width of 5.8m has been provided.
- The proposed development is estimated to generate a total of 95 vehicles per day with 10 vehicles per hour generated during the AM and PM peak hours. The TIS notes in its reference to the Western Australian Planning Commission Transport Impact Assessment Guidelines for Development that an increase in traffic of less than 10 percent of capacity could not normally be likely to have a material impact on any particular section of road. The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.

The City considers the impact on the surrounding road network is acceptable.

<u>Passing Bay</u>

To allow for adequate vehicle passing, the crossover on Grand Promenade should at least be 5.5m wide to allow for vehicles to enter and exit simultaneously. Further, the crossover is required to also be setback 1.15m from the eastern lot boundary to provide sufficient sightlines due to an existing masonry fence that obstructs sightlines for vehicles exiting the property, noting the adjacent footpath.

Figure 2 Grand Promenade frontage demonstrating 1.8m high fence

To address this requirement, amended plans and further information were provided by the Applicant to provide a side setback of 1.15 metres to the eastern side boundary from the Grand Promenade crossover. With regards to the width of the crossover proposed at 5.31m, the traffic consultant has demonstrated that a reduced crossover width of 5.31m is acceptable in this instance. The assessment has had regard to Australian Standards AS/NZS 2890.1, which specifies that for a Class 1A parking facility serving fewer than 25 parking spaces on an arterial road, an Access Facility Category B driveway applies, with a corresponding combined driveway width range of 3.0m to 5.5m. The City considers the proposed crossover arrangement to be acceptable.

6. Waste and Services Access

Waste collection will be facilitated by the City's Waste Collection Service. The submitted Waste Management Plan (WMP) has been reviewed and considered appropriate. A rear loader waste truck will be used to collect waste from the site car park on scheduled waste collection days.

The submitted TIA confirms that Chester Avenue is a local road carrying low traffic volumes and that no issues are anticipated with waste collection vehicles reversing into the site. The arrangement has been reviewed by the City and is considered acceptable, and a condition is recommended in relation to the submitted WMP.

7. City of Stirling Design Review Panel (DRP)

The City's Design Review Panel (DRP) provides design advice that is supplementary to the City's planning assessment. The proposed development was reviewed by the City's DRP on 9 October 2025. The revised development plans received on 18 March 2025, together with the applicant's response, address most of the matters raised by the DRP. As such, further consideration of the proposal by the DRP was not considered necessary.

Conclusion

The proposed Grouped Dwelling development at 322A and 322B Grand Promenade is considered to represent an appropriate planning outcome, providing a mix of grouped dwellings, small dwellings and ancillary dwellings. The land use is consistent within the Residential zone and aligns with the relevant objectives. The proposal provides a diversity of housing types to meet the needs of the community while maintaining residential amenity. The grouped dwellings comply with the applicable development standards and are supported subject to appropriate conditions. The ancillary dwellings are clearly incidental to the grouped dwellings, comply with the applicable provisions of the R-Codes, and remain subordinate in scale, form and function, ensuring no unintended increase in density or amenity impacts.

The development has been deliberately designed to incorporate centrally located communal open space, which enhances amenity, safety and opportunities for social interaction for future residents. Car parking, vehicle access and waste servicing arrangements have been demonstrated as compliant and functional, with appropriate conditions recommended to ensure the ongoing management, clarity and operation of parking and waste collection.

On balance, the proposed development responds positively to its context, achieves compliance with the relevant planning controls, and provides a quality residential outcome. Accordingly, the application is supported and recommended for approval subject to appropriate conditions.

Attachment 1 - Development Application Plans

AMENDED PLAN

City of Stirling
18 Mar 2026
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322 GRAND PROMENADE, DIANELLA - ISSUE FOR PLANNING - DA UPDATES

DRAWING REGISTER

Sheet Name	Sheet Number
OVERALL EXISTING FEATURE SURVEY	A001
OVERALL SITE PLAN	A002
OVERALL GROUND FLOOR PLAN	A010
OVERALL FIRST FLOOR PLAN	A011
INDIVIDUAL LOT PLANS	A013
INDIVIDUAL LOT PLANS	A014
ELEVATIONS	A030
STREET ELEVATIONS	A031
STREET ELEVATIONS	A032
COURTYARD ELEVATIONS	A033
COURTYARD ELEVATIONS	A034

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DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL COVER SHEET

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH

SCALE AT A1:

STATUS: IFP-DA

DRAWING NO: A000

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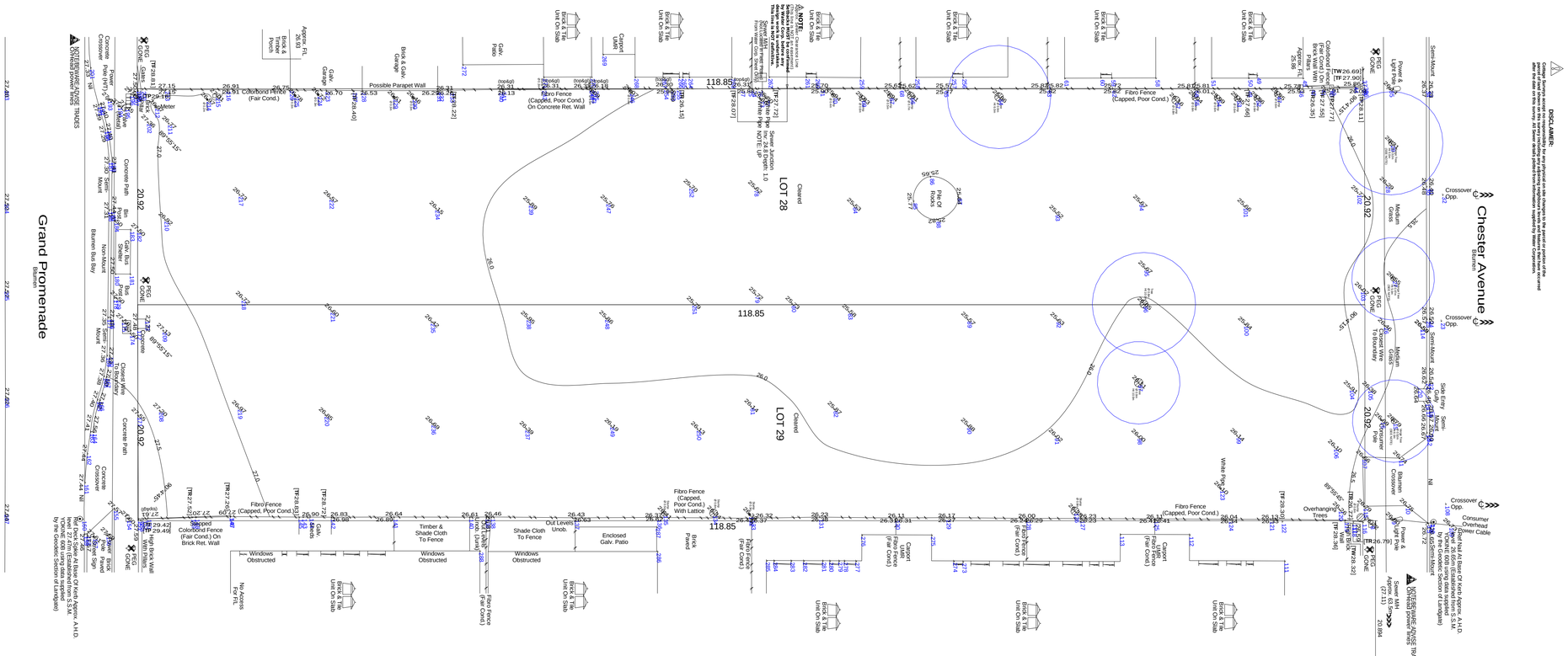
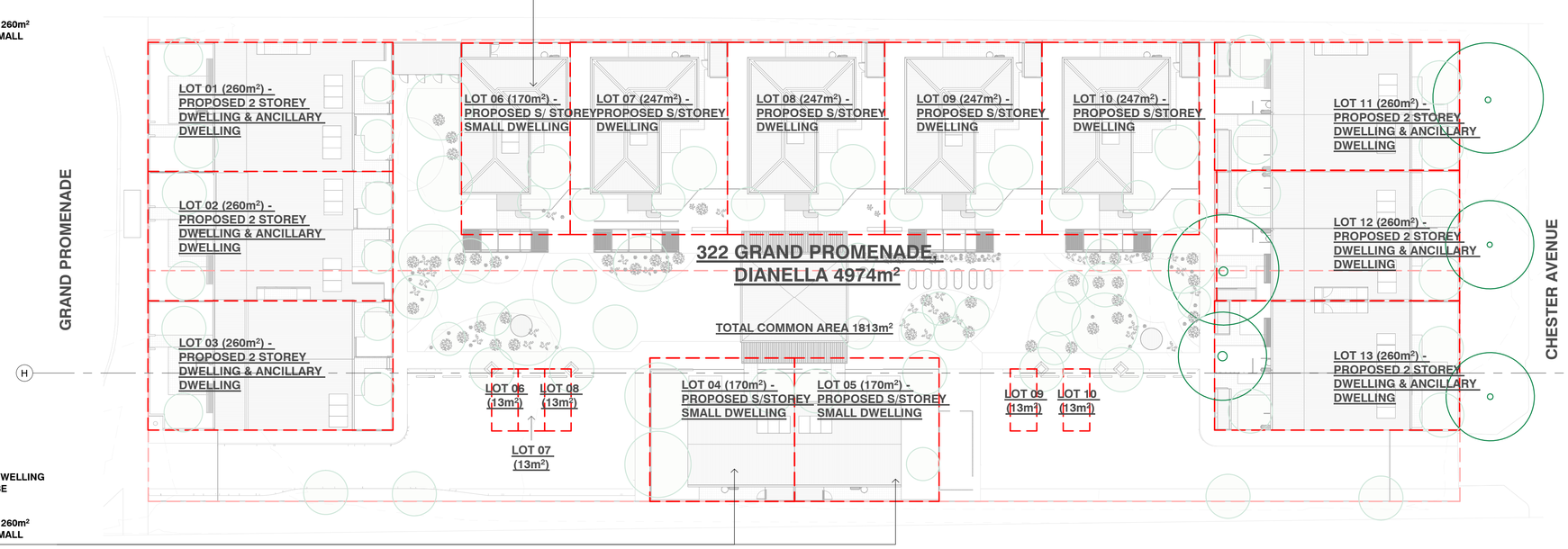


EXISTING FEATURE SURVEY

SCALE 1 : 250



AS PER R-CODES, SMALL DWELLING MINIMUM SITE AREA MAY BE REDUCED BY UP TO 35%.

MIN. SITE AREA FOR R30 = 260m²
MIN. SITE AREA FOR R30 SMALL DWELLING = 169m²

AS PER R-CODES, SMALL DWELLING MINIMUM SITE AREA MAY BE REDUCED BY UP TO 35%.

MIN. SITE AREA FOR R30 = 260m²
MIN. SITE AREA FOR R30 SMALL DWELLING = 169m²

MIN. SITE AREA FOR R30 = 260m²
5% REDUCTION = 247m²

LOT 04 (SMALL DWELLING) : 170m² + 13m² = 183m²
LOT 05 (SMALL DWELLING) : 170m² + 13m² = 183m²
LOT 06 (SMALL DWELLING) : 170m² + 13m² = 183m²
LOT 07 : 247m² + 13m² = 260m²
LOT 08 : 247m² + 13m² = 260m²
LOT 09 : 247m² + 13m² = 260m²
LOT 10 : 247m² + 13m² = 260m²

OVERALL LOT AREAS

SCALE:1 : 250

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322 GRAND PROMENADE, DIANELLA (4955m²), R30

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DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL EXISTING FEATURE SURVEY

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: 1 : 250
STATUS: IFP-DA	DRAWING NO: A001

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18 Mar 2026
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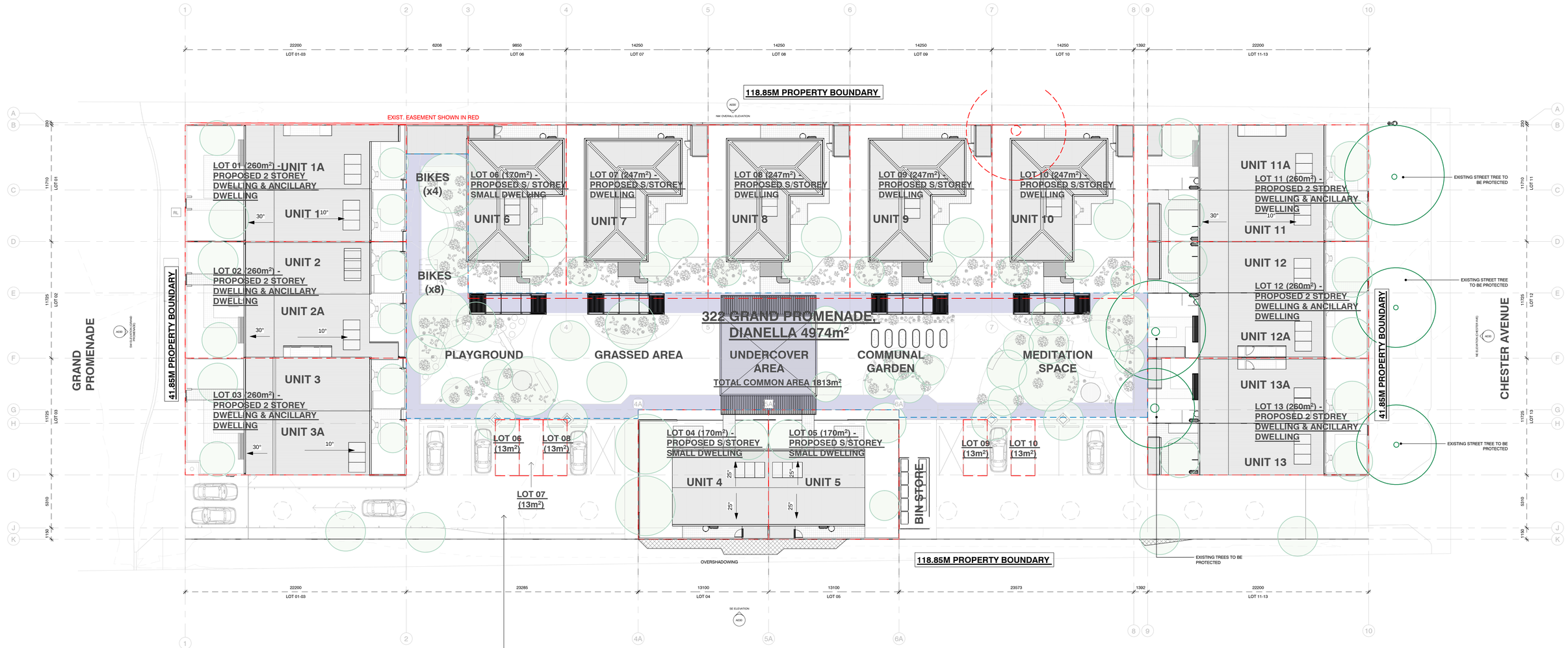

SITE COVER

LOT AREA = 4974m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 1546m² OR 31%

LOT AREA = 4974m²

COMMUNAL OPEN SPACE AREA SHOWN AS BLUE DASHED

MIN. COMMUNAL OPEN SPACE REQ = 114m²

COMMUNAL OPEN SPACE ACHIEVED = 979m²

ACCESSIBLE/HARD LANDSCAPE AREA SHOWN AS PURPLE INFILL.

MIN. ACCESSIBLE/HARD LANDSCAPE AREA REQ = 38m²

ACCESSIBLE/HARD LANDSCAPE AREA ACHIEVED = 400m²

MAX. COVERED ROOF AREA = 25% OF EACH COMMUNAL OPEN SPACE

PERMANENT ROOF COVER PROPOSED = 80m²

322 GRAND PROMENADE, DIANELLA (4955m²), R30

OVERALL SITE PLAN

SCALE: 1 : 200

PARKING - CAR

USERS	CAR BAYS REQUIRED (LOC A)	CAR BAYS PROVIDED
RESIDENTS	0	5 UNALLOCATED
		3 ALLOCATED
VISITORS	5	6
TOTAL	5	14

PARKING - OTHER

USERS	BICYCLE PARKING REQ.	BICYCLE PARKING PROVIDED
RESIDENTS	0	12
USERS	MC PARKING REQ.	MC PARKING PROVIDED
RESIDENTS	0	0

STORMWATER CALCS

	AREA (sqm)	
ROOF AREA	1630sqm	
PAVED AREA	700sqm	
TOTAL	2330sqm	
CoS SOAKWELL REQ = AREA x 0.015	35.7m³	
1800 x 1200 SOAKWELL CAPACITY (APPROX)	3m³	12 REQ.

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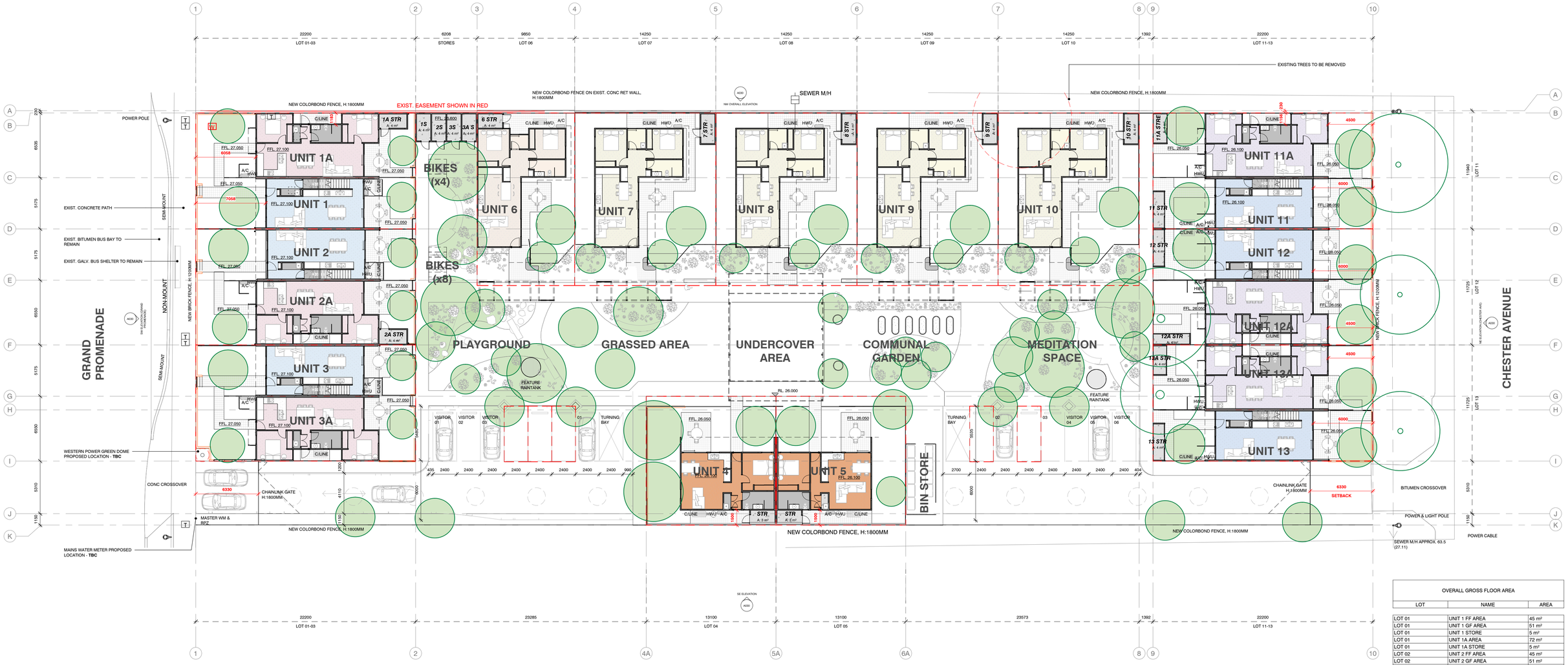
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL SITE PLAN

CLIENT:	SCALE AT A1:
CATHOLIC ARCHDIOCESE OF PERTH	1 : 200
STATUS: IFP-DA	DRAWING NO: A002



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OVERALL GROUND FLOOR PLAN

SCALE: 1 : 200

OVERALL GROSS FLOOR AREA		
LOT	NAME	AREA
LOT 01	UNIT 1 FF AREA	45 m²
LOT 01	UNIT 1 GF AREA	51 m²
LOT 01	UNIT 1 STORE	5 m²
LOT 01	UNIT 1A AREA	72 m²
LOT 01	UNIT 1A STORE	5 m²
LOT 02	UNIT 2 FF AREA	45 m²
LOT 02	UNIT 2 GF AREA	51 m²
LOT 02	UNIT 2 STORE	5 m²
LOT 02	UNIT 2A AREA	72 m²
LOT 02	UNIT 2A STORE	5 m²
LOT 03	UNIT 3 FF AREA	44 m²
LOT 03	UNIT 3 GF AREA	51 m²
LOT 03	UNIT 3 STORE	5 m²
LOT 03	UNIT 3A AREA	72 m²
LOT 03	UNIT 3A STORE	5 m²
LOT 04	UNIT 4 AREA	57 m²
LOT 04	UNIT 4 STORE	4 m²
LOT 05	UNIT 5 AREA	57 m²
LOT 05	UNIT 5 STORE	4 m²
LOT 06	UNIT 6 AREA	75 m²
LOT 06	UNIT 6 STORE	4 m²
LOT 07	UNIT 7 AREA	76 m²
LOT 07	UNIT 7 STORE	5 m²
LOT 08	UNIT 8 AREA	76 m²
LOT 08	UNIT 8 STORE	5 m²
LOT 09	UNIT 9 AREA	76 m²
LOT 09	UNIT 9 STORE	5 m²
LOT 10	UNIT 10 AREA	76 m²
LOT 10	UNIT 10 STORE	5 m²
LOT 11	UNIT 11 FF AREA	45 m²
LOT 11	UNIT 11 GF AREA	51 m²
LOT 11	UNIT 11 STORE	4 m²
LOT 11	UNIT 11A AREA	72 m²
LOT 11	UNIT 11A STORE	4 m²
LOT 12	UNIT 12 FF AREA	45 m²
LOT 12	UNIT 12 GF AREA	51 m²
LOT 12	UNIT 12 STORE	4 m²
LOT 12	UNIT 12A AREA	72 m²
LOT 12	UNIT 12A STORE	4 m²
LOT 13	UNIT 13 FF AREA	45 m²
LOT 13	UNIT 13 GF AREA	51 m²
LOT 13	UNIT 13 STORE	4 m²
LOT 13	UNIT 13A AREA	72 m²
LOT 13	UNIT 13A STORE	4 m²

- TYPE 1 (2x1)
- TYPE 1A (2x1)
- TYPE 2 (2x1.5)
- TYPE 2A (2x1.5)
- TYPE 3 (2x1)
- TYPE 3A (2x1)
- TYPE 4 (1x1)

TYPOLOGIES LEGEND

SCALE: 1 : 200

CITY OF STIRLING
ZONE: R30

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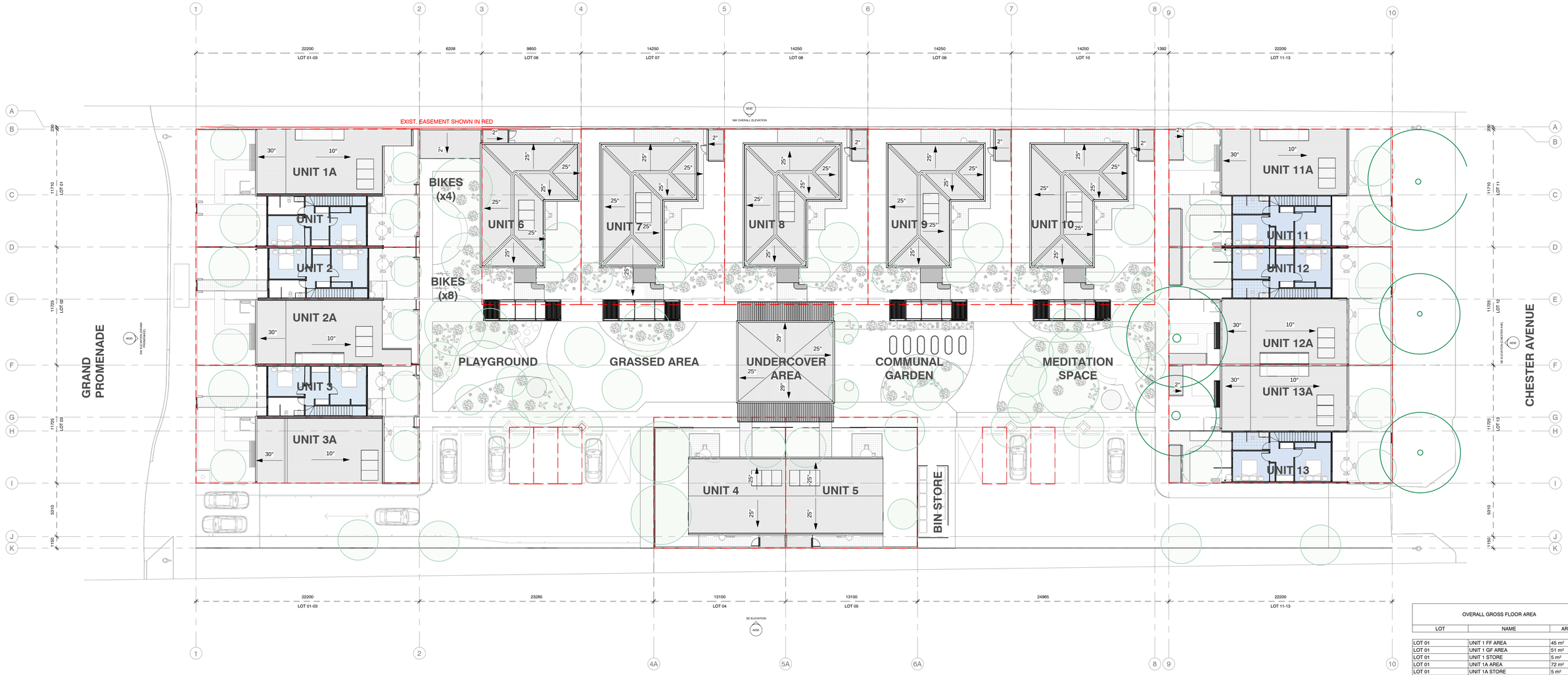
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL GROUND FLOOR PLAN

CLIENT:	SCALE AT A1:
CATHOLIC ARCHDIOCESE OF PERTH	1 : 200
STATUS:	DRAWING NO:
IFP-DA	A010



AMENDED PLAN

City of Stirling
18 Mar 2026
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OVERALL FIRST FLOOR PLAN

SCALE: 1 : 200

OVERALL GROSS FLOOR AREA		
LOT	NAME	AREA
LOT 01	UNIT 1 FF AREA	45 m²
LOT 01	UNIT 1 GF AREA	51 m²
LOT 01	UNIT 1 STORE	5 m²
LOT 01	UNIT 1A AREA	72 m²
LOT 01	UNIT 1A STORE	5 m²
LOT 02	UNIT 2 FF AREA	45 m²
LOT 02	UNIT 2 GF AREA	51 m²
LOT 02	UNIT 2 STORE	5 m²
LOT 02	UNIT 2A AREA	72 m²
LOT 02	UNIT 2A STORE	5 m²
LOT 03	UNIT 3 FF AREA	44 m²
LOT 03	UNIT 3 GF AREA	51 m²
LOT 03	UNIT 3 STORE	5 m²
LOT 03	UNIT 3A AREA	72 m²
LOT 03	UNIT 3A STORE	5 m²
LOT 04	UNIT 4 AREA	57 m²
LOT 04	UNIT 4 STORE	4 m²
LOT 05	UNIT 5 AREA	57 m²
LOT 05	UNIT 5 STORE	4 m²
LOT 06	UNIT 6 AREA	75 m²
LOT 06	UNIT 6 STORE	4 m²
LOT 07	UNIT 7 AREA	76 m²
LOT 07	UNIT 7 STORE	5 m²
LOT 08	UNIT 8 AREA	76 m²
LOT 08	UNIT 8 STORE	5 m²
LOT 09	UNIT 9 AREA	76 m²
LOT 09	UNIT 9 STORE	5 m²
LOT 10	UNIT 10 AREA	76 m²
LOT 10	UNIT 10 STORE	5 m²
LOT 11	UNIT 11 FF AREA	45 m²
LOT 11	UNIT 11 GF AREA	51 m²
LOT 11	UNIT 11 STORE	4 m²
LOT 11	UNIT 11A AREA	72 m²
LOT 11	UNIT 11A STORE	4 m²
LOT 12	UNIT 12 FF AREA	45 m²
LOT 12	UNIT 12 GF AREA	51 m²
LOT 12	UNIT 12 STORE	4 m²
LOT 12	UNIT 12A AREA	72 m²
LOT 12	UNIT 12A STORE	4 m²
LOT 13	UNIT 13 FF AREA	45 m²
LOT 13	UNIT 13 GF AREA	51 m²
LOT 13	UNIT 13 STORE	4 m²
LOT 13	UNIT 13A AREA	72 m²
LOT 13	UNIT 13A STORE	4 m²

CITY OF STIRLING
ZONE: R30

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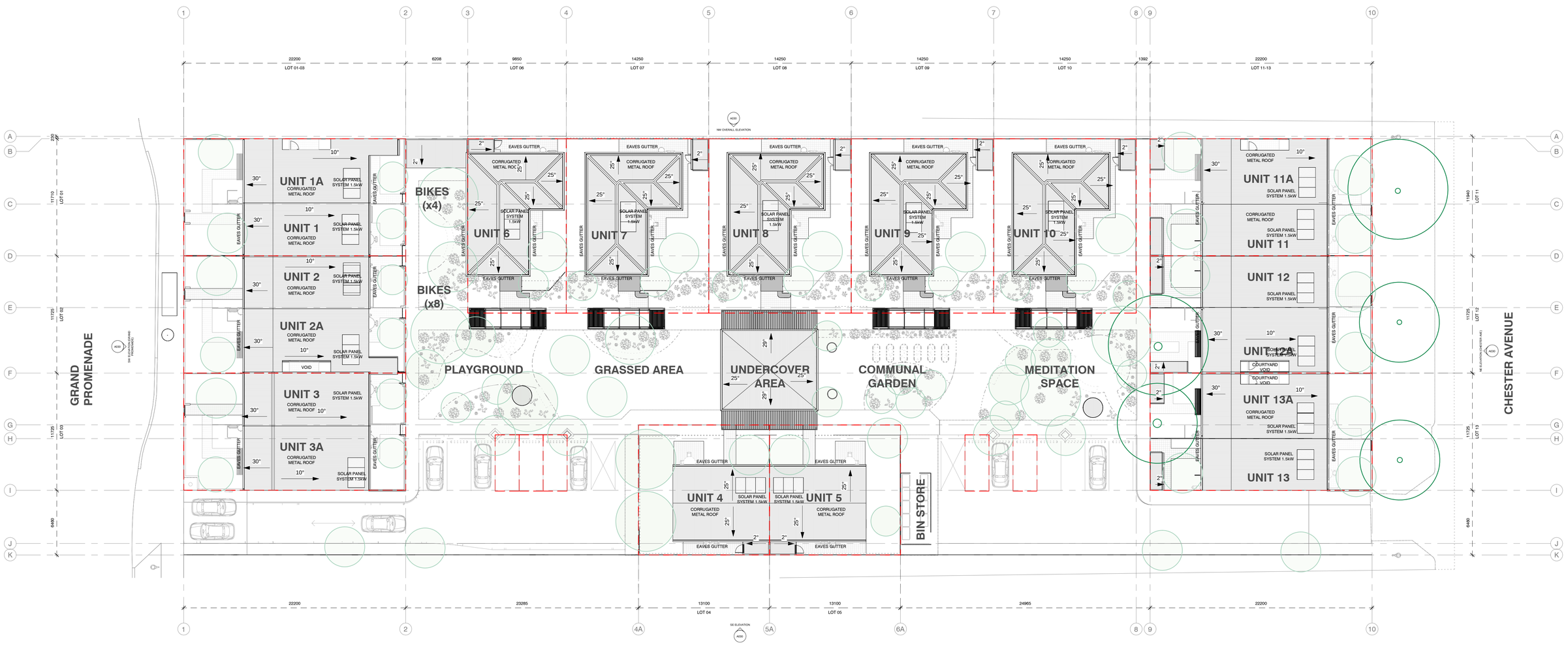
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL FIRST FLOOR PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: 1 : 200
STATUS: IFP-DA	DRAWING NO: A011



AMENDED PLAN

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OVERALL ROOF PLAN

SCALE: 1 : 200

OVERALL GROSS FLOOR AREA		
LOT	NAME	AREA
LOT 01	UNIT 1 FF AREA	45 m²
LOT 01	UNIT 1 GF AREA	51 m²
LOT 01	UNIT 1 STORE	5 m²
LOT 01	UNIT 1A AREA	72 m²
LOT 01	UNIT 1A STORE	5 m²
LOT 02	UNIT 2 FF AREA	45 m²
LOT 02	UNIT 2 GF AREA	51 m²
LOT 02	UNIT 2 STORE	5 m²
LOT 02	UNIT 2A AREA	72 m²
LOT 02	UNIT 2A STORE	5 m²
LOT 03	UNIT 3 FF AREA	44 m²
LOT 03	UNIT 3 GF AREA	51 m²
LOT 03	UNIT 3 STORE	5 m²
LOT 03	UNIT 3A AREA	72 m²
LOT 03	UNIT 3A STORE	5 m²
LOT 04	UNIT 4 AREA	57 m²
LOT 04	UNIT 4 STORE	4 m²
LOT 05	UNIT 5 AREA	57 m²
LOT 05	UNIT 5 STORE	4 m²
LOT 06	UNIT 6 AREA	75 m²
LOT 06	UNIT 6 STORE	4 m²
LOT 07	UNIT 7 AREA	76 m²
LOT 07	UNIT 7 STORE	5 m²
LOT 08	UNIT 8 AREA	76 m²
LOT 08	UNIT 8 STORE	5 m²
LOT 09	UNIT 9 AREA	76 m²
LOT 09	UNIT 9 STORE	5 m²
LOT 10	UNIT 10 AREA	76 m²
LOT 10	UNIT 10 STORE	5 m²
LOT 11	UNIT 11 FF AREA	45 m²
LOT 11	UNIT 11 GF AREA	51 m²
LOT 11	UNIT 11 STORE	4 m²
LOT 11	UNIT 11A AREA	72 m²
LOT 11	UNIT 11A STORE	4 m²
LOT 12	UNIT 12 FF AREA	45 m²
LOT 12	UNIT 12 GF AREA	51 m²
LOT 12	UNIT 12 STORE	4 m²
LOT 12	UNIT 12A AREA	72 m²
LOT 12	UNIT 12A STORE	4 m²
LOT 13	UNIT 13 FF AREA	45 m²
LOT 13	UNIT 13 GF AREA	51 m²
LOT 13	UNIT 13 STORE	4 m²
LOT 13	UNIT 13A AREA	72 m²
LOT 13	UNIT 13A STORE	4 m²

CITY OF STIRLING
ZONE: R30

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DALE ALCOCK PROJECTS

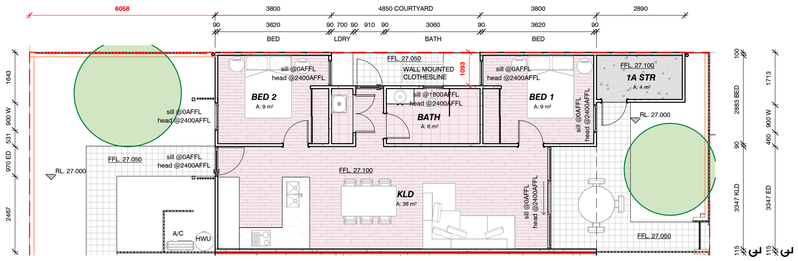
322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL ROOF PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: 1 : 200
STATUS: IFP-DA	DRAWING NO: A012

TYPE 1 (2x1)

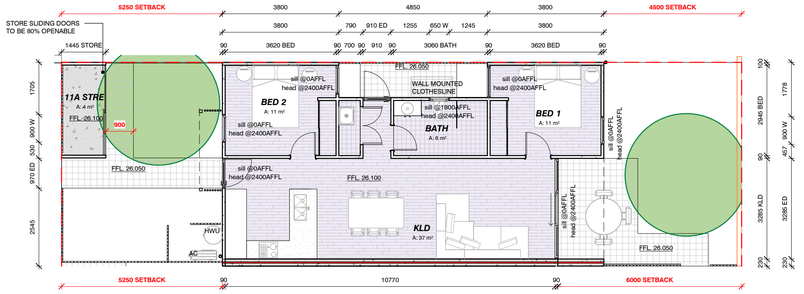
GROSS FLOOR AREA =72m²
INTERNAL FLOOR AREA = 67m²



TYPE 1 FLOOR PLAN
SCALE: 1 : 100

TYPE 1A (2x1)

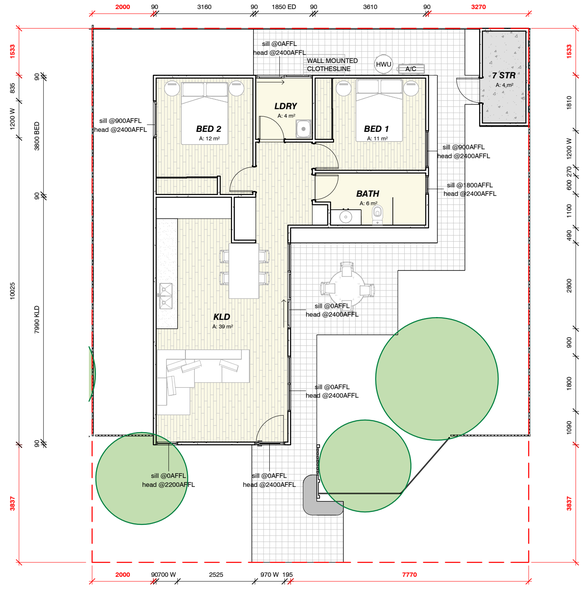
GROSS FLOOR AREA =72m²
INTERNAL FLOOR AREA = 67m²



TYPE 1A FLOOR PLAN
SCALE: 1 : 100

TYPE 3 (2x1)

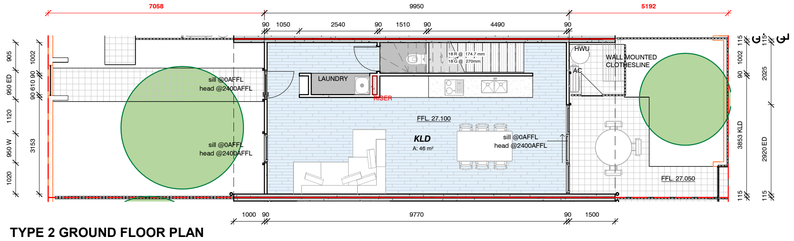
GROSS FLOOR AREA =77m²



TYPE 3 FLOOR PLAN
SCALE: 1 : 100

TYPE 2 (2x1.5)

GROSS FLOOR AREA =103m²

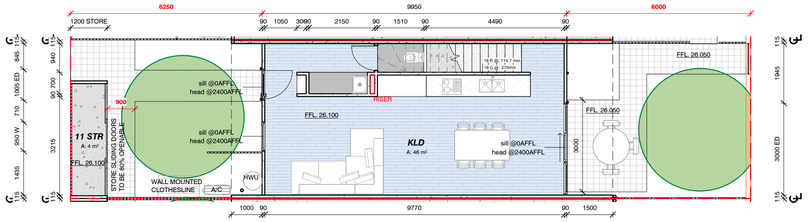


TYPE 2 GROUND FLOOR PLAN
SCALE: 1 : 100

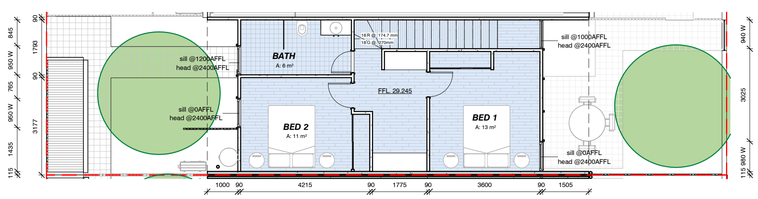
TYPE 2 FIRST FLOOR PLAN
SCALE: 1 : 100

TYPE 2 (2x1.5)

GROSS FLOOR AREA =103m²



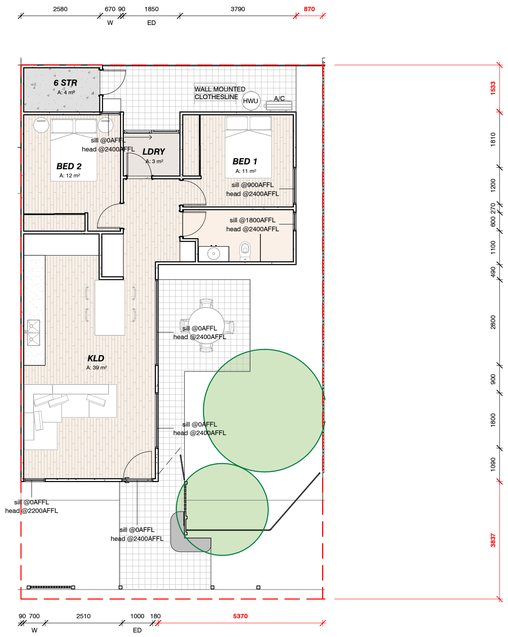
TYPE 2A GROUND FLOOR PLAN
SCALE: 1 : 100



TYPE 2A FIRST FLOOR PLAN
SCALE: 1 : 100

TYPE 3A (2x1) SMALL DWELLING

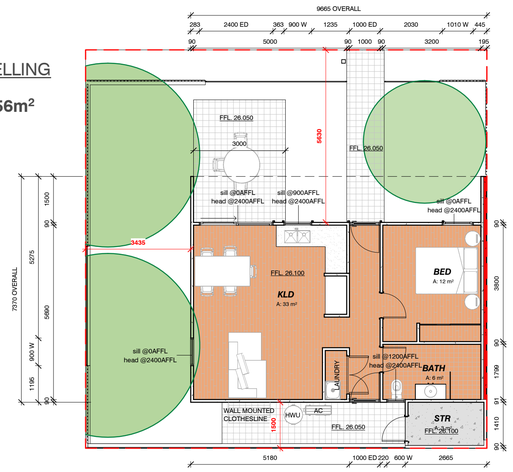
GROSS FLOOR AREA =75m²
INTERNAL FLOOR AREA =70m²



TYPE 3A FLOOR PLAN
SCALE: 1 : 100

TYPE 4 (1x1) SMALL DWELLING

GROSS FLOOR AREA =56m²



TYPE 4 FLOOR PLAN
SCALE: 1 : 100

City of Stirling
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AMENDED PLAN

GENERAL NOTES:

- ALL HABITABLE ROOM WINDOWS TO EXCEED 10% OF THE HABITABLE ROOM INTERNAL FLOOR AREA.
- ALL HABITABLE ROOM WINDOWS TO COMPRISE A MINIMUM OF 50% OF CLEAR GLAZING.
- STORES WITH DIMENSION REDUCED TO 1M PROPOSED TO INCLUDE DOORS ON THE GREATER DIMENSIONS THAT OPEN A MIN. OF 80% OF THE LENGTH.

TYPE 1 (2x1)
TYPE 1A (2x1)
TYPE 2 (2x1.5)
TYPE 2A (2x1.5)
TYPE 3 (2x1)
TYPE 3A (2x1)
TYPE 4 (1x1)

TYPOLOGIES LEGEND
SCALE: 1 : 200

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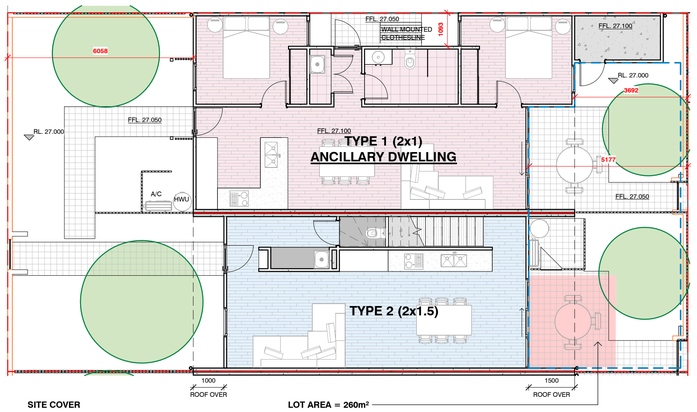
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

INDIVIDUAL LOT PLANS

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: As indicated
STATUS: IFP-DA	DRAWING NO: A013

TYPE 1 (2x1) & TYPE 2 (2x1.5)



SITE COVER

LOT AREA = 260m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 130 m² OR 50%

LOT AREA = 260m²

PRIMARY GARDEN AREA SHOWN AS BLUE DASHED

MIN. PRIMARY GARDEN AREA REQ = 40m²

PRIMARY GARDEN AREA ACHIEVED = 47m²

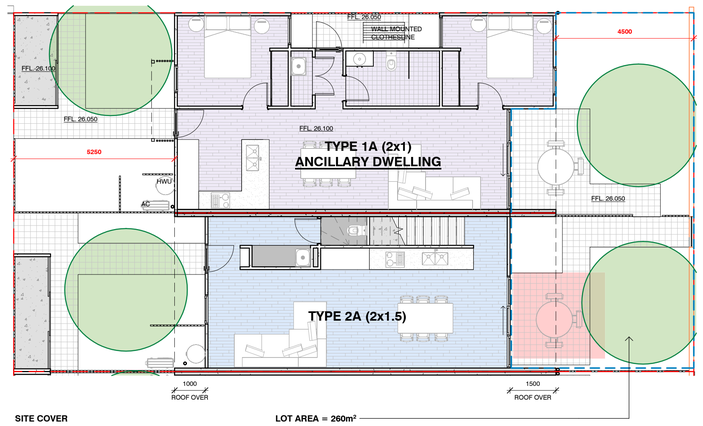
MAX. PERMANENT ROOF COVER = 1/3 OF PRIMARY GARDEN AREA

PERMANENT ROOF COVER PROPOSED = 12m²

TYPE 1 & 2 FLOOR PLAN

SCALE: 1 : 100

TYPE 1A (2x1) & TYPE 2A (2x1.5)



SITE COVER

LOT AREA = 260m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 132m² OR 50%

LOT AREA = 260m²

PRIMARY GARDEN AREA SHOWN AS BLUE DASHED

MIN. PRIMARY GARDEN AREA REQ = 40m²

PRIMARY GARDEN AREA ACHIEVED = 65m²

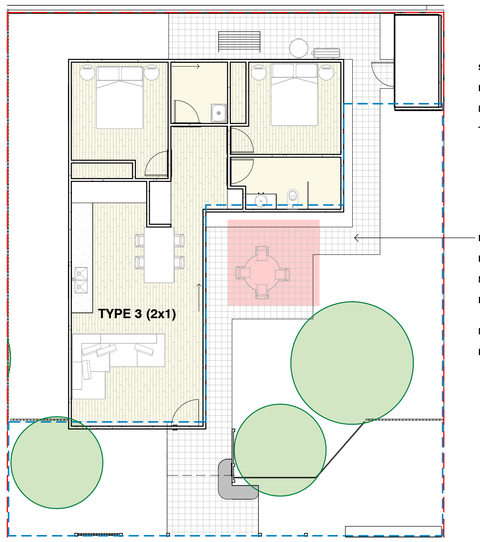
MAX. PERMANENT ROOF COVER = 1/3 OF PRIMARY GARDEN AREA

PERMANENT ROOF COVER PROPOSED = 12m²

TYPE 1A & 2A FLOOR PLAN

SCALE: 1 : 100

TYPE 3 (2x1)



SITE COVER

LOT AREA = 260m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 82m² OR 32%

LOT AREA = 260m²

PRIMARY GARDEN AREA SHOWN AS BLUE DASHED

MIN. PRIMARY GARDEN AREA REQ = 40m²

PRIMARY GARDEN AREA ACHIEVED = 118m²

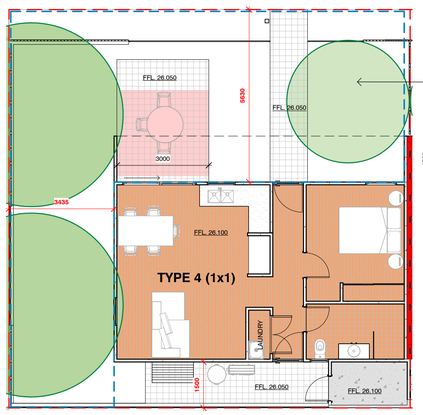
MAX. PERMANENT ROOF COVER = 1/3 OF PRIMARY GARDEN AREA

PERMANENT ROOF COVER PROPOSED = 13m²

TYPE 3 FLOOR PLAN

SCALE: 1 : 100

TYPE 4 (1x1) SMALL DWELLING



LOT AREA = 170m² (SMALL DWELLING)

PRIMARY GARDEN AREA SHOWN AS BLUE DASHED

MIN. PRIMARY GARDEN AREA REQ = 40m²

PRIMARY GARDEN AREA ACHIEVED = 96m²

MAX. PERMANENT ROOF COVER = 1/3 OF PRIMARY GARDEN AREA

PERMANENT ROOF COVER PROPOSED = 14m²

SITE COVER

LOT AREA = 170m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 61m² OR 36%

TYPE 4 FLOOR PLAN

SCALE: 1 : 100

City of Stirling
18 Mar 2026
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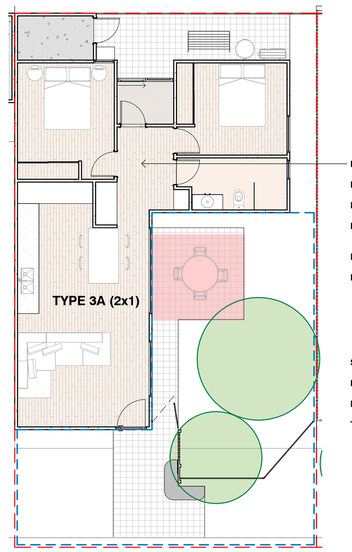
AMENDED PLAN

- TYPE 1 (2x1)
- TYPE 1A (2x1)
- TYPE 2 (2x1.5)
- TYPE 2A (2x1.5)
- TYPE 3 (2x1)
- TYPE 3A (2x1)
- TYPE 4 (1x1)

TYPOLOGIES LEGEND

SCALE: 1 : 200

TYPE 3A (2x1) SMALL DWELLING



LOT AREA = 183m²

PRIMARY GARDEN AREA SHOWN AS BLUE DASHED

MIN. PRIMARY GARDEN AREA REQ = 40m²

PRIMARY GARDEN AREA ACHIEVED = 73m²

MAX. PERMANENT ROOF COVER = 1/3 OF PRIMARY GARDEN AREA

PERMANENT ROOF COVER PROPOSED = 13m²

SITE COVER

LOT AREA = 183m²

MAX SITE COVER R30 = 60%

TOTAL DEVELOPMENT AREA = 80m² OR 44%

TYPE 3A FLOOR PLAN

SCALE: 1 : 100

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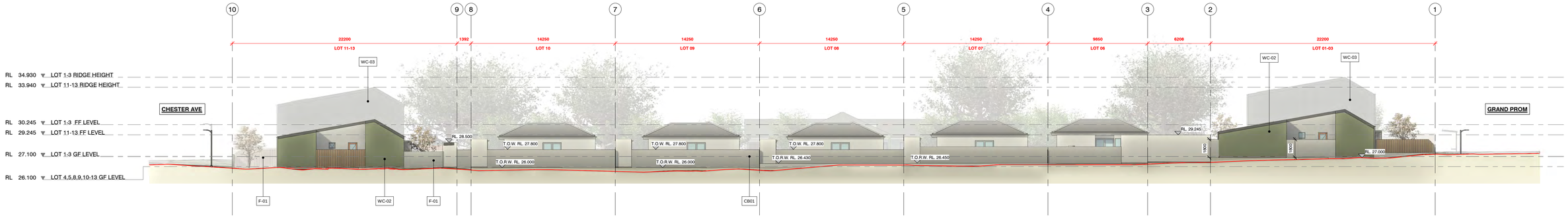
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

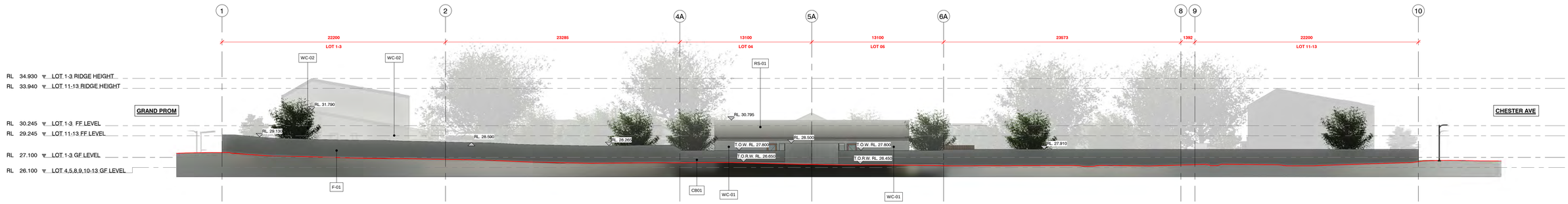
INDIVIDUAL LOT PLANS

CLIENT:	SCALE AT A1:
CATHOLIC ARCHDIOCESE OF PERTH	As indicated
STATUS:	DRAWING NO:
IFP-DA	A014



NW OVERALL ELEVATION

SCALE: 1 : 200



SE ELEVATION

SCALE: 1 : 200

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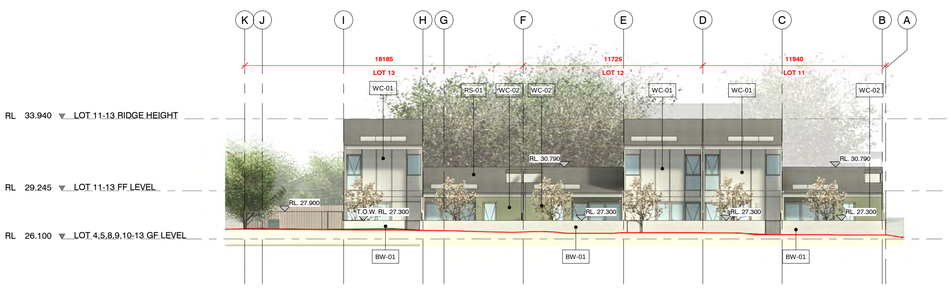
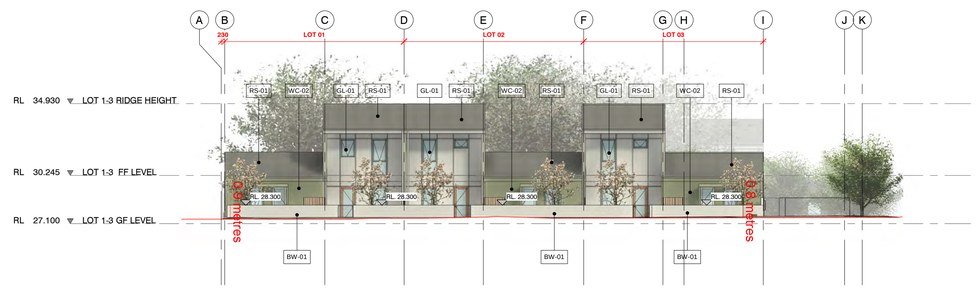


NE ELEVATION (CHESTER AVE)

SCALE: 1 : 200



SW ELEVATION (GRAND PROMENADE)

SCALE: 1 : 200

EXTERNAL MATERIAL LEGEND

WC-01	FIBRE CEMENT (BOARD & BATTEN) - PAINT FINISH, WHITE
WC-02	FIBRE CEMENT - PAINT FINISH, GREEN
WC-03	CORRUGATED METAL ZINCALUME
RS-01	ROOF SHEETING - CORRUGATED METAL ZINCALUME
BW-01	BRICKWORK - 2C BRICK FENCING, PAINT FINISH
F-01	FENCING - TIMBER
F-02	FENCING - CHAINLINK

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DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

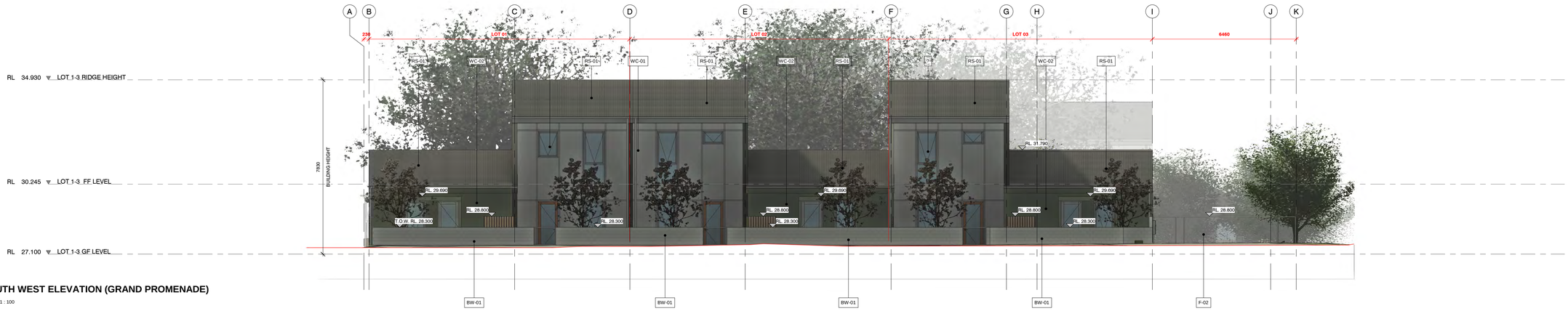
ELEVATIONS

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: As indicated
STATUS: IFP-DA	DRAWING NO: A030

NORTH EAST ELEVATION (CHESTER AVE)

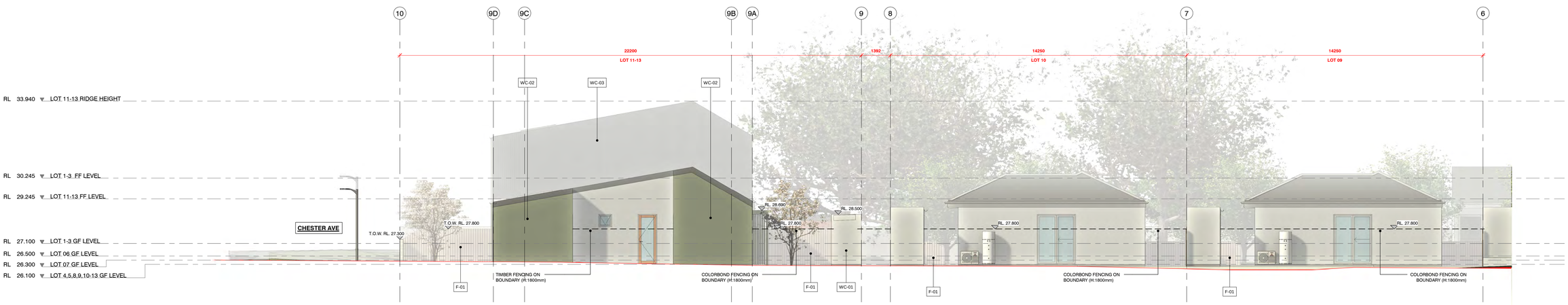
SCALE: 1 : 100

EXTERNAL MATERIAL LEGEND	
WC-01	FIBRE CEMENT (BOARD & BATTEN) - PAINT FINISH, WHITE
WC-02	FIBRE CEMENT - PAINT FINISH, GREEN
WC-03	CORRUGATED METAL ZINCALUME
RS-01	ROOF SHEETING - CORRUGATED METAL ZINCALUME
BW-01	BRICKWORK - 2C BRICK FENCING, PAINT FINISH
F-01	FENCING - TIMBER
F-02	FENCING - CHAINLINK



SOUTH WEST ELEVATION (GRAND PROMENADE)

SCALE: 1 : 100



NORTH WEST ELEVATION LOT 09-13

SCALE: 1 : 100

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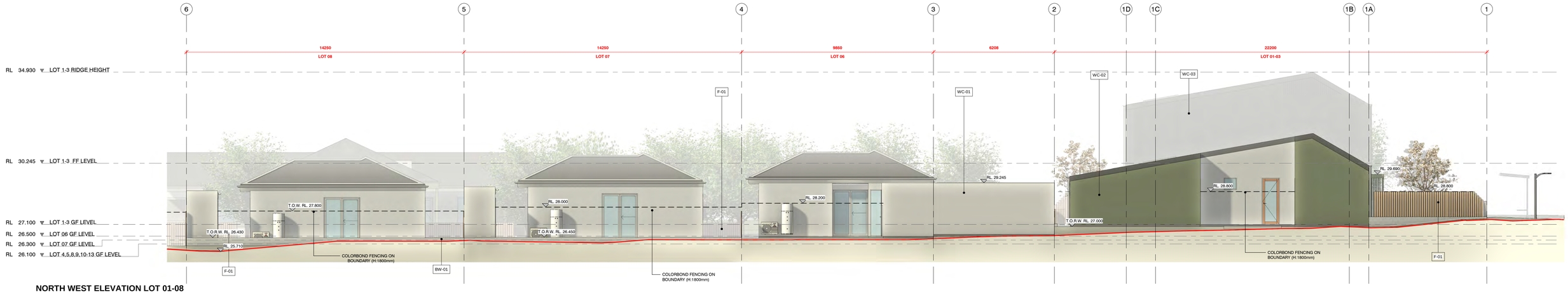
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

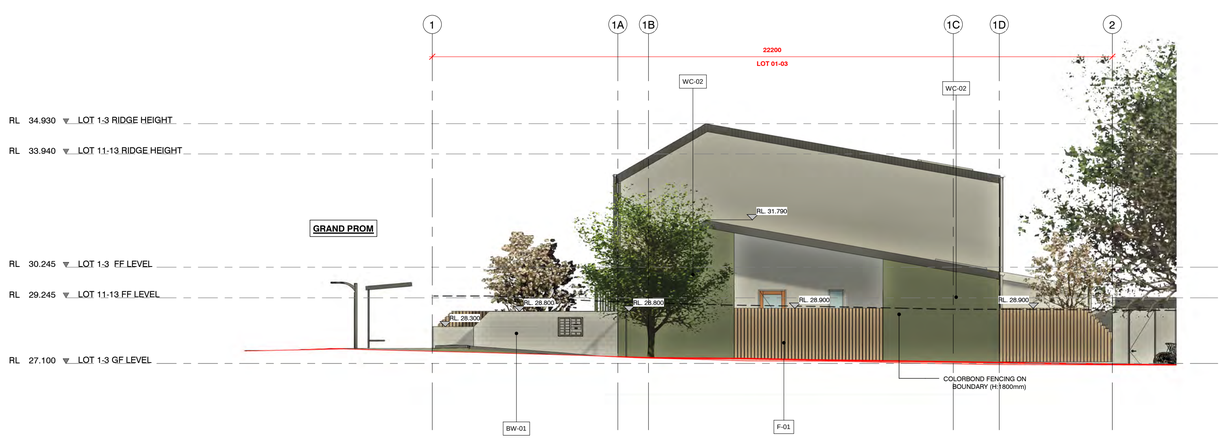
STREET ELEVATIONS

CLIENT:	SCALE AT A1:
CATHOLIC ARCHDIOCESE OF PERTH	As indicated
STATUS: IFP-DA	DRAWING NO: A031



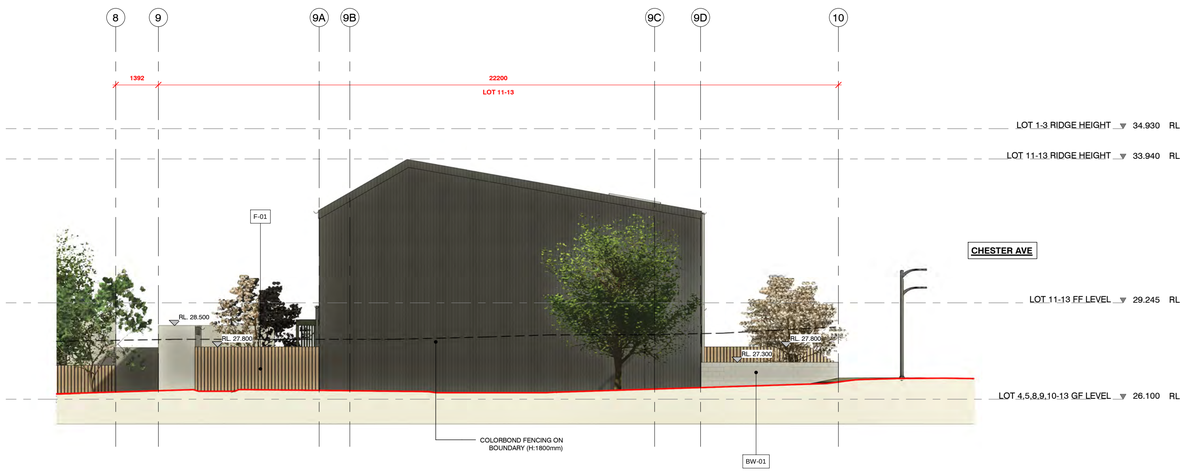
NORTH WEST ELEVATION LOT 01-08

SCALE: 1 : 100



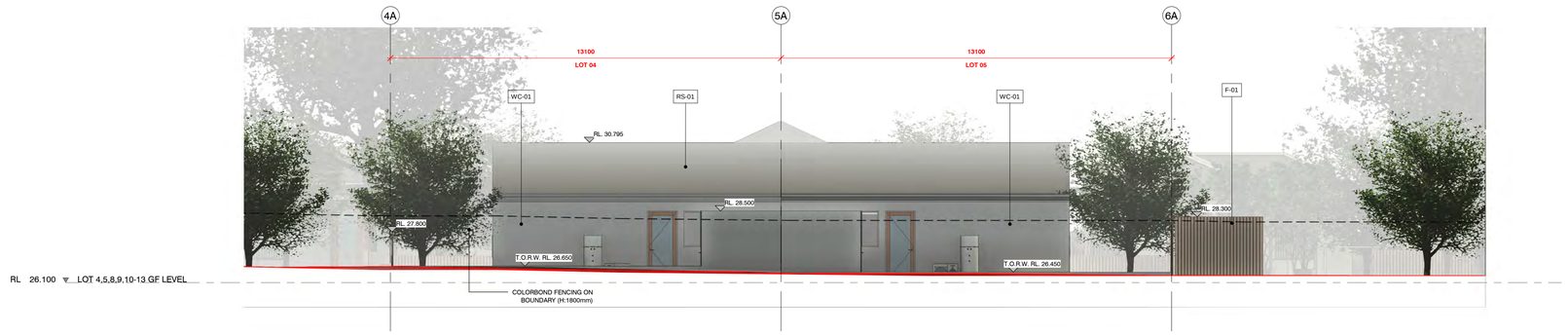
SOUTH EAST ELEVATION LOT 01-03

SCALE: 1 : 100



SOUTH EAST ELEVATION LOT 11-13

SCALE: 1 : 100



SOUTH EAST ELEVATION LOT 04-05

SCALE: 1 : 100

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18 Mar 2026
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EXTERNAL MATERIAL LEGEND

WC-01	FIBRE CEMENT (BOARD & BATTEN) - PAINT FINISH, WHITE
WC-02	FIBRE CEMENT - PAINT FINISH, GREEN
WC-03	CORRUGATED METAL ZINCALUME
RS-01	ROOF SHEETING - CORRUGATED METAL ZINCALUME
BW-01	BRICKWORK - 2C BRICK FENCING, PAINT FINISH
F-01	FENCING - TIMBER
F-02	FENCING - CHAINLINK

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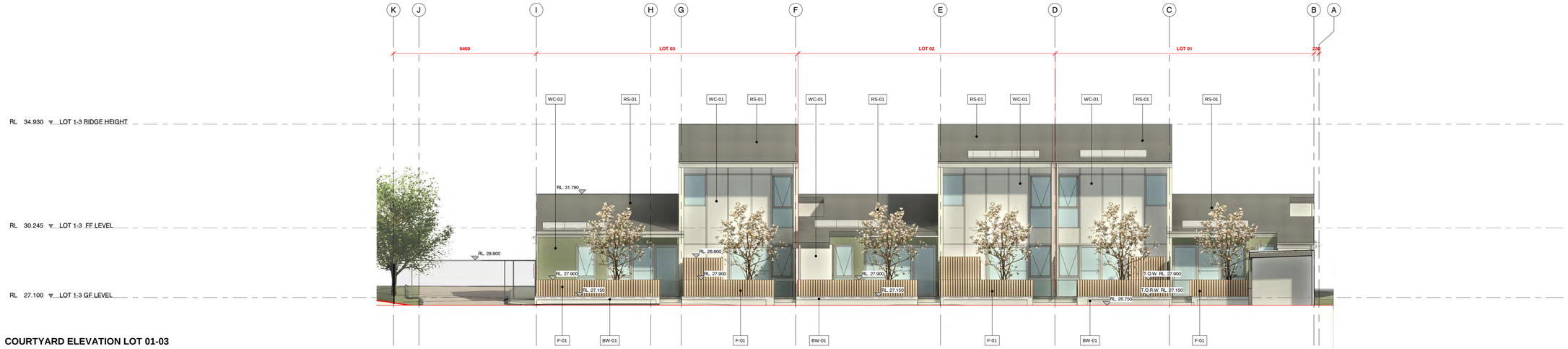
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

STREET ELEVATIONS

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: As indicated
STATUS: IFP-DA	DRAWING NO: A032

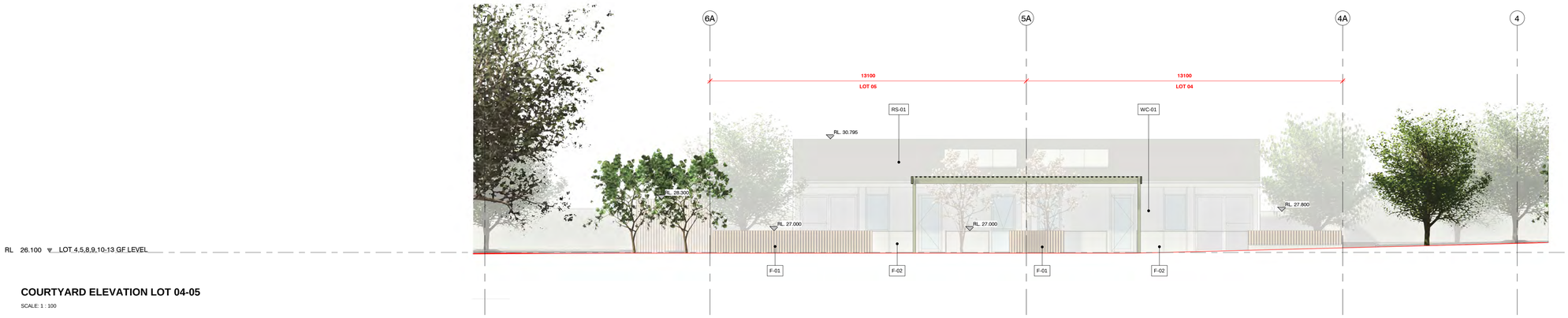


COURTYARD ELEVATION LOT 01-03

SCALE: 1 : 100

COURTYARD ELEVATION LOT 11-13

SCALE: 1 : 100



COURTYARD ELEVATION LOT 04-05

SCALE: 1 : 100

City of Stirling
18 Mar 2026
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AMENDED PLAN

EXTERNAL MATERIAL LEGEND

WC-01	FIBRE CEMENT (BOARD & BATTEN) - PAINT FINISH, WHITE
WC-02	FIBRE CEMENT - PAINT FINISH, GREEN
WC-03	CORRUGATED METAL ZINCALUME
RS-01	ROOF SHEETING - CORRUGATED METAL ZINCALUME
BW-01	BRICKWORK - 2C BRICK FENCING, PAINT FINISH
F-01	FENCING - TIMBER
F-02	FENCING - CHAINLINK

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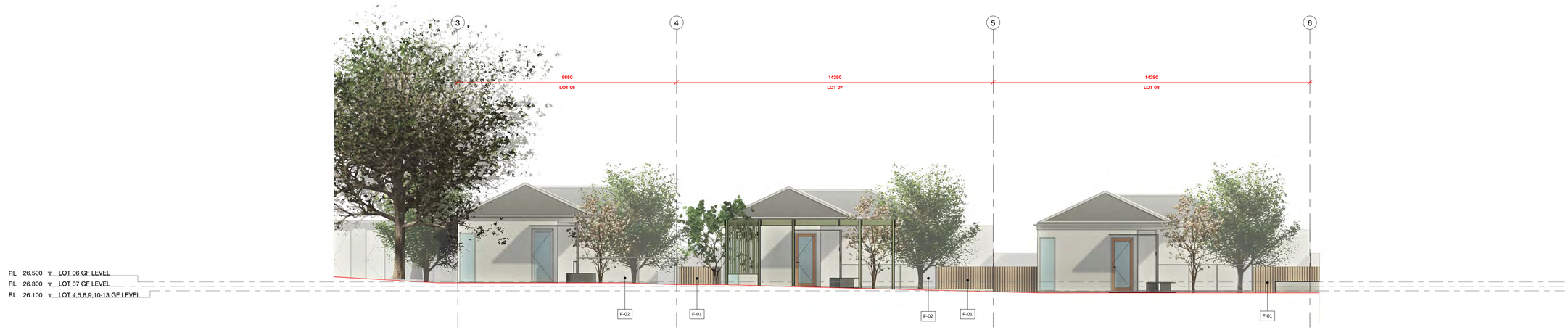
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

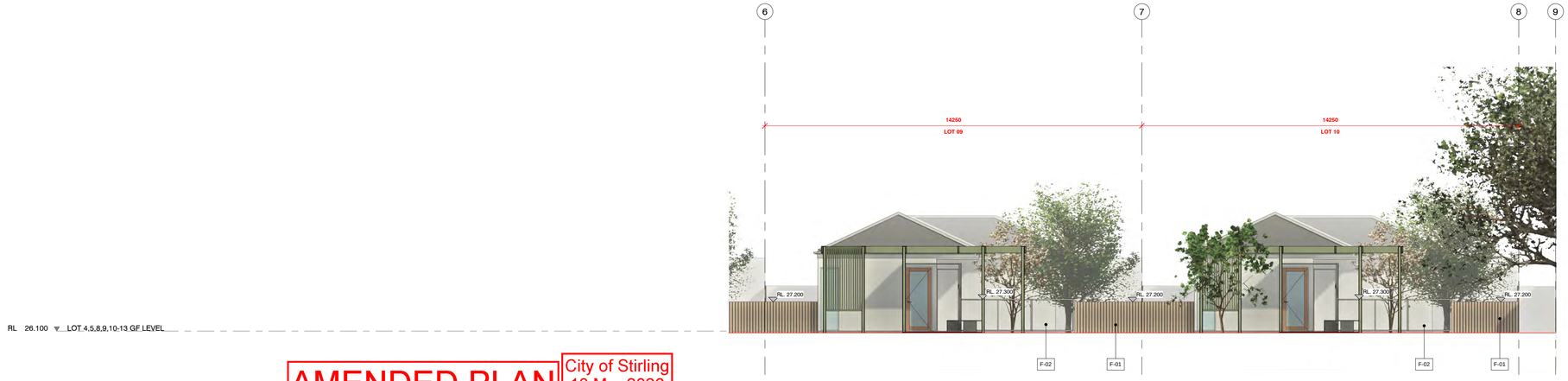
COURTYARD ELEVATIONS

CLIENT:	SCALE AT A1:
CATHOLIC ARCHDIOCESE OF PERTH	As indicated
STATUS:	DRAWING NO:
IFP-DA	A033



COURTYARD ELEVATION LOT 06-08

SCALE: 1 : 100



COURTYARD ELEVATION LOT 09-10

SCALE: 1 : 100

AMENDED PLAN

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EXTERNAL MATERIAL LEGEND

WC-01	FIBRE CEMENT (BOARD & BATTEN) - PAINT FINISH, WHITE
WC-02	FIBRE CEMENT - PAINT FINISH, GREEN
WC-03	CORRUGATED METAL ZINCALUME
RS-01	ROOF SHEETING - CORRUGATED METAL ZINCALUME
BW-01	BRICKWORK - 2C BRICK FENCING, PAINT FINISH
F-01	FENCING - TIMBER
F-02	FENCING - CHAINLINK

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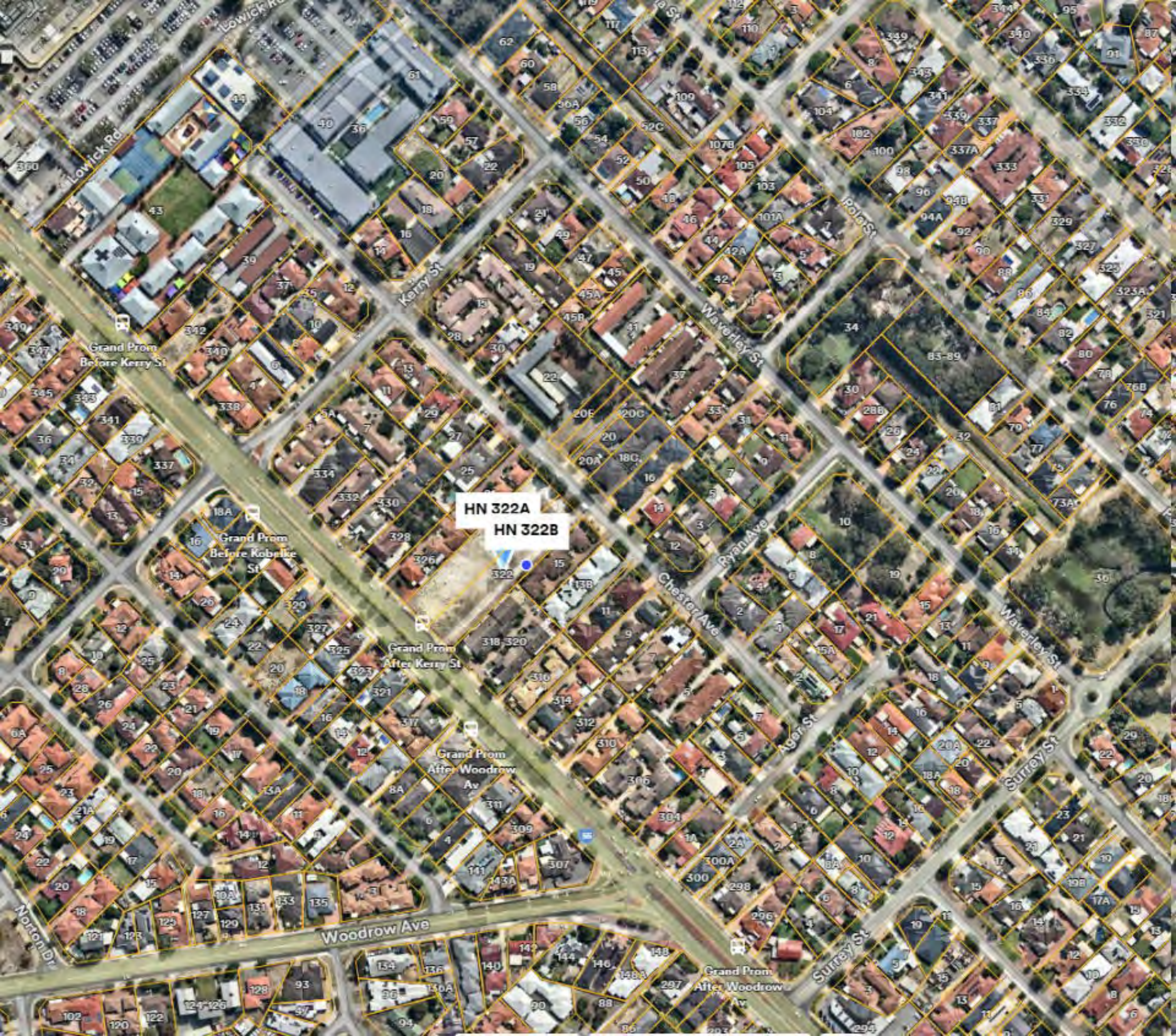
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

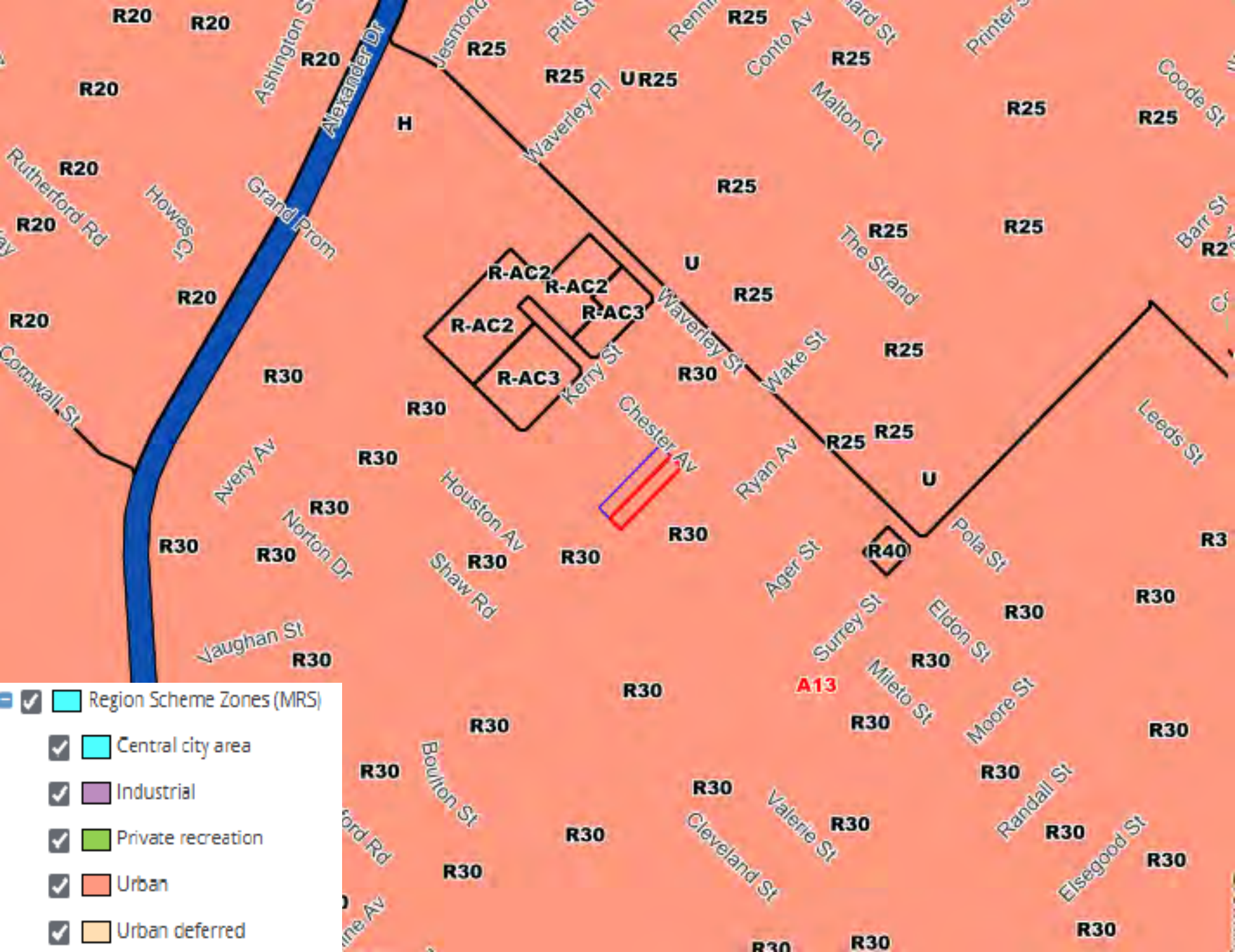
COURTYARD ELEVATIONS

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A1: As indicated
STATUS: IFP-DA	DRAWING NO: A034

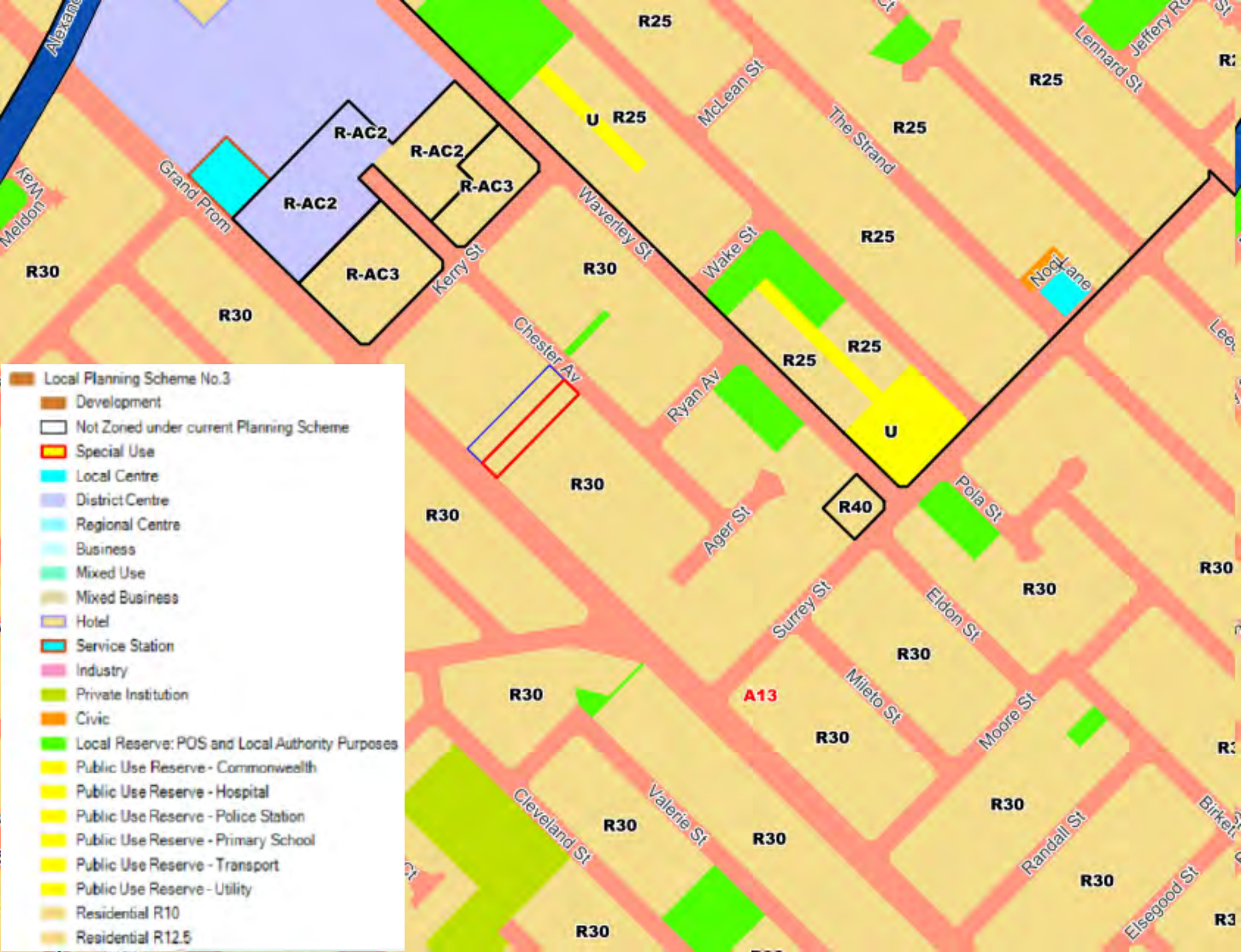
Attachment 2 - Aerial Location Plan


HN 322A
HN 322B
Lowick Rd
Kerry St
Waverley St
Polo St
Ryan Ave
Chester Ave
Ager St
Surrey St
Norton Dr
Woodrow Ave
Grand Prom Before Kerry St
Grand Prom Before Kobelke St
Grand Prom After Kerry St
Grand Prom After Woodrow Av
Grand Prom After Woodrow Av

Attachment 3 - Metropolitan Region Scheme Zoning Map


Region Scheme Zones (MRS)
Central city area
Industrial
Private recreation
Urban
Urban deferred
R20
R25
R30
R40
R-AC2
R-AC3
U
H
A13
Alexander Dr
Ashington St
Jesmond
Pitt St
Rennie
Conto Av
Printer St
Coode St
Malton Ct
Waverley Pl
Rutherford Rd
Howes Ct
Grand Prom
The Strand
Barr St
Waverley St
Wake St
Kerry St
Cornwall St
Chester Av
Leeds St
Avery Av
Houston Av
Ryan Av
Norton Dr
Shaw Rd
Ager St
Pola St
Vaughan St
Surrey St
Eldon St
Mileto St
Moore St
Boulton St
Randall St
Valerie St
Cleveland St
Elsegood St

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


Local Planning Scheme No.3
Development
Not Zoned under current Planning Scheme
Special Use
Local Centre
District Centre
Regional Centre
Business
Mixed Use
Mixed Business
Hotel
Service Station
Industry
Private Institution
Civic
Local Reserve: POS and Local Authority Purposes
Public Use Reserve - Commonwealth
Public Use Reserve - Hospital
Public Use Reserve - Police Station
Public Use Reserve - Primary School
Public Use Reserve - Transport
Public Use Reserve - Utility
Residential R10
Residential R12.5
R-AC2
R-AC3
R25
R30
R40
U
A13
Grand Prom
Meldon Way
Kerry St
Waverley St
McLean St
The Strand
Lennard St
Jeffery Rd
Wake St
Nodi Lane
Chester Av
Ryan Av
Ager St
Pola St
Surrey St
Eldon St
Mileto St
Moore St
Cleveland St
Valerie St
Randall St
Elsegood St

Attachment 5 - Applicant's Planning Report

322 (LOTS 28 AND 29) GRAND PROMENADE, DIANELLA

13 GROUPED DWELLINGS AND 6 ANCILLARY DWELLINGS

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2 DECEMBER 2025

TOWN PLANNING

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Planning Approvals Required 1
Key Project Parameters 1
Project Team 1

Subject Site 2
Subject Site and Property Description 2
Site Improvements 2
Surrounding Development 2
Heritage 2
Contamination 2
Bushfire Prone Area 3

Planning Framework 4
Planning and Development (Local Planning Schemes) Regulations 2015 (Regs) 4
Metropolitan Region Scheme 4
SPP 5.4 Road and Rail Noise 4
SPP 7.0 Design of the Built Environment 4
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Introduction

This Development Application Report has been prepared for The Roman Catholic Archbishop of Perth in support of an application for 13 grouped dwellings and 6 ancillary dwellings at Lots 28 and 29 (No. 322) Grand Promenade, Dianella (the subject site).

The Catholic Archdiocese of Perth and SSJG Ministries Inc are seeking to construct 19 homes designed for single mothers with young children and older women at risk of homelessness.

This report will address the relevant matters pertinent to the proposal, including:

- The site details.
- The planning framework.
- The proposed development.
- An assessment under the planning framework.
- Consideration of other factors including, but not limited to acoustic, landscaping, traffic and waste.

Planning Approvals Required

The proposed development has an estimated cost of $8 million and the Applicant has elected for the application to be determined by the Development Assessment Panel (DAP). This application requires the determination of the Metro Inner Development Assessment Panel.

Key Project Parameters

Address	322 Grand Promenade, Dianella
Lot Numbers	Multiple lot title Lots 28 and 29
MRS Zone	Urban
LPS3 Zone	Residential R30
Draft LPS4 Zone	Residential R30
Number of Dwellings	13 grouped dwellings and 6 ancillary dwellings
Development Value	$8 million

Project Team

Landowner	The Roman Catholic Archbishop of Perth
Project Director	Adras Pty Ltd
Architect	MDC Architects and Dale Alcock Projects
Landscape Architect	KDLA
Town Planning	PTS Town Planning Pty Ltd
Traffic	Urbii
Acoustic	Lloyd George Acoustics
Waste Management	Urbii

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Subject Site

Site Location and Property Description

The subject site is described as Lot 28 and 29 (No. 322) Grand Promenade, Dianella contained on Certificate of Title Volume 1187 Folio 965 and Diagram 18940. The Certificate of title is a multi-lot title.

An easement burden applies to the site for the purposes of supporting the building erected on Lot 145 on Diagram 36999. This applies to the south-western boundary of Lot 28 and is identified on the site survey.

The site has a total land area of 4970m^2 and maintains a 41.82 metre frontage to Grand Promenade and a 41.82 metre frontage to Chester Avenue.

The site is generally flat with an AHD height of 27.36 metres AHD in the south-west corner, 27.5 metres AHD in the south-east corner, 26 metres AHD in the north-west corner and 26.79 metres in the north-east corner of the site.

A copy of the current Certificate of Title, Diagram and Easement Burden is included in Appendix A.

Site Improvements

The site is currently vacant with two mature trees located towards the Chester Avenue frontage.

The Grand Promenade frontage includes a bus stop and no street trees. An existing crossover is located on the eastern side of the frontage, where the proposed crossover is to be located.

The Chester Avenue frontage includes three mature street trees and an existing crossover on the eastern side of the frontage, where the proposed crossover is to be located.

Refer to following Aerial Plan.

Surrounding Development

The surrounding area is characterized by residential development with a mix of single and grouped dwellings surrounding the site. There are some multiple dwelling developments also within proximity of the site.

The Dianella Plaza is located approximately 500 metres from the site. Dianella Plaza includes a range of services including supermarkets.

The bus stop (11598 and 11399) on Grand Promenade in front of the site operates bus services 67 and 998/999. Bus 67 connects Mirrabooka to Perth Station. Bus 998 is a circle route connecting Innaloo, Claremont, Fremantle, Bullcreek, Belmont, Morley and the site.

The subject site has good access public open space with several reserves within 200-300 metres of the site.

Heritage

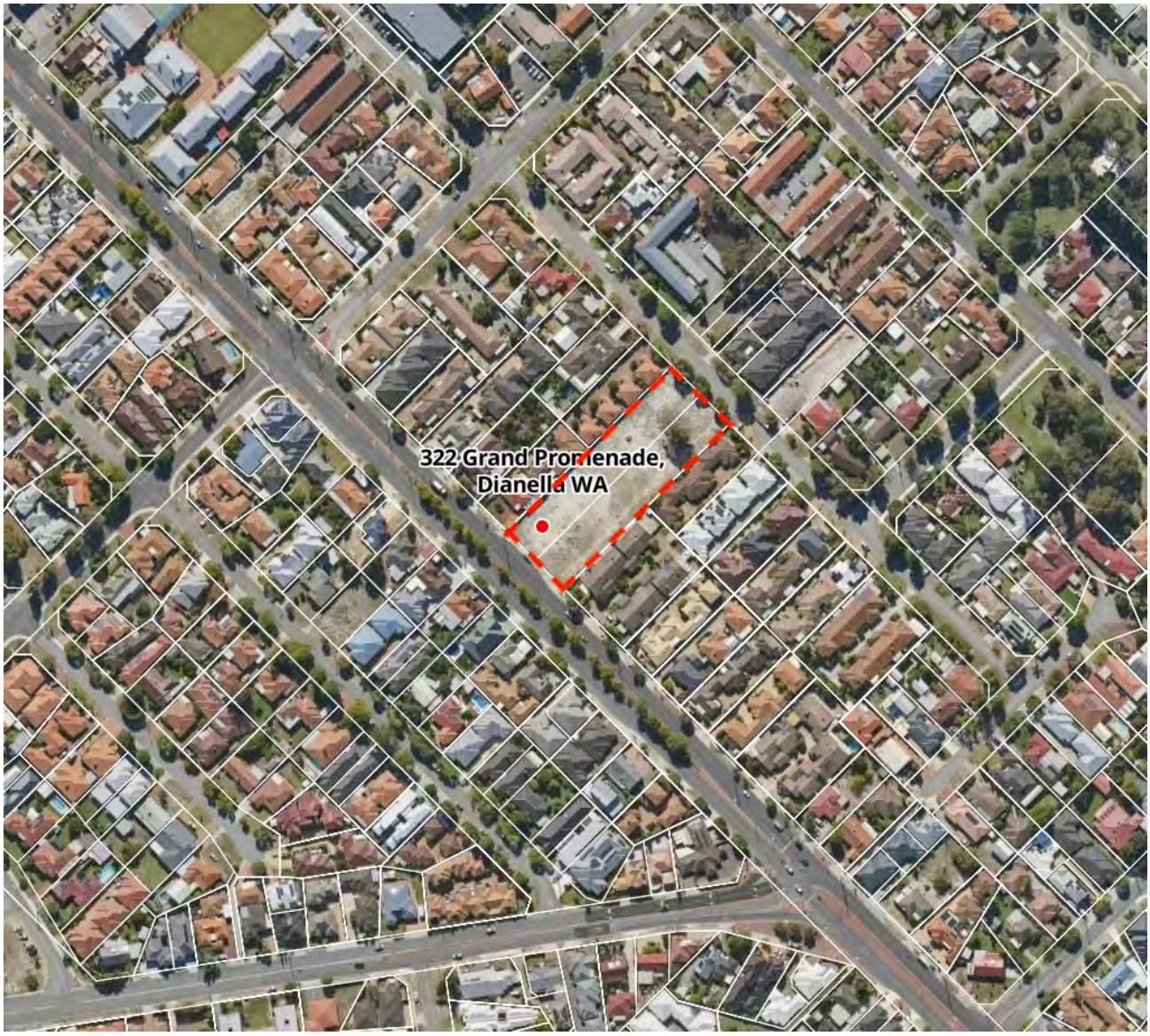
The subject site is not listed on the State Heritage Register and is not listed as a Heritage Place under the City of Stirling Local Planning Scheme No. 3 (LPS3).

Contamination

A search of the contaminated site database does not identify the site as a contaminated site.

Bushfire Prone Planning

The subject site is not located within a bushfire prone area.



Planning Framework

Planning and Development (Local Planning Schemes) Regulations 2015 (Regs)

Clause 67 of Schedule 2 of the Planning Regulations outlines the matters to which the determining authority is to have due regard when considering an application for development approval.

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The site is not affected by any reservations under the MRS.

State Planning Policy 5.4 Road and Rail Noise

SPP 5.4 seeks to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes. Grand Promenade is identified as a road that creates noise.

State Planning Policy 7.0 Design of the Built Environment

The policy identifies the principles to address design quality and built form outcomes. The principles include: Context and character, Landscape quality, Built form and scale, Functionality and build quality, Sustainability, Amenity, Legibility, Safety, Community and Aesthetics.

State Planning Policy 7.3 Residential Design Codes Volume 1

State Planning Policy 7.3 – R-Codes Volume 1 (R-Codes) applies to the site and specifically Parts C and D given the R30 grouped dwellings proposed.

City of Stirling Local Planning Scheme No. 3

The subject site is zoned Residential with a density of R30.

City of Stirling Draft Local Planning Scheme No. 4

Draft LPS4, which is with the WAPC and Minister for Final Approval, maintains the Residential Zoning and Residential Density of R30. Draft LPS4 is a seriously entertained planning consideration.

Planning Policies

The following planning policies are relevant to the proposed development.

- LPP 6.3 Bin Storage Areas.
- LPP 6.12 Public Art on Private Land – Not applicable to grouped dwelling developments.

Proposed Development

This application seeks approval for 13 grouped dwellings and 6 ancillary dwellings around a centrally landscaped communal area.

The three dwellings fronting Grand Promenade (units 1-3) and the three dwellings fronting Chester Avenue (units 11-13) include a two storey two bedroom dwelling and a single storey two bedroom ancillary dwelling. The internal dwellings include five two bedroom dwellings and two single bedroom dwellings. A large communal open space area is located centrally on the site.

Vehicle access is provided from both Grand Promenade and Chester Avenue and use the existing crossover locations. Eight car parking bays are located in the car parking area accessed from Grand Promenade and eight car parking bays are accessed from Chester Avenue. The two car parking areas are secured by gates which are recessed within the driveway to enable cars to be located on the driveway while the gate opens. The driveway enables two way access.

A bin store is located internally with access from Chester Avenue.

The two existing mature trees located on site are retained as part of the proposed development and the proposed development does not impact the three mature street trees along Chester Avenue.

Refer to Appendix B – Development Plans

Architectural Design

The Architectural Design Report is included in Appendix C.

Landscape Design

A Landscape Design Report is included in Appendix D.

City of Stirling Design Review Panel

The design was presented to the City of Stirling Design Review Panel on 9 October 2025.

Appendix E includes a table that provides the DRP's comments and the Applicant's response.

Planning Assessment

Metropolitan Region Scheme (MRS)

The subject site is appropriately zoned Urban under the MRS for the proposed residential development.

State Planning Policy 5.4 Road and Rail Noise

Appendix F provides an Acoustic Assessment against the provisions of SPP5.4.

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

Appendix C includes the architectural design report.

State Planning Policy 7.2 – Residential Design Codes Volume 1

An assessment of the proposed development under State Planning Policy 7.3 – R-Codes Volume 1 (R-Codes) is included in Appendix G.

The proposed development is generally compliant with the Deemed-to-Comply provisions and where not, have been assessed against the Design Prinicples.

City of Stirling Draft Local Planning Scheme No. 4

As Draft LPS4 is with the WAPC and Minister for Final Approval, LPS4 may be gazetted during consideration of this application. Draft LPS4 maintains the same Residential Zoning and same Residential Density of R30. Draft LPS4 is a seriously entertained planning consideration.

The proposed development is consistent with the objectives of the Residential Zone given that the development provides for residential development at a density consistent with the R30 density and a range of dwelling sizes to meets the needs of the community and provides a high quality design, built form and streetscape outcome to Grand Promenade and Chester Avenue.

City of Stirling Local Planning Scheme No. 3

The proposed development is consistent with the objectives of the Residential Zone given that the development provides for residential development at a density consistent with the R30 density and a range of dwelling sizes to meets the needs of the community.

<u>Land Use</u>

Grouped dwellings are a ‘P’ permitted land use in the Residential Zone.

<u>Trees and Development</u>

The proposed development retains the two matures trees on the site and does not impact the mature street trees on the verge.

Local Planning Policies

<u>LPP 6.3 Bin Storage Areas</u>

Urbii has prepared a Waste Management Plan for the proposed development which is contained in Appendix I.

Planning and Development (Local Planning Schemes) Regulations 2015 (Regs)

Clause 67 of Schedule 2 of the Planning Regulations outlines the matters to which the determining authority is to have due regard when considering an application for development approval.

(a) The proposed development has considered the objectives of the Residential zone in which the site is located and is consistent with the objectives.
(b) The requirements of orderly and proper planning including built form, access and amenity of surrounding properties has been considered. Draft Local Planning Scheme No. 4 has also been considered.
(c) The application has considered the relevant State Planning Policies.
(g) An assessment has been undertaken of the local planning policies
(m) The assessment considered the compatibility the compatibility of the development with its setting, including the desired character and locality.
(n) The assessment has considered the amenity of the locality
(p) The provision of landscaping on site is extensive including retaining mature trees and street trees.
(s) The site is well located to public transport and the traffic assessment consider the impact of the development on traffic access and servicing.
(t) The Traffic assessment consider the impact of the amount of traffic likely to be generated by the development.
(u) A bus stop is located in front of the site that services multiple bus routes, the site can be adequately serviced and good bicycle and pedestrian access is provided to the site.

In giving due regard to the matters under Clause 67 of Schedule 2 of the Planning Regulations the proposed development warrants approval.

Conclusion

The Catholic Archdiocese of Perth and SSJG Ministries Inc are seeking to construct 13 grouped dwellings and 6 ancillary dwellings designed for single mothers with young children and older women at risk of homelessness.

The dwellings have been designed taking into account the proposed tenants and includes a large central communal area.

This report has considered the planning framework that applies to the site and other matters such as built form, car parking, traffic, noise and waste management.

The proposed redevelopment is consistent with the objective of the residential zone and consistent with the planning framework.

The proposed development is an important outcome for the site, locality and community and we respectfully seek support from the City of Stirling and approval by the Metro Inner DAP.

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Design Review Panel

Principle	DRP 1 Comments 9/10/25	Applicant Response
Context and Character	The Applicant was encouraged to consider the presentation of the side wall to the street. It was suggested that breaking up the wall and making it appear softer would benefit the design.	This wall must be treated as a party wall/wall on boundary and thus must meet FRL requirements. The two storey component of the walls are located internal to the site with the built form articulated from the single storey to two storey portions of the buildings.
Landscape	The Panel stated it is positive that a Landscape Architect has been engaged to assist with the project, although the central space could be improved, and there is an opportunity for the landscaping to become more creative.	The design has been amended to relocate to the two internal dwellings to the east side of the site, providing a large central communal landscape area that will be viewed from all dwellings. The central space has been redesigned as per below notes, ensuring a diverse and interesting use of space with cost effective elements.
	Comment was made that retention of the tree is supported. It was suggested that the Applicant should consider the detail design and possibly an arborist report to ensure the trees can be protected during construction.	Agreed. This shall be reviewed in Detailed Design Stage.
	The soft landscape area would benefit from a program and increased diversity of spaces. Some areas appear cut up with paths, leaving leftover spaces without a clear function.	The revised plans have focused on braking down the communal landscape area into more clearly defined zones. The Centrally located entertaining area splits the length of the space with active programmed space on one side (an informal nature plan and open kick space) and more passive programmed space on the other (productive garden and an enclosed quiet sitting area).
	It was recommended by the Panel that the solid pavement should be reduced wherever possible.	Permeable paving has been introduced within the landscape areas, bike parking and to some walkways.
	Given the limited car parking, there is an opportunity to adopt a pedestrian-focused, mews-style design. The Panel stated this approach prioritises pedestrian movement and the sense of arrival, creating a safer and more legible circulation network while still accommodating necessary vehicle access in a controlled and minimal manner.	The reposition of the two central units has allowed the majority of the proposed dwellings to connect directly to the central landscape area. The connection of the central space to pedestrian walkways and the carpark allows for an easily navigated/legible entry sequence.

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	It was suggested that breaking up the front garden wall and making it appear softer to the edge of the street would benefit the design outcome.	The design prioritises the amenity of the occupants, planting has been considered, along with the height of street fencing, such that it will engage with the public realm and soften the overall appearance of the development.
	It was noted by the Panel there were multiple plant species which are on the Polyphagous Shot-hole borer list. It is suggested an alternative should be provided for these species.	The suggested palette has been reconciled against the latest PSHB list and updated accordingly.
Built Form and Scale	It was suggested it would be beneficial to provide elevation drawings with detail on material finishes to assist the Panel in reviewing this project.	Noted, the design has been further resolved with elevations now provided in the revised submission.
	The Panel recommended incorporating balconies on the two-storey units which would contribute to delivering a better sense of streetscape activation.	At the client's request, balconies were intentionally left off. We have ensured that widows to upper-level bedrooms are generous and provide ample passive surveillance to the street.
	It was noted by the Panel there could be opportunity to consider moving the play space to the north which may be a better outcome as it is currently overshadowed.	With reference to the revised design, the landscape and play spaces have been re-configured in response to the panel's comments.
	It was suggested by the Panel there is potential to add articulation and improve the streetscape elevations by considering the addition of windows to the upper-floor units which face the ancillary dwellings.	As noted, the upper-level 'blank' walls adjacent to ancillary dwellings will be required to meet FRL requirements for party wall/boundary wall construction.
Functionality and build quality	The Panel noted consideration has been given to the servicing of the development; however, this requires further interrogation to ensure functionality and long-term operational efficiency, including provisions for on-site waste collection.	Refer to Waste Management Plan.
	It was suggested active cooling and heating strategies must be identified, particularly regarding the placement and visual integration of condensers to minimise impact on the built form and public realm.	Revised plans have considered the proposed location of external condenser units, visually screened from public view.
	The Applicant was encouraged to consider alternative layouts as the current layout exposes a lot of backs to paths.	Noted, with revised plans indicating a new site layout.
	It was noted by the Panel that the entry for units 2, 3, 17 and 19 could be flipped to avoid entry through the laundry. Entry directly into the living area would be more welcoming.	These have been amended.
Sustainability	The design appears to integrate multiple passive strategies, such as optimal solar access and cross-ventilation. A consolidated sustainability strategy would be beneficial. Commitments on the inclusion of PV systems, EV infrastructure, energy-efficient fixtures, and other readily implementable sustainability measures should be provided.	The revised proposal includes a PV array per unit, as well as an inclusion of site rainwater collection as well as visible rainwater collection/play features to engage with the communal area.

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	Comment was made by the Panel the Applicant is strongly encouraged to commit to solar energy and consider battery power supply to reduce the cost to residents.	A 1.5kW solar array has been added to each dwelling.
	The Panel stated there is an opportunity to optimise cross ventilation throughout the development.	We consider this has been well captured in the current dwelling siting and layouts.
Amenity	It was recommended by the Panel to consider the presentation of back fences as these could be a detractor.	As noted previously, the revised site layout considers this and ensures there are no 'back fences' presenting to the central communal area.
	It was suggested that the location of the seat located at the front fences could be reviewed and relocated slightly away from the fence.	The small seat at the entry point of units 6-10 has been retained to provide a place to sit and take shoes off, meet neighbours, have a coffee as we feel this enhances the connection to community within the site.
Legibility	It was mentioned by the Panel the paths around units 8 and 13 undermine legibility and could be improved.	Noted, refer above commentary around site reconfiguration.
Safety	It was noted by the Panel the paths behind units 8 and 13 do not support Crime Prevention Through Environmental Design (CPTED).	Noted, refer above commentary around site reconfiguration.
Community	Nil	
Aesthetics	It was noted by the Panel it is essential the material and finishes palette should be developed to reference and complement the existing site character and broader context.	Materials and finishes have been chosen for their longevity, limiting ongoing maintenance to the Church/occupants and providing a quality of housing that does not suggest it is 'social or affordable'
	Comment was made it is essential for a good outcome the blank side walls receive careful attention in their material selection.	Our proposal for these walls is to provide a homogenous appearance to the design, one around form and volume as opposed to individual surface treatment.

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Attachment 6 - City of Stirling Officers Assessment

Attachment 6 – City of Stirling Planning Assessment

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

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

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

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposed development demonstrates an appropriate response to both the existing and intended future development context. The provision of one and two storey built form addressing Grand Promenade and Chester Avenue reflects the evolving character of the area and reinforces an urban residential streetscape. The selected colour palette and material finishes are compatible with surrounding development and contribute positively to the locality, supporting a cohesive and integrated sense of place.
2.Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The development incorporates a well considered landscape strategy that enhances the visual amenity and environmental performance of the site. Each dwelling is provided with two small trees, supplemented by additional soft landscaping within street setbacks and communal open spaces to improve streetscape character and resident amenity. The retention of two mature trees, together with the protection of existing street trees, further contributes to the urban canopy and demonstrates an integrated landscape and built form outcome.
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 massing and scale of the proposed development are considered appropriate and responsive to the surrounding context. Building are well-articulated and proportioned, reducing perceived bulk and ensuring compatibility with both the existing built environment and the anticipated future character of the area.
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 development provides safe, legible and efficient access arrangements for pedestrians and vehicles, supported by adequate parking provision.

Attachment 6 – City of Stirling Planning Assessment

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	The layout facilitates intuitive movement throughout the site and supports functional, durable outcomes consistent with long term residential use.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development incorporates sustainable design measures that deliver positive environmental and social outcomes. Passive design responses, energy efficient fixtures and water-wise landscaping reduce resource consumption and enhance occupant comfort.
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 delivers a high level of internal and external amenity for residents through the provision of private courtyards and well designed communal areas. Adequate natural light and ventilation are achieved, and the scale and bulk of the development are managed to reduce unreasonable impacts on neighbouring properties.
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 development exhibits a clear and legible layout, with well defined pathways, entrances and circulation routes both internally and externally. A clearly identifiable entry is accessible from Grand Promenade and Chester Avenue, supported by a pedestrian connection through the site that facilitates safe and intuitive movement.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development incorporates passive surveillance opportunities and minimises potential safety risks associated with vehicle movement. Vehicle circulation areas are designed to allow forward exit to the street, with unobstructed sightlines to reduce conflict between vehicles, pedestrians and cyclists. Subject to the recommended conditions, no significant safety issues have been identified.
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 contributes positively to housing diversity within the locality through the provision of a mix of dwelling types. Passive surveillance from habitable rooms and active interfaces with communal spaces encourage social interaction and support a safe, inclusive residential environment.

Attachment 6 – City of Stirling Planning Assessment

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
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 architectural design incorporates articulated façades, varied materials and complementary colour treatments to reduce visual bulk and enhance streetscape appeal. Large openings and alternating finishes provide visual interest and a contemporary architectural expression aligned with the precinct's character. High quality landscaping further softens the built form and enhances overall visual presentation.

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

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

Commentary on the relevant considerations is provided below:

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) *the aims and provisions of this Scheme and Scheme and any other local planning scheme operating within the Scheme area;*	The proposed Residential (Grouped Dwelling development) is consistent with the objectives of the Residential zoning under the LPS3.
(b) the requirements of orderly and proper planning including scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The City's assessment concludes that the development is consistent with LPS3, and the relevant SPPs and LPPs. Under the City's Draft LPS4 the subject site is proposed to remain Residential R30.
(c) any approved State planning policy;	The development is consistent with SPP 7.0. This assessment is contained in this report. The development is impacted by SPP 5.4 and a Transport Noise Assessment has been prepared by a qualified acoustic consultant outlining the subject to the necessary measures being undertaken, the development should meet compliance with SPP 5.4. Conditions have been recommended to ensure the development satisfies this requirement.
(g) any local planning policy for the Scheme area;	The development is generally consistent with the requirements of the City's Local Planning Policies.
(m) the compatibility of the development with its setting, including –	The massing and scale of the development are considered appropriate for its context.

Attachment 6 – City of Stirling Planning Assessment

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(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 proposal is limited to one to two storeys, which is compliant. The built form is well articulated and proportioned, ensuring compatibility with both the existing and intended future character of the area.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development will not have a significant adverse impact on the character of the locality as the built form is in keeping with emerging character of the locality. The proposed development is appropriate within its setting and positively contributes to the area.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The proposed development exceeds the required proportion of landscaping and trees on site. The City has recommended appropriate condition setting ensuring this is implemented.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	Subject to the recommended conditions, the development provides safe and efficient vehicle access and egress. Access is proposed from both Grand Promenade and Chester Avenue. The vehicle access way has been designed to allow vehicles to enter and exit the site in forward gear, with adequate manoeuvring space provided in accordance with Australian Standards. In relation to parking, the development provides sufficient parking to service the proposed development.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The development comprises 13 grouped dwellings and six ancillary dwellings is residential in nature; therefore, high traffic volumes are not anticipated. The Transport Impact Assessment (Urbii, November 2025) estimates the traffic increase is well below the Western Australia Planning Commission's threshold for further analysis and will not affect traffic flow or safety. Sightline truncations and internal design measures ensure safe access and egress.

Attachment 6 – City of Stirling Planning Assessment

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	The proposal is considered acceptable in relation to traffic generation and road network capacity.
(u) *the availability and adequacy for the development of the following –* (i) *public transport services;* (ii) *public utility services;* (iii) *storage, management and collection of waste;* (iv) *access for pedestrians and cyclists (including end of trip* (v) *access by older people and people with disability;*	The proposed development is accessible via a high frequency public transport bus routes (998 and 999) on Grand Promenade, with the closest bus stop located abutting the subject site. The development provides communal vehicle parking bays. Utility services are available to the development. A Waste Management Plan has been provided and meets the City's requirements. The development provides pedestrian access from the entrance of the site. The development accommodates access. The development provides 'at grade' car parking and universal access design features throughout the site.
(y) any submissions received on the application;	The proposal does not trigger the need for public consultation.
(za) the comments or submissions received from any authority consulted under clause 66;	Consultation to relevant authorities such as Water Corporation has been undertaken as detailed earlier in the report under 'External Referral Agencies'.

<u>Draft Local Planning Scheme No. 4 (LPS4)</u>

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

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The City acknowledges the subject site is proposed to remain Residential R30 (see Figure 1).

Attachment 6 – City of Stirling Planning Assessment

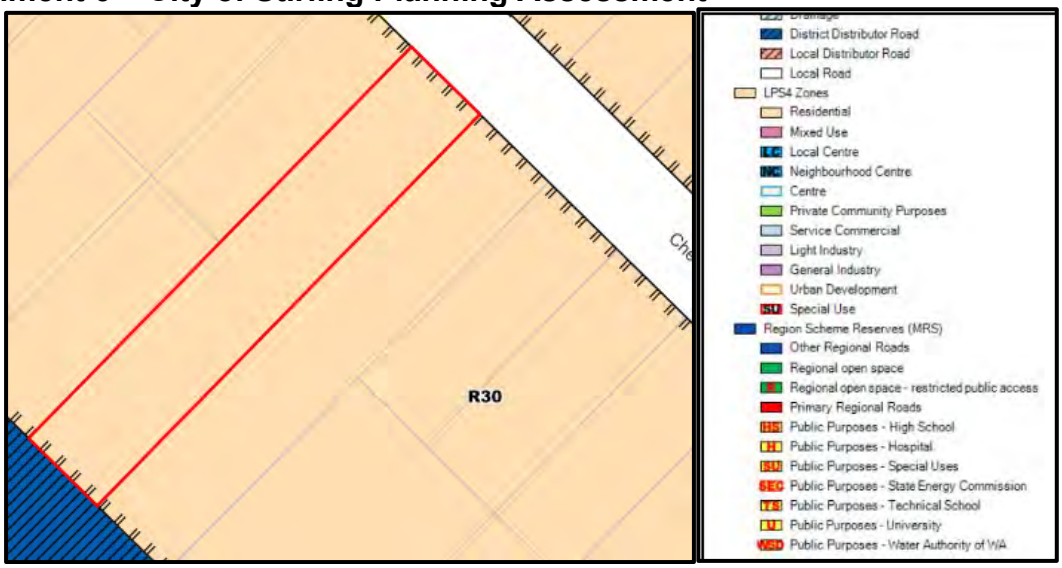

Figure 1 Draft LPS4 Scheme Map and Zoning Legend

Part C – Residential Design Codes (R-Codes)

The proposed development integrates substantial trees and landscaping throughout the site in accordance with the requirements ensuring the delivery of an enhanced landscape outcome and increased canopy across the development.

<u>Section 1.0 - The Garden</u>

<u>1.2 Trees and Landscaping</u>

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.*

Table 1.2a Minimum tree requirements

Dwelling Type	Minimum tree requirements	
Single house (per dwelling)	1 small tree	Where the primary street setback is 1.5m or greater: - frontages less than 20m: 1 small tree in the primary street setback area; or - frontages 20m or greater: 1 small tree in the primary street setback area per 10m frontage[1].
Grouped dwellings (per dwelling)	1 small tree OR 2 small trees where primary garden area is reduced in accordance with C1.1.2	

Figure 2 Minimum tree requirements as per R-Codes

- Minimum number of trees for the whole development = 25 small trees
  - Four small trees at each street frontage, totalling eight small trees.
  - An additional small tree per dwelling, 13 small trees
  - Four small trees in the car parking area

- Proposed 80 trees, including the retention of two mature trees which fall under the category of medium trees has per table 1.2b tree size and deep soil area.

<u>Section 3 – Neighbourliness</u>

<u>3.3 Street Setbacks.</u>

C3.3.1 *Buildings are set back from the street boundary in accordance with Table 3.3a.*

Table 3.3a Minimum setback of buildings from the street

Street type	R30	R35	R40	R50	R60	R80
Primary street	4m	4m	3m	2m	2m	2m
Secondary street	1.5m	1.5m	1m	1m	1m	1m
Adjoining communal street	0.5m					
Adjoining laneway or right-of way where it is the primary street to the dwelling[1]	2m					
Adjoining laneway or right-of way	0.5m					

*R80 Code standards apply to **single houses** and **grouped dwellings** in areas coded R100, R160 and RAC.*

*Where road widening is required, **street setbacks** are to be calculated from the adjusted **street boundary**.*

[1] *Does not apply to **ancillary dwellings**.*

Figure 3 Minimum street setback requirements as per R-Codes

Dwelling 3A and 13 have nil setbacks from the communal street in lieu of the required 0.5m.

Although Dwellings 3A and 13 propose a nil setback to the communal street (in lieu of the required 0.5m), the variation is considered acceptable having regard to the lot configuration and the function and character of the internal street. The communal street operates as a low-speed residential environment with a pedestrian path and landscape treatment along the street edge, and the nil setback assists in defining a clear and consistent edge to the internal street while retaining functional private outdoor areas behind the wall. The nil setback does not compromise pedestrian access, safety clearances, servicing or essential infrastructure requirements.

Given the nil setback, the design response focuses on minimising visual impact to that portion of the communal street and pedestrian route. The wall is to be finished to an equivalent standard to the remainder of the development. On balance, the proposal provides an appropriate response to the internal street context and achieves the intent of Design Principles P3.3.1 and P3.3.2, notwithstanding the variation to the minimum 0.5m communal street setback.

<u>3.4 - Lot boundary setbacks</u>

C3.4.4 *Boundary walls may be built in accordance with Table 3.4b provided:*

i. boundary walls are located behind the street setback;
ii. overshadowing does not exceed the limits of C3.9.1, C3.9.2 and C3.9.3; and
iii. they are finished to an equivalent standard to the rest of the development.

Table 3.4b Lot boundary setbacks

R-Coding	Maximum boundary wall height	Maximum boundary wall length
R30 – R35	3.5m	Maximum two-thirds the length of the **lot boundary** the **wall** abuts, measured from behind the **street setback line**. Applicable up to two lot boundaries.
R40 and above	3.5m	Maximum two-thirds the length of the **lot boundary** the **wall** abuts, measured from behind the **street setback line**. Applicable to all lot boundaries.

Figure 4 Lot boundary setback requirements as per R-Codes

Attachment 6 – City of Stirling Planning Assessment
Variation proposed:

- Unit 1A and 11A have a portion of their boundary wall exceeding the maximum 3.5m (see Figure 5).

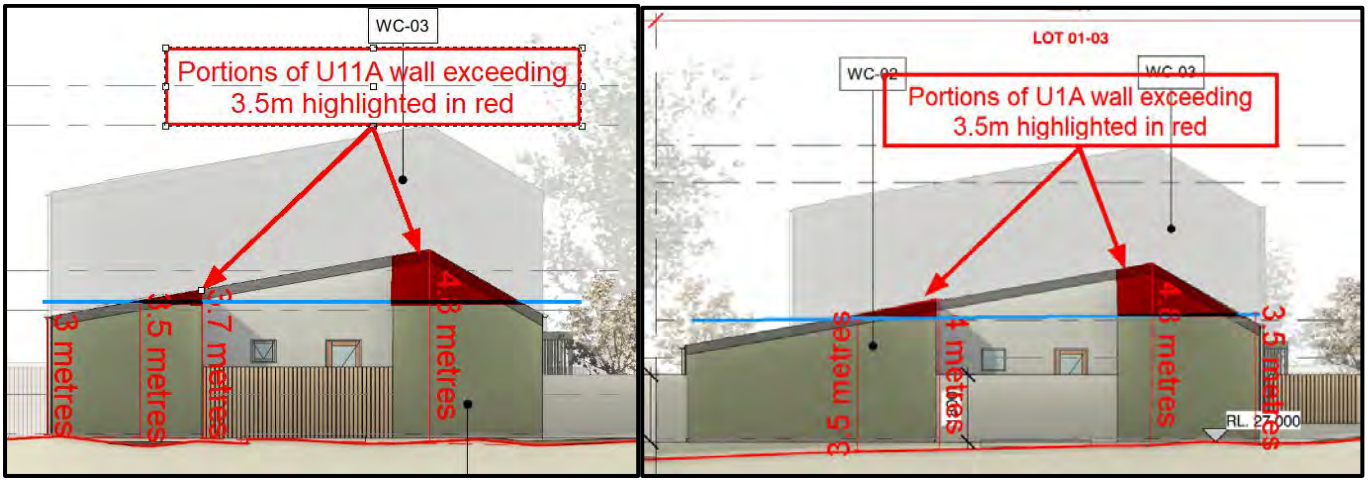

Figure 5 portions of wall exceeding the permitted boundary wall height

Notwithstanding the proposed variation, the development is considered to satisfy the intent of Design Principles P3.4.1 to P3.4.4. The varied portions of boundary wall are limited in extent and location, are positioned behind the street setback and do not adversely present to the street, reinforcing the established streetscape character and remaining consistent with the existing and desired built form local character.

The proposal also maintains an appropriate transition to adjoining residential properties, noting the variation relates only to a portion of the boundary wall rather than the whole boundary wall. Unit 1A's boundary wall abuts the neighbour's driveway and existing boundary wall as depicted in Figure 6, where the adjoining interface is already characterised by hardstand and boundary treatment rather than active outdoor living areas, noting this the extent of neighbour impact can be considered acceptable.

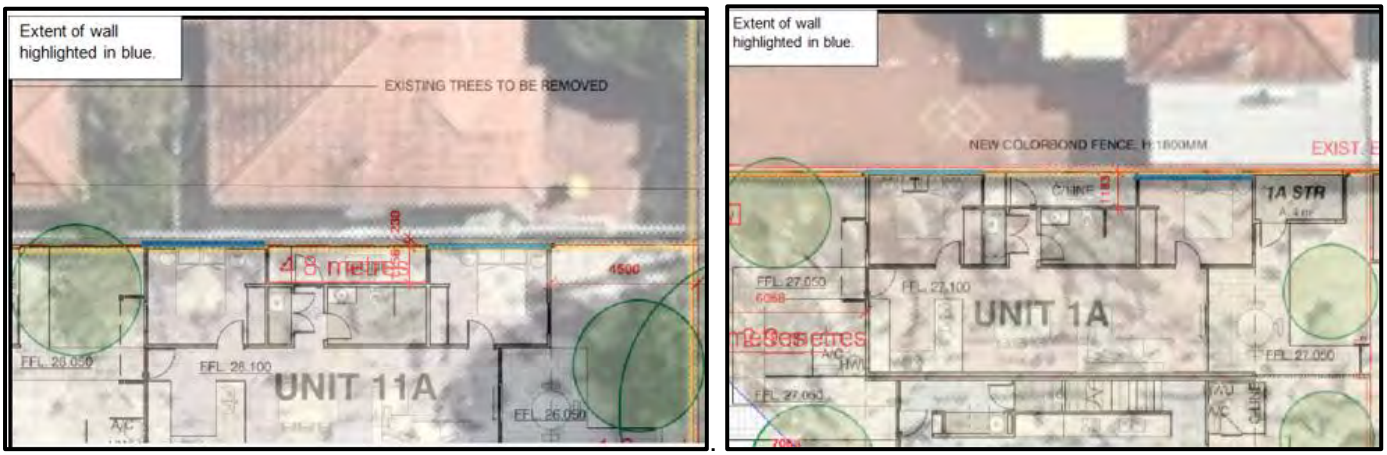

Figure 6 portions of wall abutting adjoining properties (326 Grand Promenade and 21 Chester Avenue)

In terms of amenity, the varied boundary wall elements do not result in unreasonable impacts to solar access, natural ventilation or privacy, with the relevant portions arranged to avoid overlooking. The sections of wall where the variation is proposed for Unit 11A does not abut active habitable spaces as depicted in Figure 6, further reducing potential amenity impacts. Additionally, the wall is located along the north-western boundary and the resulting impact to solar access on neighbouring properties is considered acceptable.

The limited boundary wall elements enable more efficient site planning outcomes by consolidating built form and retaining functional primary garden areas, and importantly the wall has been broken up such that only a

portion as depicted in Figures 5 and 6, exceeds the 3.5m maximum length, which reduces perceived bulk and assists in limiting impacts on neighbouring properties. On balance, the proposal achieves an appropriate built form outcome and satisfies the intent of the design principles.

3.6 - Streetscape

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).*

Variation proposed:

- Dwellings 1A, 2A and 3A - porch with 1m x 2.7m
- Dwellings 4 & 5 have no porch
- Dwellings 11A, 12A & 13A – porch with 1m x 2.7m

Whilst some dwellings do not meet the deemed to comply requirements of C3.6.3, the proposal is considered to satisfy the intent of the Design Principles. Dwellings 1A, 2A, 3A, 11A, 12A and 13A provide covered porch structures which, while having a reduced minimum dimension of 1.0m in depth, offer effective weather protection to dwelling entries and clearly define the building frontage. Dwellings 4 and 5 do not incorporate traditional porch structures; however, the pedestrian access to the dwelling entry is positioned directly to a communal undercover area which allows for weather protection.

Attachment 7a - Applicant's Response to Request for Further Information

City of Stirling
18 Mar 2026
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PTS
TOWN PLANNING

PO Box 538, Inglewood
Western Australia 6932

0411 445 031
peter@ptsplanning.com.au

www.ptsplanning.com.au

ABN - 32 603 168 850

Our Ref: J000533
Your Ref: DA25/1830
DAP Ref: DAP/25/03027

18 March 2025

Meron Nega
Senior Planning Officer
City of Stirling
25 Cedric Street
Stirling WA 6021

Dear Meron

322A AND 322B (LOTS 28 AND 29) GRAND PROMENADE, DIANELLA – RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to your letter dated 20 February 2026 and have enclosed amended plans to address the matters raised and our responses below.

Restrictions on Title

The plans have been amended to include the easement burden which has resulted in the building and storerooms being moved off the boundary to reflect the easement burden. It is noted that the easement is very small and reflects the brick encroachment on the adjoining property. The amendments to the plans has been enabled by an alternate party wall design which reduces the width of the party wall enabling the building to be moved off the boundary to reflect the easement.

In relation to the easement and the construction methodology, this will be further developed during detailed design, and it is noted that there is an obligation to both maintain the easement and to protect the adjoining wall during construction.

Part C of the Residential Design Codes

<u>3.2.1 - Clause 1.2 Trees and landscaping</u>

We acknowledge the provision for lighting to pathways and vehicle access areas within the communal street to ensure safe and legible movement throughout the site. The detailed lighting plan for the site will form part of the next stage of design being the detailed design stage and therefore we consider it appropriate to condition any approval to require a lighting plan.

<u>3.2.2 - Clause 2.1 Size and layout of dwellings</u>

The plans have been amended to show circulation spaces of 900mm in front of the storerooms. The storeroom doors open on the greater dimension, and a note has been added to the individual lot plans to state that the storerooms with a reduced dimension are to include doors for a minimum 80 per cent of the length.

City of Stirling
18 Mar 2026
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3.2.3 - Clause 2.2 Solar access and natural ventilation

The plans have been amended to include the sill height and head height of the windows and doors to show the size of the windows. The elevations show the size of the windows. Additionally, as some of the windows are obscured by fencing or other structures on the elevations and a note has been added to the individual lot plans to state that all habitable rooms windows to exceed 10% of the habitable internal room floor area.

3.2.4 - Clause 2.4 Parking: Visitor parking

The R-Codes do not require any occupant parking and 5 visitor bays. The development plans provide 6 visitor bays. Of the occupant bays, 5 are allocated to specific units and 3 bays will be unallocated occupant bays. The various bays will be signposted.

Given the compliance with the R-Codes, we do not see a need for a car parking management plan.

3.2.5 - Clause 3.7 Access

The plans have been amended to provide a turnaround bay on each side of the car parking areas.

4.1 Engineering Services

The plans have been amended to provide a side setback of 1.15 metres to the eastern side boundary from the Grand Promenade crossover.

With respect to the width of the crossover, the plans have been amended to provide a 5.31 metre width. We have obtained advice from the project traffic consultant who advises that:

"I acknowledge the City's advice regarding the need to offset the crossover from the side boundary to address sightline constraints associated with the boundary wall. I also acknowledge that, under the R-Codes, a minimum driveway width of 5.5 m at the street boundary is typically sought where access is provided to a Primary Distributor or Integrator Arterial Road to enable a passing opportunity at the frontage.

From an operational perspective, I consider a crossover width of 5.325 m to be acceptable in this instance.

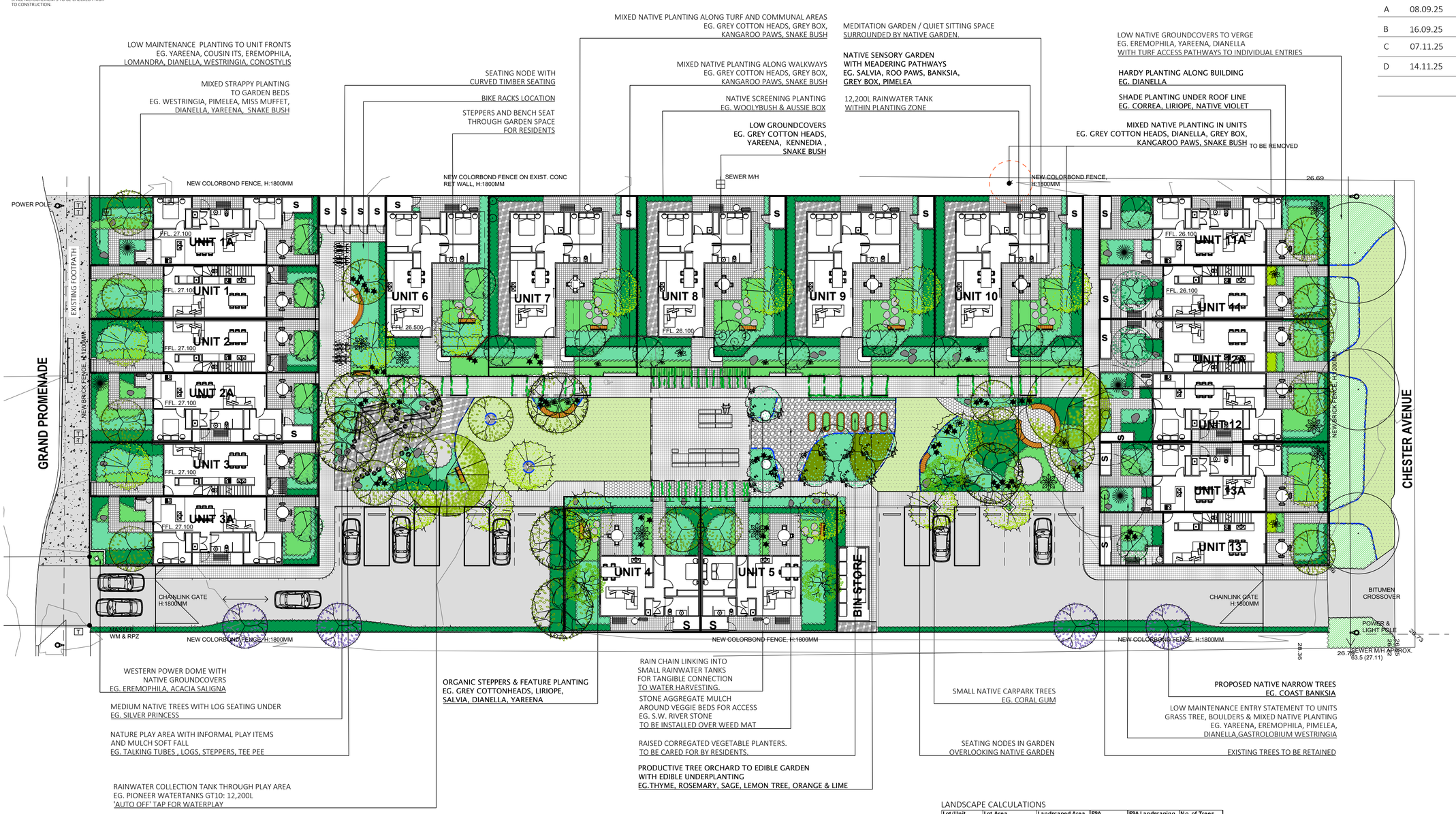
For reference, AS/NZS 2890.1 indicates that, for a Class 1A parking facility serving fewer than 25 parking spaces on an arterial frontage road, an Access Facility Category 1 driveway applies. Under Table 3.2, the corresponding combined driveway width is 3.0 m to 5.5 m. On that basis, a 5.31 m crossover remains within the AS2890.1 range for a compliant combined access driveway.

Accordingly, while the proposal does not achieve the 5.5 m width typically sought under the R-Codes at the street boundary, it is my view that a 5.31 m crossover should still be sufficient to allow two passenger vehicles to pass one another at low speed within the access throat, particularly given the shortfall is minor.

Attachment 7b - Landscaping Plans prepred by Kdla Kelsie Davies Landscape Architecture

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	08.09.25	ALC	KD	LANDSCAPE CONCEPT DESIGN
B	16.09.25	ALC	KD	LANDSCAPE CONCEPT DESIGN
C	07.11.25	ALC/KD	KD	LANDSCAPE CONCEPT DESIGN - UPDATED
D	14.11.25	AC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED



REFER TO PAGE 100 FOR PLANTING SCHEDULE, IMAGES AND NOTES

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

City of Stirling
3 December 2025
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LANDSCAPE CALCULATIONS

Lot/Unit	Lot Area	Landscaped Area	FSA	FSA Landscaping	No. of Trees
1A	146m2	38m2 (26%)	40m2	29m2 (19.8%)	2
1	114m2	36m2 (32%)	35m2	25m2 (71%)	2
2	114m2	36m2 (32%)	35m2	25m2 (71%)	2
2A	146m2	39m2 (27%)	40m2	34m2 (85%)	2
3	114m2	37m2(32%)	35m2	25m2 (71%)	2
3A	146m2	44m2 (30%)	40m2	28m2 (70%)	2
4	170m2	77m2 (45%)	N/A	N/A	3
5	170m2	77m2 (45%)	N/A	N/A	3
6	170m2	50m2 (29%)	N/A	N/A	2
7	247m2	108m2 (44%)	N/A	N/A	3
8	247m2	108m2 (44%)	N/A	N/A	3
9	247m2	108m2 (44%)	N/A	N/A	3
10	247m2	108m2 (44%)	N/A	N/A	4
11A	146m2	42m2 (29%)	29m2	15m2 (50%)	2
11	114m2	26m2 (23%)	34m2	21m2 (61%)	2
12A	114m2	26m2 (23%)	29m2	15m2 (50%)	2
12	146m2	43m2 (29%)	34m2	21m2 (61%)	2
13A	146m2	42m2 (29%)	29m2	15m2 (51%)	3
13	114m2	25m2 (22%)	34m2	21m2 (61%)	2
Common Area	1846m2	703m2 (38%)	N/A	N/A	34
Total:	4955m2	1773m2 (35%)	414m2	(274m2) 66%	80

LEGEND
TREES

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE RETAINED

SELECTED LARGE NATIVE TREES
EG. COASTAL BLACKBUTT
CANOPY: 8m

SELECTED MEDIUM FEATURE TREES
EG. SILVER PRINCESS
CANOPY: 6m

SELECTED MEDIUM FEATURE TREES
EG. CORAL GUM
CANOPY: 5m

SELECTED MEDIUM TREES
EG. FUSHIA GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. BANKSIA INTERFOLIA
CANOPY: 4m

SELECTED SMALL TREES
EG. NATIVE FRANGIPANI
CANOPY: 4m

SMALL NATIVE CARPARK TREES
EG. LITTLE GHOST GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. CITRUS TREE / FEIJOA
CANOPY: 3m

SELECTED SMALL TREES
EG. HAKEA
CANOPY: 3-4m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. GRASS TREE, ROO PAWS, BANKSIA MENZI DWARF

SELECTED CLIMBER ON TRELLIS

PLANTING

VERGE PLANTING (3/M2)
LOW NATIVE GROUNDCOVERS

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE PLANTING

PLANTING TYPE 05
VEGETATBLE PLANTING

SELECTED LAWN SPECIES
EG. SOFT LEAF BUFFALO

ORGANIC MULCH
EG. WOODCHIP MULCH

PAVEMENTS

DRIVEWAY (BY BUILDER)
TYPE TBC

PEDESTRAIN PAVING (BY BUILDER)

PERMEABLE PAVING
(BY BUILDER)

INFORMAL PATHS AGGREGATE MULCH
EG. S.W.RIVERSTONE (BY BUILDER)

SELECTED STEPPERS
EG. ORGANIC ROUNDS

LEGEND
MISCELLANEOUS

SELECTED COMMUNAL FURNITURE
TIMBER/ RAMMED EARTH BENCH SEATS

INFORMAL NATURE PLAY ITEMS
EG. LOGS, STEPPERS, TEE PEE

BOULDERS
EG. GRANITE / LIMESTONE

RAISED CORRUGATED ALUMINUM
VEGETABLE PLANTERS (BY BUILDER)

SELECTED TURF EDGE RESTRAINT
(BY BUILDER)

RAINTANKS WITH AUTOTAPS
EG. PIONEER WATERTANKS GT10: 12,200L

kdla. kelsie davies landscape architecture
DALE ALCOCK PROJECTS
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

LANDSCAPE CONCEPT DESIGN

JOB No. 0590 PAGE 101 REV D

0 1 2 4 6 10 20m
SCALE 1:200 @A1

DIANELLA WOMENS GROUPED HOUSING
LANDSCAPE CONCEPT PLAN

DALE ALCOCK PROJECTS
322 GRAND PROMENADE, DIANELLA

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City of Stirling
3 December 2025
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REV	DATE	DWN	APP	DESCRIPTION
A	08.09.25	ALC	KD	LANDSCAPE CONCEPT IMAGES
B	07.11.25	AC	KD	LANDSCAPE CONCEPT IMAGES

SELECT PLANTING IMAGES

TREES

EUCtod

EUCcae

HYMfla

EUCvic

BANint

EUCfor

HAKlau

CITlim

CITsin

ACCsel

XANpre

BANmen

ANIfla

ANIfla

SHRUBS

SALcoc

GAScap

PIMfer

PITmis

ADEcyg

SYZora

OLEaxi

WESgre

WESaus

NATIVE GRASSES

CONcan

DIArev

DIAeme

ANIfla

SHADE PLANTING

LOMtan

CORdus

HIBsca

LIRjus

VIOhed

GROUNDCOVERS & CASCADING

CAScou

ADEcun

ACAsal

HEMpun

ROSoff

EREblu

GREgin

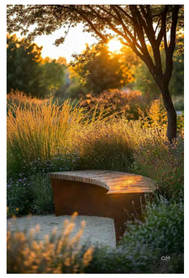
KENpro

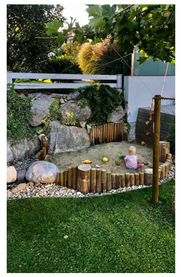
MYOpar

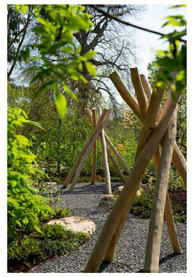
HARwhi

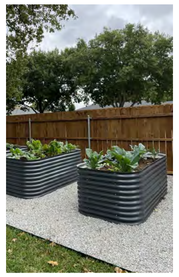
HIBsca

LANDSCAPE INSPIRATION AND ELEMENTS









PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
ACCsel	Acca sellowiana	Feijoa	As Shown	100L
BANint	Banksia interfolia	Coast Banksia	As Shown	100L
CITlim	Citrus limon	Eureka Lemon	As Shown	100L
CITsin	Citrus sinensis	Washington Navel	As Shown	100L
EUCcae	Eucalyptus caesia	Silver Princess	As Shown	100L
EUCfor	Eucalyptus forrestiana	Fushia Gum	As Shown	100L
EUCtod	Eucalyptus todtiana	Coastal Blackbutt	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HAKlau	Hakea laurina	Pin Cushin Hakea	As Shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As Shown	100L
Groundcovers and Cascading:				
ACAsal	Acacia saligna prostrate	Springtime Cascade Wattle	2/m2	140mm
ADEcun	Adenanthos cuneatus	Coral Carpet	2/m2	140mm
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
HEMpun	Hemiandra pungens	Snake Bush	2/m2	140mm
KENpro	Kennedia prostrata	Running Postman	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
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Grasses, Herbs, Rushes & Sedges:				
CONcan	Conostylis candicans	Grey Cottonheads	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
LIRjus	Liriope "Just Right"	Just Right	3/m2	200mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
LOMnya	Lomandra 'Nyalla'	Nyalla	3/m2	200mm
Shrubs:				
ADEcyg	Adenanthos cygnorum	Common Woolybush	3/m2	140mm
GAScap	Gastrolobium capitatum	Bacon and Eggs	3/m2	200mm
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
RHIAori	Rhaphiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/m2	200mm
SALcoc	Salvia coccinea	Scarlet Salvia	3/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
xref	Correa "Dusky Bells"	Dusky Bells	3/m2	140mm
DIARoit	Darwinia citriodora	Darwinia	2/m2	140mm
DICrep	Dichondra repens	kidney plant	3/m2	140mm
LIRjus	Liriope "Just Right"	Just Right	3/m2	140mm
MYOpor	Myoporum parvifolium 'Yareena'	Yareena	2/m2	200mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
ANIfla	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L
BANmen	Banksia menziesii "dwarf"	Menzies Banksia Dwarf	As Shown	12L
STReg	Strelitzia reginea	Bird of Paradise	As Shown	12L
XANpre	Xanthorrhoea preissii	Grass Tree	As Shown	MTP
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L
Climbing Plants:				
HARwhi	Hardenbergia violaceae 'White Out'	White Native Wisteria	As Shown	140mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	As Shown	140mm

NOTES

1. GENERAL

1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.3 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 RAISED PLANTER AREAS AND POTS SHALL BE INSTALLED WITH APPROPRIATE DRAINAGE CELL, AGGREGATE AND GEOTEXTILE MEMBRANE BELOW SOIL.
2.5 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.5 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.6 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.7 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.8 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.9 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).

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DALE ALCOCK PROJECTS

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LANDSCAPE CONCEPT DESIGN

JOB No. 0590 PAGE 100 REV B

DIANELLA WOMENS GROUPED HOUSING
LANDSCAPE CONCEPT IMAGES

DALE ALCOCK PROJECTS
322 GRAND PROMENADE, DIANELLA

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Attachment 7c - Transport Impact Statment prepared by Urbii

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City of Stirling
3 Dec 2025
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322 Grand Promenade, Dianella

Proposed Residential Development

TRANSPORT IMPACT STATEMENT

Prepared for:

Dale Alcock Projects

November 2025

322 Grand Promenade, Dianella

Prepared for: Dale Alcock Projects
Prepared by: Paul Ghantous
Date: 20 November 2025
Project number: U25.090

City of Stirling
3 Dec 2025
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Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.090.r01	18/09/25	Paul Ghantous	FINAL	Dale Alcock Projects
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Dale Alcock Projects with regards to the proposed residential development, located at 322 Grand Promenade, Dianella.

The subject site is situated on the north-eastern side of Grand Promenade and extends to Chester Avenue, as shown in Figure 1. The site is presently vacant (Figure 2) and is surrounded by a mix of residential, education, commercial and retail land uses. Dianella Plaza Shopping Centre is accessible within 500m walking distance to the north.

It is proposed to develop the site into a residential development, delivering 19 grouped dwellings.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

Figure 1: Subject site

Figure 2: Existing site

Source: Google Streetview Image

2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being "moderate impact" (Figure 3). A Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

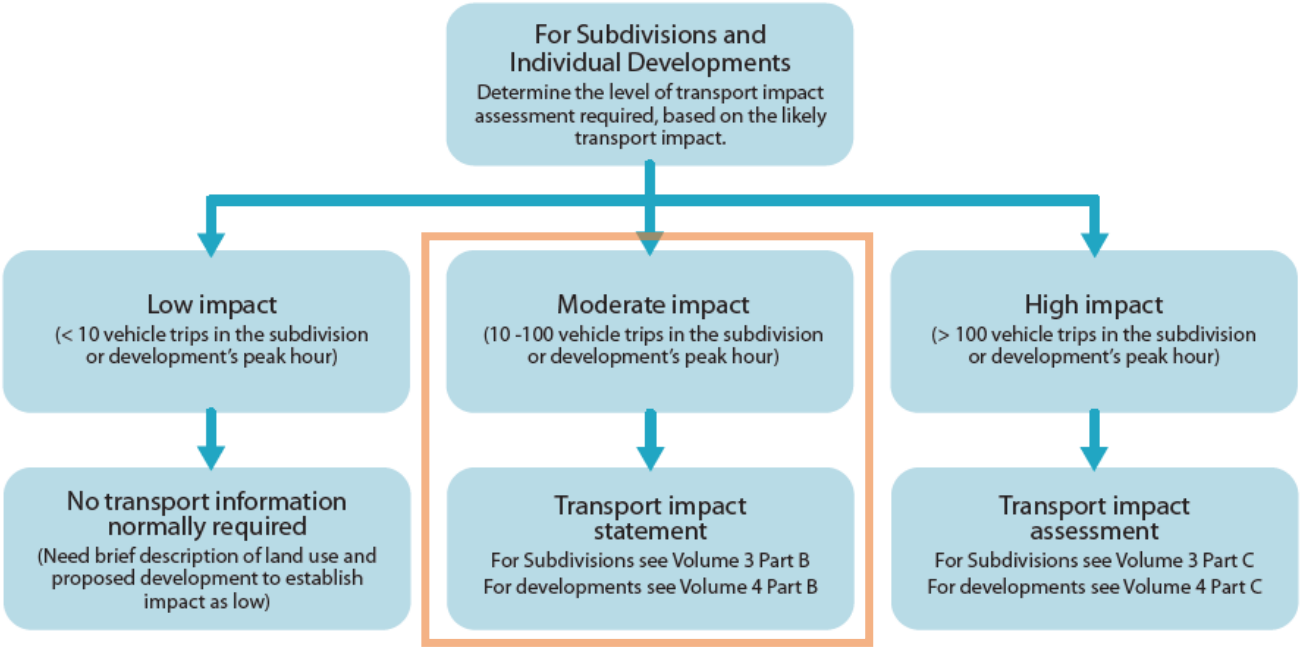

Figure 3: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for a grouped dwelling residential development, comprising:

- A total of 19 residential dwellings;
- 10 resident car parking bays;
- 6 visitor car parking bays;
- 12 bicycle parking spaces for the shared use of residents and visitors;
- Communal resident facilities including playground, undercover recreation area, barbeque and garden; and,
- A centralised bin store for the development.

Vehicle access to the site is proposed via one crossover on Grand Promenade and one crossover on Chester Avenue. Waste collection will be undertaken onsite within the car park.

People walking and cycling will access the development from the external path network abutting the site.

The proposed development plans are included for reference in Appendix A.

4 Vehicle access and parking

4.1 Existing vehicle access

Existing vehicle access to the site is via one left-in/left-out crossover on Grand Promenade and one full-movement crossover on Chester Avenue (Figure 4).

Figure 4: Existing vehicle access

4.2 Proposed vehicle access

As detailed in the proposed development plans and in Figure 5, it is proposed to retain and use the existing crossovers on Grand Promenade and Chester Avenue for vehicle access to the site.

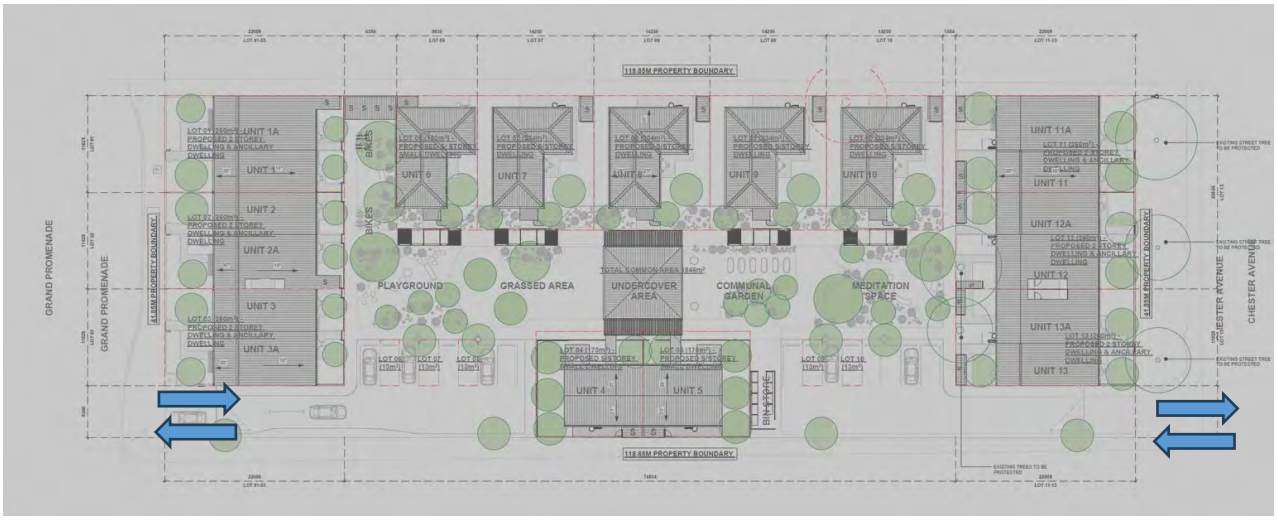

Figure 5: Proposed vehicle access

Each crossover will provide access to a car parking area delivering 8 bays. No internal connection is provided between the crossovers, to reduce the risk of rat running external traffic through the site.

The development driveways employ a variety of road surface textures and colours to calm the speed of motorised traffic. Flush walking paths are integrated into the driveways. Space for walking and cycling is shared with motorised traffic, to make the internal roadway easy to cross and to create opportunities for flexible use of the space by residents.

There is a functional driveway and parking aisle width varies between a maximum of 5.8m, narrowing to 4.5m wide in some locations. Each driveway is expected to carry a maximum of 5 vehicles per hour during peak hours, with less traffic during off-peak periods.

The proposed vehicle access arrangements and driveway widths are considered sufficient to accommodate the low traffic volumes generated by the development.

4.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite bays are 2.4m wide by 5.4m long and an aisle width of 5.8m has been provided. A 1m blind aisle extension is provided at the end of the car park.

4.4 Parking requirements

Reference was made to Residential Design Codes for applicable parking requirements. Advice provided to Urbii indicates the site is in 'Location A,' with the applicable parking rates set out in Table 1.

Table 1: R-Codes Volume 1 – Part C: Residential parking rates

Occupant car parking	**Location A**	**Minimum parking space(s)** (per dwelling)	**Maximum garage and carport parking** (per dwelling)
	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	0	1
	2 bedroom dwelling	0	2
	3+ bedroom dwelling	1	2
	Location B	**Minimum parking space(s)** (per dwelling)	**Maximum garage and carport parking** (per dwelling)
	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	1	1
	2 bedroom dwelling	1	2
	3+ bedroom dwelling	1	2
Visitor carparking	**Number of dwellings**	**Minimum Parking**	
	0-4 dwellings	No visitor car parking required	
	5-8 dwellings	1	
	9-12 dwellings	2	
	13 or more dwellings	3, plus 1 additional space per four dwellings or part thereof	
Motorcycle /scooter parking (multiple dwellings only)	0-19 dwellings	No motorcycle/scooter parking required	
	20 or more dwellings	One motorcycle/scooter space for every 10 car parking spaces	

*Minimum parking applies to all types of parking on site including (but not limited to) **garages, carports**, uncovered spaces, undercroft and **basement** parking.*

*Maximum carparking applies to **garages** and **carports**. Additional parking may be provided as uncovered spaces, undercroft or **basement** parking.*

LOCATION A – includes all land located within:

- *800m **walkable catchment** of a train station on a **high-frequency** rail **route**;*
- *250m walkable catchment of a transit stop:*
  - *on a high-frequency transit route; or*
  - *that has multiple transit routes, that when combined stop every 15 minutes during weekday peak periods (7am – 9am and 5pm – 7pm); or*
- *the defined boundaries of an **activity centre**.*

LOCATION B – includes all land that is not within Location A.

The parking requirements for the development are presented in Table 2.

Table 2: Development parking requirements

Parking	Min	Max
Ancillary dwelling	0	0
Studio and 1 bedroom dwelling	0	2
2-bedroom dwelling	0	34
3+ bedroom dwelling	0	0
Total occupant car parking	**0**	**36**
Visitor car parking	5	
Total car parking	**5**	**41**

4.5 Parking supply

The proposed development provides the following parking allocation:

- 10 car parking spaces for residents.
- 6 car parking spaces provided onsite for visitors.

The proposed car parking supply is sufficient to meet the needs of the development and is compliant with the requirements of the R-Codes.

5 Provision for service vehicles

The proposed development is residential in nature and will not generate significant delivery and other service vehicle traffic.

Waste collection will be facilitated internally within the car park accessed from Chester Avenue. The City's waste department has advised they are able to provide an onsite collection service. Waste vehicles will reverse into the car park from Chester Avenue. Chester Avenue is a minor access road carrying local traffic only. Therefore, no issues are anticipated with reversing waste trucks into the site.

Australian Standard AS2890.2 *Off-street commercial vehicle facilities*, permits a maximum of one reversing manoeuvre (entry or exit) from a minor road, subject to permission from the relevant authority:

> **3.2.3.2 Minor road access**
>
> Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic.
>
> NOTE The AV vehicle class is the largest vehicle to be considered for reverse manoeuvres.
>
> The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road.

Swept path analysis was undertaken using the City's waste vehicle template, detailed in Figure 6. Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

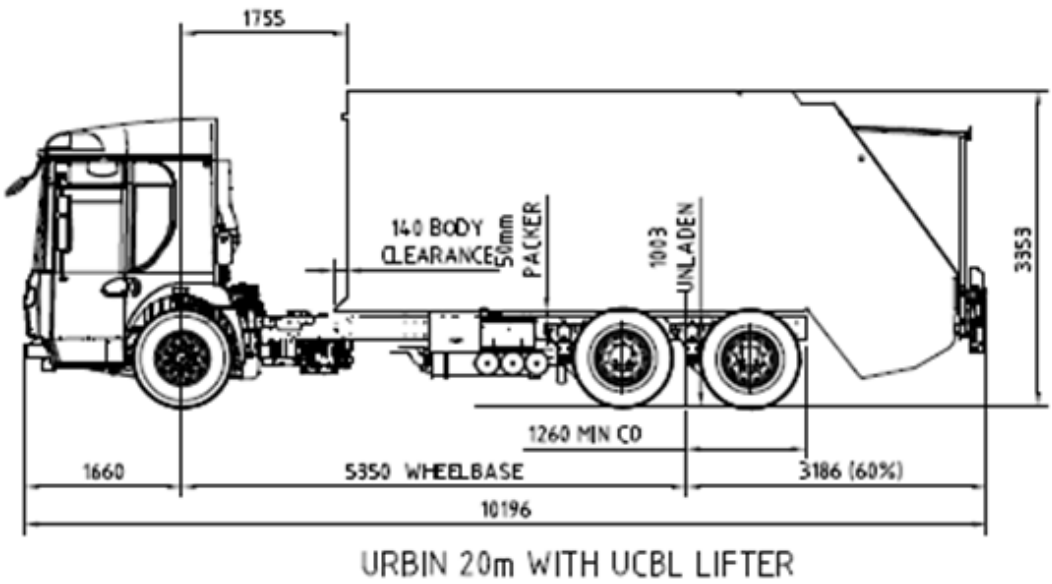

Figure 6: City of Stirling waste truck

6 Hours of operation

For most residential developments, the peak traffic hours typically coincide with the weekday commuter AM and PM peak hours on the surrounding road network.

The weekday AM peak hour in the Perth Metropolitan Area usually occurs between 7am to 9am and the weekday PM peak hour occurs between 4pm to 6pm. The peak hours for the proposed development are expected to coincide with these times.

7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- RTA *Guide to Traffic Generating Developments (2002);*
- RTA TDT 2013/04a; and
- RTA NSW *Guide to Transport Impact Assessment* 2024.

The trip generation rates adopted are detailed in Table 3.

Table 3: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	TfNSW - Medium density residential building	5	0.5	0.5	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 4. The proposed development is estimated to generate a total of 95 vehicles per day (vpd), with 10 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 4: Traffic generation – Weekday AM and PM peak hours

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	19	95	10	10	3	7	7	3

7.2 Impact on surrounding roads

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

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

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is acceptable.

8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Grand Promenade

Grand Promenade near the subject site is an approximately 20m wide, four-lane divided road. A 5m wide raised and kerbed median is provided, with integrated tree planting and street lighting. Paths for walking and cycling are provided on both sides of the road.

Grand Promenade is classified as a *Distributor A* road in the Main Roads WA road hierarchy (Figure 7) and operates under a speed limit of 60km/h (Figure 8). Distributor A roads are the responsibility of Local Government and are primarily for high capacity traffic movements between industrial, commercial and residential areas (Figure 9).

Traffic data obtained from Main Roads WA indicates that Grand Promenade carries 16,500 vehicles per day.

8.1.2 Chester Avenue

Chester Avenue near the subject site is an approximately 7m wide, two-lane undivided road. No footpath is provided within the road reservation.

Chester Avenue is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 7) and operates under a speed limit of 50km/h (Figure 8). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 9).

No traffic data was available at the time of preparation of this report. However, access roads typically carry under 3,000 vehicles per day.

Figure 7: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

Figure 8: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 9: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

The subject site has access to multiple bus services within walking distance, as detailed in Table 5.

Table 5: Bus routes servicing the subject site

Route Number	Route Description
67	Perth - Mirrabooka Bus Stn via Beaufort St & Grand Promenade (Figure 11)
998 (High Freq)	CircleRoute – Clockwise (Figure 12)
999 (High Freq)	CircleRoute - Anti-Clockwise (Figure 12)

Public transport services provide a viable alternative mode of transport for residents and visitors to the proposed development.

The closest bus stops are located on Grand Promenade, less than 100m walk from the site (Figure 10). Bus services provide excellent coverage and connectivity to the rail network.

Access to the high frequency circle routes is available within walking distance of the site. The existing public transport network plans are shown in Figures 11 & 12.

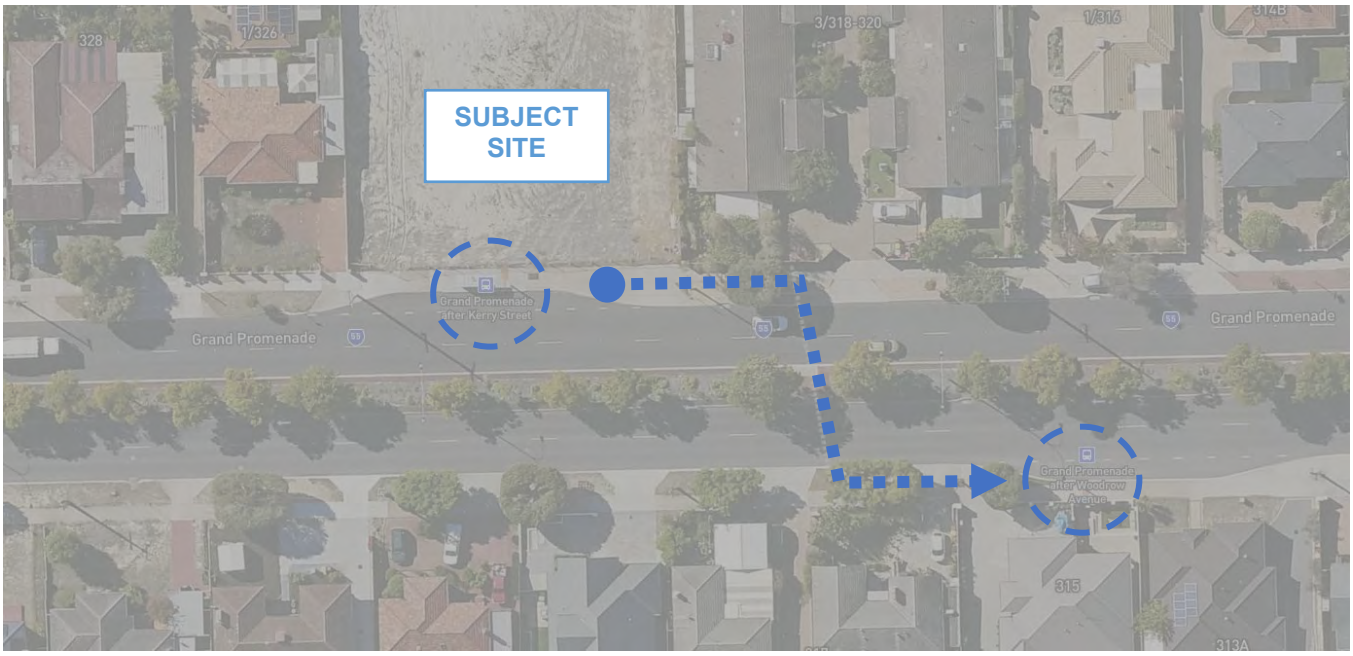

Figure 10: Closest bus stops serving the proposed development

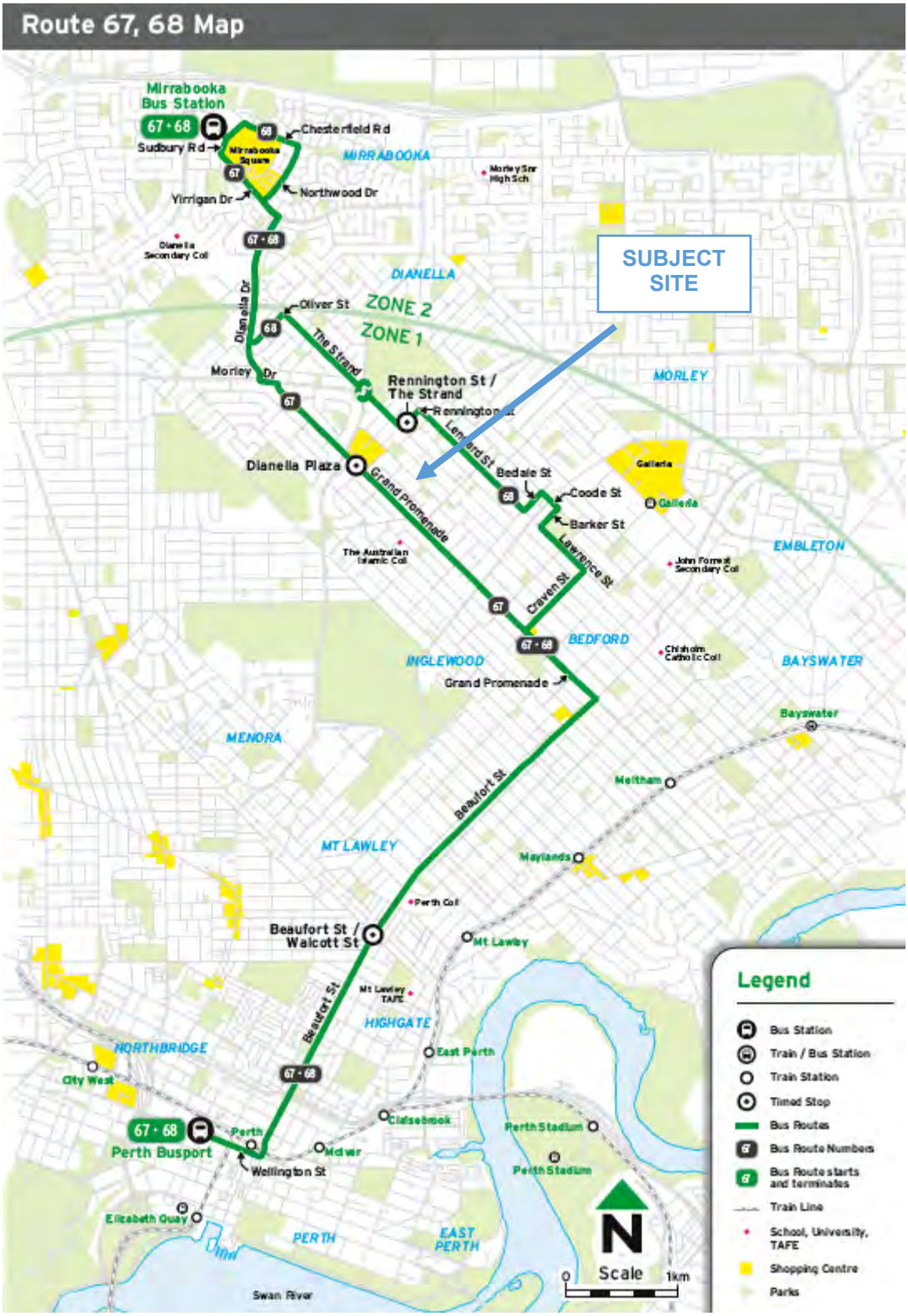

Figure 11: Transperth public transport plan (routes 67)

Source: Transperth

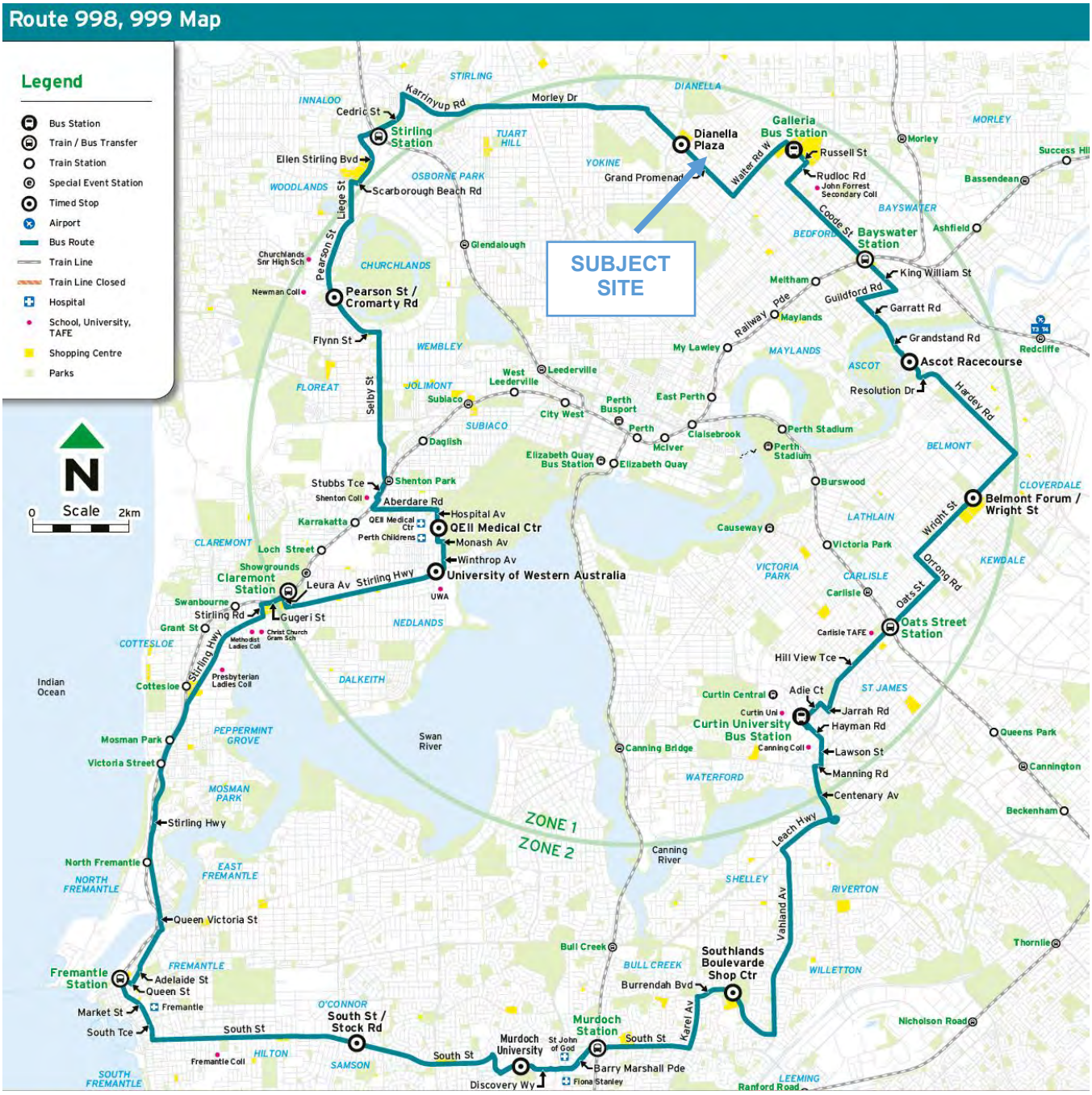

Figure 12: Transperth public transport plan (routes 998 & 999)

Source: Transperth

10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

A footpath is provided on both sides of Grand Promenade adjacent to the subject site. Pedestrian crossing facilities, including kerb ramps are provided at nearby intersections, which promote improved access for bicycles, wheelchairs, and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 6.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 6: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

The proposed development provides an extensive internal path network which connects between the dwellings, communal facilities, car parking, and external road reservations.

11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 13.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Figure 13: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 14. Grand Promenade and Chester Avenue do not form part of the LTCN. People can cycle on the road and less confident people can legally cycle on the footpath.

Primary Route Status	Secondary Route Status	Local Route Status
Existing (Adequate)	Existing (Adequate)	Existing (Adequate)
Existing (Needs Some Improvement)	Existing (Needs Some Improvement)	Existing (Needs Some Improvement)
Existing (Needs Significant Improvement)	Existing (Needs Significant Improvement)	Existing (Needs Significant Improvement)
Non-Existing (Inadequate)	Non-Existing (Inadequate)	Non-Existing (Inadequate)

Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN)

The Strava cycling heatmap tool shows that Grand Promenade and Alexander Drive are relatively popular cycling routes in the area (Figure 15).

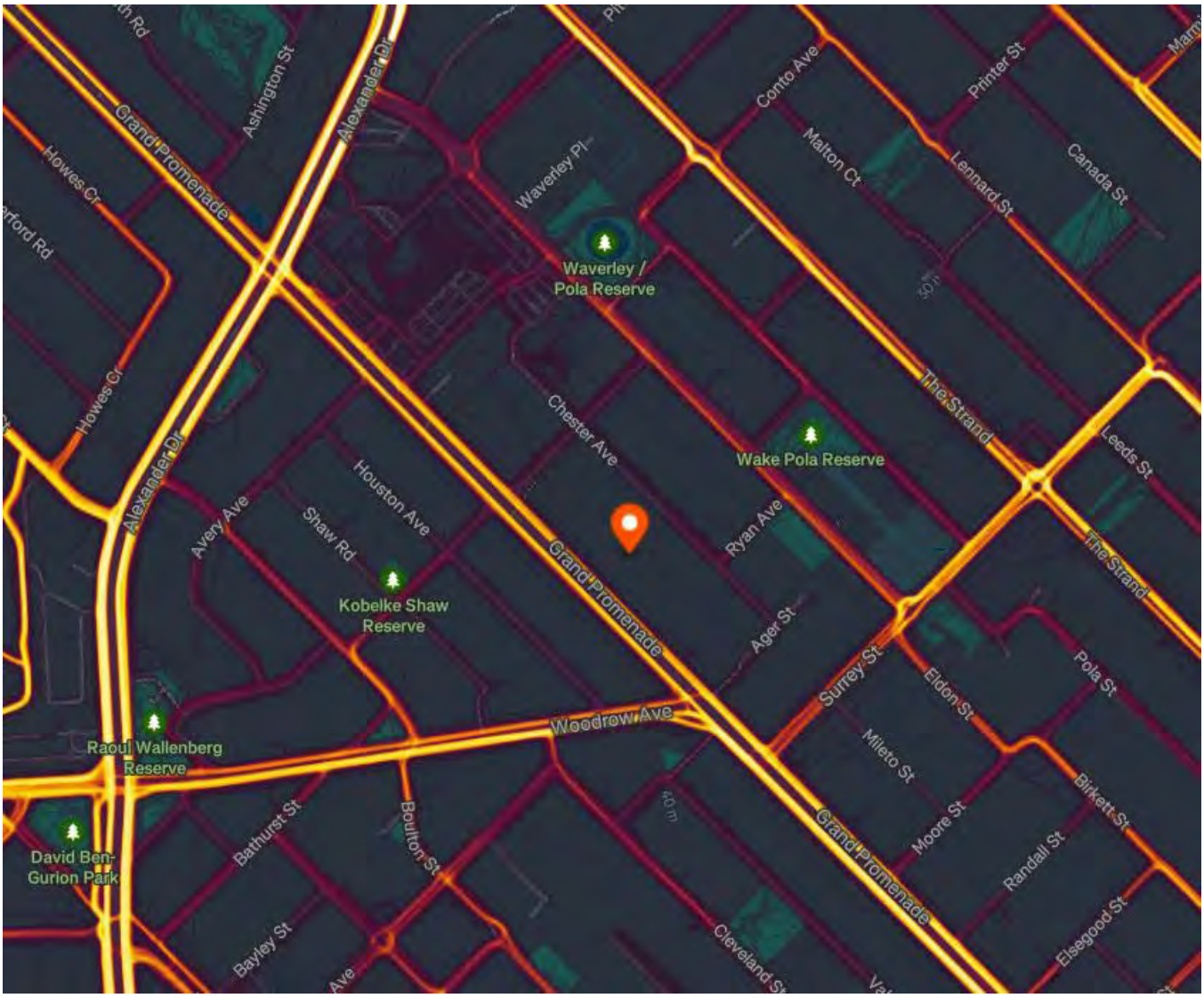

Figure 15: Strava cycling heatmap

11.2 Bicycle parking and end of trip facilities

Parking for 12 bicycles is provided for the development, which will be for the shared use of residents and visitors.

11.3 Sustainable transport catchment

As detailed in Figure 16, the subject site is well placed for residents and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment.

This range can be further increased through a combination of micro-mobility and train travel with close access to train stations.

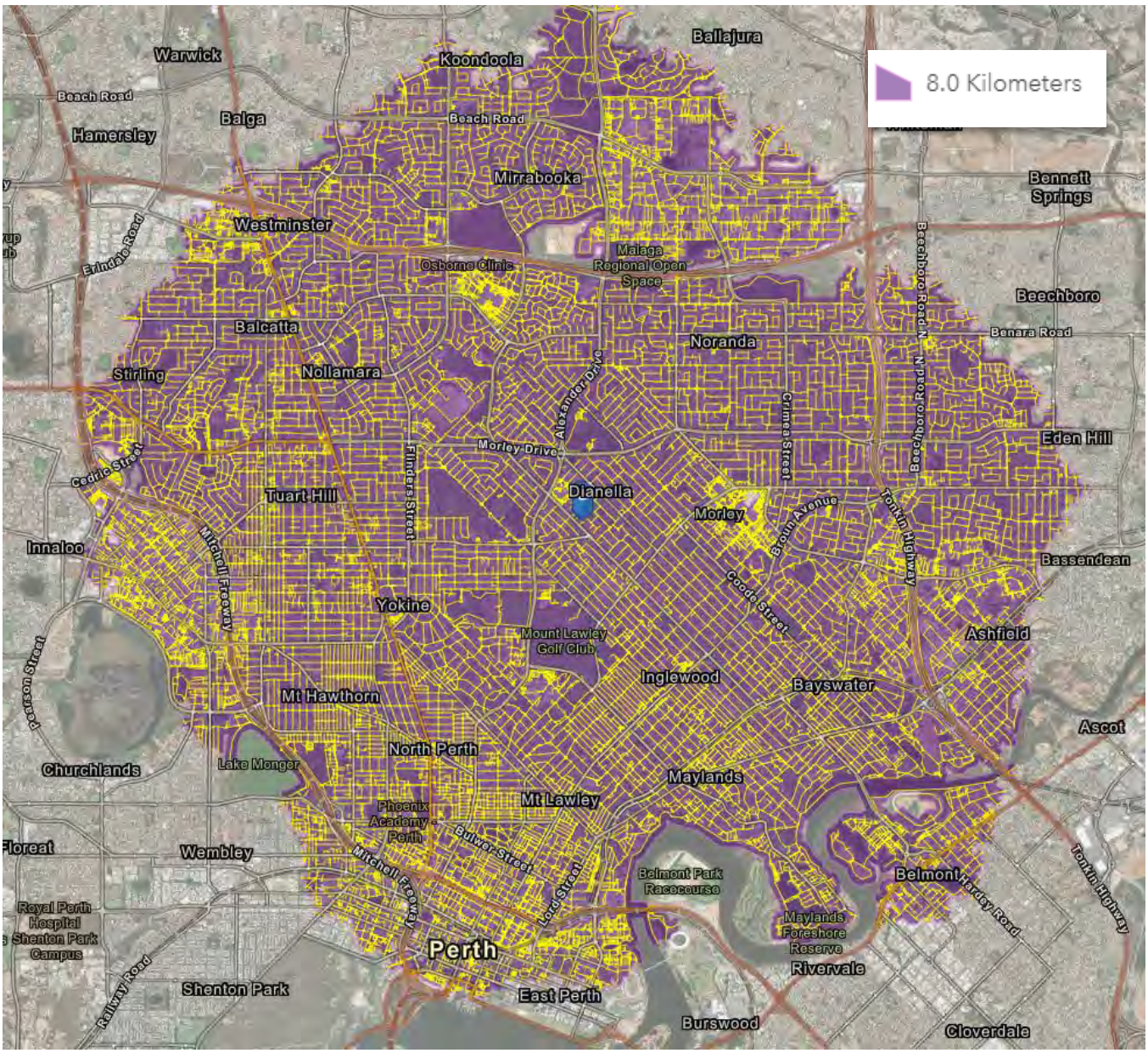

Figure 16: Cycling and micro-mobility catchment

12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 17, 3 crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 7.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.

Figure 17: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 7: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	1	33.33
PDO Major	2	66.67
PDO Minor	0	0

Year	No.	%
2020	1	33.33
2021	1	33.33
2022	1	33.33

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	1	33.33
Right Angle	1	33.33
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	1	33.33

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	1	33.33
Dawn Or Dusk	0	0
Daylight	2	66.67
Not Known	0	0

Conditions	No.	%
Dry	2	66.67
Not Known	0	0
Other / Unknown	1	33.33
Wet	0	0

Alignment	No.	%
Curve	0	0
Not Known	0	0
Straight	3	100.00

Total		3

14 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Dale Alcock Projects with regards to the proposed residential development, located at 322 Grand Promenade, Dianella.

The subject site is situated on the north-eastern side of Grand Promenade and extends to Chester Avenue. The site is presently vacant and is surrounded by a mix of residential, education, commercial and retail land uses. Dianella Plaza Shopping Centre is accessible within 500m walking distance to the north.

It is proposed to develop the site into a residential development, delivering 19 grouped dwellings.

The site features good connectivity with the existing road, walking and cycling network. There is good public transport coverage through nearby bus services which connect to the rail network.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is minor (less than 100vph on any lane) and as such would have a minor impact on the surrounding road network.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

15 Appendices

Appendix A: Proposed development plans

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING
OVERALL SITE PLAN
MDC ARCHITECTS
DALE ALCOCK PROJECTS
CHESTER AVENUE
GRAND PROMENADE
41.85M PROPERTY BOUNDARY
118.85M PROPERTY BOUNDARY
322 GRAND PROMENADE, DIANELLA (4955m²), R30
UNIT 11A
UNIT 11
UNIT 12A
UNIT 12
UNIT 13A
UNIT 13
UNIT 10
UNIT 9
UNIT 8
UNIT 7
UNIT 6
UNIT 1A
UNIT 1
UNIT 2
UNIT 2A
UNIT 3
UNIT 3A
UNIT 4
UNIT 5
MEDITATION SPACE
COMMUNAL GARDEN
UNDERCOVER AREA
GRASSED AREA
PLAYGROUND
BIKES
BIN STORE
OVERALL SITE PLAN

OVERALL GROUND FLOOR PLAN

SCALE 1 : 200

A	13/04/2023	ISSUE FOR INFORMATION_PRELIM
B	19/04/2023	ISSUE FOR INFORMATION_PRELIM

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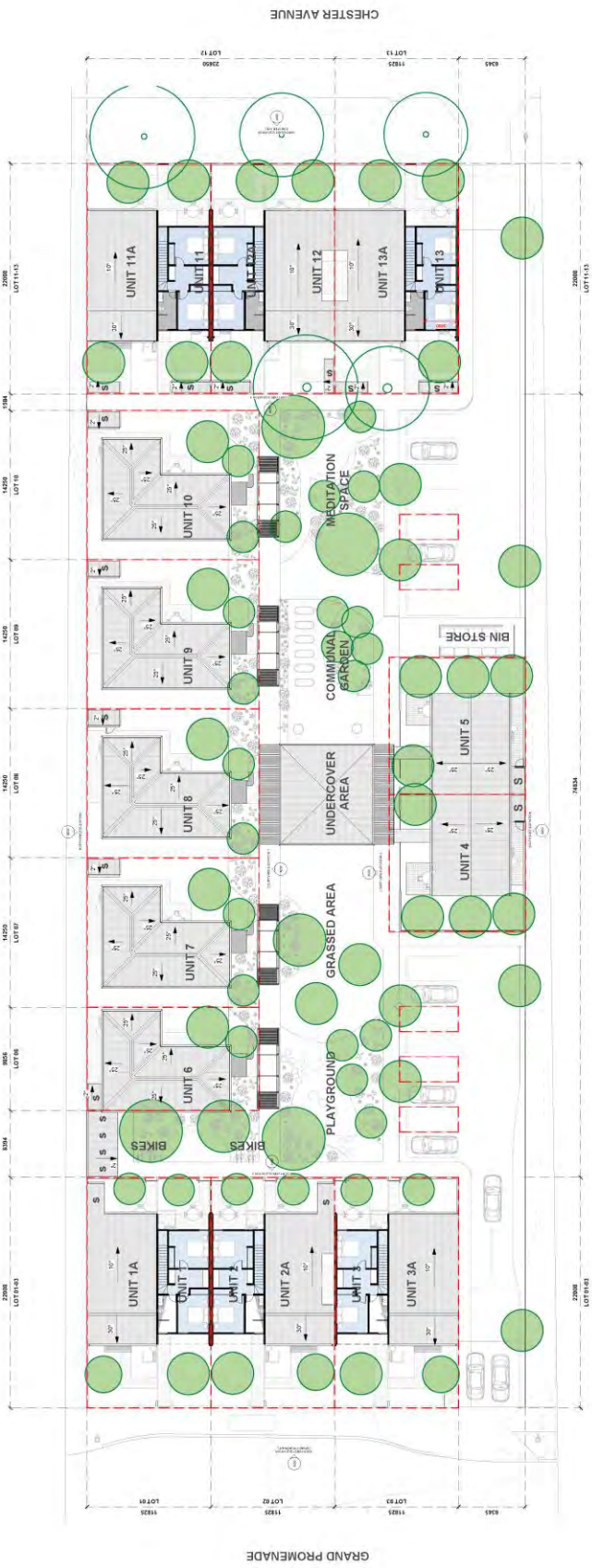
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL GROUND FLOOR PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE @ A3: 1 : 200
STATUS: CONCEPT	DRAWING NO: A010



OVERALL FIRST FLOOR PLAN
SCALE 1 : 200

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL FIRST FLOOR PLAN

CATHOLIC ARCHDIOCESE OF PERTH

CONCEPT

1 : 200

A011

MDC ARCHITECTS

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A	23/06/25	ISSUE FOR INFORMATION, PRICING
B	18/08/25	ISSUE FOR INFORMATION, PRICING

OVERALL ROOF PLAN

SCALE 1: 200

A	13/04/2023	ISSUE FOR INFORMATION_PRELIM
B	19/04/2023	ISSUE FOR INFORMATION_PRELIM

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DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL ROOF PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A3: 1 : 200
STATUS: CONCEPT	DRAWING NO: A012

Appendix B: Swept path diagrams

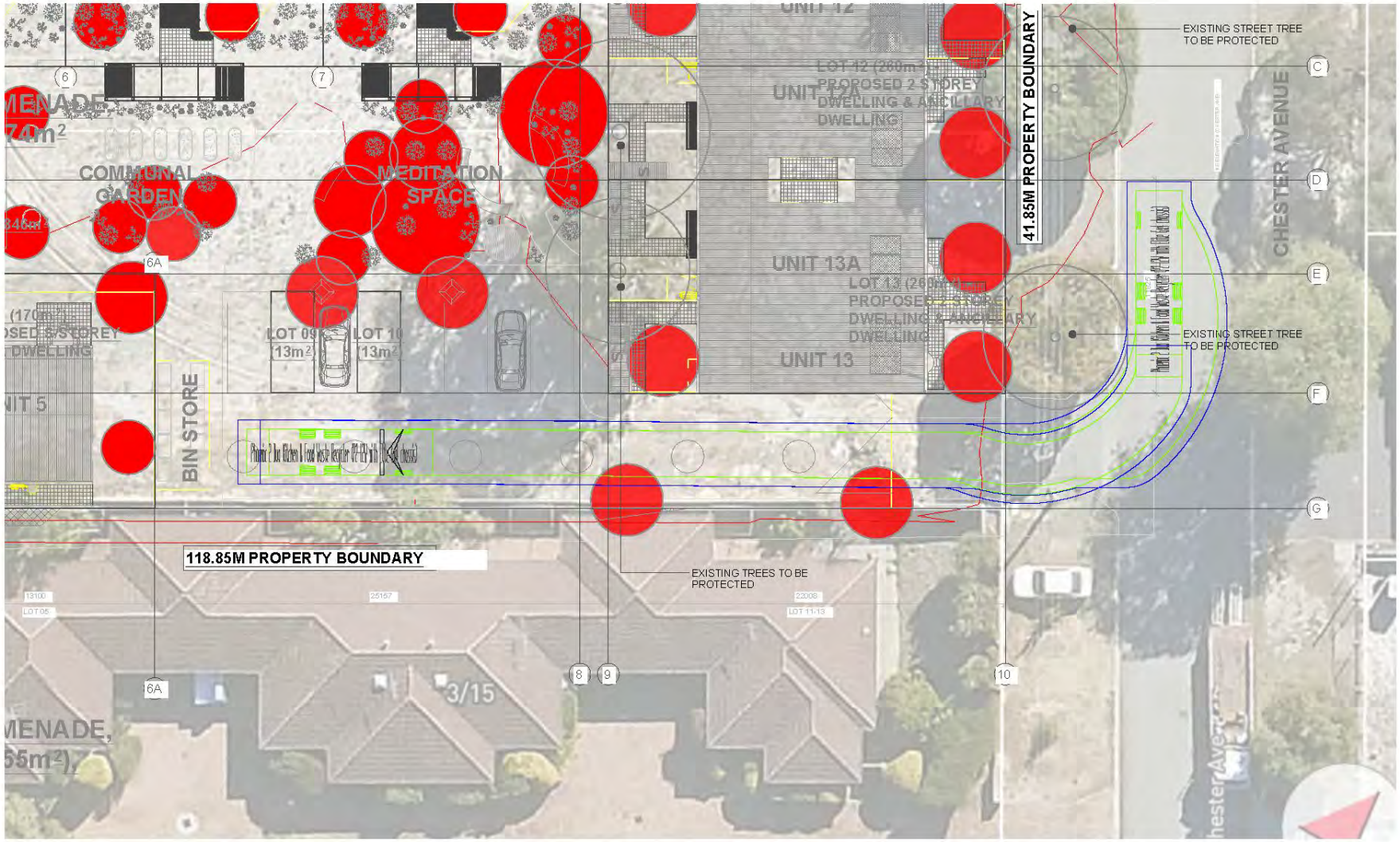
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	17/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Dale Alcock Projects

Project: U25.090 - 322 Grand Promenade, Dianella
Proposed Residential Development

Drawing Title: Swept path analysis
10.3m Rear Loader Waste Truck

Date: 20/11/2025

Scale @ A3: 1:200

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions

City of Stirling
3 Dec 2025
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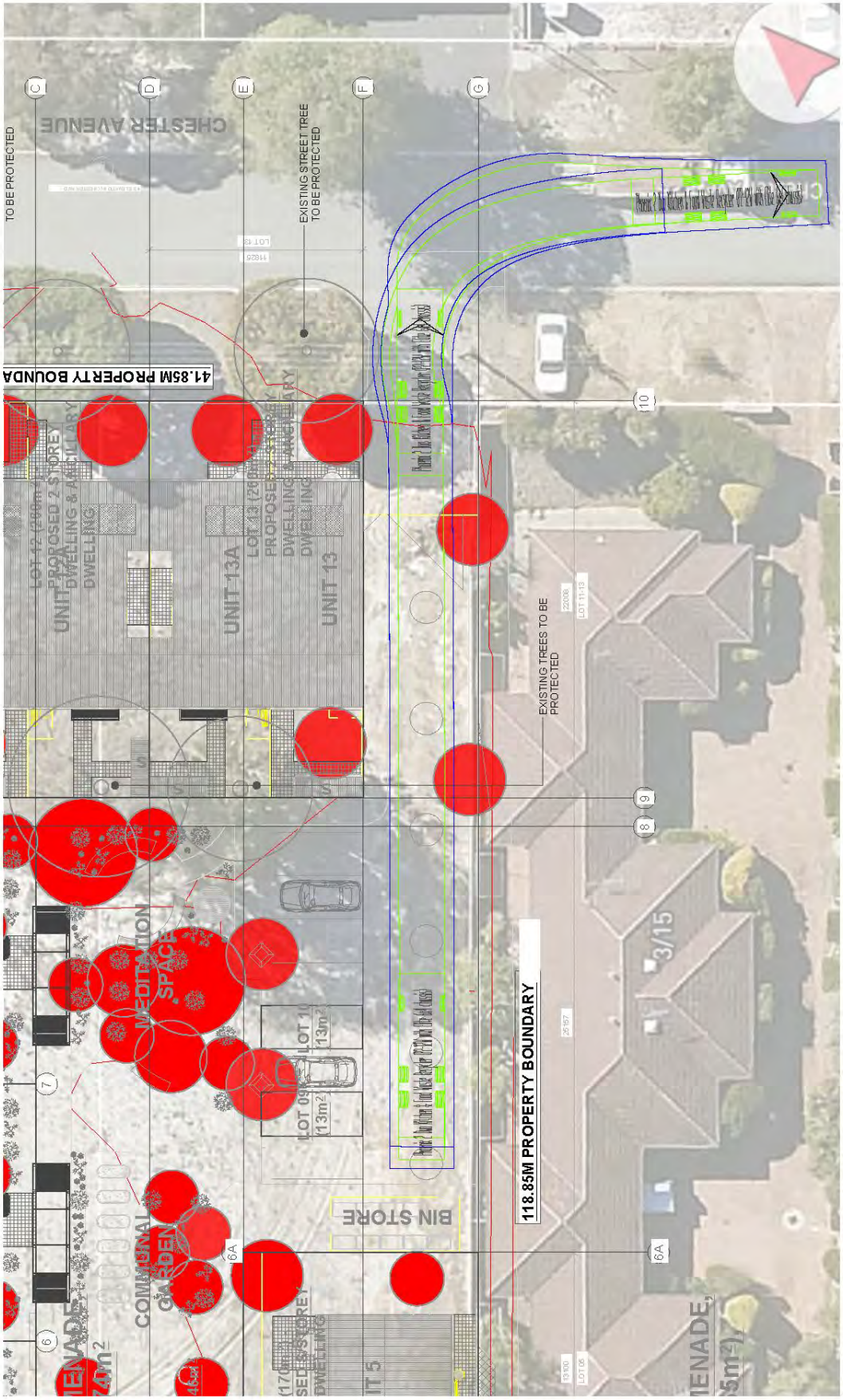

urbii
Sustainable Transport. Safe Solutions

Drawn by:	Paul Ghantous
Client:	Dale Alcock Projects
Project:	U25.090 - 322 Grand Promenade, Dianella Proposed Residential Development
Drawing Title:	Swept path analysis 10.3m Rear Loader Waste Truck
Date:	20/11/2025
Scale @ A3:	1:200
Revision:	1/02.a

Revision notes:

Rev:	Date:	Notes:
1	17/02/2025	Dark blue swept path line represents a 500mm buffer.

Attachment 7d - Transport Noise Assessment by Lloyd George Acoustics

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City of Stirling
3 Dec 2025
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Transportation Noise Assessment

322A and 322B Grand Promenade, Dianella

Reference: 250910720-01

Prepared for:
Dale Alcock

City of Stirling
3 Dec 2025
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Reference: 250910720-01

Lloyd George Acoustics Pty Ltd
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Date	Rev	Description	Author	Verified
12-Sep-25	0	Issued to Client	Terry George	-

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1. INTRODUCTION

Dale Alcock is proposing to construct eleven (11) dwellings at 322A and 322B Grand Promenade, Dianella - refer *Figure* 1-1. The proposed dwellings are a mix of single and double storey, with the plans provided in *Appendix A*.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The site adjoins Grand Promenade, which is considered an 'Other Significant Freight / Traffic Route' as shown on the PlanWA Maps and the subject site is within the trigger distance (refer *Table 1-1* and *Figure 1-2*) and therefore a noise assessment is required in accordance with *State Planning Policy No. 5.4 Road and Rail Noise*, being the subject of this report.

Table 1-1: Transport Corridor Classification and Trigger Distances

Transport Road Classification	Trigger Distance	Distance Measured From
Strategic Freight and Major Traffic Routes Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume	300 metres	Road carriageway edge
Other Significant Freight/Traffic Routes These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meets the criteria of either ≥ 100 Class 7 to 12 Austroads vehicles daily or ≥ 23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)	200 metres	Road carriageway edge

Figure 1-2: Subject Site Locality in Relation to Road (Source: DPLH PlanWA)

Appendix B contains a description of some of the terminology used throughout this report.

2. CRITERIA

The criteria relevant to this project is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

Table 2-1 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-1: Noise Targets for Noise Sensitive Land-Use

Scenario	Outdoor Noise Target		Indoor Noise Target	
Noise-sensitive land-use and/or development	55 dB $L_{Aeq(Day)}$	50 dB $L_{Aeq(Night)}$	40 dB $L_{Aeq(Day)}$ (Living and Work Areas)	35 dB $L_{Aeq(Night)}$ (Bedrooms)

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable[1] facade of a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment has been undertaken.

In the application of the noise targets, the objective is to achieve:

- Indoor noise levels as specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity for outdoor living areas on each residential lot.

[1] *A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.*

3. METHODOLOGY

Noise measurements and modelling have been undertaken in accordance with the requirements of SPP 5.4 and associated Guidelines, as described in *Section 3.1* and *Section 3.2*.

3.1. Site Measurements

Noise monitoring was undertaken at a nearby site (#335) using a Brüel & Kjær 2250 (S/N: 3011946) sound level meter (refer *Figure 3-1*). This meter complies with the instrumentation requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The meter was field calibrated before and after the measurement session and found to be accurate to within ± 1 dB. Lloyd George Acoustics holds a current laboratory calibration certificate for the meter.

The microphone was approximately 1.4 metres above existing ground level and approximately 18 metres from the edge of Grand Promenade main carriageway. The measurements were recorded on 9 December 2021, between 1.00pm and 2.00pm. Whilst the measurement is relatively old, it is still applicable for model calibration purposes.

Figure 3-1: Photograph of Sound Level Meter on Site

From the one-hour measurement, a relationship between noise levels and the hourly traffic volumes can then be derived to determine the existing $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ at the measurement location.

3.2. Noise Modelling

The computer program *SoundPLAN 8.2* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Class 1 and 2) with non-heavy vehicles having a source height of 0.5 metres above road level and heavy vehicles having two source heights at 1.5 metres and 3.6 metres above road level;
- A -0.8 dB correction has been applied to the lower level heavy vehicle noise source and -8.0 dB to the higher level noise source based on the *Transportation Noise Reference Book*; Paul Nelson (1987), so as to provide consistent results with the CoRTN algorithms.

Predictions are made at heights of 1.4 metres above floor level and at 1-metre from various rooms of the proposed dwelling, resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling and these are discussed in *Section 3.2.1* to *Section 3.2.5*.

3.2.1. Ground Topography

Topographical data was taken from publicly available sources (e.g. *Google*) in the form of spot heights. This was combined with the proposed dwellings and existing neighbouring dwellings to create a 3D noise model.

3.2.2. Road Surface

The corrections applied for different road surface finishes are provided in *Table 3-1*.

Table 3-1: Noise Relationship Between Different Road Surfaces

Chip Seal				Asphalt			
14mm	10mm	5mm	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The existing road surface is dense graded asphalt and assumed to remain unchanged into the future.

3.2.3. Vehicle Speed

The existing posted speed is 60 km/hr and assumed to remain unchanged into the future.

3.2.4. Traffic Volumes

Existing traffic volumes were obtained from Main Roads WA Traffic Map. A modelled Validation Plot and Forecast 2041 traffic volumes were obtained from Main Roads WA (Thomas Ng, Traffic Modelling Analyst, Reference: #42112). The 2041 volumes have then been increased to 2046 using the growth rate from 2021 to 2041. The validation plot allows the forecast volumes to be calibrated with *Table 3-2* providing the traffic volumes used in the noise modelling. Note that the percentage heavy vehicles are assumed to be the same in the future as existing.

Table 3-2: Traffic Information Used in Noise Modelling

Parameter	Scenario			
	Existing – 2021/22		Future – 2046	
	Eastbound	Westbound	Northbound	Southbound
24-hour Volume	8,971	9,021	13,700	12,800
% Heavy	6.1	6.1	6.1	6.1

3.2.5. Ground Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the roads and 0.5 (50%) outside of the roads, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

4. RESULTS

4.1. Noise Monitoring

The results of the hourly noise level measurements, in free-field conditions, were:

- 9 December 2021: 1.00pm and 2.00pm – 63.3 dB $L_{Aeq,1hour}$.

Combining the measured noise level with the corresponding hourly traffic volume, as shown in *Figure 4-1*, results in 63.2 $L_{Aeq(Day)}$ and 55.4 $L_{Aeq(Night)}$. Based on these results, the $L_{Aeq(Day)}$ is more critical than the $L_{Aeq(Night)}$ since their difference is greater than 5 dB (refer *Section 2*).

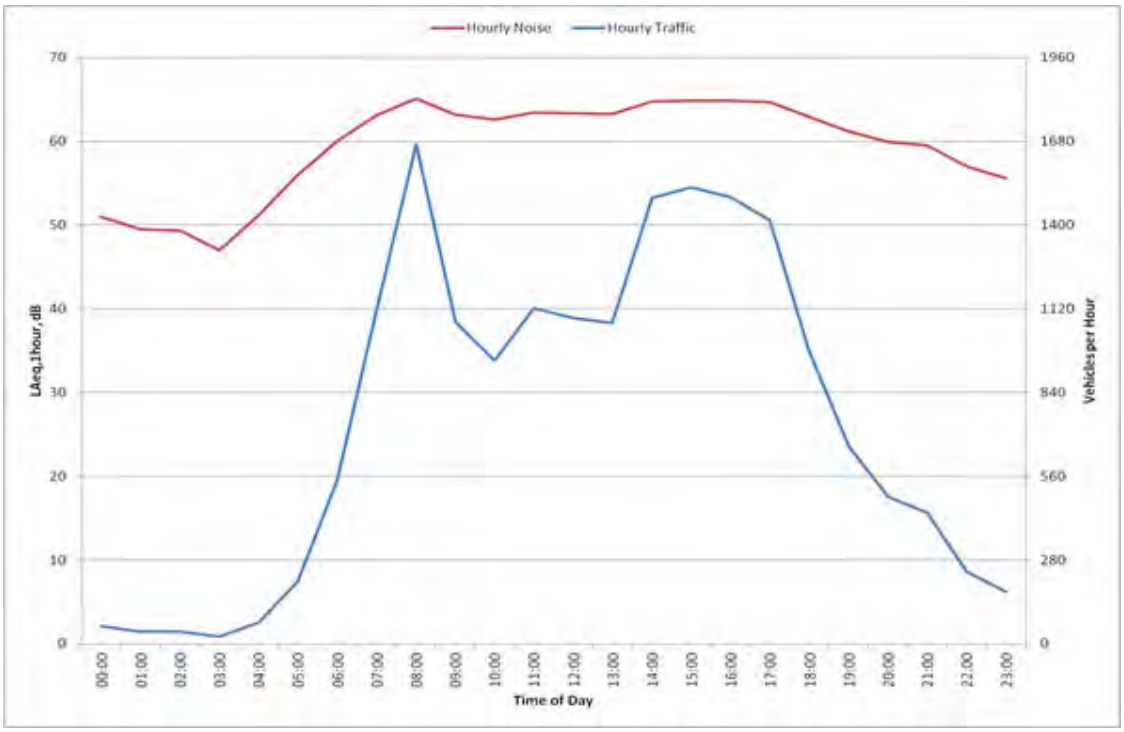


Figure 4-1: Noise Level Relationship to Hourly Traffic Volumes

4.2. Noise Modelling

The noise model was initially set-up for existing conditions and calibrated to the noise measurement location. The model is then updated to include the proposed building and future traffic volumes, maintaining the same model calibration. *Table 4-1* provides the predicted outdoor $L_{Aeq(Day)}$ noise levels to the façade of each habitable room.

Table 4-1: Predicted Future (2046) $L_{Aeq(Day)}$ Outdoor Noise Levels

Unit	Room	$L_{Aeq(Day)}$, dB
1	Bed 2	69
	Bed 1	53
	Entry	69
	Living	53
2	Bed 1	58
	Bed 2	71
	Dining	49
	Entry	69
	Living	69
3	Bed 1	57
	Bed 2	71
	Dining	49
	Entry	69
	Living	69
4	Bed 2	70
	Bed 1	52
	Dining	51
	Entry	70
5	Bed 1	57
	Bed 2	71
	Dining	49
	Entry	69
	Living	69
6	Bed 2	68
	Bed 1	53
	Entry	69
	Living	52

Unit	Room	$L_{Aeq(Day)}$, dB
7	Bed 1	52
	Bed 2	54
	Dining	52
	Entry	53
	Kitchen	54
	Living	54
8	Bed 1	54
	Dining	52
	Entry	55
	Living	52
9	Bed 1	51
	Bed 2	53
	Dining	51
	Entry	54
	Kitchen	54
	Living	54
10	Bed 1	50
	Bed 2	52
	Dining	50
	Entry	54
	Kitchen	54
	Living	55
11	Bed 1	49
	Bed 2	52
	Dining	49
	Entry	54
	Kitchen	54
	Living	55

Unit	Room	$L_{Aeq(Day)}$, dB
12	Bed 1	49
	Bed 2	52
	Dining	49
	Entry	53
	Kitchen	54
	Living	54
13	Bed 1	55
	Dining	49
	Entry	53
	Living	49
14	Bed 1	47
	Bed 2	52
	Dining	47
	Entry	52
15	Bed 1	47
	Bed 2	59
	Dining	43
	Entry	52
16	Bed 1	52
	Dining	46
	Entry	52
17	Bed 1	47
	Bed 2	59
	Dining	43
	Entry	53
	Living	52

Unit	Room	$L_{Aeq(Day)}$, dB
18	Bed 1	46
	Bed 2	52
	Entry	53
	Living	46
19	Bed 1	47
	Bed 2	59
	Dining	43
	Entry	52

5. ASSESSMENT

Where the outdoor noise targets of *Table 2-1* are achieved, no further controls are necessary. As such, *Table 5-1* provides the minimum construction recommended for those areas requiring upgrades.

Table 5-1: Minimum Construction Requirements: Unit 1

Element	Room	Minimum Construction
External Glazing	Units 1, 4, 6 Bedrooms Facing Grand Promenade	Windows to be no more than 20% of floor area. Windows to achieve minimum $R_w + C_{tr} \geq 34$, likely achievable using 10.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
	Units 2, 3, 5 Bedrooms Facing Grand Promenade	Windows to be no more than 20% of floor area. Windows to achieve minimum $R_w + C_{tr} \geq 36$, likely requiring double glazing such as Thermaglaze 6.5/16/6.5 in fixed/awning style frame with acoustic seals.
	Units 2, 3, 5 Living Facing Grand Promenade	Windows to be no more than 20% of floor area. Windows to achieve minimum $R_w + C_{tr} \geq 34$, likely achievable using 10.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
	Units 15, 17, 19 Bedrooms Facing Grand Promenade	Windows to be no more than 20% of floor area. Windows to achieve minimum $R_w + C_{tr} \geq 26$, likely achievable using 6mm thick glass in fixed/awning style frame with acoustic seals.
External Doors	Entry	Door to be minimum 40mm thick solid, timber core door with full perimeter acoustic seals. Any glass inserts to be minimum 10.38mm thick laminated. Alternative door to be $R_w + C_{tr} \geq 31$.
External Walls	Units 1 to 6 Façade Facing Grand Promenade Units 1 & 6 Side on to Grand Promenade Units 2, 3 and 5 Side on to Grand Promenade	Cladding to be min. 8.5mm thick fibre cement to 90mm stud and 90mm thick, 14 kg/m^3 fibrous insulation in the cavity. 2x 13mm thick sound-rated plasterboard on furring channels and resilient mounts to stud.
	Units 15, 17, 19 Bedrooms Facing Grand Promenade Units 7, 9 & 10 Bedrooms	Cladding to be min. 8.5mm thick fibre cement to 90mm stud and 90mm thick, 14 kg/m^3 fibrous insulation in the cavity. 1x 13mm thick sound-rated plasterboard to stud.
	All Others	Cladding to be min. 8.5mm thick fibre cement to 90mm stud and 90mm thick, 14 kg/m^3 fibrous insulation in the cavity. 1x 13mm thick plasterboard to stud.

Element	Room	Minimum Construction
Roof / Ceiling	Units 1 to 6 Bedrooms Facing Grand Promenade	Metal roof with *Anticon 50*. Ceiling to be 13mm thick sound-rated plasterboard on furring channels (or 2x13mm thick sound-rated plasterboard direct fixed) with R4 fibrous insulation above.
	Units 1 to 6 All Other Rooms with Roof Above	Metal roof with *Anticon 50*. Ceiling to be 13mm thick sound-rated plasterboard with R4 fibrous insulation above.
Ventilation	Rooms Requiring Upgraded Glazing	Fresh air requirements to be satisfied on the basis of windows closed to affected rooms when occupied. Builder to confirm how this will be achieved. Any ducted fresh air intakes are to be on the side of the house opposite the corridor.
Notification	Lot	As per SPP 5.4 requirements.

By implementing the construction recommendations, noise levels are calculated to comply with the indoor noise target of SPP 5.4. Alternative constructions can be accepted provided these are supported by a laboratory certificate.

It should be noted that the recommendations are to comply with the minimum standard of SPP 5.4. Compliance with the indoor noise target does not result in all residents considering the noise level as acceptable, since this is a subjective response. Where a resident is particularly sensitive to noise, they may wish to consider additional upgrades.

Appendix A – Proposed House Plans

Appendix B – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **L_{eq}**

The L_{eq} level represents the average noise energy during a measurement period.

- **$L_{Aeq(Day)}$**

The $L_{Aeq(Day)}$ level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **$L_{Aeq(Night)}$**

The $L_{Aeq(Night)}$ level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **Noise-sensitive land use and/or development**

Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

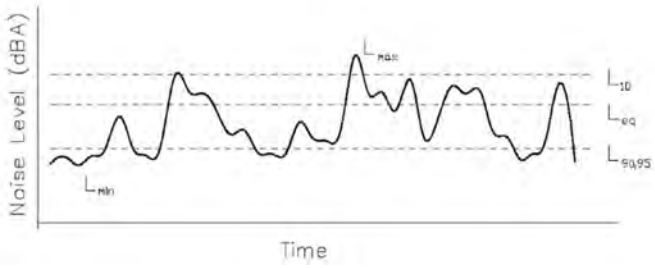
- **R_w**

This is the weighted sound reduction index. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

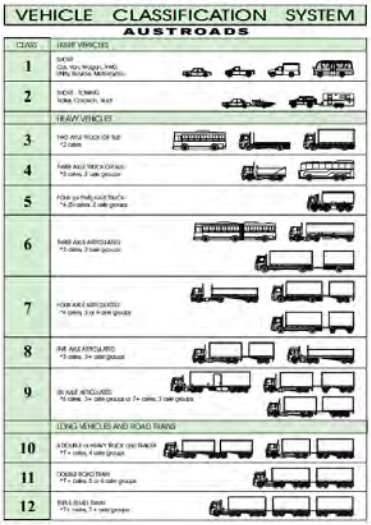
- **C_{tr}**

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of – 4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -12 dB.

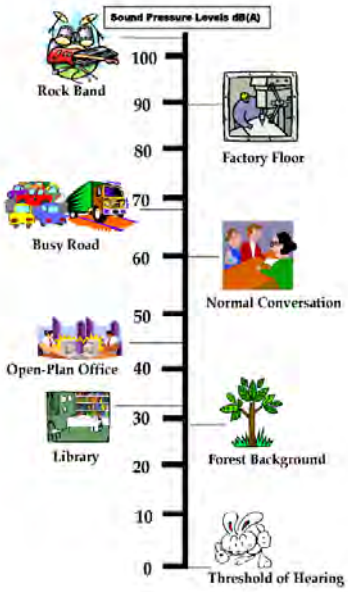
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



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Attachment 7e - Waste Managment Plan prepared by Urbii

Urbii

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322 Grand Promenade, Dianella

Proposed Residential Development

Waste Management Plan

Prepared for:

Dale Alcock Projects

November 2025

322 Grand Promenade, Dianella

Prepared for: Dale Alcock Projects
Prepared by: Paul Ghantous
Date: 23 November 2025
Project number: U25.090

City of Stirling
3 Dec 2025
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Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.090.r02	18/09/25	PG	FINAL	Dale Alcock Projects
U25.090.r02a	23/11/25	PG	REVISED FINAL	Dale Alcock Projects

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1 Introduction

This Waste Management Plan has been prepared by Urbii on behalf of Dale Alcock Projects with regards to the proposed residential development, located at 322 Grand Promenade, Dianella.

The subject site is situated on the north-eastern side of Grand Promenade and extends to Chester Avenue, as shown in Figure 1. The site is presently vacant and is surrounded by a mix of residential, education, commercial and retail land uses.

It is proposed to develop the site into a residential development, delivering 19 grouped dwellings.

The key issues that will be addressed in this WMP include calculation of the waste generation of the site, assessment of waste storage provisions and documentation of the waste collection arrangements.

Figure 1: Subject site

2 Objectives

The objectives of this WMP are adapted from WALGA:

- Ensure that the long-term waste management needs for the development are met in an efficient and sustainable manner.
- Minimise the impact of waste services and facilities on the streetscape and surrounds, in relation to both the footpath/public realm and the frontage of the development.
- Reduce the impact of waste collection services and facilities on the amenity of the locality particularly in terms of noise and odour.
- Maximise safety for both waste collection staff and the public.
- Minimise traffic and footpath obstruction.

3 Referenced documents

The documents referenced in preparing this WMP may include, but are not limited to:

- City of Melbourne *Guidelines for Waste Management Plans* 2021;
- City of Perth *Waste Guidelines for all Developments* 2019;
- WALGA *Multiple Dwelling Waste Management Plan Guidelines*;
- WALGA *Subdivision Waste Management Plan Guidelines*; and,
- Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*.

4 Guiding concepts

Urbii adopts the guiding concepts of the State's Waste Strategy and encourages these concepts to be considered in all developments to the furthest extent feasible.

4.1 Waste hierarchy

The *Waste Avoidance and Resource Recovery Strategy 2030* applies the waste hierarchy (Figure 2), which is a widely accepted decision-making tool. The waste hierarchy ranks waste management options in order of their general environmental desirability. Waste avoidance is the most preferred option in the hierarchy.

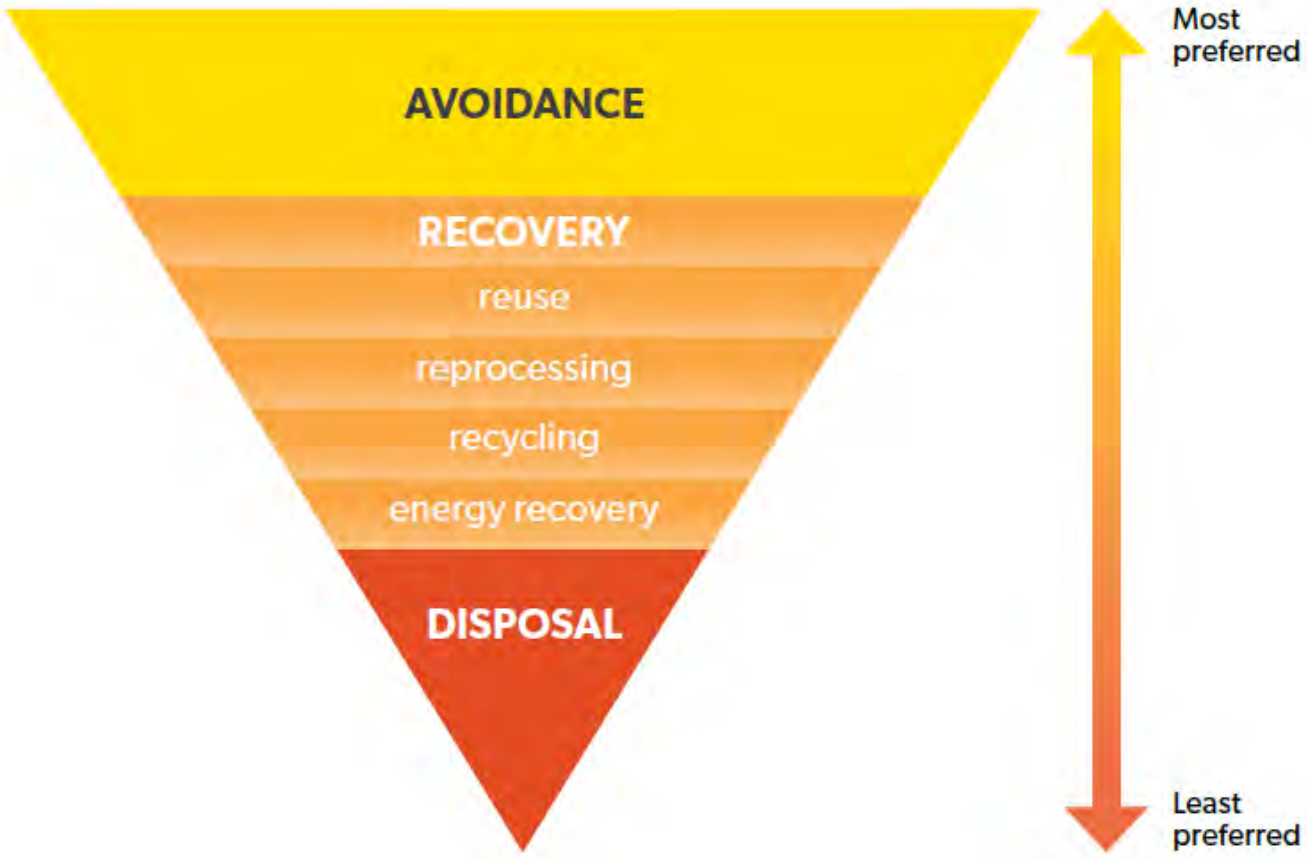


Figure 2: Waste hierarchy

Source: Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030.*

Resource recovery options recover value from materials, thereby offsetting the environmental impacts of extracting and processing raw materials. Energy recovery is the least preferred recovery option. Disposal is the least preferred option. Disposal generally recovers the least value from materials and delivers the least environmental benefit.

4.2 Circular economy

A circular economy (Figure 3) makes use of established sustainability concepts, including life cycle thinking and resource efficiency. A circular economy should consider the flow of both materials and energy. It moves away from the linear 'take, make, use and dispose' model, to one which keeps materials and energy circulating in the economy for as long as possible.

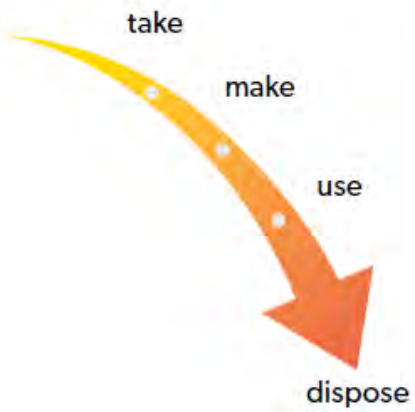
Current approach	Circular economy
	
Linear flow of materials – 'take, make, use and dispose' model.	Circular flow of materials – materials sorted and retained in the economy for as long as possible.
Limited use of renewable materials and energy.	Preference for renewable materials and energy.
Significant volumes of materials disposed of and lost to the economy. Loss of embodied materials, energy and water.	Materials recovered as high up the waste hierarchy as possible. Embodied materials, energy and water retained in the economy. Organic materials re-enter and regenerate the environment safely (for example, as compost).
Materials managed locally and globally.	Preference to manage materials locally to reduce the costs and impacts of transport, and to provide local employment and investment opportunities.
Economic value of materials, employment and investment not fully accounted for.	Economic value of materials, employment and investment accounted for.
Limited focus on life cycle thinking.	Products designed and manufactured to minimise environmental impact through whole of life.

Figure 3: Transitioning to a circular economy

5 Proposed development

The proposal for the subject site is for a grouped dwelling residential development, comprising:

- A total of 19 residential dwellings;
- 10 resident car parking bays;
- 6 visitor car parking bays;
- 12 bicycle parking spaces for the shared use of residents and visitors;
- Communal resident facilities including playground, undercover recreation area, barbeque and garden; and,
- A centralised bin store for the development.

Vehicle access to the site is proposed via one crossover on Grand Promenade and one crossover on Chester Avenue. Waste collection will be undertaken onsite within the car park.

People walking and cycling will access the development from the external path network abutting the site.

The proposed development plans are included for reference in Appendix A.

6 Waste generation

6.1 Waste generation rates

The waste generation rates for general waste and recyclables are sourced from the WALGA Guidelines. Residential waste generation rates for different multiple dwelling sizes are detailed in Table 1.

Table 1: Residential waste generation rates

Waste Stream	Dwelling Size	Waste Generation Rate/ Storage Requirement <12 dwellings	Waste Generation Rate/ Storage Requirement >12 dwellings
General Waste (on FOGO system)	1 bedroom	30L/week	40L/week
	2 bedroom	50L/week	60L/week
	3+ bedroom	70L/week	80L/week
Recycling	1 bedroom	40L/week	20L/week
	2 bedroom	60L/week	40L/week
	3+ bedroom	120L/week	90L/week
FOGO	1 bedroom	40L/week	20L/week
	2 bedroom	80L/week	40L/week
	3+ bedroom	140L/week	60L/week

6.2 Waste generation calculations

The waste generation calculations are detailed in Appendix D. The estimated waste generation for the development is:

- General Waste: around 1,100L per week.
- Recyclables: around 720L per week.
- FOGO: around 720L per week.

7 Waste systems

7.1 Internal waste storage

Designers should aim to incorporate sufficient space within the kitchen, laundry room or other convenient location within each dwelling for the temporary storage of accumulated waste and recycling. Space should be sufficient to allow for the separate storage of recyclables and general waste. Possible ways to encourage recycling and minimise contamination include:

- Provision of adequate internal storage space within dwellings (kitchen or laundry) to accommodate the temporary storage of at least 2 days' worth of general waste, organics (where applicable) and recycling. This should comprise:
  - A minimum 30L general waste bin
  - A minimum 30L commingled recyclables bin
- Provision of reusable, robust containers to residents to assist them in transporting recyclable materials from their dwelling to recycling bins without resorting to plastic garbage bags e.g., reusable, washable tote-bags.
- Posting signage in public areas of the building (including the bin store) to educate residents/tenants about the location and use of the waste management system, including what materials are suitable for recycling and composting.
- Providing information in Strata and/or sales documents, to educate residents/tenants about the location and use of the waste management system, including what materials are suitable for recycling and general waste.

7.2 External bin storage areas

Bin storage areas for this development must be adequate to contain all waste and recycled material generated on the premises for the proposed waste collection frequency.

7.2.1 Bin size, quantity and colour

It is proposed to provide the following bins in a centralised bin store:

- 4 x 660L General waste (red lid bin).
- 3 x 660L Commingled recycling (yellow lid bin).
- 2 x 660L FOGO (green lid bin).

The number of bins required for the development is detailed in Appendix D.

7.2.2 Bin storage area size

As detailed in Table 2, each 660L bin has a footprint area of 1.16m^2. A 50mm gap is allowed between the bins to allow easy pull movement, and suitable clearance allowed between opposite bins and in walkways to maintain convenient walking access. The proposed bin storage area size is sufficient to accommodate the required bins. An indicative bin layout plan is shown in Appendix B.

Table 2: Larger Mobile Garbage Bin (MGB) dimensions

Bin capacity	660L	770L	1100L	1300L	1700L
Height (mm)	1250	1425	1470	1408	1470
Depth (mm)	850	1100	1245	1250	1250
With (mm)	1370	1370	1370	1770	1770
Approximate Footprint (m²)	1.16	1.5	1.7	1.21	1.27

Source: WALGA

7.2.3 Bin storage area design

Urbii has checked the proposed bin storage location and confirmed that required clearances are provided. A bin storage plan is included in Appendix B.

. The bin store will provide the following features:

- **Ventilation and odour:** For enclosed storage and service areas, the air flowing from any storage areas should not exit close to residences. Ventilation openings should be protected against flies and vermin and located as near the ceiling and floor as possible, but away from the windows of dwellings. If a forced ventilation or air conditioning system is used (for enclosed storage areas), It should be in accordance with the ventilation requirements of the Building Code of Australia and *Australian Standard AS 1668.2 The use of Ventilation and Air Conditioning in Buildings.* It should not be connected to the same ventilation system supplying air to the units.
- **Lighting:** Artificial light controlled by switches will be located near the bin store entrance.
- **Noise:** Bins will be collected from the development car park.
- **Aesthetics:** The bin store is consistent with the overall aesthetics of the development.
- **Vermin:** Self-closing doors will be provided to eliminate access to vermin. Doors will be able to be locked open when required.
- **Washing bins and waste storage area:** The internal bin store will have bin-washing facilities including an adequate supply of water with hose cock and have floor drainage installed. The building caretaker will be responsible for washing bins (or contracting a provider to wash bins) and for maintenance of the bin store.

7.3 Access to bins

Residents will access the bin store through two access doors from the car park. The waste collection contractor (City of Stirling) will access the bin store to wheel bins to the adjoining site car park for collection. Once bins are emptied, they will be returned to the bin store by the contractor.

Access to the bin store will be provided to the contractor. If the bin store is locked then this will include a key or pin pad number to unlock the bin store door.

8 Waste collection

8.1 Waste vehicle types

Waste collection will be serviced by the City of Stirling. A rear loader waste truck will be used to collect waste from the site car park on scheduled waste collection days. Correspondence from the City of Stirling waste department indicates that the following waste truck specification is likely to be used, as detailed in Figure 4.

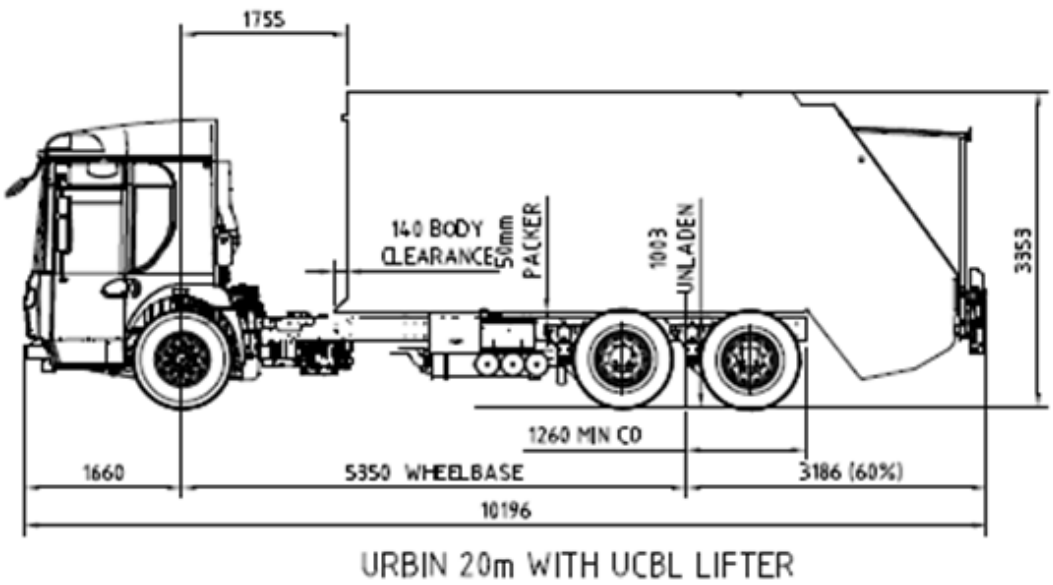


Figure 4: City of Stirling waste truck

8.2 Waste collection frequency

By the time the development is completed, it is anticipated that the City may have transitioned to a 3-bin FOGO service. The following waste collection regime is therefore proposed:

- General waste: Standard 660L bin service collected fortnightly.
- Recycling: Standard 660L bin service collected fortnightly.
- FOGO: Standard 660L service collected weekly.

8.3 Waste collection method and presentation points

Waste collection will be facilitated internally within the car park accessed from Chester Avenue. The City's waste department has advised they are able to provide an onsite collection service. Waste vehicles will reverse into the car park from Chester Avenue. Chester Avenue is a minor access road carrying local traffic only. Therefore, no issues are anticipated with reversing waste trucks into the site.

Australian Standard AS2890.2 *Off-street commercial vehicle facilities*, permits a maximum of one reversing manoeuvre (entry or exit) from a minor road, subject to permission from the relevant authority:

> **3.2.3.2 Minor road access**
>
> Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic.
>
> NOTE The AV vehicle class is the largest vehicle to be considered for reverse manoeuvres.
>
> The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road.

The City of Stirling will likely require an agreement to be signed by the building management company or representatives to give permission for staff to enter into the property to undertake waste collection. This typically includes an indemnity agreement for council staff.

Access to the bin store will be provided to the contractor. If the bin store is locked then this will include a key or pin pad number to unlock the bin store door.

8.4 Vehicle access and manoeuvring

Swept path analysis was undertaken using the City's waste vehicle template, detailed in Figure 4.

The swept path analysis is presented in Appendix C, and confirms that there is satisfactory road and intersection geometry for waste truck access and manoeuvring.

8.5 Consultation with the City of Stirling waste department

Following email correspondence with the City of Stirling Waste & Fleet department on 9 July 2025, the City confirmed that collections for the development may be provided via onsite drive-on rear-loader service, with the truck reversing in from Chester Avenue to the onsite bin store.

Onsite servicing is subject to a Property Manager/Strata waiver limiting liability and may attract a fee if approved by Council (indicatively $40 per visit).

The City operates a three-bin system (general waste weekly, recycling fortnightly, garden organics fortnightly. FOGO is not expected to be introduced until FY26/27 at the earliest (apartments likely in FY27/28, both subject to Council approval).

The City also advised it is developing updated waste guidelines for new developments (timing towards the end of the year) and confirmed that reversing in off Chester Avenue is acceptable for the onsite collection arrangement.

9 Additional waste requirements

9.1 Bulk waste

Bulk waste can be temporarily stored in the bin store, or individual store rooms until it is removed by either private service or the City of Stirling.

The City replaced household bulk hard waste verge collections with a range of on demand collections, allowing residents to dispose of these items year-round, at a time when it is needed.

Residents can book online for on demand bulk waste collection.

9.2 E-Waste

Storage space for E-waste will be accommodated in storage areas or individual dwellings. E-waste will be disposed of in a suitable manner, such as bulk drop-off to the tip or using public battery recycling boxes.

9.3 Garden organics

The site caretaker will manage garden organic waste associated with landscape maintenance. Garden waste can be placed in bins if there is space or can be removed by trailer to be disposed of offsite in a suitable location.

10 Waste management

The building caretakers will be responsible for:

- Cleaning the bin storage areas and facilities; and,
- Regularly cleaning their bins.

Residents will dispose of their waste in the bin store. Residents should comply with the City's waste sorting requirements and only place permitted waste in each respective bin type. Waste that does not belong in any bin should be disposed of through another appropriate method.

A copy of the Waste Management Plan will be maintained within the premises and strata plan for reference and records.

11 Signage and education

Ongoing education, to support the waste management service, is one of the most important factors in encouraging residents to continue to utilise services and systems as originally intended. The following recommendations have been adapted from the WALGA Guidelines.

"Educational signage should:

- *Clearly identify what items are and are not accepted in the general waste and recycling systems. If signage within the bin store is not possible due to space or other restrictions, bin stickers may be appropriate.*
- *Outline appropriate waste management behaviour i.e. placing refuse/recyclables inside as opposed to adjacent to bins, placing mixed recyclables into the bin loose (not in a plastic bag), closing bin lids etc.*
- *Where the strata body/building management holds tenants' induction schemes, these should include the use of waste and recycling facilities. The strata body/building management, in conjunction with the Local Government, should issue a leaflet on the correct use of the waste and recycling facilities and the materials recycled. Tenants' handbooks should include a section on the correct use of general waste and recycling facilities.*
- *Ensuring education is 'ongoing' is beneficial because it tackles the transient nature of residents and differences between different Local Government services. All waste and recycling bins or receptacles should be clearly and correctly labelled and signage should be erected in bin storage areas to instructing residents as to the correct separation of recyclables from general waste.*
- *Any hazards or potential dangers associated with the waste facilities, including those from the use of any waste handling equipment, should also be clearly identified. It is recommended that building managers post information in communal areas which clearly identified the relevant points of contact regarding recycling and/or other services within the development. As part of the ongoing education program, welcome packs should be produced and provided to all new residents. These packs should contain information outlining the developments waste management system, required actions and appropriate waste management behaviours."*

12 Conclusion

As demonstrated within this Waste Management Plan, the proposed residential development provides sufficient bin storage and adequate bins to service the site for general waste and recyclables.

Furthermore, the servicing of the bins by the City of Stirling can be adequately achieved without having an adverse impact on the site and the local street network.

Appendices

Appendix A: Proposed development plans

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING
OVERALL SITE PLAN
MDC ARCHITECTS
DALE ALCOCK PROJECTS
322 GRAND PROMENADE, DIANELLA (4955m²), R30
GRAND PROMENADE
CHESTER AVENUE
41.85M PROPERTY BOUNDARY
118.85M PROPERTY BOUNDARY
UNIT 1A
UNIT 1
UNIT 2
UNIT 2A
UNIT 3
UNIT 3A
UNIT 4
UNIT 5
UNIT 6
UNIT 7
UNIT 8
UNIT 9
UNIT 10
UNIT 11A
UNIT 11
UNIT 12A
UNIT 12
UNIT 13A
UNIT 13
PLAYGROUND
GRASSED AREA
COMMUNAL GARDEN
MEDITATION SPACE
UNDERCOVER AREA
TOTAL COMMON AREA 1846m²
BIN STORE
BIKES
OVERALL SITE PLAN

OVERALL GROUND FLOOR PLAN

SCALE 1 : 200

A	13/04/23	ISSUE FOR INFORMATION_PRELIM
B	19/04/23	ISSUE FOR INFORMATION_PRELIM

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T: 0405003 035 E:info@mdcarchitects.com.au
ACN: 624 192605

DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL GROUND FLOOR PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE @ A3: 1 : 200
STATUS: CONCEPT	DRAWING NO: A010

OVERALL FIRST FLOOR PLAN
SCALE 1 : 200

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL FIRST FLOOR PLAN

CATHOLIC ARCHDIOCESE OF PERTH

CONCEPT

1 : 200

A011

MDC ARCHITECTS

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DALE ALCOCK PROJECTS

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A	23/06/25	ISSUE FOR INFORMATION, PRICING
B	18/08/25	ISSUE FOR INFORMATION, PRICING

OVERALL ROOF PLAN

SCALE 1: 200

A	13/04/2023	ISSUE FOR INFORMATION_PRELIM
B	19/04/2023	ISSUE FOR INFORMATION_PRELIM

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ACN: 624 192605

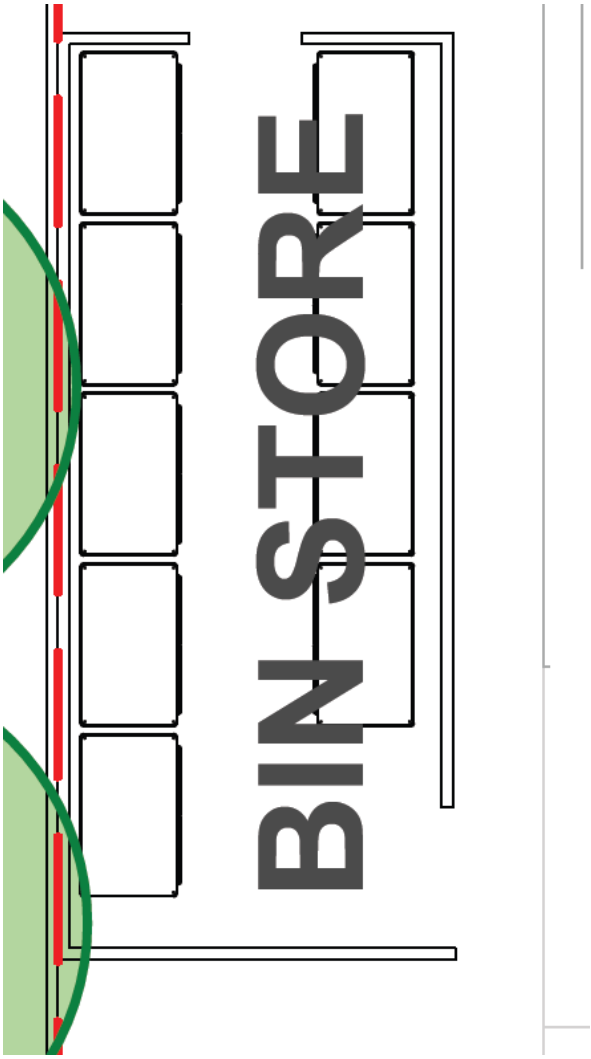
DALE ALCOCK PROJECTS

322 GRAND PROMENADE, DIANELLA - GROUPED HOUSING

OVERALL ROOF PLAN

CLIENT: CATHOLIC ARCHDIOCESE OF PERTH	SCALE AT A3: 1 : 200
STATUS: CONCEPT	DRAWING NO: A012

Appendix B: Bin storage and presentation plans



Appendix C: Swept path analysis

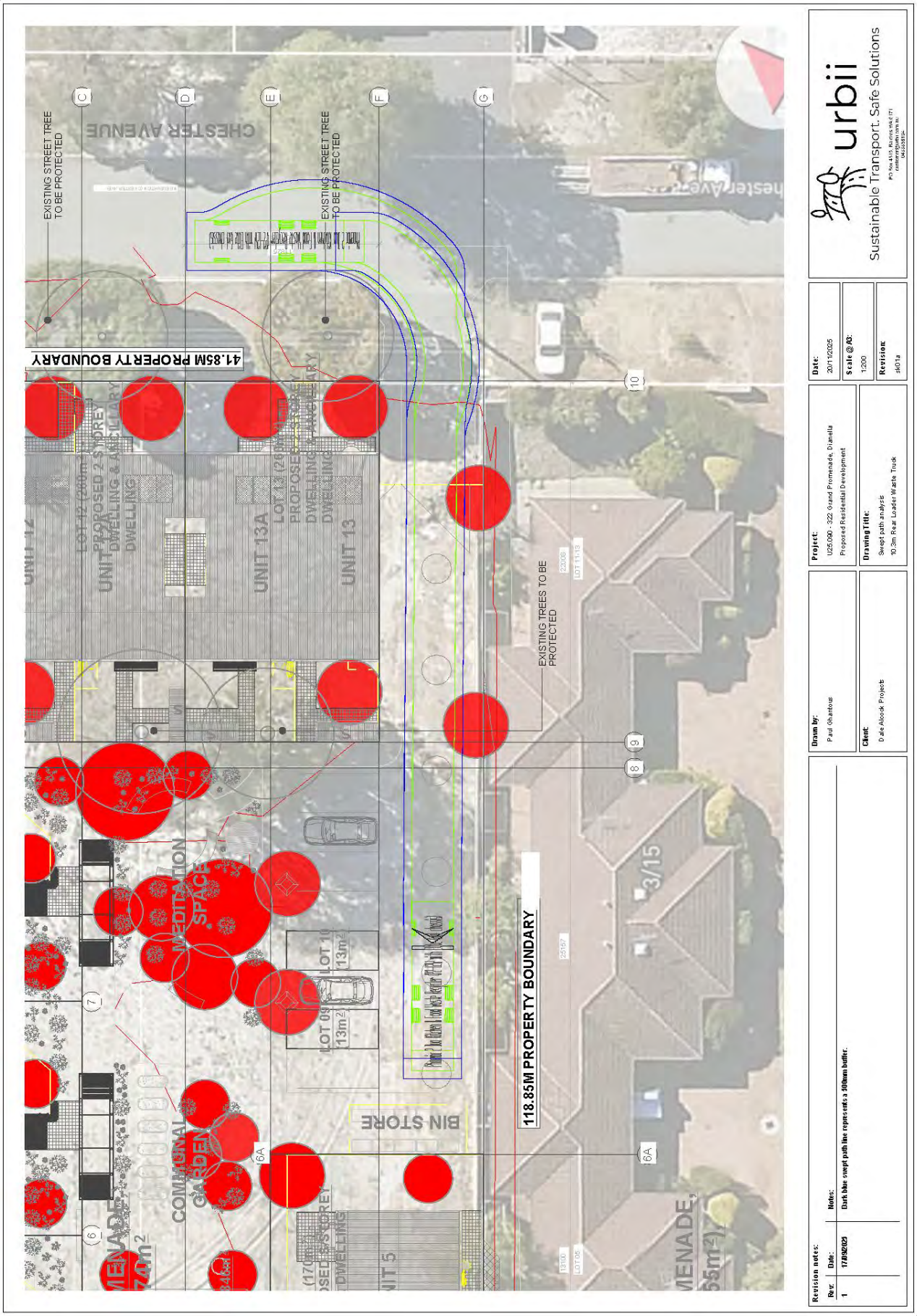
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

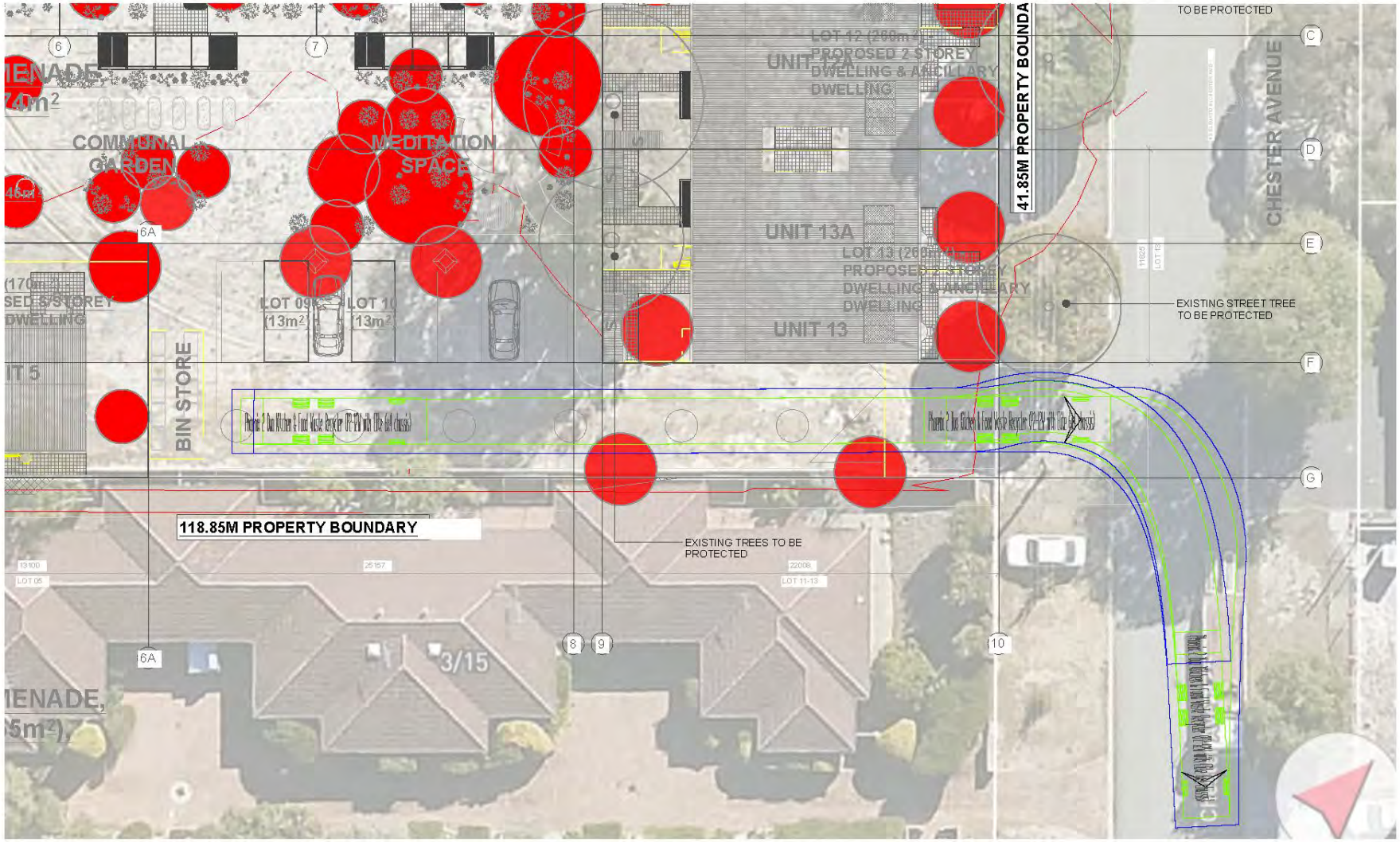
Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm safety buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.


EXISTING STREET TREE TO BE PROTECTED
CHESTER AVENUE
EXISTING STREET TREE TO BE PROTECTED
41.85M PROPERTY BOUNDARY
UNIT 12
UNIT 13A
UNIT 13
EXISTING TREES TO BE PROTECTED
MEDITATION SPACE
COMMUNAL GARDEN
LOT 09
LOT 10
13m2
BIN STORE
118.85M PROPERTY BOUNDARY
3/15
UNIT 5
MENADE,
C
D
E
F
G
6
7
8
9
10
6A
urbii
Sustainable Transport. Safe Solutions
Date: 20/11/2025
Scale @ A3: 1:200
Revision: sk01a
Project: U25.090 - 322 Grand Promenade, Dianella
Proposed Residential Development
Drawing Title: Swept path analysis
10.3m Rear Loader Waste Truck
Drawn by: Paul Ghantous
Client: Dale Alcock Projects
Revision notes:
Rev: 1
Date: 17/02/2023
Notes: Dark blue swept path line represents a 500mm buffer.



Revision notes:

Rev:	Date:	Notes:
1	17/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Dale Alcock Projects

Project: U25.090 - 322 Grand Promenade, Dianella
Proposed Residential Development

Drawing Title: Swept path analysis
10.3m Rear Loader Waste Truck

Date: 20/11/2025

Scale @ A3: 1:200

Revision: sk02a

urbii
Sustainable Transport. Safe Solutions

Appendix D: Waste calculations

Table 3: Weekly waste generation and collection – Residential 3 bin system

2 Bin System
3 Bin System

Clear Form

Recalculate

Residential Less Than 12 Dwellings	
Number of 1 Bedroom Apartments	0
Number of 2 Bedroom Apartments	0
Number of 3 or more Bedroom Apartments	0

Residential Greater Than 12 Dwellings	
Number of 1 Bedroom Apartments	2
Number of 2 Bedroom Apartments	17
Number of 3 or more Bedroom Apartments	0

Results - Weekly Waste Generation

	General Waste	Food & Garden Organics	Comingled Recyclables	Total
Residential Dwellings	1100L	720L	720L	2540L
Commercial Food & Beverage	0L	0L	0L	0L
Retail	0L	0L	0L	0L
Other Commercial	0L	0L	0L	0L
Totals	1100L	720L	720L	2540L

General Waste

Weekly generation (L)	Bin size (L)	Number of bins	Weekly collection frequency	Weekly capacity (L)
1100	660	4	0.5	1320

Recycling

Weekly generation (L)	Bin size (L)	Number of bins	Weekly collection frequency	Weekly capacity (L)
720	660	3	0.5	990

FOGO

Weekly generation (L)	Bin size (L)	Number of bins	Weekly collection frequency	Weekly capacity (L)
720	660	2	1	1320

City of Stirling
3 Dec 2025
RECEIVED

Attachment 8a - 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: DA25/1830
Our Ref: 208696730 - DAP431666
Enquiries: Kerry Moore
Direct Tel: 9420 2209
Email: building.services@watercorporation.com.au

23 March 2026

City Of Stirling
PO BOX 130
OSBORNE PARK WA 6017

Attention of: Frank Callisto

Re: Lots 28 & 29, 322A Grand Promenade Dianella

Reticulated water is available to the subject lot. A 20mm water service exists on LOT 28 whereas LOT 29 does not have a water service.

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 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

WATER CORPORATION

watercorporation.com.au

Attachment 8b - Public Transport Authority of Western Australia

Meron Nega

City of Stirling
23 April 2026
RECEIVED

From: Salkeld, Christopher <Christopher.Salkeld@pta.wa.gov.au>
Sent: Thursday, 23 April 2026 1:18 PM
To: Meron Nega
Cc: Holden, Brad; Robinson, Richard; Bus Stops
Subject: RE: 322A Grand Promenade Stirling

OFFICIAL

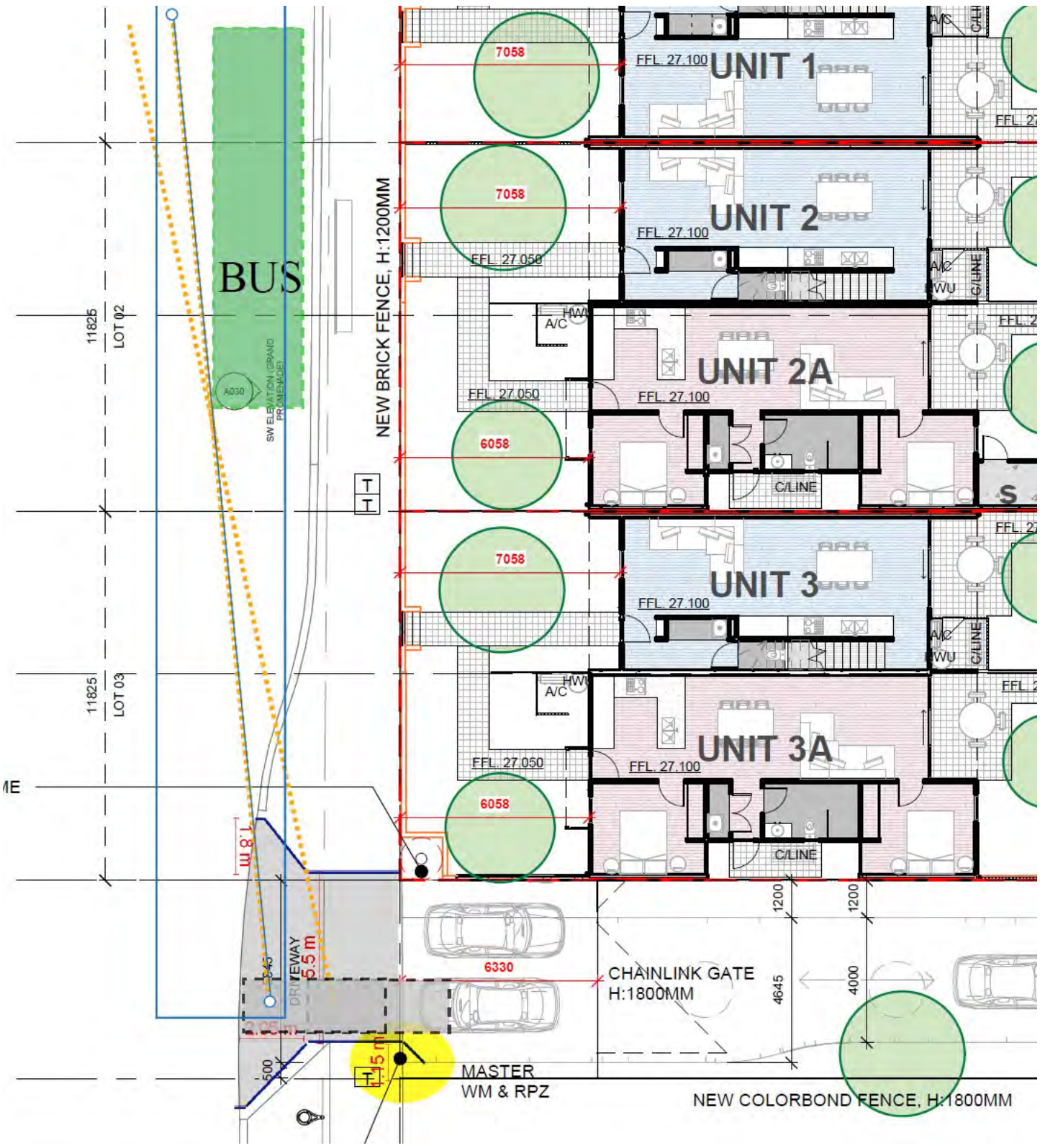
Hello Meron,
Our team has reviewed the development application and does not identify any significant issues that would prevent approval. The only matters we note for consideration are outlined below.

1. Line of Sight – Grand Promenade Access
Due to the number of bus services and their respective service frequencies at this location, sight distance for vehicles exiting the site from the Grand Promenade frontage may be affected if a bus is stationary within the bay (refer to Image 1). This is dependent on where line-of-sight measurements have been taken—either at the kerb edge or 3 metres back, in accordance with MRWA standards.
If the developer's designer has considered this scenario, deemed the risk acceptable, and confirms that PTA is indemnified against any future complaints from residents regarding sight-line limitations, then PTA is satisfied to accept this arrangement.

2. Bus Shelter Orientation, Privacy, and Future Replacement
The existing shelter is currently oriented facing the development and is directly in line with the entry gate servicing Units 2 and 2A. Should any privacy concerns be raised by residents in the future, it is noted that the shelter's orientation and its interface with the development have been identified, assessed, and accepted through the development approval process by both the developer's designer and Council. As such, PTA would not be responsible for addressing privacy impacts associated with the approved design, which would be reasonably apparent to residents at the time of purchase.

Additionally, the shelter at this location is of considerable age and is likely to require replacement in the near future. At such time if the council elects to replace the shelter, it would need to remain in its current orientation. Reversing the shelter would place it directly against the development wall and the access gate to Units 2 and 2A. If a reversal were requested by Council, the shelter would need to be relocated further south—most likely directly in front of Unit 2A. This relocation would necessitate a complete reconstruction of the bus hardstand. PTA would not bear responsibility for funding such works.

Please contact me if you require any clarification or further detail.



City of Stirling
23 April 2026
RECEIVED

Chris Salkeld
Senior Project Officer Bus Stop Infrastructure | Transperth Regional And School Bus Services Division
Public Transport Authority of Western Australia
Tel: (08) 9326 3196 Mob: 0477 525 459
Email: christopher.salkeld@pta.wa.gov.au | Web: www.pta.wa.gov.au

PART C – CITY OF NEDLANDS

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 45 - 47 (Lots 380 & 381) Carrington Street, Nedlands - Commercial Development (Three (3) Office/Warehouse Units) – DAP/26/03044

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – 45 – 47 (Lots 380 & 381) CARRINGTON STREET, NEDLANDS – COMMERCIAL DEVELOPMENT (THREE (3) OFFICE/WAREHOUSE UNITS)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Nedlands
Applicant:	Developed Property
Owner:	H Wish Pty Ltd and Pember Pty Ltd
Value of Development:	$7.8 million
Responsible Authority:	City of Nedlands
Authorising Officer:	Bruce Thompson, Director City Development and Regulatory Services
LG Reference:	DA25-109147
DAP File No:	DAP/26/03044
Application Received Date:	14 January 2026
Report Due Date:	29 April 2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Amended Development Plans dated 18 March 2026 3. Schedule of Submissions 4. Applicants' Planning Report and response to request for information 5. Amended Waste Management Plan dated 18 March 2026 6. Landscaping Plan dated 14 January 2026 7. Traffic Impact Statement dated 14 January 2026 and Amended Tech Note dated 18 March 2026

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/26/03044 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 Nedlands Local Planning Scheme No.3, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially

commenced within the specified period, the approval shall lapse and be of no further effect.

2. All works indicated on the approved plans shall be wholly located within the lot boundaries of the subject site.

3. All stormwater discharge from the development shall be contained and disposed of on-site unless otherwise approved by the City of Nedlands.

4. Prior to the issue of a building permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction and demolition processes to the satisfaction of the City.

5. Prior to the issue of a building permit, the applicant/owner shall comply with the City of Nedlands Local Planning Policy 7.9: Percent for Art and the City's Public Art Strategy 2025-2035 by contributing a sum equivalent of one percent (1%) of the total construction value of the development, towards public art, being either:

    a. Payment to the City of Nedlands of the one percent (1%) cash-in-lieu amount; or
    b. The provision of public art on the subject site, or on public land in proximity to the development, to a minimum value equivalent to the one percent (1%) cash-in lieu amount, subject to the following:
        i. The owner(s) or applicant on behalf of the owner(s), shall obtain the City's written approval for the proposed public art, including the artist and artwork details, to the satisfaction of the City, in accordance with Local Planning Policy 7.9: Percent for Art and the City's Public Art Strategy 2025-2035. The City may impose additional conditions in relation to the approved public art;
        ii. No part of the development may be occupied, strata titled or used unless the approved public art has been installed in accordance with the City's approval.

    The Public Art approved must be maintained thereafter in accordance with the conditions of approval and to the satisfaction of the City of Nedlands.

6. Prior to the issue of a building permit, an Acoustic Report shall be submitted by a suitably qualified and licenced acoustic practitioner demonstrating compliance of the development with the requirements of the Environmental Protection (Noise) Regulations 1997, with all recommendations within the report to be detailed on the building permit plans to the satisfaction of the City of Nedlands.

7. Prior to the issue of a building permit, provisions for a minimum of four (4) electric vehicle charging bays, including rooms and board locations, are to be shown on the plans. The charging provisions are to be installed prior to occupation to the satisfaction of the City.

8. Prior to the issue of a building permit, detail drawings are to be submitted and approved by the City of Nedlands demonstrating ramp gradients in accordance AS/NZS 2890.1:2004 representing the gradient of the crossover and driveway, to show prevention of vehicle scraping and proper stormwater management.

9. Prior to the issue of a building permit, suitable arrangements are to be made to remove the street tree within the Carrington Street road reserve adjacent to the lot 380, at the landowner/applicants cost, to the satisfaction of the City of Nedlands.

10. Prior to practical completion, suitable arrangements are to be made to realign the existing lot boundaries to reflect the building envelope in accordance with the approved plans, at the landowner/applicants cost and to the satisfaction of the City of Nedlands.

11. The development shall comply with the approved Waste Management Plan prepared by Developed Property date stamped 18 March 2026 to the satisfaction of the City of Nedlands. Any modification to the approved Waste Management Plan will require further approval by the City of Nedlands.

12. Prior to occupation, all boundary walls are to be finished externally to the same standard as the rest of the development in:

    a. Face brick;
    b. Painted render;
    c. Painted brickwork; or
    d. Other clean finish as specified on the approved plans.

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

13. Prior to occupation, landscaping shall be completed in accordance with the approved plans prepared by Kelsie Davies Landscape Architecture, dated 14 January 2026 or any approved modifications to the satisfaction of the City of Nedlands. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Nedlands.

14. Prior to occupation, all external fixtures (including but not limited to air conditioning units, hot water systems, meter boxes, and associated service infrastructure) shall be screened, integrated, or otherwise located to ensure they are not visually obtrusive when viewed from the public realm or adjoining properties, to the satisfaction of the City of Nedlands.

15. Prior to occupation, new or modified vehicle crossovers shall be constructed to the City's specification and thereafter maintained to the satisfaction of the City of Nedlands.

16. Prior to occupation, all car parking bays are to be clearly line marked, drained and with visitor/staff parking clearly marked or signage provided, and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.

17. Prior to occupation, all bicycle racks shall be provided and installed to the satisfaction of the City of Nedlands and maintained for the lifetime of the development.

18. Materials, sea containers, goods or bins must not be stored within the carpark areas at any time. Car parks shall remain freely accessible at all times.

19. No tyres, fuel or other flammable/combustible items are permitted to be stored on site at any time.

Advice Notes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, any obligations under the Strata Titles Act, or the requirements of any other external agency.

2. A building permit is required for the works.

3. The Construction Management Plan and Demolition Management Plans are to be prepared in the manner and form provided by the City of Nedlands.

4. Separate approval is required from the City of Nedlands for any works located within the verge, including street tree relocation, landscaping and crossovers. A Vehicle Crossover Permit application is required to be submitted and approved by the City of Nedlands prior to verge works commencing.

5. Any advertising signage may be subject to separate planning approval.

6. The applicant/owner is advised that noise levels are to comply with the Environmental Protection (Noise) Regulations 1997 at all times.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Nedlands Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Service Commercial
Structure Plan/Precinct Plan	N/A
Use Class and permissibility:	Warehouse/Storage – D Office - I
Lot Size:	Lot 380: 696m2 Lot 381: 696m2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Net Lettable Area	Total: 1,553m2

	Warehouse/Storage: 1,084m2 Office: 469m2
Proposed No. Storeys	2 Storeys

The application seeks approval for a 'Commercial Development' at 45 (Lot 381) and 47 (Lot 380) Carrington Street, Nedlands, comprising two buildings.

The development predominantly on 45 (Lot 381) Carrington Street includes:

- 360m2 NLA 'Warehouse/Storage' space;
- 205m2 NLA 'Office Space';
- Roof terrace; and
- 12 car parking bays within basement.

The development predominantly on 47 (Lot 380) Carrington Street includes:

- Two individual commercial tenancies with access from a communal lobby (identified as 47A and 47B);
- 724m2 NLA 'Warehouse/Storage' space (362m2 per tenancy);
- 264m2 NLA 'Office' space (162m2 per tenancy); and
- 20 car parking bays within basement (10 bays per tenancy).

The proposed operating hours are to align with standard daytime business hours. Each tenancy is proposed to accommodate a maximum of ten staff members on-site at any given time. The development is not intended to operate as a retail or customer-facing premises, with any visitors intended to attend primarily by prior appointment.

No advertising signage is proposed as part of this development application.

Assessment of the proposal is based on:

- Amended Development Plans dated 18 March 2026 (**Attachment 2**)
- Applicants' Planning Report and response to request for information (**Attachment 4**)
- Amended Waste Management Plan dated 18 March 2026 (**Attachment 5**)
- Landscaping Plan dated 14 January 2026 (**Attachment 6**)
- Traffic Impact Statement dated 14 January 2026 and Tech Note dated 18 March 2026 (**Attachment 7**)

Background:

<u>Site Context</u>

The site is located on the northern side of Carrington Street on the street block bound by Broome Street to the east and Loch Street to the west. The site is zoned 'Urban' under the Metropolitan Region Scheme and 'Service Commercial' under the City of Nedlands Local Planning Scheme No. 3 (LPS 3). The development site is across two lots with a combined area of 1,392m2 (**Figure 1**). The site has street frontage to both Carrington Street to the south and Government Road to the north. The subject land has remained vacant since 2019.

The surrounding locality comprises a mix of land uses and intensification of development. To the east and west of the subject site within the street block is

commercial and light industrial development typically one or two storeys in height. At the east end of this street block is the City of Nedlands Depot site. To the south of Carrington Street is low density Residential development coded R15. To the north of Government Road is Karrakatta Cemetery.

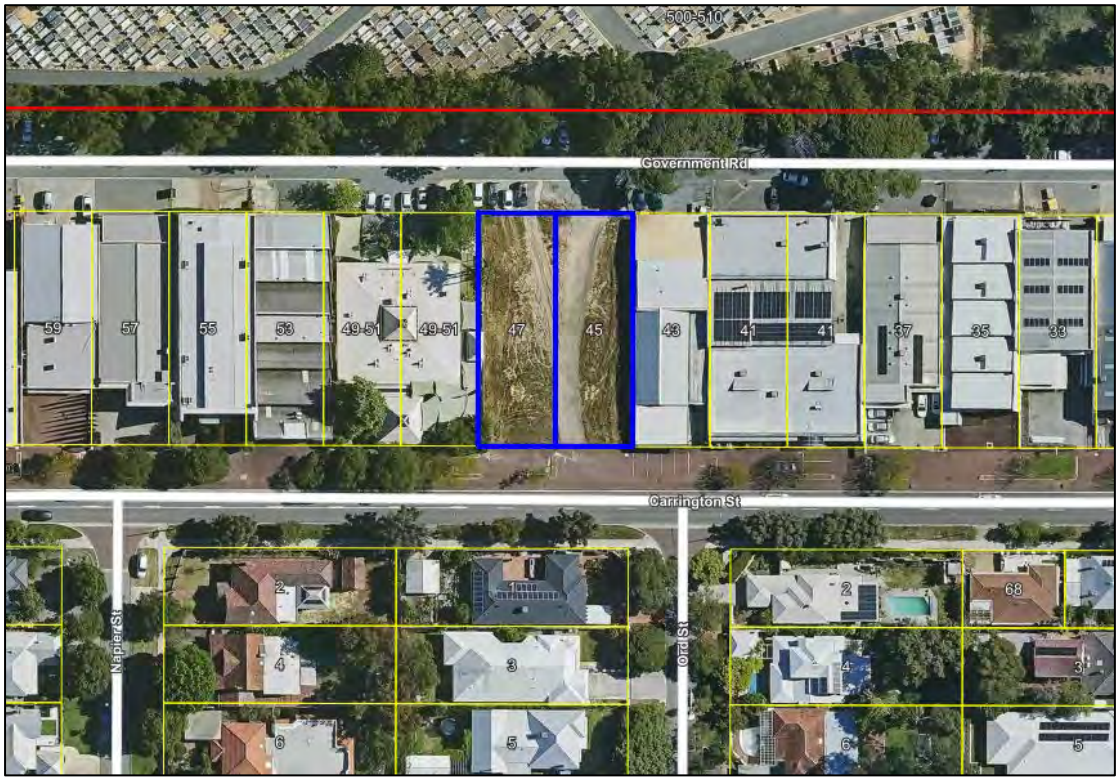


Figure 1: Aerial of Development Site

<u>Future Subdivision Application</u>

As outlined above, the development proposes two commercial buildings over two green title lots. As proposed, the boundaries of each building do not align with the current lot boundaries, with the development on 47 (Lot 380) Carrington Street encroaching 3m into 45 (Lot 381) Carrington Street. The application package indicates that the intention is to lodge a Form 1A application with the Western Australian Planning Commission for the formal shifting of the lot boundary (**Figure 2**), however, to date no such application has been lodged, as far as the City is aware. Should the development be approved, a condition is recommended requiring that the lot boundaries be realigned prior to practical completion.

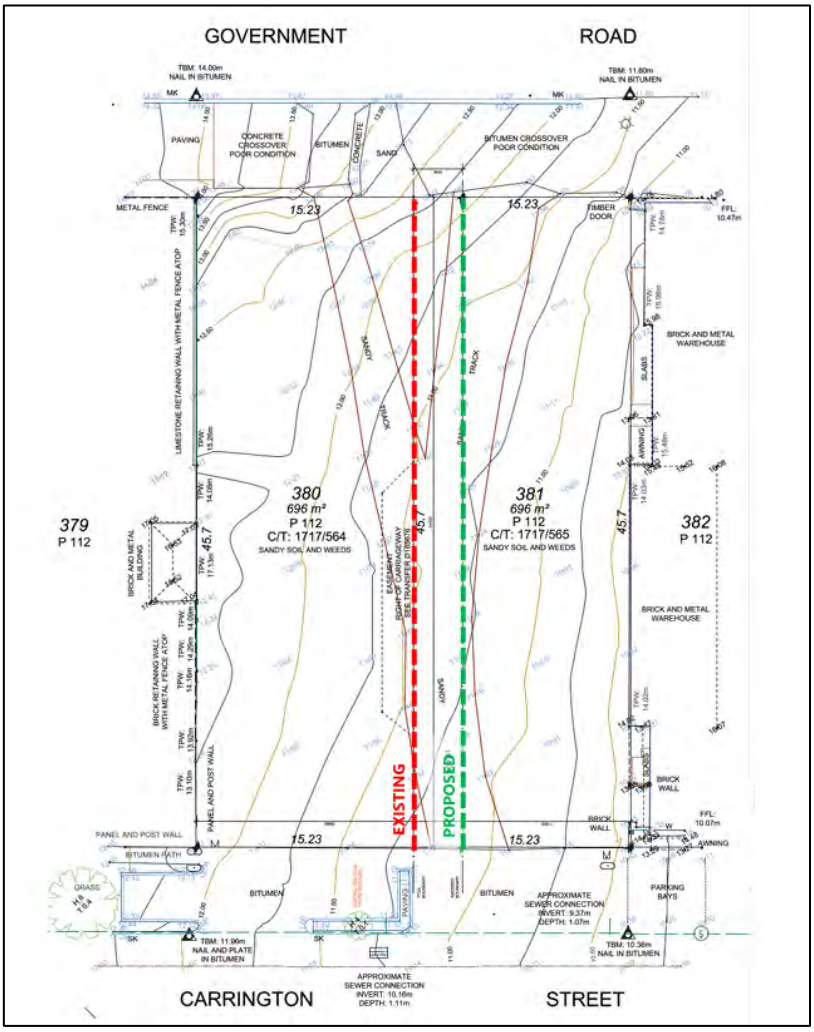


Figure 2: Existing and Proposed Lot Boundaries

Legislation and Policy:

<u>Legislation</u>

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- Planning and Development (Development Assessment Panels) Regulations 2011;
- Environmental Protection (Noise) Regulations 1997;
- Metropolitan Region Scheme; and
- City of Nedlands Local Planning Scheme No.3 .

<u>State Government Policies</u>

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

<u>Local Policies</u>

- Local Planning Policy 3.1 – Trees and Landscaping (LPP 3.1)
- Local Planning Policy 3.2 – Waste Management (LPP 3.2);

- Local Planning Policy 4.1 – Non-Residential Parking (LPP 4.1); and
- Local Planning Policy 7.3 – Consultation of Planning Proposals (LPP 7.3); and
- Local Planning Policy 7.9 – Percent for Art (LPP 7.9).

Strategies

- City of Nedlands Local Planning Strategy.

Consultation:

Public Consultation

In accordance with the City's Local Planning Policy 7.3, the development was advertised for a period of 14 days, from 4 February 2026 to 18 February 2026. Advertising letters were sent to all landowners and occupiers within a 100m radius of the subject land. An advertisement was also published on the City's website with all documents relevant to the application made available for viewing.

At the close of the advertising period, the City received two submissions, both in support of the application. A full schedule of submissions is provided at **Attachment 3**.

Referrals/consultation with Government/Service Agencies

Nil.

Design Review Panel Advice

The proposal did not require referral to the City's Design Review Panel. The proposal complies with the local planning framework, presents a contemporary and unobtrusive design, and is not of a scale that would significantly benefit from design review.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of LPS 3, and State and Local Planning Policies as outlined above. The matters below have been identified as key considerations for the determination of this application.

Local Planning Scheme No. 3

The site is zoned 'Service Commercial' under LPS 3. Clause 32 of LPS 3 sets out the following development standards for the 'Service Commercial' zone:

1) *Height*
    (a) *10m maximum building height.*

The development is two storeys with a maximum height of 9.6m (RL 21.38 – RL 11.75) thereby complies with this provision. The proposed height is consistent with the scale of existing development in the locality, and the future intended built form.

2) *Setbacks*
    (a) *2m minimum primary street setback;*
    (b) *2m minimum secondary street setback; and*

(c) nil setbacks permitted to all side and rear boundaries.

The development is setback a minimum of 2.5m from the primary street, Carrington Street, and a minimum of 2.0m from the secondary street, Government Road. Nil setbacks are proposed to both side boundaries. The proposal complies with this provision.

Land Use

The application proposes 'Warehouse/Storage' and 'Office' land uses. The 'Warehouse/Storage' land use is discretionary within the Service Commercial zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval. In determining the appropriateness of the land use, regard must be given to the objectives of the Service Commercial zone as outlined in LPS 3 Clause 16:

- *To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.*

  The warehouse land use typically relies on good vehicle access and a larger site to accommodate the storage, delivery and loading of goods. Carrington Street provides appropriate vehicular accessibility, being a local distributor accommodating commercial traffic movements, consistent with other service-oriented businesses in the locality. The site is of an appropriate scale to accommodate warehouse operations entirely within the building envelope, ensuring there is no outdoor work areas or any external encroachment.

- *To provide for a range of uses which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in centre, commercial or industrial zones.*

  A warehouse land use does not sit comfortably within a traditional Activity Centre or Commercial zone, which prioritise pedestrian-oriented retail, office and customer-facing land uses. Conversely, the proposal is smaller in scale and lower in intensity than operations typically expected in an Industrial zone, such as fabrication, large-format mechanical works, or operations with significant noise or outdoor storage. The proposed warehouse has minimal external impact, no outdoor storage, and low noise generation making it ideally suited to the intent of the zoning.

- *To ensure land use is compatible with any adjacent commercial, mixed use or residential areas and would not have a detrimental effect on the amenity of the locality.*

  All operations associated with the development will occur indoors, with no external noise-generating equipment or outdoor storage proposed. The design appropriately considers the interface with the residential zone to the south by locating the quieter office land use along this boundary, with the warehouse component positioned to the north of the site. The surrounding locality already contains similar and potentially more intensive uses, including a mechanic, showroom, and other warehouse uses, meaning the proposal does not introduce a new form of activity or an elevated impact on local amenity.

- *To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

  The proposal complies with the applicable built form development standards, ensuring that the scale and massing is appropriate to the locality. The development proposes a contemporary architecture, with a varied material palette, including concrete, red brick, steel and aluminium cladding. The design and material choice is complementary to both the residential and commercial development of the immediate locality. The absence of outdoor operations, storage or equipment ensures that both street frontages remain tidy and visually unobtrusive.

  Whilst the two buildings have been designed to complement each other, they have distinctively different facades to break up the bulk of the development and enhance visual interest to the public realm. At ground floor the development encourages streetscape activity via legible entries with weather protective canopies, landscaping that softens the bulk of the building, and extensive glazing that contributes to façade permeability and passive surveillance.

The 'Office' land use is permitted within the 'Service Commercial' zone, if it is "incidental"; meaning if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land; and it complies with any relevant development standards and requirements of LPS 3. Based on previous SAT precedent (NEWSONIC PTY LTD and CITY OF STIRLING [2008] WASAT 282]) it was established that 30% of gross floor area of the total building was the threshold at or below which a use is 'incidental to the predominant use of the site'.

The subject application proposes a total gross floor area of 1,553m2, of which 469m2 is designated to the 'Office' land use. This equates to 30% of the total floor area thereby satisfies the established threshold for an "incidental" land use. The development further complies with all relevant development standards and requirements of LPS 3 and accordingly the 'Office' component is considered a permitted land use in this instance.

<u>Local Planning Policy 4.1 Non-Residential Parking</u>

The application proposes 32 car bays within the basement level, and 20 bicycle parking bays at ground level. As demonstrated in **Table 1** below, this meets the requirements of LPP 4.1. The car and bicycle parking bays are allocated in proportion to each of the three tenancies. Four of the bicycle parking bays are located within the street setback area for use by visitors.

Table 1: Parking Analysis				
Land Use Floor area (FA)	Required Car Bays	Proposed Car Bays	Required Bicycle Bays	Proposed Bicycle Bays
Warehouse/ Storage 1,084m2	22 bays (2 bays per 100m2 FA)	32 bays total	6 bays (0.5 bays per 100m2 FA)	20 bays total
Office 469m2	10 bays (2 bays per 100m2 FA)		5 bays (1 bay per 100m2 FA)	

	32 bays	Complies	11 bays	Complies

LPP 4.1 Clause 5.1 requires developments proposing new parking facilities, to provide 20% of the bays as electric vehicle bays, rounded up to the nearest number. For the subject application this triggers a requirement of seven electric vehicle bays. The application proposes four electric vehicle bays. The three-bay shortfall is considered to meet the objectives of LPP 4.1 for the following reasons:

- It is acknowledged that the LPP requirement of 20% is ambitious within the current development context. The proposal of four bays in considered a reasonable compromise comparable to the scale of the development.
- The development provides bicycle bays, end of trip facilities, and motorcycle parking, which demonstrates a broader commitment to active and sustainable transport.

LPP 4.1 Clause 5.3 sets out the following end of trip facility requirements for developments with a floor area of 1,500m2 or greater:

i. Minimum of one female and one male shower, located in separate secure changing rooms for the first 10 bicycle parking bays;
ii. Additional shower facilities shall be provided at a rate of one female and one male shower room for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per building;
iii. A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow for the storage of cycle attire and equipment.

Whilst the entire development exceeds a floor area of 1,500m2, it is acknowledged that no individual tenancy requires 10 or more bicycle bays, and therefore the trigger for gender-separated end of trip facilities are not met at the tenancy level. Alternatively, the proposal has included one unisex end of trip facility for each individual tenancy. The applicant has contended that this provision is commensurate with the anticipated demand of the prospective tenants and the City agrees with the applicant's reasoning in this regard.

<u>Traffic</u>

The applicant's Traffic Impact Statement (TIS) estimates that the proposed development will generate approximately 117 vehicular trips daily, 14 vehicular trips in the AM peak and 13 vehicular trips in the PM peak (**Attachment 7**). The TIS concludes that this level of trip generation can be accommodated within the existing road network capacity. The City has reviewed the findings of the TIS and is generally supportive of its findings.

It is noted that additional information is required to confirm the specific ramp gradients and swept paths proposed. However, it is anticipated that these matters are able to be satisfactorily addressed through a condition of approval requiring the submission of additional detailed drawings.

<u>Local Planning Policy 3.1 Landscaping</u>

In accordance with clause 7.1 of LPP 3.1, a landscaping plan has been prepared by Kelsie Davies Landscaping (**Attachment 6**). The provided plan includes provision for

three new trees on the Government Road elevation and feature planting within planters on the Carrington Street elevation. The species selection is suitable for the climate and location, and the proposed landscaping is considered to positively contribute to the existing streetscape character. The landscape plan incorporates detail on proposed water wise irrigation and reticulation systems optimised for minimal water use.

Given the location of the crossovers, the application proposes to relocate one street tree within the Carrington Street verge. This tree is not significant, and its relocation and/or replacement has been supported in principle subject to all costs being borne by the applicant. However, all works within the verge are subject to separate approval via the City, and a condition of approval has been recommended to this effect.

Local Planning Policy 7.9 Percent for Art

The City adopted Local Planning Policy 7.9 Percent for Art (LPP 7.9) on 29 April 2025**.** The Policy has been prepared to enhance the streetscape and contribute to a sense of place by requiring public art contributions from eligible developments.

The Policy requires development applications with an estimated cost of $2 million or more to provide a public art contribution equal to one percent (1%) of the estimated cost of development. The application meets this threshold and thereby the City recommends imposing a public art contribution condition.

Construction Management

A concern was raised during the submission period regarding potential issues during the construction phase. A condition of approval will require a Construction Management Plan be submitted detailing how traffic, parking, deliveries, noise, dust, and other construction-related matters will be managed throughout the build. The document will be subject to review, approval, and enforcement by the City.

Conclusion:

The application for a commercial development is consistent with the City's statutory and strategic planning framework, will have minimal undue adverse impact upon adjoining properties, and achieves a high-quality design outcome. The development appropriately responds to the established local context and satisfies the relevant provisions of the City's Local Planning Scheme and local planning policies. It is recommended that the development be approved subject to conditions.

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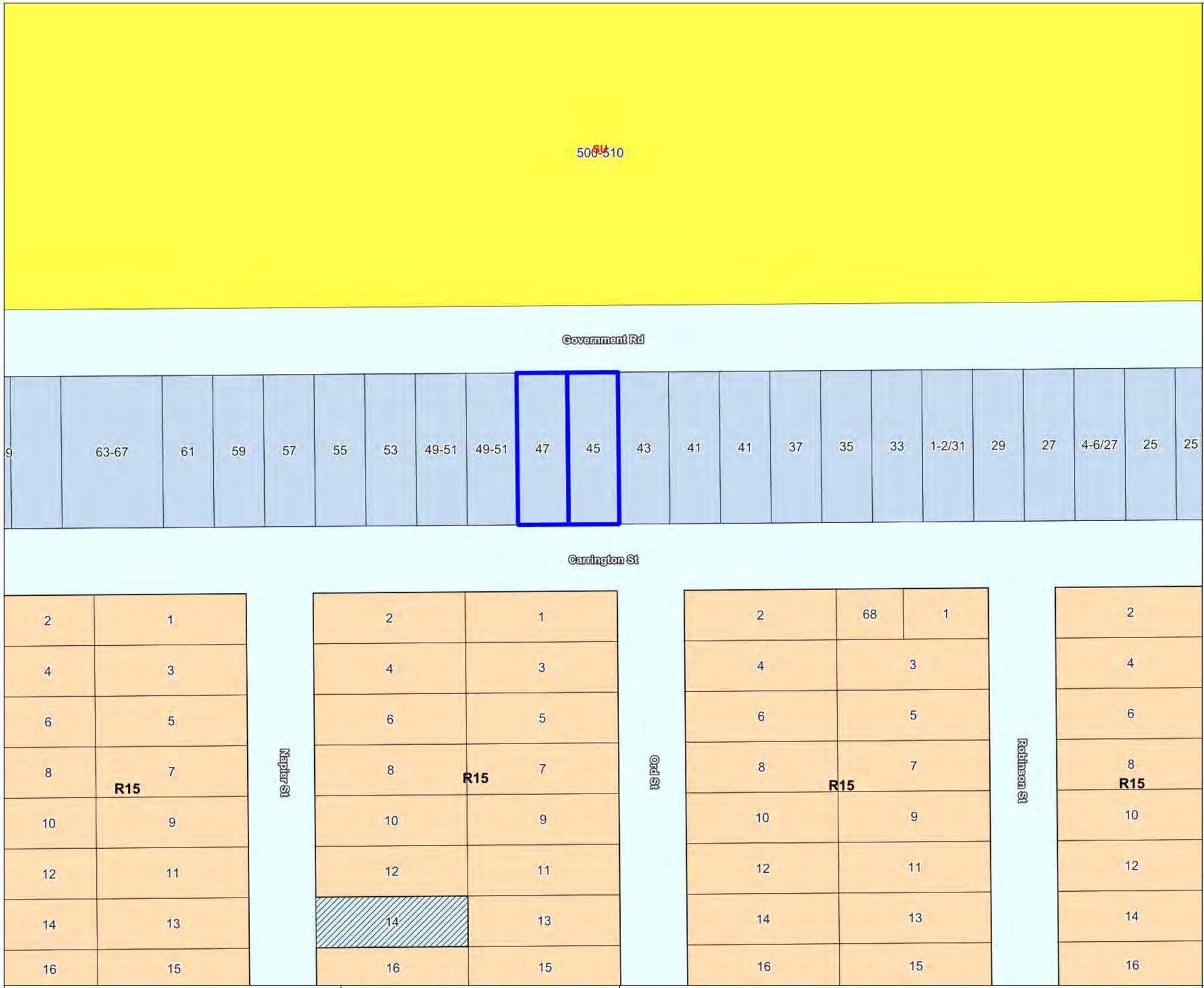
45-47 Carrington Street - Aerial Map

13/03/2026

1:1200



Labels
- House Numbers
- Road Names
- LPS RCode Labels
- Property Boundaries
- LPS3 Zones
  - Residential
  - Service Commercial
- LPS3 Reserves
  - Drainage/Waterway
  - Government Services
  - Infrastructure Services
  - Public Open Space
- Metropolitan Region Scheme
  - Public purposes

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45-47 Carrington Street Zoning Map

13/03/2026

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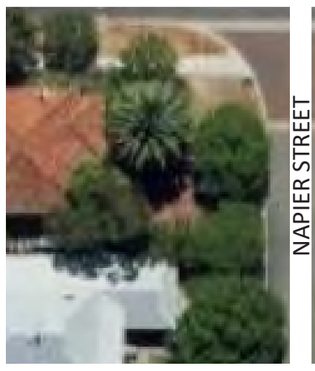
GOVERNMENT ROAD

CARRINGTON STREET



NAPIER STREET

ORD STREET

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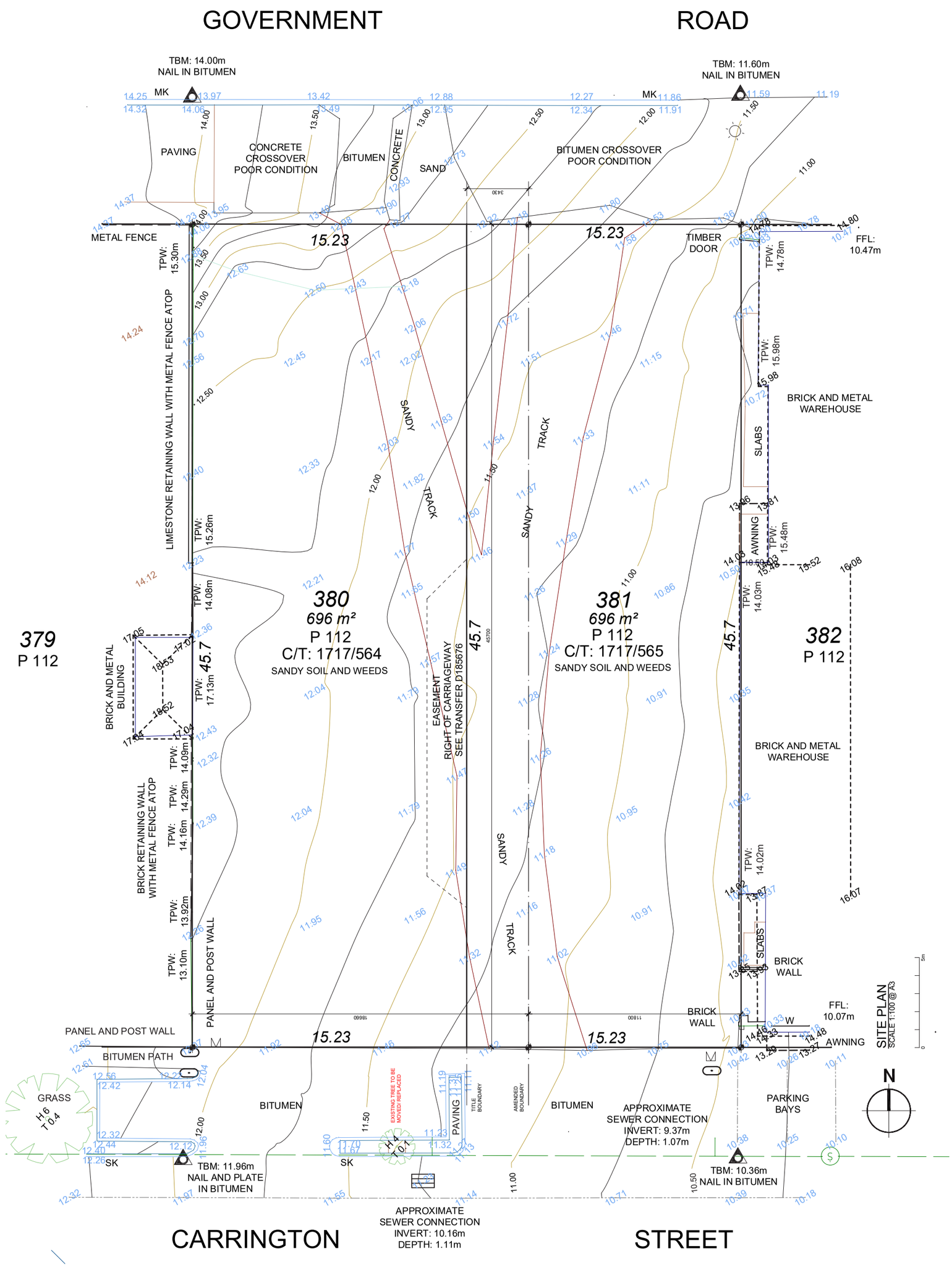

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PROJECT #
2521
DRAWING #
SK00

PROJECT

PROJECT TITLE
REDHILL PARTNERS
45-47 CARRINGTON STREET, NEDLANDS
17.03.2026

SCALE
1:100 @ A3

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PROJECT TITLE

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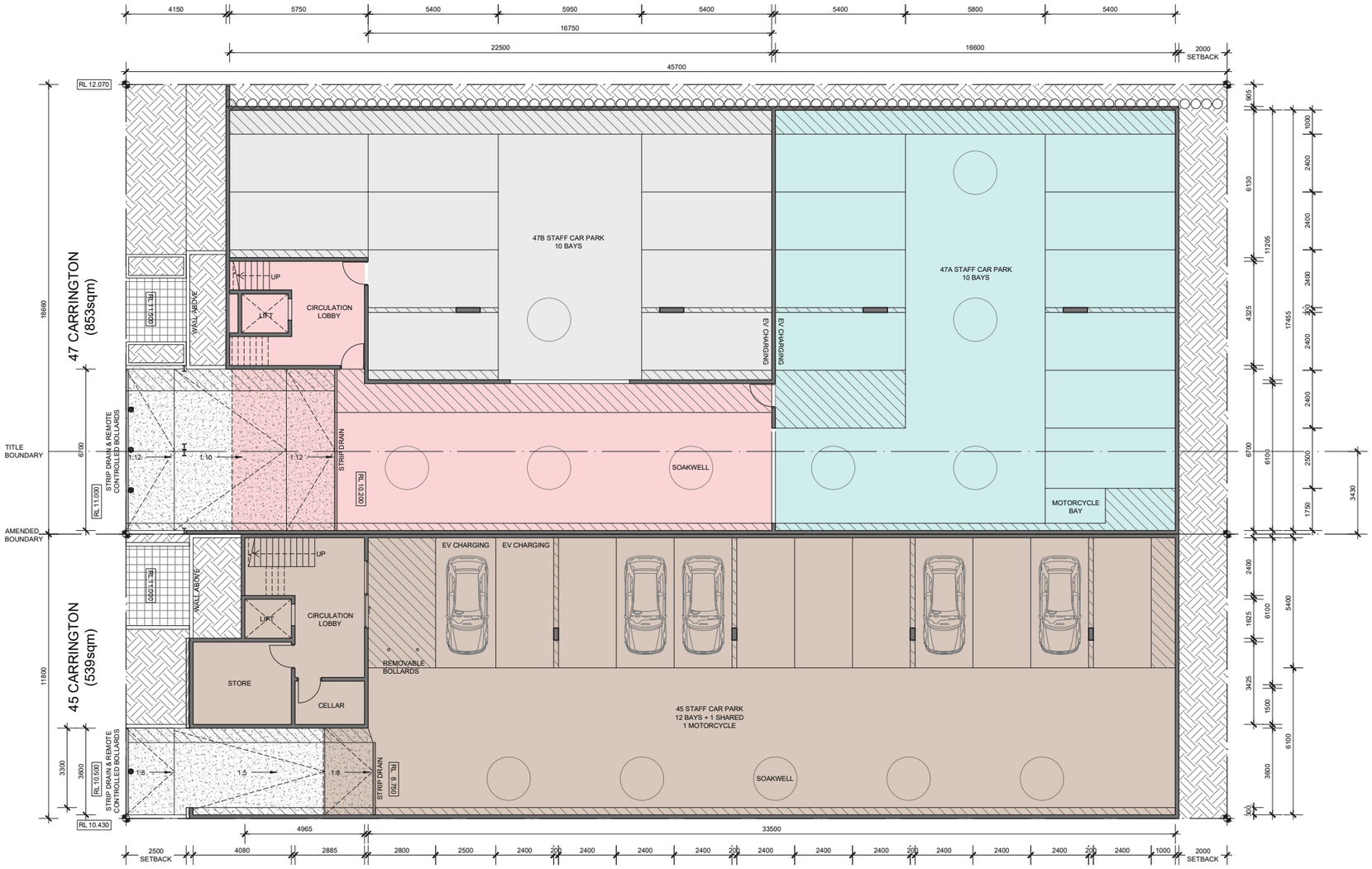

HATCH LEGEND:

WALL TYPE LEGEND:

BASEMENT PLAN

SCALE 1:100 @ A3

BASEMENT GFA:

47 COMBINED = 684.9m²
45 = 439.2m²

STORMWATER CALCULATIONS:

47:
8 SOAKWELLS 1800DIA X 1500D
TOTAL STORAGE = 30.5cu.m
TOTAL SOAKAGE AREA = 20.4m²
EMPTYING TIME = 3.95hrs

45:
5 SOAKWELLS 1800DIA X 1500D
TOTAL STORAGE = 19.1cu.m
TOTAL SOAKAGE AREA = 12.7m²
EMPTYING TIME = 3.95hrs

SCALE	PROJECT TITLE	PROJECT #
1:100 @ A3	REDHILL PARTNERS 45-47 CARRINGTON STREET, NEDLANDS 17.03.2026	2521
		DRAWING # SK01

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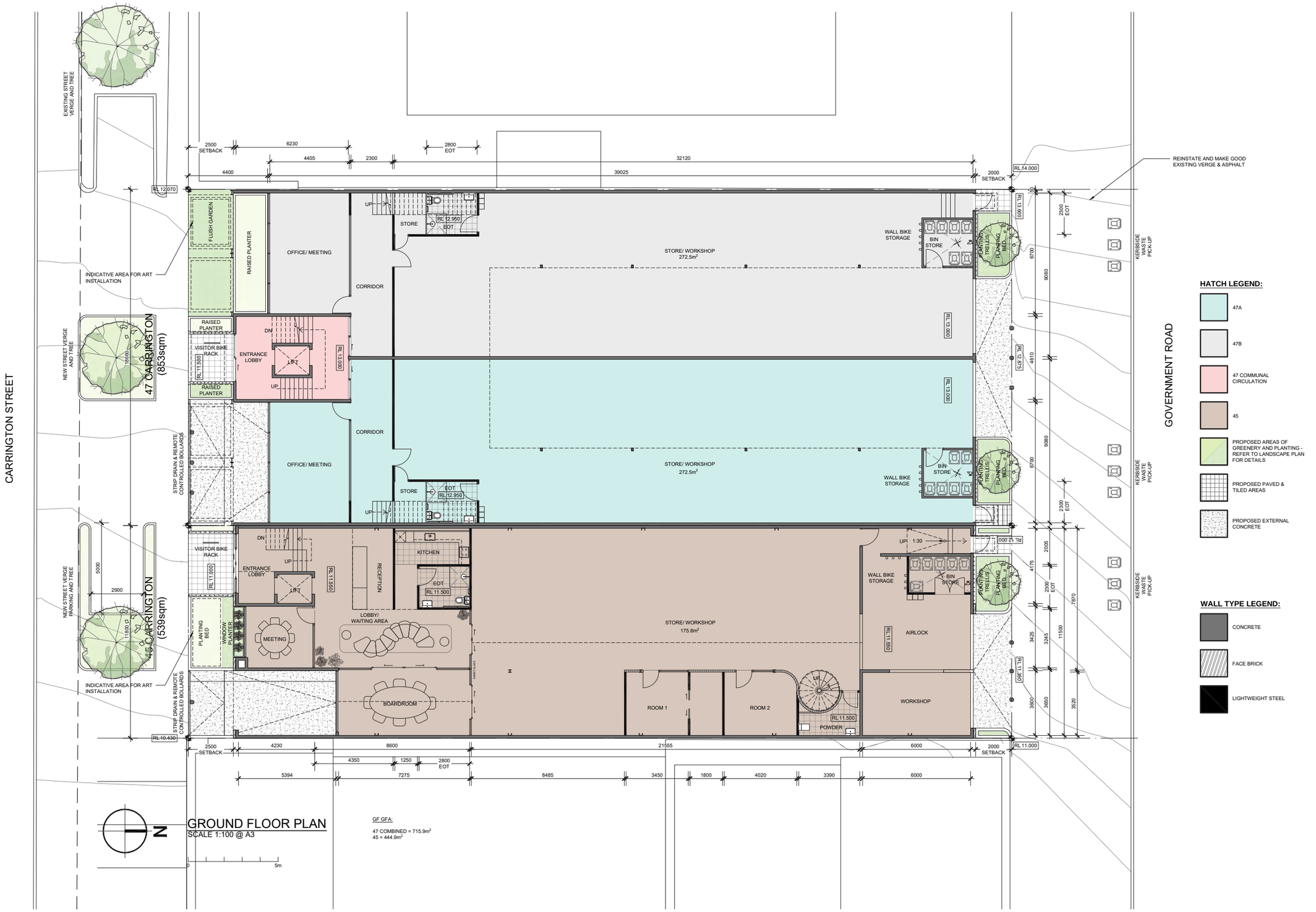

GROUND FLOOR PLAN

SCALE 1:100 @ A3

GF GFA:

47 COMBINED = 715.9m²
45 = 444.9m²

SCALE	PROJECT TITLE	PROJECT #
1:100 @ A3	REDHILL PARTNERS 45-47 CARRINGTON STREET, NEDLANDS 17.03.2026	2521
		DRAWING # SK02

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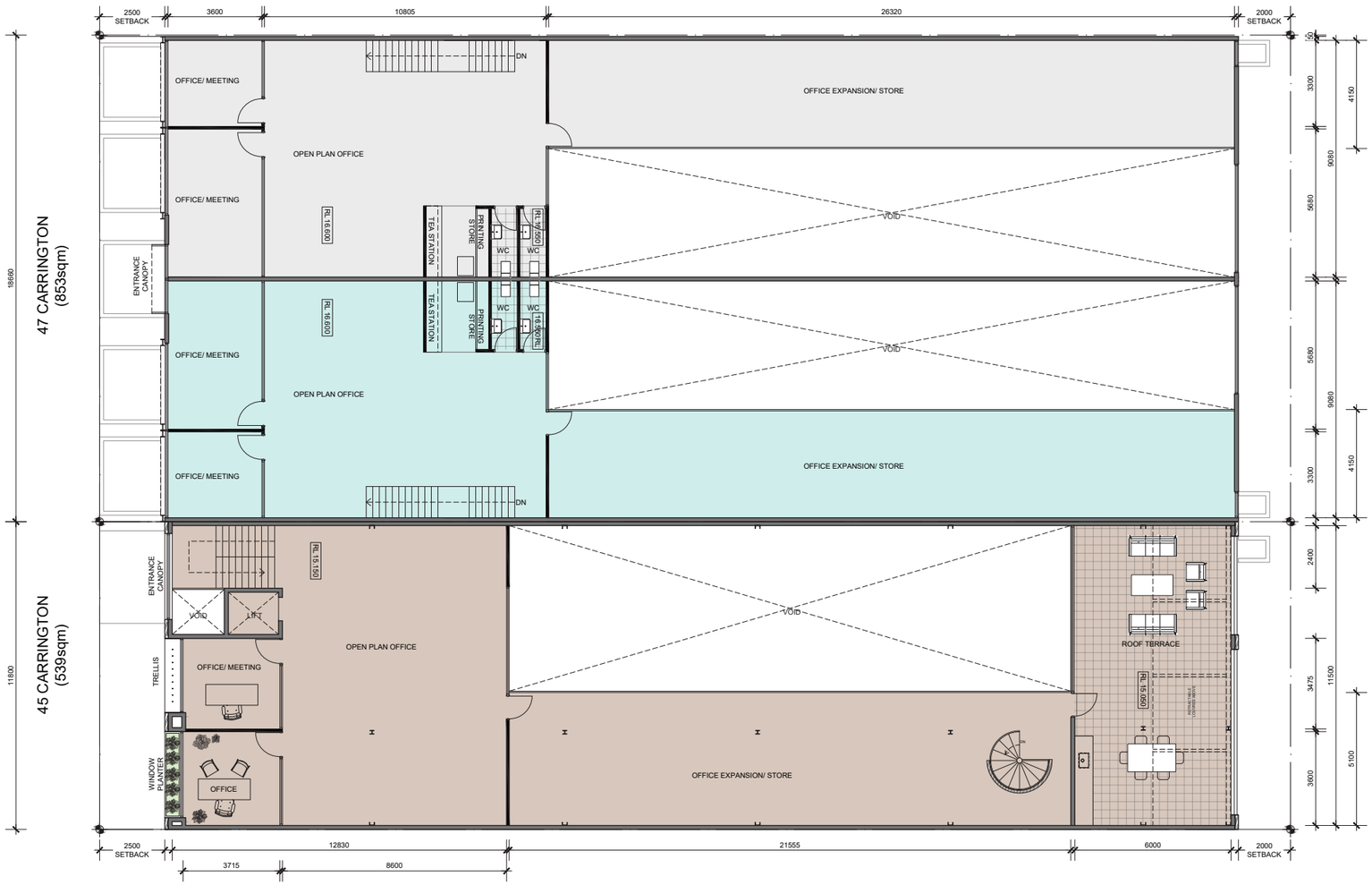

HATCH LEGEND:

- 47A
- 47B
- 47 COMMUNAL CIRCULATION
- 45
- PROPOSED AREAS OF GREENERY AND PLANTING
- PROPOSED PAVED & TILED AREAS
- PROPOSED EXTERNAL CONCRETE

WALL TYPE LEGEND:

- CONCRETE
- FACE BRICK
- LIGHTWEIGHT STEEL

N

FIRST FLOOR PLAN

SCALE 1:100 @ A3

0 5m

1F GFA:

47 COMBINED = 485.9m²
45 = 322.7m²

TOTAL GFA:

47 COMBINED = 1886.7m²
WEST = 807.5m²
EAST = 875.1m²
COMMUNAL = 195.1m²
45 = 1208.7m²

SCALE

1:100 @ A3

PROJECT TITLE

REDHILL PARTNERS

45-47 CARRINGTON STREET, NEDLANDS

17.03.2026

PROJECT #

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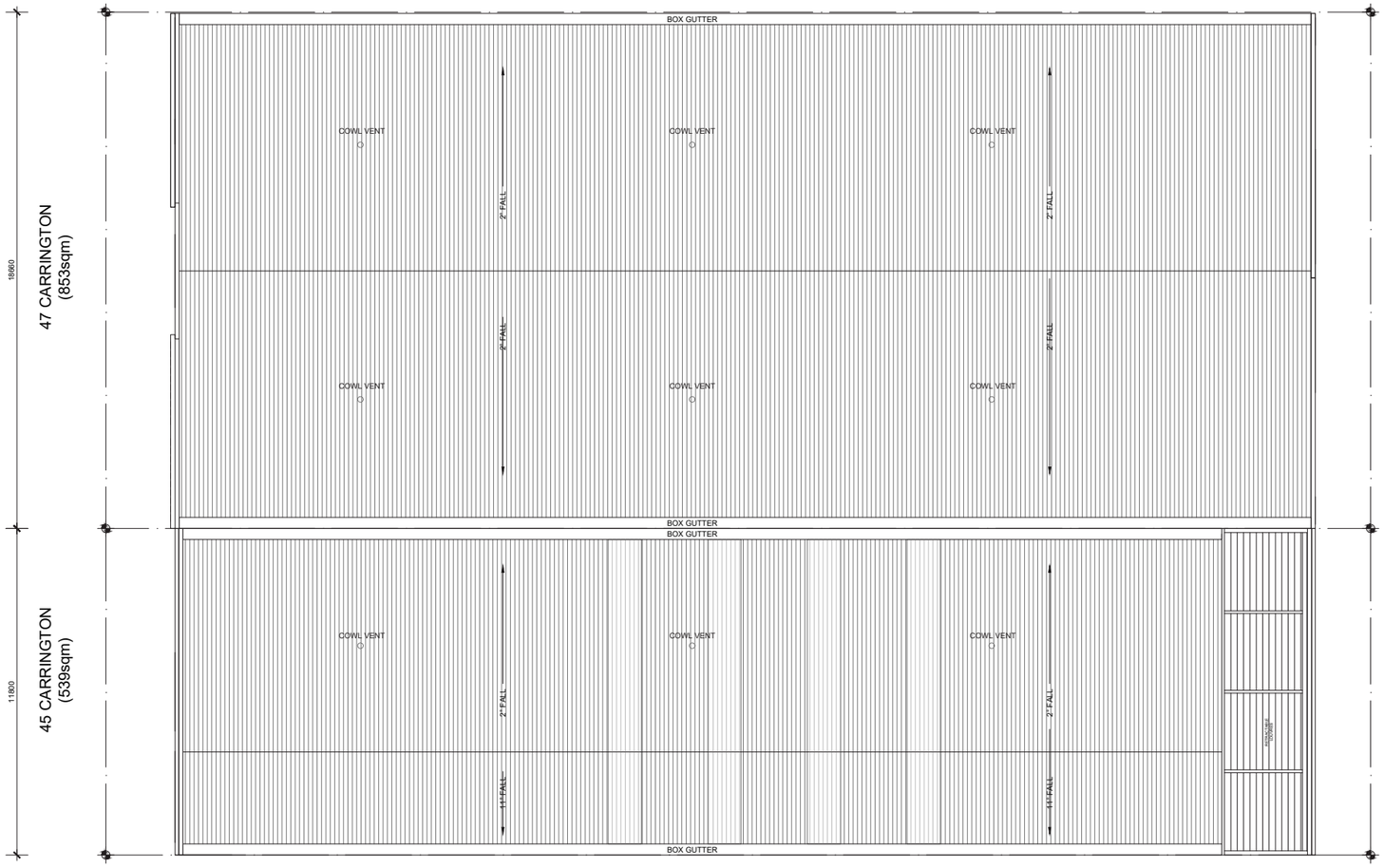

HATCH LEGEND:

METAL ROOFING - SHALE GREY

TRANSPARENT POLYCARBONATE ROOFING

ROOF PLAN

SCALE 1:100 @ A3

0 5m

SCALE

1:100 @ A3

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17.03.2026

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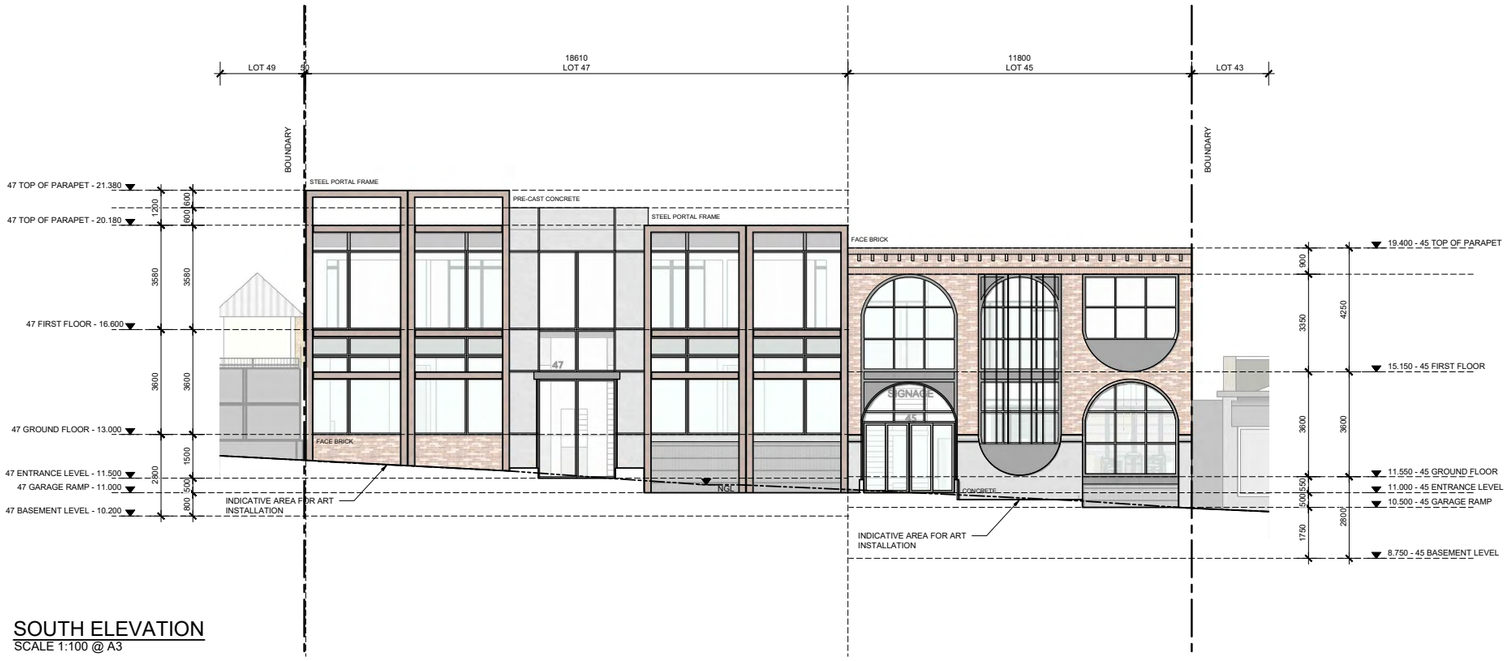
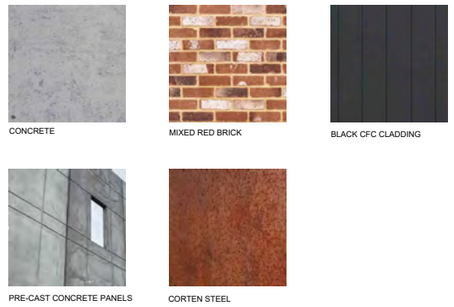
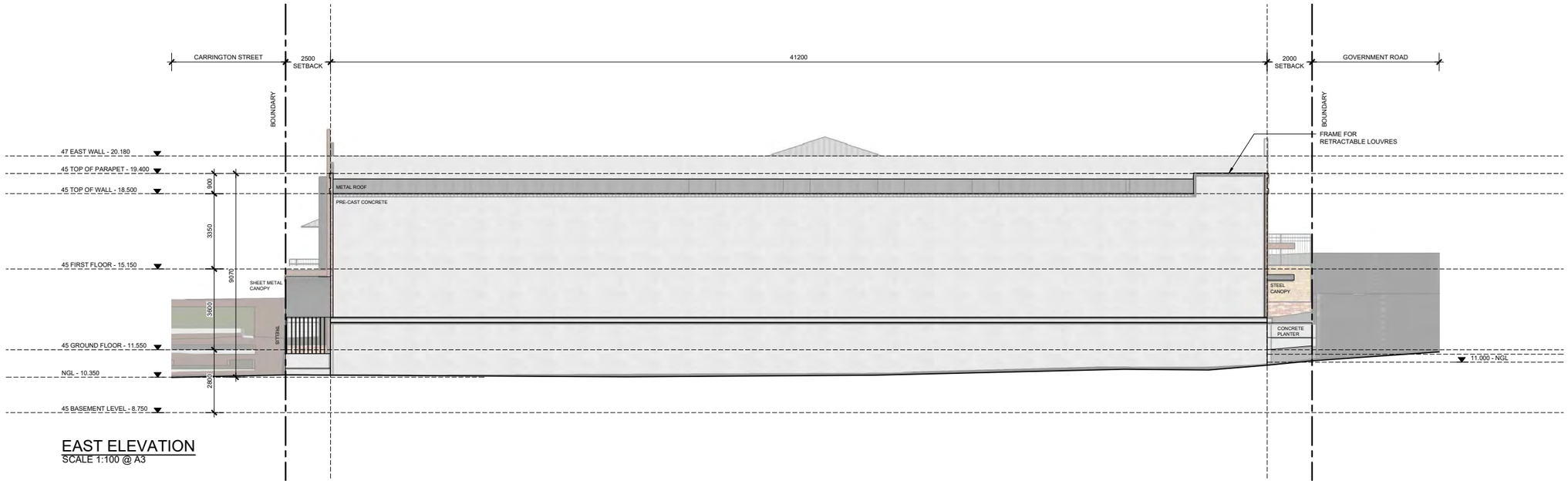


SOUTH ELEVATION
SCALE 1:100 @ A3





EAST ELEVATION
SCALE 1:100 @ A3

SCALE
1:100 @ A3

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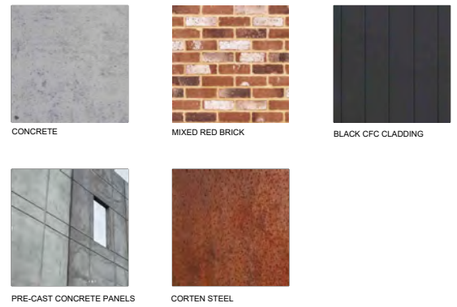
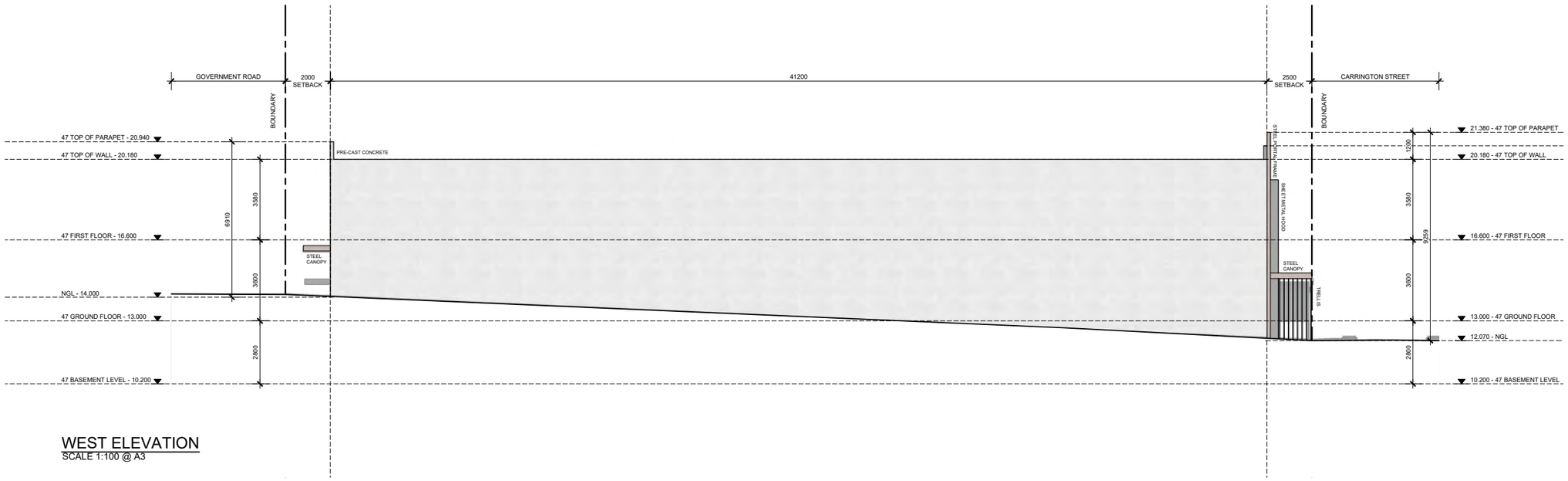
NORTH ELEVATION
SCALE 1:100 @ A3





WEST ELEVATION
SCALE 1:100 @ A3

SCALE
1:100 @ A3

PROJECT TITLE
REDHILL PARTNERS
45-47 CARRINGTON STREET, NEDLANDS
17.03.2026

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Schedule of Submissions

45 – 47 (Lots 380 & 381) CARRINGTON STREET

City of Nedlands

nedlands.wa.gov.au

No.	Submission
1	Reference commercial development application DA25-109147 at 45-47 Carrington Street Nedlands, I have the following concerns: • no objection to the proposed development as presented on the City of Nedlands web site. Concerns: • structural damage to nearby residents from below ground excavations for car parking. Is the developer prepared to pay for dilapidation reports ??? carried out prior to excavation commencing. • traffic management along Carrington Street as this is a major through road. • trades people parking in **Ord Street** in particular – Ord Street is already overcrowded with parked vehicles (8 cars alone at No. 17) on both sides of the road causing considerable issues as Ord Street is a major through road to the highway IGA. Line of site, and access issues have already been reported to the City of Nedlands.
2	It is nice to see something finally happening on this site, as it has been an eyesore for many years. I am happy with the overall architectural design and feel it will fit well into the existing streetscape. With the tree planting and landscaping proposed for the new buildings, I hope the Nedlands Council will plant complimentary tree planting in front of the existing premises next door and along Carrington St.

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Developed

No. 45 & 47 Carrington Street, Nedlands

Planning Report

Office & Warehouse Development

Developed Property Pty Ltd
www.developedproperty.com.au

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Attachments

Annexure A: Traffic Impact Statement
Annexure B: Waste Management Plan
Annexure C: Landscaping Plan

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Project Team

Redhill Partners Developer	**PROEKT Architecture** Architect	**Developed** Town Planner
KDLA Landscape Architect	**Premise** Traffic Consultant	**Developed** Waste Management

Version

Issue	Date	Statues	Prepared By	Approved By
Draft	16.12.2025	Draft	GC	MS
V1	17.12.2025	Final	GC	DP

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Executive Summary

This report has been prepared by Developed on behalf of Redhill Partners Pty Ltd to support an application for the development of three (3) office/warehouse units at No. 45 (Lot 381) and No. 47 (Lot 380) Carrington Street, Nedlands. The proposal comprises one unit on Lot 381 and two units on Lot 380, supported by consolidated basement car parking and a contemporary built form consistent with the intended character of the precinct.

The proposed development aligns with the purpose and direction of the Service Commercial zone under the City of Nedlands Local Planning Scheme No. 3 and reinforces the strategic objectives of the City's Local Planning Strategy. The proposal seeks to deliver a commercially oriented land use on an underutilised site and represents a high-quality redevelopment outcome consistent with the evolving character of Carrington Street. The architectural response presents a 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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1. Introduction

Developed has been engaged by Redhill Partners Pty Ltd to prepare and lodge a Development Application for a proposed three (3) office/warehouse units at No. 45 (Lot 381) and No. 47 (Lot 380) Carrington Street, Nedlands (subject site). The proposal includes consolidated basement car parking, contemporary industrial-style built form, and functional internal layouts purpose-designed for small-to-medium commercial tenants.

The subject site is zoned Service Commercial under the City of Nedlands Local Planning Scheme No. 3 – a zone that anticipates service-based, commercial, and light industrial activities that support the broader economic role of the locality. The proposed land uses and built form respond to these planning intentions and are consistent with the intended redevelopment outcome for an underutilised site.

The architectural design has been prepared by a Western Australian architect – Proekt Architecture. The design incorporates both office and warehouse typologies with articulated street presentation to both Carrington Street and Government Road. A refined material palette references the industrial character of the Carrington Street commercial corridor. Landscaping is integrated into the built form 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 transport and access reporting, waste servicing considerations, and built form planning analysis, ensuring that the development is capable of operating 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 Service Commercial zone and supports ongoing commercial activity in the precinct.

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2. Pre-Lodgement

A pre-lodgement meeting was held with the City of Nedlands on Friday, 1 August 2025. Planning staff and an external compliance contractor attended on behalf of the City. The Proponents presented the preliminary concept plans and sought direction on key technical, design, and process matters. The City's advice is summarised below.

Traffic and Basement Access

The City noted potential vehicle conflict associated with vehicles entering and exiting the basement car park for No. 45. The Proponents outlined possible control measures, including a traffic light or management system, which the City acknowledged as an appropriate mitigation to be considered through the traffic assessment.

Carrington Street Verge Treatment

The Proponents confirmed a preference to upgrade the existing verge through improved soft landscaping. The City was supportive and viewed this as a positive enhancement to the public realm. The City also acknowledged that existing verge visitor bays could be retained or realigned subject to detailed design resolution and engineering.

Approval Pathway

The Proponents queried whether the application should proceed as a standard Development Application or via the Development Assessment Panel (DAP). The City initially indicated a Development Application could be acceptable but acknowledged the DAP pathway is a possible option. The City confirmed that Design Review Panel referral is not required for this proposal due to the nature of the development.

Government Road Crossovers

The City's compliance representative raised the need to consider the City's crossover policy in relation to the proposed four crossovers to Government Road. City planners noted that the redevelopment would represent an improvement on the existing condition of Government Road and the current verge. The Proponents noted access consolidation would be considered.

Waste Collection

The City did not express a preference for waste collection from a specific street frontage. The Proponent committed to confirming a preferred collection point in consultation with the traffic and waste consultants.

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Landscaping Requirements

While the City does not mandate specific tree species, officers advised that landscaping should reference the City's preferred species list. The Proponent was advised to engage a landscape architect to address sustainability measures and incorporate suitable tree and plant species within a detailed landscaping plan.

Summary

Overall, the City indicated that the proposal was appropriate for the Service Commercial zone and surrounding context, noting that it remains subject to formal assessment through the development application process.

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Figure 1: Schematic Plans – Basement Plan as shared with the City of Nedlands at Pre-Lodgement

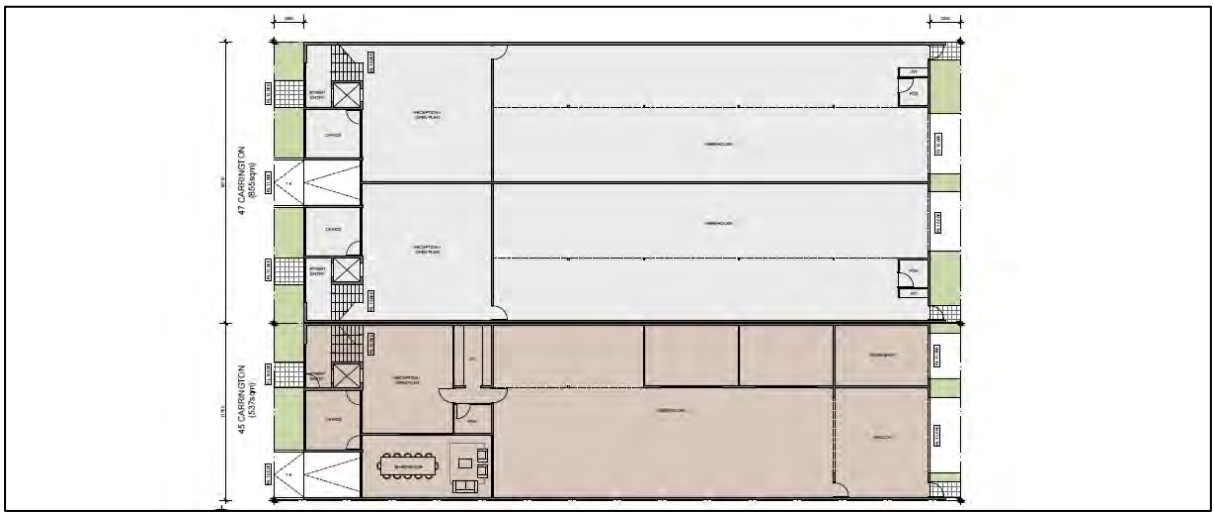

Figure 2: Schematic Plans – Ground Floor Plan as shared with the City of Nedlands at Pre-Lodgement

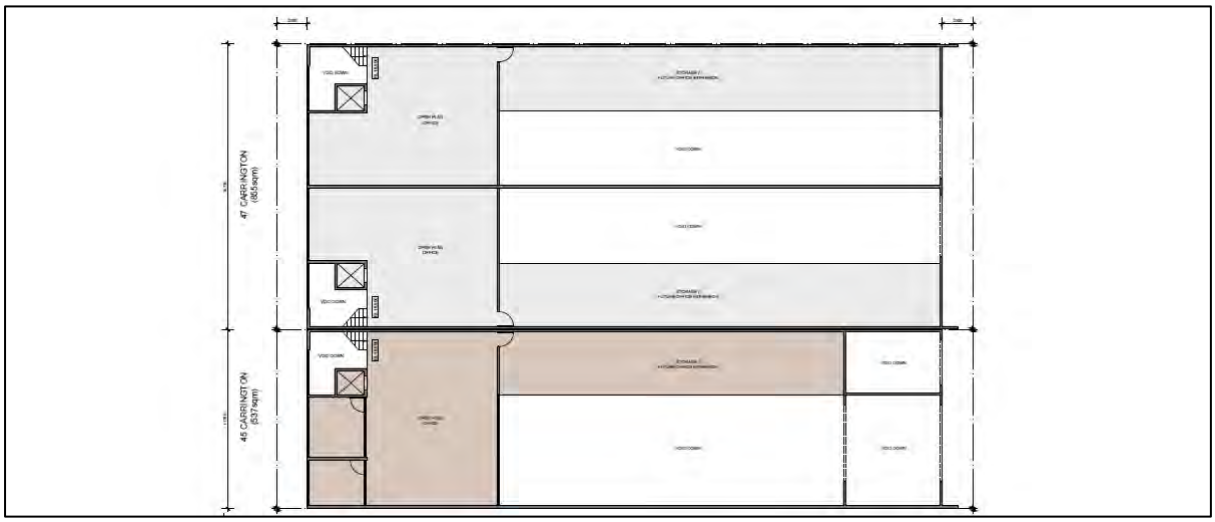

Figure 3: Schematic Plans – First Floor Plan as shared with the City of Nedlands at Pre-Lodgement

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3. Development Overview

General Property Details	
Property Address	No. 45 (Lot 381) Carrington Street, Nedlands; and No. 47 (Lot 380) Carrington Street, Nedlands
Title Details	Lot 381 on Plan 112 (Vol. 1717, Fol. 565); and Lot 380 on Plan 112 (Vol. 1717, Fol. 564)
Lot Size	696m^2 (Lot 381); and 696m^2 (Lot 380)
Current Use	Vacant Lots
Relevant Encumbrances	Lot 381 - Easement Benefit (D185676) Lot 380 - Easement Burden (D185676)
Owner	H Wish Pty Ltd (Lot 381); and Pember Pty Ltd (Lot 380)
Local Government	City of Nedlands

Table 1: General Site Details

Figure 4: Architectural Render – Carrington Street interface

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3.1. Regional Context

The subject site is located approximately 5 kilometres west of the Perth CBD and approximately 10 kilometres north-east of Fremantle, within the established western suburbs urban area. The site forms part of a broader employment corridor supported by strategic road and rail infrastructure and is positioned outside designated activity centres.

The site is located approximately 500 metres north of Stirling Highway, a major Distributor A road that functions as a key north–south movement corridor through the western suburbs. Stirling Highway provides access for both private vehicle and public transport movements. Karrakatta and Loch Street Train Stations provide access to the Fremantle Line, offering direct rail connections to the Perth CBD and Fremantle, both of which operate as major public transport hubs with broader metropolitan bus and rail connectivity.

The locality's position within an established transport corridor, combined with access to high-capacity road and rail infrastructure and limited direct residential interfaces, provides an appropriate and strategically supported regional context for service commercial and employment-generating development.

Figure 5: Regional Context Map

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3.2. Local Context

The subject site is located within an established service commercial and light industrial precinct along the Carrington Street corridor. Development within the immediate locality comprises warehouse-style buildings, storage facilities, mechanical workshops, commercial offices, and small-scale industrial operations, reflecting the prevailing employment-focused function of the area. The precinct functions as a service commercial employment area distinct from nearby activity centres and residential neighbourhoods.

Carrington Street accommodates service commercial development on the northern interface of the road, forming a continuous commercial strip characterised by low-scale built form, functional façades, and minimal setbacks. Along Government Road, land uses are similarly service-oriented and include workshops, depots, and ancillary industrial activities. The nature of street is conducive to servicing and operational movements. Government Road also provides a secondary access function for sites within the precinct with dual street frontage benefits.

Residential land uses are located south of the Carrington Street corridor and are separated from the subject site by the road reserve. Immediately adjacent to the subject site, residential interfaces are screened by fencing. As a result, the site does not directly interface with sensitive residential uses.

The site's immediate context confirms the proposed office/warehouse development is compatible in terms of land use, scale, and operational characteristics.

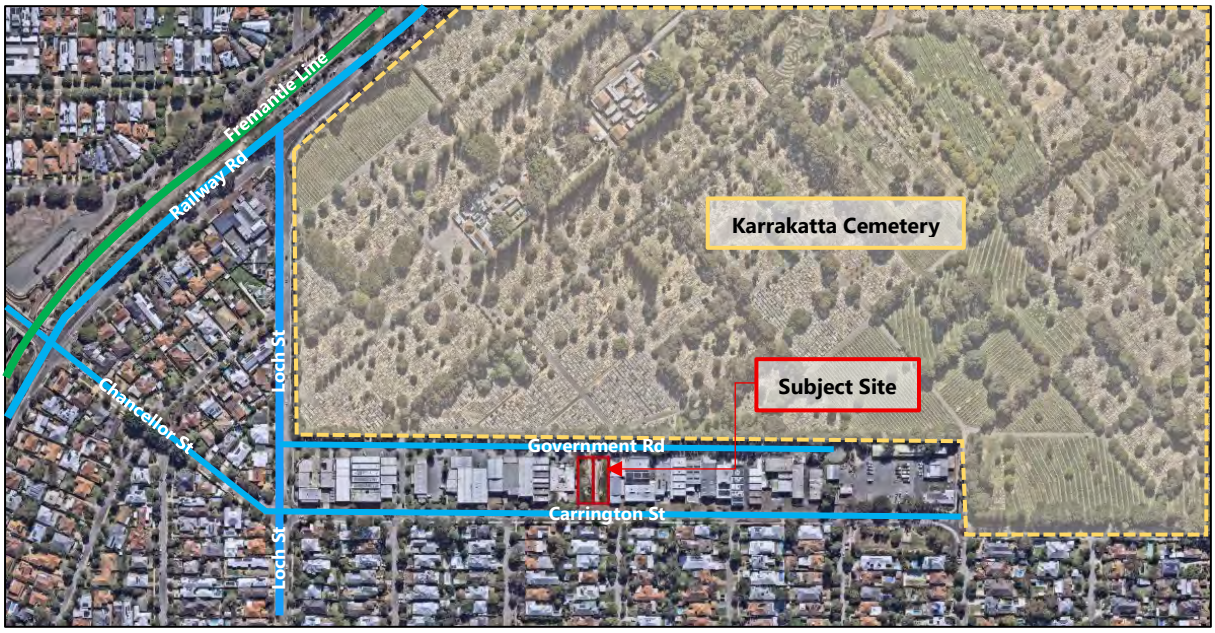

Figure 6: Local Context Map

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Figures 7: Prevailing Streetscape – No. 33 Carrington Street

Figure 8: Prevailing Streetscape – No. 37-41 Carrington Street

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Figure 9: Prevailing Streetscape – No. 63 Carrington Street – Government Road frontage

Figure 10: Prevailing Streetscape – No. 31 Carrington Street – Government Road frontage

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Figure 11: Prevailing Streetscape – No. 55 Carrington Street

Figure 12: Prevailing Streetscape – No. 55 Carrington Street – Government Road frontage.

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3.3. Site Context

The subject site comprises No. 45 (Lot 381) and No. 47 (Lot 380) Carrington Street, Nedlands, and is located within the City of Nedlands local government area. The combined landholding occupies a prominent position on the northern side of Carrington Street and is zoned Service Commercial under Local Planning Scheme No. 3.

The site presents to both Carrington Street and Government Road, providing dual street frontages that support flexible access and servicing arrangements. This configuration is well suited to the operational requirements of an office/warehouse development and enables the separation of customer, staff, and service vehicle movements in a manner consistent with the function of the surrounding service commercial precinct.

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Figure 13: Subject Site – Government Street Frontage

Figure 14: Subject Site – Carrington Street Frontage

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Figure 15: Subject Site – Carrington Street verge treatment

Figure 16: Subject Site – Government Road verge treatment

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3.4. Infrastructure Summary

Developed has undertaken a detailed feature and contour survey of Lot 380 and Lot 381 Carrington Street, including the identification of existing servicing infrastructure within the adjoining Carrington Street and Government Road reserves. The Services Record Schedule included on the survey plan identifies the presence and indicative location of standard urban services, including water, sewer, electricity, telecommunications, and drainage, within the immediate road corridors.

The schedule also records the status of known service connections to the subject site. 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

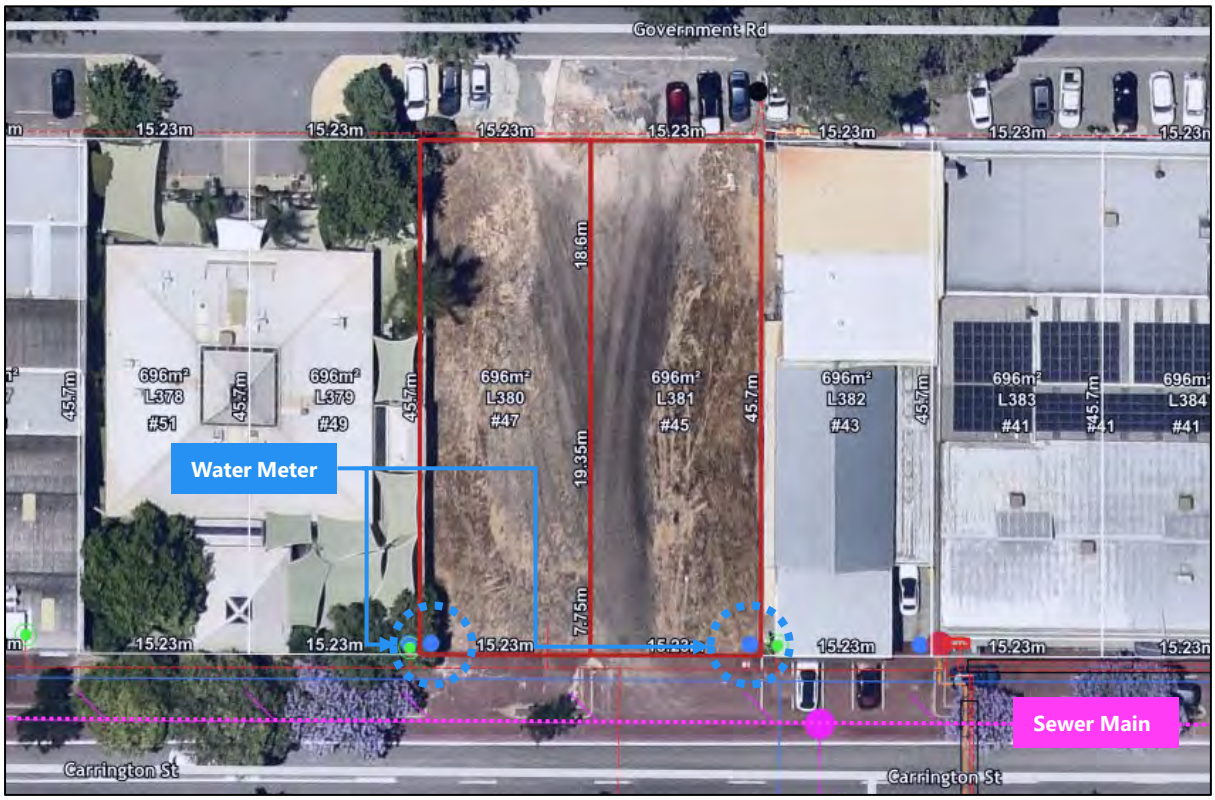

Figure 17: Services Map (Source: MNG Access, 2025)

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4. Development Proposal

Property Address	Summary
Summary of Development	Office/Warehouse units
Land Uses	Office ('I' Incidental use) & Warehouse/Storage ('D' Discretionary use)
Building height	Lot 380: 9.25 metres Lot 381: 9.07 metres
Landscaping	Provided in street setback area (*see Annexure C*)
Car Parking	Provided in basement – 12 bays (Lot 381), 20 bays (Lot 380)
Bicycle Parking	Nil proposed
Est. Cost of Development	$7,800,000

Table 3: Development Proposal Summary

4.1. Built Form and Layout

The proposal comprises two office/warehouse buildings accommodating a total of three independent commercial units across Lot 381 (No. 45) and Lot 380 (No. 47) Carrington Street, Nedlands. The building located on Lot 381 is configured as a standalone unit with independent internal circulation and direct access from Carrington Street, without reliance on shared basement parking or common areas.

The building proposed on Lot 380 accommodates two units with a consolidated basement car park, and shared approach and entry from Carrington Street. This arrangement enables an efficient site layout and coordinated servicing outcome while maintaining clear separation between individual tenancies. Internal layouts are designed to support flexible occupation, allowing each unit to accommodate a combination of office and warehouse/storage functions.

The built form adopts a contemporary warehouse typology expressed through articulated façades, controlled massing, and a refined material palette. Building height, scale, and setbacks respond to the established service commercial character of the Carrington Street corridor while providing an appropriate interface with surrounding development. The Carrington Street frontage has been designed to contribute positively to the streetscape, reinforcing the commercial identity of the precinct, whilst improving passive surveillance opportunities.

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4.2. Access and Circulation

Vehicular access and circulation have been carefully considered to support functional operation and minimise potential conflict with surrounding land uses. The proposal utilises both Carrington Street and Government Road frontages to distribute access and servicing requirements across the site.

Primary pedestrian and customer access is provided from Carrington Street, reinforcing its role as the primary street frontage. Basement vehicle access for the two units on Lot 380 is also taken from Carrington Street, while higher-intensity warehouse and service vehicle movements are directed to Government Road. This approach separates loading and operational activity from the Carrington Street interface and limits interaction with nearby residential areas.

The access strategy improves legibility, supports pedestrian safety, and aligns with the operational expectations of service commercial development. The dual frontage configuration enables clear separation between customer, staff, and service vehicle movements and contributes to the efficient functioning of the site.

4.3. Intended Land Use and Operational Characteristics

The proposed development is intended to accommodate office/warehouse uses consistent with the Service Commercial zoning under Local Planning Scheme No. 3. Each unit is designed to support a combination of office-based activities and ancillary storage or light warehousing, typical of small-to-medium commercial enterprises operating within service commercial precincts.

Anticipated land uses include professional offices, trade-related businesses, service-based operations, and associated storage functions. Uses involving heavy manufacturing, high-impact industrial processes, or late-night operations are not anticipated.

Operating hours are expected to align with standard business hours, with activity occurring primarily during daytime periods. The intensity of occupation is anticipated to be low to moderate, with a small number of employees per unit. Occupancy levels are not expected to exceed an estimated maximum of 5 – 10 staff per tenancy at any one time.

Client or customer visits are anticipated to be limited in frequency and duration and are expected to occur primarily by prior appointment. The development is not intended to function as a high-turnover retail or customer-facing premises, and visitor activity is expected to be consistent with typical office and service commercial operations.

Signage, if proposed, will be limited to business identification signage appropriate to the Service Commercial context and will be designed to complement the building façades and

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streetscape character. Any signage will be subject to separate approval where required under the Scheme.

The proposed land uses and operational characteristics are consistent with the intent of the Service Commercial zone and are not expected to generate amenity, traffic, or operational impacts beyond those typically associated with comparable developments in the locality.

4.4. Lot Boundaries

In parallel, a Form 1A is to be lodged with the Western Australian Planning Commission for the shifting of the lot boundary between No. 45 and No. 47. This boundary shift reflects the landowner's intention for the built form at both lots.

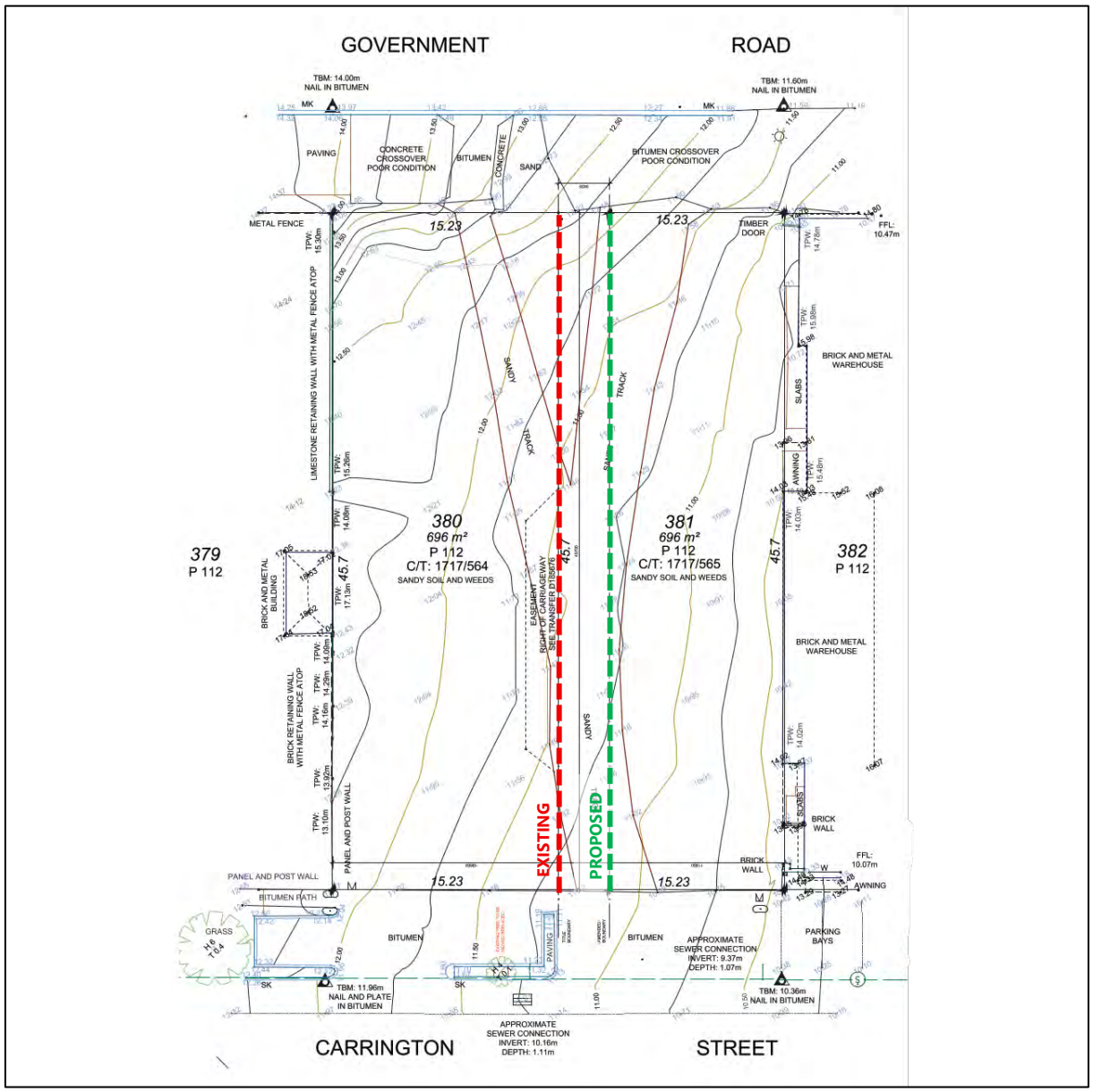

Figure 18: Existing and Proposed lot boundaries

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Figure 19: Architectural render of Carrington Street frontage

Figure 20: Architectural Render – Government Road frontage

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Strategic Planning Framework

4.5. 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.

4.6. City of Nedlands - Local Planning Strategy (Strategy)

The Local Planning Strategy identifies Carrington Street as an area undergoing a transition from traditional service industrial uses toward a more contemporary mixed business precinct. The Strategy notes a marked increase in Office/Business floorspace and recognises that a diversified, commercially oriented land use pattern is both appropriate and desirable given the corridor's location, transport access, and existing built-form character.

The Strategy explicitly anticipates further redevelopment of Carrington Street and supports a *reasonably high standard of built form*, improved street interfaces, and the introduction of higher quality commercial premises that strengthen the precinct's economic role within the City.

This proposal aligns with that direction by delivering a carefully designed and planned office/warehouse development of appropriate scale, refined architectural quality, and a streetscape response that contributes positively to the evolving mixed business character of the corridor.

Strategy	Response	
Facilitate the natural evolution of Carrington Street commercial strip as a mixed business area and encourage a reasonably high standard of redevelopment.	**Satisfied** – The proposal delivers a contemporary commercial built form that is contextually appropriate, architecturally refined, and contributes to the high-quality redevelopment pattern sought for the precinct.	☑

Table 4: Vison Statement for Carrington Street precinct

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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. Both Office and Warehouse/storage developments represent compatible non-residential land uses that contribute to local employment opportunities, align with the established commercial character of Carrington Street, and avoid land use conflict due to the site's position within an existing service commercial precinct. 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.

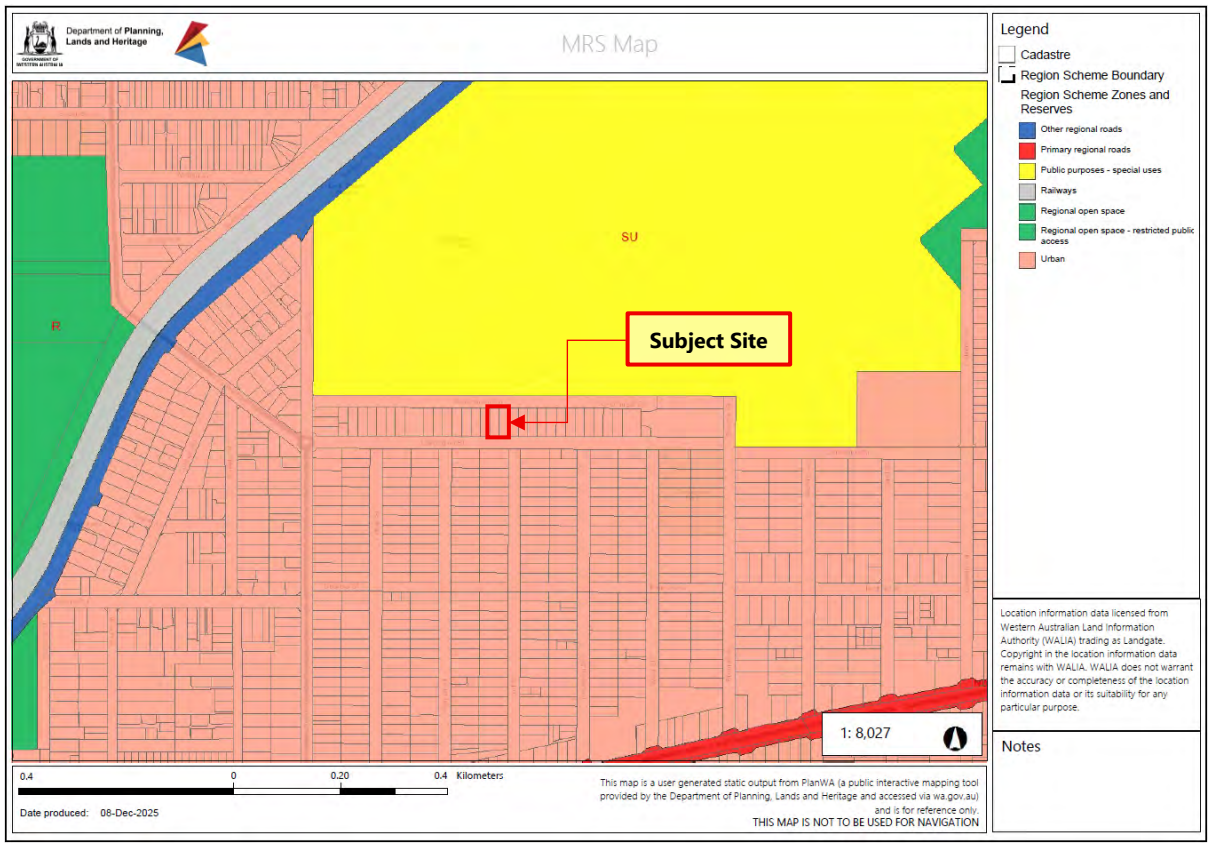

Figure 21: MRS Map Extract (Source: PlanWA, 2025)

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5.2. City of Nedlands – Local Planning Scheme No. 3 (Scheme)

5.2.1. Zone

The subject site is zoned Service Commercial under the City of Nedlands Local Planning Scheme No. 3. The zone anticipates land uses that require larger sites, good vehicle access, and operational flexibility not typically suited to activity centres, commercial strips, or industrial estates.

The proposed office/warehouse development aligns with these intentions by introducing a contemporary, service-oriented commercial built form that fits the operational profile of the zone and reinforces the evolving Carrington Street mixed-business corridor. 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	
To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.	**Satisfied** – the proposal provides multiple access points across two frontages, a functional basement layout, and appropriately sized units suited to service commercial operations.	☑
To provide for a range of uses which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in centre, commercial or industrial zones.	**Satisfied** – office/warehouse premises of this nature are the type of mixed-business, service-oriented uses envisioned in the Local Planning Strategy for the Carrington Street corridor.	☑
To ensure land use is compatible with any adjacent commercial, mixed-use or residential areas and would not have a detrimental effect on amenity of the locality.	**Satisfied** – the development is located within a transitioning mixed-business corridor, is appropriately separated from sensitive residential interfaces, and incorporates a design that manages traffic and amenity impact.	☑
To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.	**Satisfied** – the built form presents a refined, articulated industrial-stye commercial façade enhancing the emerging Carrington Street streetscape.	☑

Table 5: Zone Objectives

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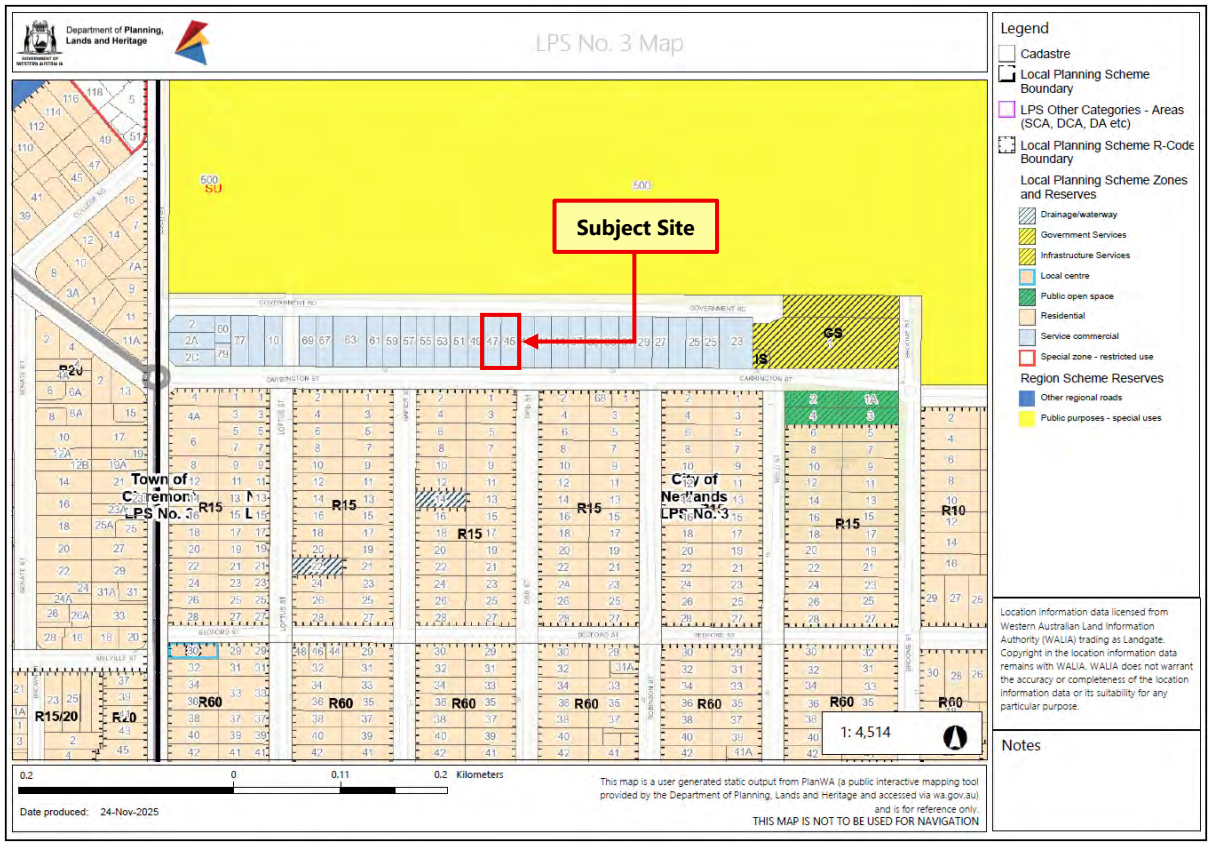

Figure 22: Scheme Map Extract (Source: PlanWA, 2025)

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5.2.2. Land Use Permissibility

Under Local Planning Scheme No. 3, 'Warehouse/Storage' is classified as 'D' (Discretionary) use within the Service Commercial zone. 'Office' is classified as an 'I' (Incidental) use meaning it is a permitted use if it is consequent on or naturally attaching to the predominant land use.

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.

The proposed combination of office and warehouse components reflects the strategic intent of the Carrington Street precinct toward a more commercially oriented mixed business area, as outlined in the Local Planning Strategy.

The proposal demonstrates its fit with the zone by providing:

- Functional access and circulation appropriate for commercial activity.
- Adequate separation from residential interfaces, with all warehouse/storage access achieved via Government Road.
- A high-quality built form consistent with the intended and emerging commercial character and streetscape expectations of the Scheme.

Notwithstanding, the development demonstrates its alignment with the land use definitions set out in the Scheme:

Definition	Response	
Office *– means premises used for administration, clerical, technical, professional or similar business activities.*	**Satisfied** – the development proposes office tenancies for occupation by technical and professional businesses.	☑
Warehouse/storage *– means premises including indoor or outdoor facilities used for* *a) The storage of good, equipment, plant or materials; or* *b) The display or sale by wholesale of goods.*	**Satisfied** – each unit proposes warehouse floor area for storage of equipment, goods and other items ancillary to business operations.	☑

Table 6: Land Use Definitions

On this basis, both land uses are capable of approval and represent a strategically aligned and suitable development outcome for the Service Commercial zone.

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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:

1 Context and Character	The site has been identified as an optimal location for commercial office development, consistent with Carrington Street's established character of commercial tenancies. Consequently, the proposed scale and massing are carefully calibrated to align with local planning policies and to respect the surrounding residential context, with the development limited to no more than 10m above ground, aligned with the streetscape. This approach reinforces a cohesive streetscape and maintains a consistent architectural rhythm from east to west. By defining Lots 45 and 47 as two distinct buildings, the proposal responds to the existing individuality of the surrounding built form, strengthening the visual continuity of the streetscape while sensitively infilling a currently derelict gap. We have divided the façade of 47 into two elevations that breaks the horizontality down further and compliments the street pattern either side. The introduction of new street verges and landscape planting will further enhance this section of Carrington Street, clearly delineating pedestrian and vehicular access points while softening the interface between the public realm and the architectural frontage. The general character of the street is that of zero lots whereas, Lots 45 and 47 have successfully stepped back and softened the boundaries along each street with an abundance of greenery. Carrington Street has a commercial interface that we are acting upon, similarly, to realising the delivery interface that Government Road brings. This has helped us to clearly define the front and rear of the buildings and their hierarchy of uses.
2 Landscape Quality	The design is in excess of the 2m setback with an additional 500mm. We have capitalised on this setback by introducing a series of stepped planting beds that follow the natural slope of the street. These landscaped elements not only emphasise the building entrances but also provide a soft buffer between the public realm and the built form which positively contrasts that of the neighbouring properties. Complementing the enhanced entrance definition, the pedestrian routes along Carrington Street are clarified through the addition of two new verges that distinctly separate pedestrian movement from vehicular access and parking. These

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	verges will replace the existing unmaintained frontage and will accommodate two new trees, contributing to the street's soft landscaping and overall amenity. The pronounced slope of the natural ground level has been strategically utilised to articulate and differentiate the entrance points to the adjoining buildings. Both vehicular and pedestrian access points follow the established street levels, creating clearly identifiable and accessible thresholds. This topographical response has also informed the internal organisation of the buildings, guiding the spatial arrangement from the street frontage through to the rear.
3 Built Form & Scale	Carrington Street is characterised by a varied collection of 1-2 storey buildings with differing setbacks and architectural expressions. The proposed development aligns with this established streetscape and complies with relevant planning policies through its sub 10m height and a setback of approximately 2-2.5m from the site boundaries. Leveraging the natural slope of the terrain, the design introduces stepped parapets to both the front and rear elevations. This strategy mirrors the existing topography and introduces a sense of vertical articulation that counterbalances what might otherwise have been an overly horizontal façade. As a result, Lots 45 and 47 present as a more coherent streetscape composition, with each building rising incrementally in response to the terrain. The roof terrace at the rear of Lot 45 has been carefully designed to mitigate potential overlooking. Full-height east and west walls extend the length of the building, enclosing the terrace to create a private outdoor space with views directed solely toward the tree-lined Government Road. Additionally, external glazing is confined to the north and south façades of both buildings, further reducing opportunities for overlooking while maintaining appropriate natural light and outlook. Note that the secondary 'Incidental' office space ratio to primary warehouse/ store space has been reflected in the floor areas as well as volumes of these spaces, prioritising large double-height warehouse space. This echoes the proposal's play towards its intended land use.
4 Functionality & Build Quality	The buildings are intentionally organised to transition from public to private spaces as one moves from the front to the rear. The proposed verges clearly define pedestrian movement along the site frontage and seamlessly connect to the purpose-designed entry points. The front portions of the buildings accommodate general office functions including workspaces, meeting rooms, kitchens, and bathrooms, while

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	the rear areas provide more private, specialised 'back-of-house' spaces. This arrangement responds effectively to the differing levels of footfall on either side of the site: Carrington Street, with its higher pedestrian activity and established commercial character, naturally supports the main staff and visitor entrances, while the rear of the buildings is activated far less frequently. In line with the preliminary planning report, the number of rear crossovers has been reduced, consolidating workshop and storage access into a single shared ramp. This strategy increases opportunities for soft landscaping and enhances the safety and clarity of vehicle and pedestrian movements. Ample internal glazing has been incorporated throughout the buildings to maximise natural light, an especially important consideration in centrally located storage areas where daylight access would otherwise be limited. A combination of shading devices, such as louvres, and strategic planting ensures solar heat gain is minimised, while still maintaining internal transparency and offering framed views toward the street and surrounding landscape. From the basement, through to the ground floor, we have integrated a functional double-sided lift, creating vertical access through the building to the differing entrance level/ ground floor, eliminating the need for an external ramp to the ground floor level. Having been able to eliminate the need for a ramp has allowed us to introduce more greenery around the entrance. The plans demonstrate that the bin stores are at the rear of the properties with access onto Government Road for ease of collection and access. This provides direct access outside and draws the store away from the offices. The use of pre-cast concrete walls offers flexibility in the internal layout of the buildings, allowing for larger expanses of space without the need for columns. This offers the occupants the opportunity to fit lightweight walls to suit their needs internally.
5 Sustainability	The setbacks at both ends of the buildings provide opportunities for carefully considered hard and soft landscaping that supports and enhances the main entrance points. Within these landscaped zones, a combination of horizontal planters and vertical trellis elements are proposed to introduce greenery and create a visual buffer that softens the solid architectural forms. As the site currently consists of neglected, overgrown land, the introduction of street verges, planters, and trellises will significantly elevate the quality of the streetscape and establish

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	continuity with the planting already present at Lots 43 and 49 Carrington Street. Glazed elements have been introduced wherever appropriate to maximise natural daylight while ensuring privacy is maintained. At 45 Carrington Street, northern glazing is recessed, allowing controlled northern light to penetrate the interior and be moderated through retractable louvres and integrated security screening. The semi-open terrace has been designed for year-round usability, with an adaptable roof structure that can be partially opened or closed depending on seasonal and environmental conditions. Having glazing line the southern and northern facades offers an opportunity for operable windows that will promote cross ventilation through the building. The open-style interiors will contribute towards this passive ventilation strategy. Additionally, cowl vents will be used within the roof to reduce heat stacking as heat will rise through the double height space.
6 Amenity	In collaboration with the future occupant of 45, the internal layout has been organised into a series of staged thresholds. The front portion accommodates office amenities—including the lobby, kitchen, and bathroom—where staff and visitors can circulate freely. Access to the rear of the building, which contains more private, specialised spaces, is controlled at the owner's discretion to maintain an appropriate level of privacy and security. The outdoor terrace has been designed at a scale suitable for a variety of activities and group sizes, with features that support year-round use. A semi-sheltered zone provides opportunities for both dining and lounging, ensuring comfort and flexibility irrespective of seasonal conditions. Car parking has been intentionally separated from the habitable areas through the introduction of a basement level. This creates a secure, purpose-designed space for parking and storage, with direct and sheltered access to the main building areas above. 47 incorporates a large open rear storage and workshop space, offering flexibility for the future occupant to tailor the area to their operational requirements. Office accommodation is positioned at the front of the building, aligning with the primary entrance sequence from Carrington Street, while a secondary entry is provided at the rear for functional store access.

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	Due to the north-south orientation of the lots and their boundaries being almost flush with the neighbouring properties, there is little-to-no risk of overshadowing issues, this is also helped through the stepped levels of the buildings as they move up the street. This means that there is no loss of amenity to adjacent buildings. We have ensured that the southern façade in particular has an abundance of glazing which will promote passive surveillance onto Carrington Street.
7 Legibility	Sheltered pedestrian and vehicular access points have been clearly distinguished, with soft landscaping used to separate these zones and provide safe, legible movement from the street. Entrances are promoted through the integration of awnings to draw people in. These entrances are directed towards the lifts, providing a direct, accessible route into the building. Each entrance aligns with a staggered point of the natural ground level, ensuring direct and accessible connections from both the footpath and adjoining roadway. Vertical circulation within the buildings is facilitated by stairwells and lifts, maintaining accessibility throughout. In addition to the required 2m planning setbacks, an extra 500mm setback has been applied to the southern façade. This enhancement improves pedestrian safety by providing clear sightlines when entering or exiting the garages. Smart glass technology has been incorporated to create adaptable visual separation between the lobby and boardroom at the front of the building, and the workshop and storage areas to the rear. This switchable glazing allows the owner to control privacy as needed, offering increased flexibility in the daily operation of the property. Responding to planning advice, the number of rear crossovers has been reduced to one ramp per building, with vehicle entry points positioned adjacent to one another. This refinement has enabled additional soft landscaping and introduced greater symmetry to the rear façade compositions of Lots 45 and 47.
8 Safety	The introduction of new verges and designated street parking at the front of the property establishes a clearer definition between vehicular areas and pedestrian footpaths. Together with the 2.5m setback of the building frontage, these measures prioritise pedestrian safety by ensuring that vehicle movements associated with the garages are more visible and that drivers remain attentive to pedestrian activity along the boundary. Internal glazing has been incorporated throughout several rooms within 45 to promote passive surveillance from the front to the rear of the

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	building. This feature not only enhances occupant amenity by facilitating outward views but also plays a significant role in improving overall security. Smart glass will be utilised where privacy is required, allowing transparency to be controlled during meetings or whenever sensitive activities occur. This ensures that views into workshop and storage areas remain appropriately restricted. At the client's request, potential access from the roof terrace will be secured through an automated security shutter concealed within the terrace bulkhead. When activated while the building is unoccupied, this mechanism provides an additional layer of protection and prevents potential trespassers from gaining views into the workshop via first-floor glazing. The shutter is fully recessed, ensuring that its presence does not compromise the architectural expression of the façade. The integration of planters along the window line further limits direct sightlines into the office spaces, enhancing privacy for occupants. In combination with the planting at the building setback and the trellis positioned in front of selected windows, these elements work collectively to soften views into the interior and strengthen the sense of enclosure and security for those inside. Occupants within the buildings, however, will have direct sight towards the street, increasing the opportunity for passive surveillance to activities outside the buildings.
9 Community	• Our design is bringing an exciting new frontage to a plot that has otherwise become overgrown and derelict. Our proposal will fill in this blank spot along Carrington Street and create better continuity. • The offices are to be designed to house at least 3 new businesses for the area. The site has, until now, remained derelict and has inadvertently become a shortcut for vehicles moving between Carrington Street and Government Road, resulting in an informal dirt track across the centre of this commercial corridor. Our design proposal seeks to transform this underutilised site by introducing a dynamic new frontage along Carrington Street, enhancing the continuity of the streetscape through design elements that thoughtfully reference the existing architectural character of the area. The proposed office developments will house a variety of new businesses to the precinct, further enriching the diverse commercial activity that currently defines this stretch of Nedlands. Additionally, having designed the spaces to suit open-style warehouse space offers flexibility to the future use and business types that can use the space over the future tenancies of the buildings.

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	The buildings are fully accessible from Carrington Street through to Government Road through the use of flush entry thresholds from street grade, lift access and accessible amenities internally.
10 Aesthetics	In developing this proposal, it was essential to clearly define the three buildings as separate tenancies, while simultaneously establishing a coherent architectural language across the site. 45 and 47 exhibit distinct materiality and elemental forms; however, on closer examination, they share common features such as horizontal banding, consistent grid layouts, and a complementary material palette. The design of 45 has been carefully considered to inform the internal layout, accommodating offices and meeting spaces along the southern façade. 47, by contrast, offers greater flexibility, allowing future users to configure internal spaces according to their needs. Although these buildings serve as office spaces, the design moves beyond generic block massing. Thoughtful elements have been introduced to enhance the user experience both internally and externally. Window placement has been strategically designed to frame views from within, while portal frames, planters, and recessed areas provide shading and privacy from the street. The proposal also draws on traditional design elements and contextual characteristics from surrounding buildings, subtly modernised to distinguish the development and contribute a unique infill to the streetscape. The new façade interacts harmoniously with the existing street, gradually stepping in height from east to west, from 43 to 49, avoiding a monolithic horizontal block and creating a more dynamic streetscape. Furthermore, the material palette has been carefully chosen to borrow colours and textures from the neighbouring buildings such as brick and concrete, greys and reds. This draws upon the idea of bringing something new and exciting but keeping the design harmonious with what already exists.

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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 Service Commercial zone under the Scheme. The key provisions relevant to built form and siting are summarised and assessed in the table below.

Service Commercial Zone		
Provision	**Justification**	
1. Height *10m maximum building height*	**Met** - The proposed buildings have a maximum height of 9.25 metres remaining comfortably below the Scheme's 10-metre height limit.	☑
2. Setbacks *a. 2m minimum primary street setback;* *b. 2m minimum secondary street setback; and* c. *Nil setbacks permitted to all side and rear boundaries*	**Met** – The development maintains a minimum 2m setback to Carrington Street (primary street) and 2m to Government Road (secondary street), consistent with the Scheme standards. Side and rear boundaries adjoin other Service Commercial lots, and nil setbacks are both permitted and appropriate.	☑

Table 7: Development Assessment

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7.2. Local Planning Policies

7.2.1. Local Planning Policy 3.1 – Landscaping Plans (LPP 3.1)

LPP 3.1 requires non-residential development to incorporate landscaping that enhances the streetscape, improves visual amenity, and provides shading, screening, and softening of the built form.

The proposal satisfies these requirements through:

- Quality landscaping response along the Carrington Street frontage, including upgraded verge treatments and new tree planting consistent with the City's preferred species list.
- Landscaping incorporated at key site interfaces to soften façades and improve the pedestrian experience.
- Species selection and placement designed to support longer term canopy development and provide visual relief within a predominantly commercial corridor.

7.2.2. Local Planning Policy 3.2 – Waste Management (LPP 3.2)

A detailed Waste Management Plan has been prepared in accordance with LPP 3.2. The plan confirms that:

- Waste storage areas are appropriately sized and are hidden from the street interface.
- Collection can occur safely from the Government Road frontage without creating conflict with vehicle movements.
- Bin manoeuvring and truck access comply with *AS4123*.

7.2.3. Local Planning Policy 4.1 – Non-Residential Parking (LPP 4.1)

LPP 4.1 establishes minimum parking ratios for non-residential development and provides a framework for assessing variations where:

- shortfalls are minor,
- alternative modes of transport are available, or
- site constraints justify a reduced provision.

The proposal results in a minor 3-bay shortfall due to the deliberate design decision to avoid excessive hardstand and prioritise high-quality built form, landscaping, and safe vehicular circulation outcomes. This shortfall is justified on the following basis:

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- The site is within 800m of the Fremantle Rail Line and within 500m of high-frequency bus routes on Stirling Highway, providing strong access to alternative transport modes.
- The mixed office/warehouse functions are likely to have staggered peak demands, reducing cumulative parking pressure.
- Basement parking has been maximised within practical structural limits.
- The traffic report prepared by Premise confirms the parking supply is adequate for expected operational demand.

The shortfall is reasonable and consistent with the policy's performance-based approach.

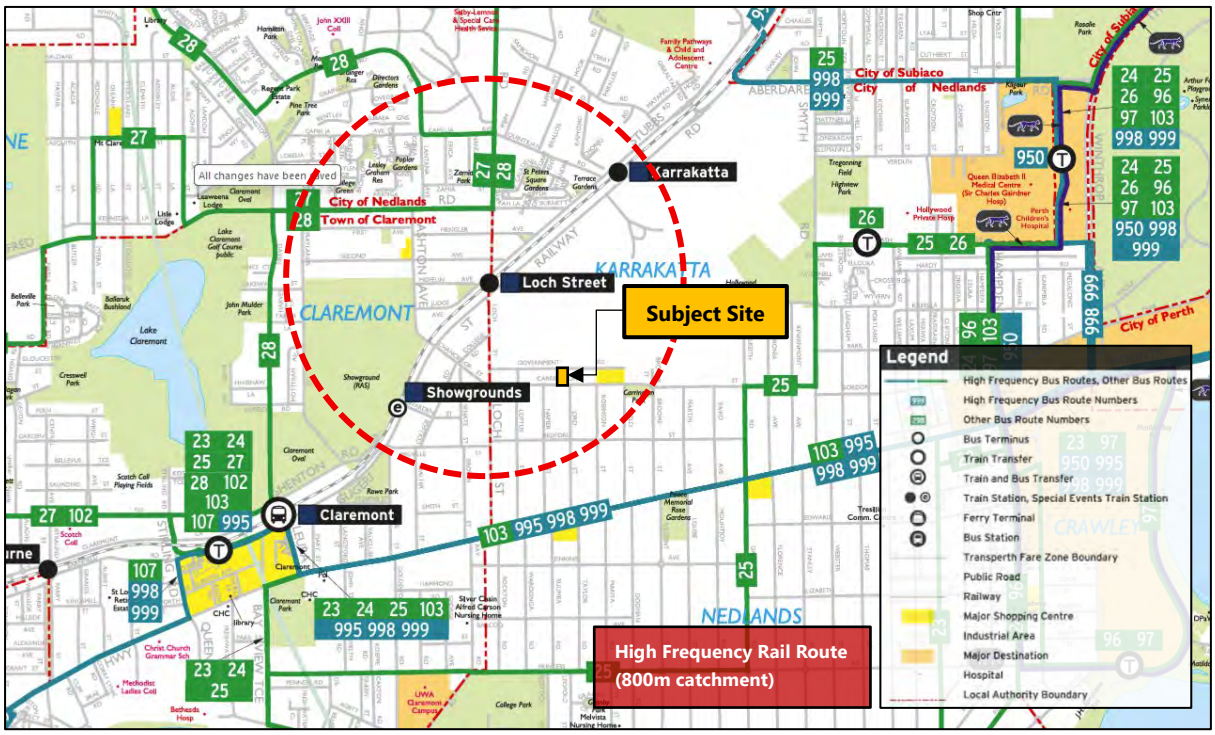

Figure 23: Public transport network map (Source: Transperth, 2025)

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8. Technical Considerations

8.1. Traffic and Access

A Traffic Impact Statement has been prepared by Premise to assess the traffic generation, access arrangements, parking provision, and broader transport considerations associated with the development. The assessment confirms that the proposal will have no material impact on the capacity or function of the surrounding road network and that the distribution of vehicle movements across Carrington Street and Government Road is appropriate for a development of this scale.

Basement access arrangements, sightlines, crossover spacing, and manoeuvring have been reviewed and are demonstrated to operate safely and efficiently. The proposal is also well-served by nearby public transport infrastructure, including Stirling Highway bus services and the Fremantle rail corridor, supporting alternative commuting opportunities.

See Annexure A – Traffic Impact Statement

8.2. Waste Management

A Waste Management Plan has been prepared by Developed to confirm bin storage capacity, street collection presentation, and collection requirements for the three proposed units. The plan demonstrates that waste storage areas are appropriately located, screened, and sized, and that collection can occur safely without conflict with pedestrian or vehicle movements.

See Annexure B – Waste Management Plan

8.3. Landscaping

The Landscape Concept Plan has been prepared by Kelsie Davies Landscape Architects, responding directly to the City's expectations for improved public realm outcomes along Carrington Street. The design includes verge enhancements, feature planting at entry points, and species selections consistent with the City of Nedlands' preferred palette.

The landscaping is proposed to soften the industrial built form, support visual permeability, and enhance the transition between the Service Commercial zone and adjacent residential properties.

See Annexure C – Landscaping Plan

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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 aims, provisions, and zone objectives of LPS3. It delivers a form of commercial development explicitly anticipated within the Service Commercial 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 commercial activity.	☑
(c) any approved State planning policy;	The proposal is consistent with relevant SPPs, including SPP 7.0 (Design WA) and SPP 7.3 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 aligns with the Commission's relevant policy frameworks, including industrial/service commercial guidance and transport considerations.	☑
(f) any policy of the State;	The development aligns with broader State policy direction supporting infill development, employment precincts, and well-located commercial land.	☑
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The proposal directly responds to the Local Planning Strategy's direction to facilitate the evolution of Carrington Street into a mixed business precinct with higher quality redevelopment outcomes.	☑
(g) any local planning policy for the Scheme area;	The proposal meets relevant local planning policies including	☑

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	landscaping, parking, waste management, and percent-for-art 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**
(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 existing commercial/industrial character of Carrington Street.	☑
(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 Service Commercial zone and the evolving mixed business 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. The business is reversible in nature and can be reversed back into a vacant premise if ever required or contemplated.	☑
(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 Carrington Street interface and upgrade the verge condition in accordance with LPP 3.1.	☑
(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.	☑

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(s) the adequacy of — *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, maneuvering and parking of vehicles;*	Access is appropriately distributed across Carrington Street and Government Road. The basement provides efficient parking and manoeuvring. Loading functions are internalised and low impact.	☑
(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 Traffic Impact Statement prepared by Premise confirms that the development will not adversely affect the local road network. Traffic volumes are low and consistent with expected commercial 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 Stirling Highway bus routes and the Fremantle rail line. 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 enhances the precinct's commercial 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 and high-quality commercial floorspace with no detrimental community impact.	☑
(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 8: Matters for Due Regard Assessment

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10. Conclusion

This application proposes three (3) high quality office/warehouse units across Lot 381 (No. 45) and Lot 380 (No. 47) Carrington Street, Nedlands. The proposal incorporates a contemporary built form, consolidated basement parking, and purpose-built commercial spaces designed to meet the operational needs of small-to-medium sized tenants within the Carrington Street mixed business precinct.

The development presents consistent with the intent and objectives of the applicable State and local planning framework, including:

- City of Nedlands Local Planning Scheme No. 3
- City of Nedlands Local Planning Strategy
- State Planning Policy 7.0 – Design of the Built Environment
- Relevant Local Planning Policies applying to parking, landscaping, and waste management

The proposal responds directly to the objectives of the Service Commercial zone, providing carefully designed commercial floorspace that reinforces the evolving mixed business character of Carrington Street. The development improves the presentation of the site, enhances the streetscape, and delivers an appropriate transition between service commercial development and sensitive residential land uses to the south.

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 Nedlands and approved by the Development Assessment Panel.

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Our Ref: PN25314
City Ref: DA25-106534
17 March 2026

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(08) 6119 9175

Attn: Chantel Weerasekera
Planning Department
City of Nedlands
Via email: cweerasekera@nedlands.wa.gov.au

Dear Ms Weerasekera,

Request for Information
45 & 47 Carrington Street, Nedlands – Commercial Development

I refer to the City of Nedlands' Request for Information dated 24 February 2026 in respect of the above development application.

This letter constitutes the Proponent's formal response to the matters raised and is accompanied by the following documents:

- Amended Development Plans (PROEKT)
- Traffic Engineer's Technical Note (Premise)
- Vertical Clearance Analysis (Premise)
- Supplementary Swept Path Analysis (Premise)
- Amended Waste Management Plan (Developed)

The Proponent has addressed each matter raised by the City in the response table below. Given the application is subject to determination by the Development Assessment Panel, the Proponent respectfully requests that the City provide its draft recommendation to the Proponent prior to the finalisation and issuance of the Responsible Authority Report (RAR) to the DAP Secretariat. This will afford the Proponent the opportunity to consider the City's position and provide any further information should it be required prior to determination.

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1. Summary Table

City's Request	Proponent's Response	Addressed / Justified / No Change
Local Planning Policy 4.1 Non-Residential Parking (LPP 4.1)		
• *No justification proposed for nil bicycle bays. Please update plans to include bicycle bays in accordance with LPP 4.1 and/or provide justification for any shortfall.*	**Bicycle Bays – Compliant** Plans updated. ***20 bays provided*** (16 internal long-term + 4 short-term visitor bays in the Carrington Street setback area) in lieu of 13 bays required. Bicycle bay requirements calculated as follows: • Warehouse 1,231.2m² at 0.5/100m² FA = 6 bays. • Office 671.5m² at 1/100m² FA = 7 bays. • This demonstrates a surplus of 7 bays. • Long-term bays are internal to each unit for staff. • Short-term visitor bays are located at the primary street interface. The abovementioned demonstrates the bicycle parking is consistent with *Clauses 5.2.5iii* and *5.2.5vii*.	
• *No indication of electric vehicle bays. Clause 5.1.5 of LPP 4.1 states "Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays. Please update plans to indicate number of electric vehicle bays and/or provide justification for any shortfall.*	**Electric Vehicle Bays – Justification Provided for Minor Shortfall** Plans updated. ***4 EV bays provided*** (2 at No. 45, 2 at No. 47) in lieu of 7 required (20% of the 35 required car bays). The three-bay shortfall is considered minor and consistent with the objectives of LPP 4.1 for the following reasons: • *Clause 4.4iv* identifies the capability to provide EV charging bays from the outset or in the future as a relevant objective. The basement configuration at both lots is capable of accommodating retrospective installation of additional EV infrastructure as occupier demand requires, consistent with this objective. • The development is intended to accommodate small-to-medium office/warehouse tenancies with an anticipated occupancy of ~10 staff per tenancy – a profile not characteristic of high EV charging demand. • The development provides bicycle bays, end of trip facilities, and motorcycle parking, collectively demonstrating a substantive commitment to the active and sustainable transport objectives of *Clause 4.4*.	

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• *Please address the end of trip facilities requirements of LPP 4.1 within Clause 5.3*	**End of Trip Facilities – Addressed** One consolidated end of trip facility is provided internally to each of the three independent tenancies. Bicycle parking has been allocated on a per-tenancy basis: • No. 45 – 6 long-term bays • No. 47A – 5 long-term bays • No. 47B — 5 long-term bays No individual tenancy reaches the 10-bay threshold triggering gender-separated shower facilities under *Clause 5.3.1i* or the locker requirement under *Clause 5.3.1iii*. A per-tenancy basis is submitted as the appropriate unit of assessment given each unit operates independently with discrete bicycle parking, secure internal access, and limited shared common areas. Further, the spread of anticipated peak active transport demand across three independent tenancies further reduces the probability of simultaneous facility demand, such that the consolidated provision per tenancy is considered commensurate with anticipated demand and consistent with the intent of *Clause 5.3*.	
• *Please address the motorcycle and scooter requirements of LPP 4.1 within Clause 5.4*	**Motorcycle and Scooter Parking – Compliant** Plans updated. 1 motorcycle bay is provided within the basement of No. 47 Carrington Street (1 per 20 car bays). No. 45 Carrington Street (12 car bays) does not independently trigger a motorcycle bay requirement.	

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Local Planning Policy 7.9 Percent for Art (LPP 7.9)		
• *This policy applies to all development with the City of Nedlands with a cost of development of $2 million or more and located on land reserved as urban under the Metropolitan Region Scheme. Please note a condition will be recommended for a public art contribution of one percent (1%) of the estimated cost of development.*	**The Proponent accepts this as a condition.** Based on the estimated cost of development of $7,800,000, the contribution is $78,000. Indicative locations for a public art installation have been identified on the amended plans within the Carrington Street setback area. The preferred approach (either cash-in-lieu or art installation) will be confirmed at the appropriate stage of the approval process.	
Technical Services		
• *Please submit AS/NZS 2890.1:2004 vehicle ground clearance templates (B99 and B85), representing the gradient of the crossover and driveway, to show prevention of vehicle scraping and proper stormwater management.*	**Addressed via Premise Traffic Note and Vertical Clearance Analysis –** • Analysis confirms the driveway is navigable by a B99 passenger vehicle. The narrowest clearance at entry is 2.2m. An appropriate warning sign will be installed at the entry point.	
• *The driveway leading to the car park has a 1:5 gradient, which is quite steep; flatter gradient is recommended for safer vehicle access.*	**Addressed via Premise Traffic Note –** • The vertical clearance analysis confirms the gradient does not result in vehicle scraping for a B99 passenger vehicle. The gradient is considered acceptable in the context of the clearance analysis provided.	
• *With 12 basement car bays and a 3.6 m single-lane driveway in 45 Carrington, simultaneous entry or exit could cause vehicles to queue inside the basement or on the street,*	**Addressed via Premise Traffic Note –** • The driveway is classified as a Category 1 access facility under the Australian Standards, servicing fewer than 25 bays on a local road. The circulation roadway is less than 30m and the development generates fewer than 30 peak hour movements, such that the 5.5m minimum width provision does not apply.	

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creating potential traffic pressure. It is recommended to increase the driveway width to allow two-way movement, reducing queuing and improving traffic flow and safety.	• Given the low forecast volumes, simultaneous conflicting movements are considered negligible. The 3.6m width is consistent with the applicable standard.	
• *The vehicle swept path analysis does not include minimum 300 mm clearance and should be revised accordingly.* • *Vehicle swept path analysis seems like vehicle will hit the structure which is not acceptable.*	**Addressed via Premise Traffic Note and Supplementary Swept Path Analysis –** • Swept paths have been revised to incorporate 300mm clearance and amended to confirm all paths are clear of the structure.	
Waste Management		
Please provide confirmation that the number of bins placed on the verge does not exceed the City's allowable limit: o The maximum number of bins permitted on the verge at any one time is either 8 x 240L or 10 x 360L bins. • *Unit 47 may exceed this limitation. Please consider increasing the collection frequency from once to twice per week to achieve compliance.* *Commercial Properties are not required to use the City's contractor; private arrangements can be made for these services.*	**Addressed via updated Waste Management Plan –** Each unit is provided with 3 × 240L general waste and 3 × 240L recycling bins, collected on alternating fortnights per the City's Waste & Recycling Guide 2025/26. In any given collection week, only one waste stream is presented: • No. 47 (Units A & B combined) – maximum 6 × 240L bins to Government Road • No. 45 – maximum 3 × 240L bins to Government Road. Both are within the City's limit of 8 × 240L bins. Once per fortnight collection per stream is sufficient.	

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2. Public Submissions

Both submissions received during the public consultation period were in support of the application. The Proponent provides the following responses.

Submission 1 – Noted and welcomed. The matter of complementary planting to adjoining properties and the broader Carrington Street corridor is a decision for the City and falls outside the scope of this application.

Submission 2 – Noted and welcomed. Dilapidation reports for adjoining properties can be commissioned prior to excavation. A condition to this effect is accepted. Traffic management and trades parking are addressed within the Traffic Impact Statement and the Traffic Engineer's Technical Note prepared by Premise.

3. Summary

The amended plans and supporting documentation address all matters raised in the City's Request for Information dated 24 February 2026. The application presents a high-quality commercial development consistent with the strategic and statutory planning framework applicable to the subject site, and the Proponent submits that the amended application is capable of approval by the Development Assessment Panel.

If you require any further clarification regarding the above matters, please contact us via telephone or email as per the below details.

Faithfully,

Gabriel Cipriano
Planning Consultant
gabriel@developedproperty.com.au
(08) 6119 9175

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Waste Management Plan

For Office/Warehouse Development

No. 45 & 47 Carrington Street, Nedlands

Developed Property Pty Ltd
ABN: 62 624 180 310

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Developed

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Issue	Date	Statues	Prepared By	Approved By	Circulated
Draft	16/12/2025	Draft	R.D.		Internally
V1	17/12/2025	Final		R.D.	Externally
V2	26/12/2025	Updated	R.D.	R.D.	Externally

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iii. the Client's implementation, or application, of the strategies recommended in this report.

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1. Development Overview

This Waste Management Plan (WMP) has been prepared by Developed Property on behalf of Redhill Partners Pty Ltd and pertains to the following:

Proposal: **Three (3) Office/Warehouse Units**
Address: **Lot 381 (No. 45) and Lot 380 (No. 47) Carrington St, Nedlands**

The WMP has been prepared with reference to the information published on the City of Nedlands' website, its Local Planning Policy – Waste Management, and associated Waste and Recycling Guidelines. Once approved, waste storage, collection and disposal will be undertaken in accordance with the endorsed Development Plans and this WMP.

Figure 1: Locality Map from MNG Access

1.1. Proposed Development

The proposal for the three (3) Office/Warehouse units has been designed such that they have their own lot frontage to Carrington Street to the south (servicing as the Primary Street) and Government Road to the north ((servicing as the Secondary Street). Utilising the City's Commercial Waste Collection Services, it is proposed that each unit will:

- be provided with three (3) 240L general bins and three (3) 240L recycling bins,
- have its own designated internal Bin Storage Area (approx. 7m^2) to accommodate the six (6) 240L bins and to meet the City's requirements, and
- present the general waste and recycling bins on the designated bin pad area within the Government Road verge on their respective collection weeks, to be serviced by the City's waste collection on Tuesdays.

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2. Waste Collection Process

2.1. Waste Calculation

The waste generation rates for general waste and recyclables for commercial office space have been adopted from the *WALGA Commercial and Industrial Waste Management Plan Guidelines* (WALGA Guidelines). These rates are summarised in summarised in Table 1: Waste Generation Ratios.

Land Use	General Waste (Litres per week)	General Recycling (Litres per week)	FOGO (Litres per week)
Office	10L / 100m^2 floor area /day	10L / 100m^2 floor area /day	N/A

Table 1: Waste Generation Ratios

The three (3) Office/Warehouse units are expected to operate Monday to Friday during regular business hours (7:00am to 6:00pm), and Saturdays (between 8:00am to 4:00pm). Applying the WALGA generation rates to the net lettable floor area of each unit and excluding the lifts, trafficable areas, lobbies, stores, and walkways, the estimated weekly volumes of general waste and recyclables have been calculated and are outlined in the table below.

Land Use	Floor Area	General Waste (Litres per week)	Recycling (Litres per week)
Unit 1 (Office & Warehouse)	514.3m^2	308.58L	308.58L
Unit 2 (Office & Warehouse)	514.3m^2	308.58L	308.58L
Unit 3 (Office & Warehouse)	598m^2	358.8L	358.8L

Table 2: Waste Calculations

Given the nature of the proposed land uses, no liquid or hazardous waste is anticipated to be generated. As per the WALGA Guidelines, Offices and Warehouses do not typically generate a significant food organics or garden organics (FOGO) stream; accordingly, a FOGO service is not proposed as part of this WMP.

2.2. Number of bins required and collection frequency

The *City of Nedland's Local Planning Policy – Waste Management (Policy) and Guidelines* allow commercial properties to:

- engage the services of a private commercial waste contractor; or
- utilise the City's commercial waste services.

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Where a commercial development is seeking to use the City's services, they are encouraged to adhere to the residential waste management requirements to maintain flexibility and consistency across the municipal area.

The City operates a weekly three-bin kerbside collection service, with bins collected every Tuesday. The standard residential service comprising of:

- 240L lime green lid FOGO bin – collected weekly
- 120L red lid general waste bin – collected fortnightly
- 240L yellow lid recycling bin – collected fortnightly

For an additional cost, landowners may also apply to the City to upgrade their general waste service, being either:

- Upgraded Residential Bin Service: one 240L red lid general waste bin, or
- Super Residential Bin Service: two 240L red lid general waste bins.

Under a Super Residential Bin Service, residents present three (3) 240L bins—one FOGO bin and two general waste bins—on the verge every second (alternate) week. Based on the calculated weekly waste generation volumes in Table 2, and rounding up to the nearest whole bin, the number of 240L bins required for each tenancy has been calculated and summarised in the table below:

Land Use	Number of 240L Bins Required		
	General Waste (GW)	Recycling (RC)	Total
Unit 1 (Office & Warehouse)	3	3	6
Unit 2 (Office & Warehouse)	3	3	6
Unit 3 (Office & Warehouse)	3	3	6

Table 3: No of Bins Required

This configuration ensures that each unit is provided with sufficient general waste and recycling capacity, while remaining consistent with the City's bin sizes and weekly collection services.

2.3. Bin storage areas

Bin dimensions have been sourced from the City's Waste Management Guidelines and are summarised in Table 4: Bin Dimensions. These dimensions have informed the design and sizing of Bin Storage Areas within each tenancy.

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	General Waste (GW) (Dark Red Lid)	Recycling (RC) (Yellow Lid)
Bin size	240L	240L
Bin Width	0.6m	0.6m
Bin Depth	0.8m	0.8m
Bin Height	1.1m	1.1m

Table 4: Bin Dimensions

Key design considerations of the include:

- provision of a dedicated, clearly defined Bin Storage Area for each unit;
- sufficient floor area to store the required number of 240L general waste and recycling bins without stacking;
- safe and convenient access between each Bin Storage Area and the Bin Presentation Area on Government Road;
- a tap and drain that is connected to sewer as per the City's Local Law requirements; and
- a level, hardstand surface to allow easy manoeuvring of bins and to maintain hygiene.

Each unit has been provided with a Bin Storage Area sized to accommodate its full complement of 240L bins in an orderly and accessible arrangement, as illustrated in Figure 2 below.

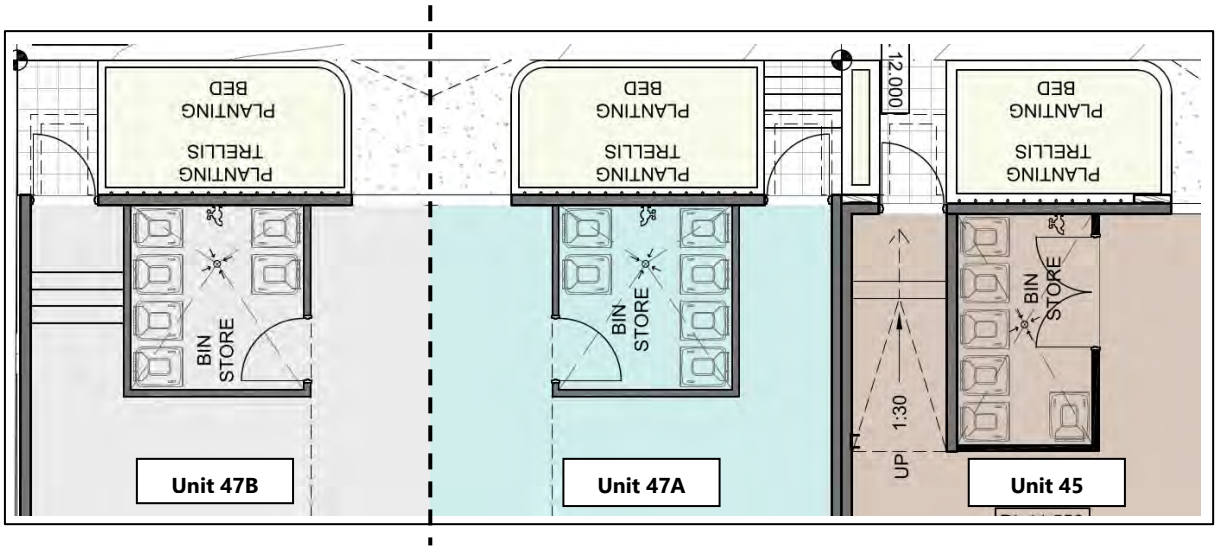

Figure 2: Extract of the Ground Floor Plan showing the Bin Storage Areas for the three Office/Warehouses

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2.4. Collection Point and Verge Space Required

According to the City's website, kerbside collection occurs on Tuesdays, with general waste and recycling collected in alternating weeks. In accordance with the City's Bin Placement Guidelines, bins are required to be on the verge before 6:00am on the day of collection (Tuesday) 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 3: Extract from the City's Website

Each of the three units has its own separate lot frontage to both Carrington Street and Government Road at the rear. All bins will be presented for collection within the designated Bin Presentation Areas on the Government Road verge. Only the bins for the scheduled waste stream will be placed on the verge on any given Tuesday (i.e. either general waste bins or recycling bins, as these services occur in alternating weeks).

There are no street trees or infrastructure located along the Government Road street verge. Based on the number of bins and spacing required, the total verge space needed for kerbside collection from Government Road has been calculated in the Table 5 and Figure 4 below:

Cycle	Number of Bins collected each week	Total Length required for each lot frontage
Week 1 (General Waste)	3	2.8m
Week 2 (Recycling Waste)	3	2.8m

Table 5: Verge Space Required for Waste Collection for each unit from Government Road

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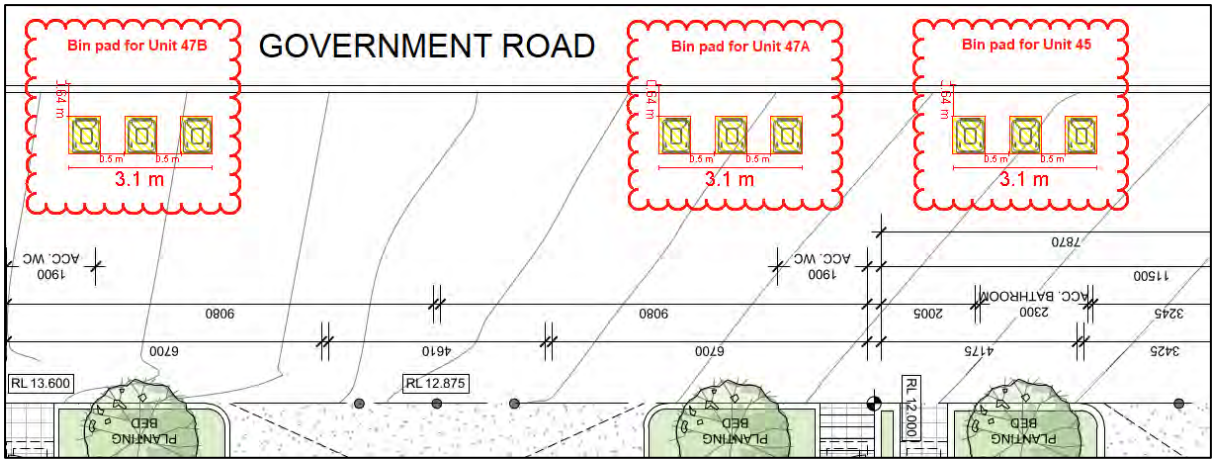

Figure 4: Bin pad locations for the three Office/Warehouses from Government Road

This analysis demonstrates that the Government Road verge has sufficient capacity to accommodate the proposed bin configuration for each collection cycle without obstructing vehicle sightlines, pedestrian movement or access to crossovers. Accordingly, each unit will present a maximum of three (3) × 240L bins at any one time, and Lot 380 (No. 47) (which contains two units) will present a maximum of six (6) × 240L bins on Government Road at any one time. This does not exceed the City's allowable limit of 8 × 240L bins on the verge at any one time.

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3. Conclusion

The landowner is seeking development approval for three (3) high-quality Office/Warehouse units at Lot 381 (No. 45) and Lot 380 (No. 47) Carrington Street, Nedlands. This Waste Management Plan has been prepared in accordance with the City of Nedlands' Waste Management Policy and associated Waste Management Guidelines, having regard to:

- the nature and scale of the land use;
- the WALGA-based waste generation estimates; and
- the City's kerbside collection system, bin sizes and collection frequencies,

Each unit is provided with a dedicated Bin Storage Area of adequate size to accommodate the required number of 240L bins in a safe and orderly manner, with clear access to the Bin Presentation Areas on Government Road. The future business to occupy these units will be responsible for day-to-day waste management as per this WMP, including:

- correct separation of general waste and recyclables;
- timely presentation and return of bins on collection days; and
- maintaining their Bin Storage Area in a clean, hygienic and orderly condition.

On any one collection day, no more than three (3) × 240L bins will be presented from Lot 381 (No. 45) for the single unit, and no more than six (6) × 240L bins will be presented from Lot 380 (No. 47) for the two units (47A and 47B). This is within the City's verge presentation limit of 8 × 240L bins at any one time.

On this basis, the proposed waste management arrangements are practical, compliant and appropriate for the development.

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4. Reference Documents

Documents referenced in preparing this WMP include, but are not limited to:

- *WALGA Commercial and Industrial Waste Management Plan Guidelines*
- *City of Nedlands Waste Local Law 2016*
- *City of Nedlands – Local Planning Policy: Waste Management and Guidelines*
- *City of Nedlands – Waste and Recycling Guide 2025/26*
- City of Nedlands website (see link to the City's Waste & Recycling Home Page) – general waste, recycling and collection day information (accessed 2025)

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Appendix 1: City of Nedland's Waste and Recycling Guide 2025/26

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City of Nedlands

Thanks to FOGO we have achieved over 63% recovery from landfill!

2025/26 WASTE & RECYCLING

Your **FOGO** bin is emptied **every week.**

Recycling and **General Waste** bins are emptied on alternating weeks.

July 2025				
M	T	W	T	F
	1	2	3	4
7	8	9	10	11
14	15	16	17	18
21	22	23	24	25
28	29	30	31	

August 2025				
M	T	W	T	F
				1
4	5	6	7	8
11	12	13	14	15
18	19	20	21	22
25	26	27	28	29

September 2025				
M	T	W	T	F
1	2	3	4	5
8	9	10	11	12
15	16	17	18	19
22	23	24	25	26
29	30			

October 2025				
M	T	W	T	F
		1	2	3
6	7	8	9	10
13	14	15	16	17
20	21	22	23	24
27	28	29	30	31

November 2025				
M	T	W	T	F
3	4	5	6	7
10	11	12	13	14
17	18	19	20	21
24	25	26	27	28

December 2025				
M	T	W	T	F
1	2	3	4	5
8	9	10	11	12
15	16	17	18	19
22	23	24	25	26
29	30	31		

January 2026				
M	T	W	T	F
			1	2
5	6	7	8	9
12	13	14	15	16
19	20	21	22	23
26	27	28	29	30

February 2026				
M	T	W	T	F
2	3	4	5	6
9	10	11	12	13
16	17	18	19	20
23	24	25	26	27

March 2026				
M	T	W	T	F
2	3	4	5	6
9	10	11	12	13
16	17	18	19	20
23	24	25	26	27
30	31			

April 2026				
M	T	W	T	F
		1	2	3
6	7	8	9	10
13	14	15	16	17
20	21	22	23	24
27	28	29	30	

May 2026				
M	T	W	T	F
				1
4	5	6	7	8
11	12	13	14	15
18	19	20	21	22
25	26	27	28	29

June 2026				
M	T	W	T	F
1	2	3	4	5
8	9	10	11	12
15	16	17	18	19
22	23	24	25	26
29	30			

General waste bin + FOGO bin Recycling bin + FOGO bin

Christmas 2025 Collections

Mon 22/12/25	Tues 23/12/25	Wed 24/12/25	Thur 25/12/25	Fri 26/12/25
Collected as normal	Collected as normal	Collected as normal	Collected Fri 26/12/25	Collected Sat 27/12/25

New Years 2026 Collections

Mon 29/12/25	Tues 30/12/25	Wed 31/12/25	Thur 1/01/26	Fri 2/01/26
Collected as normal	Collected as normal	Collected as normal	Collected Fri 2/01/26	Collected Sat 3/01/26

Easter 2026 Collections

Mon 30/03/26	Tues 31/03/26	Wed 1/04/26	Thur 2/04/26	Fri 3/04/26
Collected as normal	Collected as normal	Collected as normal	Collected as normal	Collected Sat 4/04/26

For all missed bin collection enquiries, call Customer Service Centre on 1300 633 633

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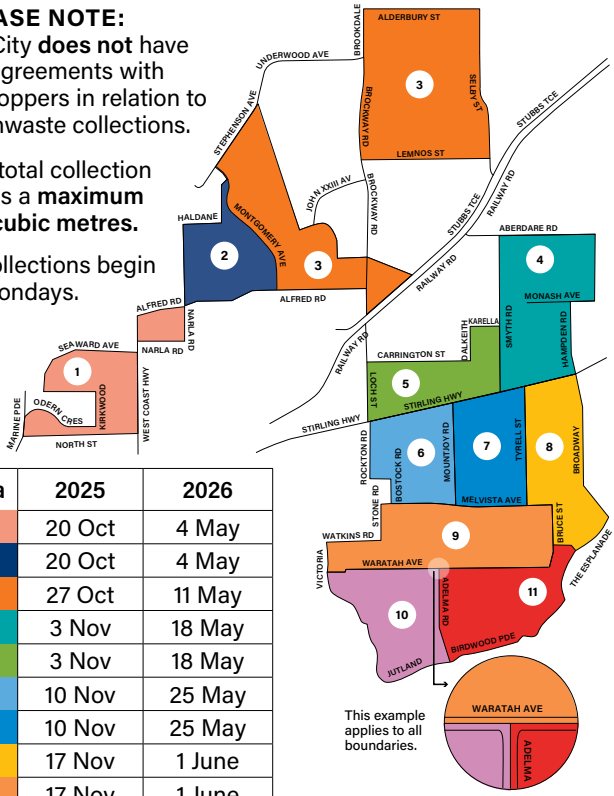
BULK WASTE COLLECTION 2025/26

PLEASE NOTE:
The City **does not** have any agreements with tree loppers in relation to greenwaste collections.

Your total collection limit is a **maximum of 6 cubic metres.**

All collections begin on Mondays.



Area	2025	2026
1	20 Oct	4 May
2	20 Oct	4 May
3	27 Oct	11 May
4	3 Nov	18 May
5	3 Nov	18 May
6	10 Nov	25 May
7	10 Nov	25 May
8	17 Nov	1 June
9	17 Nov	1 June
10	24 Nov	8 June
11	24 Nov	8 June

These items may be placed out in separate piles:

Greenwaste

E-waste

Metals

Household Items

Mattresses

IMPORTANT NOTE: Paint, chemicals, tyres and batteries are NOT to be placed out for the bulk rubbish collection under any circumstances.

For disposal options, scan the QR code or visit **nedlands.wa.gov.au/hazardouswaste**

For bulk waste collection enquiries phone West Tip on 9249 1100

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Developed Property Pty Ltd
ABN: 62 624 180 310
www.developedproperty.com.au

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.

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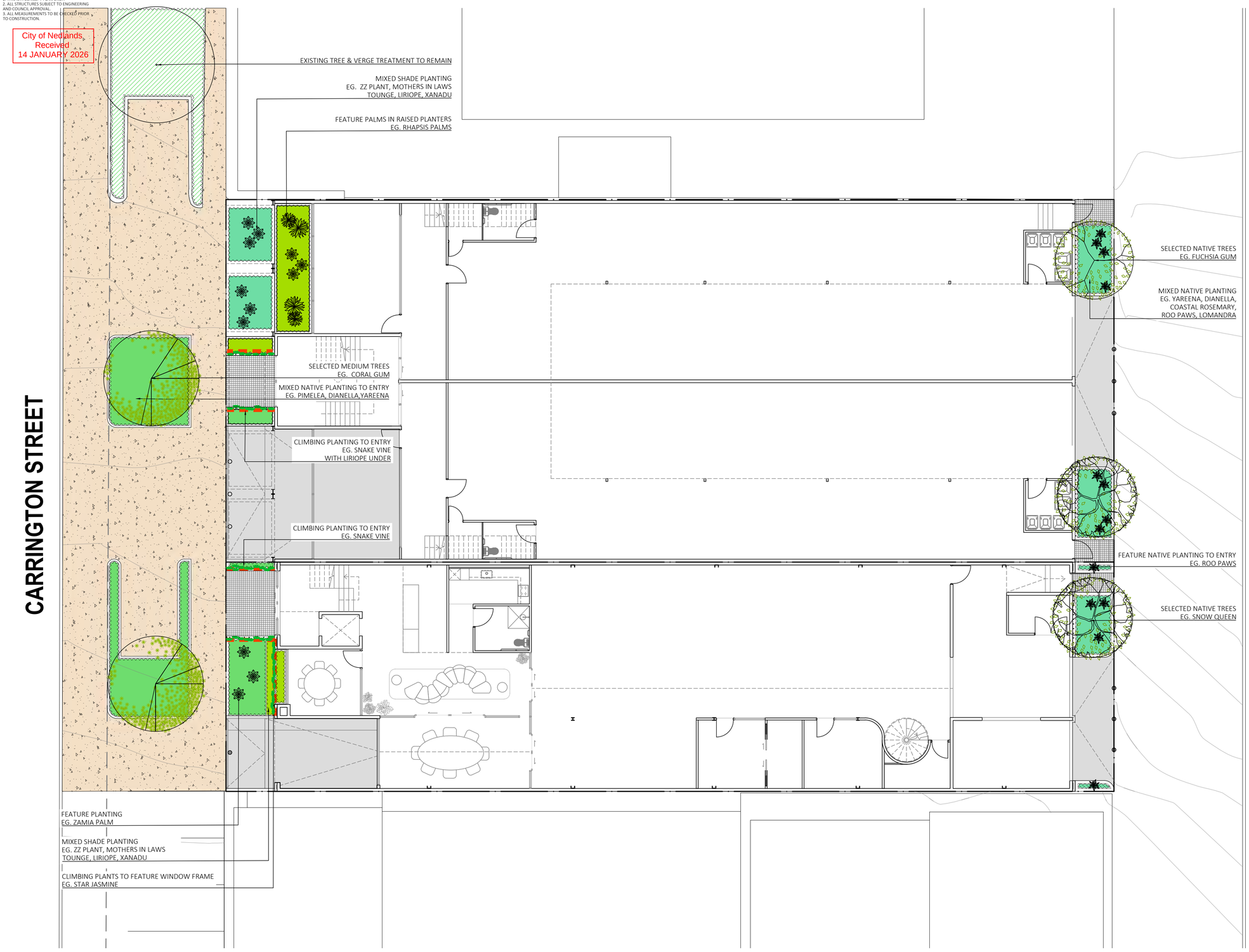
REV	DATE	DWN	APP	DESCRIPTION
A	15.12.25	ALC	KD	LANDSCAPE CONCEPT DESIGN



LEGEND

TREES

EXISTING TREES
TO BE RETAINED

SELECTED MEDIUM TREES
EG. CORAL GUM
CANOPY: 5m

SELECTED SMALL TREES
EG. FUCHSIA GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. SNOW QUEEN
CANOPY: 4m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. SAGO PALM, ZAMIA PALM,
ROO PAWS

PLANTING

EXISTING PLANTING

PLANTING TYPE 01
GROUNDCOVERS & CASCADING

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE TOLERANT

MISC

EXISTING RED ASHPALT TO REMAIN
(BY BUILDER)
DAMAGED SURFACES TO BE REPLACED

CONCRETE
MIX TBC

PEDESTRIAN ENTRY PAVING
TYPE TBC

SELECTED CLIMBER ON TRELLIS

LANDSCAPE AREA CALCULATIONS

SITE AREA
Total site area = 1392m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 61m2 (4.3% of site)

CANOPY COVER
Proposed Small Trees (5m canopy) x 3 = 58.8m2
Total Canopy Cover = 58.8m2 (4.2% of site)

REFER TO PAGE 102 FOR PLANTING PALETTE, IMAGES AND NOTES

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

kdla.
kelsie davies
landscape architecture

Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

LANDSCAPE CONCEPT DESIGN

JOB No. 0637 PAGE 101 REV A

0 1 2 4 6 10m
SCALE 1:100 @A1

CARRINGTON STREET DEVELOPMENT
LANDSCAPE CONCEPT PLAN_G.F.

REDHILL PARTNERS
45-47 CARRINGTON STREET, NEDLANDS

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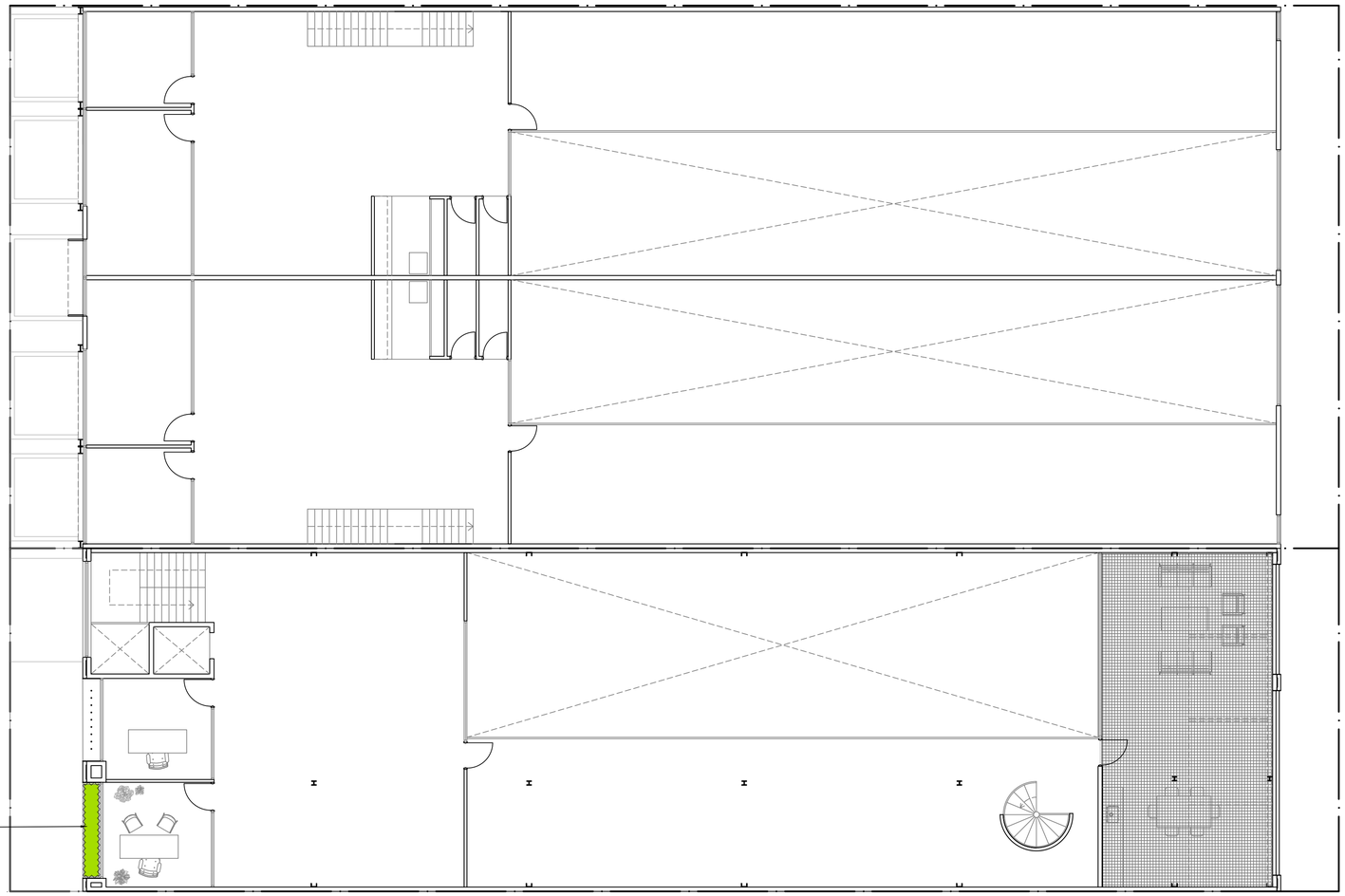

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
EUCfor	Eucalyptus forrestiana	Fushia Gum	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
LAGind	Lagerstroemia indica	White Crepe Myrtle	As Shown	100L
Groundcovers and Cascading:				
ACAsal	Acacia saligna prostrate	Cascading Wattle	2/m2	140mm
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
HIBsca	Hibbertia scandens	Snake Vine	2/m2	140mm
HEMpun	Hemiandra pungens	Snake Bush	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
ROSoff	Rosmarinus officinalis 'Prostratus'	Creeping Rosemary	2/m2	140mm
Strappy:				
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	200mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	200mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	200mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
LOMnya	Lomandra 'Nyalla'	Nyalla	3/m2	200mm
Shrubs:				
CORalb	Correa Alba	White Correa	3/m2	200mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhapiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting				
AJArep	Ajuga reptans	Bungle weed	3/m2	140mm
CALruf	Calathea rufibarba	Calathea rufibarba	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
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
Feature Plants:				
CYCrev	Cycas revoluta	Japanese Sago Palm	2/m2	12L
RHAexc	Rhapis excelsa	Lady Palm	2/m2	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	2/m2	12L
ZAMzam	Zamioculcas zamiifolia	ZZ Plant	2/m2	12L
Climbing Plants:				
FICpum	Ficus pumila	Creeping Fig	As Shown	200mm
HEMpun	Hemiandra pungens	Snake Bush	As Shown	200mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	As Shown	200mm

TREES

NOTES

1. GENERAL

1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.3 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS DIRECTED BY SUPERINTENDENT).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.7 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

kdla.
kelsie davies
landscape architecture

Karrinyup WA 6018
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LANDSCAPE CONCEPT DESIGN

JOB No. 0637 PAGE 102 REV A

0 1 2 4 6 10m
SCALE 1:100 @A1

CARRINGTON STREET DEVELOPMENT
LANDSCAPE CONCEPT PLAN_LEVEL 01

REDHILL PARTNERS
45-47 CARRINGTON STREET, NEDLANDS

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Version: 1, Version Date: 18/12/2025

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18 MARCH 2026

LETTER

To: Anya Donnelly (Proekt)

From: Marina Kleyweg (Premise)

cc: Abel Tan, Jelena Simic (Premise)

Date: 17/03/2026

Job P004419

Re: Proposed DA at 45-47 Carrington Street, Nedlands– responses to City of Nedlands and DPLH Request for Information

---

Anya

This note is prepared to address queries of the City of Nedlands (email dated 24/02/2026) raised during the review of plans and DA application at 45-47 Carrington Street, Nedlands.

1. CITY OF NEDLANDS RFI

City of Nedlands queries are listed below.

Local Planning Policy 4.1 Non-Residential Parking (LPP 4.1)

- *No justification proposed for nil bicycle bays. Please update plans to include bicycle bays in accordance with LPP 4.1 and/or provide justification for any shortfall.*
- *No indication of electric vehicle bays. Clause 5.1.5 of LPP 4.1 states "Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays." Please update plans to indicate number of electric vehicle bays and/or provide justification for any shortfall.*
- *Please address the end of trip facilities requirements of LPP 4.1 within Clause 5.3*
- *Please address the motorcycle and scooter requirements of LPP 4.1 within Clause 5.4*

Local Planning Policy 7.9 Percent for Art (LPP 7.9)

- *This policy applies to all development with the City of Nedlands with a cost of development of $2 million or more and located on land reserved as urban under the Metropolitan Region Scheme. Please note a condition will be recommended for a public art contribution of one percent (1%) of the estimated cost of development.*

Technical Services

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- *Please submit AS/NZS 2890.1:2004 vehicle ground clearance templates (B99 and B85), representing the gradient of the crossover and driveway, to show prevention of vehicle scraping and proper stormwater management.*
- *The driveway leading to the car park has a 1:5 gradient, which is quite steep; flatter gradient is recommended for safer vehicle access.*
- *With 12 basement car bays and a 3.6 m single-lane driveway in 45 Carrington, simultaneous entry or exit could cause vehicles to queue inside the basement or on the street, creating potential traffic pressure. It is recommended to increase the driveway width to allow two-way movement, reducing queuing and improving traffic flow and safety.*
- *The vehicle swept path analysis does not include minimum 300 mm clearance and should be revised accordingly.*
- *Vehicle swept path analysis seems like vehicle will hit the structure which is not acceptable.*

Waste Management

- *Please provide confirmation that the number of bins placed on the verge does not exceed the City's allowable limit:*
    - *The maximum number of bins permitted on the verge at any one time is either 8 x 240L or 10 x 360L bins.*
    - *Unit 47 may exceed this limitation. Please consider increasing the collection frequency from once to twice per week to achieve compliance.*
- *Commercial Properties are not required to use the City's contractor; private arrangements can be made for these services.*

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2. RESPONSES TO RFI

This section addresses the request for information points shown above.

2.1 Local Planning Policy 4.1 Non-Residential Parking (LPP 4.1)

2.1.1 BICYCLE BAYS

The City of Nedlands' Local Planning Policy (LPP) 4.1 – Non-Residential Parking states that the bicycle parking requirements for the developments are to be in line with the extracted rates from the table below.

Table 1 - Bicycle parking provision rates

Guideline document	Bicycle parking requirement
City of Nedlands LPP 4.1	Warehouse / Storage - 0.5 bays per 100m^2 FA
	Office - 1 bay per 100m^2 FA

Table 2 - Bicycle parking requirement calculations

Land Use / Type	Yield	Requirement	Required Parking
Warehouse	1,231.2 m^2	0.5 bays per 100m^2 FA	6
Appertaining Office	671.5 m^2	1 bay per 100m^2 FA	7
		Total Parking Required:	**13**
		Total Parking Provided:	**16 + Visitor Bike Racks**

The plans were updated to show 16 provided vertical bicycle bays for the development. As the statutory requirements mandate a minimum of 13 bicycle bays, the plans show a minimum surplus of 3 bays. Additionally, bike racks have been provided for visitors.

2.1.2 ELECTRIC BAYS

Table 3 - Electric Bay provisions

Yield	Requirement	Required Parking
35 Required Car Bays	Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays.	7
	Total Provided	**4**

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While the proposal provides 4 dedicated EV spaces instead of the 7 required spaces, it has a significant surplus of bicycle parking facilities. The surplus of bicycle bays actively encourages active transport and reduces the reliance on private vehicles.

2.1.3 END OF TRIP FACILITIES

The City of Nedlands' Local Planning Policy (LPP) 4.1 – Non-Residential Parking states that the car parking requirements for the developments are to be in line with the extracted rates from the table below.

Table 4 – End of trip facility provision rates

Guideline document	Car parking requirement
City of Nedlands LPP 4.1 – Section 5.3	The following end-of-trip facilities shall be provided for all developments with a Floor Area (FA) of 1,500m^2 and above, or where 5 or more long-term bicycle parking bays are proposed: i. Minimum of one female and one male shower, located in separate secure changing rooms for the first 10 bicycle parking bays; ii. Additional shower facilities shall be provided at a rate of one female and one male shower room for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per building; iii. A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow for the storage of cycle attire and equipment.

The development provides three (3) fully equipped EOT facilities on-site. These facilities are designed to support staff who choose to commute via active transport by providing dedicated shower and change amenities.

Although the provision of 16 long-term bicycle bays technically triggers the requirement for additional showers, the low employee density of the proposed workshop uses is not expected to generate the demand to warrant them.

2.1.4 MOTORCYCLE AND SCOOTERS

The City of Nedlands' Local Planning Policy (LPP) 4.1 – Non-Residential Parking states that the Motorcycle and Scooter parking requirements for the developments are to be in line with the extracted rates from the table below.

Table 5 - Motorcycle parking provision rates

Guideline document	Bicycle parking requirement
City of Nedlands LPP 4.1	Motorcycle and scooter (moped) parking bays are to be provided at a ratio of 1 bay for every 20 car parking bays, in addition to the minimum car and bicycle parking requirements.

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Table 6 - Motorcycle parking requirement calculations

Yield	Requirement	Required Parking
35 Required Car Bays	1 Bay for Every 20 Car Parking Bays	2
	Total Parking Required:	**2**
	Total Parking Provided:	**1**

While the proposed development has a shortfall of 1 motorcycle bay when compared to the requirements set by the City of Nedlands LPP 4.1. The minor shortfall is offset by the surplus of long-term bicycle parking bays.

2.2 Local Planning Policy 7.9 Percent for Art (LPP 7.9)

Response by others.

2.3 Technical Services

2.3.1 VEHICLE GROUND CLEARANCE TEMPLATES

Premise have conducted vehicle ground clearance tests in response to the RFI. The template will be attached as an Appendix to this letter. The updated plan is found to be navigable by a B99 passenger vehicle. Nevertheless, as the narrowest clearance (at the entry point) is 2.2m (less than Standard prescribed 2.3m), appropriate warning sign should be installed.

2.3.2 3.6M DRIVEWAY WIDTH

The proposed development includes a 3.6m vehicle access driveway on 45 Carrington Street. As the driveway fronts a local distributor road and services less than 25 parking spaces, the access driveway is classified as a Category 1 driveway.

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Figure 1 - Access Facility Categories

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

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

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

Figure 2 - Access Driveway Widths

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

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

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

3.2.2 Width requirements at low volume (Category 1) access driveways and connecting roadways

Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m.

Reversing movements to public roads shall be prohibited wherever possible.

The circulation roadway length leading from the access driveway is shorter than 30m and as the development is expected to generate fewer than 30 vehicle movements during the peak hours as calculated in the TIS, the 5.5m minimum width restriction is not applicable.

Given these minimal peak hour volumes and homogenous land use, the probability of simultaneous inbound and outbound conflicting movements is negligible, ensuring safe and efficient operational access.

2.3.3 REVISED SWEPT PATHS

Swept Paths have been revised to include a 300mm clearance and amended to be clear of the structure.

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2.4 Waste Management

Response by others.

3. SUMMARY AND CONCLUSION

If you have any queries, please don't hesitate to contact us.

Regards,

Marina Kleyweg

Principal Transport Engineer
marina.kleyweg@premise.com.au

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APPENDIX 1 – SWEPT PATH ANALYSIS

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APPENDIX 2 – VERTICAL CLEARANCE MODEL

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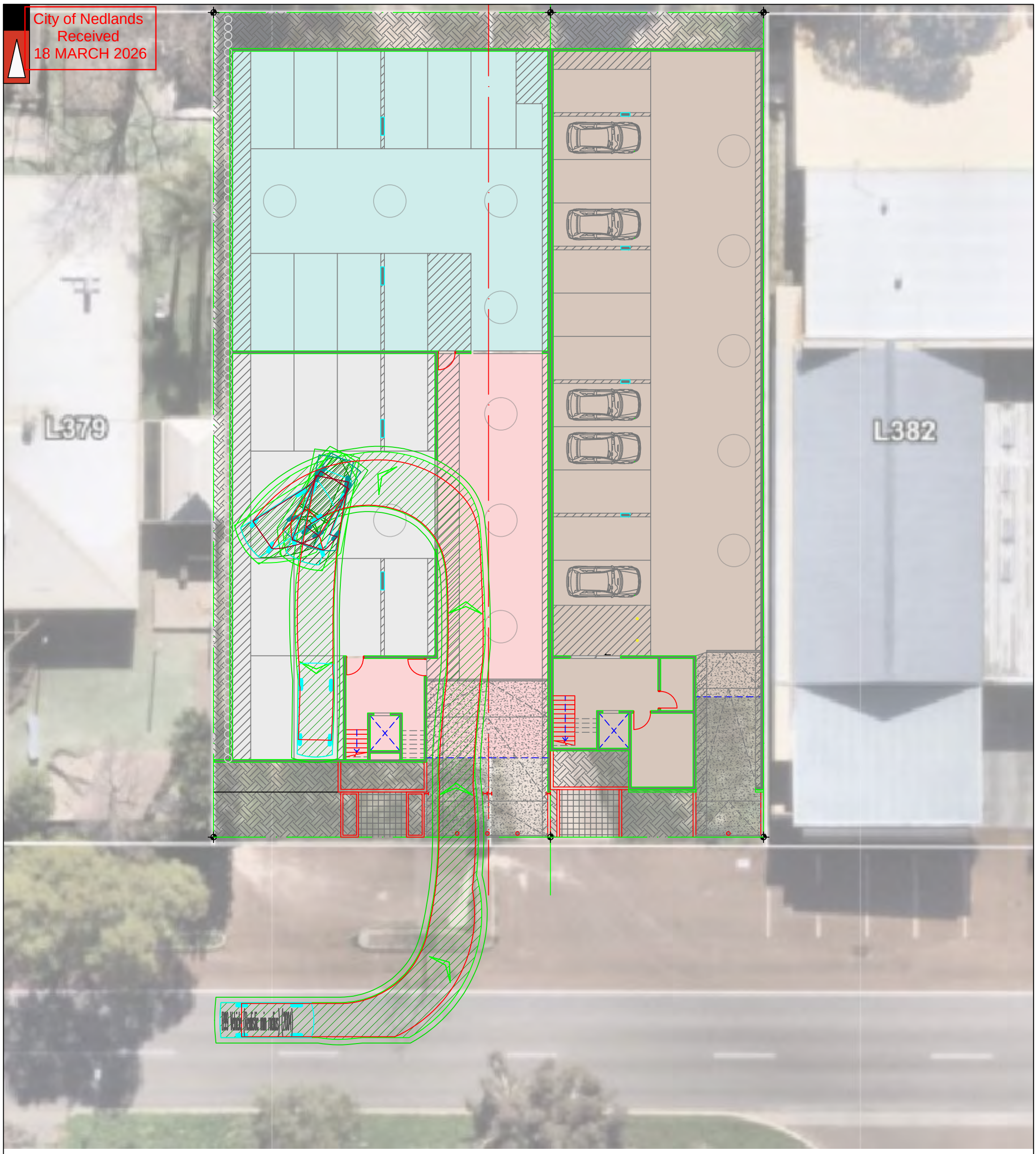

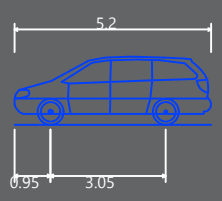

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Overall Length	5.200m
Overall Width	1.940m
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Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
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LEGEND

NO	DATE	AMENDMENT
A	10-03-2026	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S20A

DRAWN BY:
A.T.

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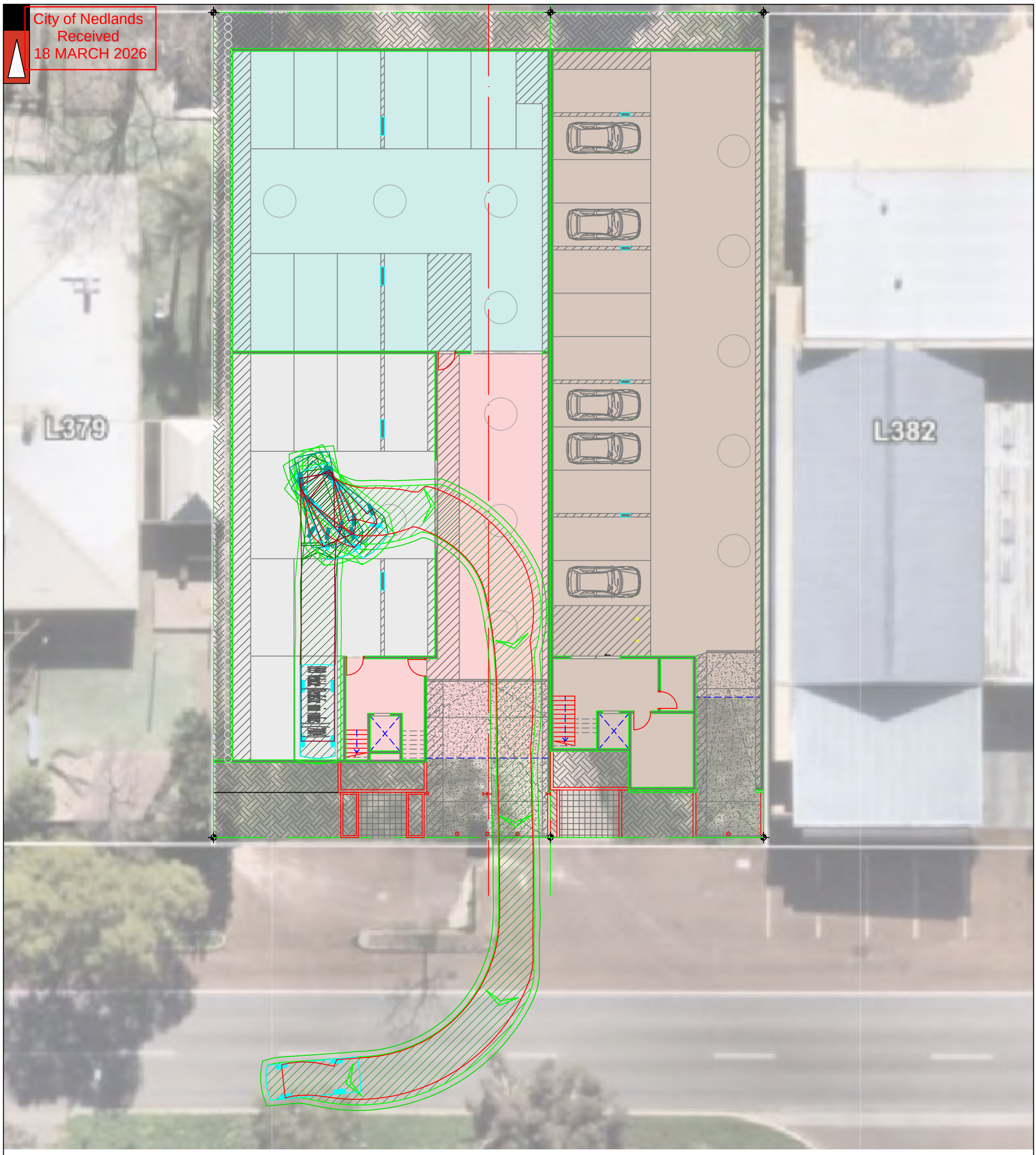

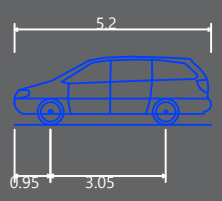

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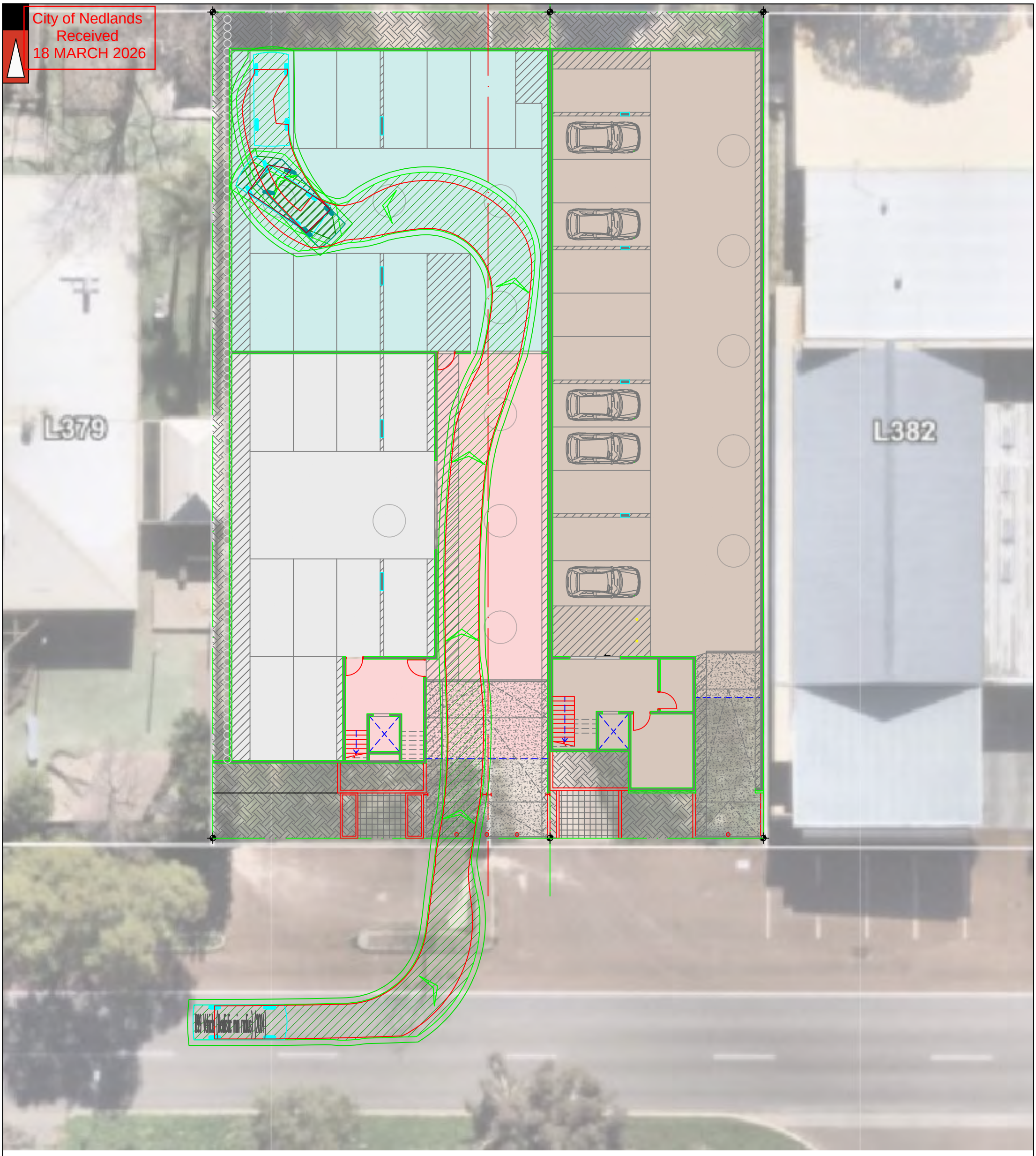

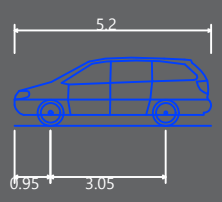

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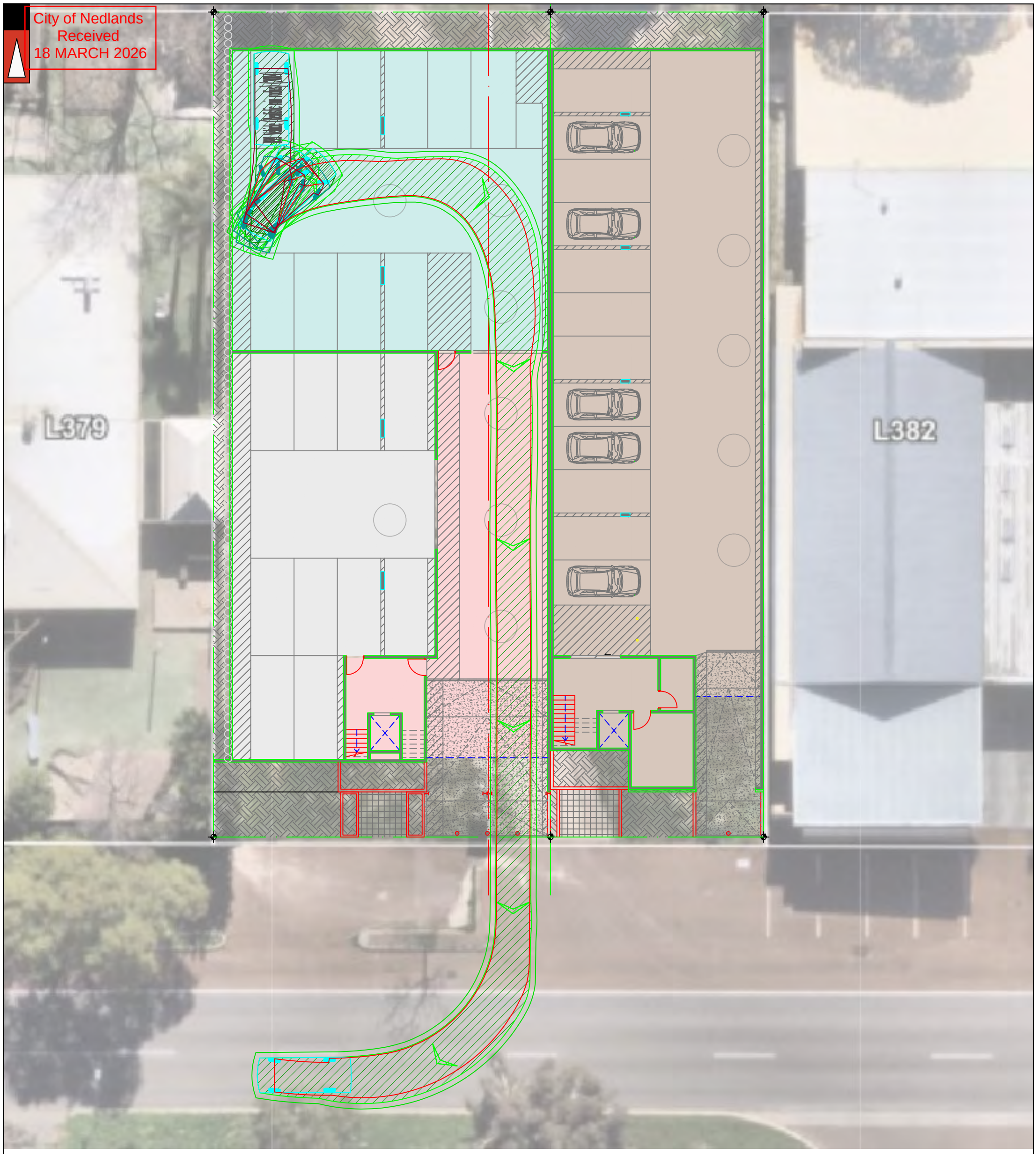

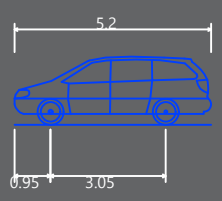

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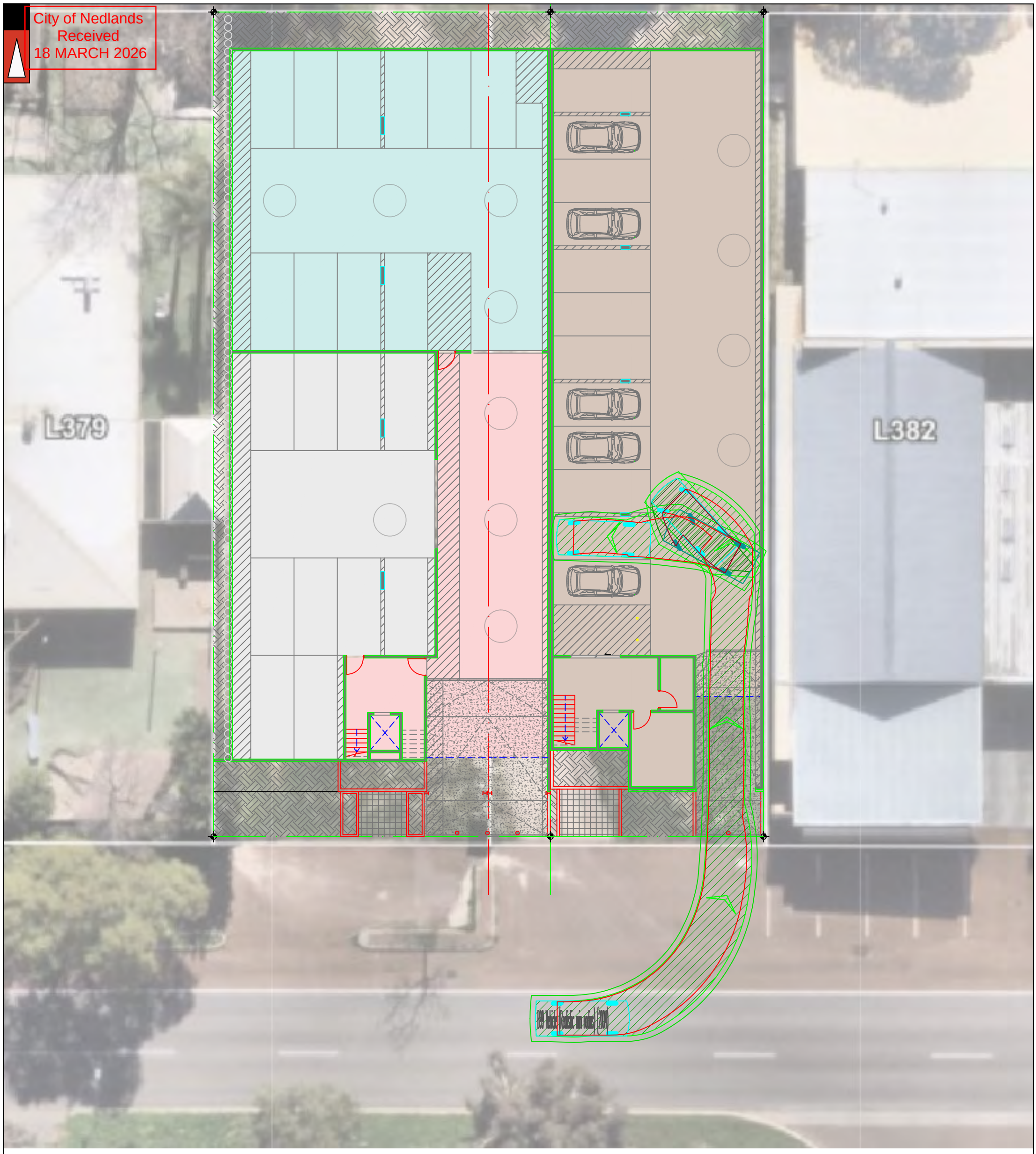

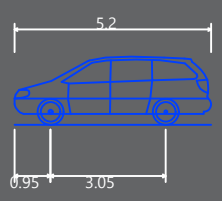

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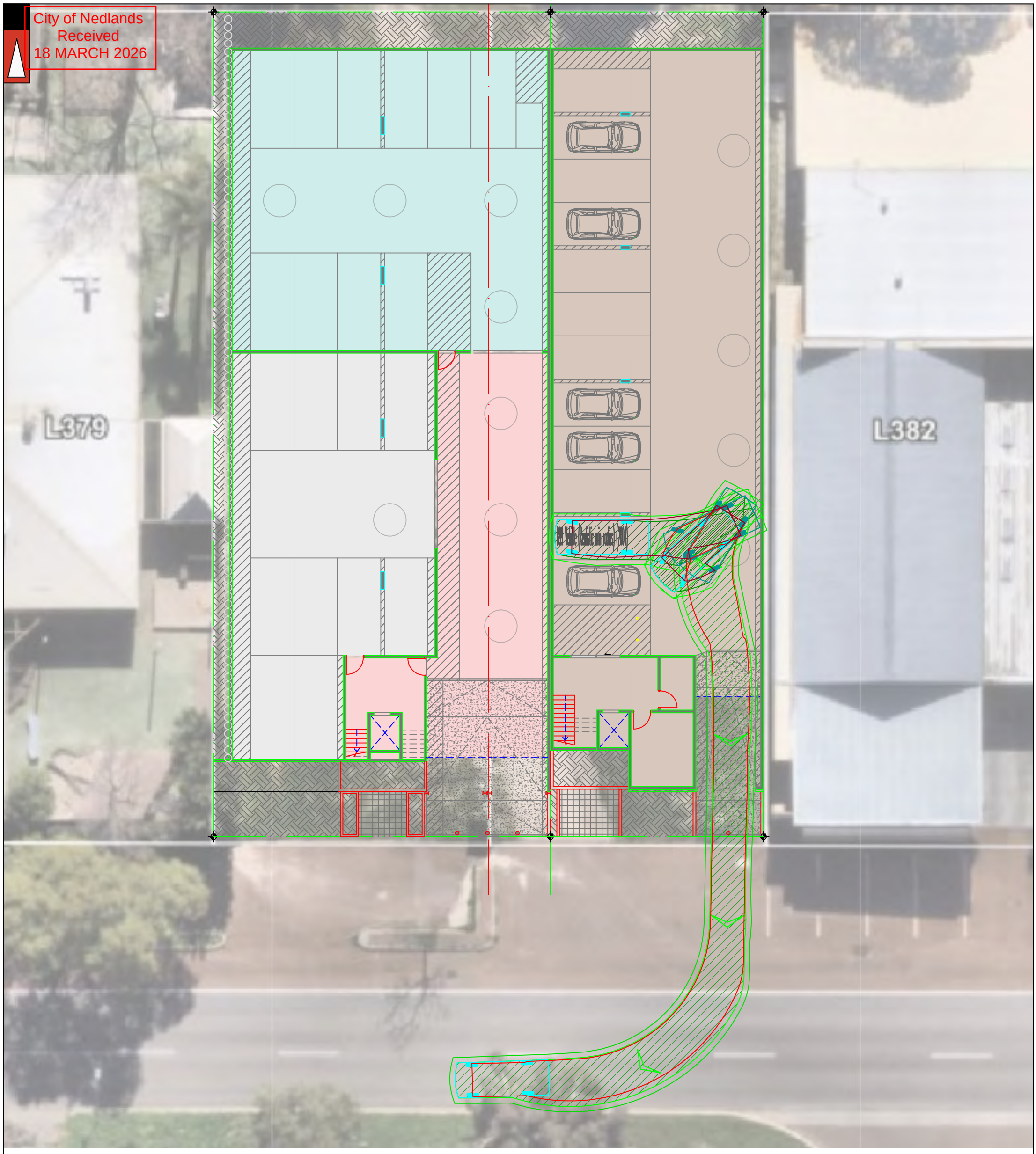

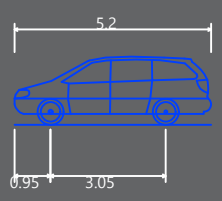

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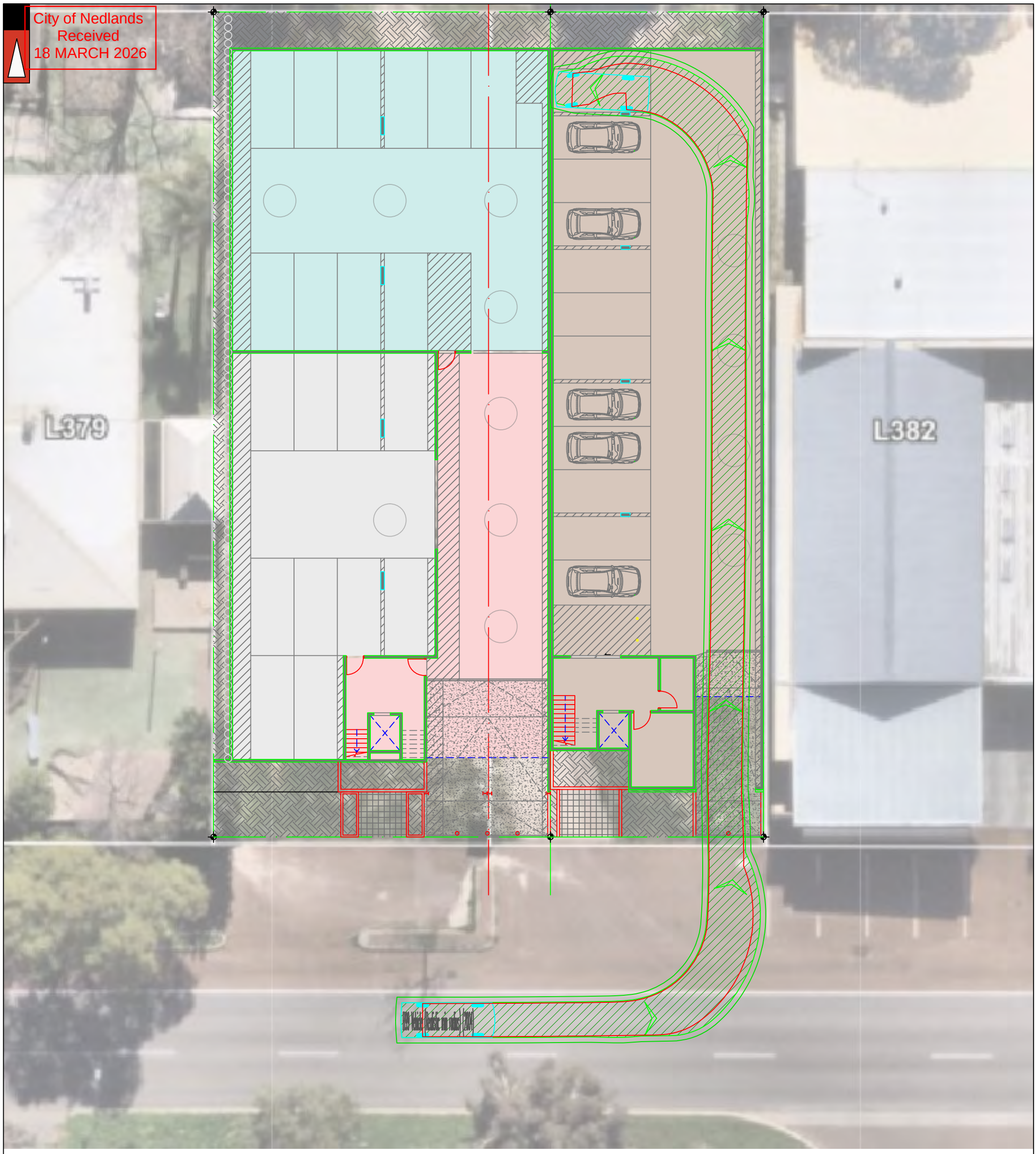

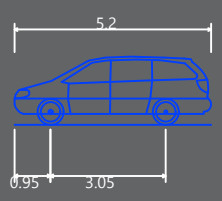

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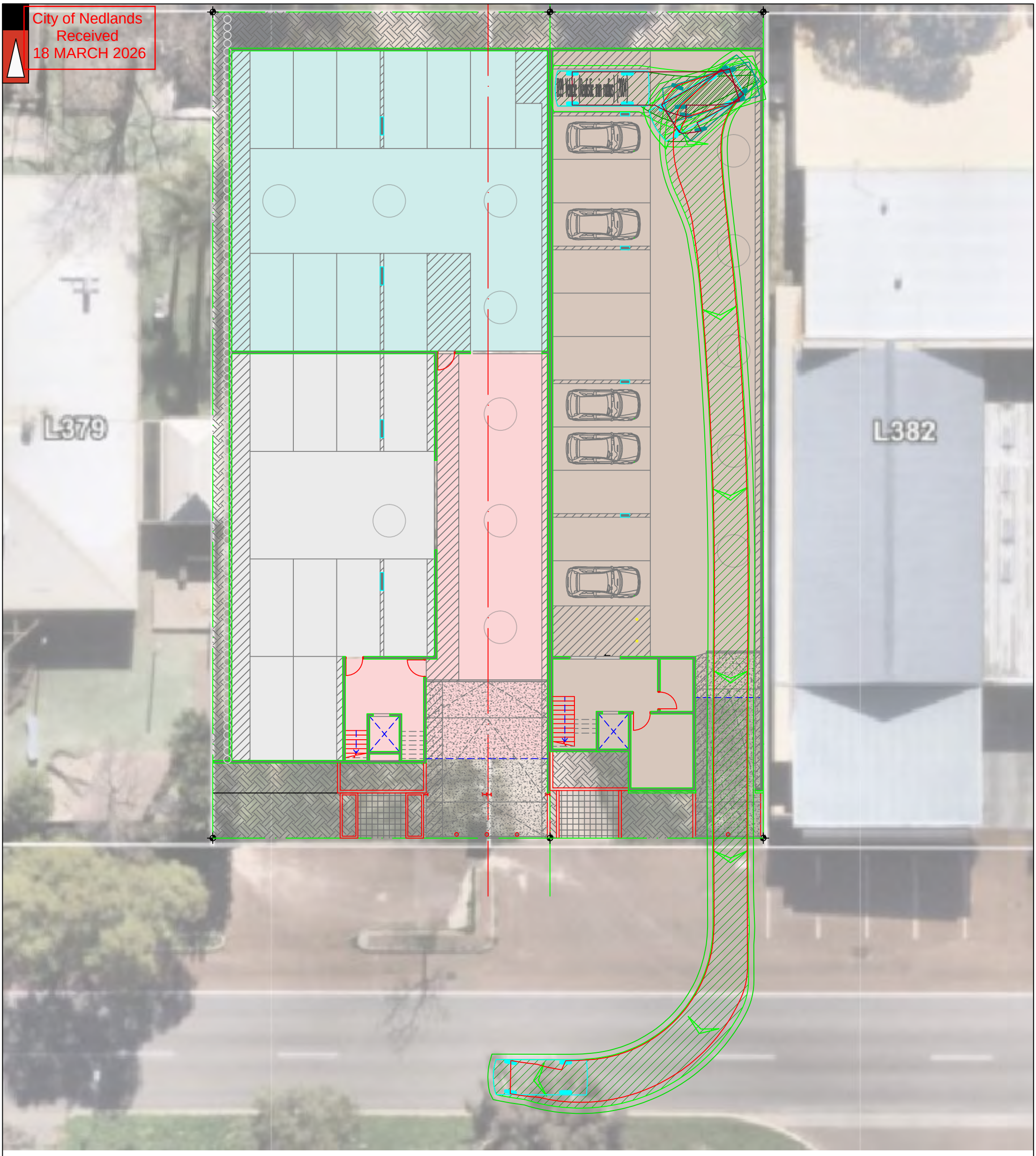

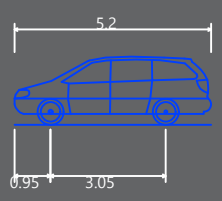

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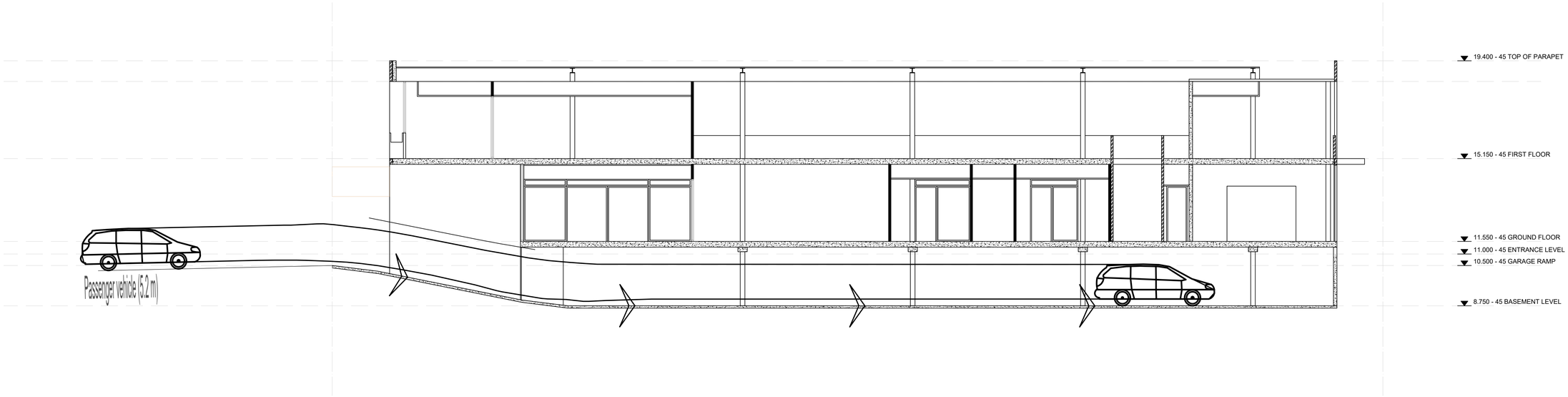

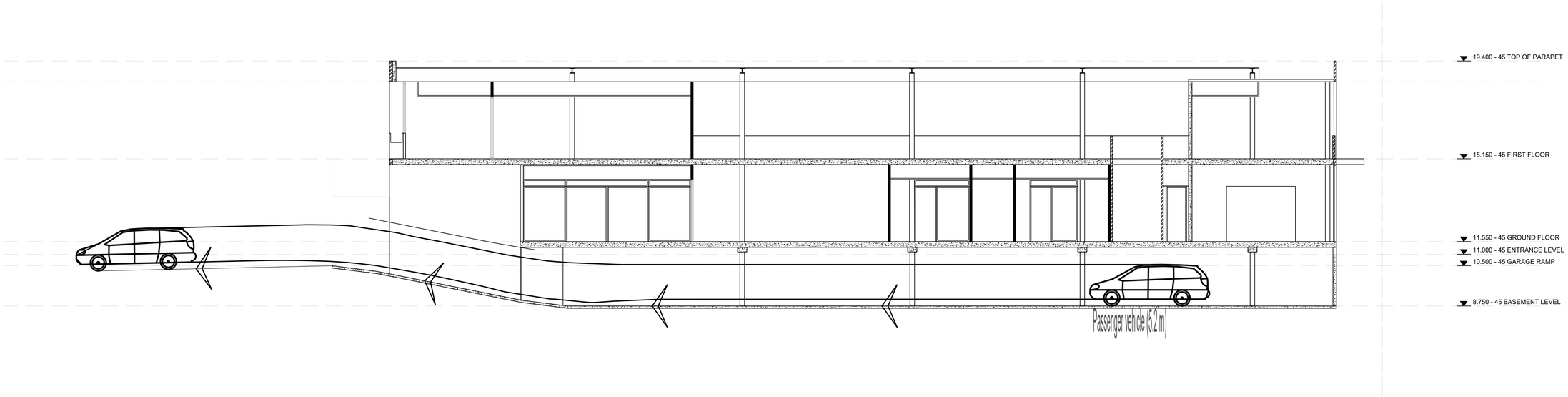

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REDHILL PARTNERS

45-47 Carrington Street, Nedlands

TRANSPORT IMPACT STATEMENT

Job No: P004419

Rev A

18 December 2025

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Rev A	18/12/25				
Prepared By		**Reviewed By**		**Authorised By**	
Abel Tan		Jelena Simic		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- A Traffic Impact Statement (TIS) has been prepared for the proposed development located at 45-47 Carrington Street, Nedlands, within the City of Nedlands.
- The subject site area is currently vacant and is zoned Service Commercial pursuant to the City of Nedlands Local Planning Scheme No. 3.
- The site is fronted by Carrington Street to the south and Government Road to the north.

Technical Findings

- The proposed development will generate up to 117 vehicular trips per day, including 14 vehicular trips per hour in AM and 13 vehicular trips per hour in PM peak.
- Given the modest scale of traffic generation and its distribution, this project will make no significant impacts on the capacity of the external road network.
- The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m). No significant navigability issues were found. For further details, please refer to the swept path analysis plans in Appendix C.
- Premise has assumed that delivery and service activities will be undertaken by small commercial or passenger-size vehicles, with waste collection arranged from the street or designated on-site service bays in accordance with the land use provisions. All vehicles will enter the site in forward gear and will depart in forward gear. Servicing arrangements preclude any vehicle reversing on site or on streets.

Relationship with Policies

- In accordance with the City of Nedlands' Local Planning Policy (LPP) 4.1 the proposed development will require a minimum of 35 parking bays. The plans show a total of 32 on-site parking bays in the basement, including one accessible parking bay. Considering that the ground floor is warehousing and that both frontage streets have on-street parking provisions, parking demand can be easily accommodated.
- The proposed development plans demonstrate provision of 1 ACROD bay in line with the NCC 2022 Building Code of Australia requirements.
- City of Nedlands LPP 4.1 stipulates the requirement of 13 bike bays for the proposed land use, while the proposed development plans currently do not show any bicycle parking bays.

Conclusion

- As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 117 vehicular trips per day, including 14 vehicular trips per hour in AM and 13 vehicular trips per hour in PM peak.
- Carrington Street is a classified State Road as Local Distributor. Therefore, with the added traffic from the subject site the street would remain well under the maximum desirable traffic volume.

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> In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by Redhill Partners to prepare a Transport Impact Statement (TIS) for the proposed development at 45-47 Carrington Street, Nedlands within the City of Nedlands.

The proposed development is classified as a Warehouse facility with an appertaining Office.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed development.

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

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

> Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.

> Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.

> Provide an assessment of the likely additional traffic impact of the proposed development.

> Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 400-metre radius of the subject site.

> Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.

> Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments.

> Provide further analysis of any site-specific issues that may be encountered during the assessment.

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3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is located at 45–47 Carrington Street, Nedlands, within the City of Nedlands. The site comprises two adjacent lots situated on the northern side of Carrington Street.

The site is positioned approximately 550 meters north of the Stirling Highway intersection. The surrounding land use is transitional, characterized by other service commercial developments, with a mix of low-to-medium density residential dwellings to the south, and commercial/mixed-use developments associated with the Stirling Highway Activity Corridor to the south.

Figure 1 - Site Location (Source: MNG Maps)

The subject site is currently vacant and is zoned Service Commercial under the City of Nedlands Local Planning Scheme No. 3. It is bounded by Carrington Street to the south and Government Road to the north.

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3.2 Existing road conditions

Table 1 - Road Classification and Description

Road Name	Carrington Street
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20m (In the vicinity of the Site)
Road Pavement Width	approximately 6.6m (In the vicinity of the Site)
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES
Road Name	**Government Road**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m (In the vicinity of the Site)
Road Pavement Width	approximately 6.3m (In the vicinity of the Site)
Classification	Local Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES
Road Name	**Loch Street**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m
Road Pavement Width	8m
Classification	varies: • Local Distributor north of Loch Street / Chancellor Street Roundabout • Distributor B south of Loch Street / Chancellor Street Roundabout
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES
Road Name	**Stirling Highway**
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	approximately 20m
Road Pavement Width	13.5m
Classification	Primary Distributor
Speed Limit	60kph
Bus Route	YES
If YES, Bus Routes	103, 995, 998, 999
On-street parking	NO

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3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the period from 2019 to 2024.

Figure 2 - Crash Map (Source: TfNSW LGA View Crashes Map)

The data indicates a high level of safety in the immediate vicinity, with only a single crash recorded during this period. This isolated incident was classified as Property Damage Only (PDO) – Minor and was parking-related in nature.

There were no casualty crashes recorded during this period. This safety record suggests that the existing road geometry and traffic environment on Carrington Street are operating safely and that the network is capable of accommodating the proposed development without compromising road safety.

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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 2 - 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		
Stirling Highway	East of Vincent Street (SLK 6.39)	32,186	07:30 – 2,349	12:00 – 2,275	7.5	2024 /25
	East of Loch Street (SLK 7.02)	32,686	08:00 – 2,507	17:00 – 2,386	4.3	2024 /25
	West of Loch Street (SLK 7.11)	32,553	07:45 – 2,574	15:15 – 2,518	7.0	2021 /22

Note – This traffic count was collected from the Main Roads Western Australia Traffic Map.

3.5 Public Transport

The nearest train station is located approximately 450m from Loch Street Station, which provides convenient access to the Airport and Fremantle train line. The nearest bus stop is located approximately 550m away and is named 'Stirling Highway before Ord Street'.

Table 3 - Public Transport Routes

Bus / Rail Route	Description	Frequency
Airport Line	High Wycombe to Claremont	Every 12 minutes on peak hours
Fremantle Line	Perth to Fremantle	Every 12 minutes on peak hours
103	Elizabeth Quay to Claremont	Runs only on AM and PM Peak hours every 30 minutes on weekdays.
995	Elizabeth Quay to Claremont	Every 10 minutes during peak hours
998	Fremantle Circle Route	Every 14 minutes on peak hours
999	Fremantle Circle Route	Every 14 minutes on peak hours
What is the Walk Score Rating?		
55	Good Transit. Many nearby public transportation options.	

This proximity supports transit-oriented development principles and offers a viable alternative to private vehicle use for staff and visitors travelling from the Perth CBD or Fremantle.

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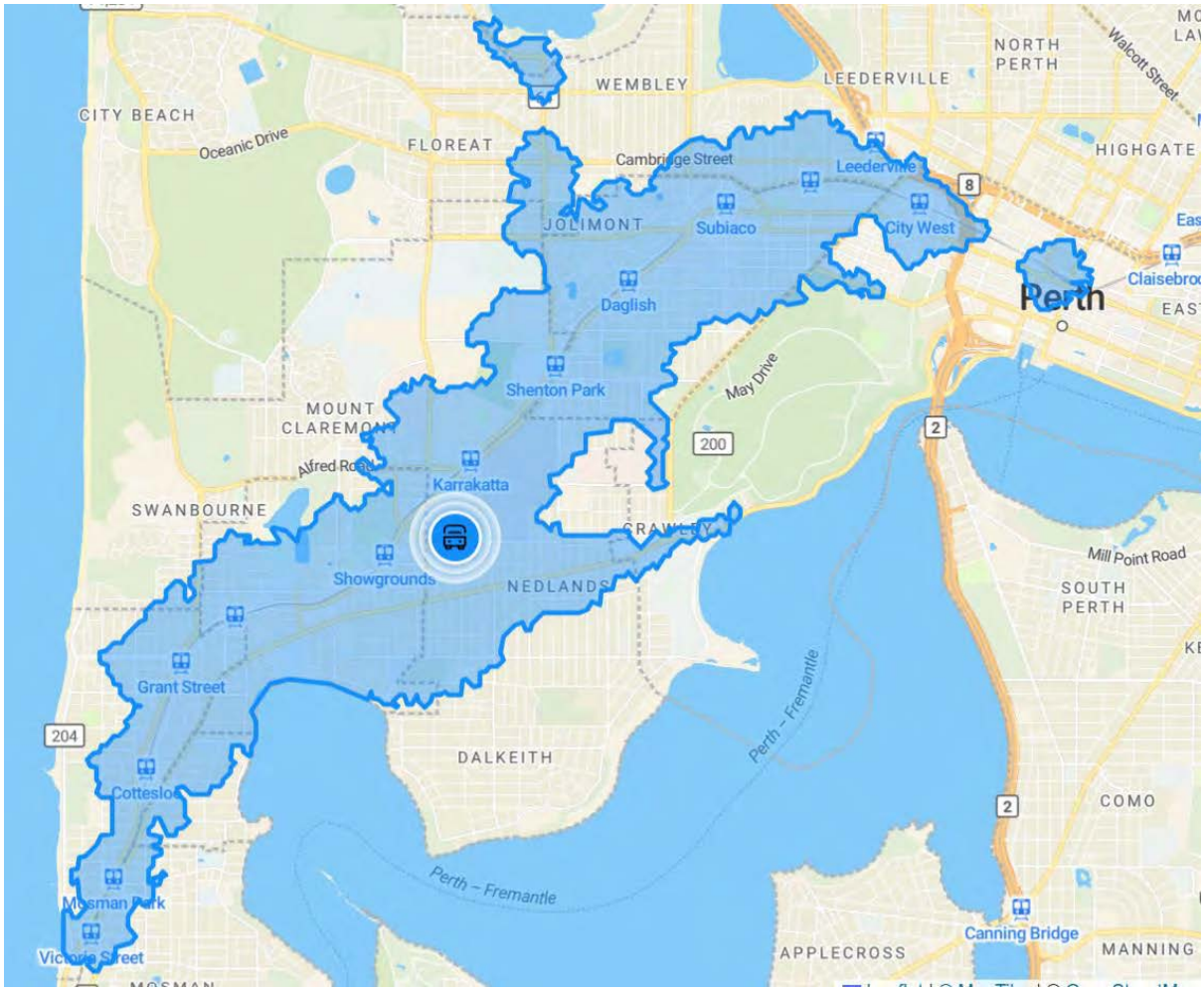
Figure 3 - 30m public transport catchment (app.traveltime.com)



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 4 - PBN routes in the vicinity of the subject site

Classification	Road Name
Perth Bicycle Network (PBN) – Continuous Signed Routes	Bedford Street
What is the Walk Score Rating?	
59	Somewhat Walkable. Some errands can be accomplished on foot.

While the site connects to the existing footpath network on Carrington Street, dedicated active transport infrastructure in the immediate precinct is limited.

The primary cycling connection is provided via Bedford Street south of Carrington Street, which forms part of the Perth Bicycle Network (PBN)

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Figure 4 - 10min walking catchment (app.traveltime.com)

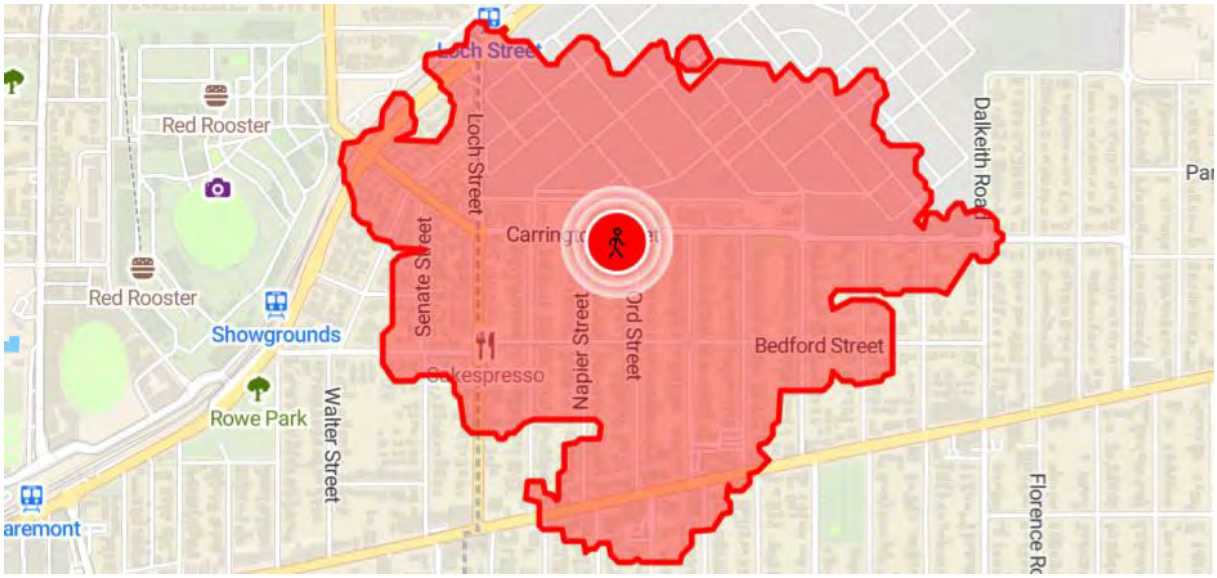
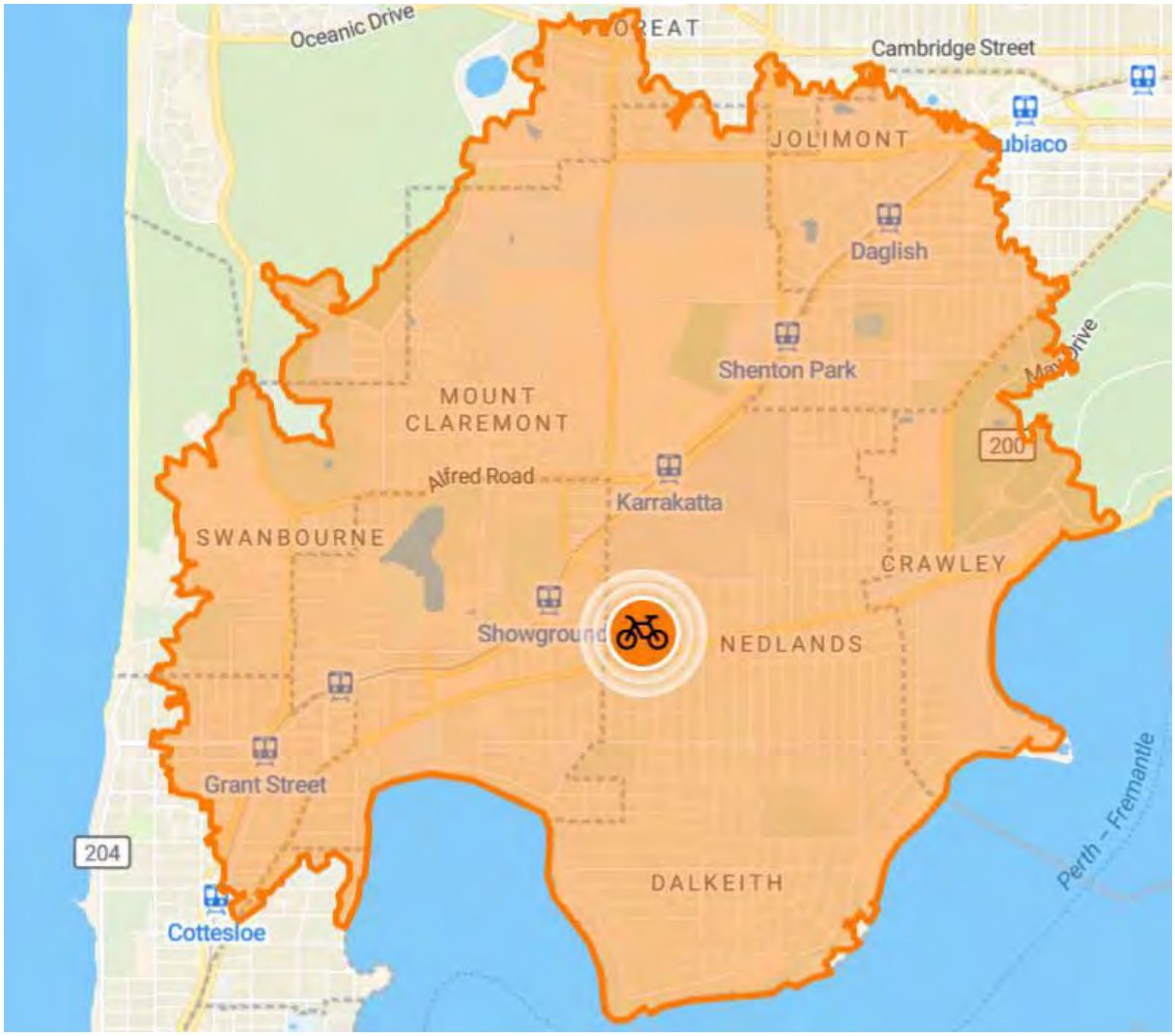


Figure 5 - 15min cycling catchment (app.traveltime.com)



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4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal is summarized in the following **Table 5,** yields are taken from the provided plans, enclosed in Appendix A for clarity.

Table 5 - Proposed land uses and yields

Proposed Land Use	Yield
Warehouse	Total - 1,231.2 m^2
Appertaining Office	Total – 671.5 m^2

4.2 Vehicular Parking

The City of Nedlands' Local Planning Policy (LPP) 4.1 – Non-Residential Parking states that the car parking requirements for the developments are to be in line with the extracted rates from the table below.

Table 6 - Car parking provision rates

Guideline document	Car parking requirement
City of Nedlands LPP 4.1	Warehouse / Storage - 2 bays per 100m^2 FA
	Office - 2 bays per 100m^2 FA

As the subject development is located within 800 m of a train station entrance, it meets the applicable criteria under LPP 4.1: Non-Residential Parking, thereby qualifying for a 10% reduction in the required number of car parking bays.

Table 7 - Car parking requirement calculations

Land Use / Type	Yield	Requirement	Required Parking
Warehouse	1,231.2 m^2	2 bays per 100m^2 FA	24
Appertaining Office	671.5 m^2	2 bays per 100m^2 FA	14
		Total Parking Required:	**38 (35) ***
		Total Parking Provided - Basement:	**32**

Note*: The numbers in brackets represent the required car parking provision after the applicable reduction has been applied.

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According to the local planning policy, the Site requires a minimum of 35 car parking bays.

The proposal provides a potential total of 48 parking bays, allocated as follows:

- 12 car bays (including 1 ACROD bay) within the basement garage on Lot 45.
- 10 car bays within Segment A of the basement garage on Lot 47.
- 10 car bays within Segment B of the basement garage on Lot 47, including four tandem bays (2×2).
- If required, the store/workshop area on the ground floor of both No. 45 & No. 47 can accommodate up to 16 additional off-street parking bays.
- Both Government Road and Carrington Street offer perpendicular verge parking for approximately 10 passenger vehicles (excluding the proposed vehicular access)

The plans show that the proposed development can easily accommodate parking demand.

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-streetcar parking facilities, Australian Standard for parking facilities (AS 2890.02), which prescribes geometric and design requirements for off-street commercial vehicle facilities; and Part 6: Off-street parking for people with disabilities - AS2890.06.

The site will provide 32 parking bays within proposed garages in the basement.

Parking areas are designed to accommodate User Class 1 - Employee and commuter parking (generally, all-day parking), User Class 2 - Long-term city and town centre parking, sport facilites, entertainment centres, hotels, motels (generally medium-term parking) and User Class 4 - Parking for people with disabilities.

The access driveways for customers are classified as Category 1, allowing direct access to the parking bays from Carrington Street and will be assessed according to AS2890.1 Standards.

4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

Table 8 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.06. Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	5.4m	2.4m	2.4m	5.8m	5.8m – 6.1m
All bays at 90° (User Class 2) **VISITORS**	5.4m	5.4m	2.5m	2.4m	5.8m	5.8m – 6.1m

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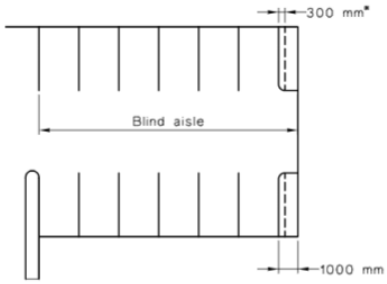
Accessible Parking	5.4m	5.4m	2.4m–ACROD 2.4m–shared space	2.4m 3.4m	5.8m	6.1m

Table 9 - Layout Comparison (AS2890.1)

REQUIREMENT	COMPLIANCE
"2.4.2 Angle parking aisle *(c) Blind aisles* *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300mm if it is bounded by a wall or fence.*  *Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii). DIMENSIONS IN MILLIMETRES FIGURE 2.3 BLIND AISLE EXTENSION	• Blind aisles are extended by 1m beyond the last parking space • The tangent bay that is bounded by a wall is widened by at least 300mm
"2.4.2 Angle parking aisle *(c) Single-sided aisles - Where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction closer than 30mm to the nominal edge of the aisle, to provide manoeuvring clearance, the aisle width shall be increased by 300mm, measured to the vertical obstruction.*	• The single sided aisle is extended by 300mm to 6.1m compared to the minimum required 5.8m
"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 closest proposed driveway to an intersection with gazetted roads is located approximately 6m from the tangent point of Carrington Street and Ord Street intersection which is in accordance with the standard.

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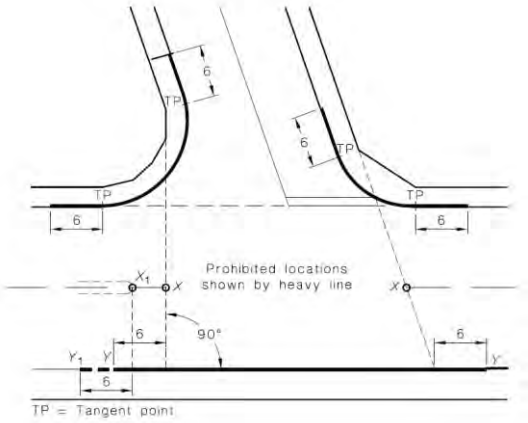
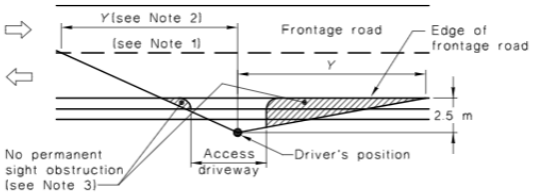
REQUIREMENT	COMPLIANCE
	
"3.2.1 Access driveway widths **TABLE 3.2** **ACCESS DRIVEWAY WIDTHS** metres Category: 1 — Entry width: 3.0 to 5.5 — Exit width: (Combined) (see Note) — Separation of driveways: N/A Category: 2 — Entry width: 6.0 to 9.0 — Exit width: (Combined) (see Note) — Separation of driveways: N/A Category: 3 — Entry width: 6.0 — Exit width: 4.0 to 6.0 — Separation of driveways: 1 to 3 Category: 4 — Entry width: 6.0 to 8.0 — Exit width: 6.0 to 8.0 — Separation of driveways: 1 to 3 Category: 5 — To be provided as an intersection, not an access driveway, see Clause 3.1.1. NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.	• The driveway located on 45 Carrington Street is 3.7m wide • The driveway located on 47 Carrington Street is 6.7m
"3.2.4 Sight distance at access driveway exits *(b) Sight distance to pedestrians* *Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."*  Frontage road speed (Note 4) km/h — Distance (Y) along frontage road m — Access driveways other than domestic (Note 5): Desirable 5 s gap / Minimum SSD — Domestic property access (Note 6) 40: 55 / 35 / 30 50: 69 / 45 / 40 60: 83 / 65 / 55 70: 97 / 85 / 70	• There are no obstructions within the line-of-sight path for pedestrians
"3.3 Gradients of access driveways *(a) Property line/building alignment/pedestrian path – max. 1in 20 (5%) between edge of frontage road*	• Plans show departure from this clause; however, this is mitigated by the 8m metre wide

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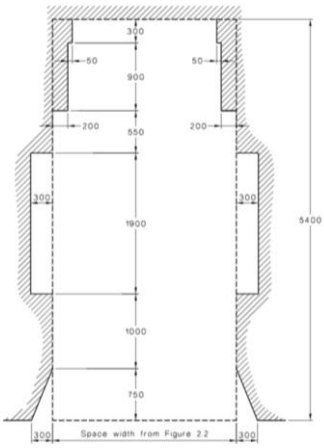
REQUIREMENT	COMPLIANCE
and the property line, building alignment or pedestrian path (except as provided in Item (d)), and for at least the first 6m into the car park (except as provided below).	verge, which allows for safe vehicle turning movements and ensures compliant sight distances are maintained from the property boundary to the roadway.
"5.2 Column location and spacing *The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2.*  	• All columns are outside the design envelope of bays.

4.2.2 OVERVIEW OF COMPLIANCE WITH THE CITY OF NEDLANDS VEHICLE CROSSOVER GUIDELINES

Table 10 - Overview of Compliance with CoN Vehicle Crossover Guidelines

REQUIREMENT	COMPLIANCE
"3.5 The minimum width of any crossover is 3.0m and the maximum width of any crossover and/or adjoining crossover is to be 6.0m. Larger crossovers may be approved by the City only in special circumstances	• The driveway located on 45 Carrington Street is 3.7m wide • The driveway located on 47 Carrington Street is 6.7m, this small variation is justified as the development is a commercial development
"Crossovers are to be constructed perpendicular to the kerbline with a minimum clearance of 0.6m from a side boundary (Refer Drawing No. NED_XOVER_2007_02.pdf Page 03 and shall align with the internal access onto the property	• The crossover on 45 Carrington Street's clearance to the side boundary is less than 0.6m

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REQUIREMENT	COMPLIANCE
"3.7 The location of crossovers shall be no closer to an intersection (Refer Drawing No. NED_XOVER_2007_02.pdf Page 03) than 6.0 metres from the tangent point of the intersection radius with the street alignment. Where this is not achievable within the block limits it shall be as far from the intersection tangent point as possible.	• The closest proposed driveway to an intersection with gazetted roads is located approximately 6m from the tangent point of Carrington Street and Ord Street intersection.

4.2.3 EXISTING RAISED ISLAND

The existing raised island obstructs the proposed driveway location at 47 Carrington Street. These features will be removed to allow for the construction of a driveway crossover. This modification allows the vehicle to utilize the full verge width to safely transition from the internal site gradient to the roadway level.

4.2.4 VEHICLE SWEPT PATHS

The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m).

No significant navigability issues were found. For further details, please refer to the swept path analysis plans in **Appendix C**.

4.3 Traffic Management System for Access

The driveway on 45 Carrington Street is constrained to a width of 3.7m, preventing concurrent two-way flow on the ramp. To manage this safely, a traffic signal control system will be implemented. This system will alternate access between entering and exiting vehicles, ensuring that only one direction of traffic utilises the ramp at any given time to prevent conflicts.

Tenants of No 45 Carrington Street will be issued with an access card, fob or a remote-control key that will enable control of the traffic lights. The default setting will allow access to vehicles entering the basement (green light for entering vehicles / red light for exiting vehicles). Vehicles seeking to exit the basement will activate green light for exiting vehicles / red light for entering vehicles prior to accessing the ramp using the provided access card/fob/remote-control key. This setting will remain activated for up to 15 seconds which will allow the vehicle sufficient time to climb up the ramp safely. If the setting is not reactivated by a driver of another exiting vehicle, it will revert to the default setting allowing access to vehicles entering the basement area. Tenants will be in charge of allowing visitors access to the basement parking if this becomes a requirement.

Given the nature of the development and overall low traffic generation, instance of concurrent opposing movements on the ramp is highly unlikely to occur.

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4.4 Accessible Parking

Table 11 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	• Class 8 — 1 space for every 100 carparking spaces or part thereof.	<100
	Total Required	**1**
	Total Provided	**1**

The requirements for accessible bays as set by the NCC 2022 Building Code of Australia – Volume One is 1 bay, the proposed development provides 1 bay and is therefore compliant. While it is acknowledged that the proposed development will have an office, it is considered part of the Warehouse.

4.5 Bicycle Parking

The City of Nedlands' Local Planning Policy (LPP) 4.1 – Non-Residential Parking states that the bicycle parking requirements for the developments are to be in line with the extracted rates from the table below.

Table 12 - Bicycle parking provision rates

Guideline document	Bicycle parking requirement
City of Nedlands LPP 4.1	Warehouse / Storage - 0.5 bays per 100m^2 FA
	Office - 1 bay per 100m^2 FA

Table 13 - Bicycle parking requirement calculations

Land Use / Type	Yield	Requirement	Required Parking
Warehouse	1,231.2 m^2	0.5 bays per 100m^2 FA	6
Appertaining Office	671.5 m^2	1 bay per 100m^2 FA	7
		Total Parking Required:	**13**
		Total Parking Provided:	**0**

As of present the site does not propose any bicycle parking bays, while City of Nedlands LPP 4.1 stipulates the requirement of 13 bike bays for the proposed land use. There is more than enough space to accommodate bicycle parking in the next design phases.

4.6 Delivery and Service

The proposed development does not provide and commercial vehicle parking bays. LPP 4.1 indicates that the policy does not state specific provisions or minimum ratios for service and loading bays for the proposed land uses.

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Waste and recycling bins are expected to be moved to a designated collection point accordingly.

Premise has assumed that delivery and service activities will be undertaken by small commercial or passenger-size vehicles, with waste collection arranged from the street or designated on-site service bays in accordance with the land use provisions. All vehicles will enter the site in forward gear and will depart in forward gear. Servicing arrangements preclude any vehicle reversing on site or on streets.

4.7 Traffic Impact of the Proposed Development

The NSW Guide to Transport Impact Assessment (GTIA 2024) trip rates are to be used. Where specific land uses' rates are not available in this document, The Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used.

Table 14 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Large format warehousing (0 – 10,000m^2 GFA) > Site AM peak hour = 0.5 trips / 100m^2 GFA > Site PM peak hour* = 0.44 trips / 100m^2 GFA > Daily = 4 trips / 100m^2 GFA
	Office Spaces > AM peak hour = 0.99 trips / 100m^2 GFA > PM peak hour = 0.96 trips / 100m^2 GFA > Daily = 9.87 trips / 100m^2 GFA

Note - These values are not provided by the NSW GTIA 2024 and therefore are calculated by comparing larger warehouses' pm peak hours.*

Table 15 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Warehouse	1,231.2 m^2	50	7	6
Appertaining Office	671.5 m^2	67	7	7
Total traffic generation		**117**	**14**	**13**

The proposed development is expected to generate 117 vehicular trips daily, 14 vehicular trips in the AM peak and 13 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

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.

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4.8 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. It is expected that most of the traffic generated will be local and within the Nedlands area. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 16 outlines the anticipated traffic distribution based on the above description.

Table 16 - Trip Distribution Routes

Route	Percentage
From the east with varying local roads in Nedlands > > Carrington Street >> subject development site and reverse	**45%**
From the west via Stirling Highway > > varying local roads in Nedlands > > > > Carrington Street >> subject development site and reverse	**55%**

For a graphical presentation of this data please refer to the plans enclosed in Appendix B.

4.9 Site-Specific Issues and Proposed Remedial Measures

The assessment of the additional traffic generated by the proposed development, concluded the following:

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	**Car parking provision**
Remedial Measure / Response	In accordance with the City of Nedlands' Local Planning Policy (LPP) 4.1 the proposed development will require a minimum of 35 parking bays. The proposal provides a total of 32 on-site parking bays in the basement, including one accessible parking bay. The proposed development has vehicular access to two streets with available verge parking. Moreover, the warehouse area at the ground floor can easily accommodate additional four (4) vehicles if the need arises. The proposed development can easily accommodate resulting parking demand.

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APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

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APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

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APPENDIX C

VEHICLE SWEPT PATH ANALYSIS

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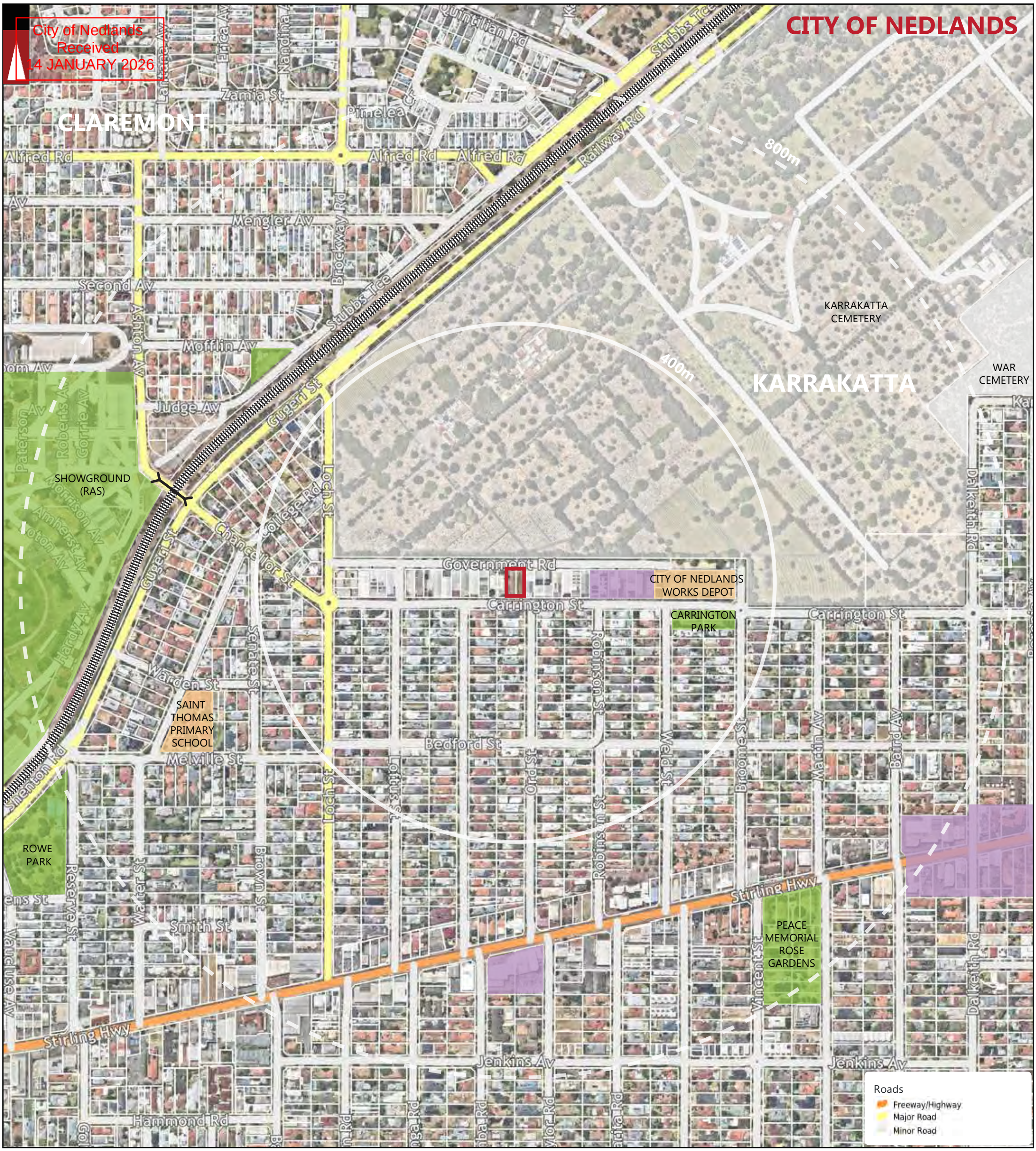


LEGEND

PARKS AND RECREATION	LOCATION BOUNDARY
WATERWAYS	DISTANCE FROM LOCATION
PUBLIC PURPOSE	CITY OF PERTH — LOCAL GOVERNMENT NAME
SHOPPING AREA	NORTHBRIDGE — SUBURB NAME
	ROAD BRIDGE

REV	DATE	AMENDMENT
A	11-12-2025	ISSUED FOR REVIEW

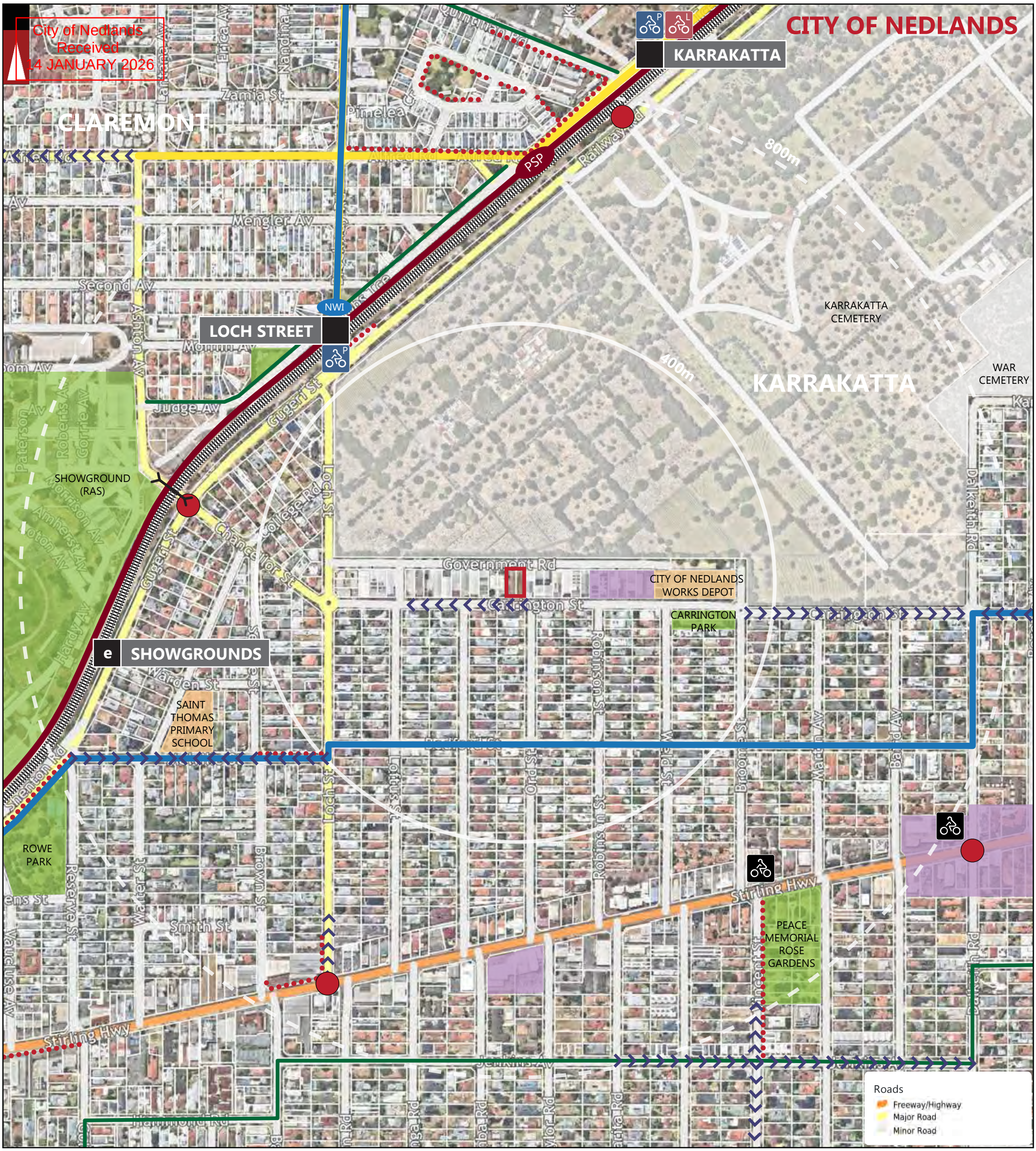
PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER:
P004419_ S01

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP



PARKS AND RECREATION	LOCATION BOUNDARY	PSP	PRINCIPAL SHARED PATH (PSP)	GRADIENT ARROW	TRAIN STATION
WATERWAYS	DISTANCE FROM LOCATION		OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)	TRAFFIC LIGHT	SPECIAL EVENT STATION
PUBLIC PURPOSE	CITY OF PERTH LOCAL GOVERNMENT NAME		GOOD ROAD RIDING ENVIRONMENT	BIKE PARKING	
SHOPPING AREA	NORTHBRIDGE SUBURB NAME	NW12	BICYCLE LANES OR SEALED SHOULDER EITHER SIDE	BIKE LOCKER	
	ROAD BRIDGE		PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES		

LEGEND

REV	DATE	AMENDMENT
A	11-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER:
P004419_ S02

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

City of Nedlands
Received
14 JANUARY 2026

CITY OF NEDLANDS

KARRAKATTA

CLAREMONT

LOCH STREET

e SHOWGROUNDS

800m

400m

KARRAKATTA CEMETERY

KARRAKATTA

WAR CEMETERY

SHOWGROUND (RAS)

CITY OF NEDLANDS WORKS DEPOT

CARRINGTON PARK

SAINT THOMAS PRIMARY SCHOOL

ROWE PARK

PEACE MEMORIAL ROSE GARDENS

103 998
995 999

Roads
- Freeway/Highway
- Major Road
- Minor Road

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA

LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF PERTH — LOCAL GOVERNMENT NAME
NORTHBRIDGE — SUBURB NAME
ROAD BRIDGE

BUS ROUTES
103 — BUS ROUTE NUMBER
HIGH FREQUENCY BUS ROUTE
995 — HIGH FREQUENCY BUS ROUTE NUMBER
CIRCLE BUS ROUTE
999 — CIRCLE BUS ROUTE NUMBERNUMBER
TRAIN STATION
e — SPECIAL EVENT STATION

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	11-12-2025	ISSUED FOR REVIEW

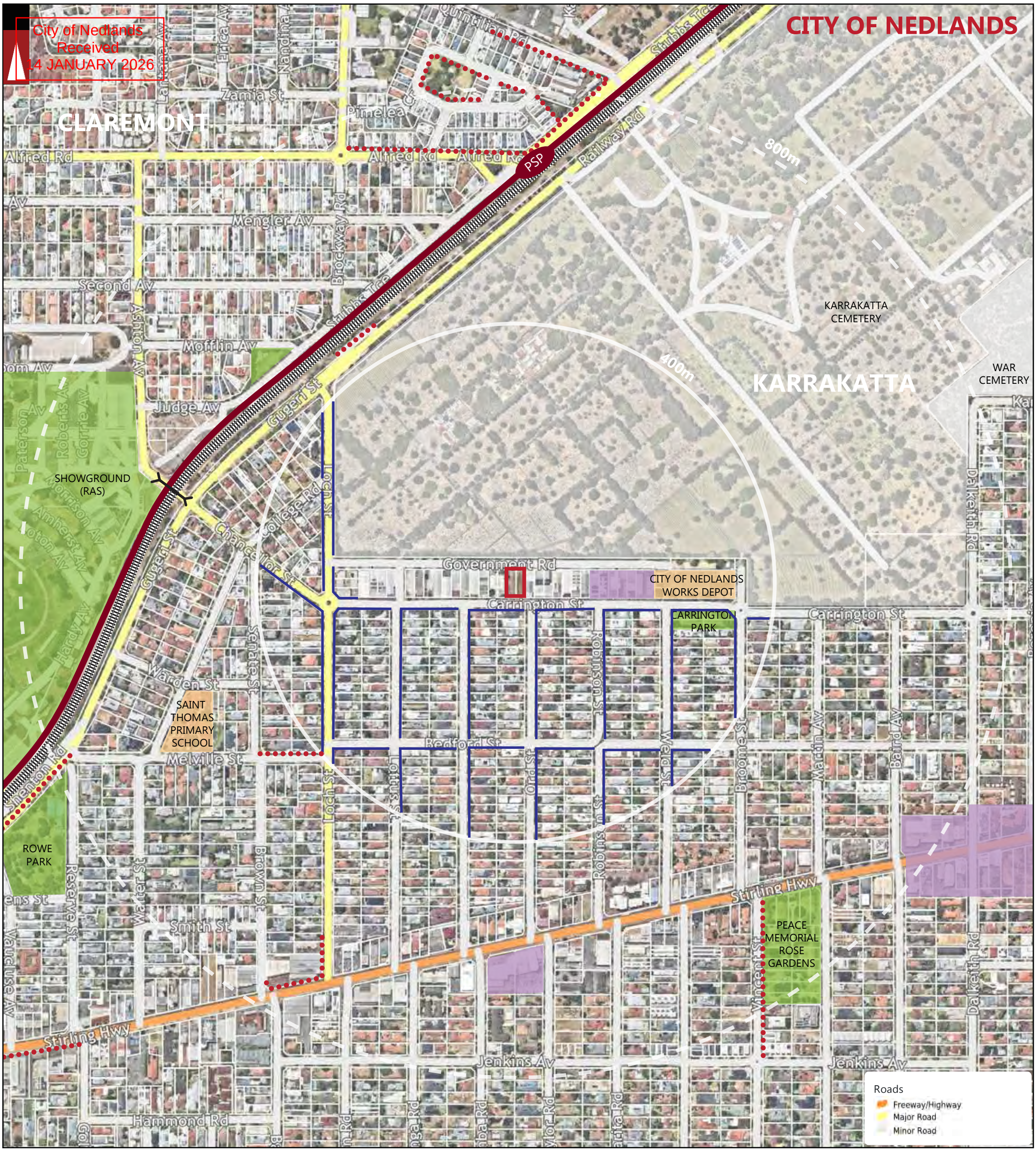
PROJECT: 45-47 CARRINGTON STREET, NEDLANDS

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P004419_ S03

DRAWN BY: J.S.

Premise — PART OF THE Amey GROUP



PARKS AND RECREATION	LOCATION BOUNDARY	PSP	PRINCIPAL SHARED PATH (PSP)
WATERWAYS	DISTANCE FROM LOCATION		OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
PUBLIC PURPOSE	CITY OF PERTH — LOCAL GOVERNMENT NAME		PEDESTRIAN PATH WITHIN 400M RADIOUS FROM THE SUBJECT SITE
SHOPPING AREA	NORTHBRIDGE — SUBURB NAME		
	ROAD BRIDGE		

LEGEND

REV	DATE	AMENDMENT
A	11-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER:
P004419_ S04

DRAWN BY:
J.S.

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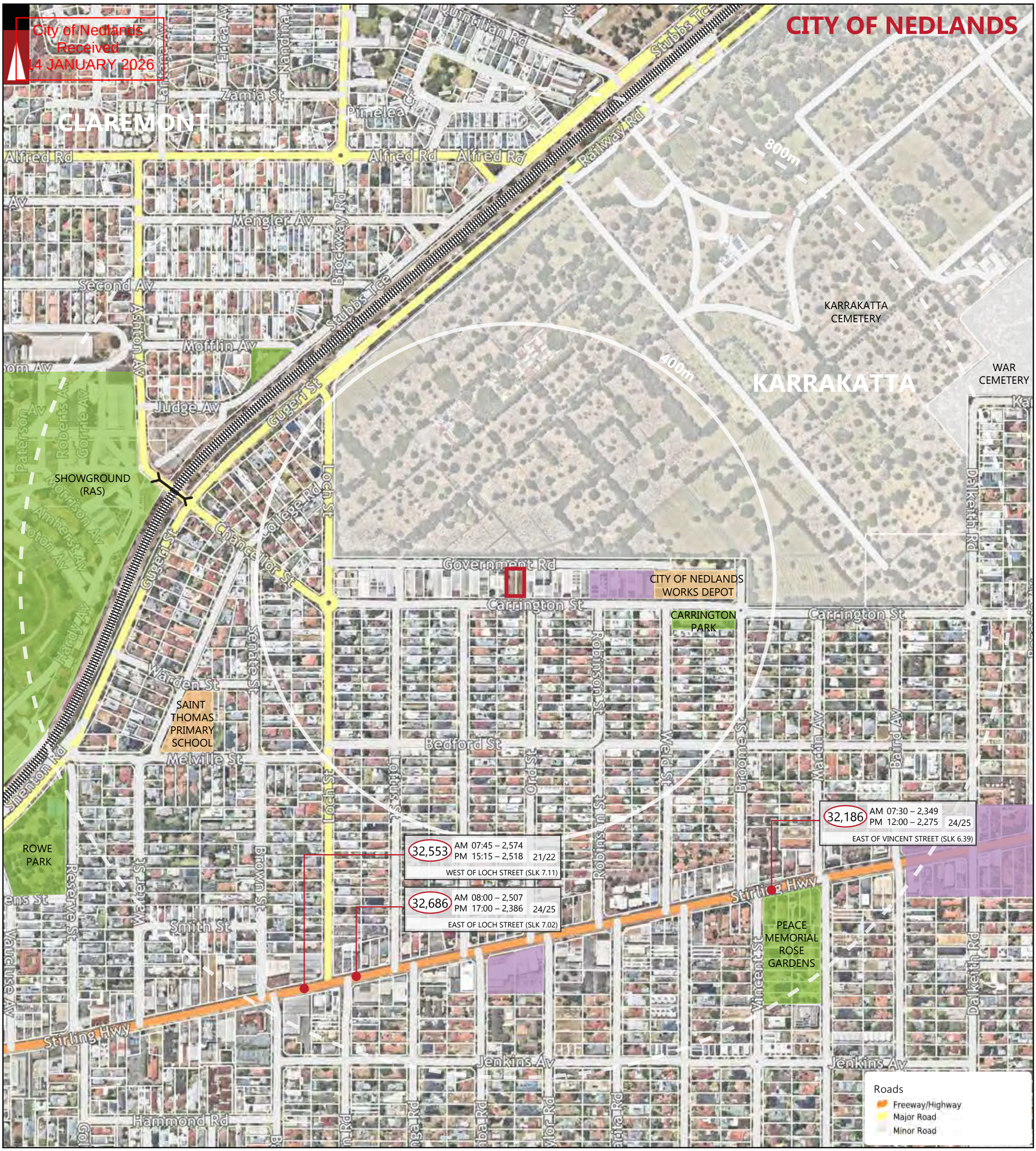

PARKS AND RECREATION	LOCATION BOUNDARY	5,512	NUMBER OF VEHICLES PER DAY
WATERWAYS	DISTANCE FROM LOCATION	AM 1145 – 381 PM 1630 – 480	NUMBER OF VEHICLES PER AM PEAK HOUR NUMBER OF VEHICLES PER PM PEAK HOUR
PUBLIC PURPOSE	CITY OF PERTH — LOCAL GOVERNMENT NAME	2014	YEAR
SHOPPING AREA	NORTHBRIDGE — SUBURB NAME ROAD BRIDGE	EAST OF HARLOW ROAD	LOCATION

LEGEND

REV	DATE	AMENDMENT
A	11-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER:
P004419_ S05

DRAWN BY:
J.S.

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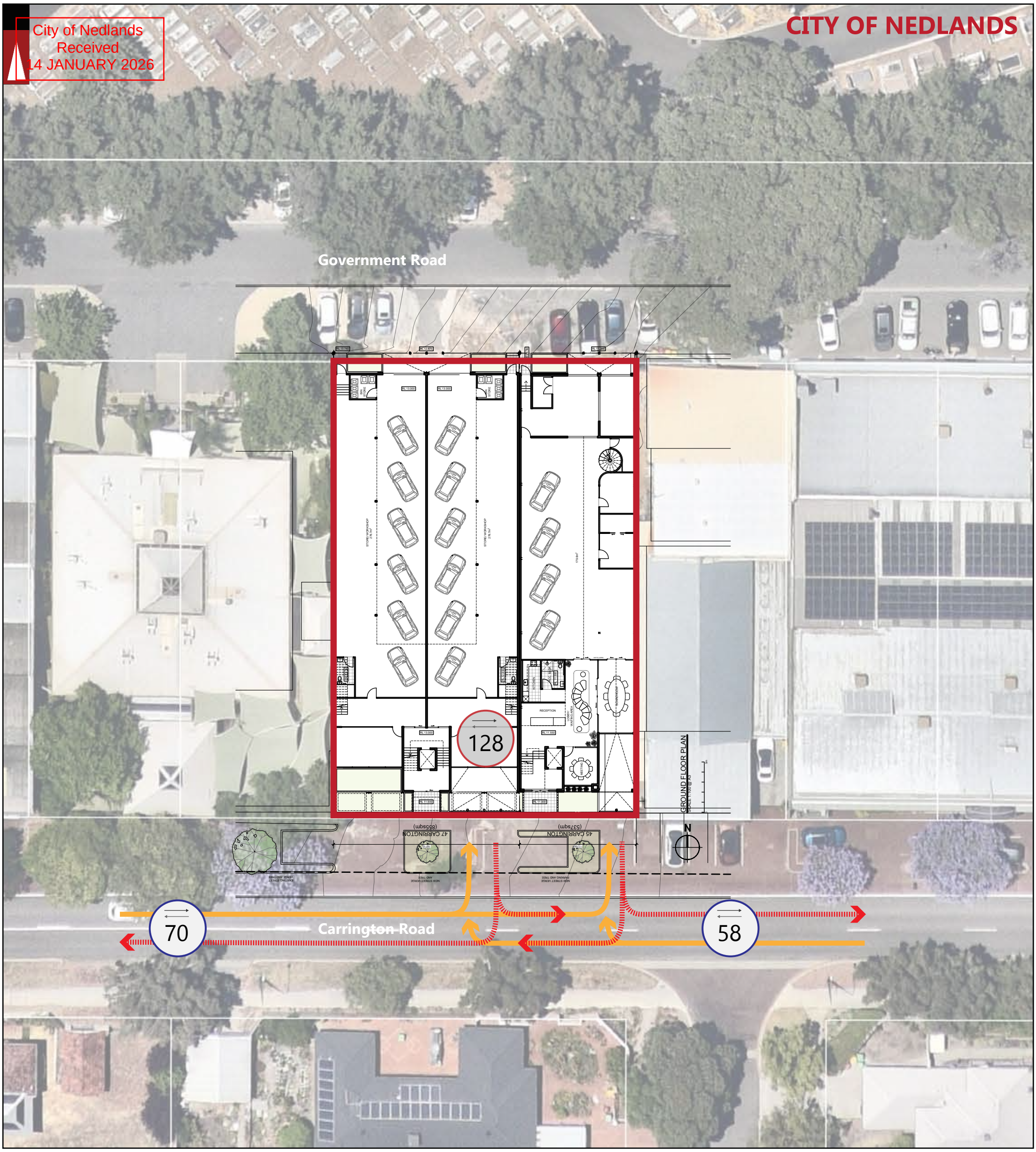
City of Nedlands
Received
14 JANUARY 2026

CITY OF NEDLANDS



LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

REV	DATE	AMENDMENT
A	12-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER:
P004419_ S06

DRAWN BY:
J.S.

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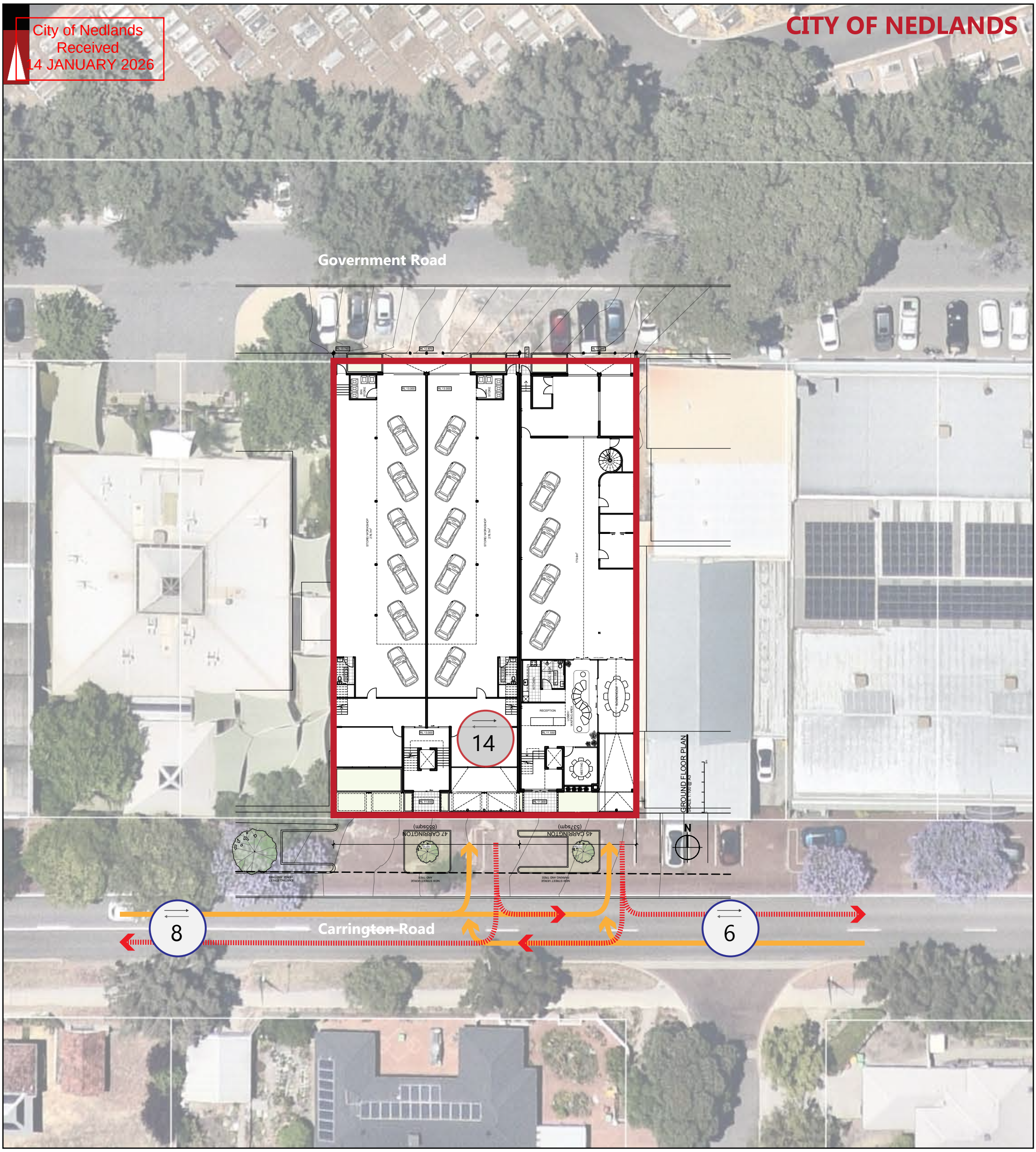
City of Nedlands
Received
14 JANUARY 2026

CITY OF NEDLANDS



LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

REV	DATE	AMENDMENT
A	12-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
TRAFFIC FLOW DIAGRAM - AM PEAK HOUR

DRAWING NUMBER:
P004419_ S07

DRAWN BY:
J.S.

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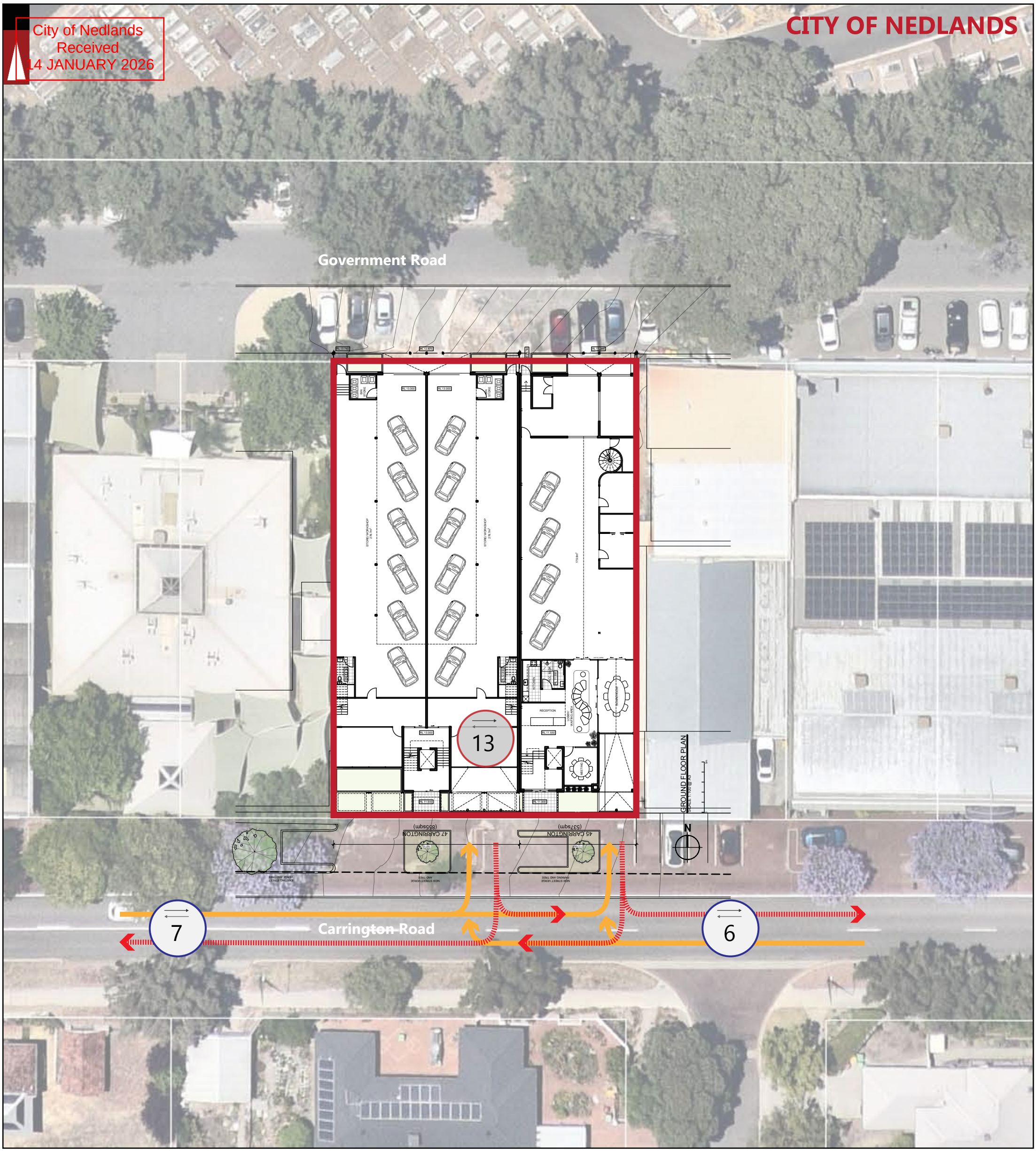
City of Nedlands
Received
14 JANUARY 2026

CITY OF NEDLANDS



LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

REV	DATE	AMENDMENT
A	12-12-2025	ISSUED FOR REVIEW

PROJECT:
45-47 CARRINGTON STREET, NEDLANDS

TITLE:
TRAFFIC FLOW DIAGRAM - PM PEAK HOUR

DRAWING NUMBER:
P004419_ S08

DRAWN BY:
J.S.

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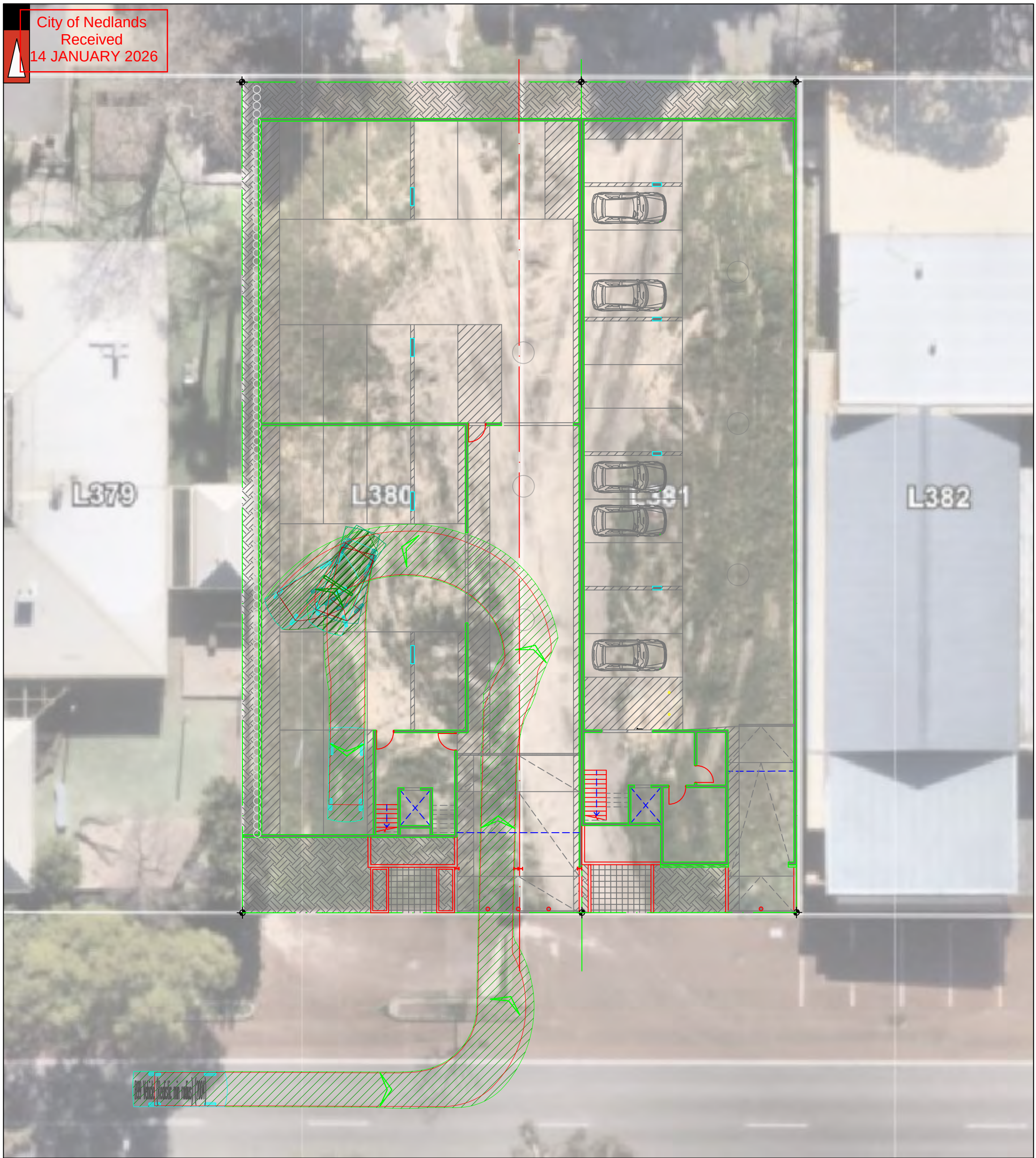

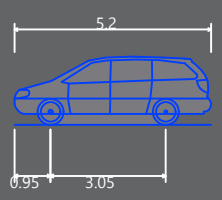

Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

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

LEGEND

NO	DATE	AMENDMENT
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S20A

DRAWN BY:
A.T.

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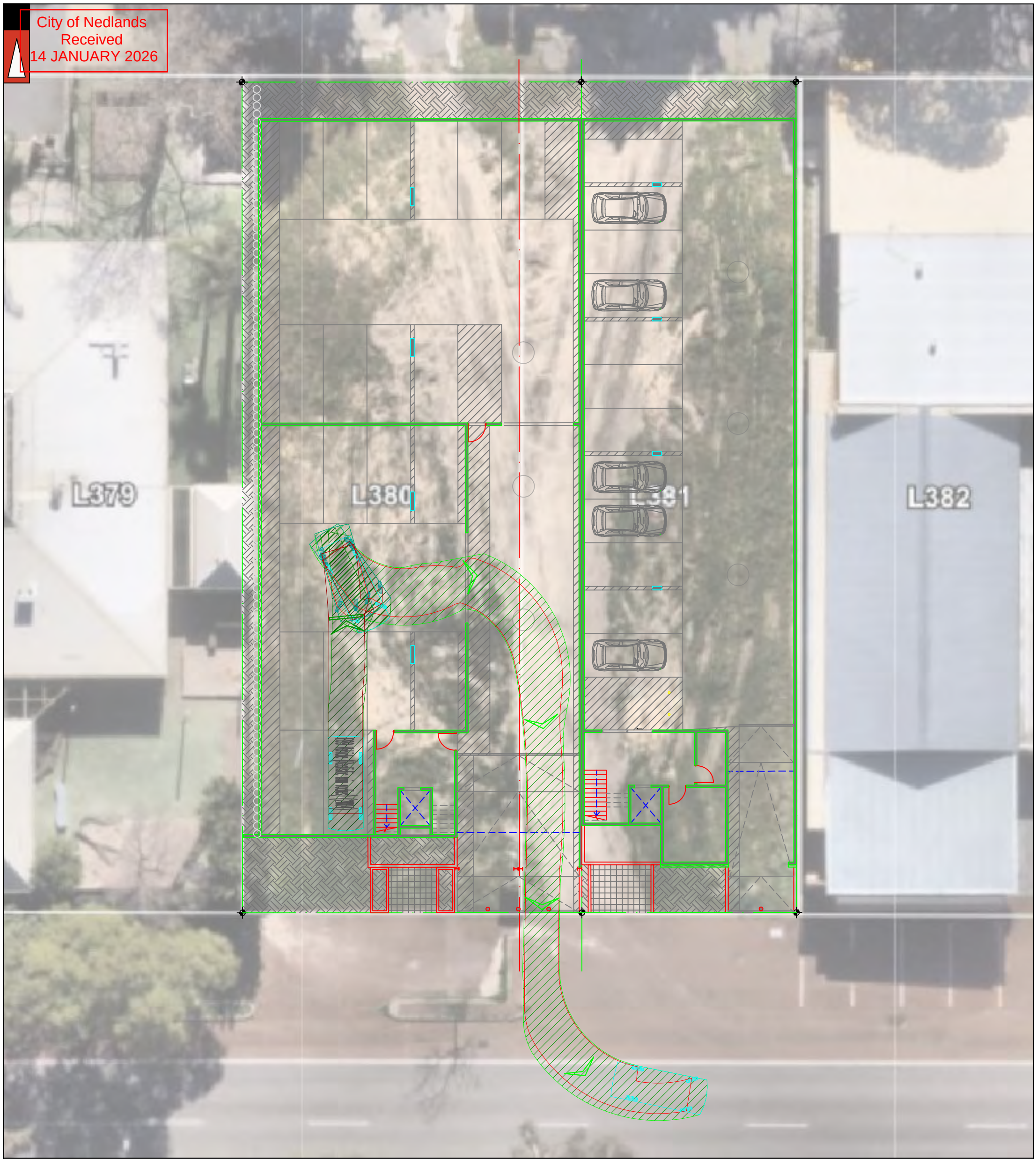
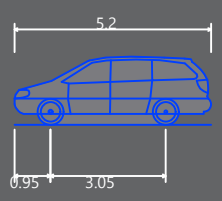
City of Nedlands
Received
14 JANUARY 2026





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
A	10-12-2025	ISSUED FOR REVIEW

PROJECT: 45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER: P004419_S20B

DRAWN BY: A.T.

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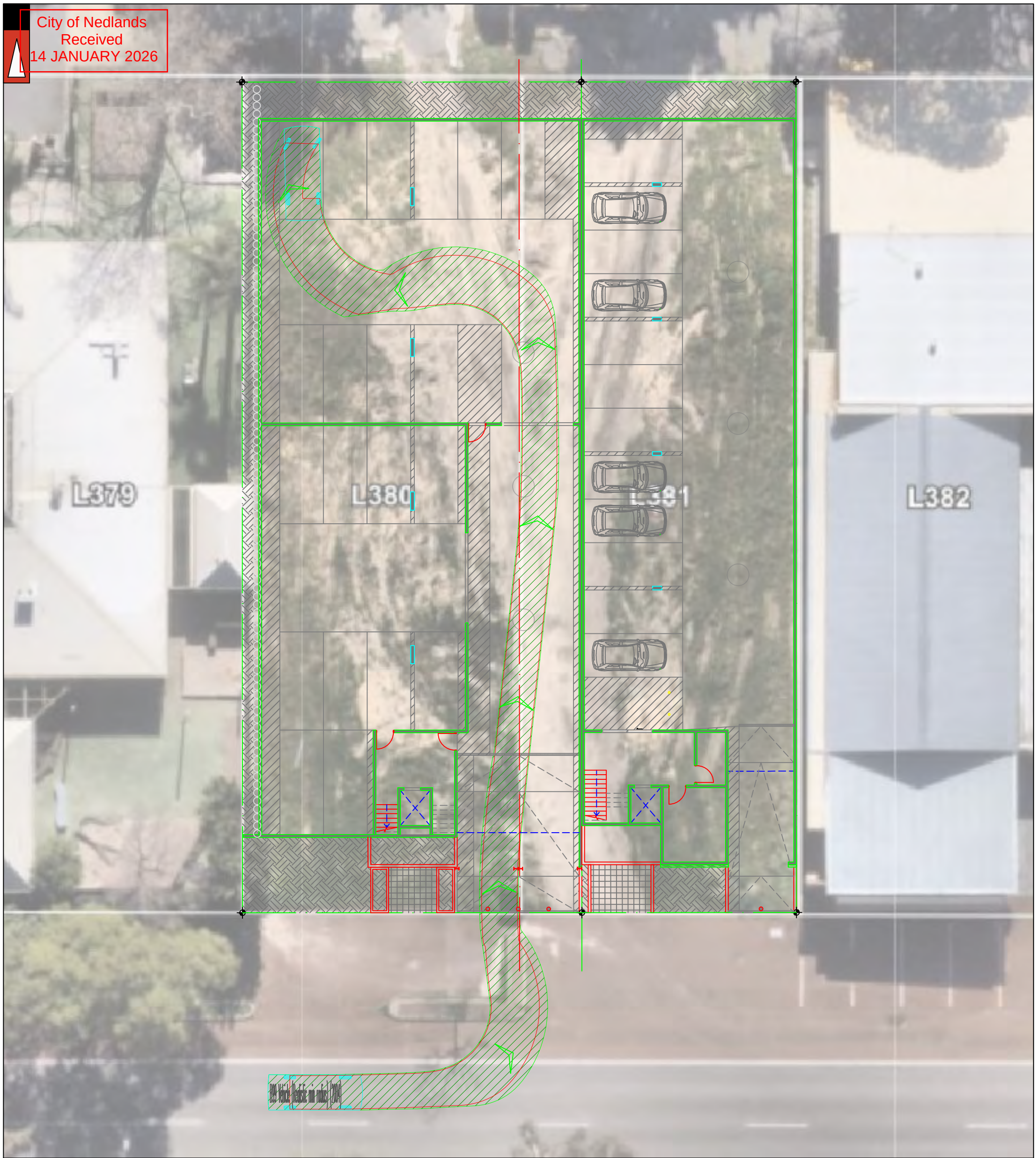
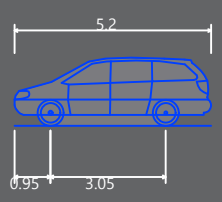
City of Nedlands
Received
14 JANUARY 2026





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
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S21A

DRAWN BY:
A.T.

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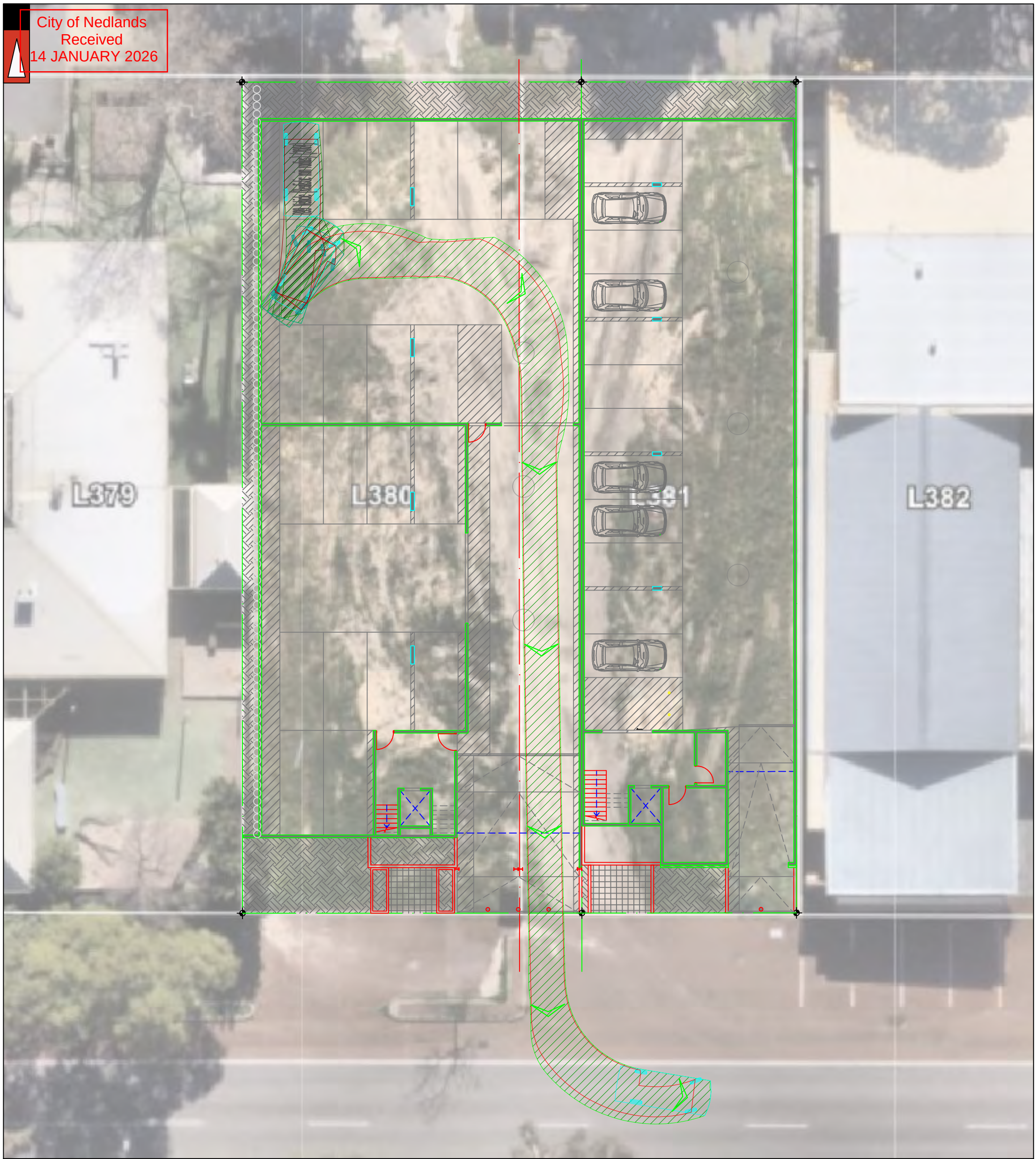
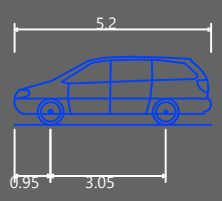
14 JANUARY 2026





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
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

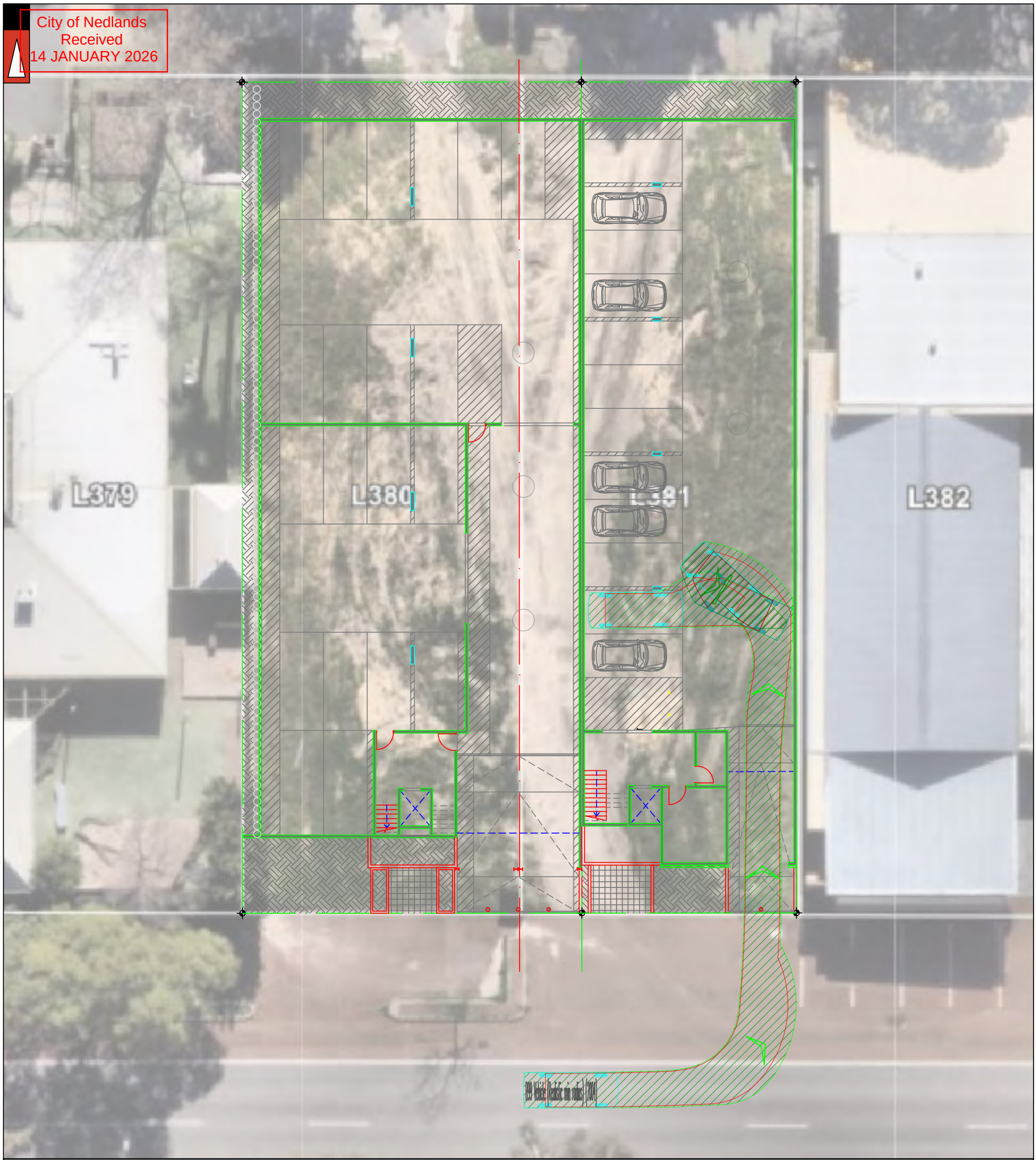
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

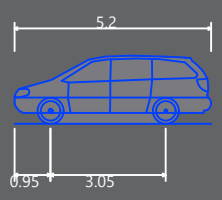
DRAWING NUMBER:
P004419_S21B

DRAWN BY:
A.T.

Premise
PART OF THE Amey GROUP

City of Nedlands
Received
14 JANUARY 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
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S22A

DRAWN BY:
A.T.

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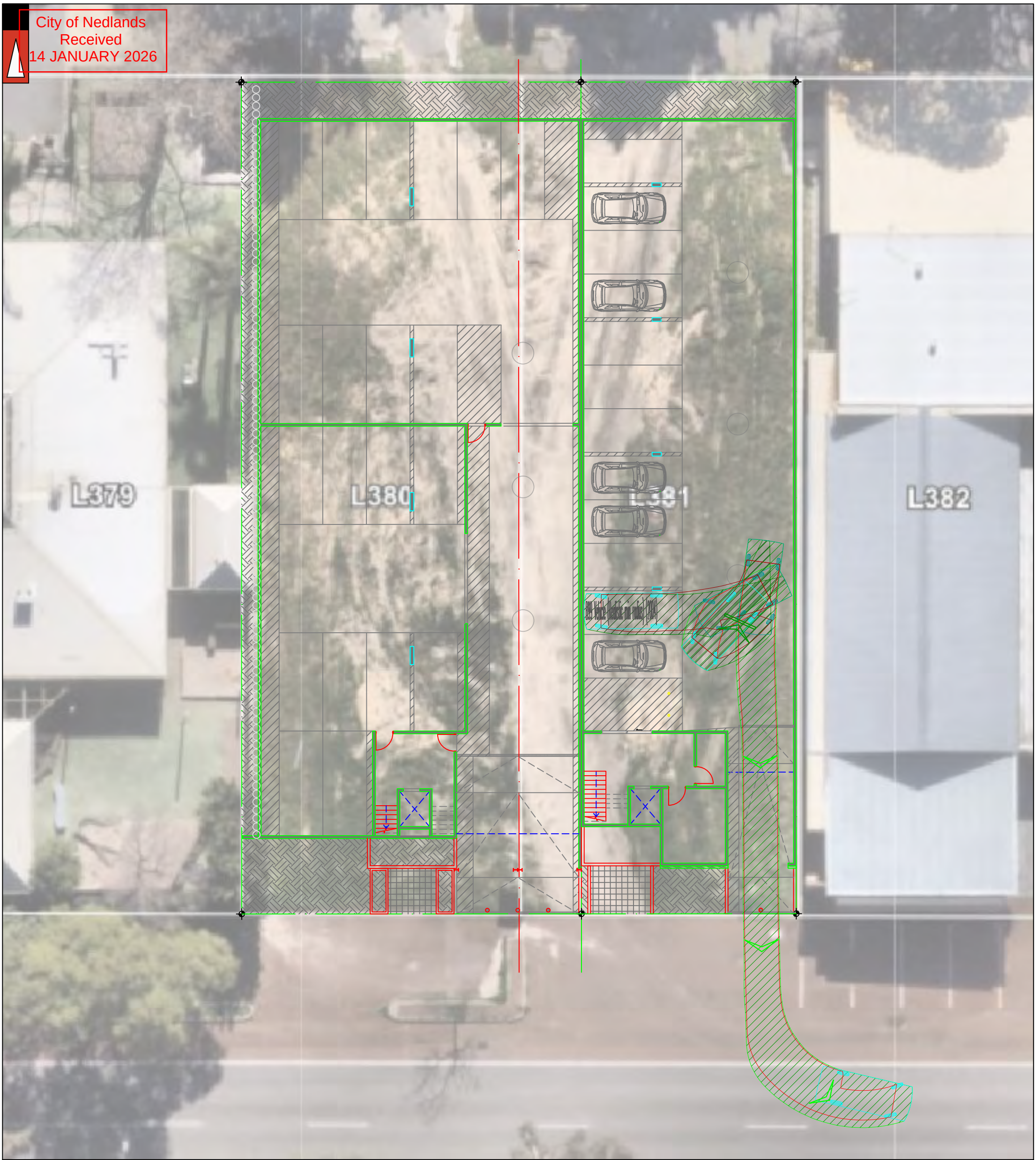
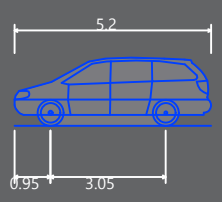
14 JANUARY 2026





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
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S22B

DRAWN BY:
A.T.

Premise
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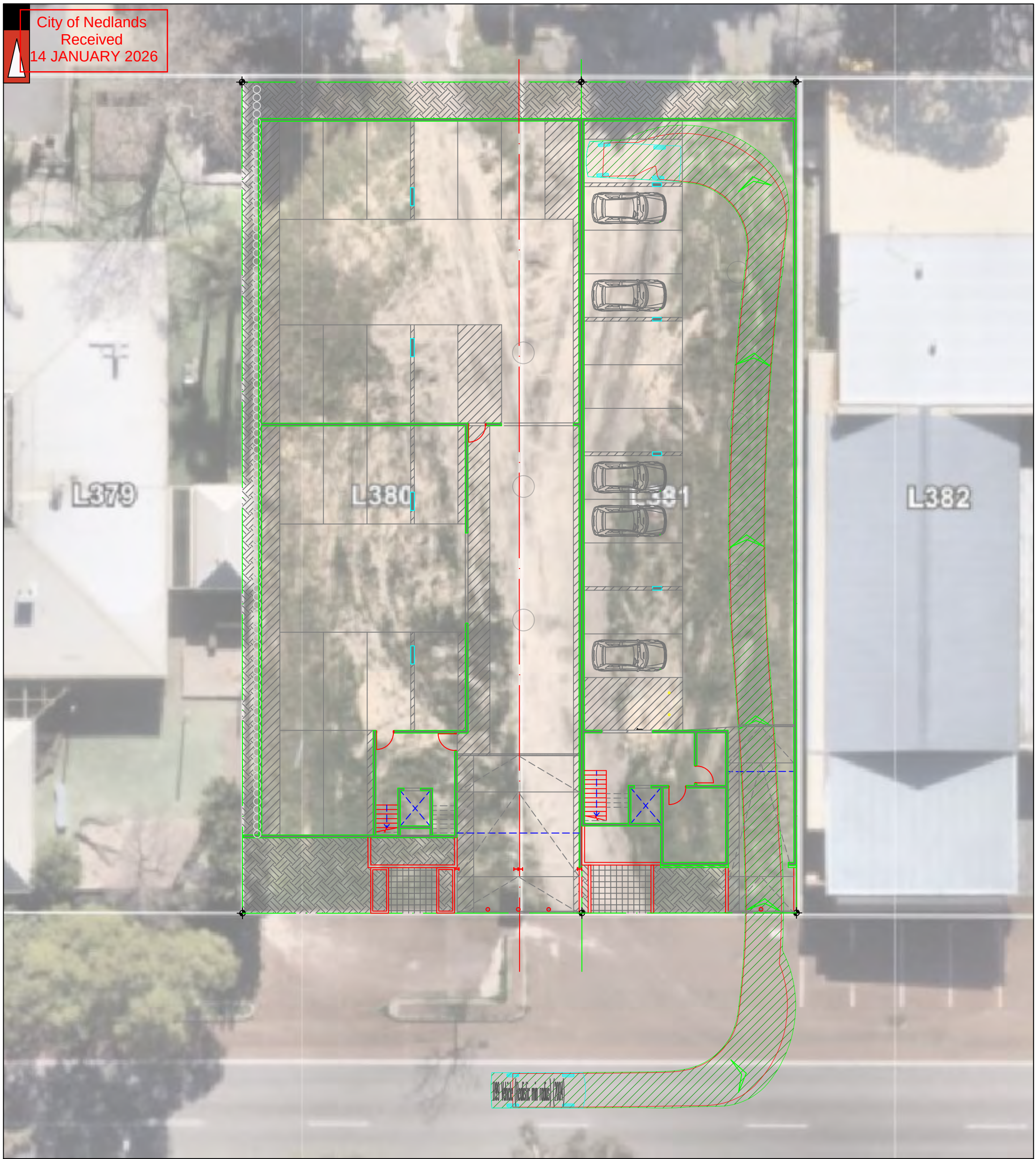
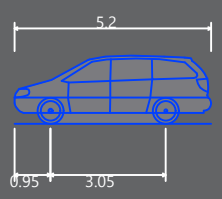
City of Nedlands
Received
14 JANUARY 2026





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

LEGEND

NO	DATE	AMENDMENT
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

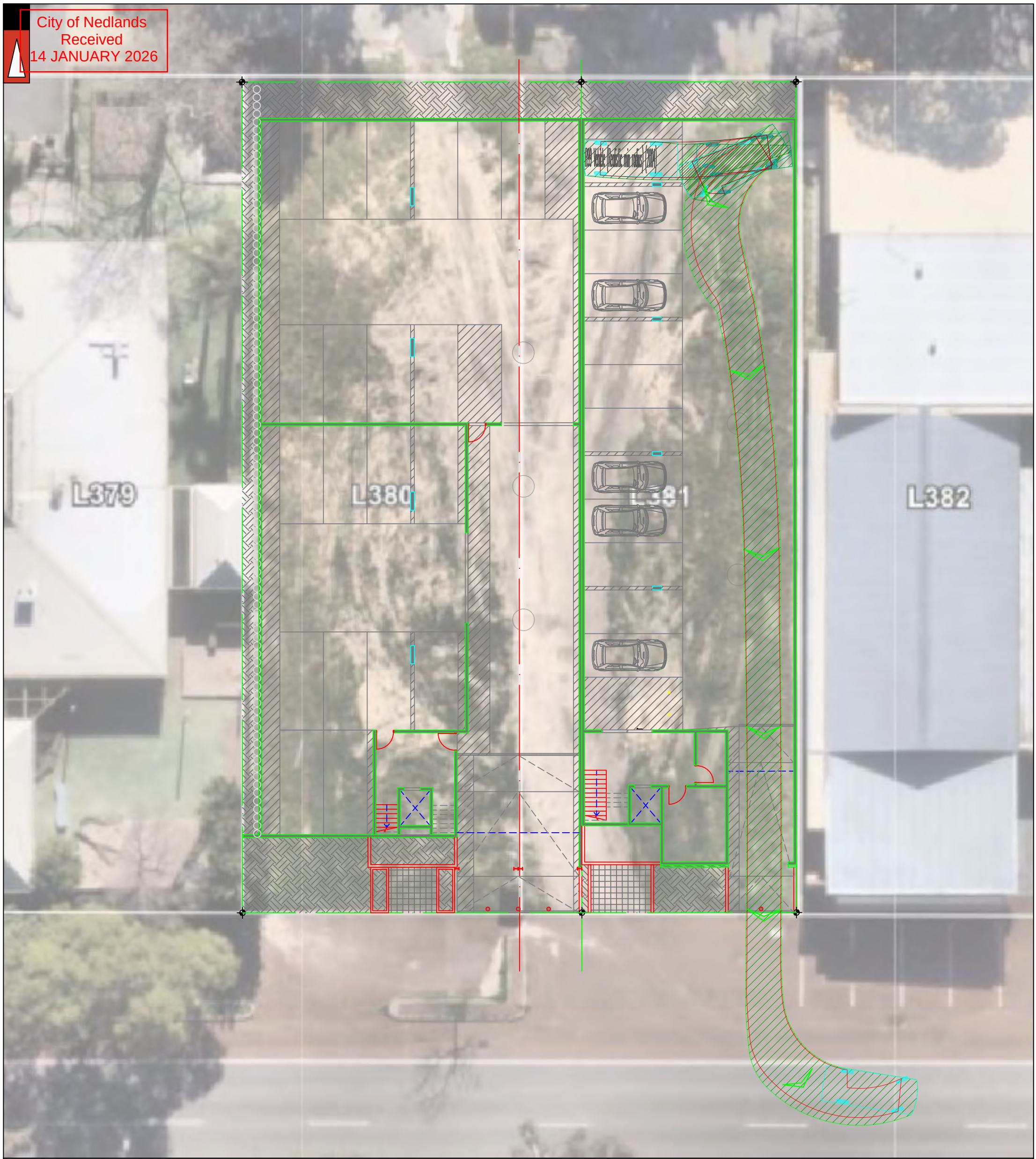
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

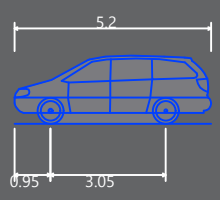
DRAWING NUMBER:
P004419_S23A

DRAWN BY:
A.T.

Premise
PART OF THE Amey GROUP

City of Nedlands
Received
14 JANUARY 2026





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

LEGEND

NO	DATE	AMENDMENT
A	10-12-2025	ISSUED FOR REVIEW

PROJECT:
45 - 47 Carrington Street, Nedlands

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

DRAWING NUMBER:
P004419_S23B

DRAWN BY:
A.T.

Premise
PART OF THE Amey GROUP

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure