Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 4 November 2025; 9:30am
Meeting Number: MIDAP/104
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link: MIDAP/104 - 4 November 2025 - Town of Victoria Park - City of Belmont - City of Fremantle

PART A – INTRODUCTION

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

PART B – TOWN OF VICTORIA PARK

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 No. 2 (Lot 100) Hawthorne Place, Burswood - Mixed use development comprising of multiple dwellings and offices.(119 dwellings -20 storeys) – DAP/22/02237
5. Section 31 SAT Reconsiderations

PART C – CITY OF BELMONT

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 888 (No. 2) Hawksburn Road, Rivervale - Proposed 108 Multiple Dwellings – DAP/25/02942
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – CITY OF FREMANTLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Henderson Street, No.10 (Lots 374 & 375), Fremantle - 6 Storey Hotel Development including restaurant/cafe, small bar and shop land uses at ground level – DAP/25/02940
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART E – OTHER BUSINESS

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

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

DAP Members
Dale Page (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Luigi D'Alessandro
Cr Peter Melrosa (Part B – Town of Victoria Park)
Cr Daniel Minson (Part B – Town of Victoria Park)
Cr Andrew Sullivan (Part D – City of Fremantle)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

2. Apologies

3. Noting of Minutes

PART B – TOWN OF VICTORIA PARK

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 No. 2 (Lot 100) Hawthorne Place, Burswood - Mixed use development comprising of multiple dwellings and offices.(119 dwellings -20 storeys) – DAP/22/02237

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 4.1- Lot 100 (No. 2) Hawthorne Place, Burswood – Amendments and time extension to development approval for Mixed use development comprising of multiple dwellings and offices

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner DAP
Local Government Area:	Town of Victoria Park
Proposed Amendments:	Modifications to building form, dwelling mix, parking, and landscaping; and time extension.
Applicant:	Planning Solutions
Owner:	SKS Hawthorne Pty Ltd
Value of Amendment:	$40,000,000
Responsible Authority:	Town of Victoria Park
Authorising Officer:	Robert Cruickshank, Manager Development Services.
LG Reference:	5.2025.187.1
DAP File No:	DAP/22/02237
Date of Original DAP decision:	14 October 2022
Application Received Date:	13 May 2025; Accepted 23 May 2025
Application Statutory Process Timeframe:	90 Days (plus additional days due to extension of time granted).
Attachment(s):	1. Aerial photo; 2. Site photos; 3. Applicant's cover letter, date received 23 May 2025; 4. Amended development plan, date received 19 September 2025; 5. Landscaping report, date received 13 May 2025; 6. Updated plan of landscaping calculation, date received 19 September 2025; 7. Transport Impact Statement, date received 13 May 2025; 8. Updated swept path diagrams, date received 19 September 2025; 9. Waste Management Plan, date received 13 May 2025; 10. Wind report, date received 13 May 2025; 11. Sustainability report, date received 13 May 2025; 12. Schedule of submissions; 13. Original Responsible Authority Report and attachments (14 October 2022 - Agenda - No 113 - Town of Victoria Park).

	14. Applicants' response to further information request, dated 19 September 2025. 15. Design Review Panel Chair Report, dated 9 October 2025.

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

A. **Accept** that the DAP Application reference DAP/22/02237 as detailed on the DAP Form 2 dated 13 May 2025 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

B. **Approve** DAP Application reference DAP/22/02237 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Clause 48 of the Metropolitan Region Scheme, and the provisions of the Town of Victoria Park Local Planning Scheme No. 2, for the proposed amendments and time extension to the approved '*Mixed use development comprising of multiple dwellings and offices'* at Lot 100 (No. 2) Hawthorne Place, Burswood, subject to the following conditions:

Amended Conditions

1. Condition 1 is to be amended to read as follows:

    1. Prior to submission of an application for a building permit, revised drawings are to be submitted and be approved by the Town in relation to:
        (a) Provision of EV charging infrastructure (in terms of transformer and switchboard capacity and metering systems) for a minimum 20% of all dwellings and all visitors bays; and,
        (b) Details of the proposed fencing and visual sightlines adjacent to the visitor parking accessway.

2. Condition 12 is to be amended to read as follows:

    12. Prior to the submission of an application for a building permit, an Arborist Report, no more than six (6) months old, is to be submitted, and its recommended measures are to be implemented, to the satisfaction of the Town, so as to retain the existing on-site tree, unless otherwise approved by the Town (see related advice note).

3. Condition 16 is to be amended to read as follows:

    16. Prior to the submission of an application for a building permit, the applicant is to demonstrate the implementation of the mitigation measures identified at section 5.5 of the Desktop Wind Comfort Report revision date 7 May 2025.

4. Condition 24 is to be amended to read as follows:

   24. Car parking bays shall be provided on site in accordance with the approved plans prior to occupation of the development. These bays shall be marked and allocated to the respective uses contained within the development or marked for their nominated purpose, and comprise the following at all times:
       (i) 20 exclusive residential visitor bays, including one (1) dedicated ACROD visitor bay; and,
       (ii) The remaining bays being exclusively for residential use.

5. Condition 25 is to be amended to read as follows:

   25. Prior to occupation or strata titling of the building (whichever occurs first), the applicant is to submit a vehicle movement management plan to the satisfaction of the Town, detailing:
       (i) The provision of 'Stop' line markings and convex mirrors at entries, intersections, and other relevant locations within the subject site to provide visibility and priority for vehicles and pedestrians; and,
       (ii) The provision of 'Stop' line markings and convex mirrors at truncation areas with dimensions less than 1 metre by 1 metre, to provide visibility and priority for vehicles and pedestrians at the intersections between the vehicle entries and the laneway (following the ceding of the 1 metre portion for widening).

   The approved vehicle movement management plan shall thereafter be implemented to the satisfaction of the Town.

6. Condition 30 is to be amended to read as follows:

   30. This decision constitutes development approval only and is valid until 14 October 2028. If the approved development is not substantially commenced within this period, a further development approval must be obtained before commencing or continuing the development.

7. Condition 33 is to be amended to read as follows:

   33. Any future solar panels on the roofs of the multiple dwellings located on level one (1) are to be placed in a uniform and co-ordinated manner.

Removed Advice Note

8. Advice Note AN16 being deleted.

Amended Advice Notes

9. Advice note AN7 is to be amended to read as follows:

   AN7. With respect to the submission of a detailed Landscaping Plan, consideration is to be given to:
   a. The Landscaping Plan prepared in support of the development application.
   b. Deep soil areas of sufficient size to sustain the trees and plants selected, with guidance from Table 3.3b 'Tree Sizes' and Table 4.12

'Planting On-Structure' of State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments.

c. Waterwise design principles.
d. Eliminating opportunities for concealment and maximising opportunities for passive surveillance to the public realm.
e. Landscaping integrating with, and/or being complementary to, the overall building design.
f. Suitability of species, with due consideration being given to susceptibility to the Polyphagous Shot Hole Borer (PSHB), capacity for providing food sources to endemic fauna, root-invasiveness, and selection of climate-appropriate endemic species.
g. With respect to specifically proposed species, the Town notes that *Banksia Integrifolia* & *Eucalyptus Victrix* are not suitable for verge planting, and *Tipuana Tipu* is not recommended for planting due to the likeliness of it causing root damage.

10. Advice Note AN17 being renumbered AN20.

New Advice Notes

11. The following new Advice Notes being added:

AN16. With regard to condition 1 (b), the condition requires that details of the fencing located along the laneway be provided to ensure satisfactory vehicle sightlines. To satisfy this condition, the below options are available:
(i) Truncation of the fencing to ensure that no structure is located within the required 1 metre by 1 metre vehicle sightlines area;
(ii) Modification of the fencing infill pickets to ensure that the gaps are equal to at least the width of the pickets (noting that the current design of the fencing infill pickets is such that when viewed on an angle, the visibility through the fencing infill is reduced);
(iii) Reduction in height of the portion of fencing within the required 1 metre by 1 metre vehicle sightlines area, to be no greater than 0.6m in height; or,
(iv) Other method approved in writing by the Town.

AN17. With regard to the condition relating to the provision of a final colours and materials schedule for the development, the Town (on advice of the Design Review Panel) requests that the colours and materials palette be revised to reduce the extent of painted finishes.

AN18. The applicant is encouraged to liaise with the Town with respect to the appropriateness of providing finishes to the laneway widening area to provide a clearly delineated pedestrian priority zone.

AN19. All other conditions and requirements detailed on the previous approval dated 14 October 2022 shall remain, unless altered by this approval.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	Town of Victoria Park Local Planning Scheme No. 2
Local Planning Scheme Zone/Reserve	Mixed use.
Structure Plan/Precinct Plan	N/A
Use Class (proposed) and permissibility:	Multiple Dwelling – 'P' (permitted) use; and, Office – 'P' (permitted) use.
Lot Size:	4485m^2
Net Lettable Area (NLA):	128m^2 NLA for office tenancy.
Number of Dwellings:	170
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:

This application proposes to amend the original approval for the mixed-use development at No. 2 (Lot 100) Hawthorne Place, Burswood, by amending aspects of the design, and by seeking to extend the substantial commencement period by a further two (2) years to 14 October 2028. The original approval was granted by JDAP at its meeting held on 14 October 2022; noting that the current approval remains valid for four (4) years, until 14 October 2026. The key amendments to the design are as follows:

Item	**Currently approved**	**Currently proposed**	**Difference**
Proposed net lettable area (NLA).	317m^2 NLA for office tenancy.	128m^2 NLA for office tenancy.	Reduction in NLA by 189m^2.
Proposed number of storeys.	20 storeys (62.45m)	20 storeys (65.5m)	No change to number of storeys; 3.05m increase in height.
Proposed number of dwellings.	119 dwellings	170 dwellings	Increase of 51 dwellings.
Podium height.	• Hawthorne Place and park frontages – 3	• Hawthorne Place: three (3) storeys (11.6m);	• Number of storeys for Hawthorne Place and the

	storeys (10.75m); and, • Lane frontage - 4 storeys (11.2m).	• Park frontage: three (3) storeys (11.7m); and, • Laneway frontage: three (3) storeys (11.5m).	Park frontage is consistent. • Number of storeys for the Lane frontage is reduced by 1 storey. • Height for the Hawthorne Place and Park frontages is increased by 0.85m and 0.95m respectively.
Tower floor plate.	926m^2	780m^2	146m^2
Plot ratio.	2.85 (12,827m^2).	2.39 (10,761m^2).	Reduction in plot ratio of 0.46 (2,066m^2).
Vehicle access points.	Three (3), accessed via right-of-way.	Two (2), accessed via right-of-way.	Removal of one (1) vehicle access point to right-of-way.
Vehicle parking.	• Resident bays: 134 bays; • Residential visitors: 11 bays; and, • Reciprocal bays: 8 bays.	• Resident bays: 194 bays; • Residential visitors: 20 bays (including 1 ACROD bay); and, • No reciprocal bays.	• Residential bays: 60 additional bays; • Residential visitors: 9 additional bays (including 1 ACROD bay); and, • No reciprocal bays proposed.
Office location.	Office tenancy floorspace spanning ground floor and level 1.	Office tenancy floorspace; spanning ground floor.	Removal of office portion on level 1.

In addition to the above, the proposal includes modifications to the façade design and the proposed colours and materials.

A summary of the amended proposal is as follows:

- A total of 170 apartments within the podium levels and tower levels.
- A variety of multiple dwelling typologies are proposed (distributed throughout the podium and tower levels), comprising:
    - Seven (7) studio multiple dwellings;
    - 96 one-bedroom multiple dwellings;
    - 43 two-bedroom multiple dwellings; and,
    - 24 three-bedroom multiple dwellings.
- A total of 214 car bays provided (an increase of 61 bays from the currently approved 153 bays). These bays are located within the podium levels (no below ground parking proposed), and comprise:

  - 194 resident car bays (an increase of 60 bays from the currently approved 134 resident bays);
  - 20 visitor car bays (an increase of one (1) bay from the currently approved 11 exclusive residential visitor car parking bays and eight (8) reciprocal car parking bays, being for Office use during normal business hours and for use by residential visitors at other times). The bays are no longer proposed to be reciprocally shared with the office tenancy, and will be for the exclusive use of residential visitors.
- Two vehicle access points onto the right-of-way (one for residents, and one for visitors).
- Office with a net lettable area of 128m^2 (a decrease in net lettable area of 189m^2 from currently approved net lettable area of 317m^2); and,
- A communal area provided on the podium roof, comprising on-structure planting, gym, and private dining. The currently approved pool is to be omitted from this current application.

Further to the above, the applicant seeks a two (2) year extension of time to the timeframe within which the development must be substantially commenced, from 14 October 2026, to 14 October 2028.

Refer to **Attachment 4** for a copy of the amended development plans, the applicant's development report (**Attachment 3**) and supporting technical documentation (**Attachments 5-11 and 14**).

Background:

Site context
The subject site is a vacant triangular-shaped lot, with a site area of 4,484m^2, bounded by G.O. Edwards Park, Hawthorne Place, and a right-of-way (Lane 59, hereon referred to as the laneway). G.O Edwards Park is reserved as 'Parks and Recreation' under the Metropolitan Region Scheme (MRS). The existing development within proximity to the subject site comprises:

- The G.O Edwards MRS 'Parks and Recreation Reserve', located along the northern boundary of the subject site;
- Single and two storey commercial buildings on the opposite side of the right-of-way, with these neighbouring buildings fronting Burswood Road; and,
- Commercial buildings to the west, comprising a place of worship, and other varying uses.

An aerial location plan showing the proposed development site and the surrounding development is provided overleaf.

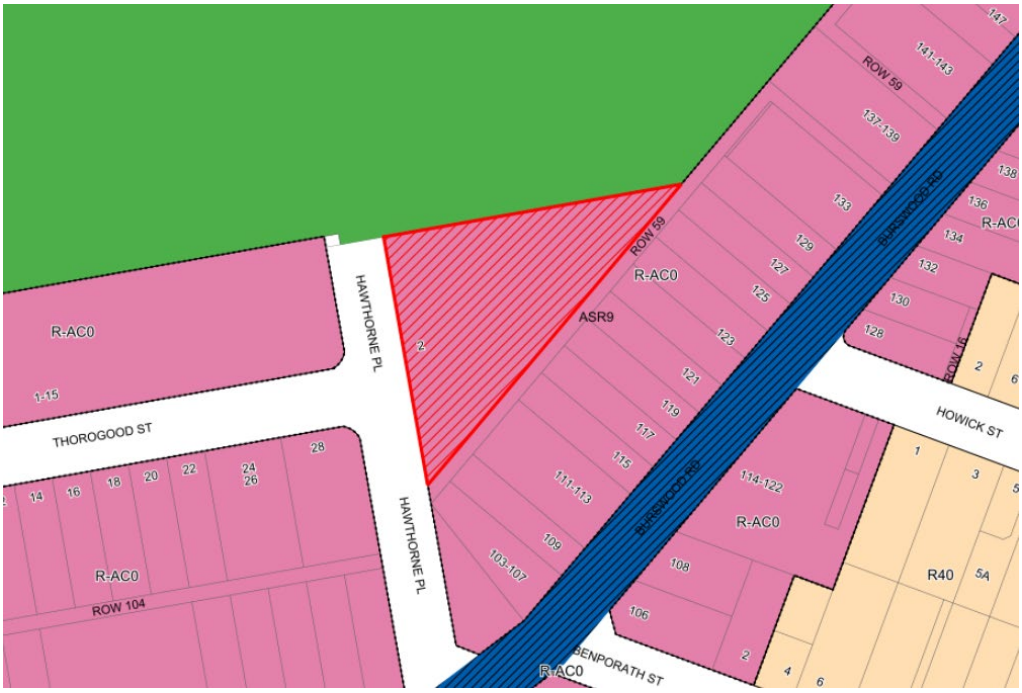


Figure 1: Zoning map of subject site and locality.

Figure 2: Aerial imagery of subject site and locality (as of 16 August 2025).

With regard to the development history of the subject site, the policy context relating to the rationale of Local Planning Policy 22 – *Development Standards for Causeway Precinct* (LPP22), and the rationale for the currently approved development, please refer to the previous Responsible Authority Report, considered at the 14 October 2022 meeting (included as **Attachment 13**).

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Metropolitan Region Scheme (MRS)*
- Town of Victoria Park Local Planning Strategy
- Town of Victoria Park Local Planning Scheme No. 2 (LPS2)

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7)
- State Planning Policy 7.3 - Residential Design Codes - Volume 2 – Apartments (SPP7.3 Vol 2, or RCodes Volume 2)
- State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

Local Policies

- Local Planning Policy 22 – Development Standards for Causeway Precinct (LPP22)
- Local Planning Policy 23 – Bicycle Parking, Car Parking and Access for Non-Residential Development (LPP23)
- Local Planning Policy 29 – Public Art Private Developer Contribution (LPP29)
- Local Planning Policy 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multi Dwelling and Non-Residential Developments (LPP33)
- Local Planning Policy 37 – Community Consultation on Planning Proposals (LPP37)

Consultation:

Public Consultation

In accordance with schedule 2, part 8, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and Council's Local Planning Policy 37 - '*Community Consultation on Planning Proposals*' (LPP37), the proposal constitutes a '*Complex Application*' (or Significant Application under LPP37). Consequently, the proposal was advertised for public comment for 14 days, comprising:

- Consultation letters to owners and occupiers of properties within a 200m radius of the subject site;
- Three signs on-site;
- Newspaper notices published in Perth Now Southern;
- Online advertising on the Councils website;
- Notice displayed on noticeboard in Town's Administration Centre and Library; and,
- Notice published in the Public Notices section of Council's website.

The consultation period ran from 7 August 2025 to 21 August 2025, with the development plans and accompanying information being displayed for public viewing on the Town's website for the entire consultation period.

During the consultation period, a total of four (4) submissions were received, two (2) being in support of the proposal, and two (2) in opposition.

Refer to **Attachment 12** for a summary of submissions received, and the applicant's response.

The key matters identified during the public consultation period are outlined in the following table:

Issue Raised	Officer's comments
Insufficient parking for residents and visitors, causing parking and traffic issues within the locality.	The Town notes that the amended plans provided by the applicant following consultation has satisfactorily addressed the concerns relating to insufficient car parking for visitors and residents. Please refer to the discussions relating to the visitor car parking shortfall, in addition to traffic and other related items (contained within the body of the report and assessment document) for further detail.

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands, and Heritage (DPLH)

Given the subject site abuts an MRS 'Parks and Recreation' reserve (G.O Edwards Park), the application was referred to the DPLH for comment on 28 May 2025. Comment was provided by the DPLH on 13 June 2025, supporting the proposed amendments to the original development approval.

Perth Airport

The Town referred the proposal to Perth Airport on 28 May 2025, to ensure that the proposed amended design doesn't conflict with the *Airports (Protection of Airspace) Regulations 1996.*

Perth Airport advised:

> *"…Looking at the western elevation it looks like the lift overrun extends up to RL 69.7m. The max building height is listed as RL 71.5m.*
>
> *In this context, it appears that RL is used interchangeably with AHD – the ground floor is listed as ~RL 4m which is consistent with our data on the existing ground level being ~4m AHD.*
>
> *So it appears that the highest point of the building is 69.7m AHD which complies with our recommended Condition 1 from our previous response:*
>
> *"The absolute highest point of the development including any ancillary structures located on the roof shall not exceed a maximum height of 71.5m AHD."*

I would recommend the Town confirms that the highest point of the building and all ancillary structures in AHD with the architect to ensure it will remain below 71.5m AHD…"

The amended plans, provided in response to the Towns further information request, didn't propose an increase to the building height or bulk, relative to the plans initially reviewed by Perth Airport as part of this current application. Consequently, no re-referral was required.

The applicant, as part of their amended plans and information, has advised that the proposed built form will not exceed a height of 71.5m AHD (Australian Height Datum). The applicant posits that whilst RL has been used in lieu of AHD, the maximum height of the building remains less than 71.5 AHD. Notwithstanding, the applicant notes that condition 3 of the current approval ensures that the building height doesn't exceed 71.5m AHD.

Design Review Panel Advice

The Town's Design Review Panel (DRP) had reviewed the proposal on 11 March 2025, prior to formal lodgement of this application, noting the DRP reviews which had previously occurred as part of the current approval.

Following submission of this current application, one full DRP meeting was held on 9 July 2025, and final review by the DRP Chair was undertaken on 9 October 2025, with the final DRP Chair review minutes included as **Attachment 15**.

The initial DRP meeting was generally supportive of the proposal in-principle, noting substantial scope for improvement in certain areas. The following DRP meeting considered that a number of the items had been addressed, with several items remaining outstanding. The Town's further information request, issued on 25 July 2025 (following the 9 July 2025 DRP meeting), provided the proponent the opportunity to address the outstanding issues identified by the Town and the DRP.

The final DRP Chair review on 9 October 2025 is based upon the amended plans and information received on 19 September 2025. The Chair review concludes that the bulk of the remaining items have been resolved, with the remaining items being satisfied, or otherwise being able to be addressed through the imposition of relevant and appropriate conditions.

The recommendations provided by the DRP Chair review comprised the following items:

- **Principle 2 - Landscape quality:**
    1. *Review the longevity of planting and the conditions to support it, including PSHB vulnerability, and the provision of additional shade on the podium deck – the Town may wish to include a condition of approval requiring an updated landscape package to the satisfaction of the Town prior to Building Permit.*

- **Principle 5 – Sustainability:**
    1. *Check compliance of EV charging – this is an NCC issue that can be addressed prior to Building Permit.*

2. *Consider, at the detailed design stage, installing a battery to better manage PV output.*
3. *Commit to a process that provides for adequate assessment at the BP and/or occupation stage or discuss a condition of approval to that effect with the Town.*

- **Principle 6 – Amenity:**
    1. *Review the placement and integration of AC condenser units - the Town may wish to include a condition of approval that requires that AC condensers are adequately screened to the Town's satisfaction do not exhaust into the usable portion of balconies, and do not result in an unreasonable noise level in adjacent bedrooms.*

- **Principle 8 – Safety:**
    1. *Treat the widening of the laneway in a manner that suggests it is a pedestrian zone. Alternatively, the Town may wish to address this with a condition of approval to the Town's satisfaction prior to Building Permit.*

- **Principle 10 – Aesthetics:**
    1. *Review the material palette at the detailed design stage to reduce reliance on painted finishes wherever possible.*

The Town considers that the above recommendations do not require amendment of the proposal prior to determination of this current application; and may be addressed via the imposition of appropriate conditions and advice notes, which are provided within the body of the report (in addition to the relevant justifications relating to the conditions, provided later in the body of this report).

Other Advice

Internal referrals comments were sought from the Town of Victoria Park service areas of:

- Place Planning;
- Building;
- Street Improvement;
- Street Operations (Waste);
- Environmental Health;
- Public Art; and,
- Parks.

Relevant comments from several of these service areas were provided to the applicant, and resulted in further information being submitted. The content of the relevant internal referral comments has been considered in the assessment of this application.

Planning Assessment:

In assessing this application, due consideration has been given to the relevant provisions of LPS2 and State and local planning policies, outlined in the Legislation and Policy section of this report.

The following planning matters have been identified as key considerations for the determination of this application:

- Local Planning Policy 22 – Development Standards for Causeway Precinct (Sub-Area 3 – Parkside Residential);
- Traffic;
- Landscaping
- Vehicle access (sightlines); and,
- Car and bicycle parking.

These matters are outlined and assessed below. In addition to this, the following considerations relating to this application under the following planning framework documents are discussed to inform the decision-maker in exercising its discretion:

- *Planning and Development (Local Planning Schemes) Regulations*, Deemed Provisions at Schedule 2, clause 67;
- State Planning Policy 7.0 – Design of the Built Environment;
- State Planning Policy 7.3 Volume 2 – Apartments; and,
- Local Planning Policy No. 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwelling and Non-Residential Developments

Local Planning Policy 22 – *Development Standards for Causeway Precinct (Sub-Area 3 – Parkside Residential*).

The below table comprises the Towns assessment of the relevant provisions of LPP 23, relating to '*Sub-Area 3 – Parkside Residential*'.

Requirement	Current approval	Current proposal	Variation
Maximum one tower on the subject site.	One tower proposed.	One tower proposed.	Consistent with current approval. **Compliant.**
Maximum 18 storeys (max 67.5m), stepping down to minimum 2 storeys (7.5m) and maximum 3 storeys (max 11.25) at street, lane and park frontages.	**Tower:** 20 storeys (62.45m) **Podium:** • Hawthorne Place and park frontages – 3 storeys (10.75m); • Lane frontage - 4 storeys (11.2m).	**Tower:** 20 storeys (65.5m total height, including lift over-run) **Podium:** • Hawthorne Place: three (3) storeys (11.6m) • Park frontage: three (3) storeys (11.7m) • Laneway frontage: three (3) storeys (11.5m)	**Tower:** Number of storeys is consistent; height increased by 3.05m. **Podium:** Number of storeys to Hawthorne Place and the Park frontage is compliant. Number of storeys for Lane frontage is reduced by 1 storey, and is now compliant. Height for the Hawthorne Place and Park frontages

			is increased by 0.85m and 0.95m respectively. The increased height poses minor variations of 0.6m and 0.7m respectively. **Non-compliant.**
Maximum gross floor plate area 1,100m^2 for towers above podium	Maximum 926m^2.	Maximum 780m^2.	Reduction in floor plate area of 146m^2. **Compliant.**
Maximum plot ratio of 3.0 (13,452m^2)	2.85 (12,827m^2).	2.39 (10,761m^2)	Reduction in plot ratio of 0.46 (2,066m^2) **Compliant**
Tower elements roof design shall have regard for the skyline silhouette.	Overall, the tower's roof design is supported.	Overall, the tower's roof design is supported.	No change. **Compliant.**
Tower elements to have a maximum building width of 30m when measured parallel to the alignment of Hampton Street on the ridge.	30m.	30m	No change in width when measured parallel to the alignment of Hampton Street on the ridge. **Compliant.**
Minimum building separation of 30m between any two tower elements when measured parallel to alignment of Hampton Street; and sufficient offset to achieve 30m separation from potential adjacent towers	No other tower existing or with valid approval, within 30m of the proposed building; opportunity exists for siting of potential tower on adjacent sites with 30m separation.	No other tower existing or with valid approval, within 30m of the proposed building; opportunity exists for siting of potential tower on adjacent sites with 30m separation.	No change. **Compliant.**
<u>Setbacks</u> • Nil setback to all frontages • Nil side setbacks permitted for podium levels	<u>Podium levels</u> • Nil setbacks to all frontages. • Nil side setback to podium levels. <u>Tower</u>	<u>Podium levels</u> • Nil setbacks to all frontages. • Nil side setback to podium levels. <u>Tower</u>	Podium levels remain generally consistent and compliant. Tower achieves 8m minimum setback from

• Tower elements setback min 8m from podium edge at street frontages	• Minimum 8m to Hawthorne Place and minimum 4m to lane.	• Tower setback 16.5m from G.O Edwards Park • Tower setback 8.2m from Hawthorne Place • Tower setback 2.7m from future boundary following laneway widening.	Hawthorne street and G.O Edwards Park frontages. Tower setback 2.7m from laneway (following ceding of area for right-of-way widening). Setback decreased by 1.3m to laneway, posing new variation. **Non-compliant.**

Considering the above, the Town notes that the amended items generally comply with the relevant provisions of LPP 22; with the exceptions of building height for the podium and tower elements, and the setback of the tower to the laneway. The discretionary assessments for these items are provided below:

Building height variations

The Town supports the proposed building height variation, considering the below:

- In relation to the podium (0.6m-0.7m variation to permitted height), the total number of storeys of the podium remains compliant, noting that the increase in height is minor, and is considered to pose negligible adverse visual impacts to the development, neighbouring properties, or the broader public realm; and,
- In relation to the tower (3.05m higher than previous approval), the tower retains the same number of storeys as currently approved. Moreover, the overall height (65.5m) remains less than the permitted height of 67.5m. The height variation is largely a result of the presence of a lift over-run, which is considered a minor structure, with minimal adverse visibility from the public realm (see below):

Figure 3: visibility of lift over-run from Burswood Road.

Tower setback variation

The Town considers that the setback variation to the laneway is supportable, and is considered to meet the Element Objective of Element 2.4 – *side and rear setbacks* of the Residential Design Codes Volume 2, for the following reasons:

- The tower element is not abutting, or within close proximity to, residential or sensitive land uses;
- The design of the tower is considered to provide sufficient separation to neighbouring properties, given the 40° orientation of the tower relative to the lot boundary (providing a graduated setback to neighbouring properties on the other side of the laneway);
- The portions of tower encroaching within the required setback area are minor and constitute portions of the built form, rather than the whole façade. Whilst compliant with setbacks, the current approval poses a greater degree of building bulk, as a substantial portion of its rear façade is located and oriented directly parallel to the required setback line. In contrast, the proposals reconfiguration, whilst posing setback encroachments, is considered to pose a reduced visual building bulk impact relative to the current approval (see figure 4 below); and,
- The façade design and provision of landscaping on the podium level assists in reducing the apparent building bulk and scale of the tower element.

The below figure demonstrates the extent of tower encroachments (in red) within the required setback area from the laneway. Please note that this encroachment extends across all levels of the tower (levels 3-19, including the base of the tower element at the podium level, through to the roof).

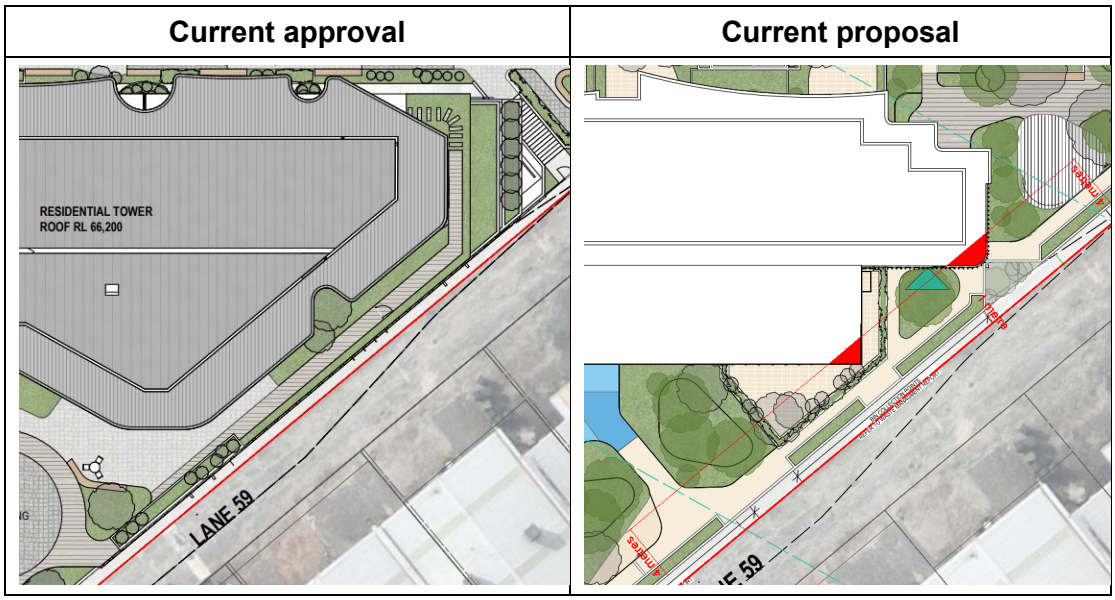


Figure 4: Comparison of current approval and current proposal with respect to laneway setbacks.

The proposed setback variation is not considered to adversely impact on the future desired character of the locality, nor is it considered to adversely impact the ability for the laneway to be widened, as envisaged by Part 1 (a) of LPP 22. Moreover, the reduced setback is not considered to likely prejudice the ability for lots on the south-

eastern side of the laneway (within sub-area 4 of LPP 22) to meaningfully undertake re-development in accordance with LPP 22, noting the considerations listed above.

Traffic.

The Town notes that the previously considered Transport Impact Statement (TIS) was supported, for the reasons listed in the previous RAR.

Given the proposed changes to dwelling yield and office floor area, a new TIS has been submitted, which is generally supported by the Towns traffic engineers, who are satisfied that the proposal is generally acceptable from a traffic operations and safety perspective. Notwithstanding, several items relating to traffic and vehicle safety are not supported in their current form, and are required to be addressed through the imposition of appropriate conditions. These items are discussed below.

The Towns traffic engineers have advised that internal vehicle circulation is not optimally configured; consequently, vehicle conflicts and collisions may occur. The Town notes that Australian Standard AS2890.1 (Section 2.3.1) states:

> *"Arrangement of internal roadways to avoid, as far as practicable, conflicts between intersecting streams of circulating traffic."*

The Towns traffic engineers note that several locations within the development have substantial capacity for improvement, namely:

- Ramps and entries: improved methods of indicating priority will assist in reducing the likelihood of collision, and minimise adverse impacts on traffic movements along the laneway; and,
- Intersection aisles: improved methods of indicating priority will assist in reducing the likelihood of collision, noting that that swept paths provided by the TIS indicate tight turning movements; increasing the likelihood of vehicular conflicts.

Consequently, to address these issues, the Town considers that the placement of convex mirrors, and the provision of 'Stop' line markings at all intersections, will improve vehicle safety. The Town recommends that the provision of these items be included as a condition.

Landscaping

Tree provision				
Item	**Current approval**	**Current requirement**	**Current proposal**	**Variation**
Small trees	15 small trees.	Small trees to suit area.	24 small trees.	**Compliant**; increase of nine (9) small trees.
Medium trees	Four (4) medium trees.	N/A.	Ten (10) medium trees.	**Compliant**; increase of six (6) medium trees.
Large trees	Four (4) large trees.	Four (4) trees.	Four (4) large trees, including	**Compliant**; no increase.

			one (1) large tree retained.	
Deep soil area				
Deep soil area	109.5m^2.	314m^2.	173m^2 (inclusive of 9m^2 of permeable paving).	**Non-compliant**; 141m^2 shortfall from requirement, however exceeds current approval.
On-structure planting	949.5m^2.	300.6m^2	990.9m^2	**Compliant**; 690.3m^2 on-structure planting surplus.

The Town considers that the shortfall in deep soil area is sufficiently addressed through the provision of substantial on-structure planting. The Town further notes that the number of proposed trees exceeds the required number, and either meets or increases the number of on-site trees from the original approval. Consequently, the proposed measures are considered to improve the overall tree canopy of the subject site, positively contributing to the broader tree canopy of the locality.

Notwithstanding the above, the Town notes the following comments from the Towns Parks Department with respect to the submitted landscaping plan (see **Attachment 5**):

- *Verge landscaping & irrigation (excluding Town street trees) to be installed & maintained by owner/operator*
- *Cluster of small trees on verge is not appropriate*
- *Tree species Banksia integrifolia & Eucalyptus victrix not appropriate for verge planting*
- *Verge landscaping treatment not detailed/shown on plans*
- *Off-lot tree planting 2 x large trees & 12 x small trees not shown on plans*
- *Eucalyptus victrix not recommended – rapid canopy growth is not supported by stem strength, resulting in leaning structure*
- *Tipuana Tipu not recommended – root damage highly likely*

The applicant has advised that they note the above, and will ensure that the above items are actioned through the fulfillment of appropriate conditions.

The Town considers that the proposed provision of deep soil area, on-structure planting, and trees within, and in proximity to, the subject site is sufficient to satisfy the relevant Element Objectives.

Vehicle access (sightlines)

The Town notes that the revised development plans propose variations to vehicle sightlines at the intersections of the resident and visitor car parking accessways where they meet the laneway (see figure 5 below). These variations are not supported in their current form, given:

- The south-western side of the resident's car park accessway comprises truncation dimensions of less than 1m x 1m (0.7m x 0.9m). There is no footpath or verge barrier, and vehicles will travel within close proximity to the point at which a driver can observe traffic exiting the car park;
- The 1.9m high fencing adjacent to the south-western side of the visitors car park access way is not designed to allow for sufficient visibility of oncoming traffic. The Town considers that the design of the infill will restrict visibility when viewed along a 45^{o} angle; and,
- The laneway will be widened to a 6m wide carriageway and will be resurfaced, meaning that vehicles will likely travel at higher speeds than currently experienced.

To address these variations, the Town recommends that appropriate conditions be imposed, requiring the provision of:

- The use of convex mirrors at the car park accessways; and,
- The provision of alternative fencing infill for the proposed fencing adjacent to the visitor car park access.

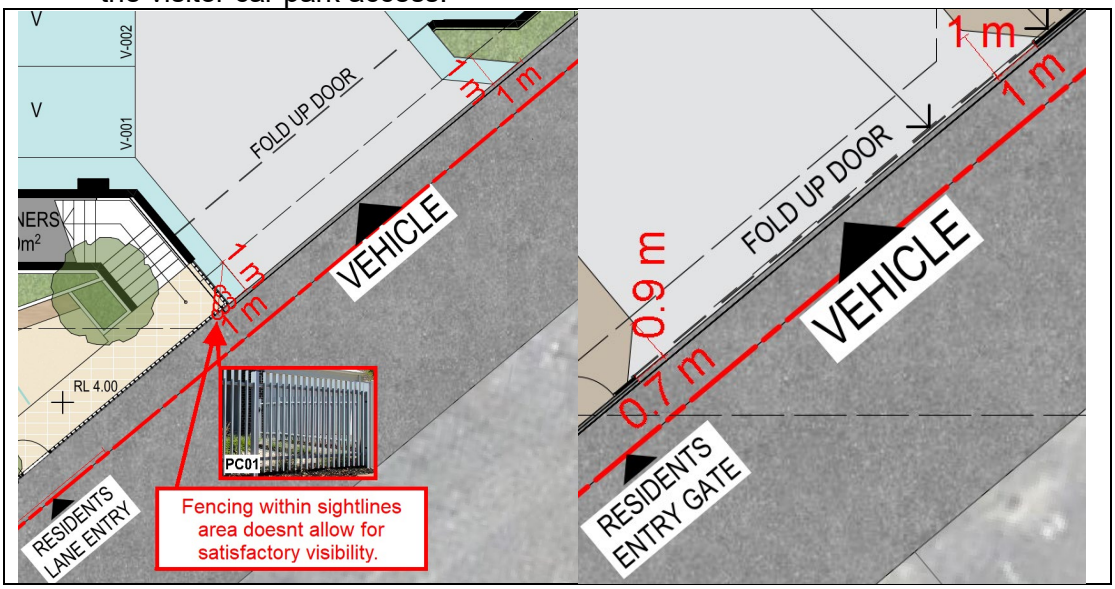


Figure 5: variations to visitor car parking access (left) and resident car parking access (right).

Car and bicycle parking

In relation to the car parking provision for the development, LPP22 states that the parking for non-residential uses shall be provided in accordance with the requirements of Local Planning Policy 23 – *Parking* (LPP23). Parking for the residential component of the development is to be in accordance with the R-Codes, Volume 2.

The assessment of car parking required and provided is outlined in the following table:

Car parking (resident and visitor parking)				
Use	**Current approval**	**Requirement for current application**	**Current proposal**	**Variation**
Multiple Dwellings (residents)	134 bays	145 bays	194 bays	**Compliant**; 49 bay surplus.
Residential visitors	11 bays	23 bays	20 bays (including 1 ACROD bay).	**Non-compliant**; three (3) bay shortfall.
Reciprocal bays	8 (available for Office use during normal business hours, and being available for residential visitors at other times).	N/A	No reciprocal bays proposed.	No variation proposed.
Office bays	8 (available for Office use during normal business hours, and being available for residential visitors at other times).	Nil.	Nil.	No variation proposed. Since the current approval was granted, LPP23 was amended to remove minimum on-site car parking bays requirements for non-residential development. Consequently, the current proposal has removed all non-residential car bays.
Bicycle parking (resident and visitor parking)				
Multiple Dwellings (residents)	64 bays	85 bays	170 bays	**Compliant**; 85 bay surplus.
Residential visitors	12 bays	17 bays	20 bays	**Compliant**; 3 bay surplus. **Note:** bicycle parking is

				located within the individual dwelling store rooms (supported per Element 4.6 (DG 4.6.3) of RCodes Volume 2).
Bicycle parking (office)				
Short-stay	Unspecified	1 bay	1 bay	**Compliant**
Long-stay	Unspecified	1 bay	1 bay (within secured visitor parking area).	**Compliant**
Motorcycle/scooter parking				
Overall	23 bays	17 bays	21 bays	**Compliant**; 4 bay surplus.

The Town supports the proposed on-site visitor car bay shortfall (against Element Objectives O3.9.1 and O3.9.2 of the Residential Design Codes, Volume 2), for the following reasons:

- The Town notes that the surrounding on-street car parking provision is considered sufficient to satisfactorily address the visitor car parking shortfall, noting that the amended plans propose the provision of 20 visitor bays, with a minor shortfall of three (3) bays;
- The subject site is located within close proximity to public transportation and cycling infrastructure, which is considered to satisfactorily address the proposed shortfall in on-site visitor parking; and,
- A surplus of three (3) visitor bicycle parking bays is provided within a prominent and accessible location.

Form 2 discussion

In assessing this Form 2 application, it is necessary to consider whether the application satisfies regulation 17 (1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011*, in particular that the amendments "*would not substantially change the development approved*".

A number of amendments are listed as part of this amended proposal, notably comprising a substantial increase in proposed dwellings and revisions in the form of the podium and tower. Despite this, the Town considers that the proposed amendments, within the context of the overall original approval, are minor in their overall nature, as they generally result in a reduction in the form of the tower within the approved building envelope. The primary reasons for this consideration are as follows:

- The overall height of the proposed development remains largely consistent with the original approval, with minor increases in the height of the tower (due to the lift over-run) and the podium;
- The overall land use configuration remains consistent, with one 'office' tenancy proposed in addition to the 'multiple dwellings';
- The overall size and scale of the proposal has been reduced, noting the decrease in the floor plate of the tower, and overall reduction in plot ratio. Notwithstanding, the overall design remains generally similar;
- Amendments in the materials of the development; and,

- The location of the car parking areas, and the number of vehicle entries has been reduced from three (3) to two (2).

Consequently, the Town considers that the proposed amendments can be suitably considered as part of a DAP Form 2 application, as the development remains in substance the same.

Timeframe extension

A two-year extension, until 14 October 2028 (six (6) years from the original approval date), is requested to allow time for detailed development design, obtaining required additional approvals (including the Building Permit), pre-sales, and achieving substantial commencement.

The Town notes that State Administrative Tribunal decisions have established the following principles as matters that the decision-maker should have regard to when assessing applications seeking a time extension:

- Whether the planning framework has substantially changed since the development approval was granted;
- Whether the development would likely receive approval now; and,
- Whether the applicant has actively and relatively pursued the implementation of the development approval.

The applicant's cover letter **(Attachment 3)** provides a set of responses to those considerations, as follows:

> *"…As part of the proposed amendment to the existing approved development, we request an extension to the substantial commencement timeframe of two years, taking the substantial commencement period to 6 years from the original approval date. This provides the proponent time for completion of development design, achievement of Building Permit approval, pre-sales and substantial commencement.*
>
> *With respect to the proponents' actions to actively pursued progression of the development application since approval in October 2022, the following is noted:*
>
> - *The developer (SKS) has worked with the following consultants on detailed design, development costing and construction related matters:*
> - *Independent cost consultant Quantity Surveyor*
> - *Builder to price construction costs*
> - *Real estate agents on development marketing*
> - *Based on rising construction costs and apartment sale price escalations, the project was determined to not be feasible to launch to the market and progress in the approved form.*
> - *SKS conducted project review and worked with relevant project consultants to develop an alternate apartment dwelling mix and spatial areas to ensure apartment development and costing would be feasible with construction costs, interest rates and market competition.*
> - *SKS commenced redesign with the project architect, Cottee Parker, to update the design scheme with revised apartment yield and mix suitable for the evolving market.*

SKS have been continuously working to progress the project and achieve a development that is affordable to buyers and feasible to develop.

As has now been evident for several years, the construction market has been significantly impacted, with many significant projects such as the proposed development unable to commence construction due to project viability, builder availability (some entering into liquidation or opting to not tender for significant scale projects), quality trade shortages and interest rate rises. Despite this, SKS has not stopped investing in the project in terms of time and cost.

Separately, following approval of the amendment application, the developer will be required to complete the following actions before commencement:

- *Six (6) months from DA approval (assumed mid-late 2025) to progress the development design to obtain accurate pricing from the builder, and several months following this for construction estimates.*
- *A minimum of 12 months to market and sell the development and satisfy finance conditions for funding (assumed mid 2027).*
- *Builder engagement and mobilisation to commence construction and achieve substantial commencement (assumed end 2027, early 2028).*

The requested two year extension to October 2028 is considered reasonable to achieve progression of design development, sales and construction related actions…"

Since the date of the original approval, items of the Towns planning framework have changed (most notably, the gazettal of LP2 in 2025, and amendments to LPP 23). Notwithstanding, the actual impact on this proposal is minimal, given the primary controls (Residential Design Codes Volume 2, and Local Planning Policies 22 and 33) remain broadly consistent with the existing setting considered as part of the original approval.

Regarding the question of whether the development would likely receive approval now, substantial discussion and comparison with the current approval has been provided within the body of the report. Noting that the planning framework has not meaningfully changed in such a way as to substantially impact the proposed development, the Town's assessment concludes that the proposal would likely be approved in its currently proposed form. The Town further notes that the development, as proposed, comprises a desired built form and land use configuration for the subject site. Consequently, the Town would likely recommend approval for the proposed amended development if it were to be submitted as a DAP Form 1 application in the context of the current planning framework.

The applicant's cover letter provides a list of reasons as to why the proponent can and should be considered to have conscientiously pursued the implementation of the development. The applicant posits that the costs of construction and the prices of apartments were considered too great for the development, in its original form, to be feasible for progression. Consequently, the developer has undertaken further review and re-design to determine a suitable mixture and design of dwellings to suit the envisaged construction and market conditions. The developer has also undertaken work with consultants with respect to detailed design, costing, and other items related to construction. These consultants comprise a Quantity Surveyor, a builder (to price construction costs), and real estate agents regarding marketing.

In summary, the Town has no objection to the time extension sought.

State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments

State Planning Policy 7.3 - Residential Design Codes Volume 2 – *Apartments*, requires a performance-based assessment against the relevant Element Objectives, which govern the built form, provision of landscaping, internal amenity, and other relevant items.

The proposal is considered to comply with the relevant Element Objectives, with the most pertinent items discussed in the body of this report. Other key items not discussed within this report, such as Element 4.2 – *natural ventilation*, Element 4.3 – *size and layout of dwellings*, and Element 4.4 – *private open space and balconies* (amongst other items) are discussed in detail within the RCodes Volume 2 assessment, and are considered to satisfy their relevant Element Objectives.

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 - *Design of the Built Environment* (SPP 7.0) contains 10 Design Principles, which are provided as the overarching principles for development in Western Australia. Consideration of the principles is integrated into, and informs, the Town's assessment of this amended application. This current application is assessed against the 10 Design Principles as follows (noting that the original officer comments from the original report are provided for contextual understanding). The DRP comments provided as part of this application are to be read in conjunction with the below assessment, and are referred to below in specific instances.

State Planning Policy 7.0 – Design of the Built Environment		
Design Principle	**Officer Comment (original report)**	**Officer Comment (current proposal)**
1. Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	***Supported*** *The development is considered to sit comfortably within its context and generally reflects the desired form of development for the site and precinct.*	**Supported** The Town reiterates its previous comments, and considers that the current proposal poses an overall improved outcome with respect to the context and character of the locality.
2. Landscape Quality *Good design recognise that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	***Supported – with conditions*** *The landscape concept plan is generally supported, with the use of true deep soil planted areas, supplemented by landscaping on the podium terrace level. Should the development be approved conditions requiring a detailed landscape plan*	**Supported – with conditions** The Town reiterates its previous comments. The Town notes that the proposed planting schedule should provide species which are less susceptible to the Polyphagous Shot Hole Borer (PSHB). Conditions and advice

	and subsequent planting and maintenance would be recommended.	notes in this regard have been recommended.
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.*	***Supported*** *While exceeding the development standards of LPP22 in some respects, the proposal is generally consistent with the intended future character of the local area as envisioned through the Causeway Precinct Review. This report and the applicant's planning report both outline the basis for support of the variations in this instance.*	**Supported** The Town reiterates its previous comments.
4. Functionality and build quality *Good design meets the needs of user efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	***Supported*** *The development provides a good level of functionality and amenity for the residents and occupants. Relevant elements include awnings to footpaths, well designed apartment layouts, good access to daylight and cross ventilation, many dual aspect apartments, end-of-trip facilities and high quality external material finishes.*	**Supported** The Town reiterates its previous comments. Whilst several items, such as the size and layout of dwellings, landscaping to common areas, and other elements, are eroded as part of this application; the Town considers that the overall proposal retains a good and acceptable level of functionality, build quality, and amenity for residents and the public realm.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	***Supported*** *The development has committed to an average energy rating of at least 7 stars and the development application drawings (refer to Attachment 2) and Sustainability Report (see Attachment 8) indicates sustainable design measures the development incorporates.*	**Supported** The Town reiterates its previous comments. The Town considers that sufficient ventilation is provided to the dwellings, and a sufficient quantum of bedrooms. The Town notes that the updated Sustainability Report is supported by the DRP.

		The Town notes that the DRP has recommended that additional detail be provided relating to Electric Vehicle charging, and installation of a battery to improve Photovoltaic Panel output/performance. The DRP has recommended that these items be included as conditions of development approval. The Town notes that existing condition No. 1 (recommended to be retained) requires the provision of EV charging infrastructure for a minimum of 20% of all dwellings, and for all visitors bays. This 20% requirement relates to Design Guidance item DG3.9.10 of Element 3.9 of the RCodes Volume 2. Consequently, the Town considers that there is no nexus to require a greater than 20% provision. Therefore, the Town considers that this portion of the existing condition is sufficient to address the DRP comment in this regard. The Town further notes that the plans and sustainability report details that a photovoltaic array is proposed, thereby satisfying Design Guidance item DG4.15.3 of Element 4.15 of the RCodes Volume 2. Consequently, the Town is unable to condition that battery storage be provided as requested by the DRP. Notwithstanding, the Town considers that sufficient capacity exists within the development for the future

		provision of batteries, if desired.
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.*	***Supported*** *The units are of a good size with good cross ventilation and access to views in all directions. The good living environment for residents will be complemented by residential amenities at the podium level.*	**Supported** The Town reiterates its previous comments. The Town notes that existing condition No. 21 (recommended to be retained) ensures that the air conditioning units are to be appropriately screened.
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.*	***Supported*** *The entry points and connections between the street, park and the development are considered to be easily identifiable and legible for both motorists and pedestrians.*	**Supported** The Town reiterates its previous comments. The Town considers that modifications be made to the vehicle access points, and internal vehicle circulation areas, to improve vehicle legibility and safety (as discussed in the body of the report).
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	***Supported*** *There is a high degree of passive surveillance over the adjacent park and street at all sides of the building. The use of passive surveillance, lighting and activation around the public plaza creates a safe environment for users.*	**Supported** The Town reiterates its previous comments. The Town notes the DRP comments relating to the treatment of the laneway widening to provide visual differentiation to aid in prioritisation of pedestrians. The Town considers that this may be considered as part of the future ceding and widening of the laneway by the Town. Notwithstanding, the Town considers that this laneway treatment is not appropriate to require as a condition; rather, the proponent is encouraged to liaise with the Town prior to constructing the widened

		laneway hardstand (included as an advice note).
9. Community *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction*	***Supported*** *The public plaza space will provide a space for people to connect with one another. The space is activated and inviting. The provision of public art will potentially also strengthen the identity of the place.*	**Supported** The Town reiterates its previous comments.
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.*	***Supported*** *The Town's Design Review Panel found that the proposal is generally a good design outcome responsive to the site opportunities and constraints.*	**Supported** The Town reiterates its previous comments. The Town notes the DRP comments relating to the material palette, requesting that a reduction in reliance on painted finishes. The Town will recommend an advice note to this effect.

Planning and Development (Local Planning Schemes) Regulations 2015

The application is required to be considered against the relevant matters listed under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. In this case, the relevant matters for consideration are outlined in the table below along with the Town's response (noting that the original officer comments from the original report are provided for contextual understanding):

Clause 67 – Consideration of application by local government		
Relevant Matters	**Officer Comment (original report)**	**Officer Comment (current proposal)**
a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	***Supported*** *The development is consistent with the general objectives set out at clause 6 of Town of Victoria Park Town Planning Scheme No.1.*	**Supported** The Town reiterates its previous comments, noting that Town Planning Scheme No. 1 is superseded by Local Planning Scheme No. 2. Notwithstanding, the proposed development is considered to satisfy the objectives of Part 3 (16 (2) Table 2 – *Zone objectives*)

		of Local Planning Scheme No. 2.
b) *the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving*	***Supported*** *While the development proposal deviates from the planning framework set out for the Causeway Precinct, the variations have been assessed to be acceptable on their merits, and still consistent with orderly and proper planning.*	**Supported** The Town reiterates its previous comments.
c) *any approved State Planning Policy*	***Supported*** *The proposal has satisfied the 10 design principles of State Planning Policy 7.0 Design of the Built Environment.*	**Supported** The Town reiterates its previous comments.
g) *any local planning policy for the Scheme area;*	***Supported*** *The proposal has been assessed against the requirements of Council's Local Planning Policy 22 'Development Standards for Causeway Precinct' and 33 'Guide to Concessions on Requirements for Mixed Use, Multi Dwelling and Non-Residential Developments'.*	**Supported** The Town reiterates its previous comments.
m) *the compatibility of the development with its setting including 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*	***Supported*** *As discussed in the Planning Assessment section of this report, notwithstanding some departures from the planning framework, the building is considered to be compatible with its setting.*	**Supported** The Town reiterates its previous comments.

height, bulk, scale, orientation and appearance of the development;		
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;*	***Supported*** *Notwithstanding variations, the proposed development is generally consistent with desired character expressed under the planning framework for the Causeway Precinct. This is discussed further in the Planning Assessment section of this report.*	**Supported** The Town reiterates its previous comments.
o) 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;	***Supported*** *The application includes a landscape architecture report which has been reviewed and is generally supported by the Town's Design Review Panel (which includes landscape architecture expertise) and the Town's Parks area.*	**Supported** The Town reiterates its previous comments, noting the additional comments provided within the body of the report.
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;*	***Supported*** *The application has been reviewed against the relevant local planning policies in conjunction with the Town's Street Improvement area, and have been found to be acceptable.*	**Supported** The Town reiterates its previous comments, noting that conditions are recommended to provide safe access and egress for vehicles.
t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	***Supported*** *The proposal and the submitted Transport Impact Statement have been considered by the Town's Street Improvement Area who support the application on traffic grounds. These matters are discussed within the report under the heading 'Traffic'.*	**Supported** The Town reiterates its previous comments.

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); and,* *(v) access by older people and people with disability;*	***Supported*** *The Town does not raise concern to the availability and adequacy of the development in terms of public utility services and the storage, management and collection of waste. Additionally, the provision of end-of-trip facilities and paths-of-travel to the development by elderly or those with a disability are considered acceptable.*	**Supported** The Town reiterates its previous comments.
y) any submissions received on the application;	***Supported*** *The development application was formally advertised in accordance with the Town's LPP37. The submissions received have been considered as part of the Town's assessment. A number of concerns have been raised, specifically in relation to the height of the proposed development and the traffic impacts. These have been addressed and considered in the Public Consultation section of this report.*	**Supported** The Town reiterates its previous comments, noting that the volume of the submissions differ from the original approval. Refer to the discussion contained within the body of the report, in addition to **Attachment 12**, for further detail.
Za) the comments or submissions received from any authority consulted under clause 66;	***Supported*** *The referral comments from external authorities have been considered.*	**Supported** The Town reiterates its previous comments.
(zb) any other planning consideration the local government considers appropriate.	***Supported*** *The proposal is considered to be a good design outcome by the*	**Supported** The Town reiterates its previous comments.

	Town's Design Review Panel.	

Local Planning Policy No. 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multi-Dwelling and Non-Residential Developments (LPP33)

Under LPP33, for a concession on planning requirements to be exercised, the proponent must be able to demonstrate how a development proposal meets superior standards across all of the following areas:

a) Response to local character and townscape;
b) Contribution to the existing streetscape;
c) Impact on the adjacent public realm;
d) Site planning and building block layouts;
e) Internal apartment design;
f) Long-term building performance and services; and,
g) Development overall.

Based on the above assessment, the comments made by the Town's Design Review Panel, and that the development is in largely in compliance with the applicable planning framework, this amended application is considered to warrant support against the provisions of LPP33.

Rationale for recommended amended and new conditions and advice notes

With respect to the Officers recommendation for approval, further commentary is provided relating to the following new and amended conditions and advice notes:

Amended conditions

- Condition 1 –
  - item (a) has been retained, for the reasons discussed within the SPP 7.0 discussion; and,
  - Item (b) has been amended to ensure that the fencing located adjacent to the visitor car parking entrance to the laneway is revised to ensure compliant (or otherwise supported) sightlines are provided.

- Condition 12 – This condition has been amended to require the provision of a current arborist report to inform the retention of existing tree/s on-site/located adjacent to the lot boundary, noting that one was not provided with this current application, and the arborist report (attachment 9 of the original RAR) previously considered was dated 18 August 2022.

- Condition 16 – This condition has been amended to reflect the revision date of the currently provided Desktop Wind Comfort Report, dated 7 May 2025.

- Condition 24 – This condition has been amended to reflect the current parking configuration, noting that the visitor bays are exclusive to residential visitors (they are not proposed to be reciprocal bays with the office tenancy), and that the remaining bays are to be used for residential use.

- Condition 25 – This condition has been amended to ensure that sufficient modifications are made to enhance safety of vehicles and other road/laneway

users (including pedestrians) within the proposed development, and at the entries to the on-site parking areas. The methods comprise providing 'Stop' line markings and convex mirrors at necessary locations.

- Condition 30 – This condition has been amended to reflect the requested extension of time for the period within which the development must be substantially commenced. The original deadline was 14 October 2026, with a two (2) year extension sought until 14 October 2028. The Town considers that the amendment of the condition (rather than deletion and replacement of the condition) is suitable.

- Condition 33 – This condition has been amended to reflect the amended proposed dwelling typology (changed from 'townhouses' to 'multiple dwellings').

Amended advice note

- AN7 –
    - Item (f) - has been added to inform the proponent of the Polyphagous Shot Hole Borer (PSHB), in addition to advising the proponent of the preference for selection of tree and plant species that are endemic to the locality, provide food sources for endemic fauna, and are appropriate with respect to root-invasiveness and are suited to the climate of the Swan Coastal Plain; and,
    - Item (g) – has been added to provide additional guidance on the suitability of specifically proposed tree species to assist the proponent in preparing the detailed landscaping plan.

New conditions

Nil.

New advice notes

Note that the order of appearance of the new advice notes is to be determined upon determination of application.

- AN16: This advice note is provided to inform the proponent about the available options to provide satisfactory vehicle sightlines to satisfy condition 1 (b).

- AN17: This advice note is provided to advise the proponent of the Design Review Panels preference for the final colours and materials schedule to reduce the extent of painted finishes to the development to satisfy the relevant condition.

- AN18: This advice note is provided to encourage the proponent to liaise with the Town to investigate alternative treatments to the 1 metre wide portion of laneway to be ceded for laneway widening. These alternative treatments may assist in providing an improved delineation between pedestrian priority zones and vehicle traffic, improving legibility and safety.

- AN19: This advice note is provided to advise that all other conditions and requirements detailed on the previous approval dated 14 October 2022 shall remain, unless altered by this approval.

Deleted advice note

- AN16: This advice note is deleted as no aquatic facilities (pools) are proposed as part of the revised proposal.

Conclusion:

The Town considers that the proposed amendments to the current approval, granted on 14 October 2022, posit an on-balance improvement to the overall development from an aesthetic design perspective. Whilst certain aspects of the proposal pose an erosion to the amenity of the development compared to the current approval, they are considered to be supportable for the reasons provided within the body of the report and the assessment sheet.

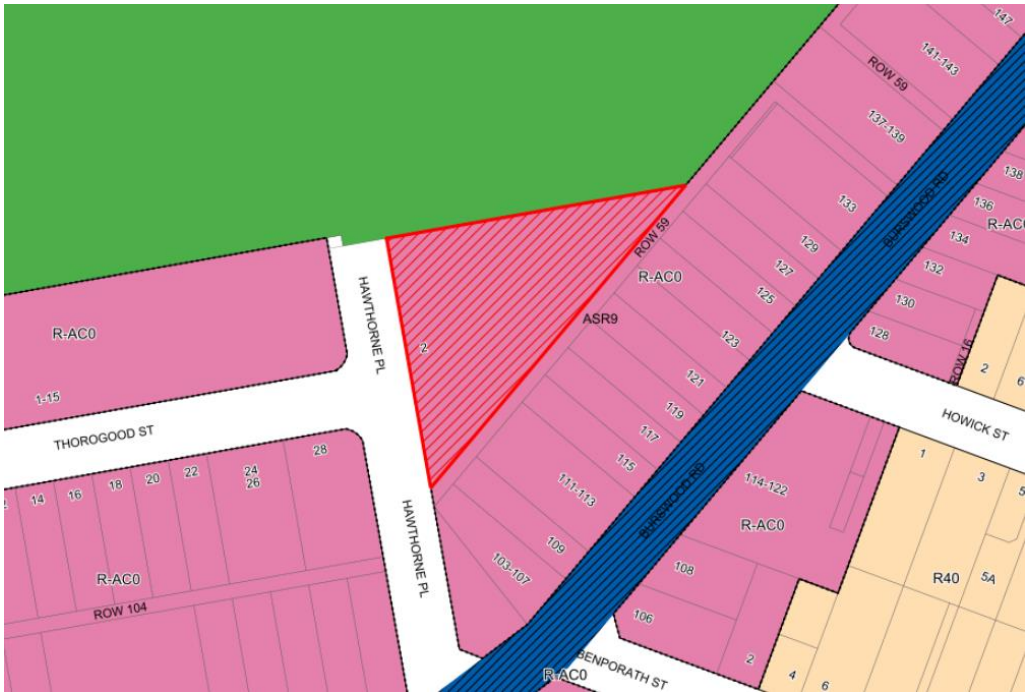
Whilst a number of amendments are proposed, the Town considers that, cumulatively, they do not substantially change the essence of the current approval. Consequently, the proposed amendments are considered suitable to be approved as part of a DAP Form 2 application. Moreover, the Town considers that the proposed extension of time for the period within which the development is to be substantially commenced from 14 October 2026 to 14 October 2028, is supported.

Overall, the Town considers that the proposal is of a high quality, and is considered to be consistent with the aims and objectives of the relevant planning framework.

For the reasons outlined above, this application is recommended for approval, subject to the existing conditions, as modified.

Attachment 1 - Aerial photo

Attachment 1 - Aerial photo



Zoning map of subject site and locality.

Aerial imagery of subject site and locality (as of 16 August 2025).

Attachment 2 - Site photos

Site photos – No. 2 Hawthorne Place, BURSWOOD - DAP/22/02237 – (Town reference: 5.2025.187.1)

Photo 1: View of subject site (vacant site in distance) from Hawthorne Place looking north.

Photo 2: View of subject site (noting Lane 59 at right-of-frame) from Hawthorne Place, looking north.

Photo 3: View of existing structures along Lane 59, looking north-east.

Photo 4: View of subject site at mid-point of Lane 59.

Photo 5: View of latter portion of Lane 59 (looking north-east).

Photo 6: View of end portion of Lane 59 (looking north).

Photo 7: View of Lane 59 towards Hawthorne Place (looking south-west).

Photo 8: View of northern side of subject site (looking south-west).

Photo 9: View of existing trees located at northern boundary of subject site.

Photo 10: View of subject site from Hawthorne Place cul-de-sac (looking south).

Photo 11: View of subject site from Hawthorne Place (looking east).

Photo 12: View of subject site from Hawthorne Place (looking south-east).

Attachment 3 - Applicant’s cover letter, date received 23 May 2025.

PS ref: 9175

23 May 2025

TOWN OF VICTORIA PARK
Received: 23/05//2025

Town of Victoria Park
99 Shepperton Road
Victoria Park, WA 6100

Attention: Planning Services

Dear Sir/Madam,

LOT 100 (2) HAWTHORNE PLACE, BURSWOOD
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
AMENDMENT TO APPROVED MIXED USE DEVELOPMENT

Planning Solutions acts on behalf of SKS Hawthorne Pty Ltd, the registered proprietor and proponent of the approved development at Lot 100 (2) Hawthorne Place, Burswood (**subject site**).

This submission has been prepared in support of an application to amend the existing development approval issued by the Metro Inner-South Joint Development Assessment Panel (**DAP**) on 14 October 2022.

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

With regard to the above, please find enclosed:

1. DAP Form 2 Application Form
2. Town of Victoria Park (**Town**) Development Application Form and Checklist
3. Certificate of Title
4. Amended Development Plans
5. Updated Landscaping Plan
6. Updated Traffic Impact Statement
7. Updated Waste Management Plan
8. Updated Wind Comfort Report
9. Updated Sustainability Report

We kindly request an invoice is generated in the name of the landowner '**SKS Hawthorne Pty Ltd**' for the required development application fees.

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

- Site details
- Background
- Proposal
- Town planning considerations

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

SITE DETAILS

Legal description

The subject site is legally described as "*Lot 100 on Deposited Plan 39970*", being the whole of the land contained within Certificate of Title Volume 426 and Folio 122A.

The subject site has a total area of 4,485m².

Refer **Appendix 1** - Certificate of Title.

Site context

The subject site is located in the suburb of Burswood, approximately 3.5km southeast of the Perth Central Business District (**CBD**). The subject site is located on the corner of Hawthorne Place and Lane 59. Hawthorne Place and Lane 59 intersect with Burswood Road which connects the subject site with Great Eastern Highway, the Perth CBD and wider metropolitan region.

The subject site is widely surrounded by a mix of one and two-storey commercial developments along Hawthorne Place and Lane 59. In terms of its immediate surroundings, the subject site is bounded by:

- To the north, G.O. Edwards Park;
- To the west, Hawthorne Place; and
- To the southeast, Lane 59.

Refer to **Figure 1** for an aerial photograph of the subject site.

Figure 1: Aerial photograph (*Nearmap 2025*)

Consistent with the site conditions at the time of the existing approval, the subject site remains vacant. The subject site is primarily flat, with a slight and consistent slope from the southern corner to the north and northeast.

TOWN OF VICTORIA PARK
Received: 23/05//2025

BACKGROUND

Form 1 DAP Approval

Development approval for a 'mixed use development comprising multiple dwellings and offices' was granted by DAP at its meeting on 14 October 2022. The existing development approval permits a 20-storey mixed-use development comprising 119 multiple dwellings, one commercial (office) tenancy, 153 car parking bays, landscaping and vehicle access via Laneway 59.

The existing approval has not been substantially commenced, however, the approval remains valid until 14 October 2026.

Design Review Panel

The amended development design was presented to the Town's Design Review Panel (**DRP**) for consideration on 12 March 2025. At the meeting, the DRP acknowledged the applicant for engaging with the Panel prior to lodgement of an application to amend the existing approval. The DRP Minutes are provided in **Appendix 2**.

In response to the amended design concept, the Panel noted:

> *The Panel understands the rationale for the redesign, especially in the context of challenging economic conditions. The Panel broadly supports the redesign and acknowledges that design has, in many aspects, improved. This is particularly evident in the reshaping of the building mass, the architectural expression of the tower form, and the improved landscape amenity on the podium deck.*

With respect to the revised concept design, the DRP noted elements of the amended design that the Panel consider require further consideration to achieve full support. In relation to these matters, the Panel noted:

> *However, there remains scope for improvement to secure the Panel's full support. Of these areas for improvement, an updated response to the matter of sustainability is particularly important given that the sustainability 'goalposts' have moved since the previous design.*
>
> *Also, of particular concern to the Panel is the location of the transformer, and the fire pumps and tanks in the most prominent locations of the entire ground plane. These should be reviewed and relocated to a less imposing location. If they absolutely cannot be relocated, then compelling evidence is required, along with an architectural/ landscape strategy on how to mitigate the visual impact of these elements.*

The DRPs advice has been considered in the final design outcome presented within this amendment application. Architectural responses to the matters raised by the DRP is provided is **Appendix 3** – Response to DRP Comments.

PROPOSED AMENDMENTS

<u>Design Modifications</u>

The development application proposes a range of minor amendments to the approved mixed-use development. The following are key amendments between the approved and proposed developments:

- Podium height reduced from 4 storey to 3 storey
- Tower floorplate reduced from 926m^2 to 780m^2
- Plot ratio area reduced from 12,827m^2 (2.85:1) to 10,826m^2 (2.4:1)
- Apartment numbers increased from 119 to 174 dwellings
- Office floorspace removed from Level 1, and reduced overall from 317m^2 to 133m^2
- Vehicle parking bays increased from 153 to 208, and reconfigured between Ground Level and Level 2

The proposed development maintains the same design intent as the existing approved development, however, some façade and materiality modifications are proposed. Overall, the amended development maintains primarily the same building form.

Refer **Appendix 4** – Amended Development Plans.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Perspectives of the revised development are provided in **Figures 2-4** below.

Figure 2: Perspective of amended development, as viewed from Hawthorne Place (northwest)

Figure 3: Perspective of amended development, as viewed from GO Edwards Park (north)

TOWN OF VICTORIA PARK
Received: 23/05//2025

Figure 4: Perspective of amended development, as viewed from Hawthorne Place (west)

Extension of Time

As part of the proposed amendment to the existing approved development, we request an extension to the substantial commencement timeframe of two years, taking the substantial commencement period to 6 years from the original approval date. This provides the proponent time for completion of development design, achievement of Building Permit approval, pre-sales and substantial commencement.

With respect to the proponents' actions to actively pursued progression of the development application since approval in October 2022, the following is noted:

- The developer (SKS) has worked with the following consultants on detailed design, development costing and construction related matters:
    - Independent cost consultant Quantity Surveyor
    - Builder to price construction costs
    - Real estate agents on development marketing
- Based on rising construction costs and apartment sale price escalations, the project was determined to not be feasible to launch to the market and progress in the approved form.
- SKS conducted project review and worked with relevant project consultants to develop an alternate apartment dwelling mix and spatial areas to ensure apartment development and costing would be feasible with construction costs, interest rates and market competition.
- SKS commenced redesign with the project architect, Cottee Parker, to update the design scheme with revised apartment yield and mix suitable for the evolving market.

SKS have been continuously working to progress the project and achieve a development that is affordable to buyers and feasible to develop.

TOWN OF VICTORIA PARK
Received: 23/05//2025

As has now been evident for several years, the construction market has been significantly impacted, with many significant projects such as the proposed development unable to commence construction due to project viability, builder availability (some entering into liquidation or opting to not tender for significant scale projects), quality trade shortages and interest rate rises. Despite this, SKS has not stopped investing in the project in terms of time and cost.

Separately, following approval of the amendment application, the developer will be required to complete the following actions before commencement:

- Six (6) months from DA approval (assumed mid-late 2025) to progress the development design to obtain accurate pricing from the builder, and several months following this for construction estimates.
- A minimum of 12 months to market and sell the development and satisfy finance conditions for funding (assumed mid 2027).
- Builder engagement and mobilisation to commence construction and achieve substantial commencement (assumed end 2027, early 2028).

The requested two year extension to October 2028 is considered reasonable to achieve progression of design development, sales and construction related actions.

CONSULTANT REPORTS

Whilst the development application proposes primarily minor amendments to the approved mixed-use development, updated supporting technical consultant reports have been prepared with respect to the proposed development design.

The following reports are provided in support of the proposed development amendments:

- Updated Landscape Report outlining the amended landscape strategy for the development, including:
    - Deep soil and planting on structure calculations
    - Tree planting strategy and planting palette
- Updated Traffic Impact Statement addressing revisions to parking provision, vehicle access and compliance with Australian Standards.
- Updated Waste Management Plan addressing revisions to waste generation rates and required storage areas. The collection strategy previously approved in the substantive development is not altered as part of the revised Waste Management Plan.
- Updated Wind Comfort Report addressing revisions to the building form and architectural design with respect to wind management and consideration of impact on the public and private realm.
- Updated Sustainability Report addressing the sustainability strategy to maintain the development achieving a minimum 4 Star Green Star rating (or equivalent).

Refer to the following appendices for updated consultant reports:

- **Appendix 5** – Landscape Report
- **Appendix 6** – Traffic Impact Statement
- **Appendix 7** – Waste Management Plan
- **Appendix 8** – Wind Comfort Report
- **Appendix 9** – Sustainability Report

TOWN OF VICTORIA PARK
Received: 23/05//2025

TOWN PLANNING CONSIDERATIONS

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (**MRS**). In accordance with Part 4, Clause 22 of the MRS, the purpose of the Urban zone is:

> *to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities*

The proposed mixed-use development provides a residential development and employment opportunity to the surrounding locality and is deemed to be with the intent of the Urban zone. The development warrants approval accordingly.

The subject site is not affected by land reserved by the MRS, however, it does adjoin G.O Edwards Park to the north which is identified as a 'Regional Open Space' reservation under the MRS.

Town of Victoria Park Local Planning Scheme No. 2

The proposed amendments seek modifications to the existing approved development, as set out within this submission. The scope of proposed amendments is not considered to substantially alter the overall built form or appearance of the approved mixed-use development.

The Town's *Local Planning Scheme No. 2* (**LPS2**) applies to the subject site.

Zoning

The subject site is zoned 'Mixed Use' in accordance with the provisions of LPS2.

The objectives of the Mixed Use zone under LPS2 are:

1. *To provide for a wide variety of active uses at street level which are compatible with residential and other non-active uses on upper levels.*
2. *To allow for the development of a mix of varied but compatible land uses such as housing, offices, shops and eating establishments and other appropriate land uses that can exist in harmony with residential uses.*

The proposal seeks to provide a range of residential dwellings and ground-floor commercial office tenancy on the currently vacant site. This type of development is consistent with the objectives of the Mixed Use zone under LPS2 and warrants approval accordingly.

Permissibility

The proposed development maintains 'Multiple Dwelling' and 'Office' land uses, consistent with the approved development. Both land uses are classed as 'P' (permitted) uses in the Mixed Use zone under LPS2.

Under LPS2, Multiple Dwelling in the Mixed Use zone is identified as 'P[1]'. In accordance with Footnote 1 of Table 3 – Zoning Table of LPS2, Multiple Dwellings within the Mixed Use zone are subject to Clause 32 of LPS2. This matter is further considered within this report.

Additional site and development requirements

Schedule C – Additional site and development requirements of LPS2 outlines additional development requirements for land zoned Mixed Use.

ASR1 of Schedule 3 states, as follows:

1. *Multiple dwellings, grouped dwellings and single house shall be:*
   - *(a) located behind non-residential uses at the streets primary commercial frontage; or*
   - *(b) designed for future adaption to non-residential uses.*

TOWN OF VICTORIA PARK
Received: 23/05//2025

Schedule C of LPS2 sets out additional development requirements for the development of multiple dwellings in the Mixed Use zone, and for development within the Causeway Precinct. Refer to **Table 1** below for an assessment against the additional development requirements of LPS2.

Table 1: LPS2 additional development requirements

Development requirement	Comment
ASR1 – All land zoned Mixed Use, Local Centre or District Centre	
Multiple dwellings, grouped dwellings and single houses shall be: *a) Located behind non-residential uses at the street's primary commercial frontage; or* *b) Designed for future adaption to non-residential uses.*	Multiple dwellings are proposed on the ground floor level of the development fronting Hawthorne Place, consistent with the existing development approval. Whilst this is a variation to the provisions of LPS2, the land uses are already approved and are not proposed to be amended as part of the amendment application. As such, the variation is considered acceptable and should not be considered a variation obstructing approval of the proposed amendments.
ASR2 – All land zoned Mixed Use, Local Centre or District Centre	
In the absence of an approved precinct structure plan, structure plan, local development plan or local planning policy, non-residential buildings shall be designed in accordance with the building height, plot ratio, street and side setback requirements of the R-Codes with regard to the assigned density code.	The subject site is within ASR9 - Causeway Precinct of LPS2. Development is therefore to be considered with *Local Planning Policy 22 – Development Standards for the Causeway Precinct* (**LPP22**).
ASR9 – Causeway Precinct	
All site and development requirements shall be in accordance with a precinct structure plan, local development plan or local planning policy adopted for the Causeway Precinct.	The proposed development has been assessed against LPP22 as part of this submission.

State Planning Policies

State Planning Policy 5.4 – Road and Rail Noise

The purpose of *State Planning Policy 5.4 – Road and Rail Noise* (**SPP5.4**) is to minimise adverse impacts of road and rail noise on noise sensitive land uses and developments within proximity to strategic freight and major traffic routes and other significant freight and traffic routes.

As per the original development application, the subject site is within proximity to Great Eastern Highway, which is identified as a 'Strategic Freight/Major Traffic Route' in accordance SPP5.4. An acoustic consultant was previously engaged to assess the development and potential noise impacts and mitigation measures to ensure the proposed development can adhere to the objectives of SPP5.4.

As per the original development application, an Acoustic Assessment and Noise Management Plan were submitted to address noise matters. Given the design of the development is not fully resolved at the development application stage, a condition (Condition 15) was applied to the existing development approval requiring submission of a detailed acoustic assessment report prior to submission of a Building Permit.

The development is not proposed to substantially change from the existing development approval, and further acoustic assessment will be completed and issue to the Town prior to the submission of a Building Permit to confirm the development suitably addresses SPP5.4.

Condition 15 (requiring provision of detailed acoustic assessment) remains valid and is not proposed, or required, to be amended as part of the amendment application.

TOWN OF VICTORIA PARK
Received: 23/05//2025

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (**SPP7**) applies to the subject site. An assessment of the proposed development against the design principles of SPP7 is provided in **Table 2** below.

Table 2: SPP7 Design Principles statement

Design principle	Design response
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 maintains the design intent of the existing development approval, preserving its contextual response to the surrounding context in scale, form and materials. The amended development is consistent with the desired future character of the Burswood Parkside Residential area, as set out in LPP22. The amended development is also considered to remain consistent with the context and character of the locality, as: • The development is a contemporary residential development fronting GO Edwards Park. The development fronts the parkland and Hawthorne Place, maintaining a distinct urban edge between GO Edwards Park and the development. • The development directly addresses and integrates with GO Edwards Park and Hawthorne Place, with dedicated pedestrian entries provided to both major frontages. • The development provides high levels of active and passive surveillance over the park and the adjoining streets, enhancing safety and usage of the area. • The tower form has continued to be refined through the design development process and has been enhanced to create two distinct sides to the building. Along the northern elevation to GO Edwards Park, the development maintains its unique sculpted form reflective of the extinct 'derbarl yerrigan' oyster beds.
Landscape quality	
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The proposed amendments seek to integrate a maintain a cohesive landscape design that connects all levels of the development and establishes private, communal, and public landscape areas to maintain the development within the immediate parkland setting. The development continues to compliment, connect and respond to the broader neighbourhood through active interfaces and connection points (private and communal) to at Hawthorne Place and GO Edwards Park. Materiality and planting treatments reference the urban, parkland and industrial context. The development will retain the existing tree on site directly adjoining GO Edwards Park and integrates this existing within the amended built form. The wider development is supported by a range of planting types that softens the built form and assists in integrating it within the parkland setting.
Built form and scale	
Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The built form maintains, and enhances, vertical and horizontal layers. The building form maintains its original (and approved) design intent, however, the mass of the podium is reduced by one level which the DRP considers "improves the proportional relationship with the tower above". The refinement of the tower form to create two distinct sides to the building is acknowledged by the DRP who noted the "…tower expression of two intersecting forms is more elegant and sophisticated…". Further commentary from the DRP regarding the improvement of contrasting materials and colours between the two sides of the tower have been considered and addressed in the updated development plans. The use of contemporary materials and colours ensures depth to the building and creates visual interest. The materials and design are reflective of historical and current context.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Design principle	Design response
Functionality and build quality	
Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.	The functionality of spaces has been carefully considered to ensure flexibility in their use. Apartment layouts maintain generous, functional and well-considered layouts with main living spaces and bedrooms having direct views and access to balconies and terraces to take advantage of the parkland and surrounding views. The residential design incorporates open plan typology which maintains connectivity with private open spaces and maintains appropriate natural cross-ventilation outcomes wherever possible.
Sustainability	
Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposal maintains a considered approach to sustainability of the development and delivers a positive environmental, social and economic outcome. The orientation and proposed articulation of the facades will enable the buildings to passively utilise the local environment. Balconies and openings enable solar access in winter but mitigate summer sun penetration and cross ventilation has been maximised to apartments, where possible. The project maintains sustainable design solutions for the active systems, such as energy efficient HVAC, low energy lighting and water efficient design fittings and technologies. The roof maintains significant solar PV array to assist reduction of energy consumption, carbon emissions and reduce the peak demand of the building. The sustainability strategy has been reviewed and updated to reflect current sustainable design requirements.
Amenity	
Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	Apartment maintain good design outcomes through provision of a variety of sizes and configurations. The development provides an increased number of apartments and maintains diversity in the range of apartment typologies, along with generously sized rooms designed to consider size and placement of furniture to optimise occupant use of space. Apartments achieve good natural ventilation outcomes and include wide ranging views of the surrounding spaces and streets. The design maintains a variety of gathering and social amenity areas and facilities within the development, primarily on Level 3 communal terrace. The Hawthorne Place Forecourt is a semi-public space designed to allow social and communal amenity and interaction. The podium level offers resort style amenities for residents including a private dining room and gym overlooking the landscaped roof, with outdoor alfresco and barbeque areas, landscaped paths, lawn and seating zones.
Legibility	
Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	The design continues to achieve strong legibility for residents, workers, visitors and neighbours through and around the development. The 3-storey podium base is built to the boundary which reinforces the street edge of triangular site. Entry points for pedestrians and vehicles are expressed in the architectural design and are well-considered aspects of the podium level.
Safety	
Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The design encourages a communal feel throughout, between all the users of the building. The commercial tenancies on the ground floor at street level encourages activation and pedestrian movement. The residential occupants and visitors interact directly with commercial tenants through the residential entry directly adjacent. Passive surveillance to Hawthorne Place, Lane 59 and the adjoining public open space is maintained from the adjoining residential apartments.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Design principle	Design response
Community	
Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.	The project strives to create a strong community within the development and to enhance and connect with the wider Burswood Community. A diverse range of studio, 1-, 2- and 3-bedroom dwellings are proposed to encourage a dynamic, vibrant and inclusive community. The revised design outcome intends to continue engagement with the adjoining GO Edwards Park and Lane 59 to encourage and facilitate connectivity with the wider community. Off-site landscaping, footpaths and public art opportunities further enhance and contribute to the community.
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 development is designed by Cottee Parker Architects, who have invested significant time and energy into creating a well-considered design that fits within the context of the locality, creates an attractive and inviting built form, and includes varied materials and design elements.

Residential Design Codes Volume 2

Since approval of the substantive development, the Residential Design Codes - Volume 2 (Apartments) (**R-Codes**) have now become a Planning Code. The R-Codes remain applicable to the development.

Whilst the proposed amendments have altered some aspects of the existing approved development, particularly in relation to residential dwelling diversity, car parking and landscaping, the development is considered to remain consistent with the R-Codes.

Where an element of the approved development is proposed to be amended, this aspect has been considered with the relevant Element Objectives and Acceptable Outcomes (refer **Appendix 10** - Residential Design Codes Assessment).

Local Planning Policies

Local Planning Policy 4 - Mixed use development and residential uses in non-residential areas

The Town's *Local Planning Policy No. 4 – Non-Residential Uses in or Adjacent to Residential Areas* (**LPP4**) applies to the subject site. Refer **Table 2** below for assessment against the provisions of LPP4.

Table 3: LPP4 development requirements assessment

Development requirement	Comment
Address, Servicing and Access	
The address and entry points for the residential use must be separate from other uses and readily identifiable. All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services must be separately provided for residential uses.	The residential and commercial components have been provided with separate, readily identifiable entrances. Bin storage areas for the residential and commercial components of the development are appropriately separated. Letter boxes and similar other relevant facilities are accessible and provided for residential occupants.
Amenity and Security	
A high level of amenity and security should be ensured for all uses, particularly residential. All development should be designed to avoid problems such as overlooking, overshadowing and nuisances. In addition, maximum advantage should be taken of available views and favourable orientation for residential development.	The proposed development is oriented to minimise overlooking, overshadowing and other adverse impacts to adjoining properties.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Development requirement	Comment
	Passive surveillance of public and semi-public spaces has been provided or enhanced where possible throughout the amended development design. Residential dwellings are oriented to capitalise on favourable views, particularly those to the north.
Parking	
Car parking shall be provided as required under the relevant Local Planning Policy requirements. Parking for the residential use(s) shall be separate from parking for other uses. Access to car parking spaces shall be available for all uses at all times of operation.	Car parking has been provided with consideration for the R-Codes requirements and LPP23. The amended design separates parking for the commercial tenancy and visitor parking bays from the residential parking areas. Access to each parking area will be available for the relevant user at all times.
Setbacks	
Setbacks for residential development shall be provided as required under the Scheme and relevant Precinct Plan requirements. For the purpose of determining the distance between non-residential and residential buildings or parts of buildings on the same site, both shall be treated as though they are residential and set back accordingly. Likewise, windows, doors and similar openings in non-residential buildings shall be treated, for the purposes of calculating setbacks, as though they are major openings in residential buildings.	LPP22 permits a minimum nil street setback for all frontages and side setbacks at podium level. The tower element is to be setback a minimum of 8m from podium edge at street frontages and 4 m from lane/mini-street. The proposed podium has nil setback to all boundaries. The tower element has an 8m setback to Hawthorne Place, and a 3.5m setback to Lane 59. The revised design results in a minor variation to tower location because of the revision to tower floorplate design. Refer assessment against LPP22 below for further consideration of the setback variation.
Open Space	
Open space shall be provided for residential uses as required under the Residential Design Codes. For the purposes of calculating the amount of required open space for Single Houses and Grouped Dwellings, the 'site' (area) shall be that portion of the site set aside for residential purposes.	Common spaces have been carefully considered and are designed in an attractive manner. The main common areas on the tower podium (Level 3) are provided with extensive and high-quality landscaping.
Visual Privacy	
The non-residential portion of any mixed-use development is to be designed to minimise overlooking of major openings and outdoor active habitable spaces of the multiple dwellings within the site.	The commercial office tenancy has direct views of Hawthorne Place and the Hawthorne Place Forecourt. There are no direct sightlines to major openings or outdoor active habitable spaces from the office tenancy.

Local Planning Policy 22 - Development standards for Causeway Precinct

The Town's *Local Planning Policy 22 – Development Standards for Causeway Precinct* (**LPP22**) applies to the subject site. An assessment against the relevant provisions of LPP22 is provided in **Table 4** below.

Table 4: LPP22 development requirement assessment

Development requirement	Comment
Desired future character	
Contemporary residential development fronts onto parkland, forming an urban edge of apartments with city and park views. Potential for up to 4 taller residential buildings a maximum of 18 storeys having a 3 to 4 storey podium.	The proposed development includes a three-storey podium with a 20-storey overall height. The podium level of the development has reduced to 3-storey, whilst the overall 20-storey height is consistent with the approved development.
Residential development affords good surveillance over the parks, enhancing safety and usage. Apartments address both the park and the streets with dedicated pedestrian entries provided to both.	The development has been designed so that the building facades are orientated towards G.O. Edwards Park, Lane 59 and Hawthorne Place.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Development requirement	Comment
	Most dwellings are contained within the tower component of the development and are designed to face north towards G.O. Edwards Park. All apartments are provided with balconies at or above ground level, ensuring interaction is maintained with the street and passive surveillance is maintained to the public realm. Additionally, direct pedestrian access to G.O. Edwards Park is maintained from the residential development via both dwellings at Ground Level within the podium and from direct access to Level 1.
Ground floor commercial activity is required to street frontages with scope for additional commercial or community uses above.	A commercial office tenancy is proposed with direct frontage to Hawthorne Place. There is no scope for additional commercial/community uses above the ground floor, and this is not considered appropriate to integrate with the residential dwellings on the upper level.
Land use	
Residential towers with an office/commercial component only being permitted within the first 3 to 4 storeys and required to all streets at ground level.	The proposed development includes a commercial office tenancy on the ground floor with frontage to Hawthorne Place.
Density	
R160	The proposed development is consistent with LPP22 requirements of height and proposed high density urban residential development.
Plot ratio	
3	The proposed development has a plot ratio area of 10,826m^2 and an overall plot ratio of 2.4:1.
Building height and form	
Potential location for up to one tower on each of the following sites: • *43-47 (Lot 2) Burswood Road* • *53-63 (Lot 905) Burswood Road* • *1-15 (Lot 1) Thorogood Street* • *2 (Lot 100) Hawthorne Place*	The proposed development includes one tower.
Maximum 18 storeys (max 67.5 m), stepping down to min 2 storeys (7.5 m) and max 3 storeys (max 11.25 m) at street, lane and park frontages.	The proposed development includes a three-storey podium (maximum 11.25m) and 20-storey overall height (max 62.7m) limit at the top of the tower element. The development proposes a reduction in height to the podium, but the approved tower height is not altered.
View sharing	
Tower elements to have maximum building width of 30m when measured parallel to alignment of Hampton St on the ridge.	The amended tower form has a maximum 30m width as viewed from Hampton Street (refer Drawing Number SD1001 in **Appendix 2**).
Minimum building separation of 30m between any two tower elements when measured parallel to alignment of Hampton St. Tower elements to be sited to enable sufficient offset to achieve 30m separation from potential adjacent towers.	The proposed development includes only one tower. No other towers are located within the surrounding area and therefore the development is not required to provide further separation.
Setbacks	
Nil setback to all frontages.	The podium maintains a nil building setback to Hawthorne Place, G.O. Edwards Park and Lane 59 (to the laneway widening point).
Nil side setbacks permitted for podium levels.	

TOWN OF VICTORIA PARK
Received: 23/05//2025

Development requirement	Comment
Tower elements setback min 8m from podium edge at street frontages and 4 m from lane/mini-street.	The tower has a proposed setback of 8m from Hawthorne Place, consistent with the requirements of LPP22. The tower element has a setback of 3.5m to Lane 59 in lieu of the required 4m. The portion of the tower which extends into the setback area is minor, comprising the corner of an open balcony and a portion of one apartment on Levels 4 to 19. The two portions of building projecting into the setback area equate to approximately 6.8m of projection. Considering this minor projection across the 135m width of Lane 59, this projection is to approximately 5% of the overall boundary of the development site. In combination with the tower width being contained within the 30m view corridor, and the articulation and form of the tower stepping away from the Lane 59 interface, the minor variation has no adverse impact on the lane or adjoining properties.
Access and parking	
All car parking screened from view, no forecourt parking permitted.	The design and location of the on-site car parking has been designed to ensure it is sleeved by the building form and does detract from the visual amenity of the streetscape.
Car parking at and above ground level to be located behind a viable depth of commercial or residential activity for the majority of the street frontage.	
Basement or ground level parking may be provided directly adjacent to the park, with a maximum wall height of 3.5 m. Walls to be of high architectural/artistic quality when viewed from the park.	The proposed development maintains separation of parking areas from G.O Edwards Park.
Parking on upper levels is to be screened by residential and/or commercial development for the majority of the park frontage.	Parking throughout the development is screened by the residential and commercial building form, including the entirety of the park frontage. Where the built form is broken up, parking levels are screened by appropriate materials which will form the public art treatments.
Other	
Building design is to address and overlook parkland to improve safety and security for park users and provide an attractive frontage when viewed from the park.	All apartments fronting G.O. Edwards Park have been provided with balconies overlooking the park. This provides safety and security to park users, whilst also creating visual interest as viewed from the park.
All upper floors are to provide a high level of outlook over the parkland and residential development must provide extensive balconies on this frontage.	
Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.	The pedestrian entry from Hawthorne Place is designed in accordance with universal design principles, providing access to the main lobby of the building. The large entry forecourt is legible and accessible to both residents, commercial occupants and visitors. The area is partially covered, providing areas for protection from bad weather at the building entry.
Provide pedestrian entry to developments from adjacent parkland.	Dedicated pedestrian entries to G.O. Edwards Park have been provided for residents.
Buildings with long frontages to parkland shall be appropriately detailed and articulated to reduce their apparent length and bulk.	Appropriate articulation has been included along the building frontage adjoining G.O. Edwards Park, ensuring the length of the building is appropriately broken up. This has been achieved by providing the podium apartments with a variety of wall lengths and heights, fencing and landscaping.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Development requirement	Comment
	The addition of the pedestrian access point to G.O. Edwards Park also assists to break up the frontage.
1m lane widening required on both sides of lane for land abutting Hawthorne Place	The proposed development maintains 1m of laneway widening area along the full extent of the laneway.

Local Planning Policy 23 – Bicycle Parking, Car Parking, and Access for Non-Residential Development

Since approval of the substantive development application in October 2022, the Town has adopted *Local Planning Policy 23 – Bicycle Parking, Car Parking, and Access for Non-Residential Development* (**LPP23**) to provide guidance on development outcomes that align with the Town's Integrated Transport Strategy.

Part 4 of LPP23 outlines the scope of the policy with respect to applications for development. The policy is application to buildings developed or used for non-residential purposes, including the non-residential components of a mixed use development. As such, LPP23 is applicable to the non-residential office component of the development only.

The relevant provisions of LPP23 have been considered in further detail below.

Bicycle Parking and End of Trip Facilities

Clause 5.1.1 of LPP23 requires bicycle parking to be provided in accordance with Table 1 of the policy. Refer Table 5 below for assessment against the bicycle parking requirements.

Table 5: LPP23 bicycle parking requirement calculation

Type	Minimum bicycle parking rate	Requirement
Short-stay bicycle parking	1 space per 500m² NLA	1 space
Long-stay bicycle parking	1 space per 250m² NLA	1 space
	Total	2 spaces

The proposed development provides short-stay bicycle parking within the Hawthorne Place forecourt which provides for the 2 spaces to meet the requirements of LPP23.

The proposed development is not required to provide end of trip facilities for non-residential uses as less than five (5) bicycle bays are required.

Car Parking

There is minimum or maximum car parking requirement required for the commercial elements of the proposed under LPP23.

Three (3) parking bays, including one (1) accessible parking space, within the visitor car park are to be reciprocal use bays with the commercial tenancy having access to these bays during office hours and the bays reverting to visitor parking outside office hours. These spaces have been designed in accordance with relevant Australian Standards and will be managed through the Parking Management Plan required by Condition 25 of the existing development approval.

Clause 5.2.3 of LPP23 requires provision of an ACROD parking bay at a rate of 1 space for every 20 car parking spaces provided. This requirement can only relate to non-residential parking bays provided, of which three (3) are proposed, including one (1) ACROD bay. This satisfies the requirements of Clause 5.2.3.

Local Planning Policy 29 - Public Art Private Developer Contributions

The proposed development requires a public art contribution in accordance with *Local Planning Policy No. 29 – Public Art Private Developer Contributions* (**LPP29**). The existing development approval captures this requirement through Condition 5 of the substantive approval.

TOWN OF VICTORIA PARK
Received: 23/05//2025

Local Planning Policy 39 – Tree Planting and Retention

The Town's Local Planning Policy 39 – Tree Planting and Retention (**LPP39**) applies to the subject site. As per the existing development approval, the existing tree on the subject site (directly adjoining GO Edwards Park) will be retained. Given the retention of an existing tree on site, LPP39 require the provision of 9 medium trees on the subject site. The proposed landscaping plan provides 4 large trees, 10 medium trees and 24 small trees on the subject site, exceeding the requirements of LPP39.

CONCLUSION

The proposed amendments to the existing development approval are minor in nature comparative to the substantive development approval issued by DAP. The proposed amendments are a result of design development and response to market conditions and will permit the development to proceed to construction.

It is considered that the amendments should be favourably determined, on individual merit, recognising the amendments are aligned with the previous development approval, being minor in nature and consistent with the applicable planning frameworks.

We therefore respectfully request the application for development approval be considered on its merits and favourably determined by the DAP.

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

Yours faithfully,

MATTHEW CAIN
ASSOCIATE

TOWN OF VICTORIA PARK
Received: 23/05//2025

250512 9175 DA Submission Letter.docx

Attachment 4 - Amended development plans, date received 19 September 2025.

TOWN OF VICTORIA PARK
Received: 19 September 2025

PARK CORNER

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE (RENDER)	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PARK CORNER

JOB No	DRAWING No	ISSUE
7251	SD0201	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

HAWTHORNE PLACE ENTRY

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE (RENDER)	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
HAWTHORNE PLACE ENTRY

JOB No	DRAWING No	ISSUE
7251	SD0202	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	MC	JA	IM
D	ISSUE FOR RFI RESPONSE (RENDER)	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE

SOUTH - WEST CORNER

JOB No	DRAWING No	ISSUE
7251	SD0203	I

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

PARK VIEW

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	MC	JA	IM
D	ISSUED FOR CLIENT APPROVAL	D	MC	JA	ND
C	ISSUE FOR RFI RESPONSE (RENDER)	C	JC	IW	IW
B	ISSUED FOR CLIENT RECORD	B	KH	IW	IW
A	ISSUED FOR DA SUBMISSION	A	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PARK VIEW

JOB No	DRAWING No	ISSUE
7251	SD0204	I

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

HAWTHORNE PLACE

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	MC	JA	IM
A	ISSUED FOR CLIENT APPROVAL	A	MC	JA	ND

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
HAWTHORNE PLACE

JOB No **7251** | DRAWING No **SD0205** | ISSUE **F**

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

1 - VIEW CORRIDOR MAP
SCALE 1:2000 @ A1
SCALE 1:4000@ A3

CURRENT HAMPTON STREET VIEW

HAMPTON STREET VIEW WITH PROPOSED DEVELOPMENT

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

	ISSUE PURPOSE	DATE	D	C	A
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	MC	JA	IM
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET...	A	KH	KH	IW

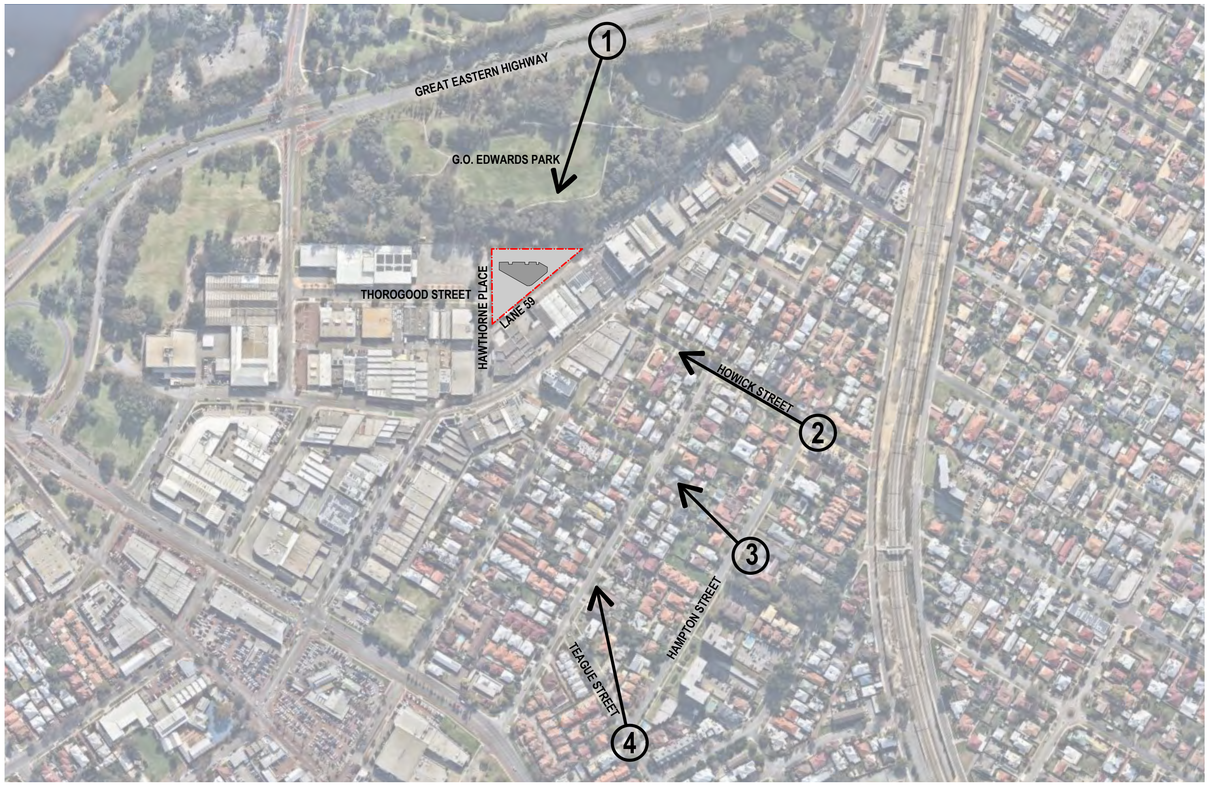
2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
VIEW CORRIDOR

JOB No	DRAWING No	ISSUE
7251	SD1001	I



STREET VIEW LOCATIONS MAP

1 GREAT EASTERN HIGHWAY BETWEEN RESORT DRIVE AND BOLTON AVENUE

TOWN OF VICTORIA PARK
Received: 19 September 2025

View 2 - Hamptom St and Howick St

View 3 - Street View from Hampton St

View 4 - Teague St and Hamptom St

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:12 PM

ISSUE	PURPOSE	DATE	D	C	A
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	MC	JA	IM
C	ISSUE FOR RFI RESPONSE	C	JC	IW	IW
B	ISSUED FOR PLANNING RFI RESPONSE - DRAWING NUMBER CHANGED	B	KH	KH	IW
A	ISSUED FOR PLANNING RFI RESPONSE	A	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE

STREET VIEW IMAGES

JOB No	DRAWING No	ISSUE
7251	SD1002	H

1 - SITE PLAN
SCALE 1:200 @ A1
SCALE 1:400 @ A3

TOWN OF VICTORIA PARK
Received: 19 September 2025

LEGEND

- PODIUM UNIT ENTRY
- TOWER UNITS ENTRY
- OFFICE ENTRY
- VISITORS VEHICLE ENTRY
- RESIDENTS VEHICLE ENTRY

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

0 2 4 6 8 10 12 14 16 18 20

SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUE FOR RFI RESPONSE	E	JC	IW	IW
D	ISSUED FOR PLANNING RFI RESPONSE - DRAWING NUMBER CHANGHED	D	KH	KH	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
SITE PLAN

JOB No	DRAWING No	ISSUE
7251	SD1003	J

1 - GROUND FLOOR
SCALE 1:200 @ A1
SCALE 1:400 @ A3

0 2 4 6 8 10 12 14 16 18 20
SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

TOWN OF VICTORIA PARK
Received: 19 September 2025

ISSUE	PURPOSE	DATE	D	C	A
O	ISSUED FOR DA AMENDMENT	O	JA	IM	ND
N	ISSUED FOR DA AMENDMENT	N	JA	IM	ND
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	JA	IM
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

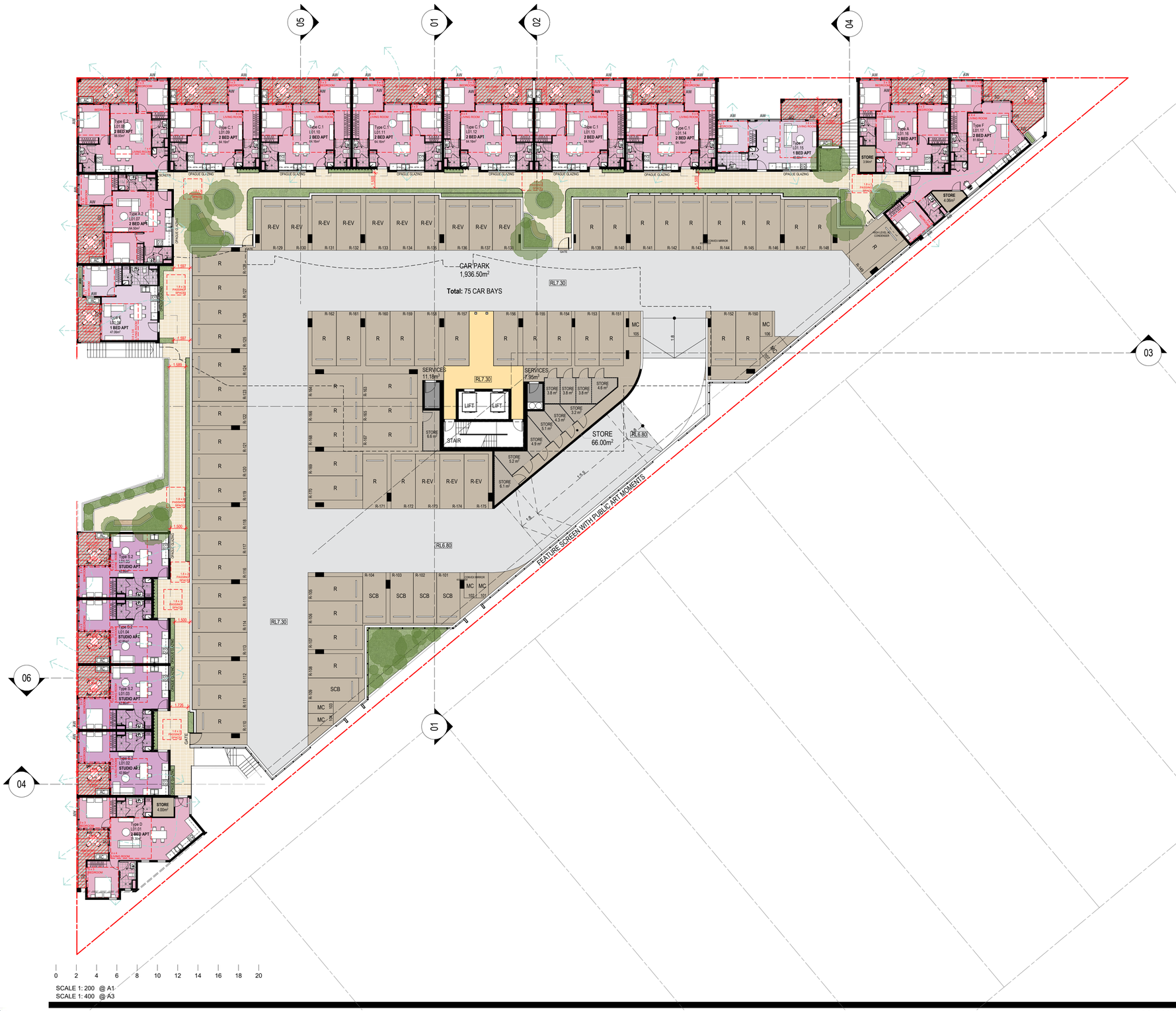
CLIENT - SKS

DRAWING TITLE
PLAN - GROUND FLOOR

JOB No	DRAWING No	ISSUE
7251	SD2001	O

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

1 / - LEVEL 01
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
N	ISSUED FOR DA AMENDMENT	N	JA	IM	ND
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

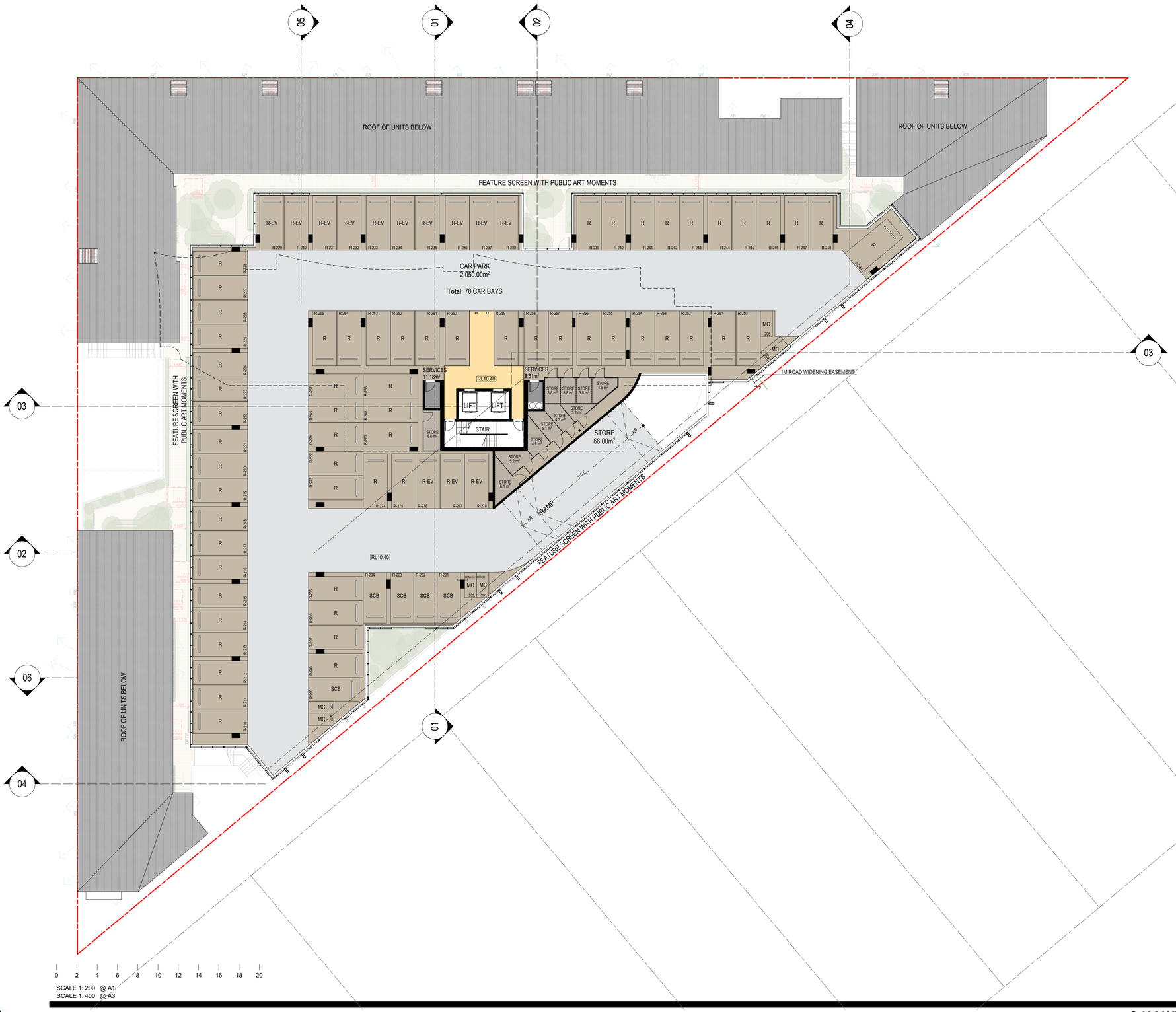
CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 01

JOB No	DRAWING No	ISSUE
7251	SD2002	N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



1 / - LEVEL 02
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

N	ISSUED FOR DA AMENDMENT	N	JA	IM	ND
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
ISSUE PURPOSE		DATE	D	C	A

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

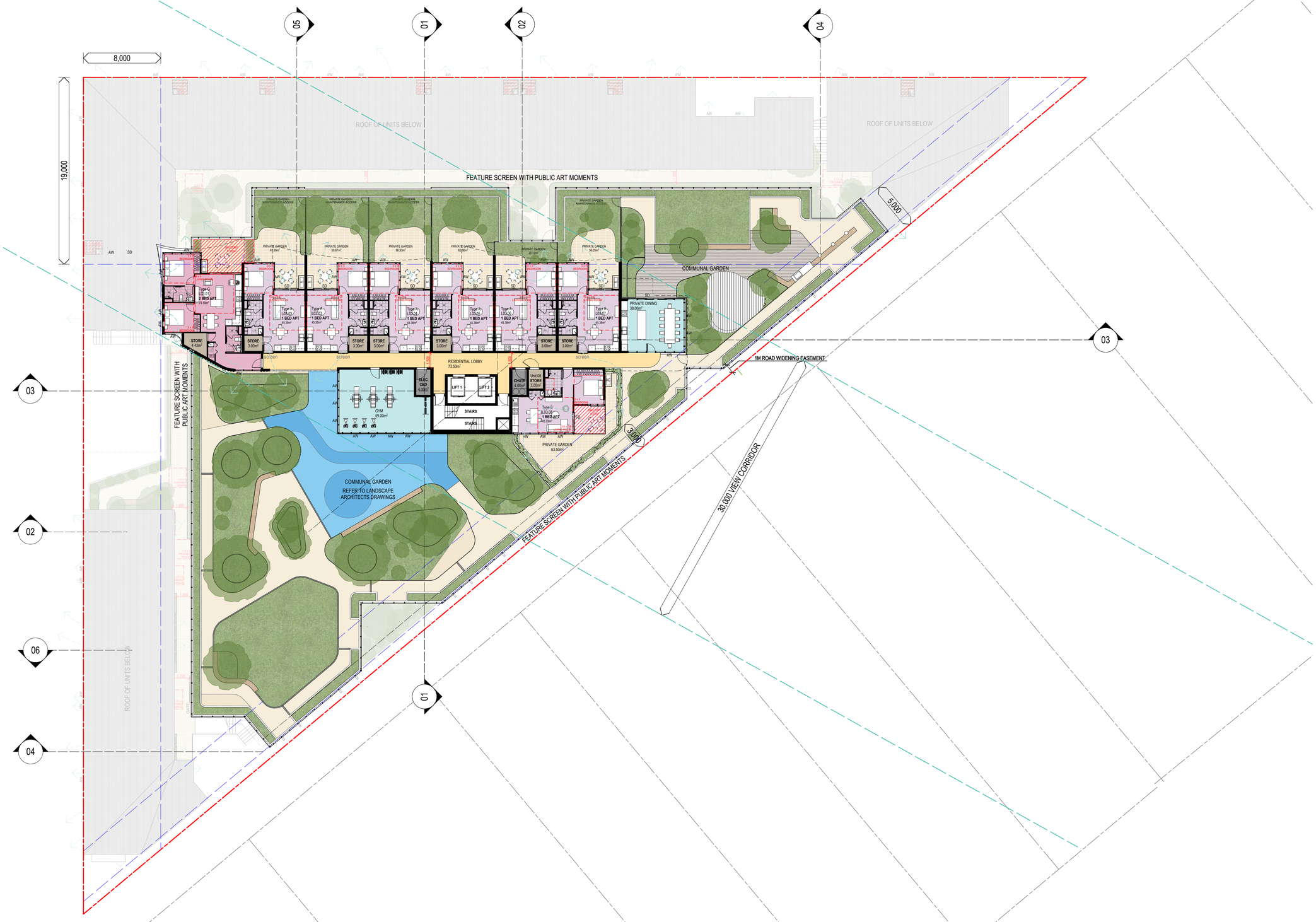
CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 02

JOB No	DRAWING No	ISSUE
7251	SD2003	N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



1 / - LEVEL 03 - TOWER PODIUM
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

ISSUE	PURPOSE	DATE	D	C	A
N	ISSUED FOR DA AMENDMENT	N	JA	IM	ND
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 03 TOWER PODIUM

JOB No	DRAWING No	ISSUE
7251	SD2004	N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

19,000

5,000

1,000 ROAD WIDENING EASEMENT

30,000 VIEW CORRIDOR

RESIDENTIAL LOBBY
69.00m²

Type D
L04.01
2 BED APT
73.19m²

Type A
L04.02
1 BED APT
45.38m²

Type A
L04.03
1 BED APT
45.38m²

Type A
L04.04
1 BED APT
45.38m²

Type A
L04.05
1 BED APT
45.38m²

Type A
L04.06
1 BED APT
45.38m²

Type A
L04.07
1 BED APT
45.38m²

Type D
L04.08
1 BED APT
49.94m²

Type B
L04.09
1 BED APT
49.33m²

Type B
L04.10
1 BED APT
49.33m²

STORE 4.42m²
STORE 3.00m²
ELEC. CSD 3.00m²
Unit 10 STORE 4.00m²
Unit 08 STORE 3.00m²
CHUTE 4.00m²
LIFT 1
LIFT 2
screen

1 LEVEL 04 - TOWER
SCALE 1:100 @ A1
SCALE 1:200 @ A3

0 1 2 3 4 5 6 7 8 9 10
SCALE 1: 100 @ A1
SCALE 1: 200 @ A3

N

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR CLIENT APPROVAL	F	MC	JA	ND
E	ISSUE FOR RFI RESPONSE	E	JC	IW	IW
D	WIP ISSUE FOR CLIENT AND PLANNER	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

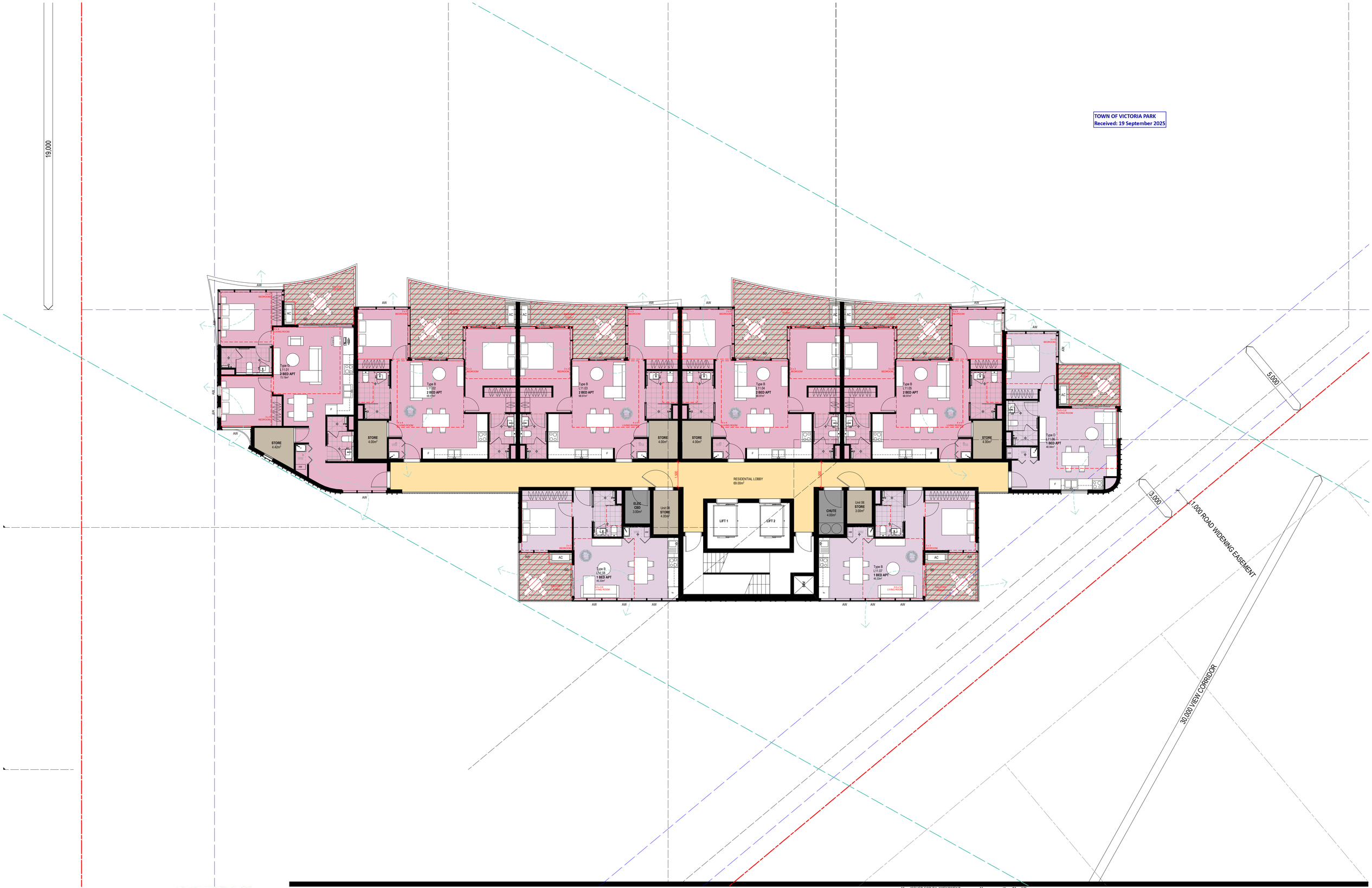
DRAWING TITLE

PLAN - LEVEL 04 - 10 (LOWER TOWER)

JOB No	DRAWING No	ISSUE
7251	SD2005	M

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

	ISSUE PURPOSE	DATE	D	C	A
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR CLIENT APPROVAL	F	MC	JA	ND
E	ISSUE FOR RFI RESPONSE	E	JC	IW	IW
D	WIP ISSUE FOR CLIENT AND PLANNER	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE

PLAN - LEVEL 11 - 13 (MID TOWER)

JOB No	DRAWING No	ISSUE
7251	SD2006	M

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

19,000

5,000

3,000

1,000 ROAD WIDENING EASEMENT

30,000 VIEW CORRIDOR

RESIDENTIAL LOBBY
69.00m²

LIFT 1

LIFT 2

LIFT

Type C
L 14.01
3 BED APT
92.12m²

Type A
L 14.02
3 BED APT
94.67m²

Type A
L 14.03
3 BED APT
94.67m²

Type B
L 14.04
3 BED APT
93.35m²

Type B
L 14.05
1 BED APT
45.33m²

Type B
L 14.06
1 BED APT
45.33m²

STORE
4.93m²

STORE
5.05m²

STORE
5.05m²

STORE
5.04m²

ELEC
CBD
3.00m²

Unit 05
STORE
4.00m²

CHUTE
4.00m²

Unit 05
STORE
3.00m²

N

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR CLIENT APPROVAL	F	MC	JA	ND
E	ISSUE FOR RFI RESPONSE	E	JC	IW	IW
D	WIP ISSUE FOR CLIENT AND PLANNER	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

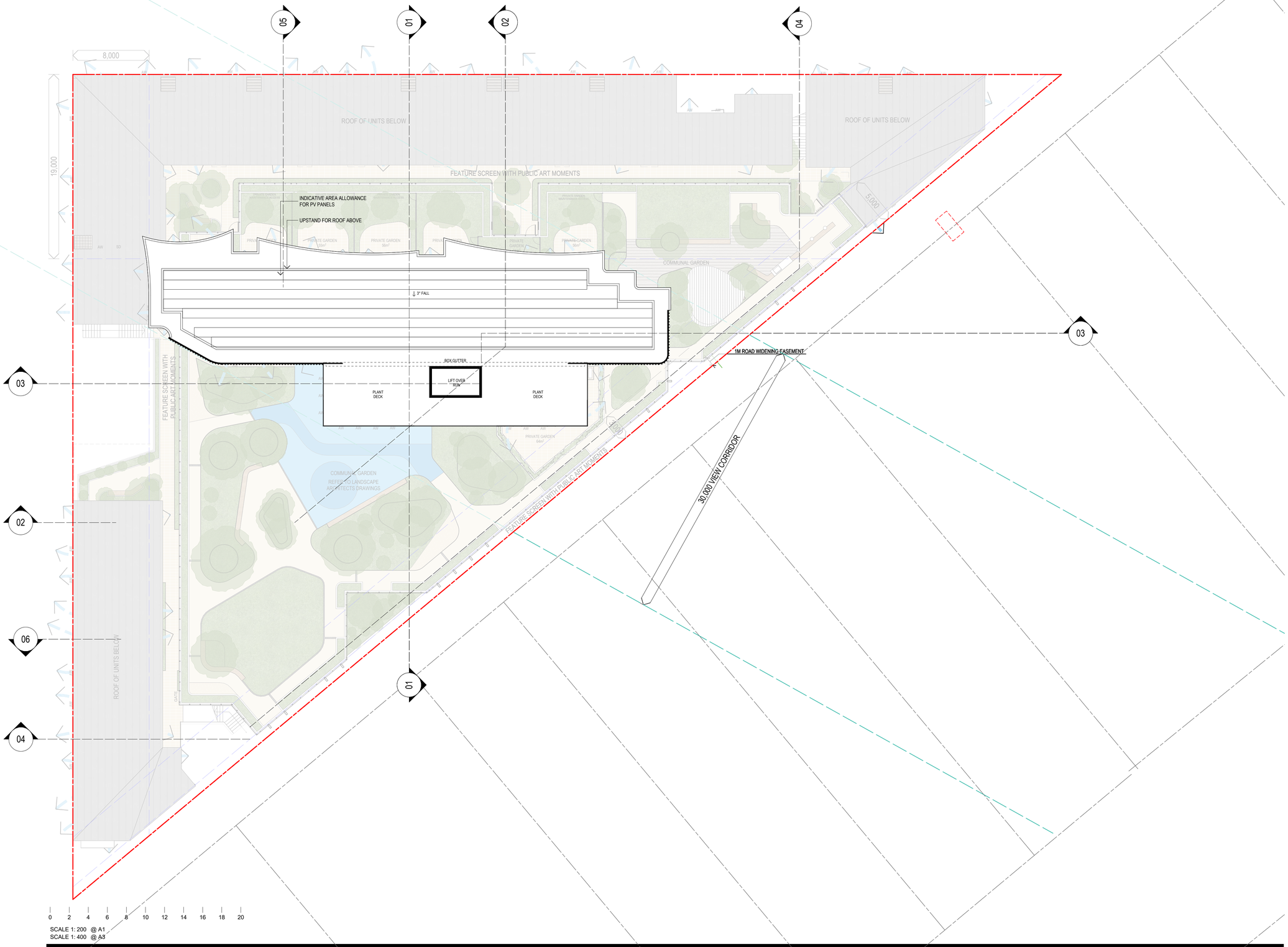
CLIENT - SKS

DRAWING TITLE

PLAN - LEVEL 14 - 19 (UPPER TOWER)

JOB No	DRAWING No	ISSUE
7251	SD2007	M

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM



TOWN OF VICTORIA PARK
Received: 19 September 2025

1 / - ROOF
SCALE 1:200 @ A1
SCALE 1:400 @ A3

N

ISSUE	PURPOSE	DATE	D	C	A
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR CLIENT APPROVAL	F	MC	JA	ND
E	ISSUE FOR RFI RESPONSE	E	JC	IW	IW
D	WIP ISSUE FOR CLIENT AND PLANNER	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

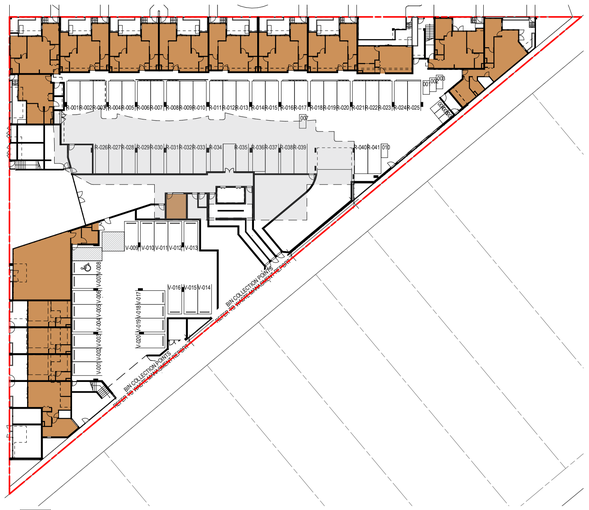
2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS

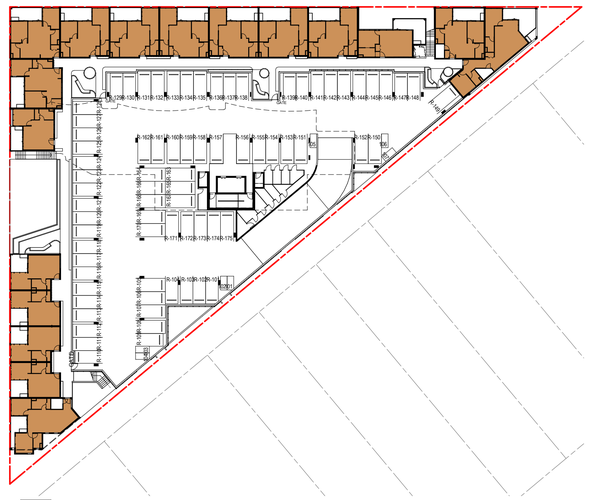
DRAWING TITLE
PLAN - ROOF

JOB No **7251** | DRAWING No **SD2008** | ISSUE **M**

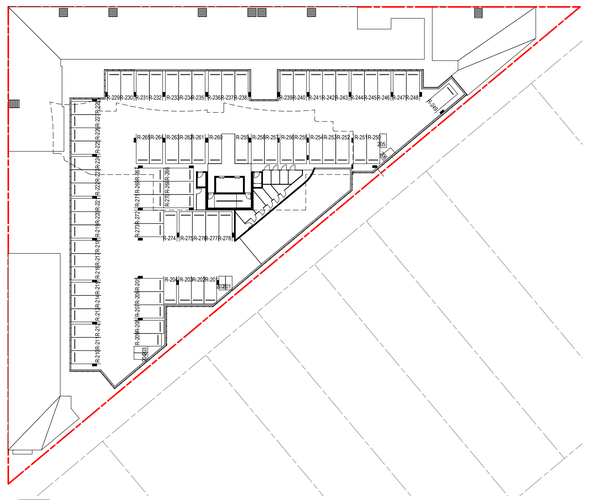
BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:13 PM



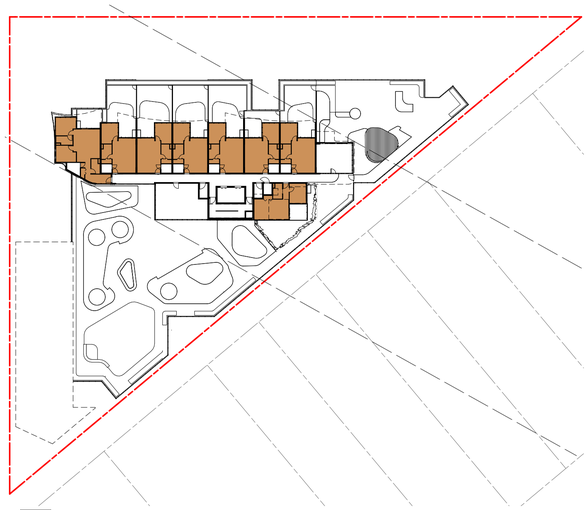
1 - PLOT RATIO PLAN - LEVEL 00



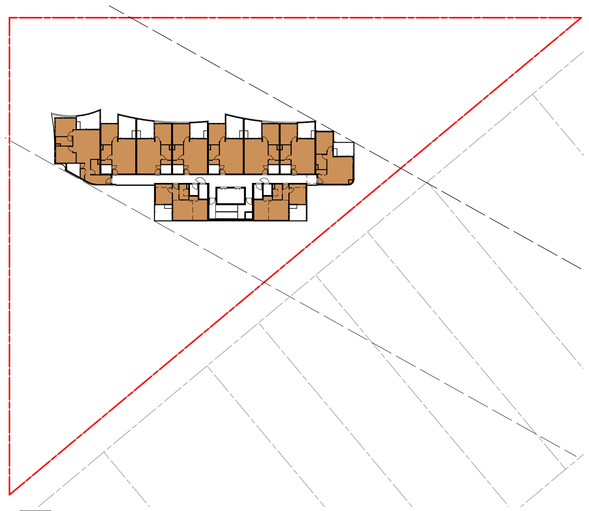
2 - PLOT RATIO PLAN - LEVEL 01



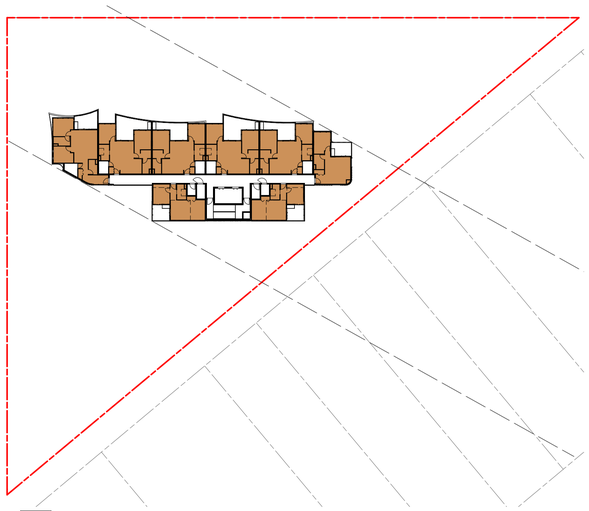
3 - PLOT RATIO PLAN - LEVEL 02



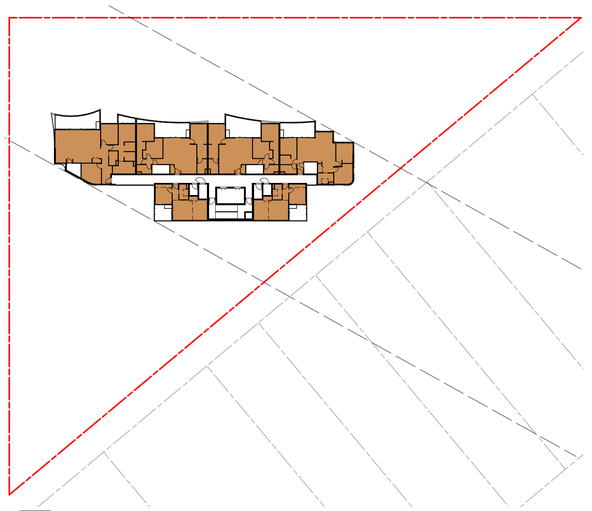
4 - PLOT RATIO PLAN - LEVEL 03 - TOWER PODIUM



5 - PLOT RATIO PLAN - LEVEL 04 - 10 TOWER



6 - PLOT RATIO PLAN - LEVEL 11 - 13 TOWER



7 - PLOT RATIO PLAN - LEVEL 14 - 19 TOWER

PLOT RATIO AREA PER FLOOR

LEVEL	AREA
LEVEL 00	1,076
LEVEL 01	1,056
LEVEL 03 - TOWER PODIUM	417
LEVEL 04 - TOWER	514
LEVEL 05 - TOWER	514
LEVEL 06 - TOWER	514
LEVEL 07 - TOWER	514
LEVEL 08 - TOWER	514
LEVEL 09 - TOWER	514
LEVEL 10 - TOWER	514
LEVEL 11 - TOWER	510
LEVEL 12 - TOWER	510
LEVEL 13 - TOWER	510
LEVEL 14 - TOWER	514
LEVEL 15 - TOWER	514
LEVEL 16 - TOWER	514
LEVEL 17 - TOWER	514
LEVEL 18 - TOWER	514
LEVEL 19 - TOWER	514
TOTAL	**10,761 m²**

SITE AREA: **4485m²**

ALLOWED PLOT RATIO: **3 to 1**
MAX DEVELOPMENT AREA: **13455m²**

Plot ratio area - the gross total area of all floors of buildings

On a development site, including the area of any internal and external walls.

Not including:
- The areas of any lift shafts
- Stairs or stair landings common to two or more dwellings
- Machinery, air conditioning and equipment rooms
- Space that is wholly below natural ground level
- Areas used exclusively for the parking of wheeled vehicles at or below natural ground level;
- Storerooms
- Lobbies, bin storage areas, passageways to bin storage areas or amenities areas common to more than one dwelling
- Balconies, eaves, verandahs, courtyards and roof terraces.

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	J	J	J
I	ISSUED FOR DA AMENDMENT	I	I	I	I
H	ISSUED FOR DA AMENDMENT	H	H	H	H
G	ISSUED FOR DA AMENDMENT	G	G	G	G
F	ISSUED FOR DA AMENDMENT	F	F	F	F
E	ISSUE FOR RFI RESPONSE	E	E	E	E
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D	D	D	D
C	ISSUED FOR CLIENT RECORD	C	C	C	C
B	ISSUED FOR DA SUBMISSION	B	B	B	B
A	DA CONSULTANT BACKGROUND SET...	A	A	A	A

2 HAWTHORNE PLACE, BURSWOOD

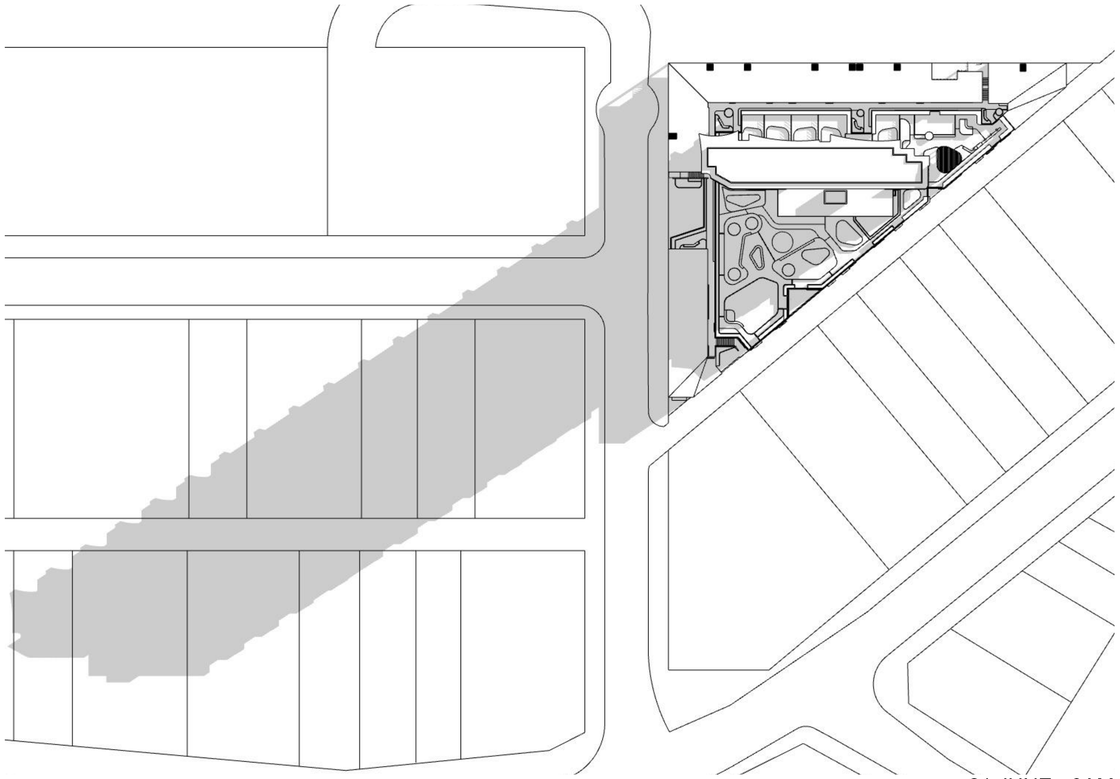
HAWTHORNE GREEN, PERTH

CLIENT - SKS

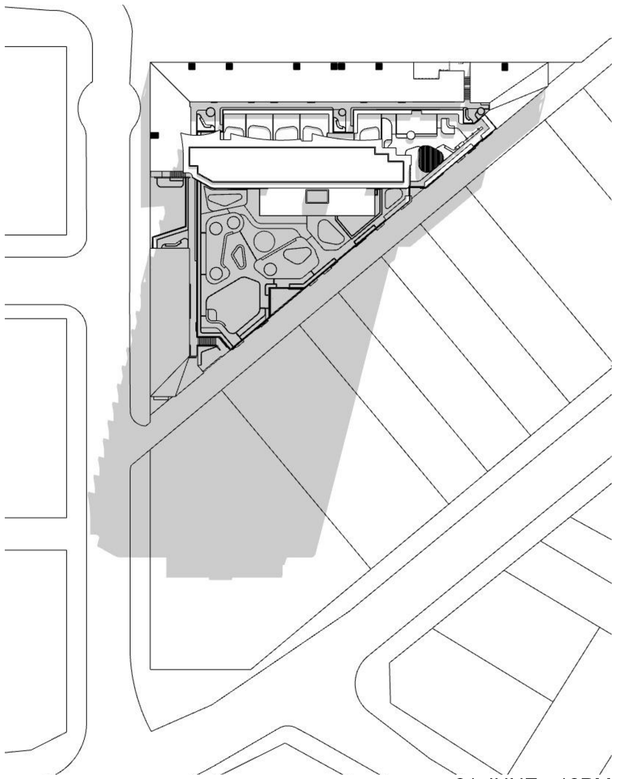
DRAWING TITLE
DIAGRAMS - PLOT RATIO

JOB No	DRAWING No	ISSUE
7251	SD2801	J

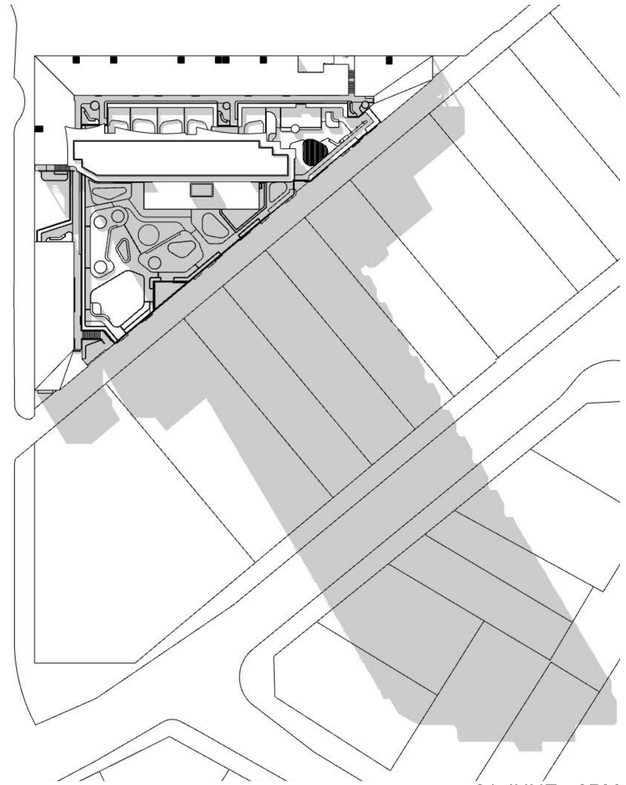
TOWN OF VICTORIA PARK
Received: 19 September 2025



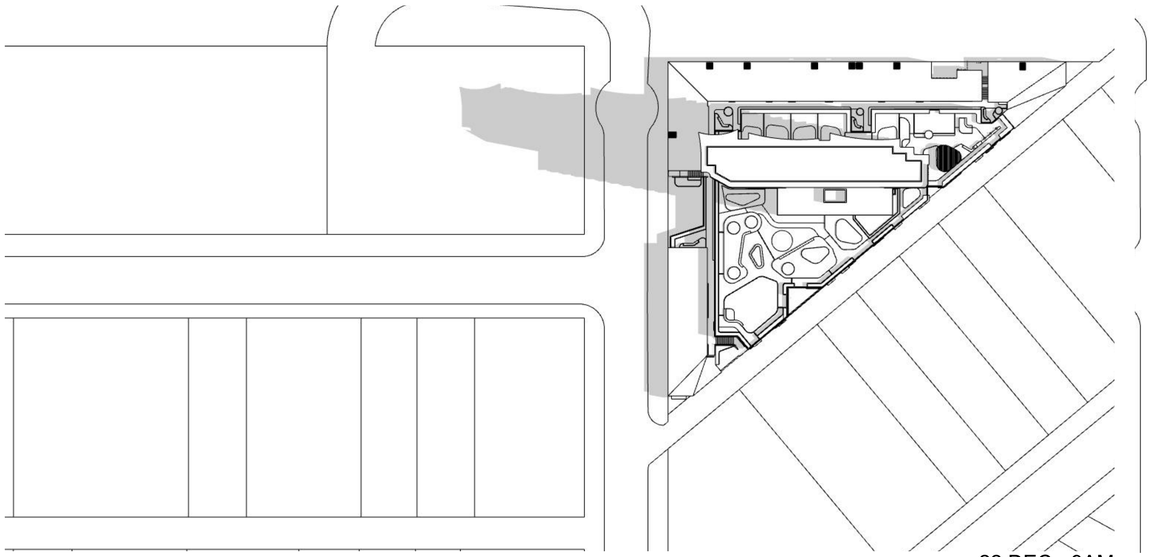
21 JUNE - 9AM



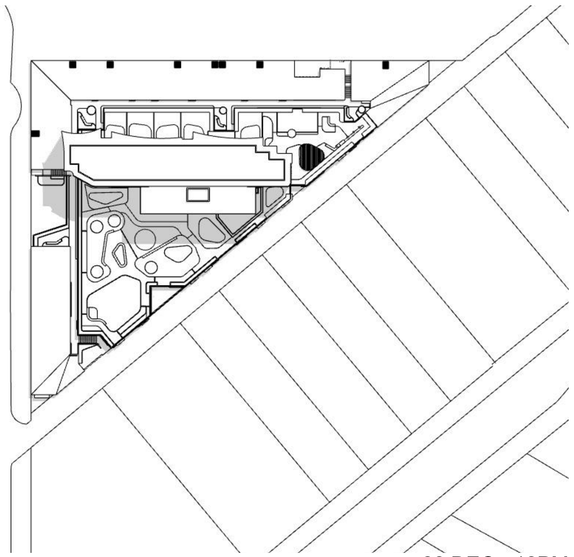
21 JUNE - 12PM



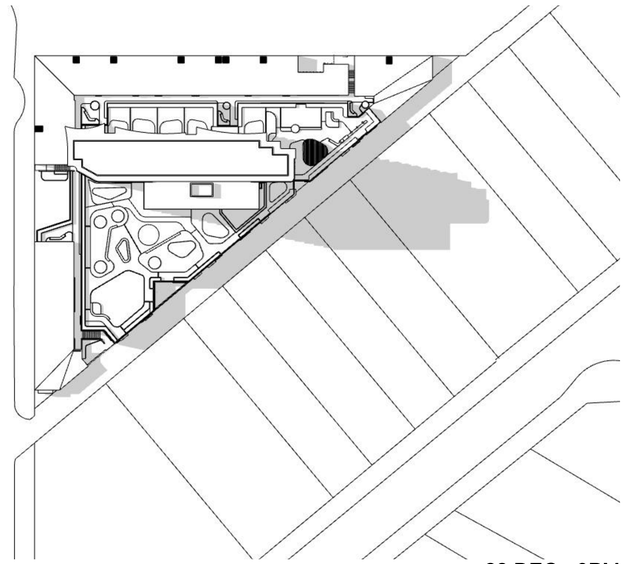
21 JUNE - 3PM



22 DEC - 9AM



22 DEC - 12PM



22 DEC - 3PM

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	J	J	J
I	ISSUED FOR DA AMENDMENT	I	I	I	I
H	ISSUED FOR DA AMENDMENT	H	H	H	H
G	ISSUED FOR DA AMENDMENT	G	G	G	G
F	ISSUED FOR DA AMENDMENT	F	F	F	F
E	ISSUE FOR RFI RESPONSE	E	E	E	E
D	ISSUED FOR PLANNING RFI RESPONSE	D	D	D	D
C	ISSUED FOR CLIENT RECORD	C	C	C	C
B	ISSUED FOR DA SUBMISSION	B	B	B	B
A	DA CONSULTANT BACKGROUND SET...	A	A	A	A

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
SUN STUDIES

JOB No	DRAWING No	ISSUE
7251	SD2802	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:14 PM

DWELLING SCHEDULE PER FLOOR

	UNIVERSAL DESIGN	SOLAR ACCESS			VENTILATION		STORE	CAR PARK
	Target rate	Full Solar Access	Some Solar Access	No Solar Access	Min 60% of dwellings in the first 9 storeys			
	A4.9.1 (b)	A4.1.1 (a)		A4.1 (b)	A4.2 (a)	A4.2 (b)		
	20% Silver Level apartments as defined in Livable Housing Guidelines	Living and Private Open Space receive 2hrs **direct sunlight** between @9am and 3pm on 21 June	Dwelling **receive direct sunlight** between 9am and 3pm on 21 June	Dwelling receive **No direct sunlight** between 9am and 3pm on 21 June	naturally cross ventilated	Single aspect units - room depth less than 3x ceiling height and - vent. openings oriented 45-90deg of [illegible]	Min 3 m^3 for 1 Bedroom Units Min 4 m^3 for 2 Bedroom Units Min 5 m^3 for 3	
	Min 20%	Min 70%		Max 15%		Min 60%		
LEVEL UNIT NUM. DWELLING TYPE TYPE CODE	**30%** ✓	**74%** ✓	**17%** ✓	**9%** ✓		**67%** ✓		
Number of dwellings in the first 9 storeys of the development:						**100**		
Number of compliant dwellings:	**51**	**125**	**29**	**16**		**67**		
Total number of Dwellings: **170**								
Total number of Residential Car Bays								**194**
Total Number of Stores							**170** ✓	

LEVEL 0 - GROUND FLOOR

00 01	1 BED APT	Type C			🟡		🔵			4m²	✓	1
00 02	STUDIO	Type S.1			🟡					3m²	✓	1
00 03	STUDIO	Type S.1			🟡					3m²	✓	1
00 04	STUDIO	Type S.1			🟡					3m²	✓	1
00 05	1 BED APT	Type J			🟡					4m²	✓	1
00 06	2 BED APT	Type E		🟠			🔵			4m²	✓	1
00 07	2 BED APT	Type C		🟠						4m²	✓	1
00 08	2 BED APT	Type C		🟠						4m²	✓	1
00 09	2 BED APT	Type C		🟠						4m²	✓	1
00 10	2 BED APT	Type C		🟠						4m²	✓	1
00 11	2 BED APT	Type C		🟠						4m²	✓	1
00 12	2 BED APT	Type C		🟠						4m²	✓	1
00 13	1 BED APT	Type I		🟠						3m²	✓	1
00 14	2 BED APT	Type A.1		🟠						4m²	✓	1
00 15	2 BED APT	Type F		🟠			🔵			4m²	✓	1
		15	**0**	**10**	**5**	**0**	**3**	**0**				**15**

LEVEL 01

01 01	2 BED APT	Type D			🟡		🔵			4m²	✓	1
01 02	STUDIO	Type S.2			🟡		🔵			3m²	✓	1
01 03	STUDIO	Type S.2			🟡		🔵			3m²	✓	1
01 04	STUDIO	Type S.2			🟡		🔵			3m²	✓	1
01 05	STUDIO	Type S.2			🟡		🔵			3m²	✓	1
01 06	1 BED APT	Type E			🟡		🔵			3m²	✓	1
01 07	2 BED APT	Type A.2			🟡		🔵			4m²	✓	1
01 08	2 BED APT	Type E		🟠			🔵			4m²	✓	1
01 09	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 10	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 11	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 12	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 13	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 14	2 BED APT	Type C.1		🟠			🔵			4m²	✓	1
01 15	1 BED APT	Type I		🟠			🔵			4m²	✓	1
01 16	2 BED APT	Type A		🟠			🔵			4m²	✓	1
01 17	2 BED APT	Type F		🟠			🔵			4m²	✓	1
		17	**0**	**10**	**7**	**0**	**17**	**0**				**17**

LEVEL 03 - TOWER PODIUM

03 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
03 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
03 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
03 04	1 BED APT	Type A		🟠						3m2	✓	1
03 05	1 BED APT	Type A		🟠						3m²	✓	1
03 06	1 BED APT	Type A		🟠						3m²	✓	1
03 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
03 08	1 BED APT	Type B	🟡		🟡		🔵			3m²	✓	1
		8	**1**	**7**	**1**	**0**	**5**	**0**				**8**

LEVEL 04 - LOWER TOWER

04 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
04 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
04 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
04 04	1 BED APT	Type A		🟠						3m²	✓	1
04 05	1 BED APT	Type A		🟠						3m²	✓	1
04 06	1 BED APT	Type A		🟠						3m²	✓	1
04 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
04 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
04 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
04 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 05 - LOWER TOWER

05 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
05 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
05 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
05 04	1 BED APT	Type A		🟠						3m²	✓	1
05 05	1 BED APT	Type A		🟠						3m²	✓	1
05 06	1 BED APT	Type A		🟠						3m²	✓	1
05 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
05 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
05 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
05 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 06 - LOWER TOWER

06 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
06 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
06 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
06 04	1 BED APT	Type A		🟠						3m²	✓	1
06 05	1 BED APT	Type A		🟠						3m²	✓	1
06 06	1 BED APT	Type A		🟠						3m²	✓	1
06 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
06 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
06 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
06 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 07 - LOWER TOWER

07 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
07 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
07 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
07 04	1 BED APT	Type A		🟠						3m²	✓	1
07 05	1 BED APT	Type A		🟠						3m²	✓	1
07 06	1 BED APT	Type A		🟠						3m²	✓	1
07 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
07 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
07 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
07 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 08 - LOWER TOWER

08 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
08 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
08 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
08 04	1 BED APT	Type A		🟠						3m²	✓	1
08 05	1 BED APT	Type A		🟠						3m²	✓	1
08 06	1 BED APT	Type A		🟠						3m²	✓	1
08 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
08 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
08 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
08 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 09 - LOWER TOWER

09 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
09 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
09 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
09 04	1 BED APT	Type A		🟠						3m²	✓	1
09 05	1 BED APT	Type A		🟠						3m²	✓	1
09 06	1 BED APT	Type A		🟠						3m²	✓	1
09 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
09 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
09 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
09 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 10 - LOWER TOWER

10 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
10 02	1 BED APT	Type A		🟠			🔵			3m²	✓	1
10 03	1 BED APT	Type A		🟠			🔵			3m²	✓	1
10 04	1 BED APT	Type A		🟠						3m²	✓	1
10 05	1 BED APT	Type A		🟠						3m²	✓	1
10 06	1 BED APT	Type A		🟠						3m²	✓	1
10 07	1 BED APT	Type A		🟠			🔵			3m²	✓	1
10 08	1 BED APT	Type D		🟠			🔵			3m²	✓	1
10 09	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
10 10	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		10	**2**	**8**	**1**	**1**	**5**	**2**				**10**

LEVEL 11 - MID TOWER

11 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
11 02	1 BED APT	Type B	🟡		🟡					4m²	✓	1
11 03	1 BED APT	Type B	🟡		🟡					3m²	✓	1
11 04	2 BED APT	Type B	🟡		🟡					4m²	✓	1
11 05	2 BED APT	Type B	🟡		🟡					4m²	✓	1
11 06	1 BED APT	Type D		🟠			🔵			3m²	✓	1
11 07	1 BED APT	Type B	🟡		🟡					3m²	✓	1
11 08	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		8	**6**	**6**	**1**	**1**	**2**	**2**				**8**

LEVEL 12 - MID TOWER

12 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
12 02	2 BED APT	Type B	🟡		🟡					4m²	✓	1
12 03	1 BED APT	Type B	🟡		🟡					3m²	✓	1
12 04	2 BED APT	Type B	🟡		🟡					4m²	✓	1
12 05	2 BED APT	Type B	🟡		🟡					4m²	✓	1
12 06	1 BED APT	Type D		🟠			🔵			3m²	✓	1
12 07	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
12 08	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		8	**6**	**6**	**1**	**1**	**2**	**2**				**8**

LEVEL 13 - MID TOWER

13 01	2 BED APT	Type G		🟠			🔵			4m²	✓	1
13 02	2 BED APT	Type B	🟡		🟡					4m²	✓	1
13 03	1 BED APT	Type B	🟡		🟡					3m²	✓	1
13 04	2 BED APT	Type B	🟡		🟡					4m²	✓	1
13 05	2 BED APT	Type B	🟡		🟡					4m²	✓	1
13 06	1 BED APT	Type D		🟠			🔵			3m²	✓	1
13 07	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
13 08	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		8	**6**	**6**	**1**	**1**	**2**	**2**				**8**

LEVEL 14 - UPPER TOWER

14 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
14 02	3 BED APT	Type A		🟠						5m²	✓	2
14 03	3 BED APT	Type A		🟠						5m²	✓	2
14 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
14 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
14 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

LEVEL 15 - UPPER TOWER

15 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
15 02	3 BED APT	Type A		🟠						5m²	✓	2
15 03	3 BED APT	Type A		🟠						5m²	✓	2
15 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
15 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
15 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

LEVEL 16 - UPPER TOWER

16 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
16 02	3 BED APT	Type A		🟠						5m²	✓	2
16 03	3 BED APT	Type A		🟠						5m²	✓	2
16 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
16 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
16 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

LEVEL 17 - UPPER TOWER

17 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
17 02	3 BED APT	Type A		🟠						5m²	✓	2
17 03	3 BED APT	Type A		🟠						5m²	✓	2
17 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
17 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
17 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

LEVEL 18 - UPPER TOWER

18 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
18 02	3 BED APT	Type A		🟠						5m²	✓	2
18 03	3 BED APT	Type A		🟠						5m²	✓	2
18 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
18 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
18 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

LEVEL 19 - UPPER TOWER

19 01	3 BED APT	Type C		🟠			🔵			5m²	✓	2
19 02	3 BED APT	Type A		🟠						5m²	✓	2
19 03	3 BED APT	Type A		🟠						5m²	✓	2
19 04	3 BED APT	Type B	🟡	🟠			🔵			5m²	✓	2
19 05	1 BED APT	Type B	🟡		🟡				🔵	3m²	✓	1
19 06	1 BED APT	Type B	🟡			🔵			🔵	3m²	✓	1
		6	**3**	**4**	**1**	**1**	**2**	**2**				**10**

170

TOWN OF VICTORIA PARK
Received: 19 September 2025

CAR PARKING CALCULATIONS

NUMBER OF CAR BAYS REQUIRED:

CATEGORY	AREA	BAYS PER SQM	REQUIRED BAYS
DWELLINGS	**NUMBER OF DWELLINGS**	**BAYS REQUIRED PER DWELLING**	**BAYS REQUIRED BY DWELLING TYPE**
Studio	7	1	7
1 Bed - 1 Bath	96	1	96
2 Bed - 2 Bath	43	1	43
3 Bed - 2 Bath	24	2	48
		Residential Car Bays Total:	**194**

VISITOR	NUMBER OF DWELLINGS	RULE	BAYS REQUIRED
Number of Dwellings:	170		
Up to 12 units		1 bay per 4 apts	3
from 13th unit		1 bay per 8 apts	20
		Visitor Car Bays Total:	**23**

Note: Commercial bays could be offset from this figure as reciprocal

Total number of Car Bays Required:	**217**
Total number of Car Bays Required (Adjusted for reciprocal):	**217**

NUMBER OF CAR BAYS PROVIDED:

CATEGORY		CAR BAYS
VISITOR		20
Office & Visitor Car Bays Total:		**20**

RESIDENTIAL	NUMBER OF DWELLINGS	BAYS PROVIDED PER DWELLING	BAYS PROVIDED BY DWELLING TYPE
Apartments			
Studio	7	1	7
1 Bed - 1 Bath	96	1	96
2 Bed - 2 Bath	43	1	43
3 Bed - 2 Bath	24	2	48
Apartment Car Bays Total:	**170**		**194**
Additional Car Bays Provided:			**0**

Total number of Compliant Car Bays Provided:	**214**

BICYCLE PARKING CALCULATIONS

NUMBER OF BICYCLE PARKING REQUIRED:

DWELLINGS	NUMBER OF APARTMENTS	REQUIRED BICYCLE PARKING
Residential bicycle parking	0.5 / dwelling	170	85
Visitor bicycle parking	1 / 10 dwellings		17
	Total number of Bicycle Bays Required:		**102**

NUMBER OF BICYCLE PARKING PROVIDED:

LEVEL		PROVIDED BICYCLE PARKING
UNIT STORE ROOMS	Residential	170
GROUND FLOOR	Visitor	20
GROUND FLOOR	Commercial	2
	Total number of Bicycle Bays Provided:	**192**

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	J	J	J
I	ISSUED FOR DA AMENDMENT	I	I	I	I
H	ISSUED FOR DA AMENDMENT	H	H	H	H
G	ISSUED FOR DA AMENDMENT	G	G	G	G
F	ISSUED FOR DA AMENDMENT	F	F	F	F
E	ISSUE FOR RFI RESPONSE	E	E	E	E
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D	D	D	D
C	ISSUED FOR CLIENT RECORD	C	C	C	C
B	ISSUED FOR DA SUBMISSION	B	B	B	B
A	DA CONSULTANT BACKGROUND SET	A	A	A	A

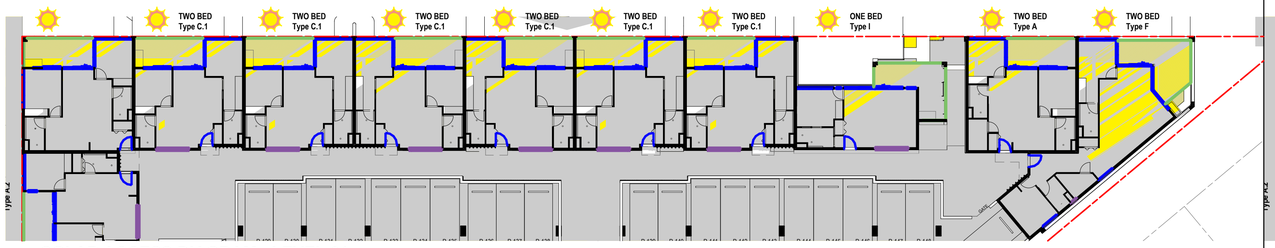
2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

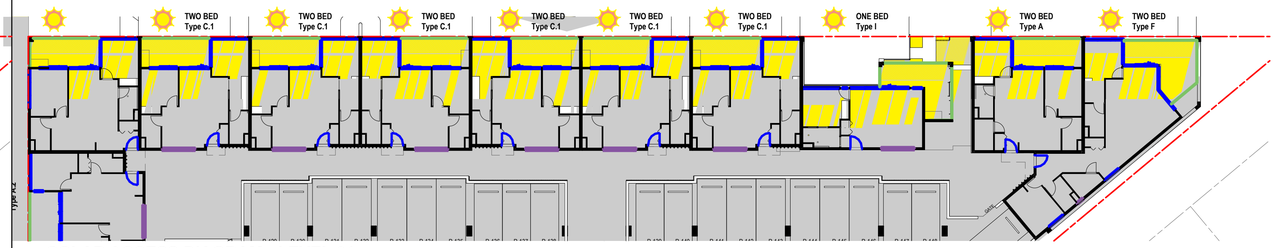
CLIENT - SKS

DRAWING TITLE
DEVELOPMENT SCHEDULES

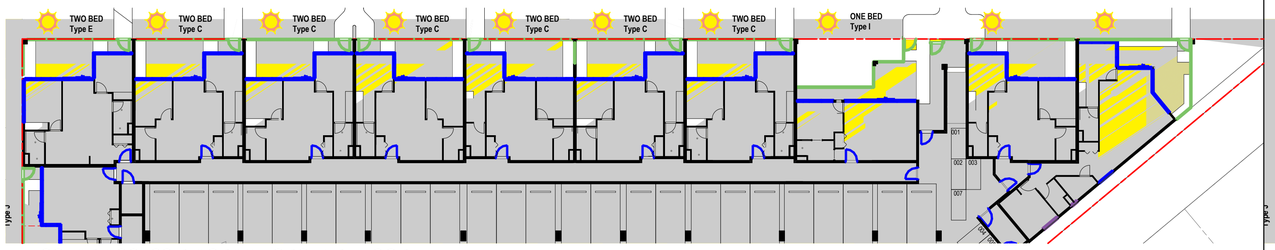
JOB No	DRAWING No	ISSUE
7251	**SD2803**	**J**



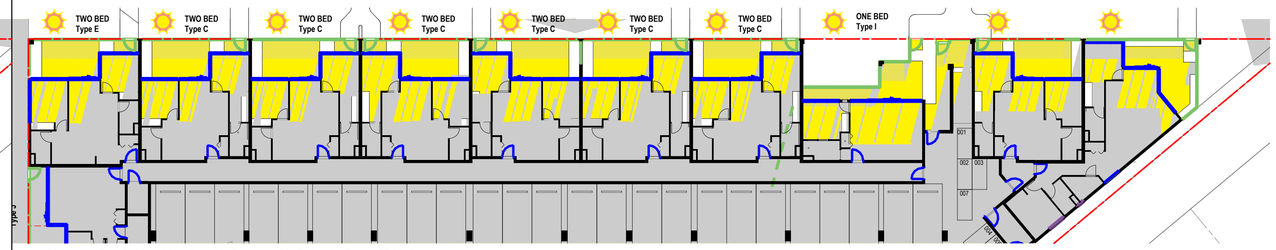
SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 9 AM



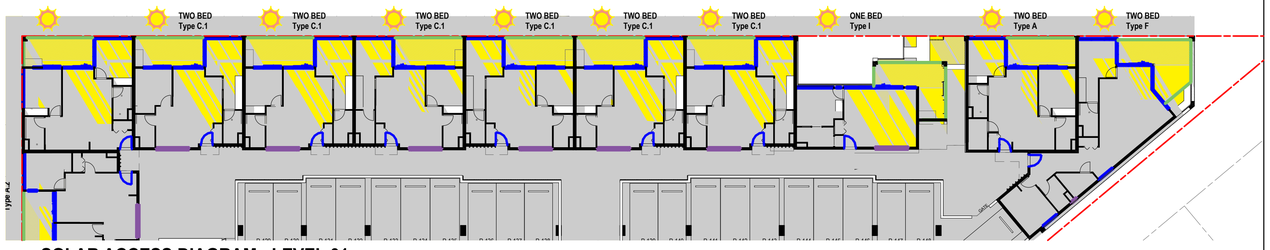
SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 12 PM



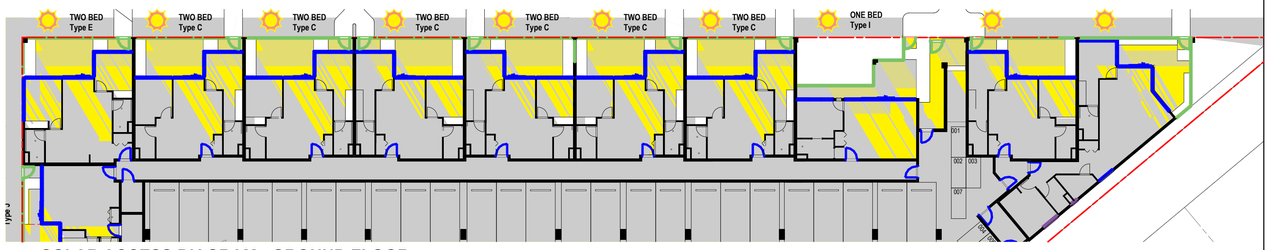
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 9 AM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

- FULL SOLAR ACCESS
- PARTIAL SOLAR ACCESS
- NO SOLAR ACCESS
- FULL HEIGHT GLAZED OENING
- GLAZED OPENING
- TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:14 PM

ISSUE	PURPOSE	DATE	D	C	A
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	MC	JA	IM
B	ISSUE FOR RFI RESPONSE	B	JC	IW	IW
A	ISSUED FOR PLANNING RFI RESPONSE	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

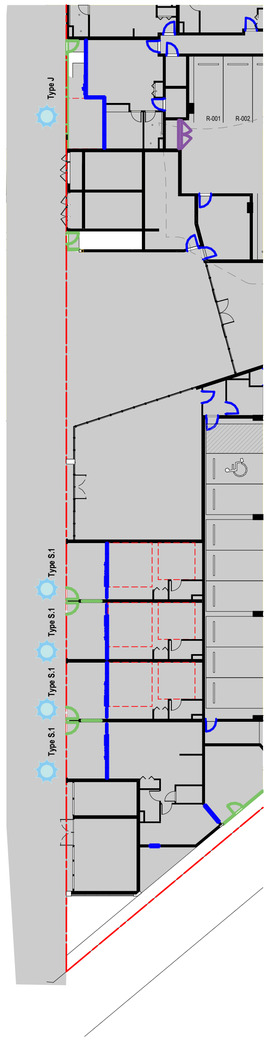
HAWTHORNE GREEN, PERTH

CLIENT - SKS

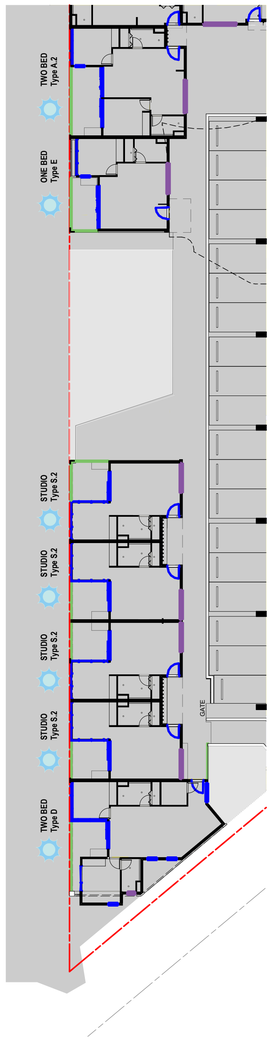
DRAWING TITLE

ACCESS TO SUN DIAGRAM - PARK FACING TOWNHOUSES

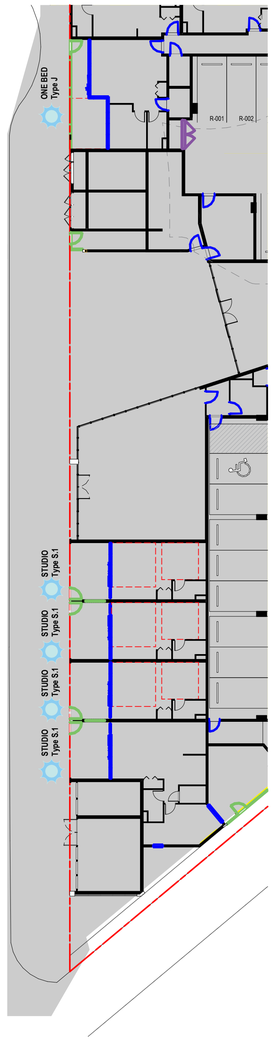
JOB No	DRAWING No	ISSUE
7251	SD2804	G



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 9 AM

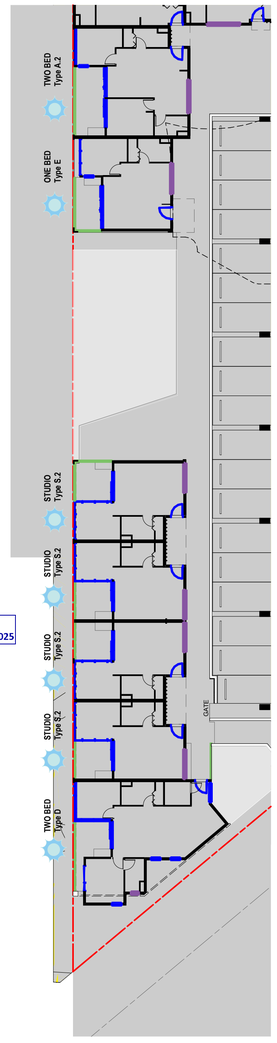


SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 9 AM

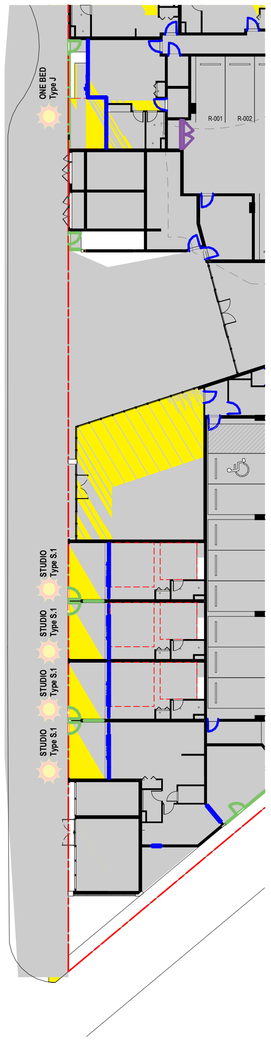


SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 12 PM

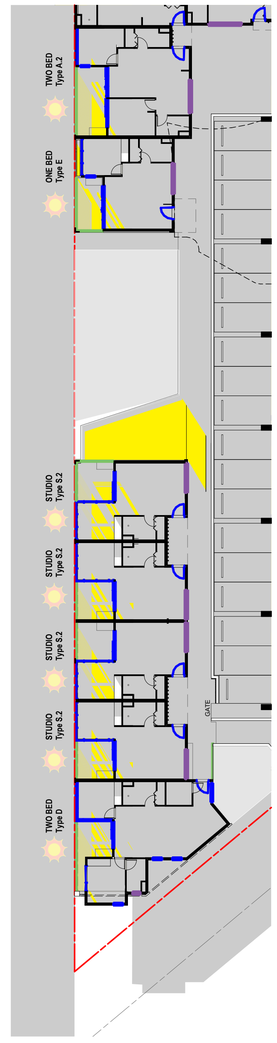
TOWN OF VICTORIA PARK
Received: 19 September 2025



SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 12 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 3 PM

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:14 PM

LEGEND

- FULL SOLAR ACCESS
- PARTIAL SOLAR ACCESS
- NO SOLAR ACCESS
- FULL HEIGHT GLAZED OENING
- GLAZED OPENING
- TRANSPARENT BALUSTRADE

G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	MC	JA	IM
B	ISSUE FOR RFI RESPONSE	B	JC	IW	IW
A	ISSUED FOR PLANNING RFI RESPONSE	A	KH	KH	IW
ISSUE PURPOSE		**DATE**	**D**	**C**	**A**

2 HAWTHORNE PLACE, BURSWOOD

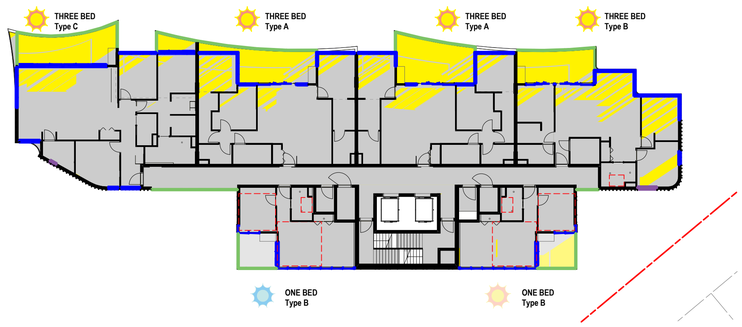
HAWTHORNE GREEN, PERTH

CLIENT - SKS

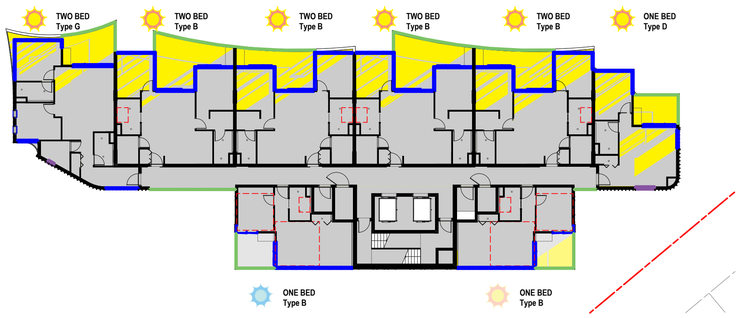
DRAWING TITLE

ACCESS TO SUN DIAGRAM - HAWTHORNE PLACE FACING TOWNHOUSES

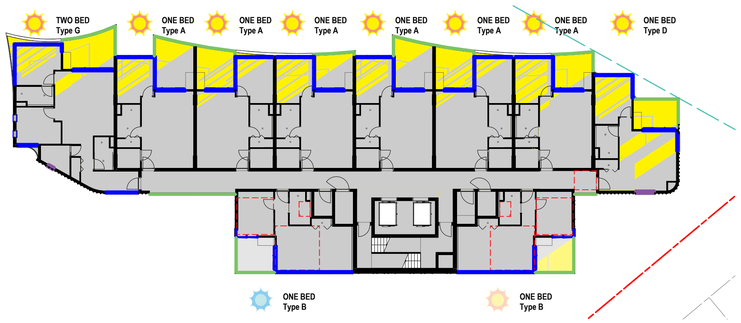
JOB No	DRAWING No	ISSUE
7251	SD2805	G



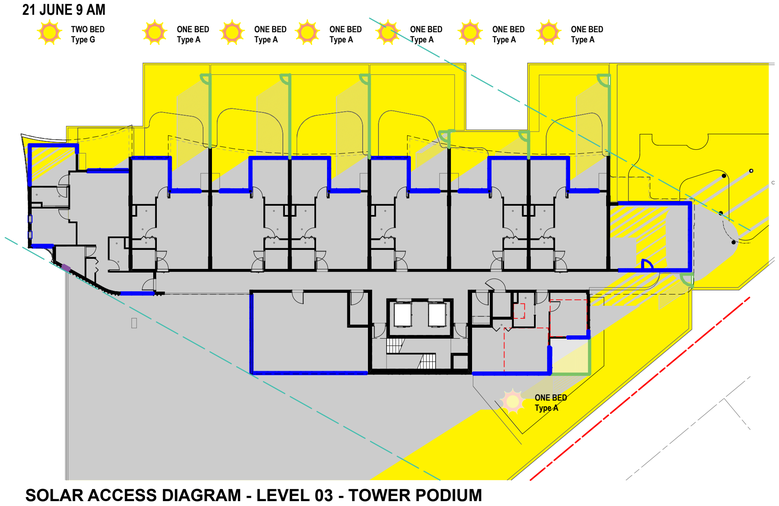
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 JUNE 9 AM



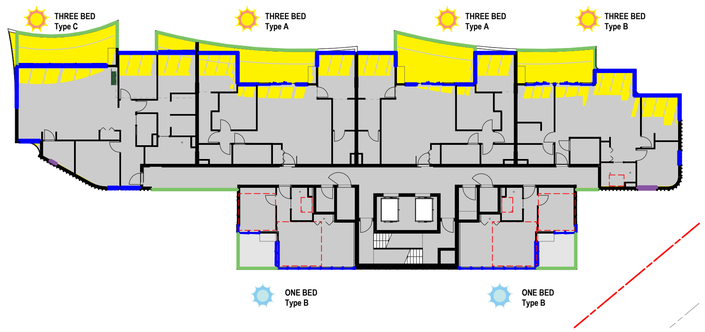
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 JUNE 9 AM



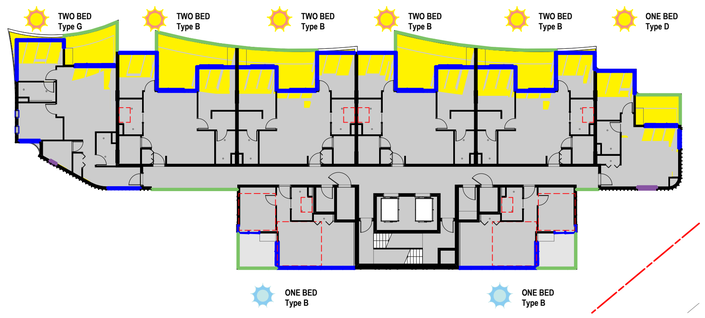
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 JUNE 9 AM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 JUNE 9 AM

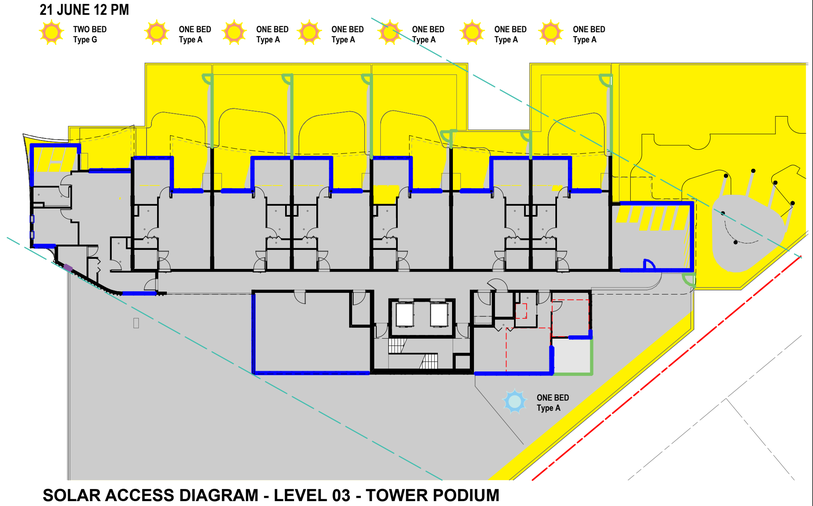


SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 JUNE 12 PM

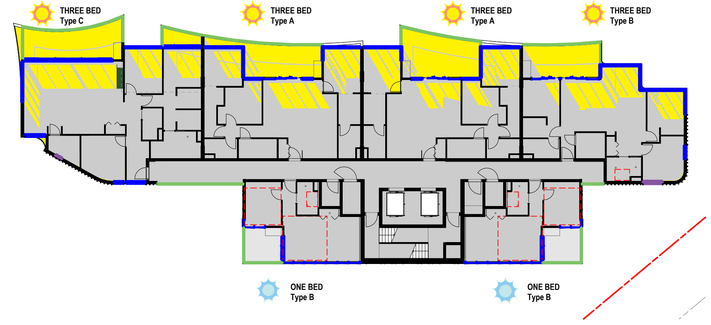


SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 JUNE 12 PM

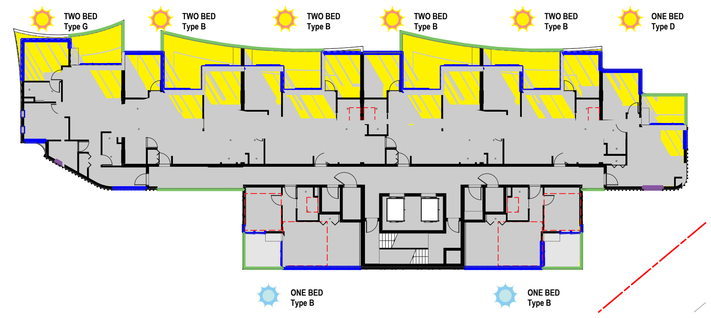
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 JUNE 12 PM



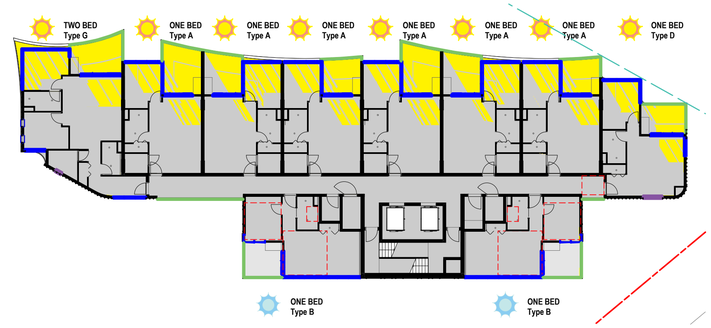
SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 JUNE 12 PM



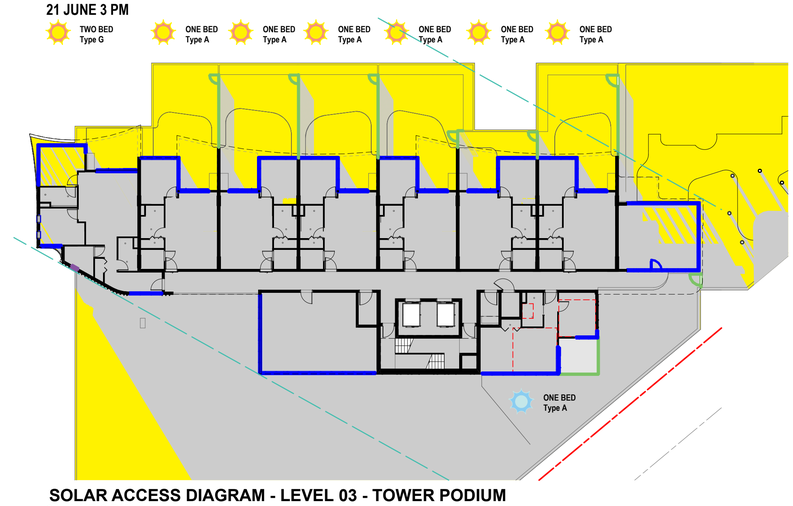
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 JUNE 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

- FULL SOLAR ACCESS
- PARTIAL SOLAR ACCESS
- NO SOLAR ACCESS
- FULL HEIGHT GLAZED OENING
- GLAZED OPENING
- TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:14 PM

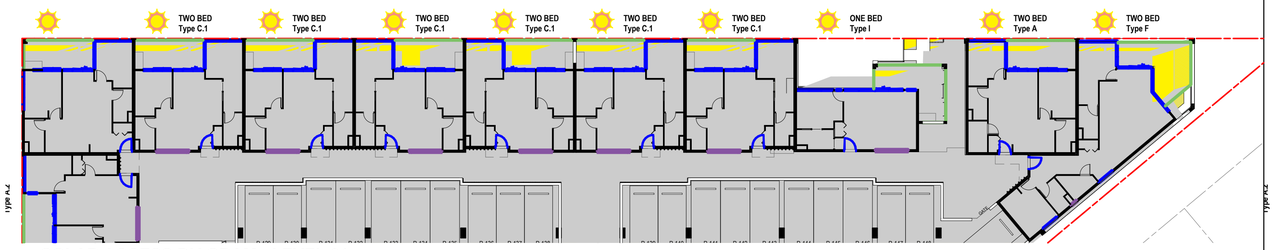
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	MC	JA	IM
B	ISSUE FOR RFI RESPONSE	B	JC	IW	IW
A	ISSUED FOR PLANNING RFI RESPONSE	A	KH	KH	IW
ISSUE PURPOSE		DATE	D	C	A

2 HAWTHORNE PLACE, BURSWOOD

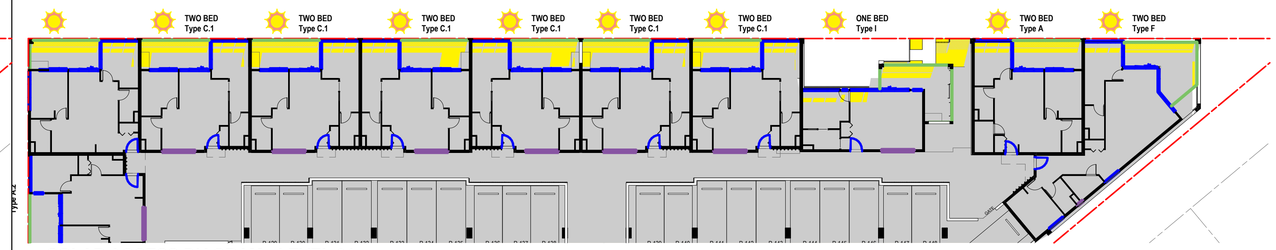
HAWTHORNE GREEN, PERTH
CLIENT - SKS

DRAWING TITLE
ACCESS TO SUN DIAGRAM - TOWER

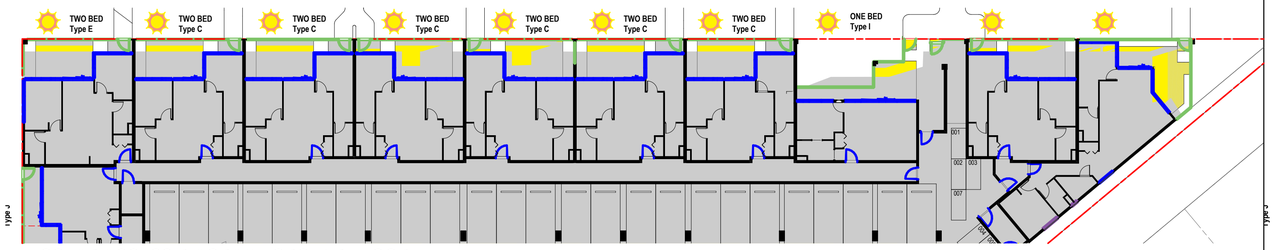
JOB No	DRAWING No	ISSUE
7251	SD2806	G



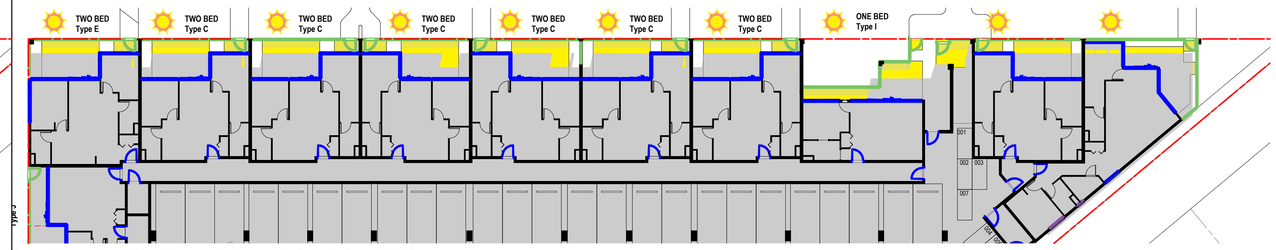
SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 9 AM



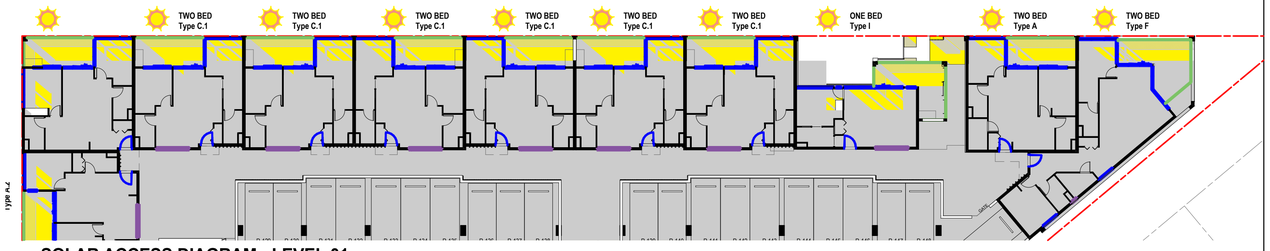
SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 12 PM



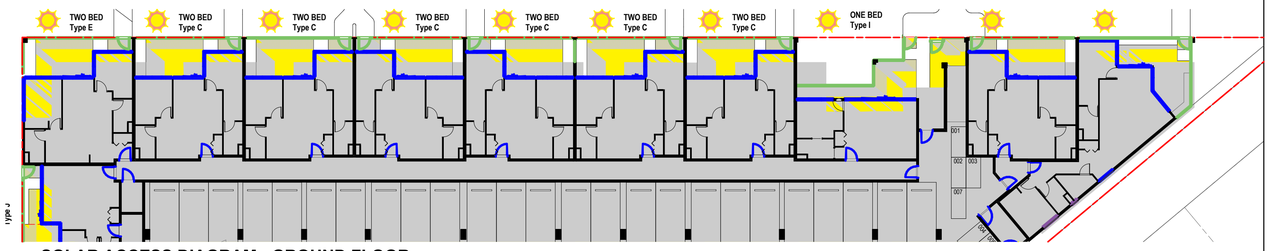
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 9 AM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 3 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

- FULL SOLAR ACCESS
- PARTIAL SOLAR ACCESS
- NO SOLAR ACCESS
- FULL HEIGHT GLAZED OENING
- GLAZED OPENING
- TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

ISSUE	PURPOSE	DATE	D	C	A
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A	ISSUED FOR DA AMENDMENT	A	JA	IM	ND

2 HAWTHORNE PLACE, BURSWOOD

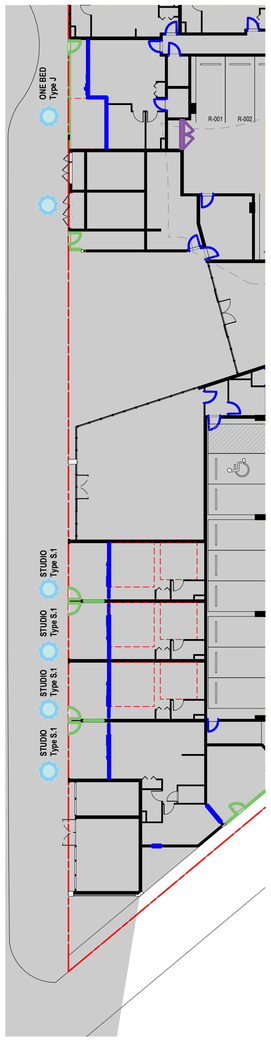
HAWTHORNE GREEN, PERTH

CLIENT - SKS

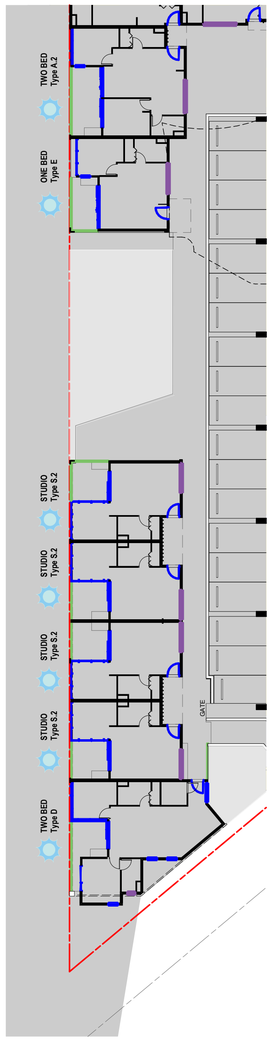
DRAWING TITLE
ACCESS TO SUN DIAGRAM - PARK FACING TOWNHOUSES (SEPT)

JOB No	DRAWING No	ISSUE
7251	SD2807	D

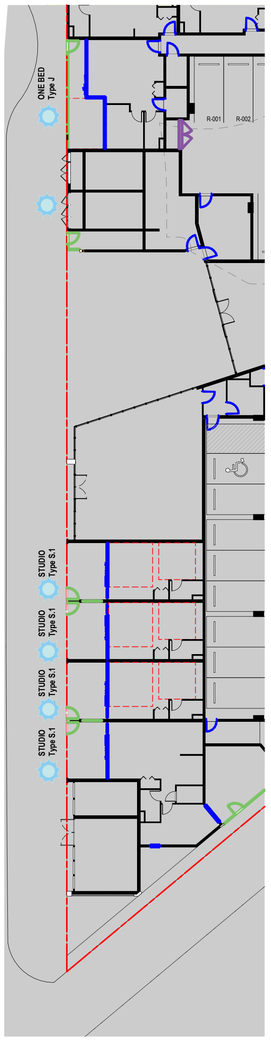
TOWN OF VICTORIA PARK
Received: 19 September 2025



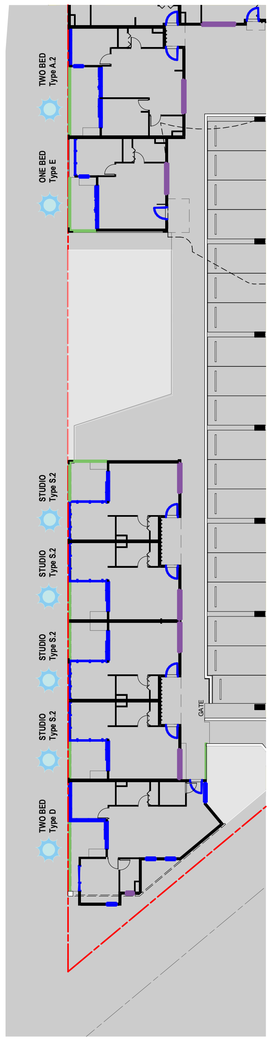
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 9 AM



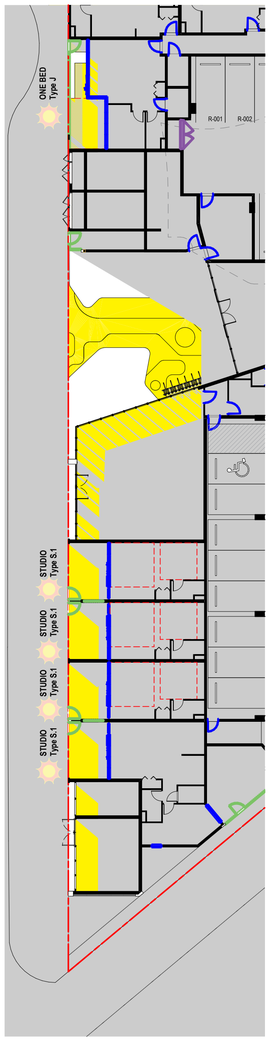
SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 9 AM



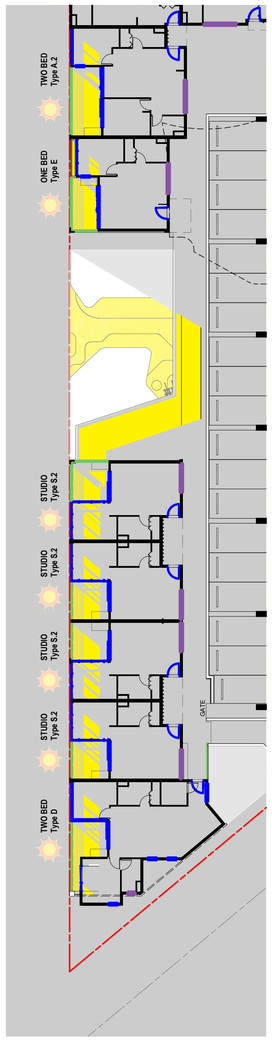
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 12 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 SEPT 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 SEPT 3 PM

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

FULL SOLAR ACCESS	FULL HEIGHT GLAZED OENING
PARTIAL SOLAR ACCESS	GLAZED OPENING
NO SOLAR ACCESS	TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

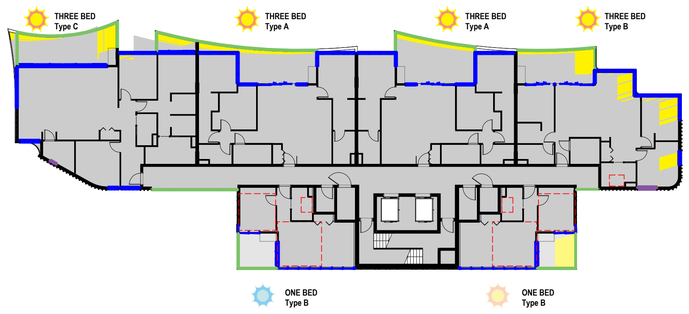
2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS

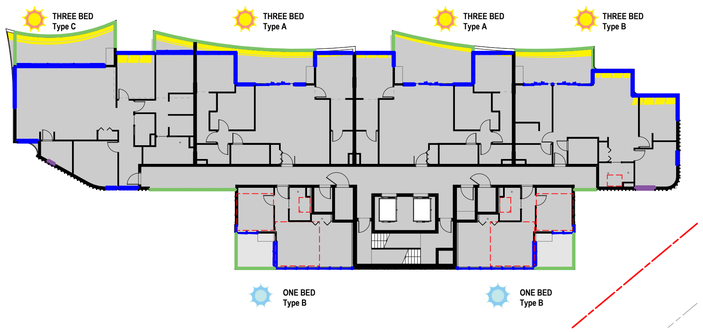
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A	ISSUED FOR DA AMENDMENT	A	JA	IM	ND
ISSUE PURPOSE		**DATE**	**D**	**C**	**A**

DRAWING TITLE
ACCESS TO SUN DIAGRAM - HAWTHORNE PLACE FACING TOWNHOUSES (SEPT)

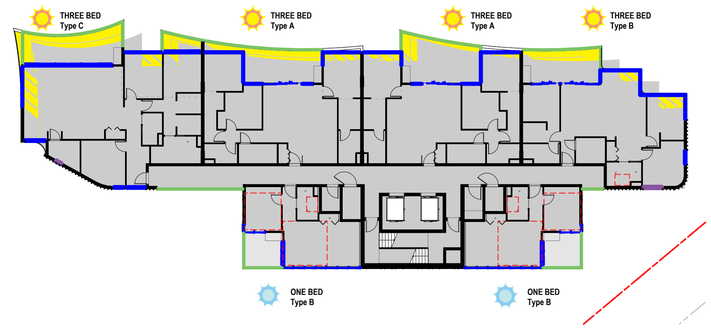
JOB No	DRAWING No	ISSUE
7251	**SD2808**	**D**



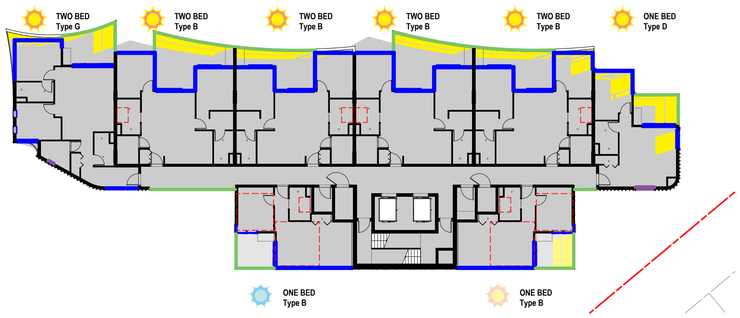
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 SEPT 9 AM



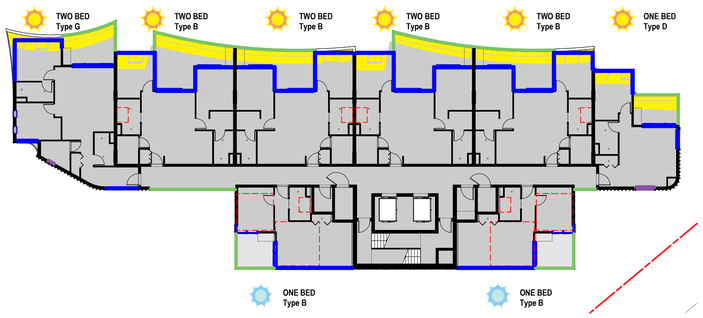
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 SEPT 12 PM



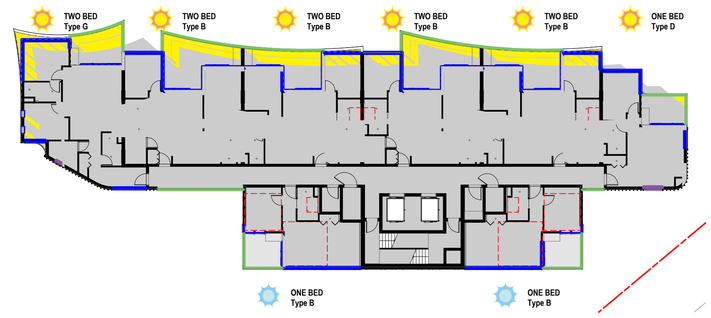
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 SEPT 3 PM



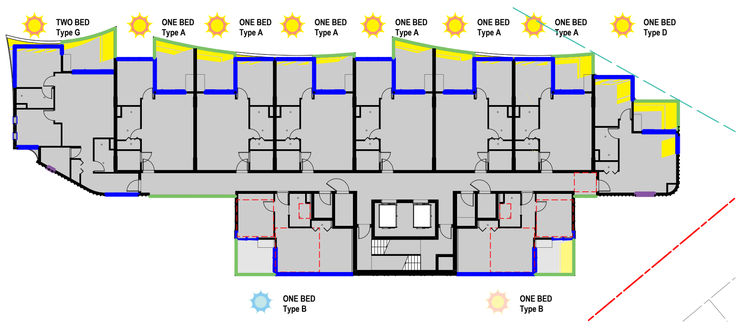
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 SEPT 9 AM



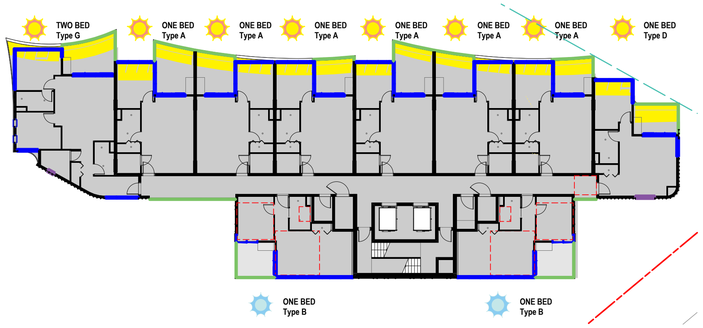
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 SEPT 12 PM



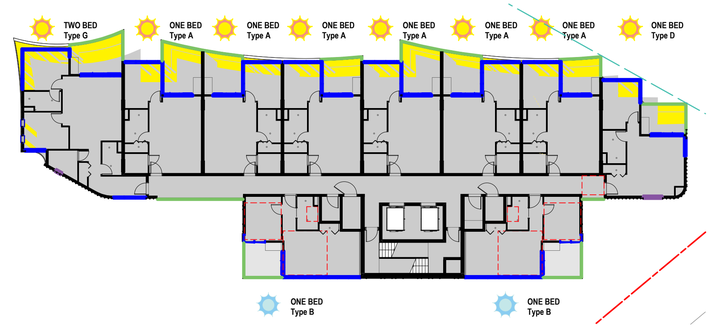
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 SEPT 3 PM



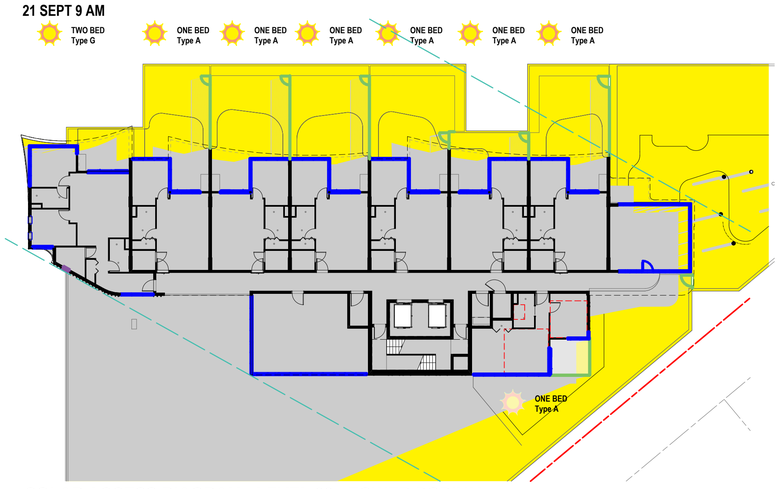
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 SEPT 9 AM



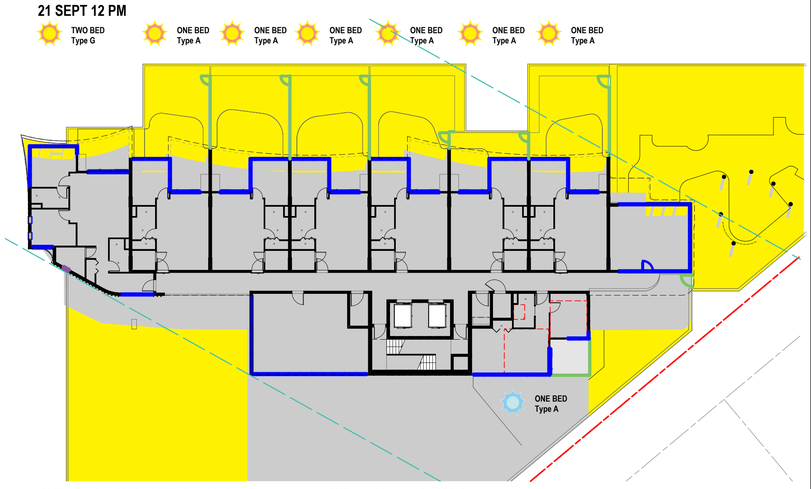
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 SEPT 12 PM



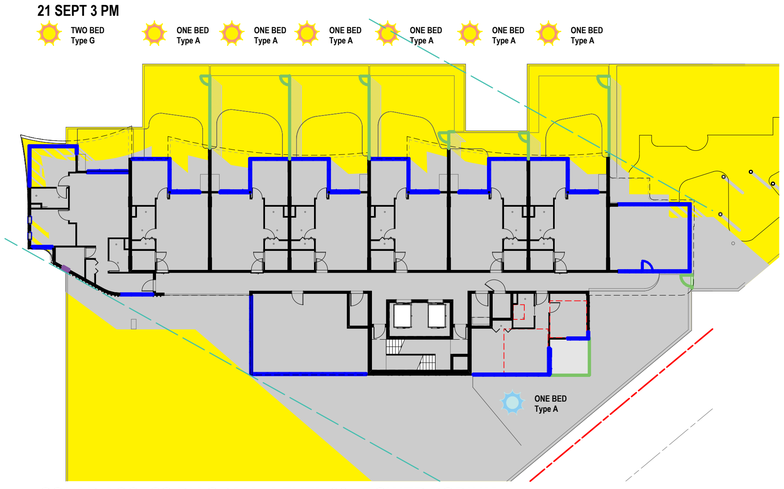
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 SEPT 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 SEPT 9 AM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 SEPT 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 SEPT 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

LEGEND

FULL SOLAR ACCESS	FULL HEIGHT GLAZED OENING
PARTIAL SOLAR ACCESS	GLAZED OPENING
NO SOLAR ACCESS	TRANSPARENT BALUSTRADE

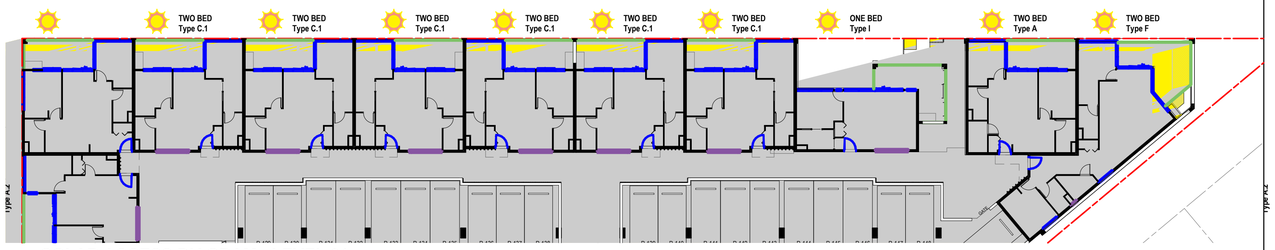
ISSUE PURPOSE	DATE	D	C	A
D ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A ISSUED FOR DA AMENDMENT	A	JA	IM	ND

2 HAWTHORNE PLACE, BURSWOOD

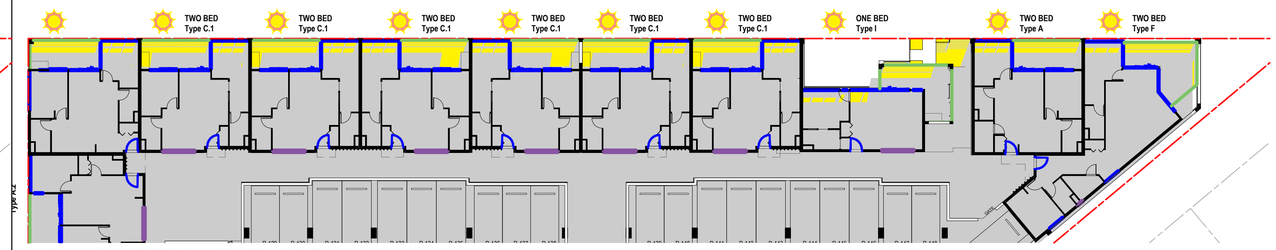
HAWTHORNE GREEN, PERTH
CLIENT - SKS

DRAWING TITLE
ACCESS TO SUN DIAGRAM - TOWER (SEPT)

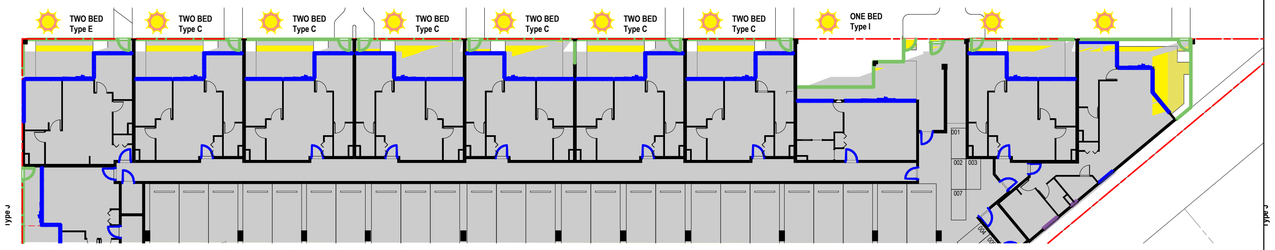
JOB No	DRAWING No	ISSUE
7251	SD2809	D



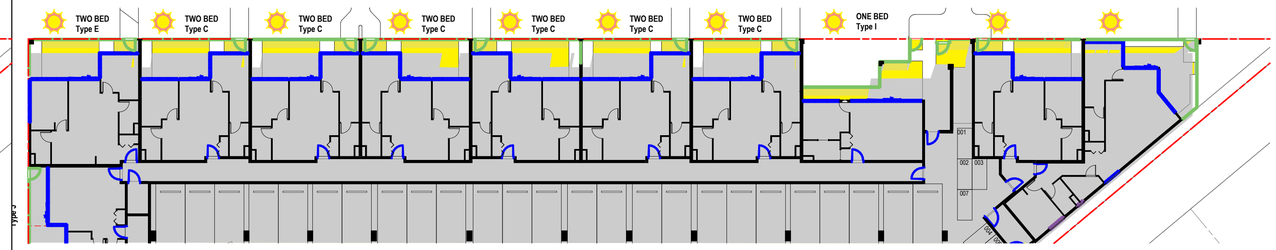
SOLAR ACCESS DIAGRAM - LEVEL 01
21 MARCH 9 AM



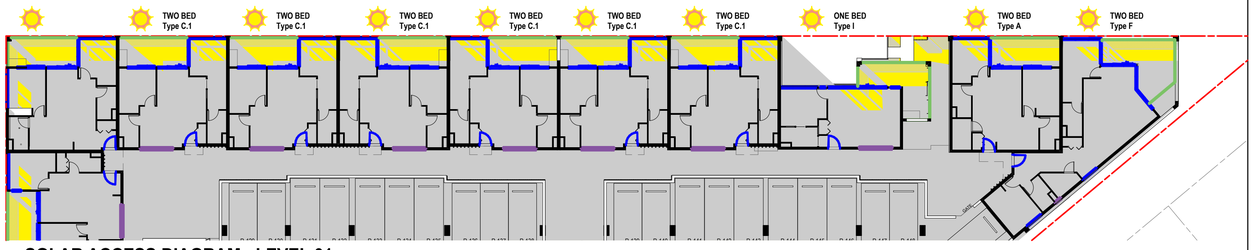
SOLAR ACCESS DIAGRAM - LEVEL 01
21 MARCH 12 PM



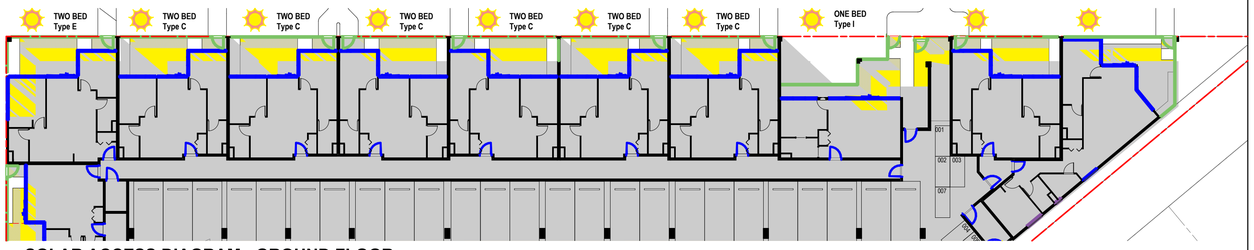
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 MARCH 9 AM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 MARCH 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 MARCH 3 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 MARCH 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

- FULL SOLAR ACCESS
- PARTIAL SOLAR ACCESS
- NO SOLAR ACCESS
- FULL HEIGHT GLAZED OENING
- GLAZED OPENING
- TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

ISSUE	PURPOSE	DATE	D	C	A
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A	ISSUED FOR DA AMENDMENT	A	JA	IM	ND

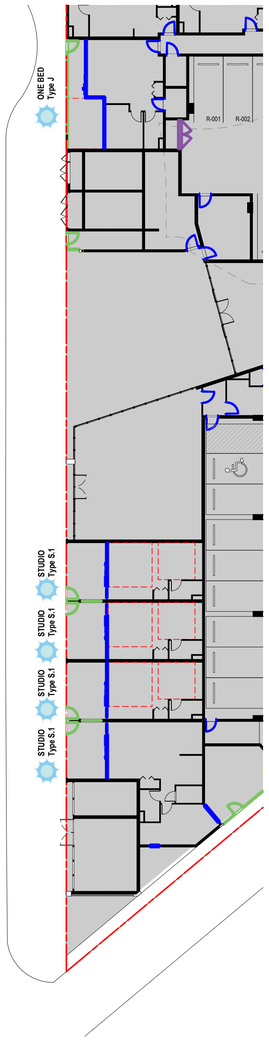
2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

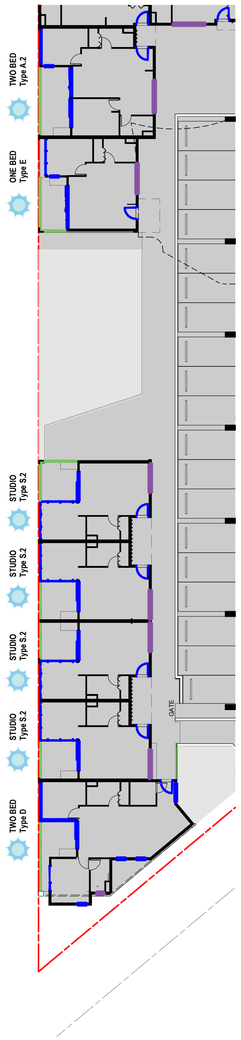
CLIENT - SKS

DRAWING TITLE
ACCESS TO SUN DIAGRAM - PARK FACING TOWNHOUSES (MARCH)

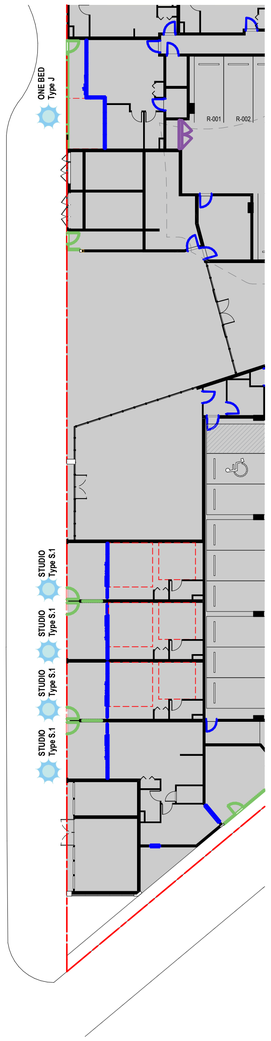
JOB No	DRAWING No	ISSUE
7251	SD2810	D



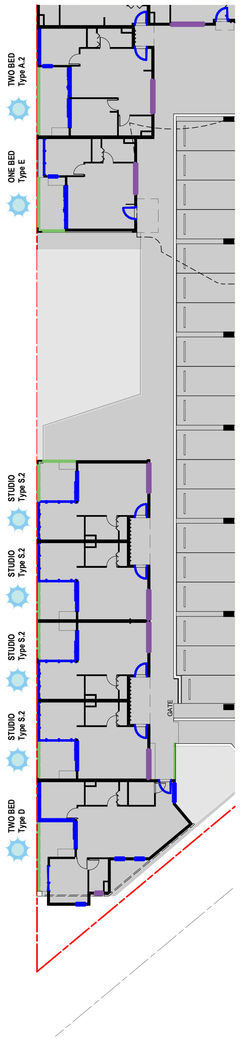
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 9 AM



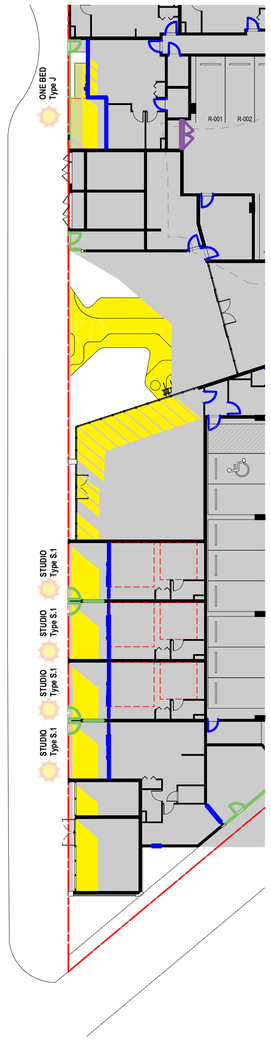
SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 9 AM



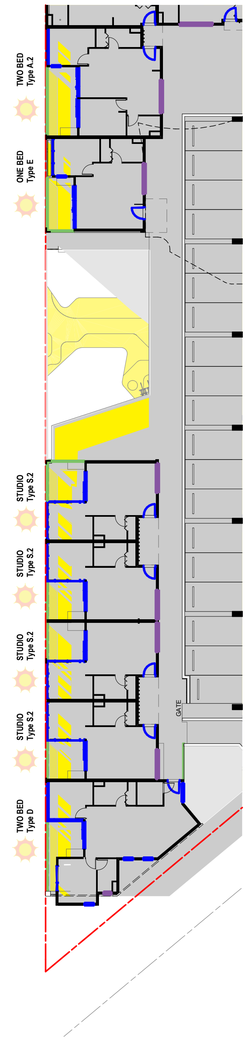
SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 12 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 12 PM



SOLAR ACCESS DIAGRAM - GROUND FLOOR
21 JUNE 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 01
21 JUNE 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

LEGEND

FULL SOLAR ACCESS	FULL HEIGHT GLAZED OENING
PARTIAL SOLAR ACCESS	GLAZED OPENING
NO SOLAR ACCESS	TRANSPARENT BALUSTRADE

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

ISSUE	PURPOSE	DATE	D	C	A
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A	ISSUED FOR DA AMENDMENT	A	JA	IM	ND

2 HAWTHORNE PLACE, BURSWOOD

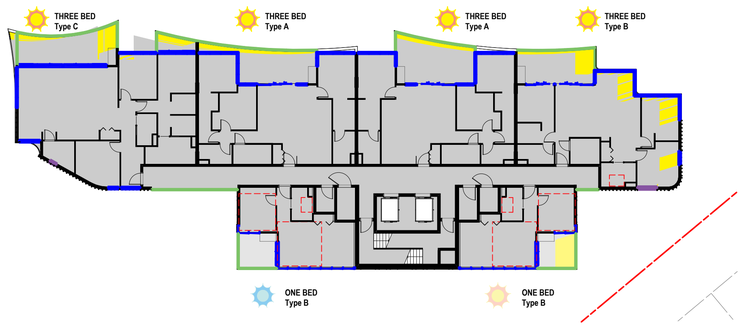
HAWTHORNE GREEN, PERTH

CLIENT - SKS

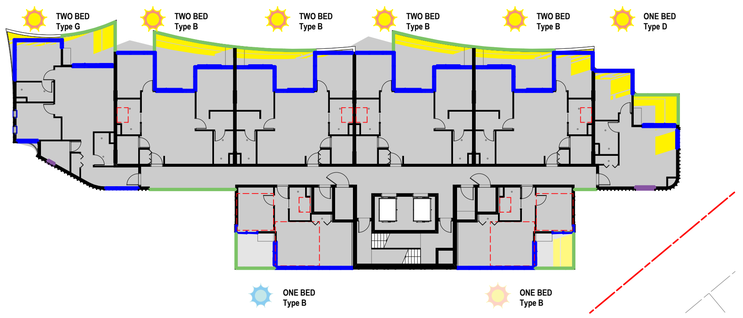
DRAWING TITLE

ACCESS TO SUN DIAGRAM - HAWTHORNE PLACE FACING TOWNHOUSES (MARCH)

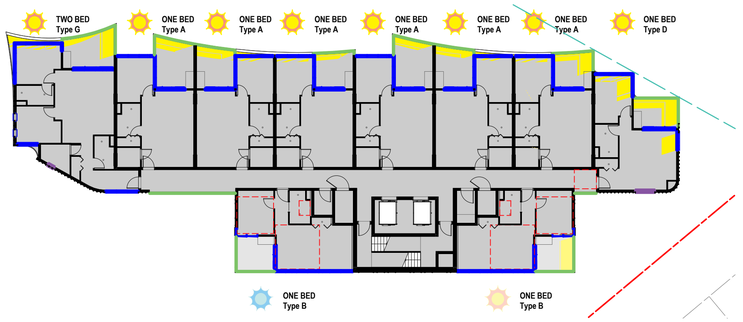
JOB No	DRAWING No	ISSUE
7251	SD2811	D



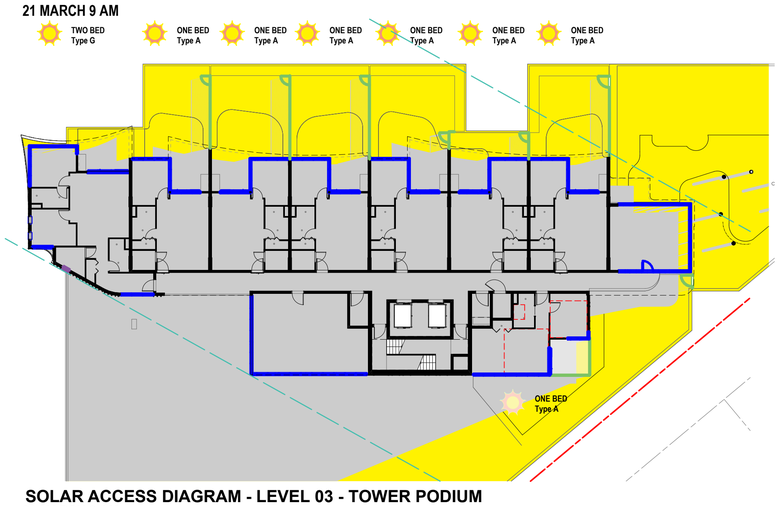
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 MARCH 9 AM



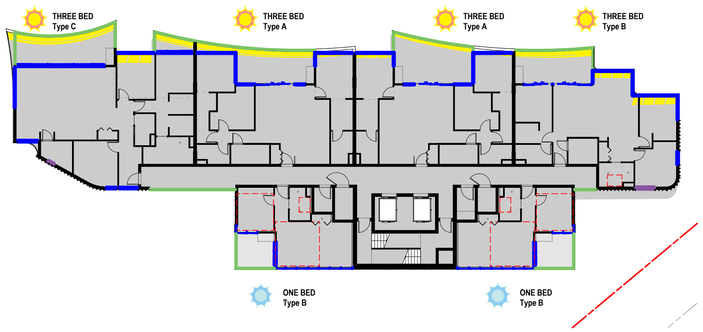
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 MARCH 9 AM



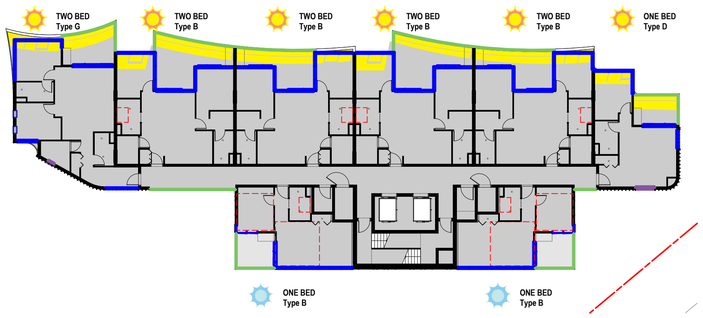
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 MARCH 9 AM



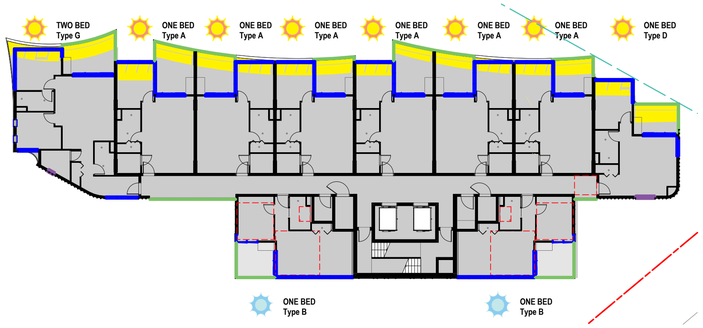
SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 MARCH 9 AM



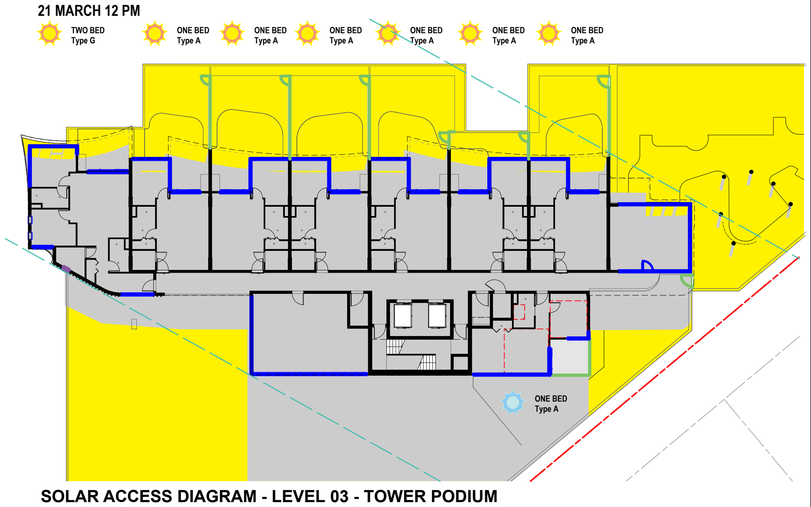
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 MARCH 12 PM



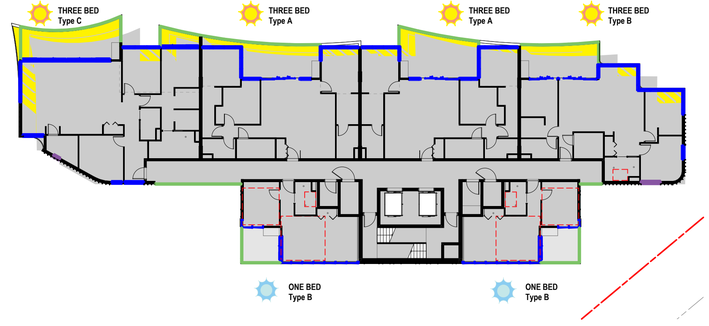
SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 MARCH 12 PM



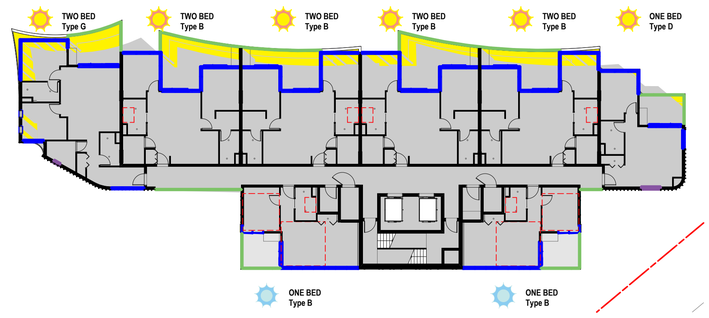
SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 MARCH 12 PM



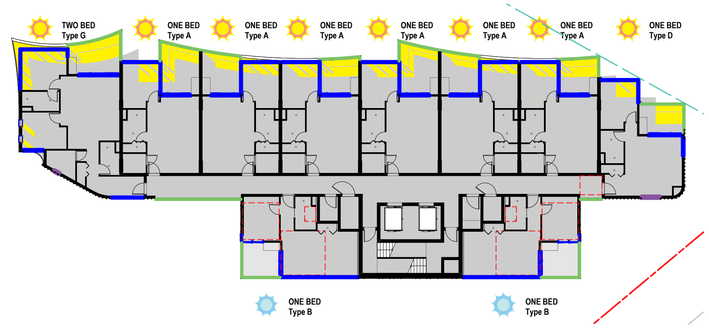
SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 MARCH 12 PM



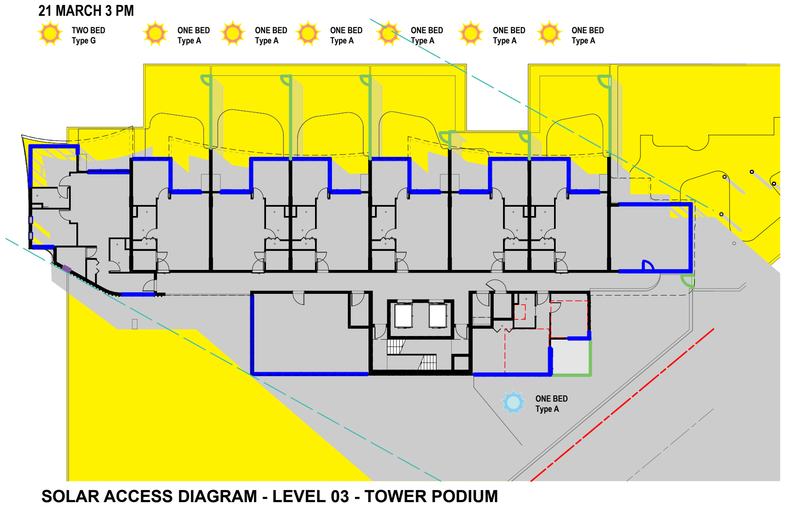
SOLAR ACCESS DIAGRAM - LEVEL 14 - 19 (TOWER TOP)
21 MARCH 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 11 - 13 (TOWER MID)
21 MARCH 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 04 - 10 (TOWER LOWER)
21 MARCH 3 PM



SOLAR ACCESS DIAGRAM - LEVEL 03 - TOWER PODIUM
21 MARCH 3 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:15 PM

LEGEND

FULL SOLAR ACCESS	FULL HEIGHT GLAZED OENING
PARTIAL SOLAR ACCESS	GLAZED OPENING
NO SOLAR ACCESS	TRANSPARENT BALUSTRADE

ISSUE PURPOSE	DATE	D	C	A
D ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A ISSUED FOR DA AMENDMENT	A	JA	IM	ND

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
ACCESS TO SUN DIAGRAM - TOWER (MARCH)

JOB No	DRAWING No	ISSUE
7251	SD2812	D

1 / - SD ELEVATION - WEST

SCALE 1:200 @ A1

SCALE 1:400 @ A3

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR INFORMATION TO DRP	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

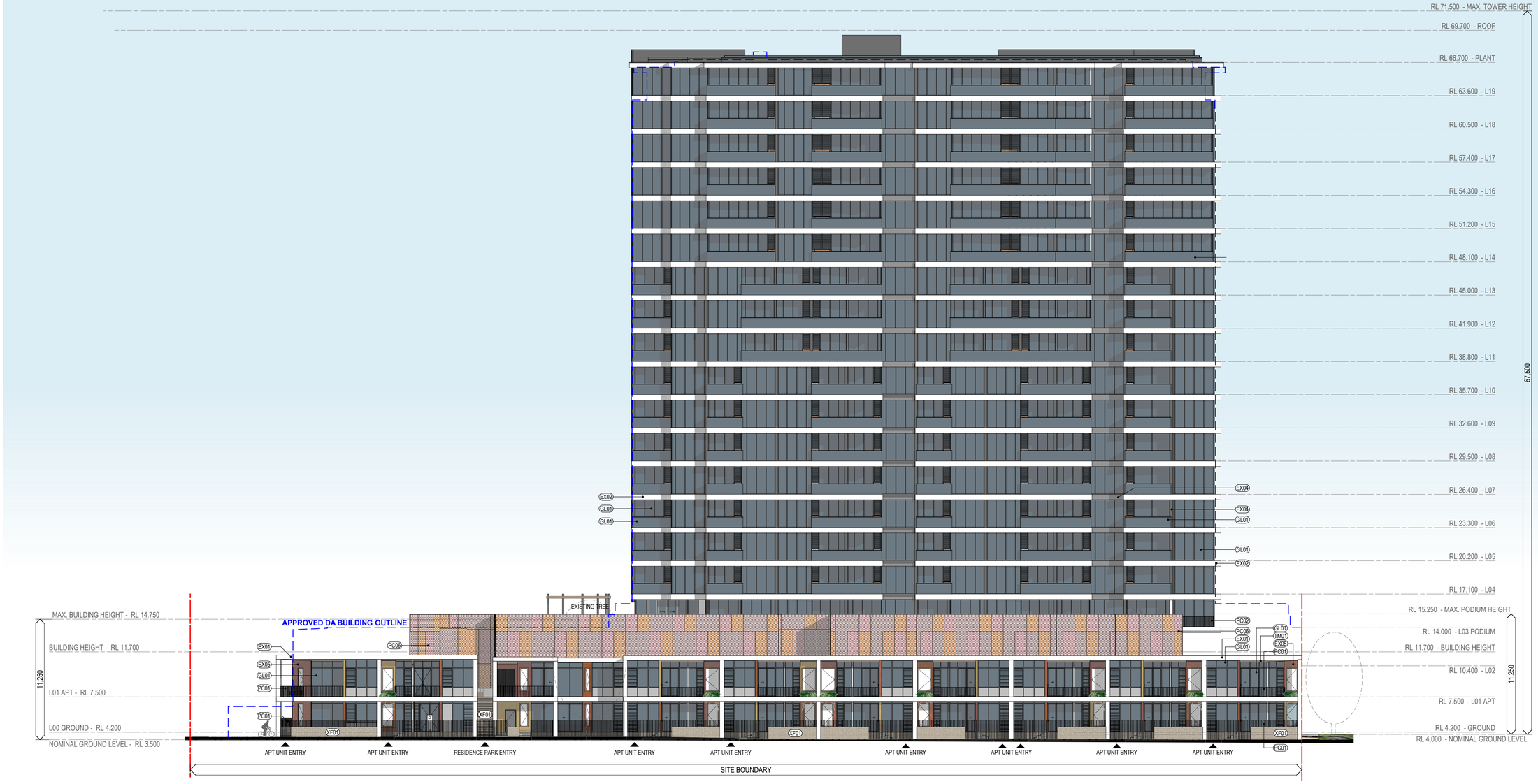
DRAWING TITLE

ELEVATION - WEST

JOB No	DRAWING No	ISSUE
7251	SD3001	L

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:16 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



1 / - SD ELEVATION - NORTH
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR INFORMATION TO DRP	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS
DRAWING TITLE
ELEVATION - NORTH

JOB No **7251** | DRAWING No **SD3002** | ISSUE **L**

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:16 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

1 / - SD ELEVATION - SOUTH-EAST
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
M	ISSUED FOR DA AMENDMENT	M	JA	IM	ND
L	ISSUED FOR DA AMENDMENT	L	JA	IM	ND
K	ISSUED FOR DA AMENDMENT	K	JA	IM	ND
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	JA	IM
H	ISSUED FOR DA AMENDMENT	H	MC	JA	IM
G	ISSUED FOR INFORMATION TO DRP	G	MC	JA	IM
F	ISSUED FOR INFORMATION TO DRP	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

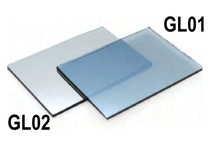
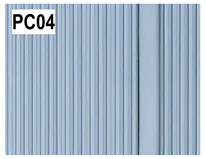
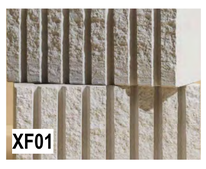
CLIENT - SKS

DRAWING TITLE

ELEVATION - SOUTH - EAST

JOB No	DRAWING No	ISSUE
7251	SD3003	M

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:16 PM

	MATERIAL SAMPLE	MATERIAL CODE	DESCRIPTION
GLASS		**GL01** **GL02**	Clear Glass: Grey Reflective Glass: Grey
POWDER COATED		**PC01** **PC02** **PC03** **PC04** **PC05** **PC06** **PC07**	Metal Fence: Mid-Grey Metal Fence: Dark-Grey Cladding: Light-Grey Cladding: Mid-Grey Cladding: Charcoal/Dark-Grey Car park Feature Screen: Bronze Unit Sliding Screen: Bronze
EXTERIOR PAINT		**EX01** **EX02** **EX03** **EX04** **EX05**	Wall/Floor Slab Paint: White Wall/Floor Slab Paint: Off-white Wall/Floor Slab Paint: Mid-Grey Wall/Floor Slab Paint: Charcoal/ Dark-Grey Wall Texture Paint: Banksia Woodlands Feature Colours
TIMBER		**TM01**	Timber-look Finish
MASONRY BLOCK		**XF01**	Ground Floor Entrances: Txtured Masonry Block

TOWN OF VICTORIA PARK
Received: 19 September 2025

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	MC	JA	IM
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

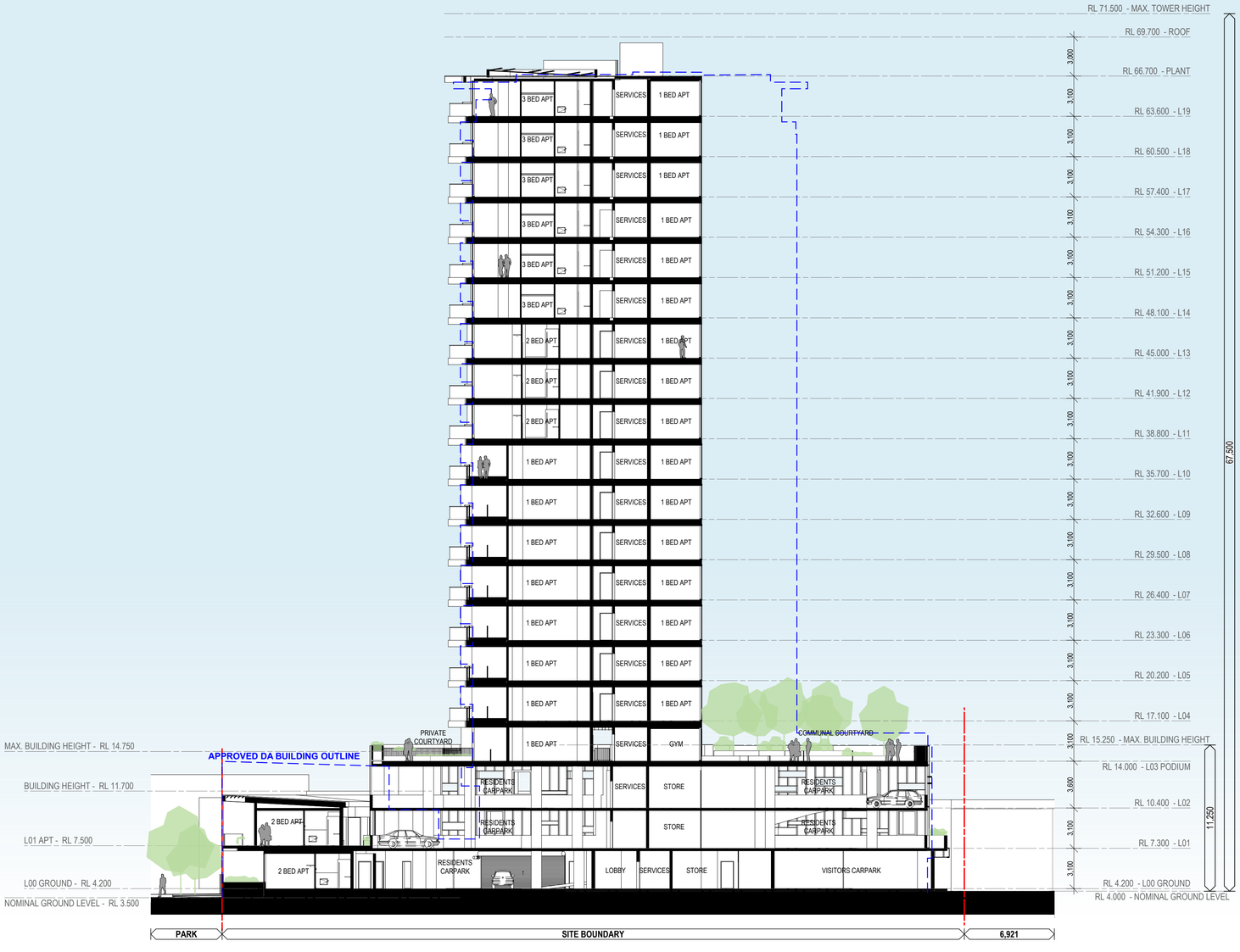
DRAWING TITLE

EXTERIOR MATERIAL PALETTE

JOB No	DRAWING No	ISSUE
7251	SD3004	I

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:17 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



1 / - 01 SECTION
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

0 1 2 3 4 5 6 7 8 9 10
SCALE 1:100 @ A1
SCALE 1:200 @ A3

J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW
ISSUE PURPOSE		DATE	D	C	A

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS
DRAWING TITLE
SECTION - SHEET 01

JOB No	DRAWING No	ISSUE
7251	SD3101	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:17 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025

2 / - 02 SECTION (1)
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

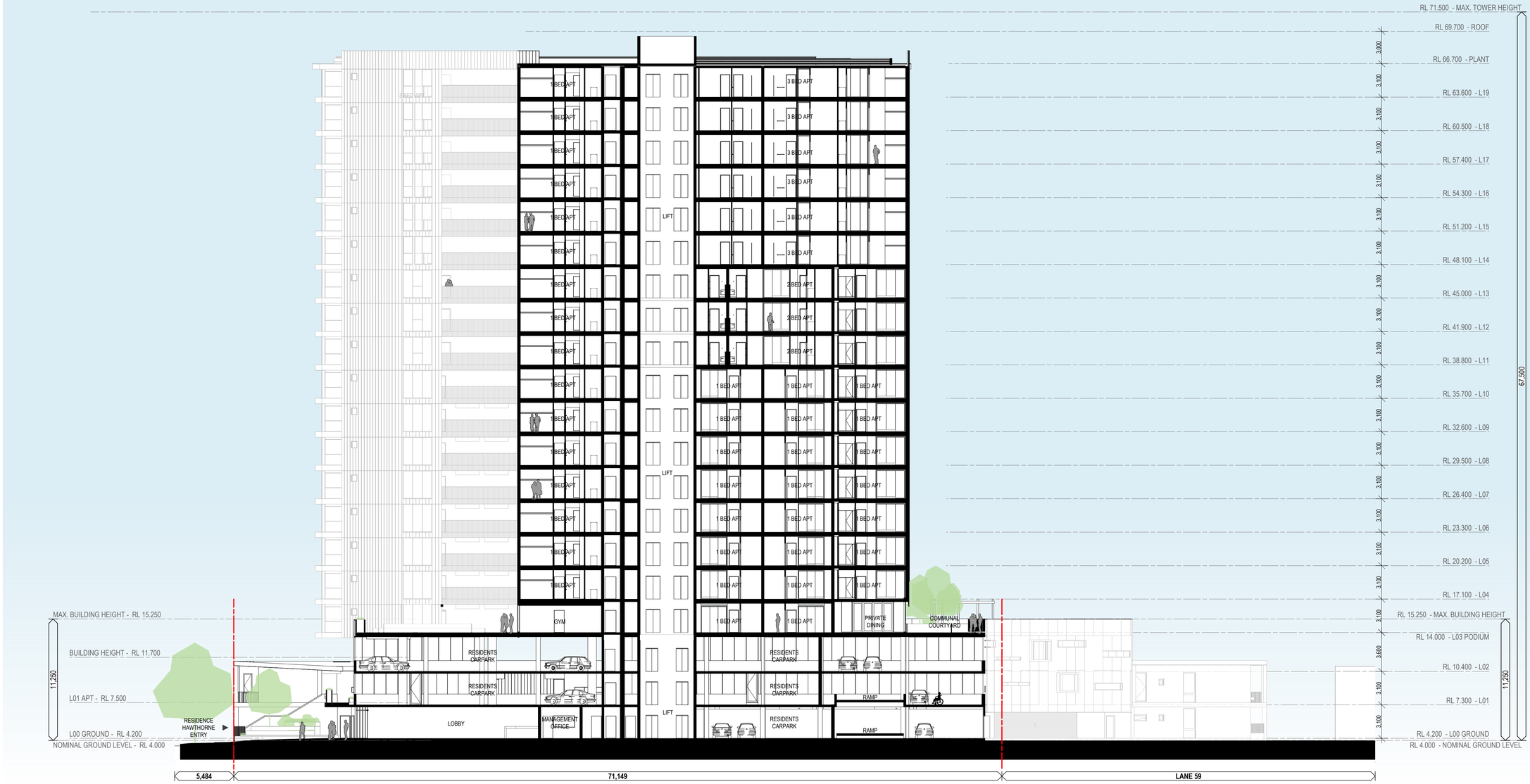
0 1 2 3 4 5 6 7 8 9 10
SCALE 1:100 @ A1
SCALE 1:200 @ A3

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD
HAWTHORNE GREEN, PERTH
CLIENT - SKS
DRAWING TITLE
SECTION - SHEET 02

JOB No 7251 | DRAWING No SD3102 | ISSUE J

TOWN OF VICTORIA PARK
Received: 19 September 2025



3 - 03 SECTION
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

0 1 2 3 4 5 6 7 8 9 10
SCALE 1:100 @ A1
SCALE 1:200 @ A3

J	ISSUED FOR DA AMENDMENT	J	JA	IM	ND
I	ISSUED FOR DA AMENDMENT	I	JA	IM	ND
H	ISSUED FOR DA AMENDMENT	H	JA	IM	ND
G	ISSUED FOR DA AMENDMENT	G	JA	IM	ND
F	ISSUED FOR DA AMENDMENT	F	MC	JA	IM
E	ISSUED FOR CLIENT APPROVAL	E	MC	JA	ND
D	ISSUE FOR RFI RESPONSE	D	JC	IW	IW
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW
ISSUE	PURPOSE	DATE	D	C	A

2 HAWTHORNE PLACE, BURSWOOD

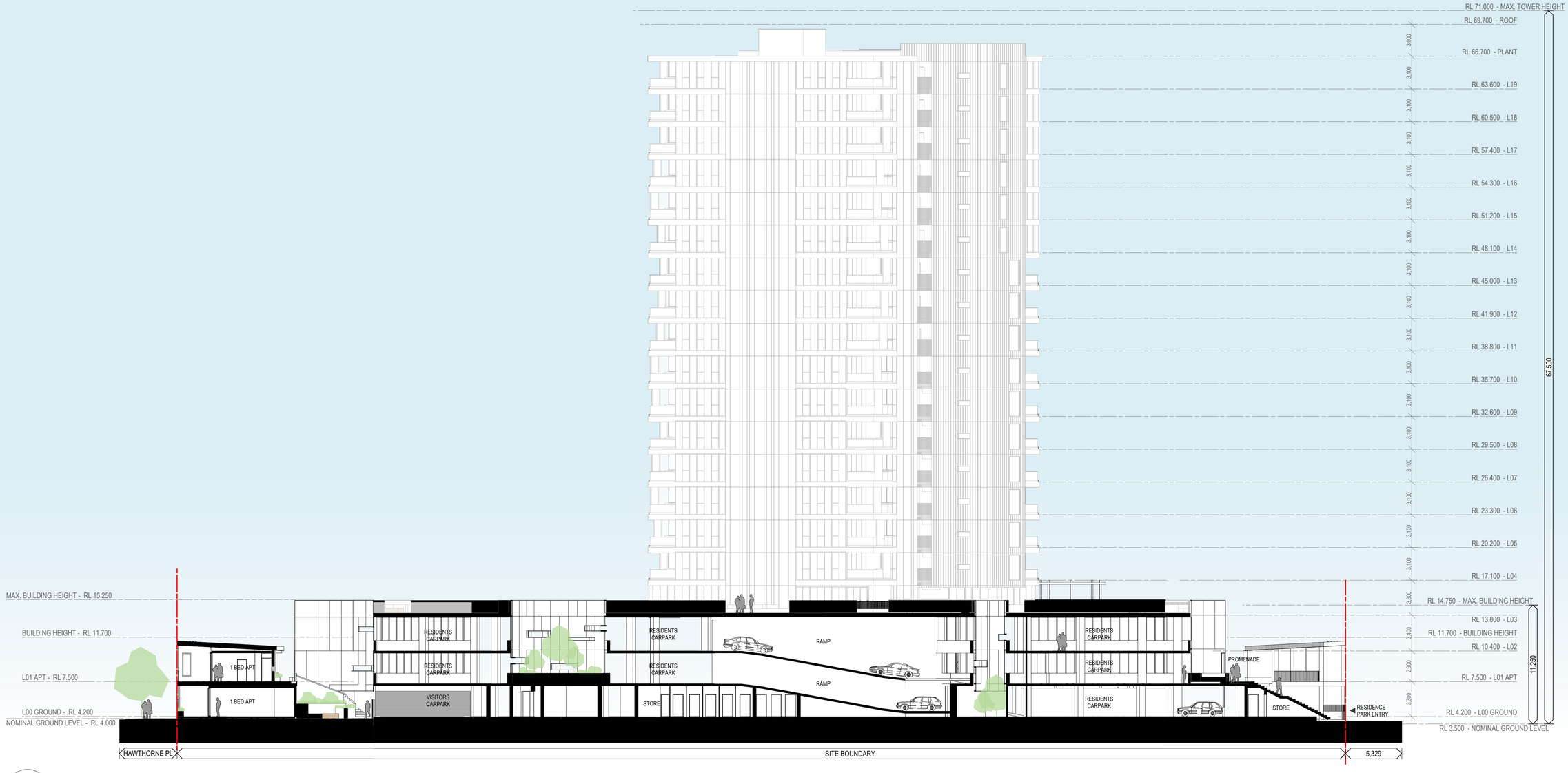
HAWTHORNE GREEN, PERTH
CLIENT - SKS

DRAWING TITLE
SECTION - SHEET 03

JOB No 7251 | DRAWING No SD3103 | ISSUE J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:17 PM

TOWN OF VICTORIA PARK
Received: 19 September 2025



3 / - 04 SECTION (01)
SCALE 1:200 @ A1
SCALE 1:400 @ A3

SCALE 1:100 @ A1
SCALE 1:200 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

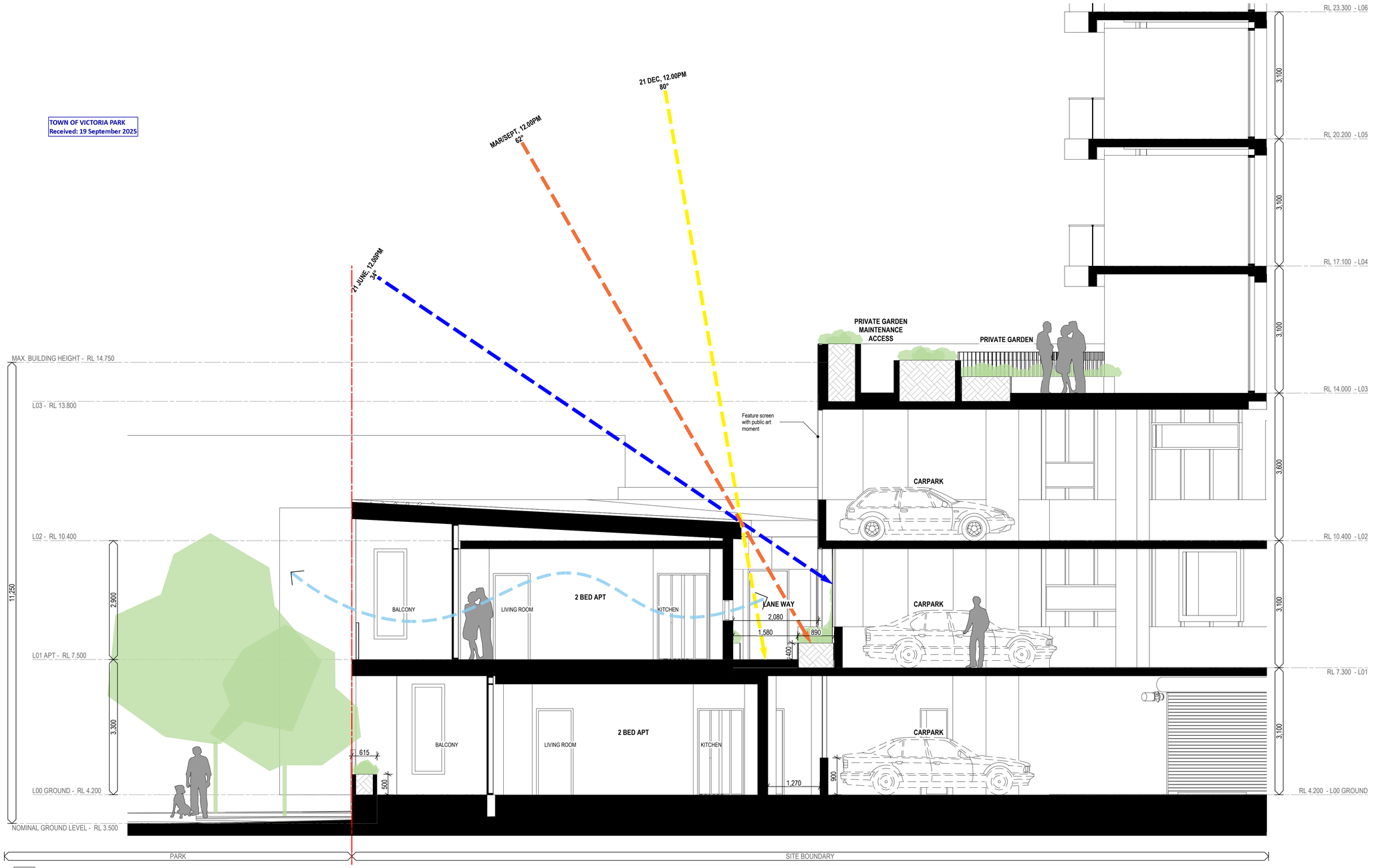
ISSUE	PURPOSE	DATE	D	C	A
F	ISSUED FOR DA AMENDMENT	F	JA	IM	ND
E	ISSUED FOR DA AMENDMENT	E	JA	IM	ND
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	MC	JA	IM
A	ISSUED FOR CLIENT APPROVAL	A	MC	JA	ND

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS
DRAWING TITLE
SECTION - SHEET 04

JOB No	DRAWING No	ISSUE
7251	SD3104	F

TOWN OF VICTORIA PARK
Received: 19 September 2025



3 - SECTION
SCALE 1:50 @ A1
SCALE 1:100 @ A3

COTTEEPARKER
Perth
T 61 8112 0100
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

0 1 2 3 4 5 6 7 8 9 10
SCALE 1:50 @ A1
SCALE 1:100 @ A3

	ISSUE PURPOSE	DATE	D	C	A
D	ISSUED FOR DA AMENDMENT	D	JA	IM	ND
C	ISSUED FOR DA AMENDMENT	C	JA	IM	ND
B	ISSUED FOR DA AMENDMENT	B	JA	IM	ND
A	ISSUED FOR DA AMENDMENT	A	JA	IM	ND
01	ISSUED FOR DA AMENDMENT	01	MC	JA	IM

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH
CLIENT - SKS
DRAWING TITLE
SECTION - SHEET 05

JOB No	DRAWING No	ISSUE
7251	SD3105	D

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 18/09/2025: 8:17 PM

Attachment 5 - Landscaping report, date received 13 May 2025.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Hawthorne Green

LANDSCAPE DA REPORT_REVISED DA
APRIL 2025

REALM studios

TOWN OF VICTORIA PARK
Received: 13/05/2025

whadjuk noongar
acknowledgement of country

The Country now known as Burswood has been for millennia a gathering place. This Country is celebrated as a diverse landscape of ecologies, communities and histories – so it has been from time immemorial for the Whadjuk Noongar people, who are the traditional custodians of the lands of the Swan Coastal Plain, stretching from Victoria Plains in the north down to the Pinjarra area in the south. It also extends into the foothills of the Darling Scarp in the east and the Indian Ocean to the east.

We pay our respects to their Ancestors and Elders past, present and emerging and acknowledge that through honouring Country, we also honour their timeless connections to Country.

It is also here on this Country that we acknowledge our mutual responsibility to safeguard the landscape and its many sites and places, and its living history. Beyond the protection and enhancement of Country, we also make space so its traditional owners are respected, listened to and learned from, and that the understanding of Country and connection form the foundations of decision making.

If we care for Country, Country cares for us.

Project: Hawthorne Green
2 Hawthorne Place, Burswood, WA

Client: SKS
Date: 31/03/2025
Revision: G

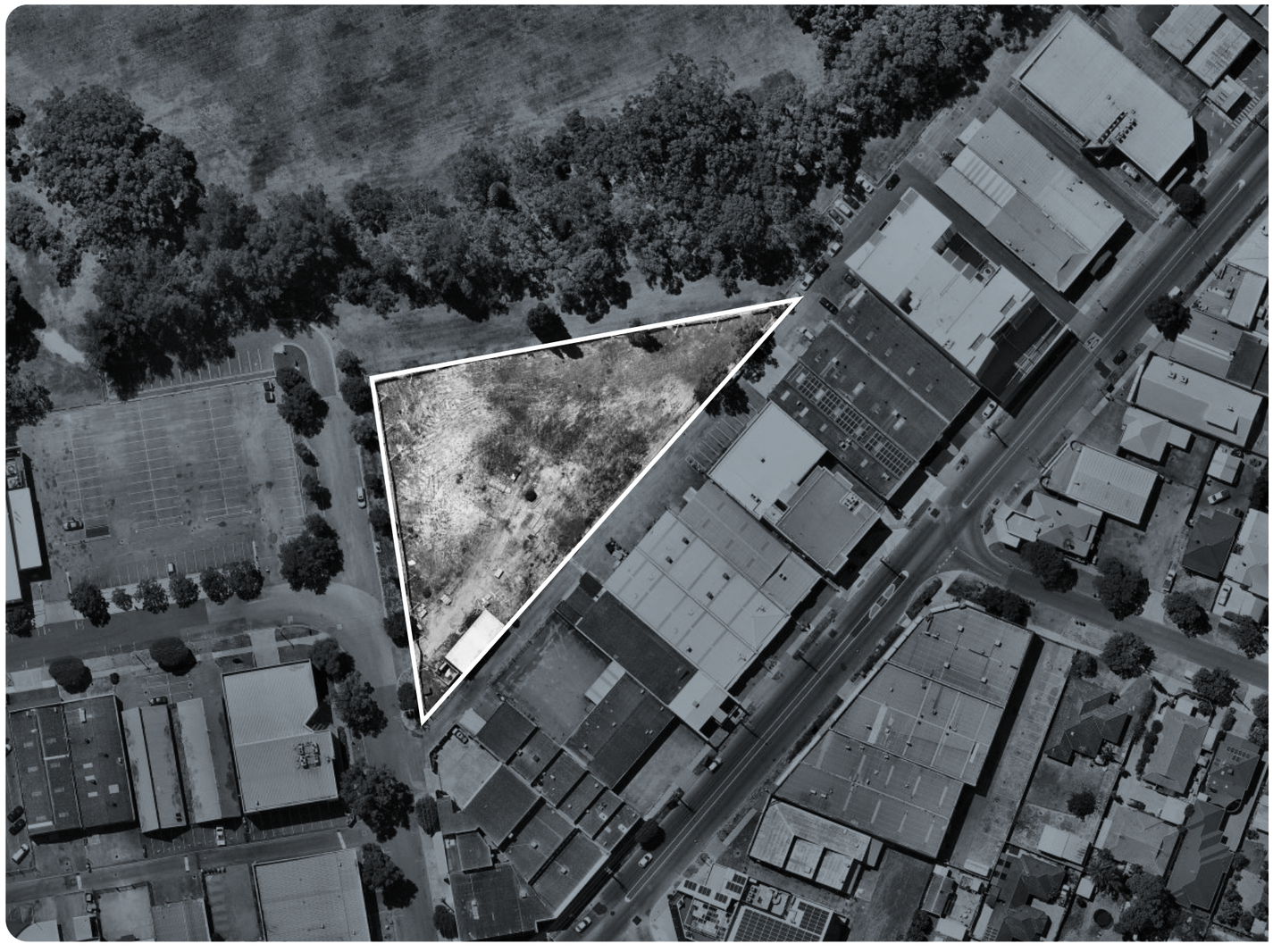
Document Issue:

Issue for:	Revision:	Date:
DRP SUBMISSION	A	02/02/2022
DEVELOPMENT APPLICATION	B	10/05/2022
DA_REV 2	C	16/08/2022
FOR INFORMATION	D	31/01/2025
FOR INFORMATION	E	12/02/2025
REVISED DA_FOR SUBMISSION	F	27/02/2025
REVISED DA_FOR SUBMISSION	G	10/04/2025

Prepared by:

REALM studios

TOWN OF VICTORIA PARK
Received: 13/05/2025



introduction

Design Framework 4
Historic Context 5
Site Conditions 6

conceptual evolution

Conceptual Evolution 8
Landscape Artfulness 10

landscape plans + strategy

Ground Floor 12
Level One 16
Level Three 20

site framework

Materiality + Furniture 28
Planting Thematic 29
Deep Soil Assessment 30
General Notes 31
Tree Strategy 32
On-Structure Planters 34
Planting Schedules + Images 36

TOWN OF VICTORIA PARK
Received: 13/05/2025

design framework

creek, midden + grove

The landscape proposal seeks to provide a new home for residents thoughtfully responsive to its unique river and parkside location.

The new Hawthorne Green development builds upon and references key riparian landscape elements both at ground and podium levels. The landscape seeks to restore the ecological landscape of which the buildings sit within whilst addressing the unique challenges that disparate parkland, laneway and streetscape interfaces demand.

A landscape filled with native Australian flora and new topographies, as well as gathering and social spaces for visitors and residents to enjoy. The site will also be used to compliment and connect with the recently restored G. O. Edwards Park referencing and embracing the Derbal Yerrigan beyond. The development of new dwellings and its landscape will not only enliven Hawthorne Place's streetscape but support new relationships with the rear laneway and the parkland to its North.

Stringent design principles and methodologies have been adopted, along with the site specific opportunities and constraints, to ensure that the sites development is conducted with due consideration of the sites significant sensitive heritage, and to demonstrate best practice in environmental, cultural and social sustainability.

The site has been adaptively activated to provide settings for an array of new spaces for both residents and pedestrians moving through and around the site. The place-based principles have been an important driver of the landscape design and is summarised as follows;

Country - Reveal the Aboriginal History of the Site, develop a landscape that reveals and repairs Country and provide spaces that enable the cultural practices and learnings of Country.

Parkland Heritage - Connect and reinforce the sites surrounding parkland which provides an impressive quantity of amenity.

Industrial Change - Embrace the industrial character of the neighbouring context.

Geological Foundations - Express the riverine formations of limestone outcrops and restore soils back to their rich fertile condition.

Hydrological Patterns - Reintegrate water as a crucial part of the sites history and future resilience.

Ecological Diversity - Re-establish pre-colonial endemic tree, shrubs and grassland plantings.

Connectivity and Experience - Provide multi-scaled gathering and social spaces.

Rushes and sedges providing valuable habitat

Evidence of a rich ecosystem feat. extinct oyster shells

historic context

cultural histories

Since time immemorial, the area around the Swan River was Country for the Noongar nation – the area that is now Burswood was inhabited by the Whadjuk people. The Whadjuk people maintained ecologically sustainable connections to the land, and still hold this area along the Swan significant, from the original mud flats along the Swan river, east along the foreshore forests and north to the wetlands in what later became Burswood. The shallows off Heirisson Island, Matagarup ("Leg Deep") was a Swan River crossing point - Whadjuk and other tribes would meet, and spend time at this crossroads, along the water, beneath the Melaleuca trees. Hawthorne Green is located between Joorolup, an area known as 'place of the jarrahs' and Yoondoorup, a former island that now forms part of the Burswood Peninsula. The site is an important part in the creation journey of the Waugyl, the giant rainbow snake of the Noongar Dreaming. When the Waugyl tunneled east towards the ocean, creating the bilya (Swan River), he became stuck in the mud flats and has to shake his scales off in the mud to get through to Buneenboro (Perth Water).

After colonization, the area was settled by Henry Camfield, who named his estate after his family farm in Kent. In the late 1800's, the area housed WA's first golf course and a series of racecourses, which operated for 50 years, attracting many spectators to the riverside area. Parts of these open areas were later occupied by city infrastructure and warehouses servicing light industry, a spatial fabric which still remains throughout the area. The contemporary developments of Perth Stadium and the casino complex, along with Belmont Park racecourse, reinforce the civic character of the Burswood peninsula, and guarantee the presence of large groups of visitors to the area.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Improvements to Swan River Navigation c. 1830 - 1850

View of Matagarup c. 1890-1900

View of Joorolup taken from Mardalup. c. 1861

TOWN OF VICTORIA PARK
Received: 13/05/2025

site conditions

sense of place

1 Strong tree lined street requiring path to connect to parkland.

4 Opportunity for existing tree in good condition to be retained.

7 Opportunity to link parkland to development to neighbourhood beyond with strong street interface and path network

2 Existing powerline and laneway interface.

5 Opportunity to green interface to laneway and introduce WSUD.

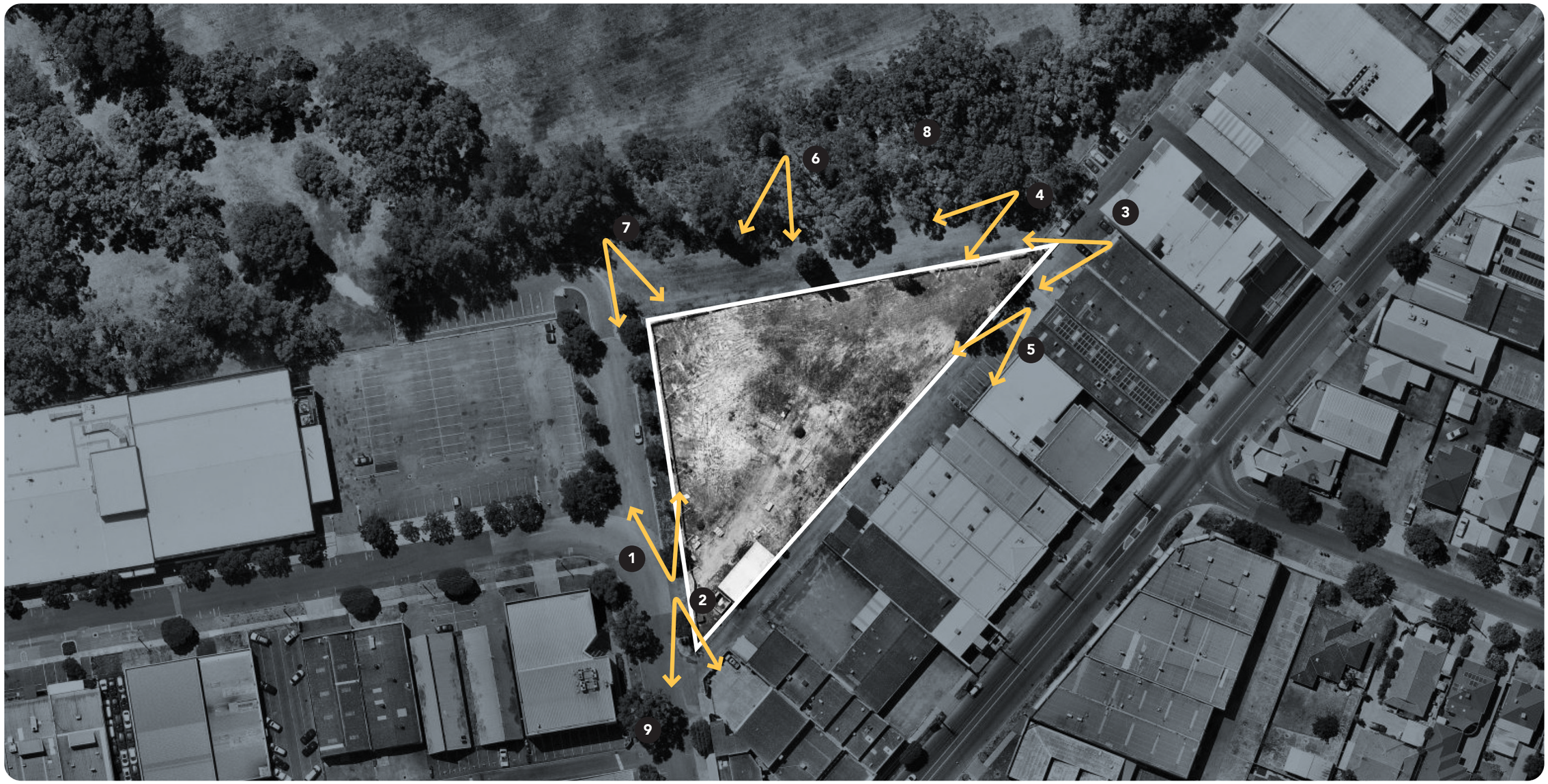
8 Tree groves, limestone boulders and gravel paths

3 Key Northern interface with laneway and parkland

6 Current works to parkland in which to connect

9 Numerous mature Melaleuca species on verge and adjacent neighbourhood.

TOWN OF VICTORIA PARK
Received: 13/05/2025



TOWN OF VICTORIA PARK
Received: 13/05/2025

conceptual evolution

towards reconciliative design

The site has experienced a significant evolution in recent times in both form, function and cultural association.

Whilst a strong industrial structure remains and a parkland interface is immediately apparent.

It is important to revive the significance of the landscape as a living indicator of place, revealing the history and living culture of Country. An integrative tapestry of spaces and connections will reflect the history and vision of the precinct.

creek

small tributaries feeding water towards the river

midden

mounded banks of discarded shells

grove

shaded grouping of endemic trees

TOWN OF VICTORIA PARK
Received: 13/05/2025

symbiotic patterns - pre 1829

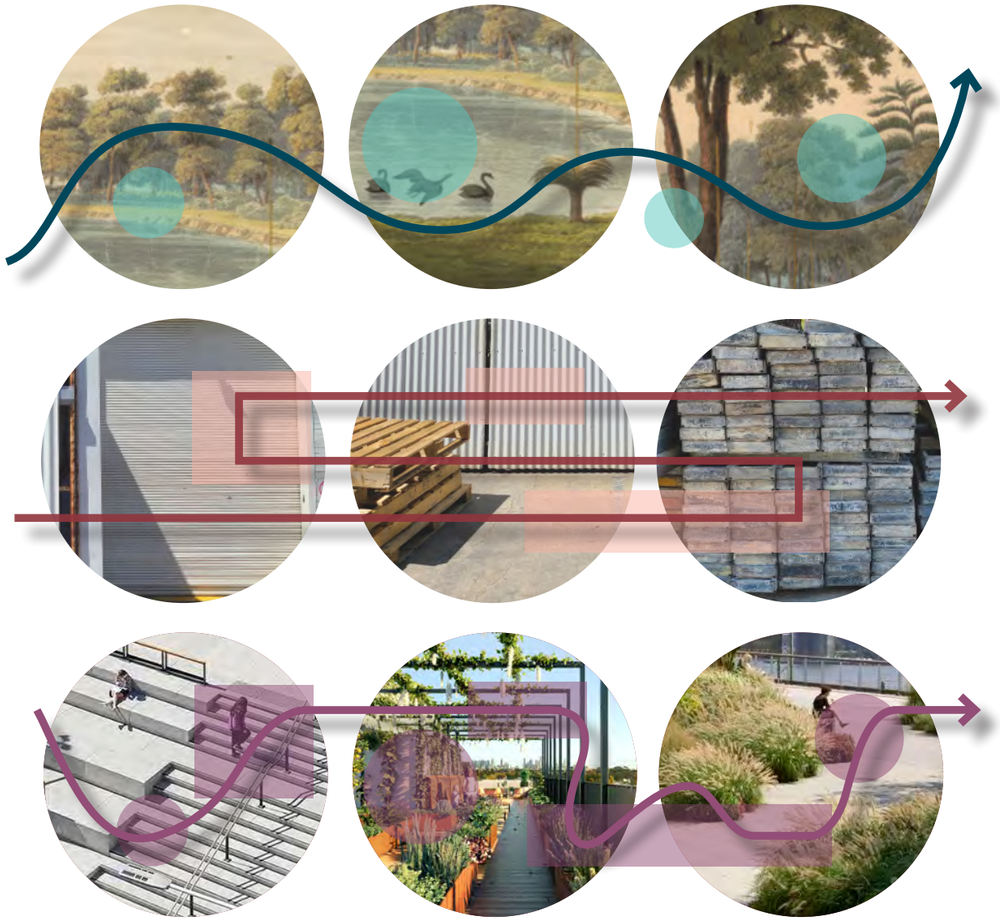
Life is governed by the relation of land, sea, waterways and sky. The detailed symbiotic patterns among people, plants, animals, water and earth are those that sustain creation, connection and resilience.

industrial structure - 1829 - 2021

Life is governed by the relation of land, sea, waterways and sky. The detailed symbiotic patterns among people, plants, animals, water and earth are those that sustain creation, connection and resilience.

reconciliative design - 2022 onwards

The concept looks to together orientation and place, using both natural and architectural indicators of the past. The concept aims to demonstrate a symbiotic adaptation of place and how it can be adapted into a new resilient landscape of repair.



TOWN OF VICTORIA PARK
Received: 13/05/2025

landscape artfulness

public art strategy

Across the development three key sites have been identified for the incorporation of public art under the percentage for art requirements. These three sites form the main entries to the development for both residents and visitors. As such, the artwork will assist in distinguishing these entries from other parts of the building and form a key wayfinding device.

As defined within the Town of Victoria Park "Developer Public Art Handbook" It is a requirement of the Town's that the artwork be within or adjacent to the public realm. The public realm refers to an outdoor public space from which the public has the ability to view and appreciate artwork, and may include streets, parks, foreshores, squares, plazas, and other publicly accessible outdoor spaces. The Town's definitions of 'types of artwork' have been used within this report to assist in identifying and defining opportunities for artwork.

It is anticipated, that given the scale of this project, the artwork will likely be comprised of multiple responses rather than a single installation. As such this report outlines a variety of artwork opportunities across the three key sites.

Given that the carpark is present across each location there is an opportunity to provide an integrated artistic response through it's facade. It is anticipated that this will provide an 'artful fabric' that is integrated with the architectural facade in a complimentary way. This will provide a unifying outcome that strengthens wayfinding across the development that is then further reinforced through additional iconic, functional and decorative works at these entries.

Thematically the artwork shall respond to existing themes across the site and its surrounds with consideration particularly given to reconciliative design that overlays the industrial with the natural.

Hawthorne Place Apartment and Office Entry

Opportunities for:

- Iconic Artwork
  - Key artwork that signifies the main entry
  - Potential for artwork to be freestanding
- Functional Artwork
  - Influencing landscape terracing
  - Provision of bike racks in an artful way
  - Provision of seating in an artful way
- Integrated Artwork
  - Carpark Facade as key wayfinding element

Lane 59 - Carpark Entry

Opportunities for:

- Integrated Artwork
  - Carpark Facade as key wayfinding element
  - Provision of lighting through facade

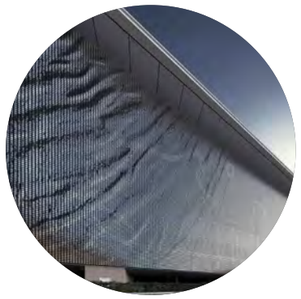
Apartment Entry / Park Interface

Opportunities for:

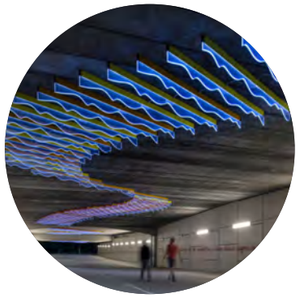
- Integrated Artwork
  - Carpark Facade as key wayfinding element
  - Provision of lighting through facade

Potential for wayfinding 'marker' elements at NW and SW corners of the site in addition to the above.

It should be noted that not all artwork opportunities identified above will be delivered nor are these opportunities necessarily exhaustive.

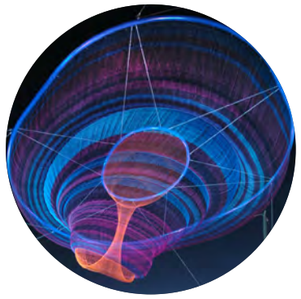


Integrated Facade Element



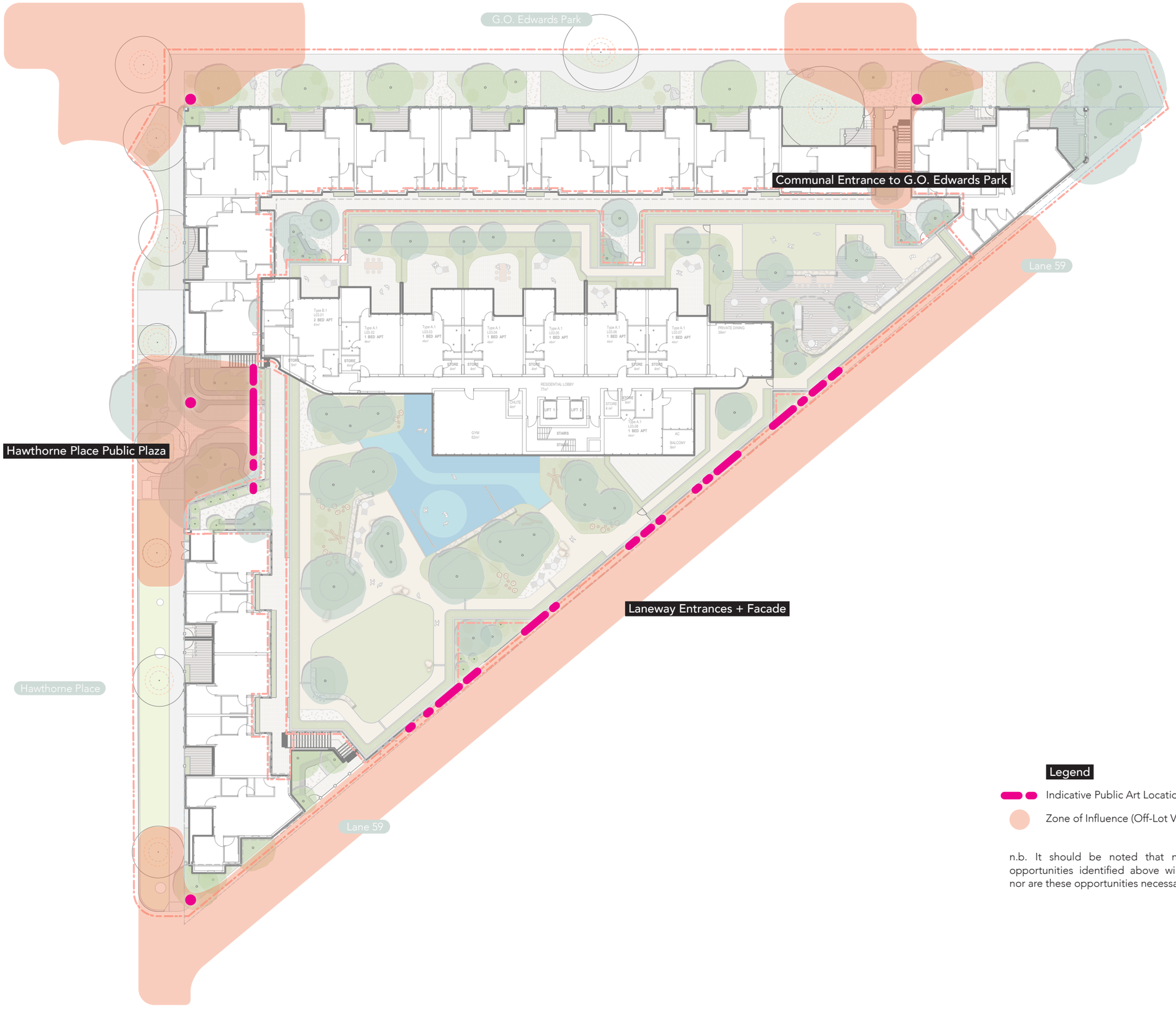
Integrated with Day/Night Condition

Integrated/Iconic



Ephemeral Lightwork Sculpture

TOWN OF VICTORIA PARK
Received: 13/05/2025



Legend

- Indicative Public Art Locations
- Zone of Influence (Off-Lot Visibility)

n.b. It should be noted that not all artwork opportunities identified above will be delivered nor are these opportunities necessarily exhaustive.

TOWN OF VICTORIA PARK
Received: 13/05/2025

ground floor
landscape plan

The ground floor plaza is briefed to be an open and public space that invites people directly off the street into a west-facing under-croft. Seating opportunities frame the space with a paving design connecting the residential lobby and commercial tenancy to Hawthorne Place. Featuring contextually and ecologically responsive plantings to its edge, the site provides (and supports) a series of connections to G.O. Edwards Park and the surrounding neighborhood. The three major interfaces:

Western Interface: Major Entry Point, Public Plaza, Pedestrian Connection to Park, Apartment Entries.
Northern Interface: Park Entry Point, East/West Pedestrian Connection, 'Green Frame' Planting, Apartment Entries.
Lane 59 Interface: Smaller Entry Point, Carparking Entries, 'Green Frame'

TOWN OF VICTORIA PARK
Received: 13/05/2025

N

NTS @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

TOWN OF VICTORIA PARK
Received: 13/05/2025

ground floor

strategy + usage

Major Areas + Surface Finishes

General
- Unit Paver - To Entrances and Private Outdoor Areas
- ToVP Standard Concrete to Major Off-Lot Paths
- Stabilized Gravel Fines to Smaller Off-Lot Path Connections (To Parking/Private Residences)
- Passive Gathering Integrated into Lobby Landscape
- Key Access Facilitated
- Maximizing Views Out

P — Apartment Private Terrace Areas
- Steel Palisade Fencing/Gating
- Planting to Edge

E — Lobby/Communal Landscape Entrance Areas

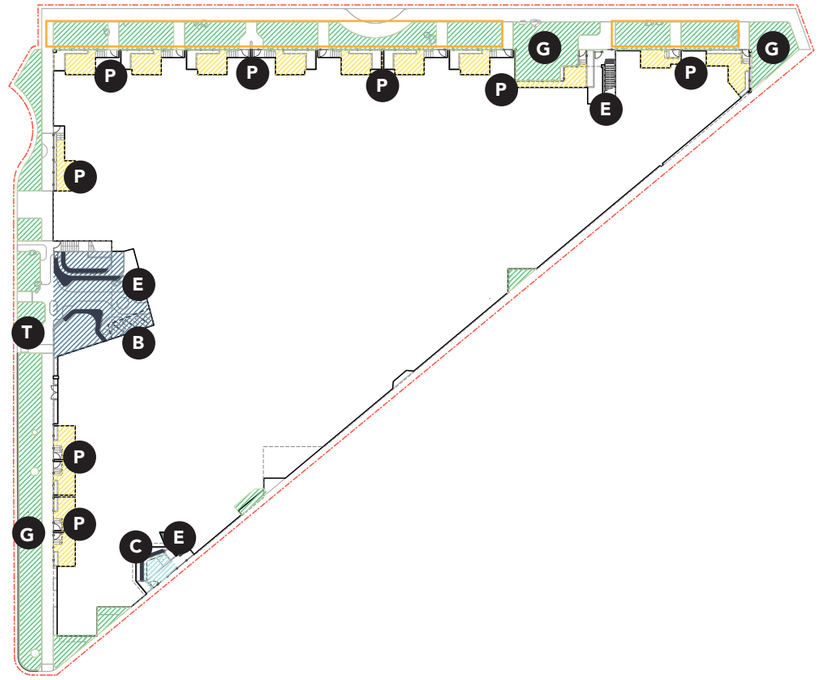
C — Communal Break Out Area

Furniture
- Fixed Bench Seating on Custom Wall w/Integrated Lighting

B — Bicycle Parking
- Fixed Steel Bicycle Parking (in Lobby Area)
- Covered Bicycle Parking under Landscape Areas

G — Green Frame
- Off-Lot Planted Areas (WSUD)
- Permeable Pedestrian Connections

T — Parking Ticket Machine (Retained)



Circulation + Access

Vehicular
- 2x Carpark Entries on Lane 59 (Southern Edge)
- Hawthorne Place (Western Edge)

Bicycle/Scooter
- Parking within Lobby

Pedestrian
- Connects into Existing/Future Path Network
- Site Links :
  - North/South (Hawthorne Place)
  - East/West (G.O Edwards Park Interface)
  - SW/NE (Lane 59)
- Key Sightlines Accommodated

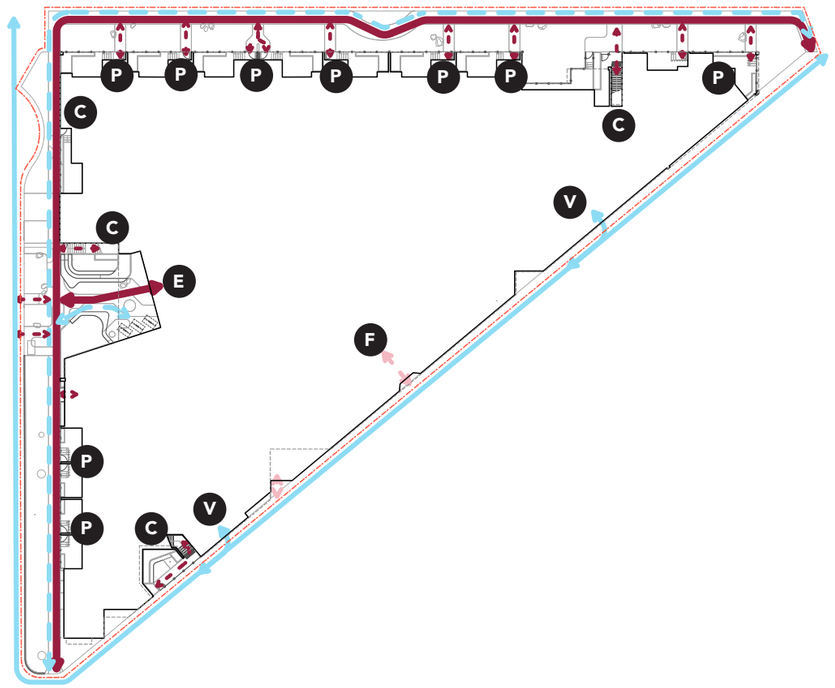
E — Major Building Entry Point

C — Pedestrian (Access to Communal Landscape Areas)

P — Pedestrian (Access to Private Residential Outdoor Areas)

F — Fire Stair Egress/Access

V — Vehicular (Lane 59)



TOWN OF VICTORIA PARK
Received: 13/05/2025

Levels/Transitions/Safety Lines

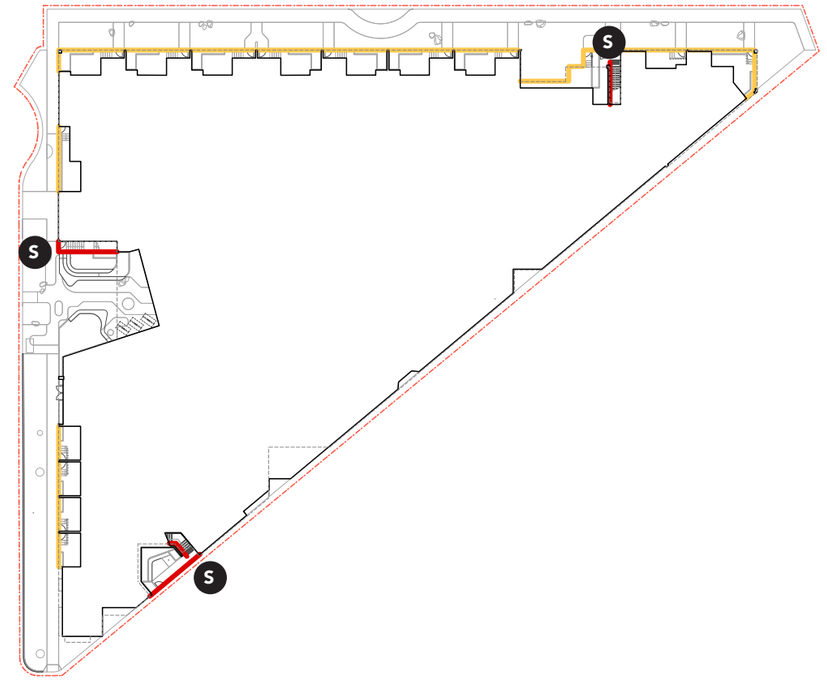
Internal FFL: 4.20
Southern Entrance: RL 4.00
Northern Entrance: RL 3.80
Western Entrance: Transition to RL 3.80 at Lot Boundary

Stairs (and Internal Lifts) Providing Access to Level One Communal Areas
Landscape Integrates Level Changes
Meeting DDA Requirements (1:20 or greater)
Universal Access - Pick up & Drop off at Same Area
Reduced Need for Retaining Walls

S Stair Transition to Communal Areas

1600/1800mm H Fencing to Private or Communal Outdoor Areas (Steel Palisade Balustrade)

Steel Palisade Balustrade or Planter Wall w/ integrated Steel Palisade Balustrade



Planting/Tree Provision

Ecological Function + Habitat Provision
Green Blue Systems + Microclimate

Exposed Palette
- Dry/Textural
- Banksia/Coastal
- Floral Highlight

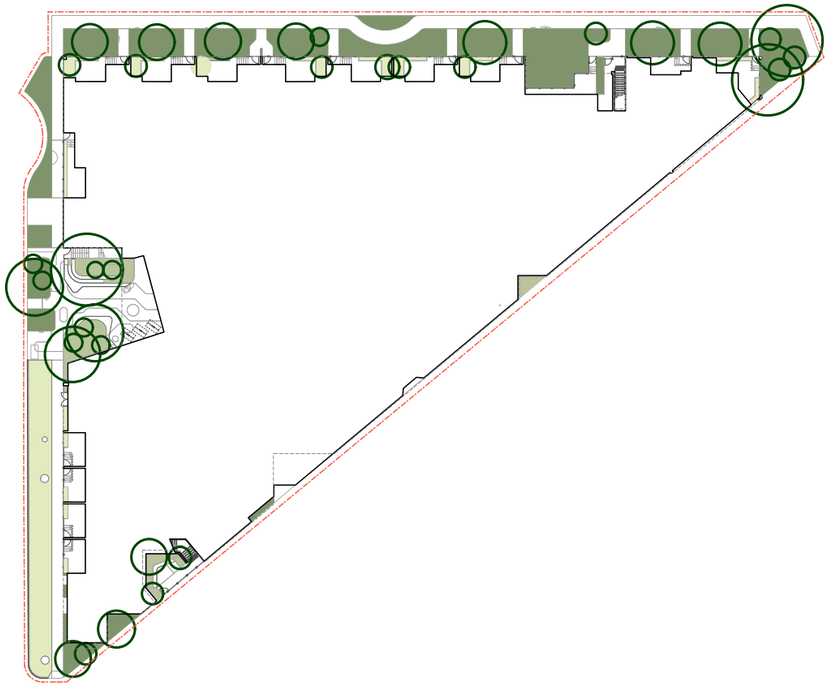
Sheltered Palette
- Cool/Soft
- Melaleuca/Wetland
- Trunk/Fragrance Highlight

Private Garden

Productive Planting

Turf Area

Proposed Tree



TOWN OF VICTORIA PARK
Received: 13/05/2025

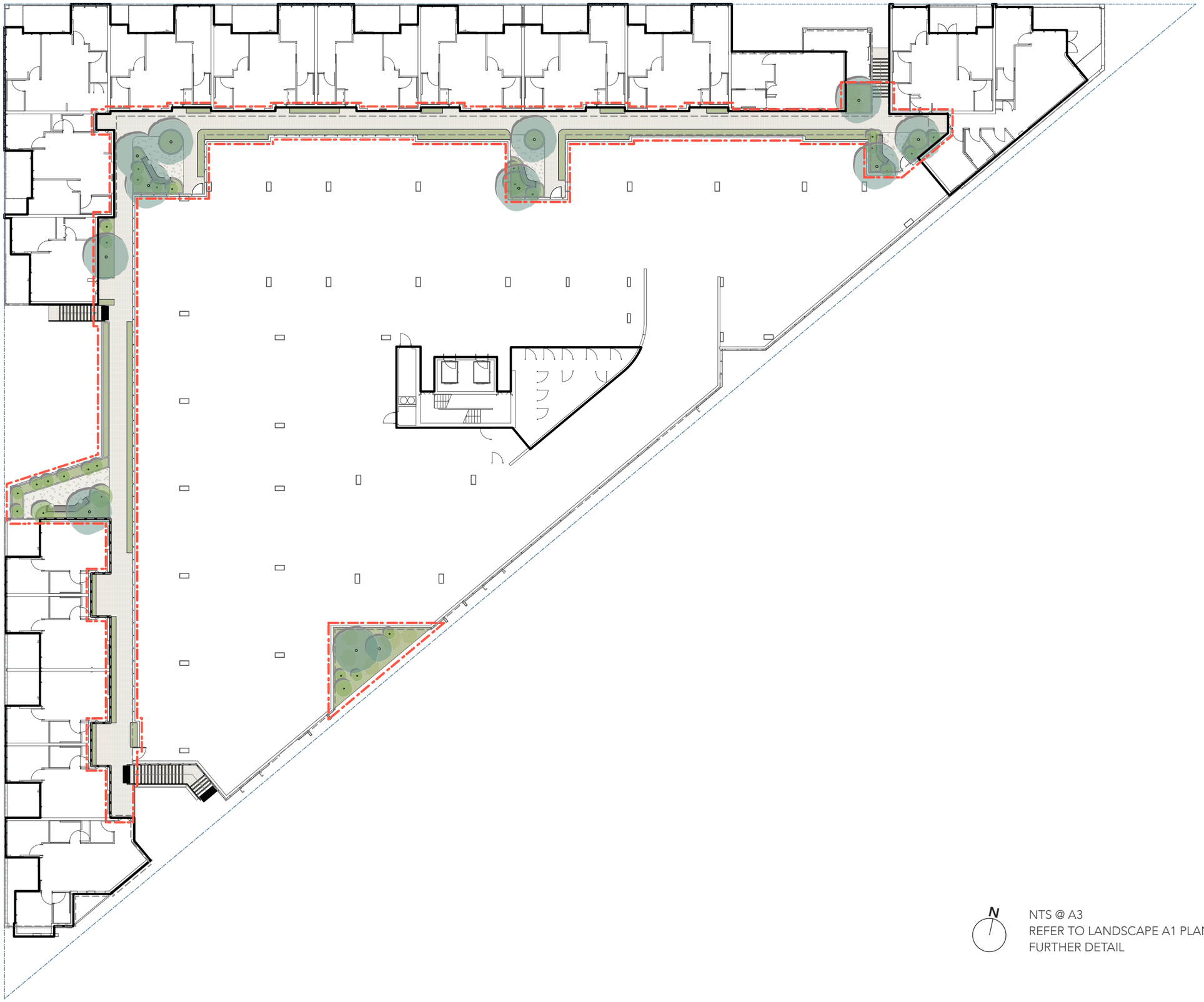
level one
landscape plan

Level 01 constitutes the central connective spine of the develop providing connection to not only the Northern facing apartments and residential tower but to each of the sites external interfaces. Multiple connections to the ground floor have been configured as 'green portals' with planting to connect with the surrounding parkland, bring it up and envelop the development.

The connective spine offer smaller gathering opportunities with the ability at each end of the boardwalk for residents to access the edge, providing both views towards the park and passive surveillance of the adjacent lane.

The combination of surface finishes, planters, integrated facade design and significant greening establish a dynamic visual and green facades.

TOWN OF VICTORIA PARK
Received: 13/05/2025



N

NTS @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

TOWN OF VICTORIA PARK
Received: 13/05/2025

level one

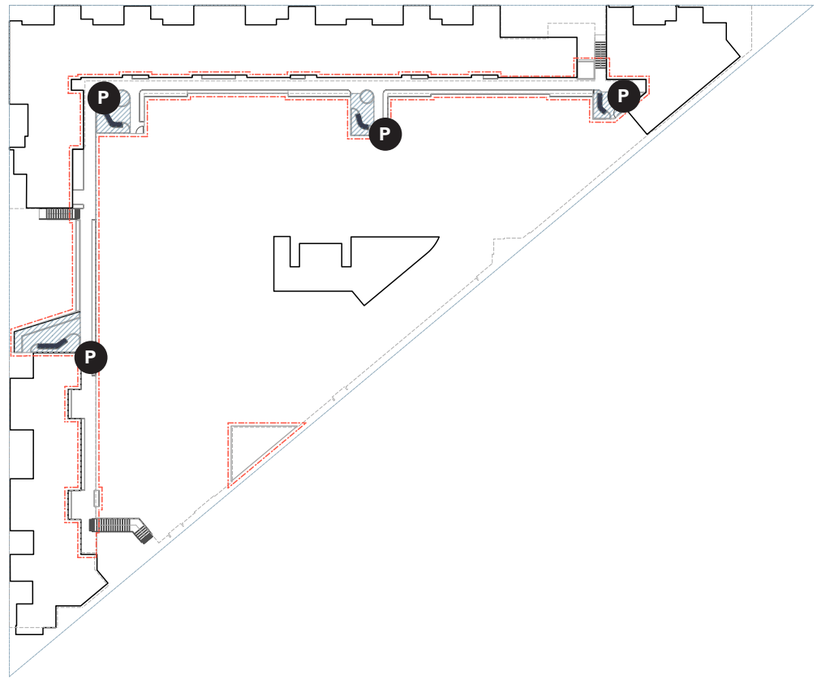
strategy + usage

Major Areas + Surface Finishes

General
- Stone Effect Porcelain Tile (2x Tones) on Pedestals
- Passive Gathering Integrated into 'Boardwalk' Landscape
- Stairs with Incorporated Handrails, Tactiles and Nosing
- Key Access Facilitated
- Maximizing Views Out

Communal Breakout Areas
- 1800mm Steel Palisade Fencing/Gating to Park/Lane 59
- 1000mm Parapet Planter

Furniture
- Fixed Bench Seating on Custom Wall w/Integrated Strip Lighting
- Fixed Coffee Tables

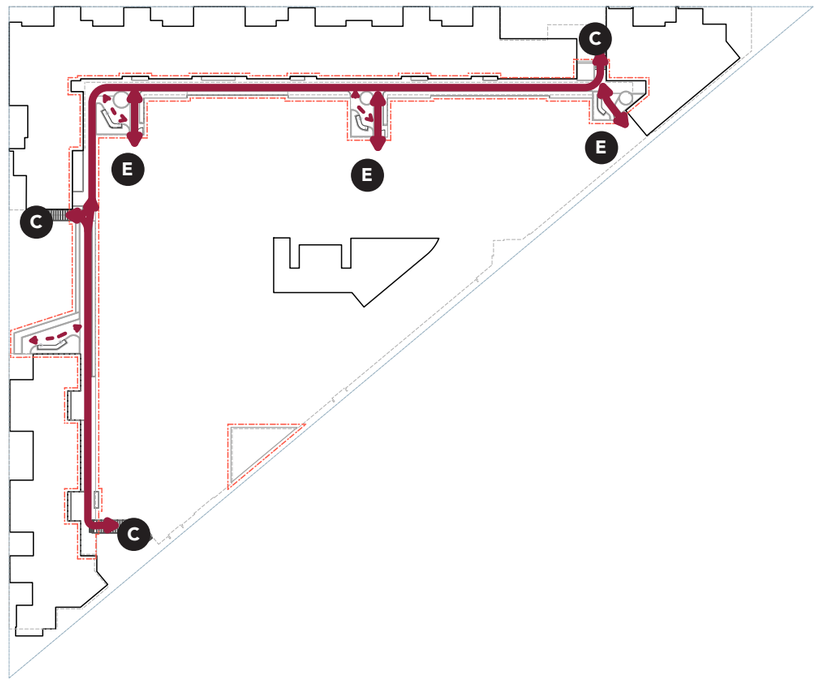


Circulation + Access

Pedestrian
- Permeable Ground Plane
- Major Connection Points:
  - Northern (G.O Edwards Park)
  - Western (Lobby Plaza)
  - SE (Lane 59)
- Key Sightlines Accommodated

E Carpark Entry Point

C Pedestrian (Access to Ground Floor Areas)



TOWN OF VICTORIA PARK
Received: 13/05/2025

Levels/Transitions/Safety Lines

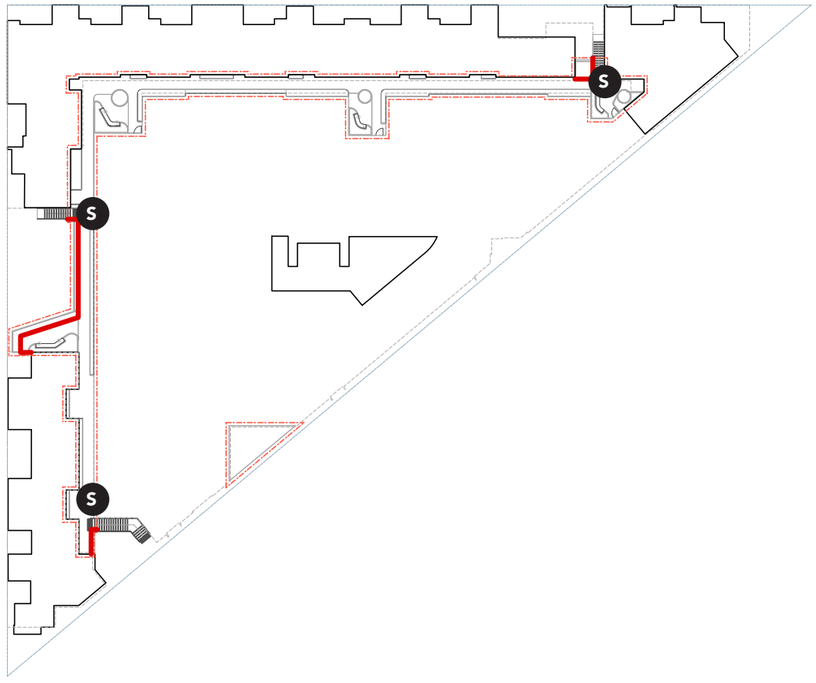
Internal FFL:
- Northern Apartments: FFL 7.50
- Internal Lobby Entrance: FFL 7.30

Southern Entrance: Transition to RL 4.00
Northern Entrance: Transition to RL 3.80
Western Entrance: Transition to RL 3.80

Stairs
Communal Areas
Landscape Integrates Level Changes
Meeting DDA Requirements (1:20 or greater)

S Stair Transition to Ground Areas

1000mm H Safety Line (Steel Palisade Balustrade or 1000mm H Planter Wall)

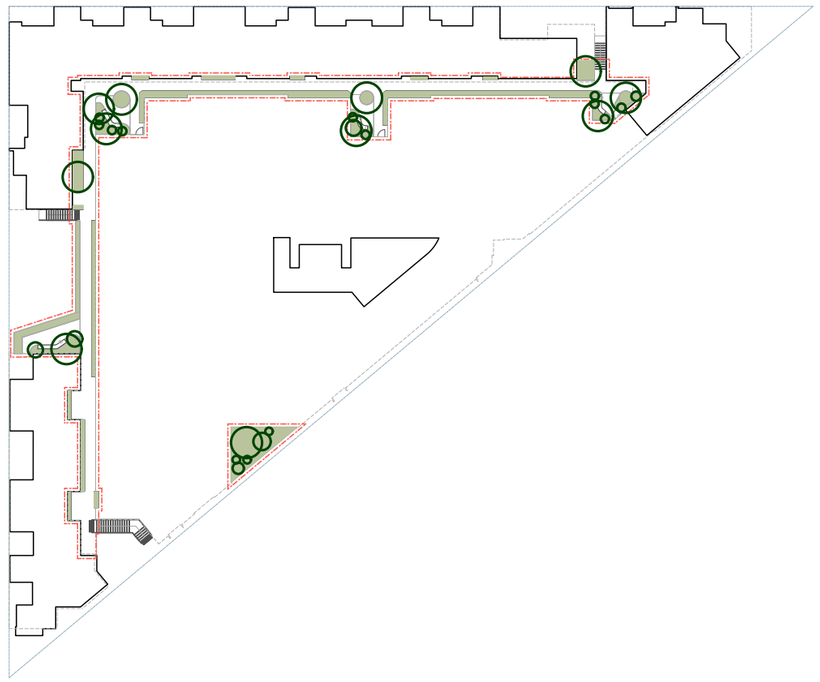


Planting/Tree Provision

Ecological Function + Habitat Provision
Green Blue Systems + Microclimate

Sheltered Palette
- Cool/Soft
- Melaleuca/Wetland
- Trunk/Fragrance Highlight

Proposed Tree



TOWN OF VICTORIA PARK
Received: 13/05/2025

level one

concept imagery

GATHERING AREA

GATHERING AREA

GREEN CONNECTIVE SPACE

GREEN CONNECTIVE SPACE

TOWN OF VICTORIA PARK
Received: 13/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

level three
landscape plan

The communal podium is designed as a resident amenity, featuring a spa area with views overlooking the park. A perimeter frame of planting will establish a protected rooftop environment, buffering SE/SW winds. The space will include outdoor kitchens, productive planting areas, lawns, and maintenance access routes, along with private outdoor areas to the north and a small awning for shade. Multiple gathering areas will be incorporated throughout the podium. The southern section of the podium will extend the gym area with outdoor exercise spaces, including a walking track, exercise bars, and equipment. Significant tree planting will further enhance the space, creating a sheltered environment. The landscape design will offer areas for relaxation, wellness, outdoor exercise, and group activities. It will also provide spaces for residents to gather, sunbathe, or simply relax in a tranquil setting.

TOWN OF VICTORIA PARK
Received: 13/05/2025

N

NTS @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

TOWN OF VICTORIA PARK
Received: 13/05/2025

level three

strategy + usage

Major Areas + Surface Finishes

G Communal Active Space
- 100m Running Track + Softfall Area as Outdoor Gym
- Diversity of Seating
- Planting to Edge

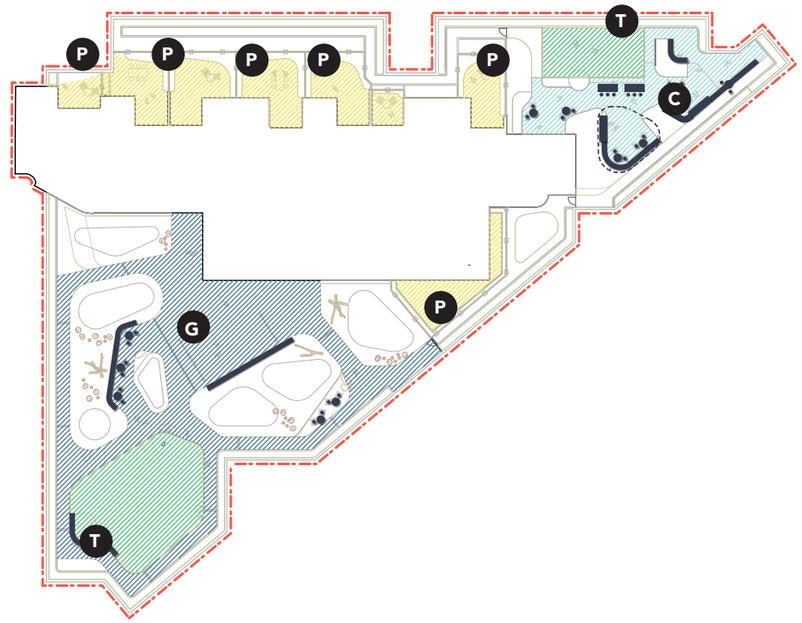
C Communal Entertaining Area
- Deck w/ Outdoor Kitchen (BBQ and Sink Facilities)
- Diversity of Seating
- Awning Over
- Planting to Edge

P Apartment Private Terrace Areas
- Stone Effect Porcelain Tile on Pedestals to External Areas
- Planters to Facilitate Climbers to Northern Face
- Tiled Surface

T Turf Areas

Furniture
- Fixed Bench Seating on Custom Wall w/Integrated Strip Lighting
- Fixed Tables/Chairs

Feature Awning/Canopy Element



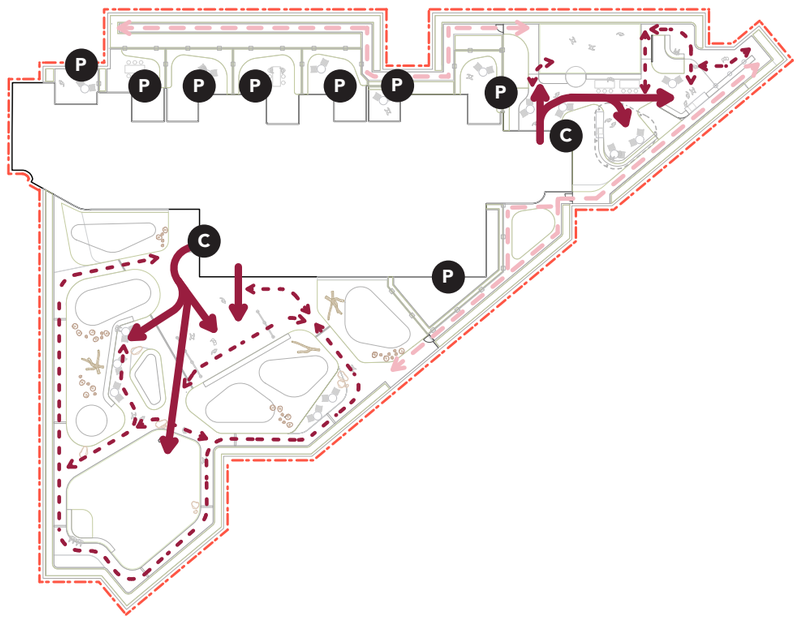
Circulation + Access

Pedestrian
- Permeable Ground Plane
- Key Sightlines Accommodated

Service/Maintenance Access

C Pedestrian (Access to Communal Areas)

P Pedestrian (Access to Private Residential Outdoor Areas)



TOWN OF VICTORIA PARK
Received: 13/05/2025

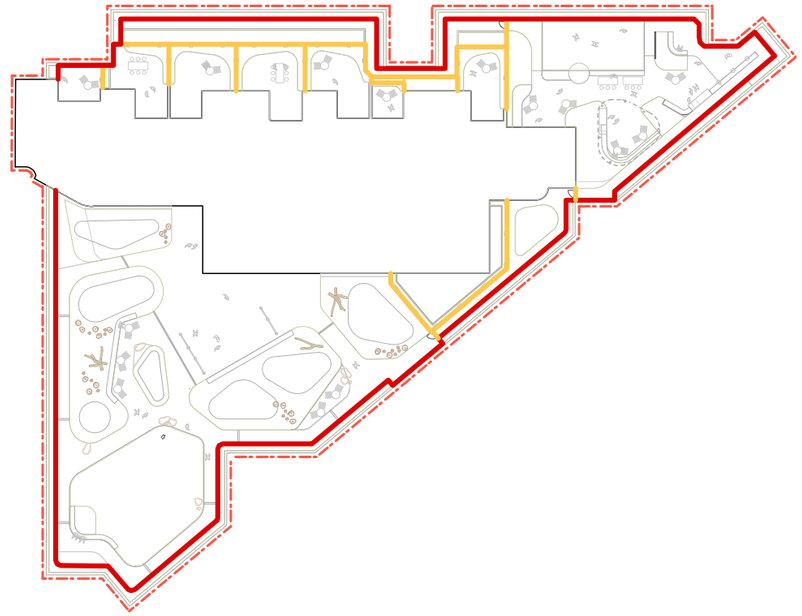
Levels/Transitions/Safety Lines

Internal FFL: TBC
External FFL: TBC

Meeting DDA Requirements (1:20 or greater)
Universal Access - Pick up & Drop off at Same Area

1200mm H Safety Line (Steel Palisade Balustrade or 1200mm H Planter Wall)

1600mm H Delineation of Private Space to Communal Outdoor Areas (Steel Palisade Balustrade)



Planting/Tree Provision

Ecological Function + Habitat Provision
Green Blue Systems + Microclimate

Exposed Palette
- Dry/Textural
- Banksia/Coastal
- Floral Highlight

Sheltered Palette
- Cool/Soft
- Melaleuca/Wetland
- Trunk/Fragrance Highlight

Private Garden

Productive Planting

Turf Area

Proposed Tree

TOWN OF VICTORIA PARK
Received: 13/05/2025

level three

concept imagery - northern portion

TURF AREA AND PRIVATE TERRACES

OUTDOOR KITCHEN AND SEATING AREA WITH CANOPY

SECONDARY OUTDOOR KITCHEN AND SEATING AREA

TURF AREA AND COMMUNAL SEATING

TOWN OF VICTORIA PARK
Received: 13/05/2025

PRIVATE TERRACES WITH
FENCING AND MAINTENANCE
ZONE TO PARAPET

TOWN OF VICTORIA PARK
Received: 13/05/2025

level three

concept imagery - southern portion

INTIMATE COMMUNAL SEATING AREAS

EXERCISE LAWN AREA

SECONDARY SEATING AREAS

OUTDOOR EXERCISE AREA (SOFTFALL)

TOWN OF VICTORIA PARK
Received: 13/05/2025

TREE PLANTING ADJACENT MAINTENANCE ZONE TO PARAPET

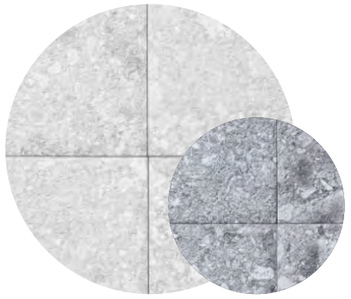
TOWN OF VICTORIA PARK
Received: 13/05/2025

site framework

surface materiality + furniture

Compacted Gravel Fines

Stone Boulders


Stone Texture Porcelain Tiles

Gabion Wall w. Limestone Spall

Stainless Steel Trellis System

Decorative Gravel

Electric BBQs

Moveable Furniture

Composite Timber Decking

Composite Timber Batten Seating

Steel Planters

materials

The material palette for the landscape is intentionally simple and are selected for their robustness, textural quality and reference to place.

- Materials to reference the established architectural design language and work with the broader landscape schematic - weathered-look timber (composite), stone and concrete.
- Materials to reference riparian and parkland materials - weathered-look timber (composite), crushed aggregates and stone boulders.
- Materials to be low maintenance.
- Large scale surface materials will seamlessly blend into planted areas and define paths, enhancing pedestrian comfort both informally and formally.
- Materials to celebrate a sense of place.
- Stone boulders are proposed to be utilised for marker points at ground level tying lobby into wider parkland.
- Materials celebrate local selection and work in with the design language established in the adjacent parkland and broader Derbal Yerrigan area.
- All materials have been chosen for their natural qualities, muted appearance, connection to the waterfront - both heritage industries and the pre-settlement landscape.

site framework

planting thematic

TOWN OF VICTORIA PARK
Received: 13/05/2025

planting

The planting palette has been considered against a backdrop of Country, site histories, sustainability, and community and resolves around a regenerative landscape strategy. It was developed in consideration of both local coastal and riparian native ecologies. Strategies engaged to achieve principles:

- Establish green edge conditions utilising both deep soil planting, boundary planters and trellising with climbing species to building columns and green wall to Northern building facade.
- Entrances should be defined by green with 'marker' planting to establish wayfinding.
- Planting to be 'clipped' and structural - native species such as westringia, correa, leptospernum, alyxia and leucophyta to be 'balled' or 'cloud pruned'.
- Grasses to be planted in drifts to capture and celebrate breeze movements across site.
- A restrained foliage colour palette - soft grey greens interspersed with taupe coloured grasses and grey feature shrubs.
- Develop endemic plantings with ground covers/low shrubs to create refuge for native fauna and soil micro fauna as an act of landscape repair.
- Utilise native dry/wetland species to establish ecologies and cleanse water before entering the stormwater.
- Only utilise non-endemic planting in situations where endemic planting is not-likely to suitably perform (eg. deep shade)
- Introduce endemic edibles and cultural plantings.
- Seasonal colour provided through multiple flowering shrubs and groundcovers.
- Provide productive and recreational landscapes for people to occupy and enjoy.

TOWN OF VICTORIA PARK
Received: 13/05/2025

site framework

deep soil assessment

DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS	
SITE AREA	4485 sqm
REQUIRED DEEP SOIL PLANTING (7% Site Area) n.b. 1x Existing Tree Retained	314 sqm

GROUND FLOOR (INC. PARK ENTRY STAIR) DSA	
DEEP SOIL AREA	156.5 sqm
PERMEABLE PAVING	7.2 sqm
TOTAL DSA ON GROUND	163.7 sqm

ADDITIONAL REQUIREMENTS	
DEEP SOIL AREA SHORTFALL	150.3 sqm
ADDITIONAL PLANTING ON STRUCTURE REQUIRED	300.6 sqm

n.b. The figures presented represent an initial analysis of architectural drawings and applied landscape strategy of where DSA and planting on structure could reasonably be achieved prior to further design iteration.

No vertical greening/green walls have been utilised in the production of sqm figures.

ADDITIONAL PLANTING ON STRUCTURE	
GROUND FLOOR	35.0 sqm
LEVEL 01	149.2 sqm
LEVEL 03	780.4 sqm
TOTAL ON STRUCTURE PLANTING	964.6 sqm

TOTAL PLANTING	
TOTAL DSA + PLANTING ON STRUCTURE	1128.3 sqm

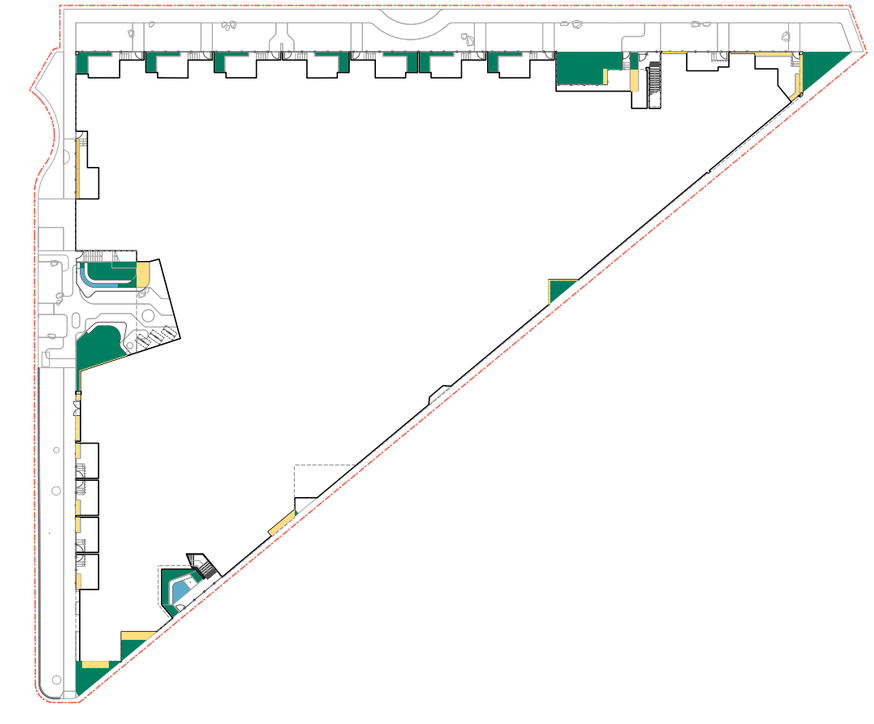
PERCENTAGE PLANTING AREA ACHIEVED	
TOTAL DSA + PLANTING AREA AS PERCENT OF SITE SQM	25 %

TOWN OF VICTORIA PARK
Received: 13/05/2025

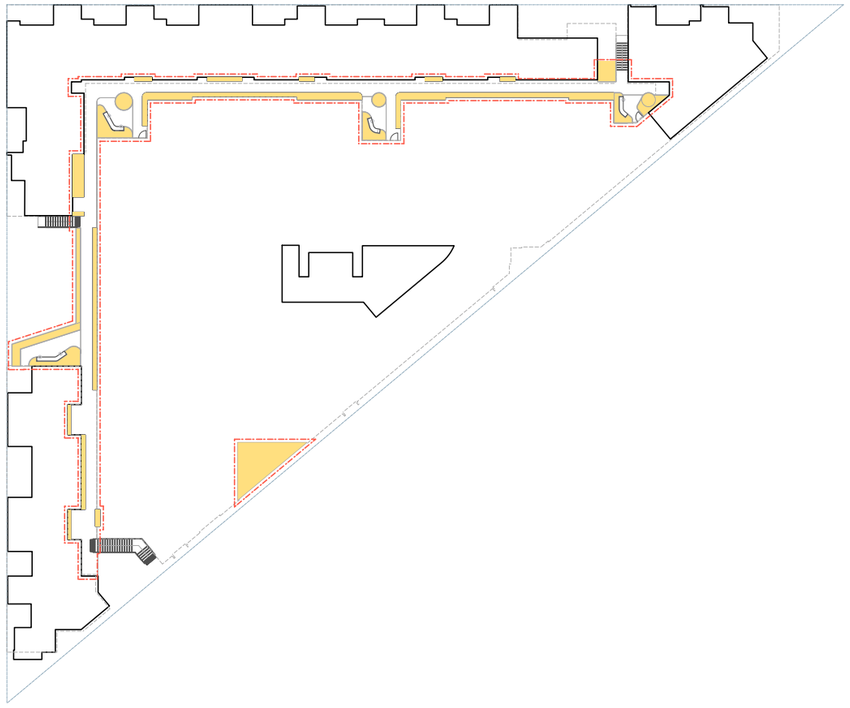
Deep Soil

Planting On Structure

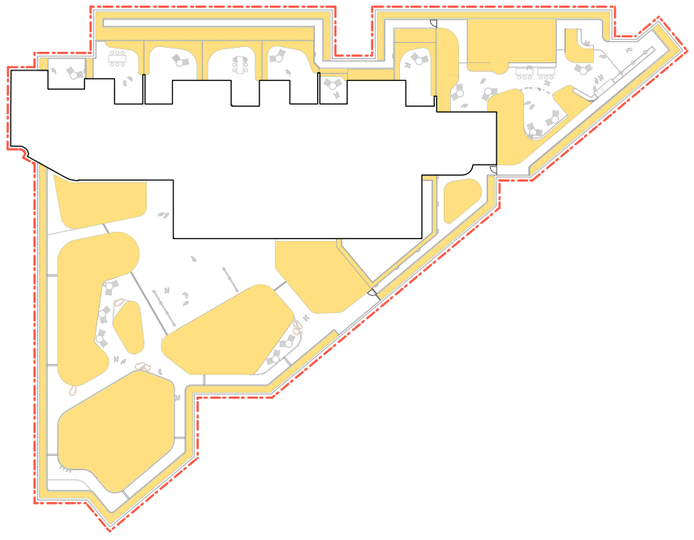
Permeable Paving



Ground Floor



Level One



Level Three

TOWN OF VICTORIA PARK
Received: 13/05/2025

site framework

general notes

GENERAL NOTES

IRRIGATION
All irrigation on the project will be sourced from scheme water. The possibility to capture and store water from rain-events and reuse for irrigation is a possibility currently being examined for incorporation. Irrigation will be efficient below ground drip-based delivery and integrated with moisture sensors to ensure minimization of water use. Passive irrigation utilising surface flows to planting is proposed to ground floor areas.

MAINTENANCE
All ground and on-structure landscape areas are to be maintained by the owner/operator.

Minimization of anchor points has been incorporated to podium areas as vast majority of planting is located within a minimum 1200mm high fall barrier forming its outer edge. Maintenance will be carried out by experienced contractors with qualifications in horticulture with a history of servicing on-structure landscape with awareness of Town of Victoria Park requirements and recommendations. Pruning of large/ medium trees will be undertaken following Arboricultural review and advice by an experienced and certified Arborist. A more complete landscape maintenance report can be provided at building license if required.

DRAINAGE
Landscape drainage will be directed to:
1. Deep soil areas via surface flow that can connect to soak wells if required (Passive Irrigation);
2. Surface drainage points connected to planting (or stormwater if required) if on impermeable surface;
3. Subsoil drainage points if within garden beds or surface drainage points if on impermeable surface, both connected to stormwater.

TOWN OF VICTORIA PARK
Received: 13/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

site framework

tree strategy

DESIGN WA MINIMUM TREE REQUIREMENT		
LOT AREA 4,485 sqm	1 large tree and 1 medium tree for each additional 400m2 in excess of 1000m2 OR 1 large tree for each additional 900m2 in excess of 1000m2 and small trees to suit area	SITE REQUIRES: 1 large tree + 9 medium trees OR 4 large trees + small trees to suit area

ON-LOT TREE PLANTING	
LARGE	4x Conforming Large Tree (1x Ground - Retained, 3x Level Three)
MEDIUM	10x Conforming Medium Trees (10x Level Three)
SMALL	24x Conforming Small Trees (11x Ground, 2x Level One, 11x Level Three)

OFF-LOT TREE PLANTING (SUBJECT TO TOVP COORDINATION/APPROVAL)	
LARGE	2x Conforming Large Trees
SMALL	12x Conforming Small Tree

ON-LOT PROPOSED TREES (CONFORMING)

- Large Tree
- Medium Tree
- Small Tree

ON-LOT PROPOSED TREES (NON-CONFORMING)

- Large Tree
- Medium Tree
- Small Tree

OFF-LOT PROPOSED TREES

- Final placement TBC by ToVP

EXISTING TREES

- On Lot
  To be retained
- Off Lot
  To be retained

ON-LOT PROPOSED TREE SPECIES
(ALL LARGE TREES & ALL
CONFORMING MEDIUM/SMALL TREES)

1. Angophora costata 500L
2. Banksia integrifolia 100L
3. Euc. victrix 'Snow Queen' 100L
4. Melaleuca leucadendra 100L
5. Melaleuca quinquinervia 100L
6. Melaleuca quinquinervia 200L
7. Tipuana tipu 500L

n.b. The figures presented represent an initial analysis of architectural drawings and applied landscape strategy of where tree planting on structure could reasonably be achieved prior to further design iteration.
n.b. For On-Lot trees to be considered conforming to Residential Design Codes Vol. 2 (Refer Table 3.3b) they must achieve the minimum stipulated criteria in each of the following categories:

1. Indicative Canopy Diameter at Maturity
2. Nominal Height at Maturity
3. Required DSA per Tree
4. Recommended Minimum DSA Width
5. Indicative Pot Size at Planting

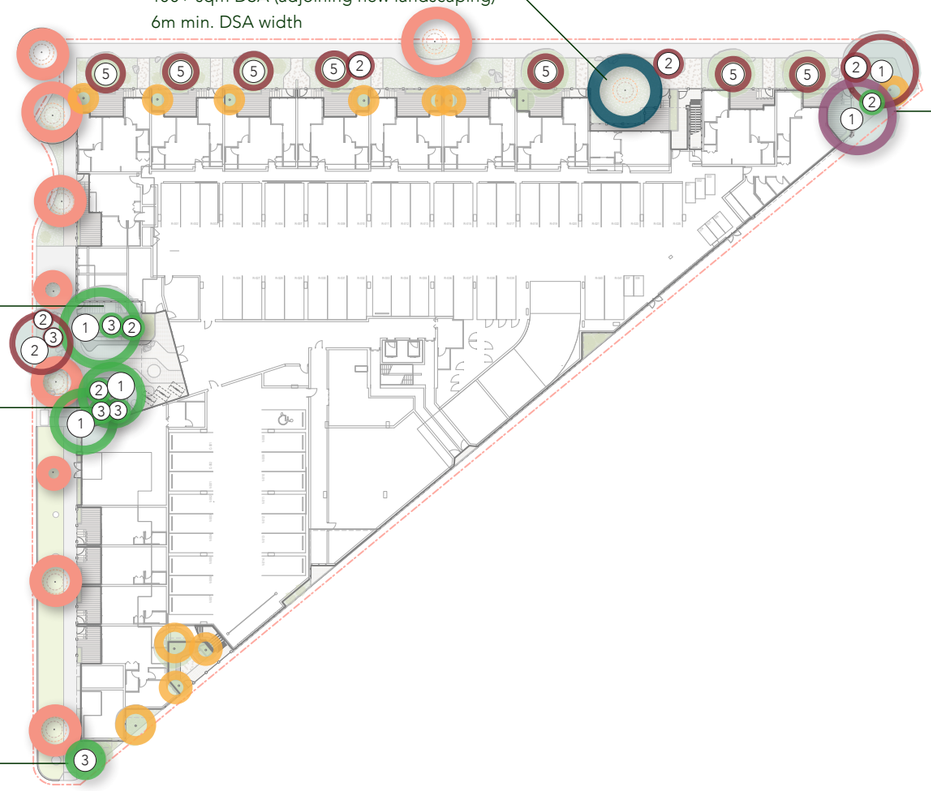
TOWN OF VICTORIA PARK
Received: 13/05/2025

1x Large Tree (Retained)
8.4 sqm DSA (on-lot)
100+ sqm DSA (adjoining new landscaping)
6m min. DSA width

3x Small Tree (Conforming)
11 sqm rootable soil zone
1.5m min. rootable soil zone width

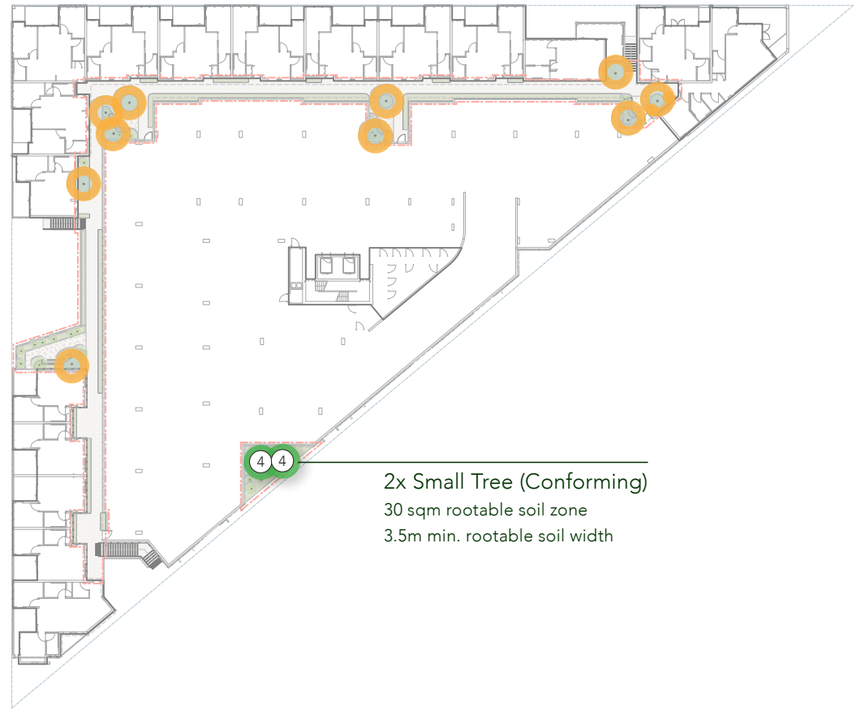
5x Small Tree (Conforming)
29 sqm rootable soil zone
1.5m min. rootable soil zone width

1x Small Tree (Conforming)
15 sqm rootable soil zone
2.5m min. rootable soil zone width



Ground Floor

1x Large Tree (Retained)
1x Small Tree (Conforming)
18 qm DSA (on-lot)
50+ sqm DSA (adjoining new landscaping)
3.5m min. rootable soil width



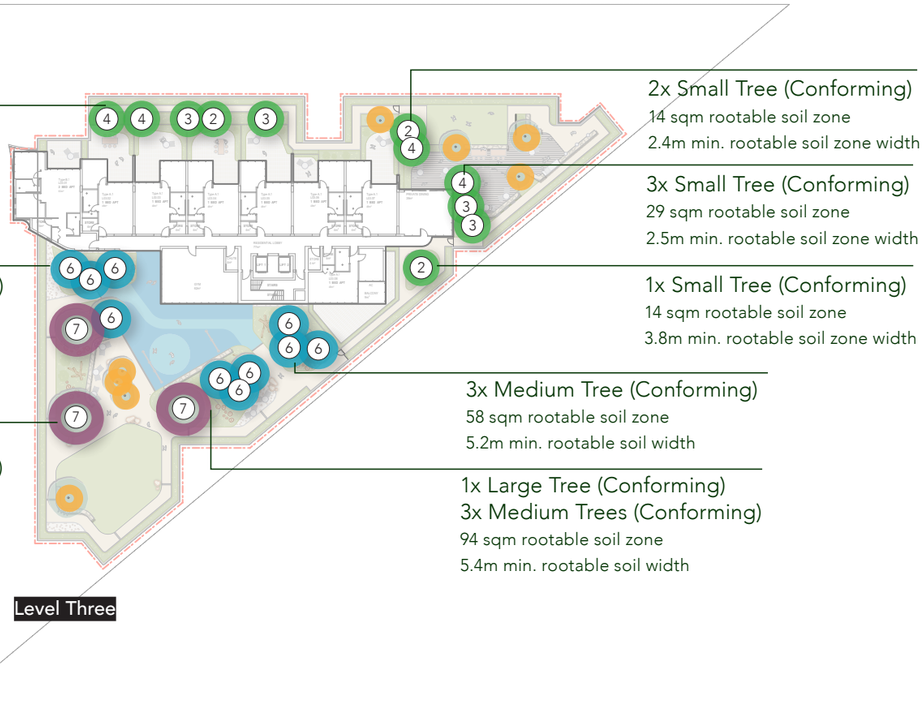
2x Small Tree (Conforming)
30 sqm rootable soil zone
3.5m min. rootable soil width

Level One

5x Small Tree (Conforming)
32.9 sqm rootable soil zone
1.4m min. rootable soil zone width

3x Medium Tree (Conforming)
44 sqm rootable soil zone
4.1m min. rootable soil width

2x Large Trees (Conforming)
1x Medium Tree (Conforming)
93 sqm rootable soil zone
4.5m min. rootable soil zone width



Level Three

2x Small Tree (Conforming)
14 sqm rootable soil zone
2.4m min. rootable soil zone width

3x Small Tree (Conforming)
29 sqm rootable soil zone
2.5m min. rootable soil zone width

1x Small Tree (Conforming)
14 sqm rootable soil zone
3.8m min. rootable soil zone width

3x Medium Tree (Conforming)
58 sqm rootable soil zone
5.2m min. rootable soil width

1x Large Tree (Conforming)
3x Medium Trees (Conforming)
94 sqm rootable soil zone
5.4m min. rootable soil width

TOWN OF VICTORIA PARK
Received: 13/05/2025

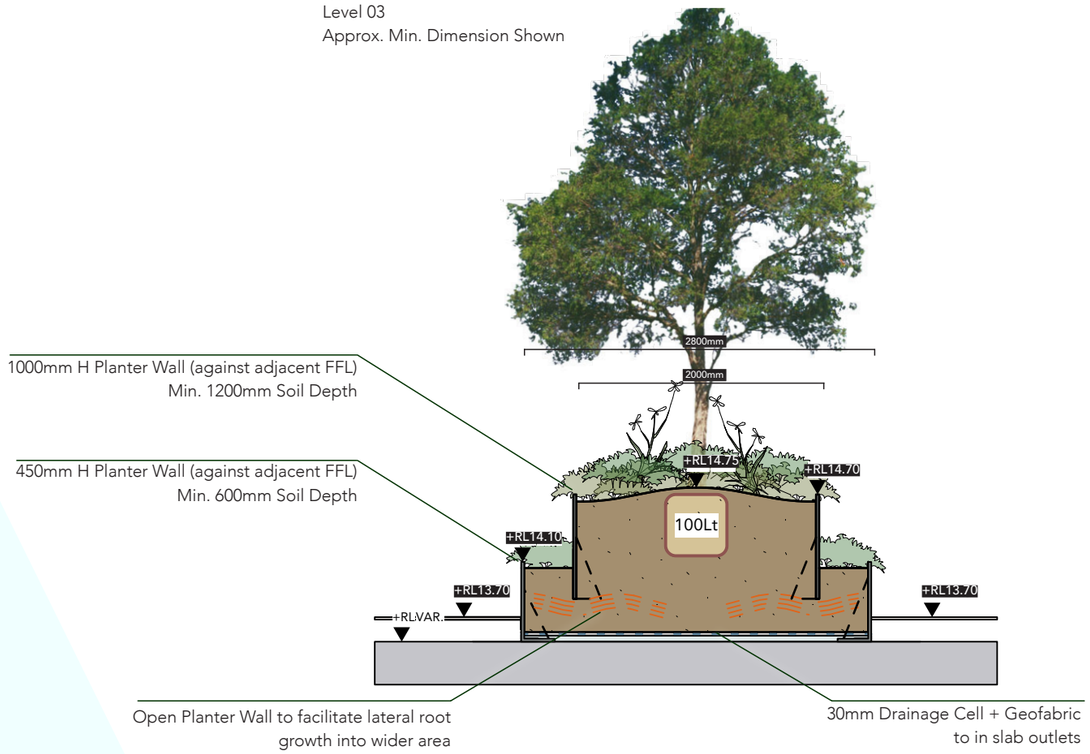
site framework

on-structure planter sections

REFER TO LANDSCAPE PLANS ABOVE FOR PLANTER SECTION LOCATIONS

Planter Section A

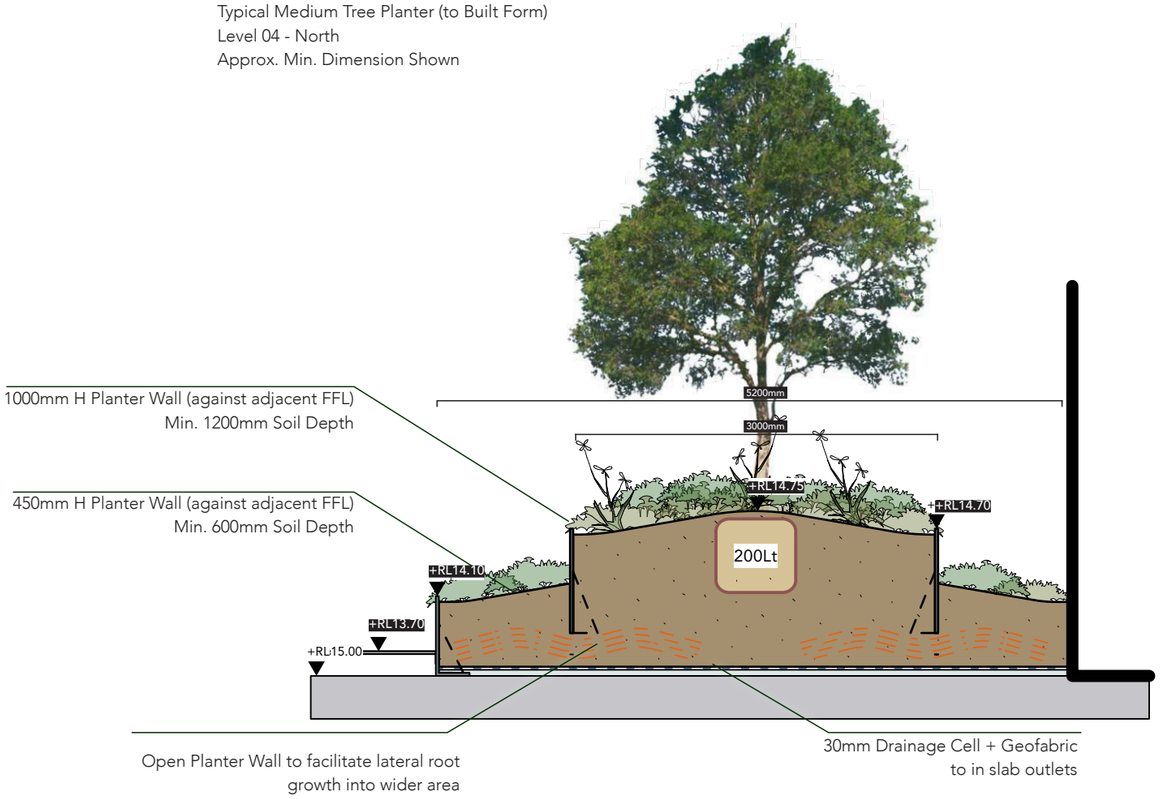
Typical Small Tree Planter (Circular)
Level 03
Approx. Min. Dimension Shown



TOWN OF VICTORIA PARK
Received: 13/05/2025

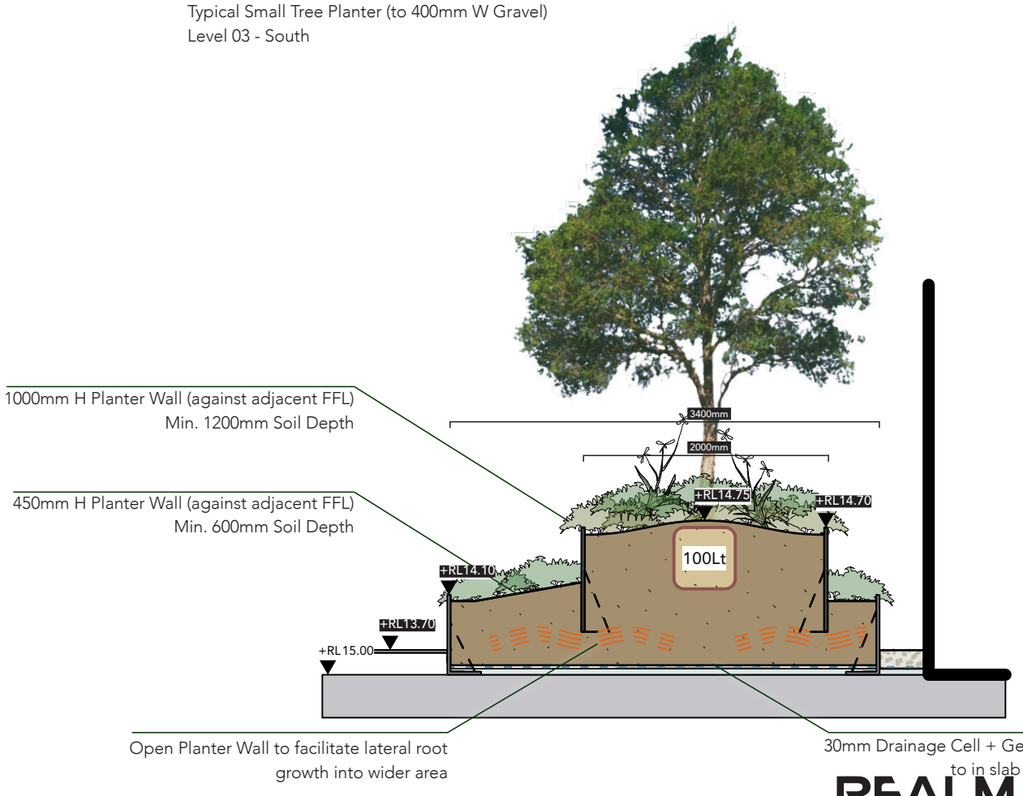
Planter Section B

Typical Medium Tree Planter (to Built Form)
Level 04 - North
Approx. Min. Dimension Shown



Planter Section C

Typical Small Tree Planter (to 400mm W Gravel)
Level 03 - South



TOWN OF VICTORIA PARK
Received: 13/05/2025

site framework

planting palettes/schedules + images

EXPOSED PALETTE - SEE INDIVIDUAL LEVELS FOR PROPOSED LOCATIONS

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Shrubs					
ADE spp	*Adenanthos sericeus 'Pencil Perfect'*	Woolly Bush	3	1	0.8	5Lt
ALYbux	*Alyxia buxifolia*	Sea Box	1	1	0.8	5Lt
ATR cin	*Atriplex cinerea*	Grey Saltbush	0.4	1	0.8	150mm
BAN acc	*Banksia ashbyi Dwarf 'Little Carnarvon Candles'*	Ashby's Banksia - Dwarf	1	1.5	1.2	5Lt
BAN med	*Banksia menziesii Dwarf*	Firewood Banksia - Dwarf	1	1.5	1.2	5Lt
BAN scn	*Banksia spinulosa 'Coastal Cushion'*	Hairpin Banksia	0.7	0.5	1.2	5Lt
CAL qlr	*Calothamnus quadrifidus 'Prostrate'*	Prostrate Net Bush	0.6	1	0.8	140mm
COR ref	*Correa reflexa 'Alba'*	Native White Fuchsia	1	1	0.8	140mm
DAR cit	*Darwinia citriodora*	Lemon-scented darwinia	0.4	0.4	0.3	140mm
DIP dam	*Diplolaena grandiflora*	Tamala Rose	0.4	0.4	0.0	140mm
ERE spr	*Eremophila nivea 'Spring Mist'*	Spring Mist	1.2	1.1	0.8	140mm
GRE pgs	*Grevillea preissii 'Green Seaspray'*	Green Seaspray	1.2	1.2	0.9	140mm
GUI led	*Guichenotia macrantha*	Large flowered guichenotia	0.6	0.6	0.4	140mm
LEP lfs	*Leptospermum laevigatum 'Fore Shore'*	Fore Shore	0.5	1	0.4	140mm
LEU bro	*Leucophyta brownii*	Cushion Bush	0.5	0.5	0.4	130mm
MEL nes	*Melaleuca nesophila 'Little Nessie'*	Little Nessie	1	1	1.0	140mm
OLE axi	*Olearia axillaris 'Beach Ball'*	Beach Ball Coast Daisy Bush	0.5	0.8	0.8	140mm
OZO rad	*Ozothamnus diosmifolius*	Riceflower	1.5	1	0.8	140mm
PIM alb	*Pimelea alba*	White Rice Flower	0.5	0.5	0.4	140mm
WES fru	*Westringia fruticosa*	Coastal/Native Rosemary	0.8	1	0.8	140mm
	Exotic Shrubs					
BRA sun	*Brachyglottis greyi 'Sunshine'*	Sunshine Ragwort	1	1	1.0	140mm
CON cne	*Convolvulus cneorum*	Silver Bush	0.4	0.4	0.4	140mm
HEL ita	*Helichrysum italicum serotinum*	Curry Plant	0.8	1	0.4	170mm
RHA ind	*Rhaphiolepis indica 'White'*	White Indian Hawthorn	0.8	0.8	0.8	170mm
	Australian Native Grasses					
ANI bbo	*Anigozanthos hybrid 'Bush Bonanza'*	Small Yellow Kangaroo Paw	0.6	0.4	0.0	130mm
ANI cas	*Anigozanthos hybrid 'Celebrations Aussie Spirit'*	Green/Gold Kangaroo Paw	0.3	0.4	0.0	130mm
ANI emg	*Anigozanthos hybrid 'Everlasting Mega Gold'*	Gold Kangaroo Paw	0.4	0.4	0.0	130mm
ANI hbr	*Anigozanthus hybrid 'Yellow Gem'*	Large Yellow Kangaroo Paw	1	0.8	0.0	130mm
AUS cae	*Austrodanthonia caespitosa*	Ringed Wallaby Grass	0.3	1.5	1.2	130mm
CAR app	*Carex appressa*	Tall Sedge	1.25	0.7	0.5	Tubestock
CON can	*Conostylis candicans*	Grey Cottonheads	0.3	0.3	0.2	130mm
GAH tri	*Gahnia trifida*	Coast Saw-sedge	0.7	0.7	0.5	130mm
LEP gla	*Lepidosperma gladiatum 'Gladiator'*	Gladiator Coastal Sword Sedge	1	0.6	0.5	170mm
LOM lim	*Lomandra 'Verday'*	Lomandra 'Verday'	0.6	0.6	0.4	130mm
POA esk	*Poa labillardieri 'Eskdale'*	Blue Meadow Grass 'Eskdale'	0.6	0.6	0.4	130mm
THE tri	*Themeda triandra*	Kangaroo Grass	1	0.5	0.4	130mm
	Australian Native Ground Covers (Spilling)					
BAN ble	*Banksia blechnifolia*	Groundcover Banksia	0.3	1.5	0.0	150mm
BAN dal	*Banksia dallanneyi*	Couch Honeypot	0.8	3	0.0	130mm
BRA ibe	*Brachycome iberidifolia*	Swan River Daisy	0.3	0.3	0.2	140mm
CHR dfl	*Chrysocephalum apiculatum 'Desert Flame'*	Desert Flame' Paper Daisy	0.2	0.5	0.4	140mm
DIC emf	*Dichondra 'Emerald Falls'*	Emerald Falls	0.1	1	0.4	130mm
DIC esf	*Dichondra 'Silver Falls'*	Silver Falls	0.1	1	0.4	130mm
DIS sun	*Disphyllum hybrid 'Sunburn'*	Rounded Noon Flower	0.1	1	0.4	130mm
ERE gkc	*Eremophila glabra 'Compactum'*	Compact Emu Bush	0.4	1	1.6	140mm
GRE ggg	*Grevillea obtusifolia 'Gingin Gem'*	Gingin Gem	0.4	2	1.6	130mm
HEM pun	*Hemiandra pungens 'Alba'*	White Snakebush	0.1	0.8	0.4	130mm
	Exotic Ground Covers (Spilling)					
HEL pet	*Helichrysum petiolare*	Licorice Plant	0.3	1.5	0.8	170mm
ROS off	*Rosmarinus officinalis 'Prostrate'*	Creeping Rosemary (Productive/Com	0.3	1.2	0.8	170mm
	Australian Native Climbers					
HIB sca	*Hibbertia scandens*	Snake Vine	4	5	REFER PLAN	130mm
PAN pan	*Pandorea pandorana*	Wonga Wonga Vine	5	6	REFER PLAN	130mm

SHELTERED PALETTE - SEE INDIVIDUAL LEVELS FOR PROPOSED LOCATIONS

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Shrubs					
HYM gol	*Hymenosporum flavum 'Golden Nugget'*	Native Frangipani 'Gold Nugget'	0.8	0.8	200mm	130mm
	Exotic Shrubs					
ART cir	*Arthropodium cirratum*	New Zealand Rock Lily	0.6	0.6	0.4	130mm
FAT jap	*Fatsia japonica*	Japanese Aralia	0.6	0.6	0.4	130mm
LIR emc	*Liriope 'Emerald Cascade'*	Weeping Liriope ' Emerald Cascade'	0.3	0.3	0.4	130mm
LIR jur	*Liriope 'Just Right'*	Lilyturf 'Just Right'	0.4	0.4	0.4	130mm
PHI con	*Philodendron 'Xanadu'*	Philodendron 'Xanadu'	0.8	0.8	0.8	170mm
PHO ten	*Phormium tenax*	New Zealand Flax	1.2	1.2	0.4	5Lt
	Australian Native Ferns					
CYA coo	*Cyathea cooperi*	Australian Tree Fern	5	2	REFER PLAN	45Lt
MIC div	*Microsorum diversifolium*	Kangaroo Paw Fern	0.5	0.5	0.4	170mm
	Exotic Ferns					
CYR fal	*Cyrtomium falcatum*	Holly Fern	0.5	0.5	0.4	170mm
DAV fej	*Davallia fejeensis*	Lacy Rabbit's Foot Fern	0.5	0.5	0.4	170mm
	Australian Native Grasses					
DIA tas	*Dianella 'Tasred'*	Tasred Flax Lily	0.8	0.9	0.5	140mm
FIC nod	*Ficinia nodosa*	Knotted Club Rush	0.6	0.4	0.3	130mm
LEP gla	*Lepidosperma gladiatum 'Gladiator'*	Gladiator Coastal Sword Sedge	1	0.6	0.5	170mm
LEP twg	*Lepidosperma squamatum 'Twilight Green'*	Twilight Green Sedge	0.5	0.5	0.5	170mm
LOM lim	*Lomandra 'Verday'*	Lomandra 'Verday'	0.6	0.6	0.4	130mm
	Australian Native Ground Covers (Spilling)					
DAM lin	*Dampiera linearis 'Cobalt Mound'*	Cobalt Mound' Dampiera	0.3	0.5	0.5	140mm
DIC emf	*Dichondra 'Emerald Falls'*	Emerald Falls	0.1	1	0.4	130mm
HIB sca	*Hibbertia scandens*	Snake Vine	5	0.6	1.0	130mm
KEN pro	*Kennedia prostrata*	Running Postman	0.2	1	0.4	130mm
VIO hed	*Viola hederacea*	Native Violet	0.1	0.4	0.6	130mm
	Exotic Ground Covers (Spilling)					
AJU rep	*Ajuga reptans*	Ajuga	0.2	0.8	0.4	170mm
CIS ell	*Cissus 'Ellen Danica'*	Grape Ivy	0.3	1	0.4	170mm
	Exotic Climbers					
FIC pum	*Ficus pumila*	Creeping Fig	0.3	3	REFER PLAN	130mm

TREE PLANTING

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Trees					
ANG cos	*Angophora costata*	Smooth Apple Gum	15	15	REFER PLAN	500Lt
BAN int	*Banksia integrifolia*	Coastal Banksia	8	5	REFER PLAN	100Lt
EUC vic	*Eucalyptus victrix 'Snow Queen'*	Snow Queen' Powderbark Coolabah	6	4	REFER PLAN	100Lt
MEL leu	*Melaleuca leucadendra*	Fine Leaf White Paperbark	10	8	REFER PLAN	100Lt
MEL qui	*Melaleuca quinquinervia*	Broaf Leaf Paperbark	10	8	REFER PLAN	100Lt
MEL qun	*Melaleuca quinquinervia*	Broaf Leaf Paperbark	10	8	REFER PLAN	200Lt
	Exotic Trees					
TIP tip	*Tipuana tipu*	Tipuana	15	15	REFER PLAN	500Lt

TOWN OF VICTORIA PARK
Received: 13/05/2025

PROPOSED TREES

Angophora costata
Smooth-barked Apple

Eucalyptus victrix 'Snow Queen'
Powderbark Coolabah

Banksia integrifolia
Coastal Banksia

Melaleuca leucadendra
Fine Leaf White Paperbark

Melaleuca quinquinervia
Broad Leaf Paperbark

Tipuana tipu
Pride of Bolivia

PROPOSED SHRUB PLANTING

Acacia cognata
Bower Wattle

Adenanthos sericeus
Woolly Bush

Banksia ashbyi
Ashby's Banksia - Dwarf

Correa reflexa 'Alba'
Native White Fuchsia

Leucophyta brownii
Cushion Bush

Ozothamnus diosmifolius
Riceflower

Phormium tenax
New Zealand Flax

Westringia fruticosa
Native Rosemary

PROPOSED GRASSES/GROUNDCOVER PLANTING

Anigozanthos hybrid
Gold Kangaroo Paw

Conostylis candicans
Grey Cottonheads

Lepidosperma squamatum
Twilight Green Sedge

Poa labillardieri 'Eskdale'
Blue Meadow Grass

Brachycome iberidifolia
Swan River Daisy

Eremophila glabra
Compact Emu Bush

Hemiandra pungens 'Alba'
White Snakebush

Ficus pumila
Creeping Fig

Attachment 6 - Updated plan of landscaping calculations, date received 19 September 2025.

site framework

deep soil assessment

DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS	
SITE AREA	4485 sqm
REQUIRED DEEP SOIL PLANTING (7% Site Area) n.b. 1x Existing Tree Retained	314 sqm

GROUND FLOOR (INC. PARK ENTRY STAIR) DSA	
DEEP SOIL AREA	164 sqm
PERMEABLE PAVING	9 sqm
TOTAL DSA ON GROUND	173 sqm

ADDITIONAL REQUIREMENTS	
DEEP SOIL AREA SHORTFALL	141 sqm
ADDITIONAL PLANTING ON STRUCTURE REQUIRED	282 sqm

n.b. The figures presented represent an initial analysis of architectural drawings and applied landscape strategy of where DSA and planting on structure could reasonably be achieved prior to further design iteration.

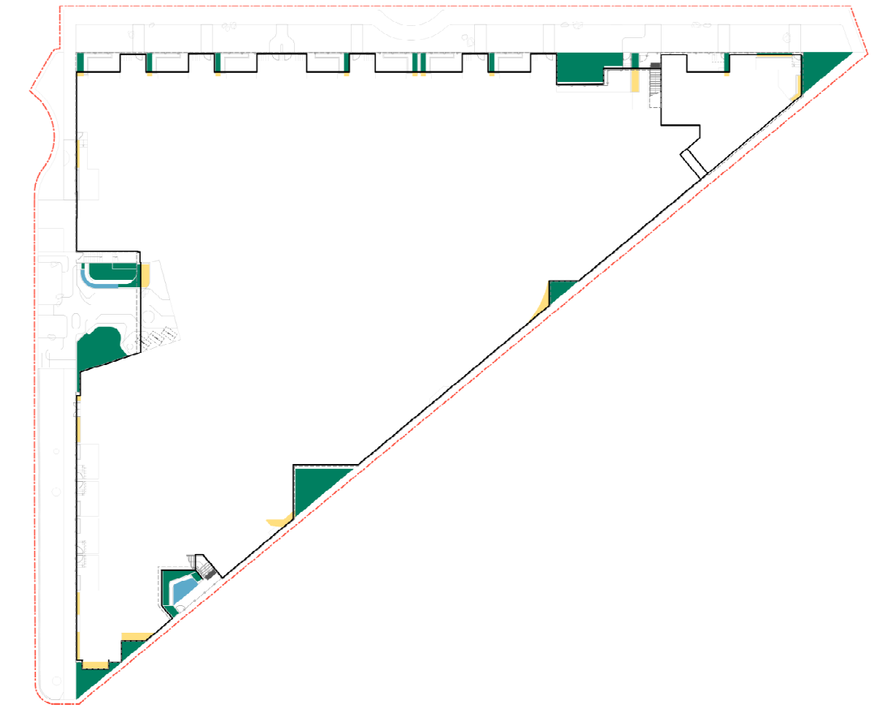
No vertical greening/green walls have been utilised in the production of sqm figures.

ADDITIONAL PLANTING ON STRUCTURE	
GROUND FLOOR	31.4 sqm
LEVEL 01	110.2 sqm
LEVEL 03	849.3 sqm
TOTAL ON STRUCTURE PLANTING	990.9 sqm

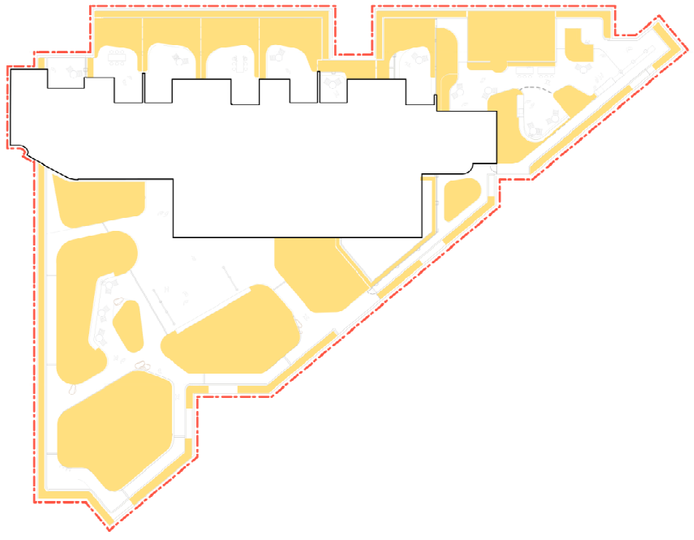
TOTAL PLANTING	
TOTAL DSA + PLANTING ON STRUCTURE	1,163.9 sqm

PERCENTAGE PLANTING AREA ACHIEVED	
TOTAL DSA + PLANTING AREA AS PERCENT OF SITE SQM	23 %

TOWN OF VICTORIA PARK
Received: 19 September 2025



Ground Floor

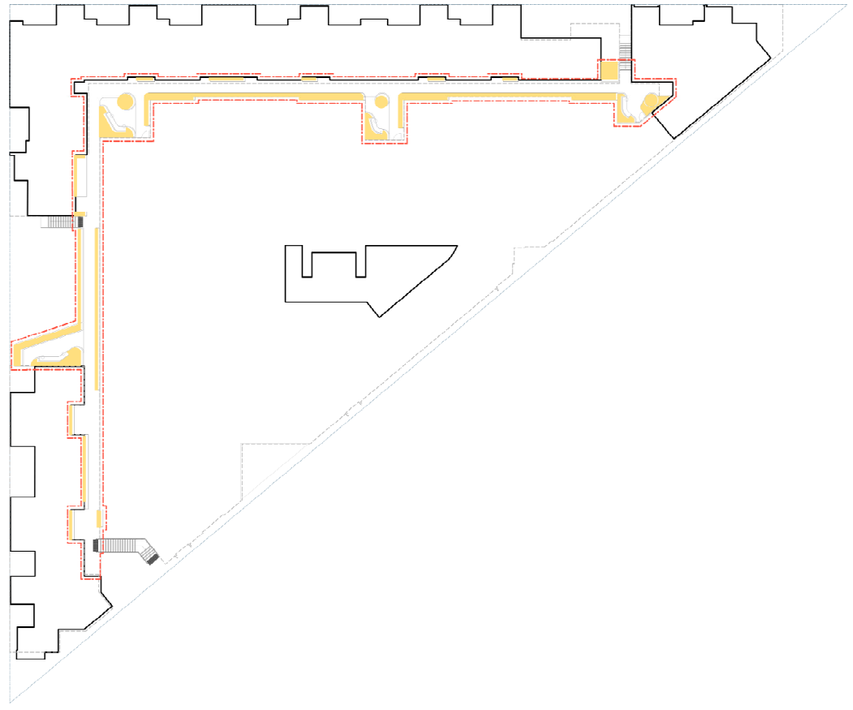


Level Three

Deep Soil

Additional Planting
(Planting Areas on Structure or under Awning)

Permeable Paving



Level One

TOWN OF VICTORIA PARK
Received: 19 September 2025

Attachment 7 - Transport Impact Statement, date received 13 May 2025.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Proposed Mixed - Use Development 2 Hawthorne Place, Burswood

Transport Impact Statement

Stantec

Prepared for:
SKS Hawthorne Pty Ltd

Prepared by:
Stantec Australia Pty Ltd

08 May 2025

Project/File:
300305790

Stantec Australia Pty Ltd

TOWN OF VICTORIA PARK
Received: 13/05/2025

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
001	Update	RC	24/04/2025	DH	24/04/2025	RI	24/04/2025
002	Update	RC	08/05/2025	DH	08/05/2025	RI	08/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

The conclusions in the Report titled Proposed Mixed - Use Development - 2 Hawthorne Place, Burswood are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from SKS Hawthorne Pty Ltd (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by

Reviewed by

Approved by

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table of Contents

1 Introduction 1
1.1 Background 1

2 Existing Conditions 2
2.1 Site Location 2
2.2 Surrounding Land Uses 2
2.3 Existing Road Network 3
2.4 Existing Traffic Volumes 5
2.5 Surrounding Intersections 6
2.6 Future Road Network 8
2.7 Crash Assessment 8

3 Public Transport Facilities 11
3.1 Existing Public Transport Facilities 11
3.2 Future Public Transport Facilities 14

4 Pedestrian/Cycle Network Facilities 15
4.1 Existing Pedestrian and Cycle Facilities 15
4.2 Future Pedestrian and Cycle Facilities 16
4.2.1 Integrated Transport Strategy 2022 16
4.2.2 Changes to Pedestrian and Cycle Facilities 17

5 Proposed Development 18
5.1 Proposed Land Uses 18
5.2 Access Arrangements 19
5.2.1 Site Access 19
5.3 Swept Paths 19
5.3.1 B85 & B99 Passenger Cars 19
5.4 Traffic Generation 26

6 Parking Compliance 28
6.1 Car Parking Requirements 28
6.2 Bicycle Parking Requirements 29
6.3 Motorcycle/Scooter Parking Requirements 30
6.4 Parking Compliance Checks 30

7 Summary 32

TOWN OF VICTORIA PARK
Received: 13/05/2025

List of Figures

Figure 2-1 Aerial Location of Site 2
Figure 2-2 Zoning Map 3
Figure 2-3 Existing Road Hierarchy Map 5
Figure 2-4 Hawthorne Place/Thorogood Street Intersection 6
Figure 2-5 Burswood Road/Hawthorne Place Intersection 7
Figure 2-6 Hawthorne Place/Lane 59 Intersection 8
Figure 2-7 Crash Locations 10
Figure 3-1 Location of Nearby Bus Stop 11
Figure 3-2 Bus Routes within the Vicinity of the Site (Route 39) 12
Figure 3-3 Bus Routes within the Vicinity of the Site (Route 270) 12
Figure 3-4 Bus Routes within the Vicinity of the Site (Route 935) 13
Figure 3-5 Bus Routes within the Vicinity of the Site (Route 940) 13
Figure 4-1 Existing Pedestrian/Cycle Networks 15
Figure 4-2 Long Term Cycle Network (Town of Victoria Park) 16
Figure 5-1 Proposed Site Plan 18
Figure 5-2 Site Access Arrangements 19
Figure 5-6 B85 & B99 Swept Paths – Visitor Parking Access 20
Figure 5-7 B85 & B99 Swept Path – Residential Parking Access 20
Figure 5-8 B85 & B99 Swept Path - Ground Floor Ramp 21
Figure 5-9 B85 & B99 Swept Paths - Ground Floor Residential Parking 21
Figure 5-10 B99 Swept Paths - Visitor Parking 22
Figure 5-11 B85 & B99 Swept Path - Level 1 Circulation 22
Figure 5-12 B85 & B99 Swept Paths - Level 1 Parking 23
Figure 5-13 B85 & B99 Swept Path - Level 2 Ramp 23
Figure 5-14 B85 & B99 Swept Paths - Level 2 Parking 24
Figure 5-15 Proposed Location of Convex Mirrors - Ground Floor 25
Figure 5-16 Proposed Location of Convex Mirrors - Level 01 25
Figure 5-17 Proposed Location of Convex Mirrors - Level 02 26
Figure 6-1 Nearby On and Off-Street Parking 29

List of Tables

Table 2-1 Road Network Classification 4
Table 2-2 Existing Traffic Volumes 5
Table 2-3 Total Crashes 9
Table 2-4 Intersection Crashes 9
Table 2-5 Midblock Crashes 9
Table 3-1 Bus Service Frequency 11
Table 5-1 Trip Generation Rate 26
Table 5-2 Trip Directional Distribution 26
Table 5-3 Estimated Trip Generation 27
Table 6-1 Statutory Car Parking Requirements 28
Table 6-2 Bicycle Parking Requirements 29
Table 6-3 Motorcycle/Scooter Parking Requirements 30
Table 6-4 Parking Geometric Compliance 30
Table 6-5 ACROD Parking Geometric Compliance 31

List of Appendices

Appendix A WAPC Checklist
Appendix B Site Plans
Appendix C Swept Paths

TOWN OF VICTORIA PARK
Received: 13/05/2025

1 Introduction

1.1 Background

Stantec has been engaged by SKS Hawthorne Pty Ltd to prepare a Transport Impact Statement (TIS) for a proposed mixed-use development to be located at 2 Hawthorne Place, Burswood, within the Town of Victoria Park. This TIS has been prepared in accordance with the existing Development Approval DAP/22/02237 dated 20 October 2022 and approved traffic management strategy.

This report aims to assess the impact of the development upon the adjacent road network. The report will focus on access, public transport, pedestrian and cycle networks, circulation and car parking requirements.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.

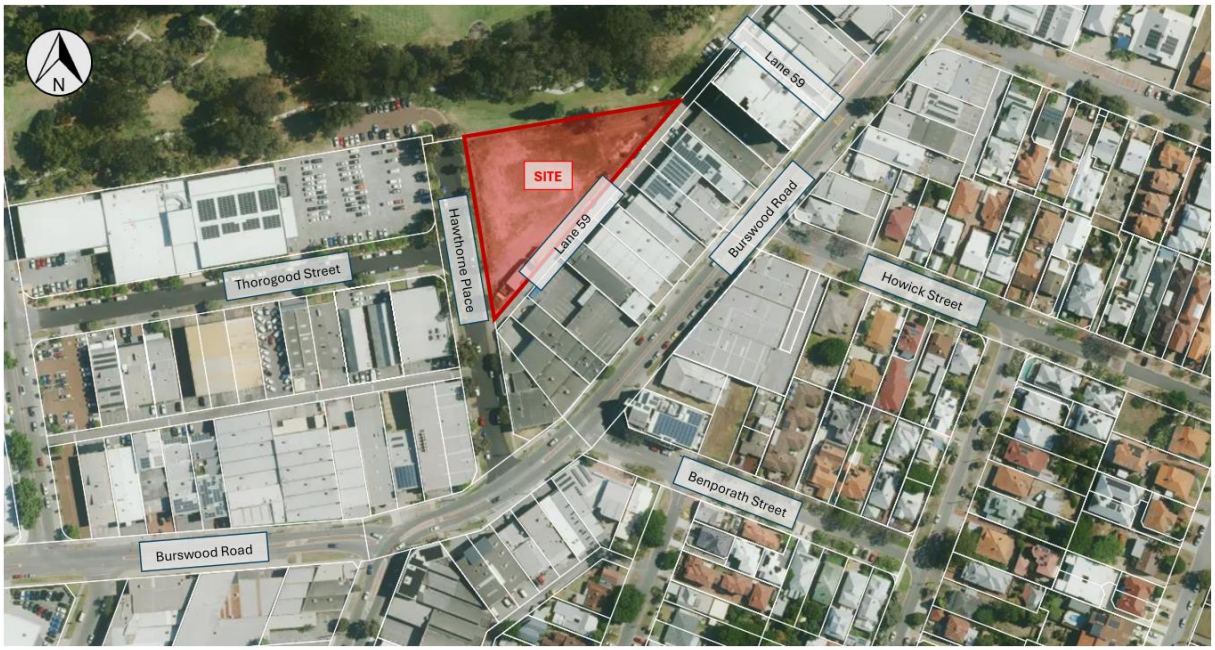
TOWN OF VICTORIA PARK
Received: 13/05/2025

2 Existing Conditions

2.1 Site Location

The proposed Development is located at 2 Hawthorne Place, Burswood, within the Town of Victoria Park. The subject site is bounded by Hawthorne Place to the west, commercial/retail land uses to the east and parkland to the north. The location of the subject site and its surrounding environs is show in **Figure 2-1**.

Figure 2-1 Aerial Location of Site



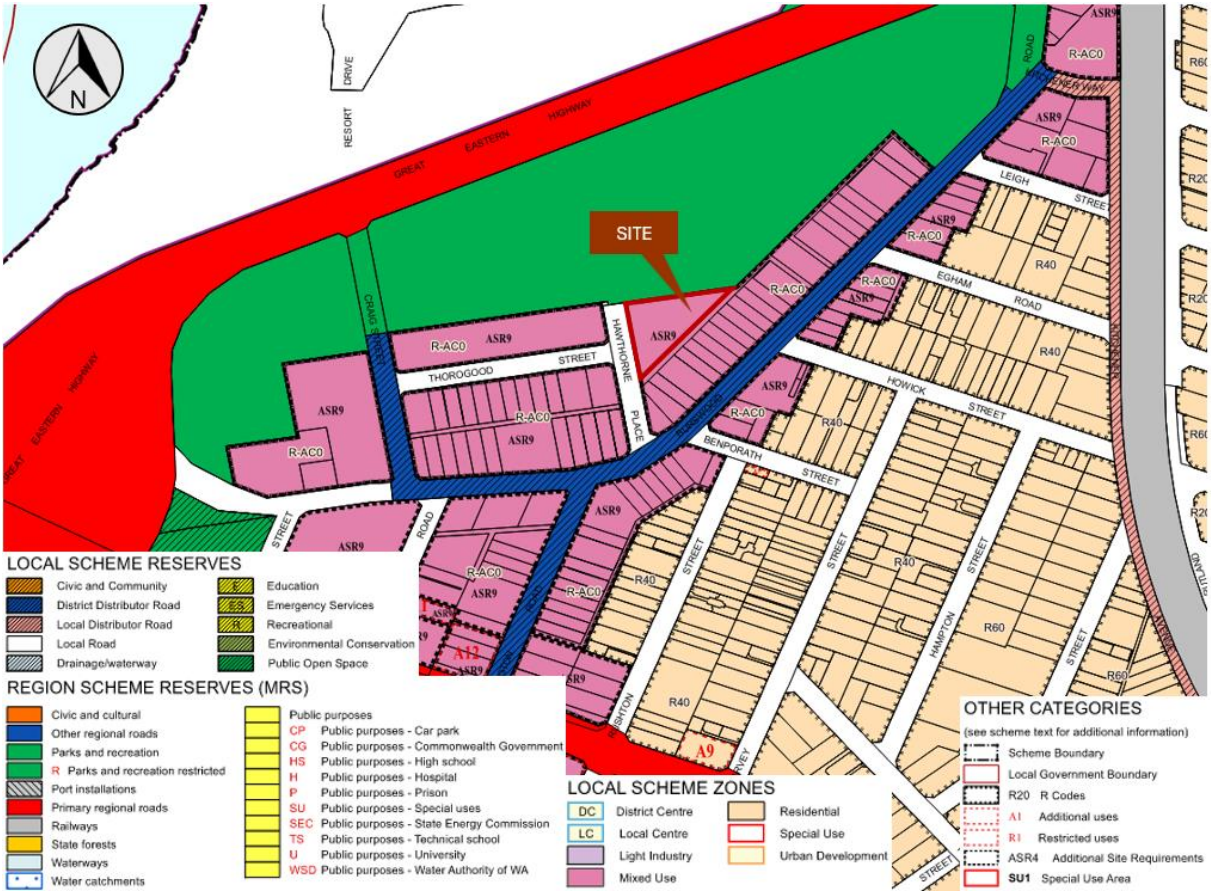
Source: Metromap

2.2 Surrounding Land Uses

The Town of Victoria Park *Local Planning Scheme No. 2* zoned the Site as "*Mixed Use*" as shown in **Figure 2-2**. The land uses in the area comprises a mix of residential dwellings, parks and recreation, office/residential and commercial tenancies within the surrounding area. The Site is labelled "*ASR9 – Causeway Precinct*" which indicates that it has to adhere to additional site requirements. The LPS 2 specifies that the site and development requirements for ASR9 zoning shall be in accordance with a precinct structure plan, local development plan or local planning policy adopted for the Causeway Precinct.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-2 Zoning Map



Source: Town of Victoria Park Local Planning Scheme No. 2

2.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads WA.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- **Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.

TOWN OF VICTORIA PARK
Received: 13/05/2025

- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

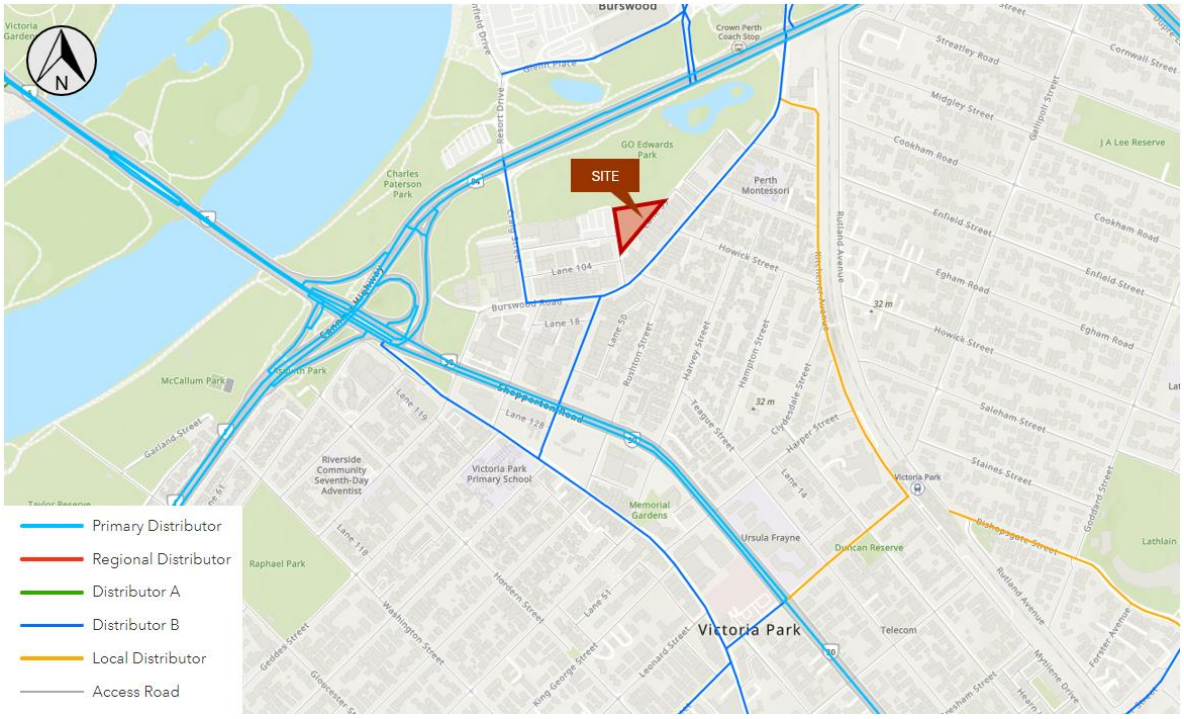
The site is bounded by Hawthorne Place to the west and Lane 59 to the south. The surrounding road network is further described in **Table 2-1** and **Figure 2-3** shows the hierarchy as per the Main Roads WA Road Information Mapping System.

Table 2-1 Road Network Classification

Road Names	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Road Width (m)	Posted Speed Limit (km/h)
Burswood Road	Distributor B/Access Road	Local Govt.	2	2	12.5m (including 1.5m median and on street parking on both sides)	50km/h
Hawthorne Place	Access Road	Local Govt.	2	2 (between Burswood Rd & Thorogood St)	10.4m (including on street parking on both sides)	50km/h
Thorogood Street	Access Road	Local Govt.	2	2	9.95m (including on street parking on both sides)	50km/h
Lane 59	Access Road	Local Govt.	2	0	5.25m	50km/h

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-3 Existing Road Hierarchy Map



Source: MRWA Road Information Mapping System

2.4 Existing Traffic Volumes

Traffic volumes have been sourced from Main Roads Western Australia (MRWA) Traffic Map and the Town of Victoria Park Intramaps are summarised in **Table 2-2**.

Table 2-2 Existing Traffic Volumes

Road Name	Date	Average Weekday Traffic Volume	AM Peak Hour	PM Peak Hour	Source
Teddington Road (north of Shepperton Road)	2020/21	12,178	982	1,004	MRWA
Craig Street (south of Great Eastern Highway)	2020/21	2,855	208	256	MRWA
Albany Highway (east of Geddes Street)	29/11/2022	7,816	-	-	Town of Victoria Park
Burswood Road (north of Howick Street)	17/10/2023	14,070	-	-	Town of Victoria Park
Benporath Street (east of Burswood Road)	9/10/2023	1,839	-	-	Town of Victoria Park
Hawthorne Place (north of Burswood Road)	03/06/2017	924	-	-	Town of Victoria Park

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.5 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- ***Hawthorne Place/Thorogood Street Intersection*** is located to the west of the Site as shown in **Figure 2-4**. The intersection is a T-intersection with give way control and priority given to Hawthorne Place.

Figure 2-4 Hawthorne Place/Thorogood Street Intersection

Source: Metromap

- ***Burswood Road/Hawthorne Place Intersection*** is located to the south of the Site as shown in **Figure 2-5**. The intersection is a T-intersection with give way control and priority given to Burswood Road.

TOWN OF VICTORIA PARK
Received: 13/05/2025

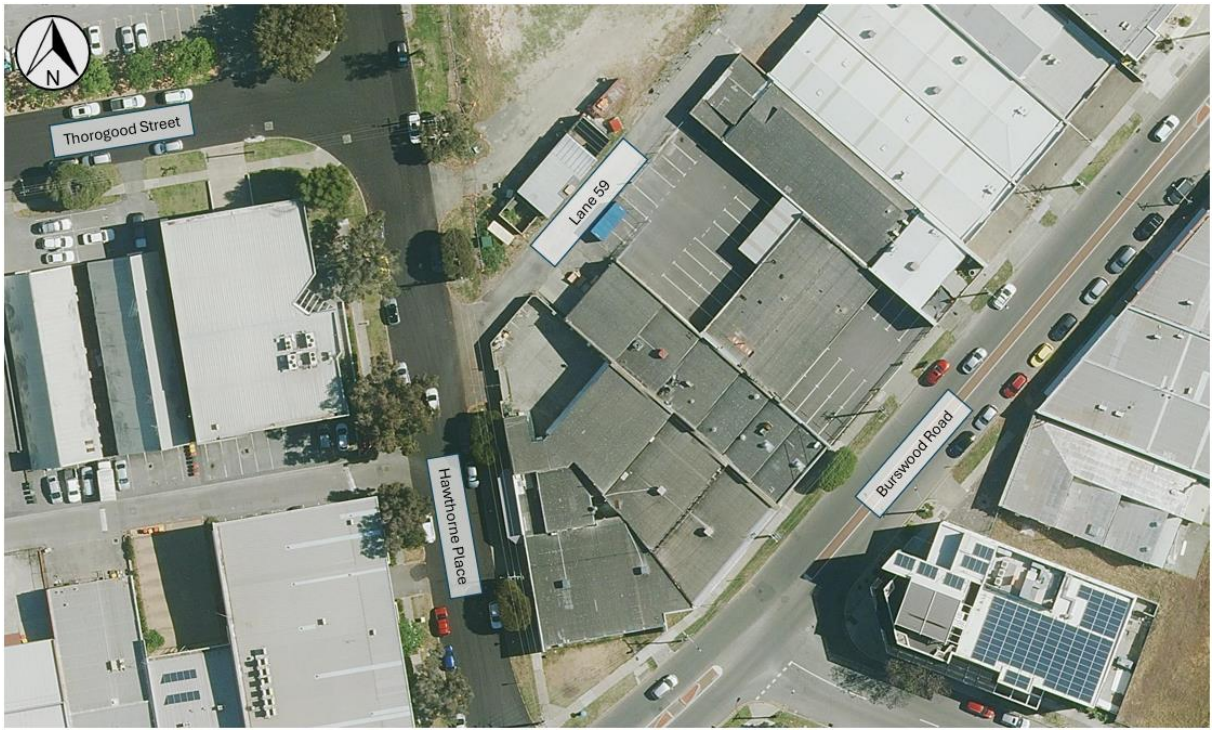
Figure 2-5 Burswood Road/Hawthorne Place Intersection

Source: Metromap

- ***Hawthorne Place/Lane 59 Intersection*** is located to the south of the Site as shown in **Figure 2-6**. The intersection is a T-intersection with give way control and priority given to Hawthorne Place.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-6 Hawthorne Place/Lane 59 Intersection



Source: Metromap

2.6 Future Road Network

Stantec contacted the Town of Victoria Park, and they advised that the Town is currently in the process of upgrading Burswood Road as part of streetscape project with intersection raised plateaus. The Town has also engaged Stantec for preparation of designs for this project. Further details about the project are discussed on **Section 4.2.2** of this report.

In addition, there is a current disscussion about the upgrade of Causeway Bus Interchange as part of the mid-tier program.

2.7 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2020 to 31 December 2024. **Table 2-3**, **Table 2-4** and **Table 2-5** provide the summary of all crashes that were recorded in the vicinity of the Site and the location and severity of these crashes are shown in **Figure 2-7**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 2-3 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	2	1	1	**4**
Sideswipe Same Direction	-	-	-	1	-	**1**
Rear End	-	1	-	1	3	**5**
Right Turn Thru	-	-	-	-	-	**-**
Non Collision	-	-	-	-	-	**-**
Unspecified	-	-	-	-	-	**-**
Total	**-**	**1**	**2**	**3**	**4**	**10**

Table 2-4 Intersection Crashes

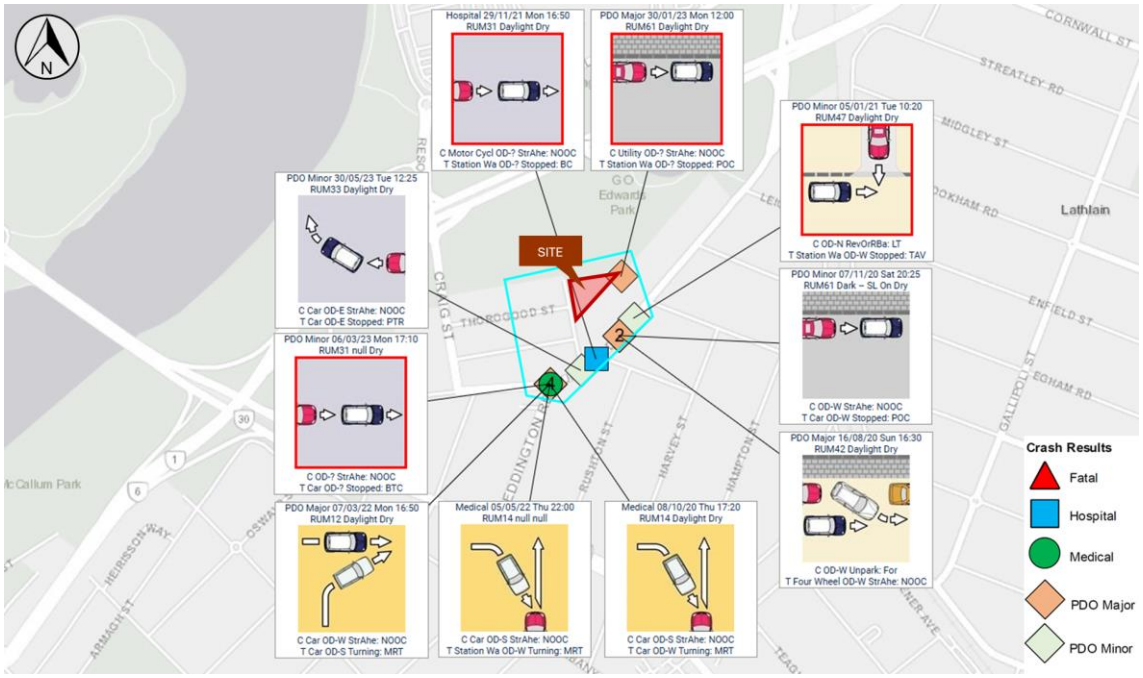
Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Burswood Rd – Teddington Rd	-	-	2	1	1	**4**
Burswood Rd – Hawthorne Pl	-	-	-	-	1	**1**
Total	**-**	**-**	**2**	**1**	**2**	**5**

Table 2-5 Midblock Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Burswood Rd	-	1	-	1	2	**4**
Lane 59	-	-	-	1	-	**1**
Total	**-**	**1**	**-**	**2**	**2**	**5**

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-7 Crash Locations



Source: MRWA Crash Map

Crash data is summarised as follows:

- A total of ten (10) crashes were recorded within the vicinity of the Site, with no fatal crashes recorded.
- One (1) recorded crash resulted in hospitalisation and two (2) required medical attention.
- One (1) midblock crash recorded along Lane 59 resulted in a major property damage.
- Majority of the recorded crashes occurred on Burswood Road which resulted in major and minor property damage.

Overall, it is expected that the proposed development is unlikely to worsen safety in the area.

TOWN OF VICTORIA PARK
Received: 13/05/2025

3 Public Transport Facilities

3.1 Existing Public Transport Facilities

The nearest bus stop to the Site is shown in **Figure 3-1** and is located approximately 250m west of the site along Craig Street where 4 different bus services operate. **Table 3-1** shows the frequencies of services.

Figure 3-1 Location of Nearby Bus Stop

Source: Metromap

Table 3-1 Bus Service Frequency

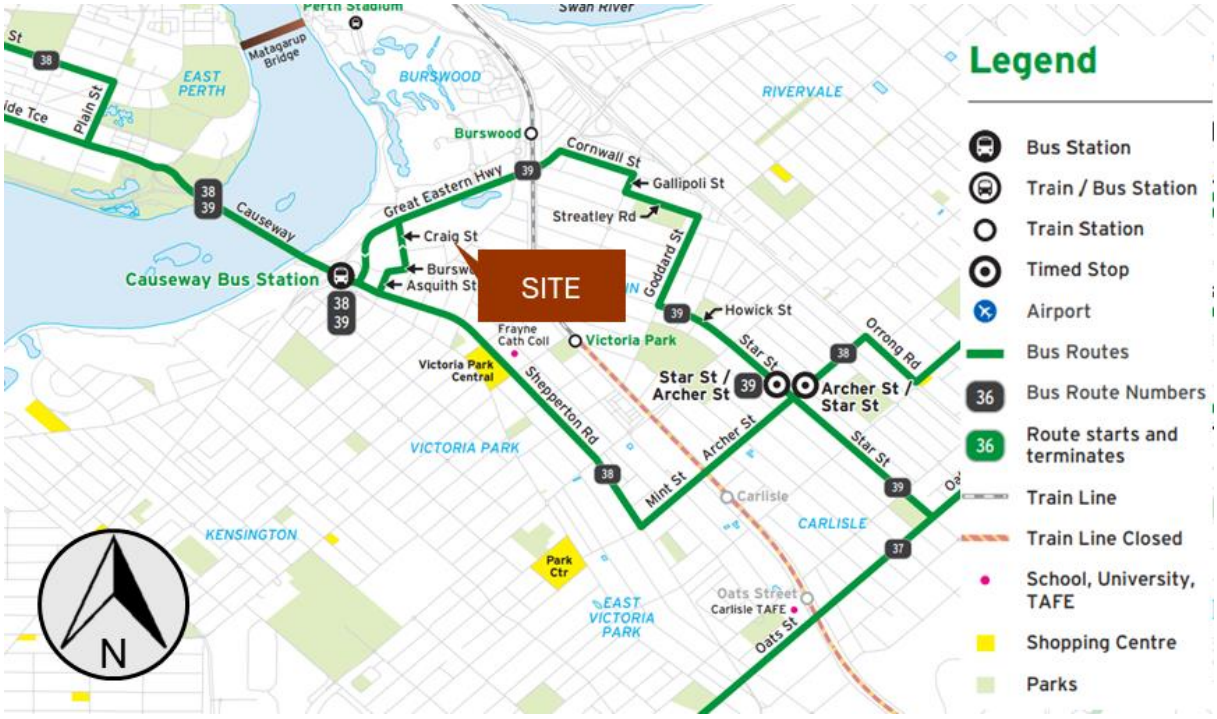
Bus Route	Weekday	Saturday	Sunday & Public Holidays
39	7-15 minutes	15-30 minutes	30-60 minutes
270	15-30 minutes	60 minutes	60 minutes
935	5-30 minutes	15-30 minutes	15-30 minutes
940	10-30 minutes	15-30 minutes	15-60 minutes

The Site has excellent access to public transport facilities with numerous high frequency services located within vicinity of the Site which provides an alternative mode of transport (other than private

TOWN OF VICTORIA PARK
Received: 13/05/2025

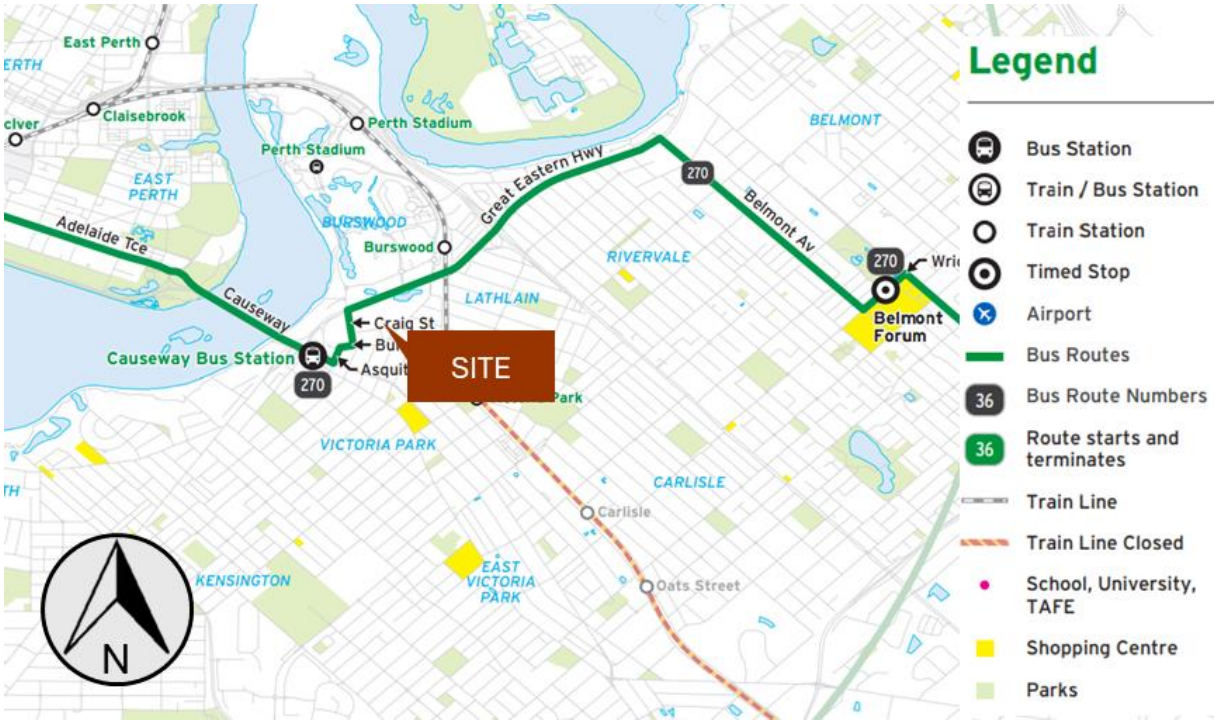
cars) to the CBD and many other key locations and destinations. **Figure 3-2** to **Figure 3-5** illustrate the bus routes within the vicinity of the Site.

Figure 3-2 Bus Routes within the Vicinity of the Site (Route 39)



Source: Transperth

Figure 3-3 Bus Routes within the Vicinity of the Site (Route 270)



TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 3-4 Bus Routes within the Vicinity of the Site (Route 935)

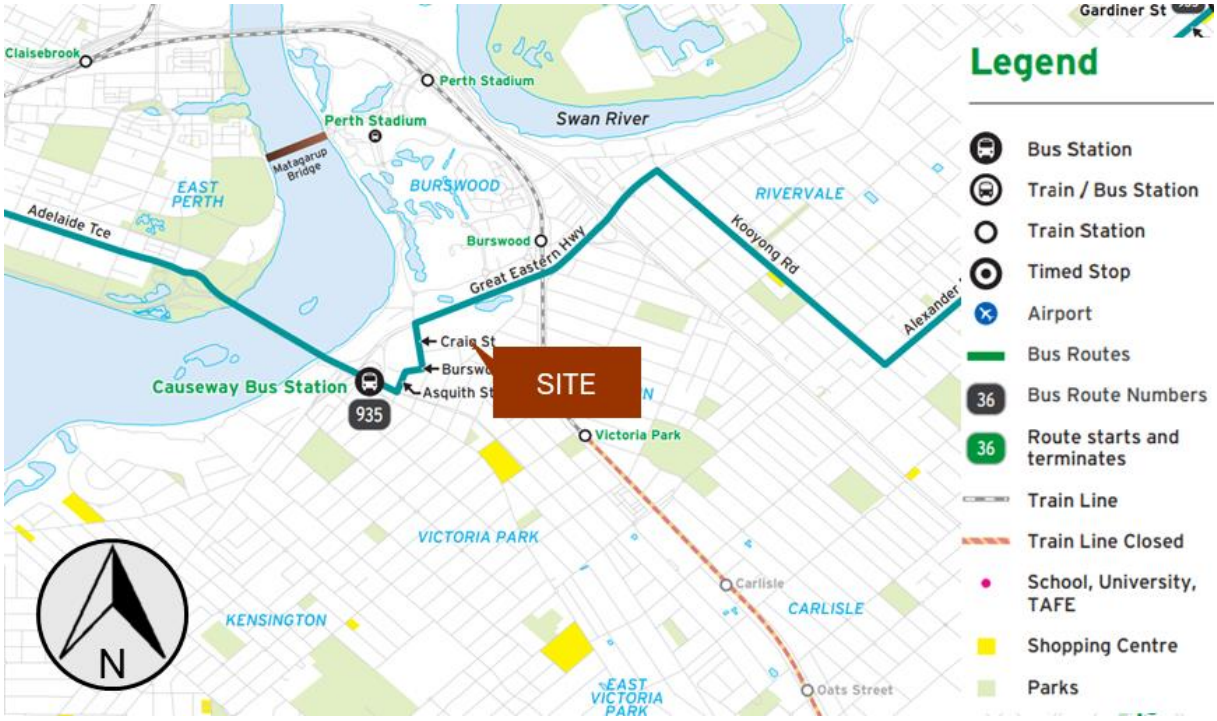


Figure 3-5 Bus Routes within the Vicinity of the Site (Route 940)

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.2 Future Public Transport Facilities

Stantec contacted the Public Transport Authority (PTA) and was advised that there are no short term changes to the existing public transport facilities surrounding the Site, however, it should be noted that:

- Limited Stops Routes 221 and 907 are temporary routes forming part of the Armadale Line replacement bus service, both servicing Causeway Bus Station. Both services will be withdrawn when the Armadale Line service is fully reinstated.
- Routes 282 and 283 are proposed to undergo changes (along Shepperton Road) and a new bus service is proposed along Albany Highway as part of the Thornlie Cockburn Line opening. Full details on the proposed changes will be released very shortly.
- There are no plans for any routes along Burswood Road.

TOWN OF VICTORIA PARK
Received: 13/05/2025

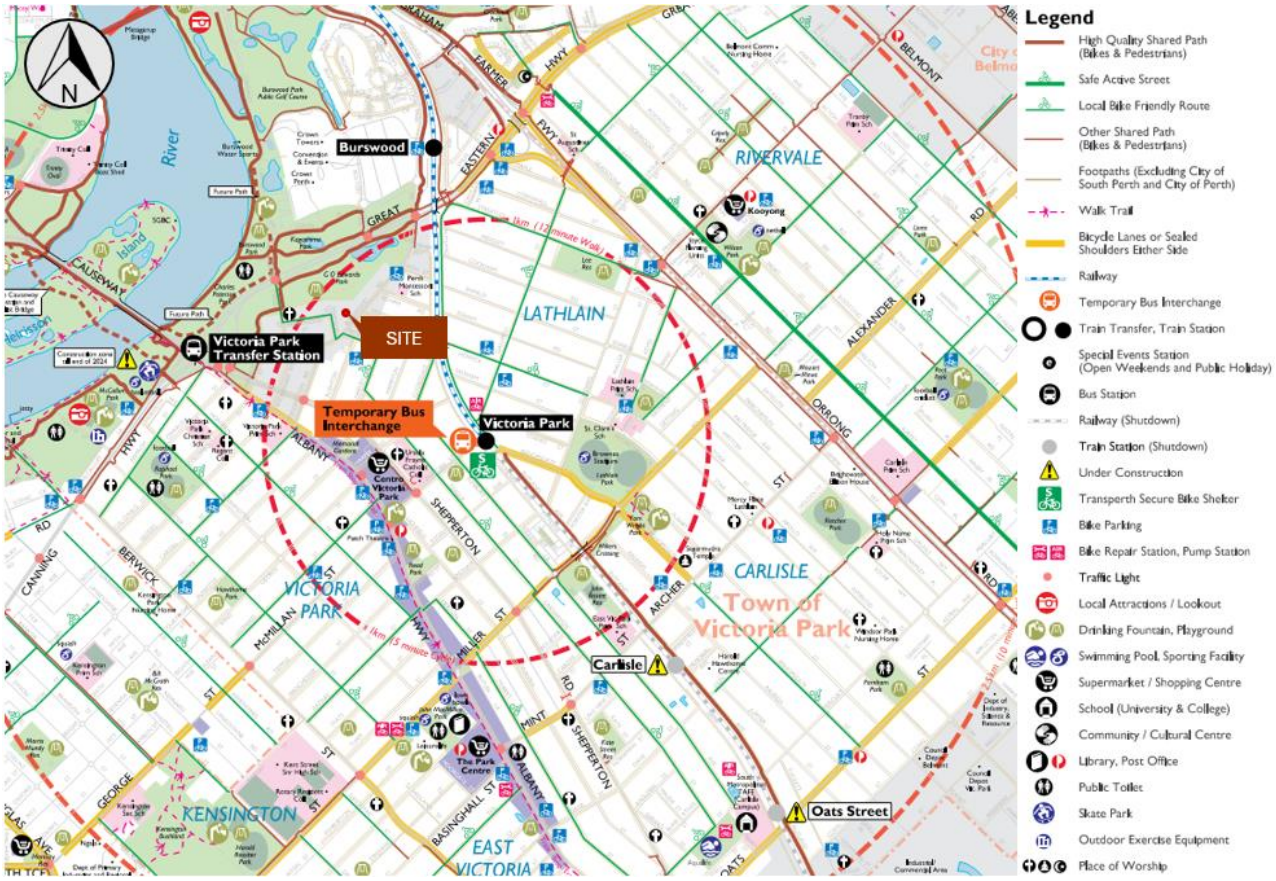
4 Pedestrian/Cycle Network Facilities

4.1 Existing Pedestrian and Cycle Facilities

According to the *Department of Transport's Active Travel Map* for the Town of Victoria and City of Canning, a high quality shared path is available to the north - west of the Site which connects to the wider cycling network. Thorogood Street, Hawthorne Place, portion of Burswood Road and Benporath Street are considered to be "*Safe Active Streets*" with the intent to making these streets within the vicinity of the Site safe for pedestrians and cyclists.

Overall, the walking and cycling network is considered to be excellent with numerous high-quality pedestrian/cycling links within close proximity to the Site. **Figure 4-1** shows the bicycle network within the surrounding area of the site.

Figure 4-1 Existing Pedestrian/Cycle Networks



Source: Department of Transport

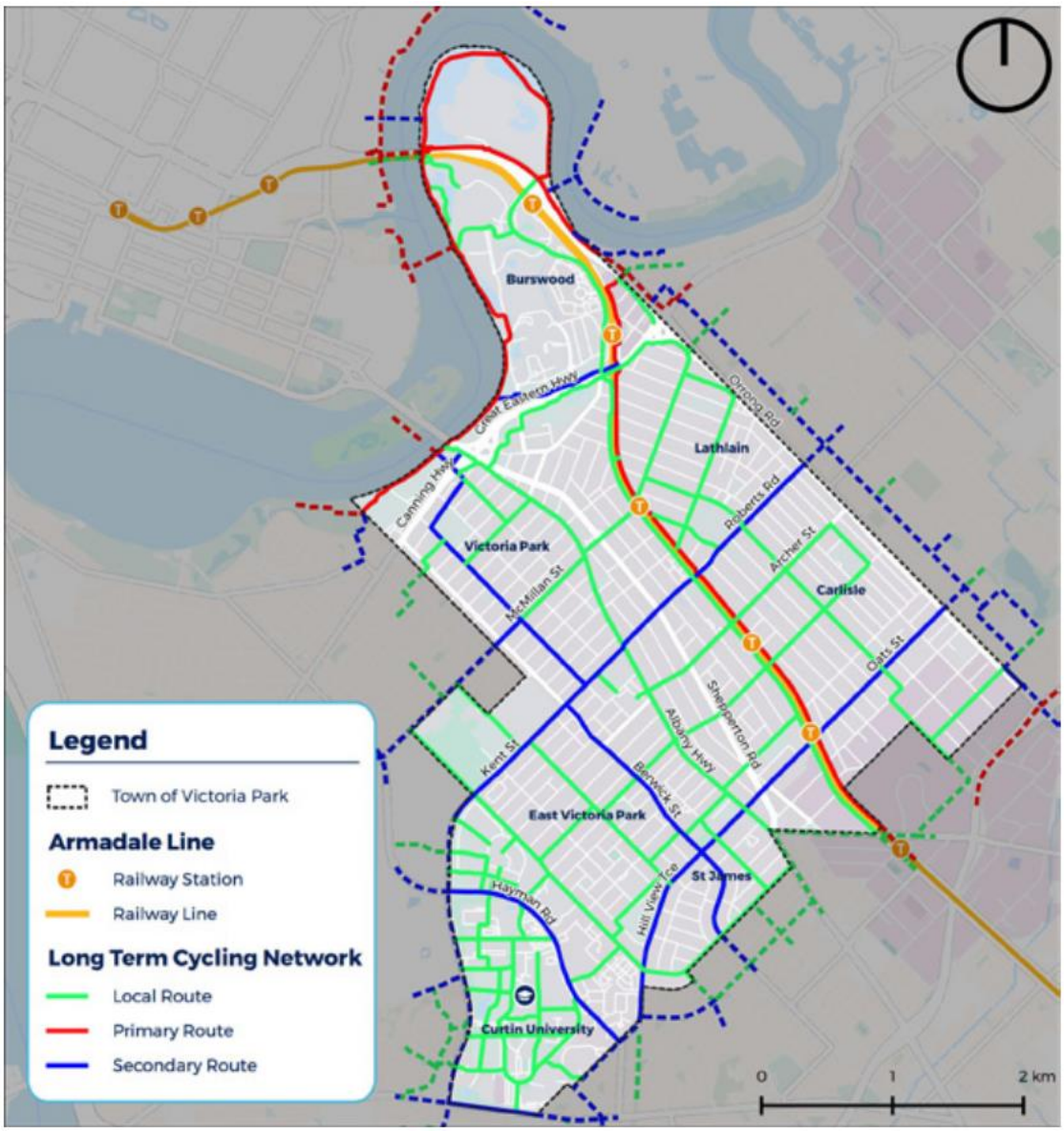
TOWN OF VICTORIA PARK
Received: 13/05/2025

4.2 Future Pedestrian and Cycle Facilities

4.2.1 Integrated Transport Strategy 2022

The Town of Victoria Park developed an Integrated Transport Strategy that highlights future plans and projects for the Town. One of the key programs was the development of bikes and eRideable infrastructure. With the help of the community, priorities were identified as the first steps towards developing a comprehensive network of priority routes for bikes and eRideables. The Town will continue to seek support from the DOT in delivering on this network, and it is expected that the DOT will focus on supporting this Long Term Cycle Network. **Figure 4-2** shows the Long-Term Cycle Network routes of the Town of Victoria Park.

Figure 4-2 Long Term Cycle Network (Town of Victoria Park)



Source: Town of Victoria Park Integrated Transport Strategy 2022

TOWN OF VICTORIA PARK
Received: 13/05/2025

4.2.2 Changes to Pedestrian and Cycle Facilities

Stantec contacted the Town of Victoria Park and was advised that the Town is currently in the process of upgrading Burswood Road as part of streetscape project with intersection raised plateaus. It is noted that the Town has engaged Stantec for the preparation of designs for this project.

In addition, it is noted that there are current discussions regarding the upgrade of Causeway Bus Interchange as part of the Town's Mid-Tier program.

TOWN OF VICTORIA PARK
Received: 13/05/2025

5 Proposed Development

5.1 Proposed Land Uses

The proposed development will comprise of a mixed use development which will consist of the following specific components:

- 170 Residential Apartments over 19 levels, comprising of:
  - » 3 – Studio Apartments;
  - » 100 – 1 Bedroom Apartments;
  - » 43 – 2 Bedroom Apartments; and
  - » 24 – 3 Bedroom Apartments.
- Office – 135 sqm GFA; and
- 3 levels of carparking with 209 car bays, 193 bike spaces and 21 motorcycle bays.

The layout of the proposed development at the Site is shown in **Figure 5-1**. Detailed development plans are provided in **Appendix B**.

Figure 5-1 Proposed Site Plan

Source: Cotteeparker (02 May 2025)

TOWN OF VICTORIA PARK
Received: 13/05/2025

5.2 Access Arrangements

5.2.1 Site Access

Vehicle access for the overall site is via two (2) proposed accesses along Lane 59 as shown in **Figure 5-2**. A summary of the vehicle access configuration is presented as follows:

- Access 1 – provides access to the visitor car park and adjacent to the proposed studio apartments and office tenancy.
- Access 2 – provides full movement access to the residential car park, residential apartments and the ramp to the upper levels.

Pedestrian access points are provided along Lane 59 and Hawthorne Place.

Figure 5-2 Site Access Arrangements

Source: Cotteeparker (02 May 2025)

5.3 Swept Paths

5.3.1 B85 & B99 Passenger Cars

A swept path analysis was undertaken for B85 and B99 design vehicles and are illustrated in **Figure 5-3** to **Figure 5-11**. The analysis shows that these design vehicles are able to adequately enter, exit and circulate internally within the parking area.

Detailed swept paths are provided in **Appendix C**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-3 B85 & B99 Swept Paths – Visitor Parking Access

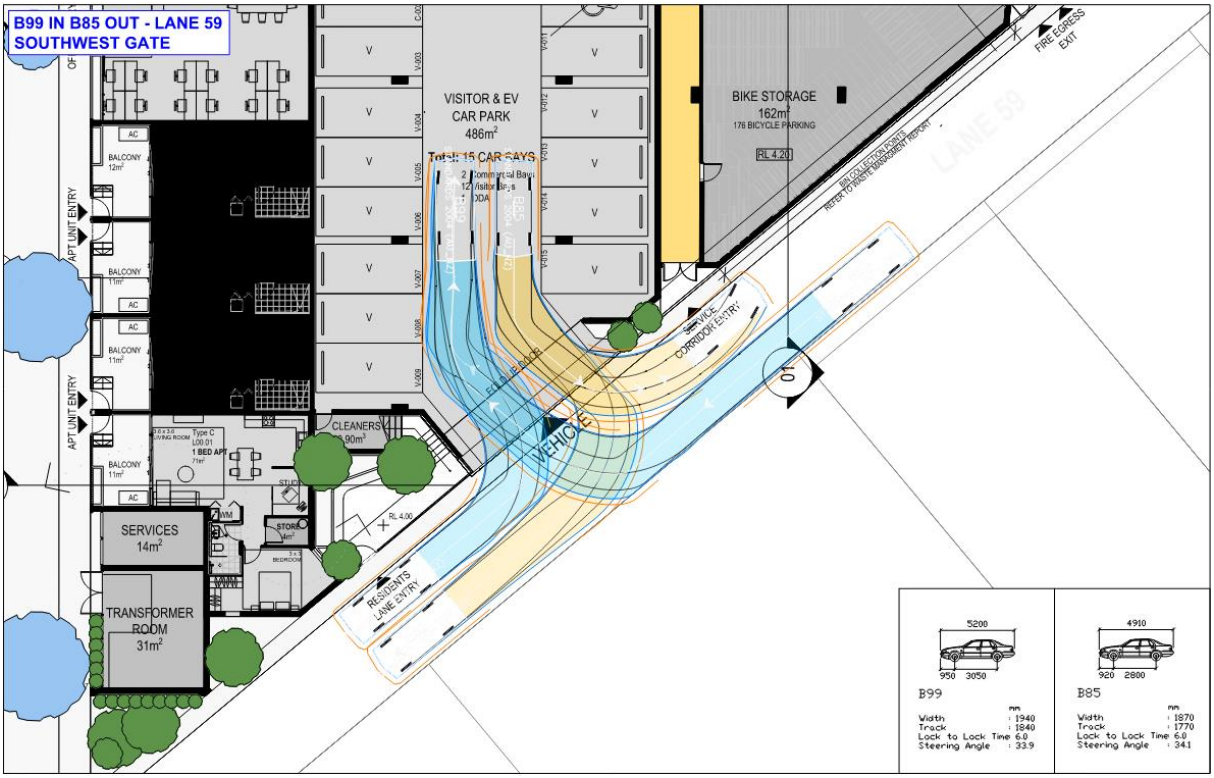
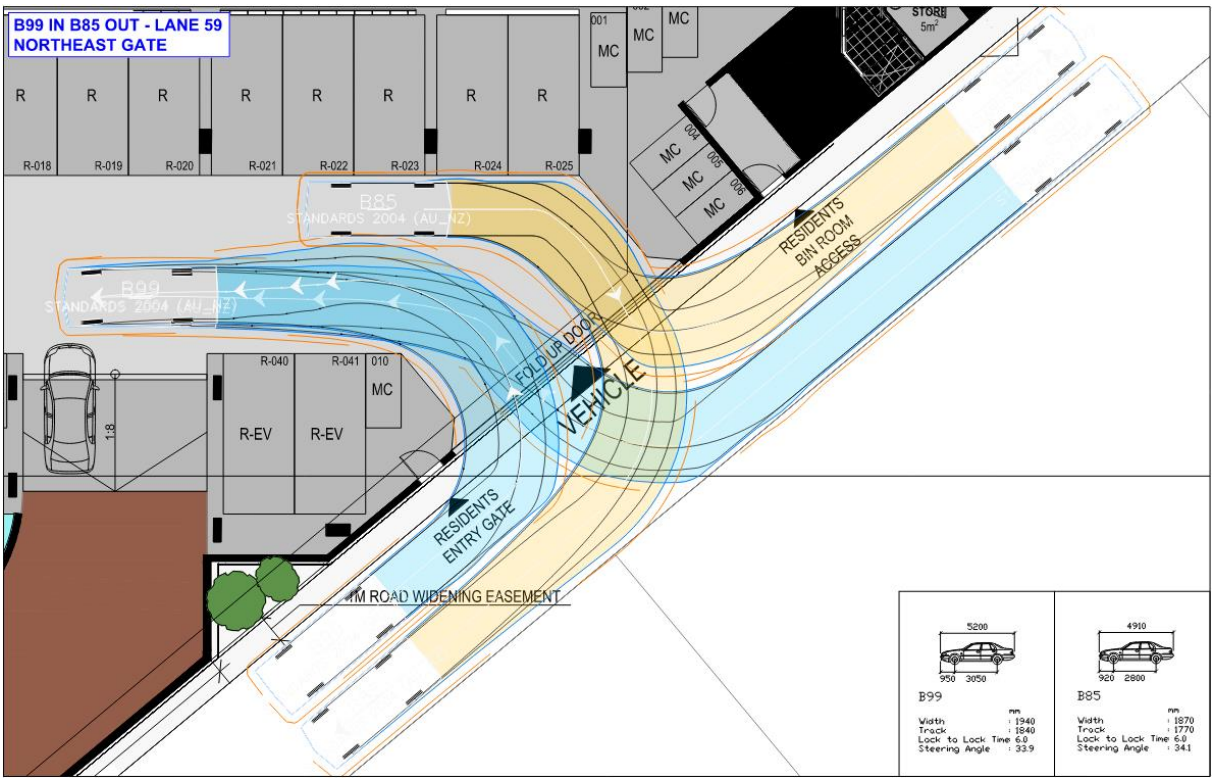


Figure 5-4 B85 & B99 Swept Path – Residential Parking Access



TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-5 B85 & B99 Swept Path - Ground Floor Ramp

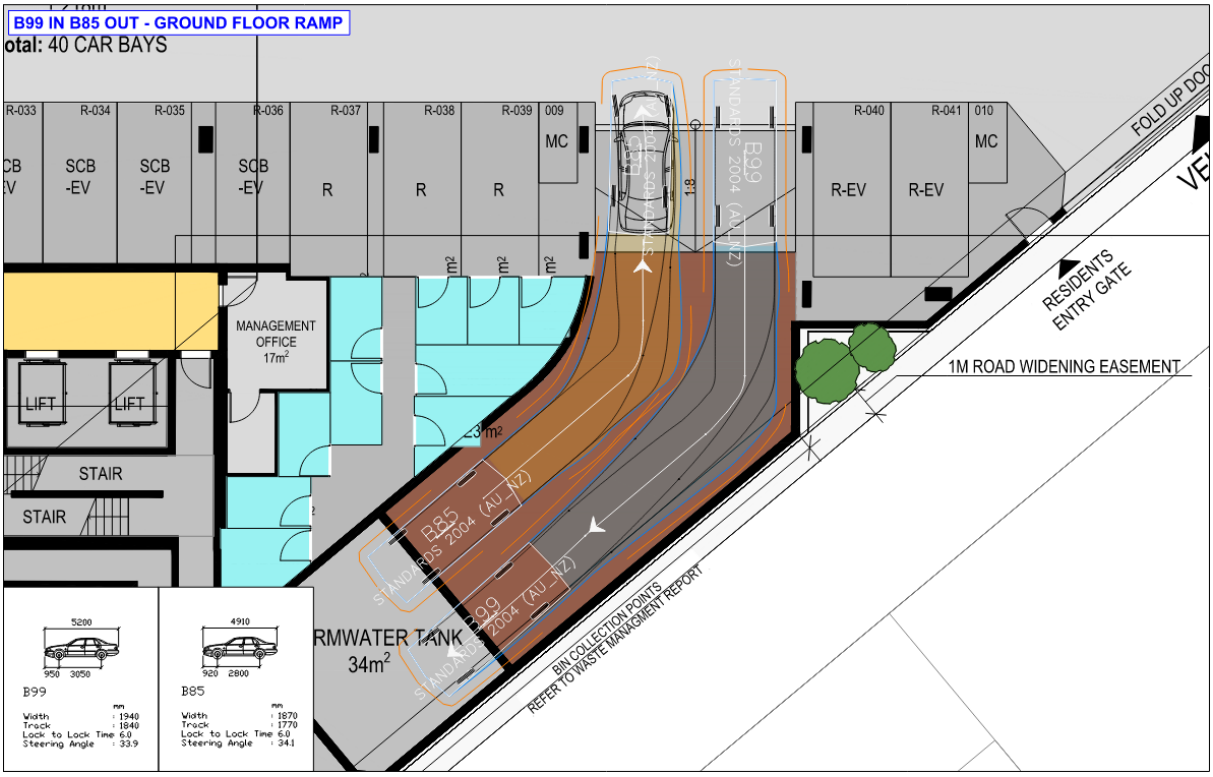
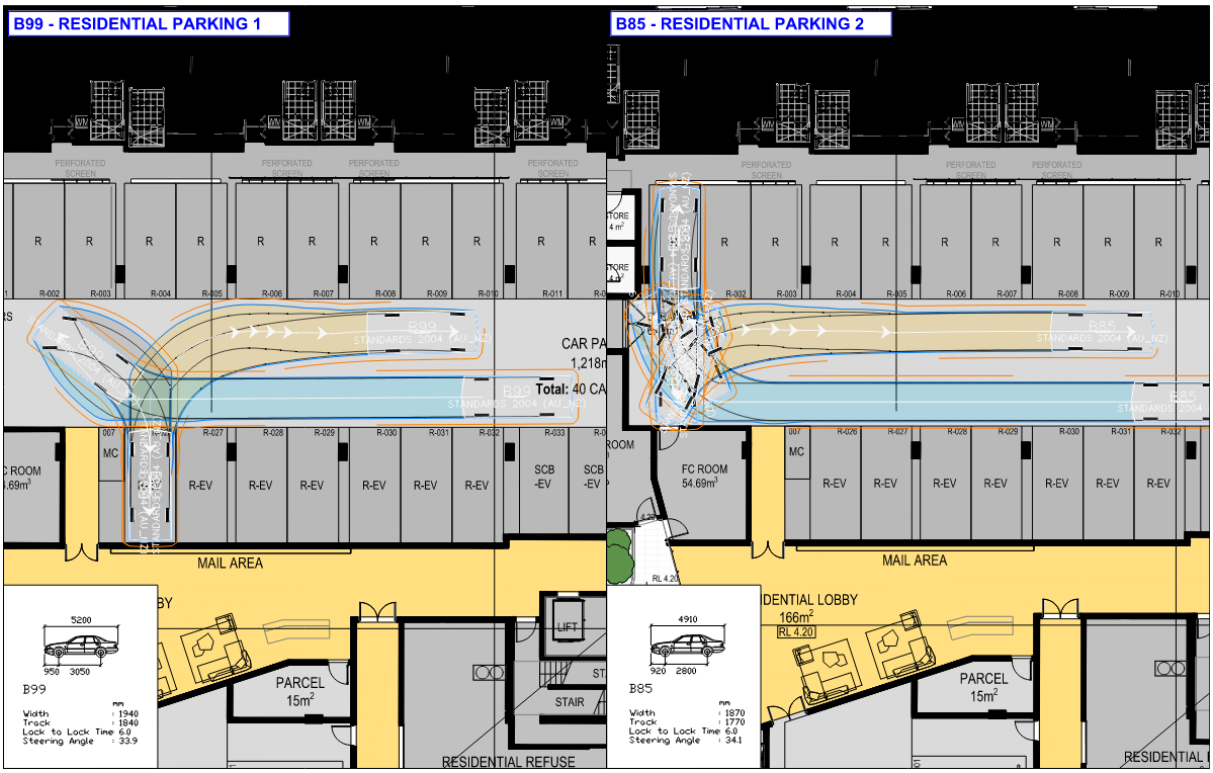


Figure 5-6 B85 & B99 Swept Paths - Ground Floor Residential Parking



TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-7 B99 Swept Paths - Visitor Parking

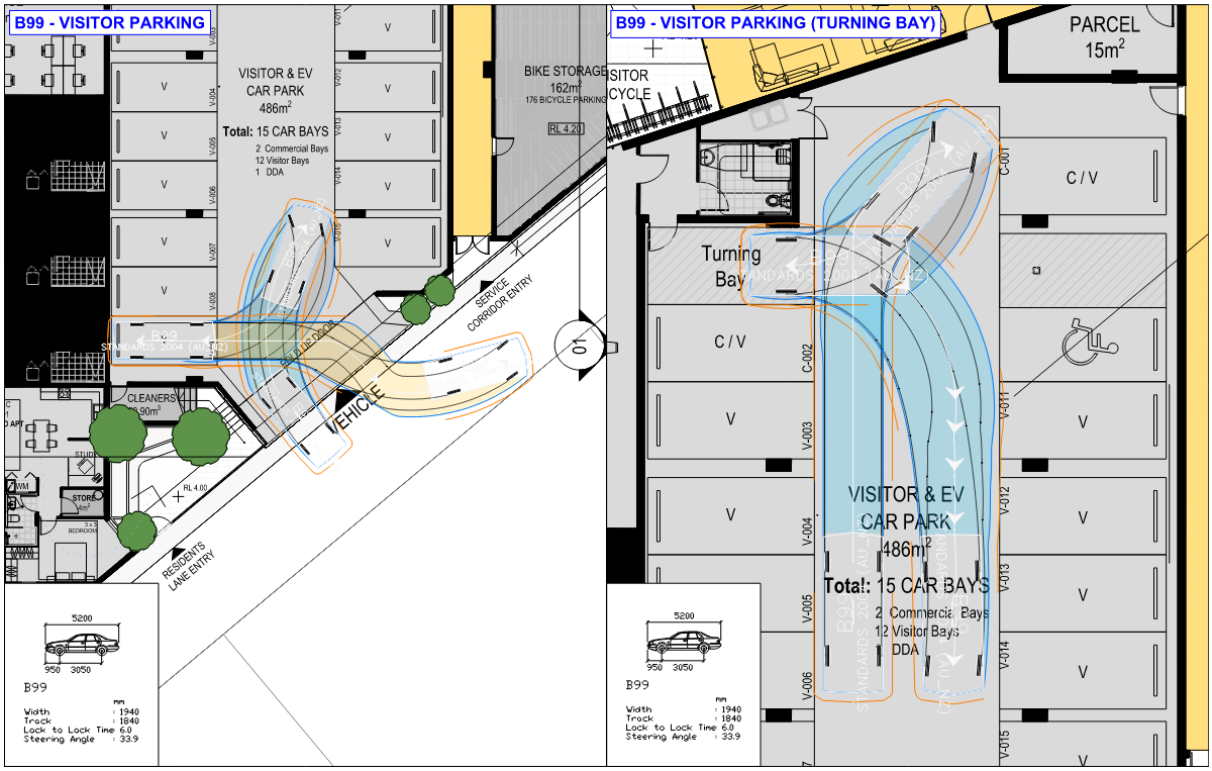
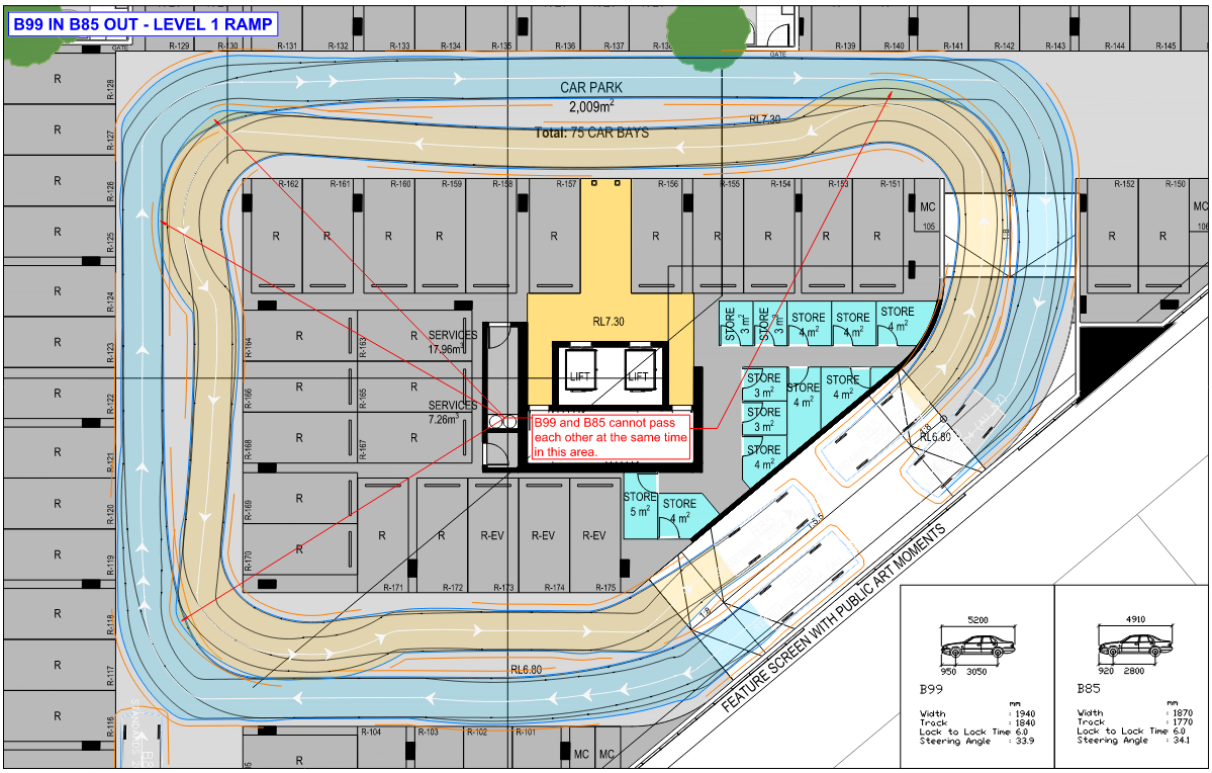


Figure 5-8 B85 & B99 Swept Path - Level 1 Circulation



TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-9 B85 & B99 Swept Paths - Level 1 Parking

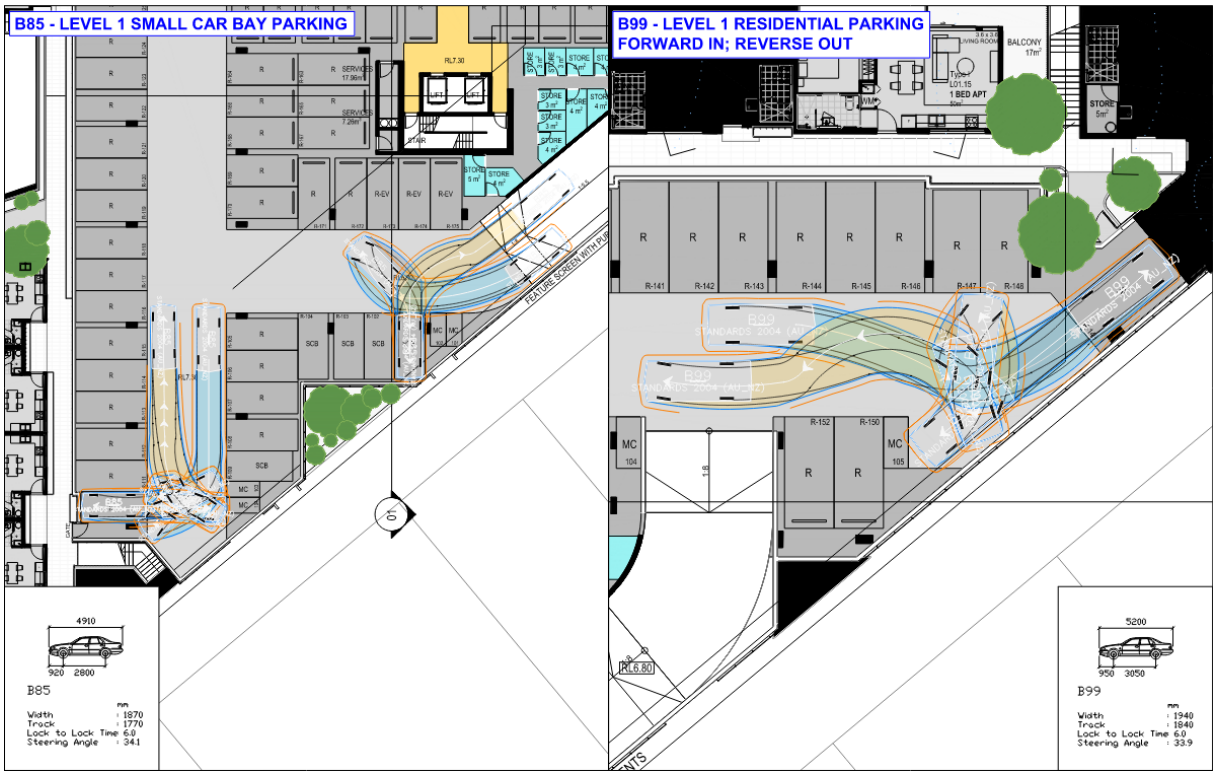
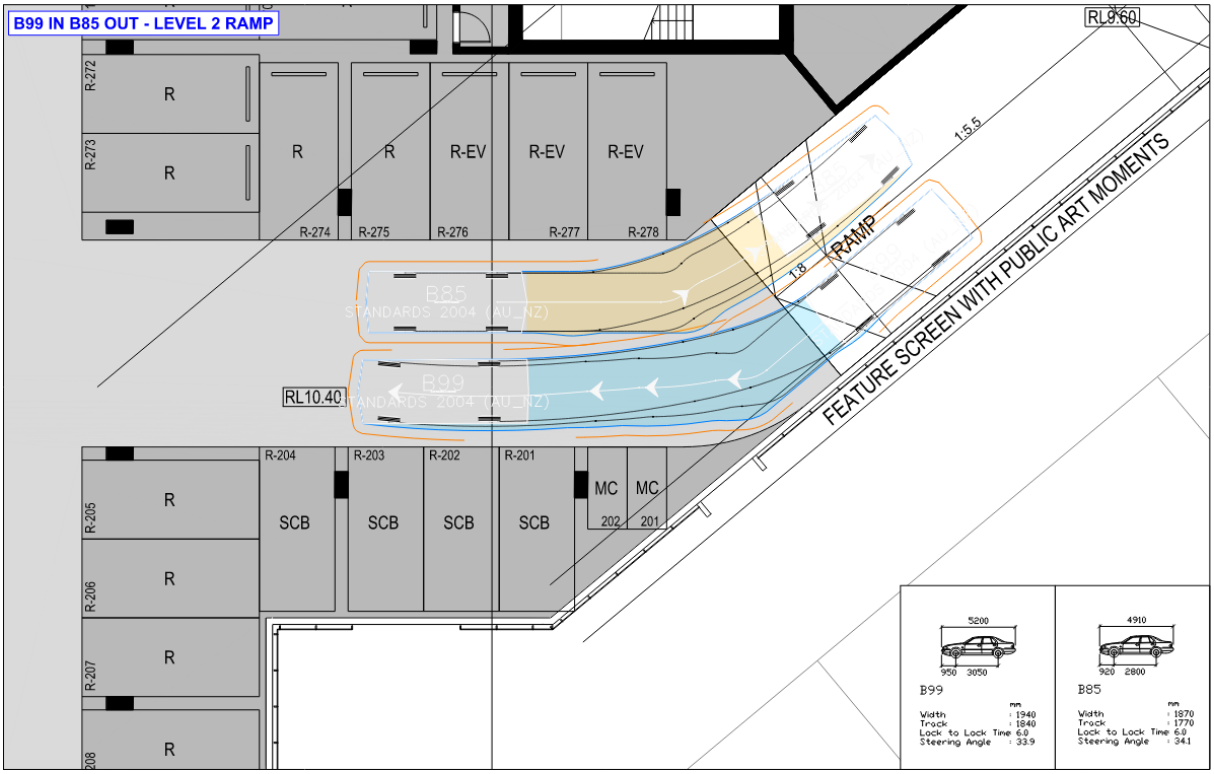
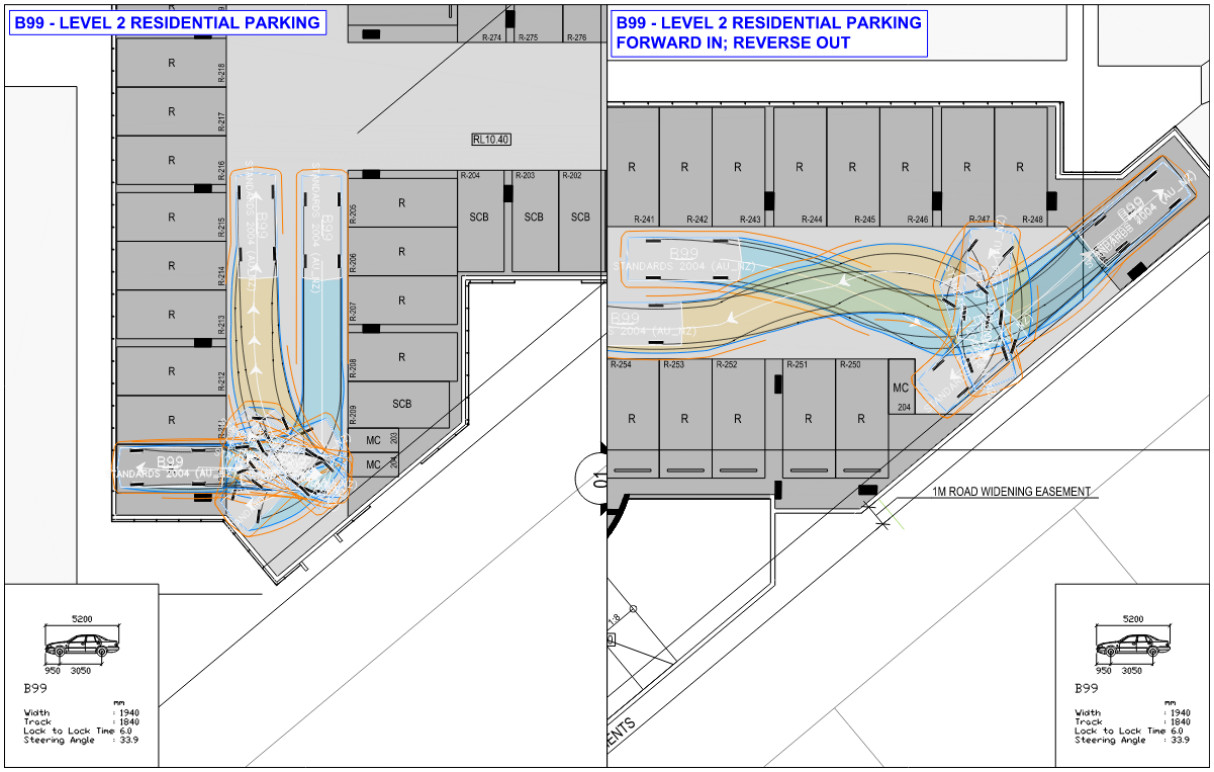


Figure 5-10 B85 & B99 Swept Path - Level 2 Ramp



TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-11 B85 & B99 Swept Paths - Level 2 Parking



The swept path analysis show that B85 and B99 vehicles would appear to be able to safely and adequately enter and exit the parking bays in the proposed car park.

The analysis also shows that there is a potential for minor overlaps with opposing vehicle swept paths near the ramp corners. Traffic approaching the exiting ramps are expected to be circulating at low speeds and it is anticipated that vehicles trying to enter the exit ramp will wait for the opposing vehicle to complete their circulation movement. Traffic management devices such as convex mirrors should also be considered to alert and warn drivers and minimise the risk of crashes and conflicts as shown in **Figure 5-12** to **Figure 5-14**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-12 Proposed Location of Convex Mirrors - Ground Floor

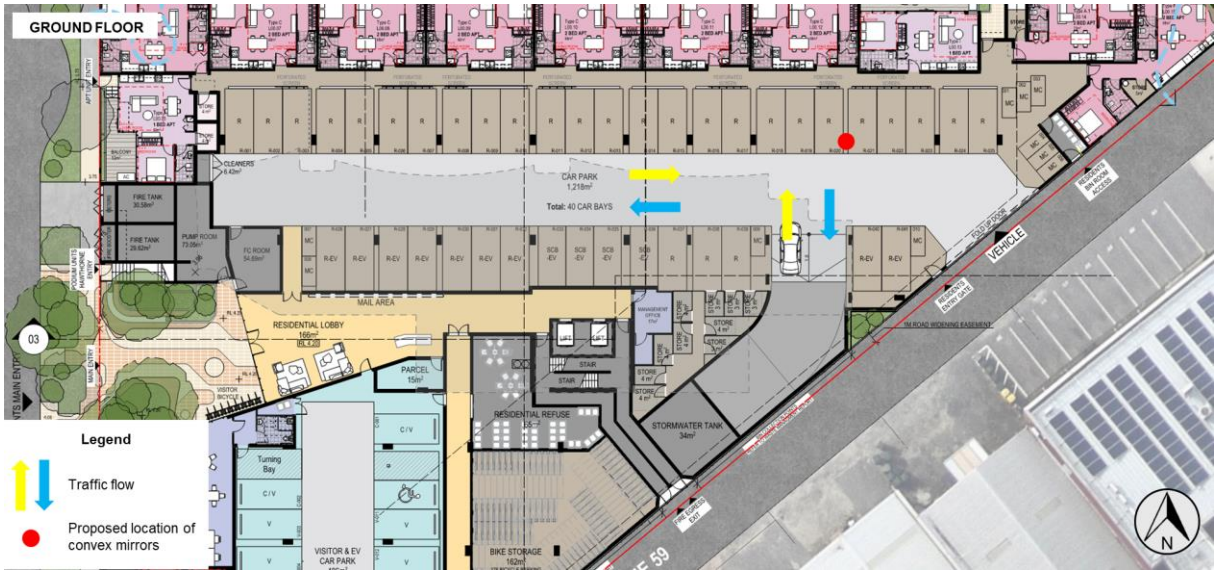
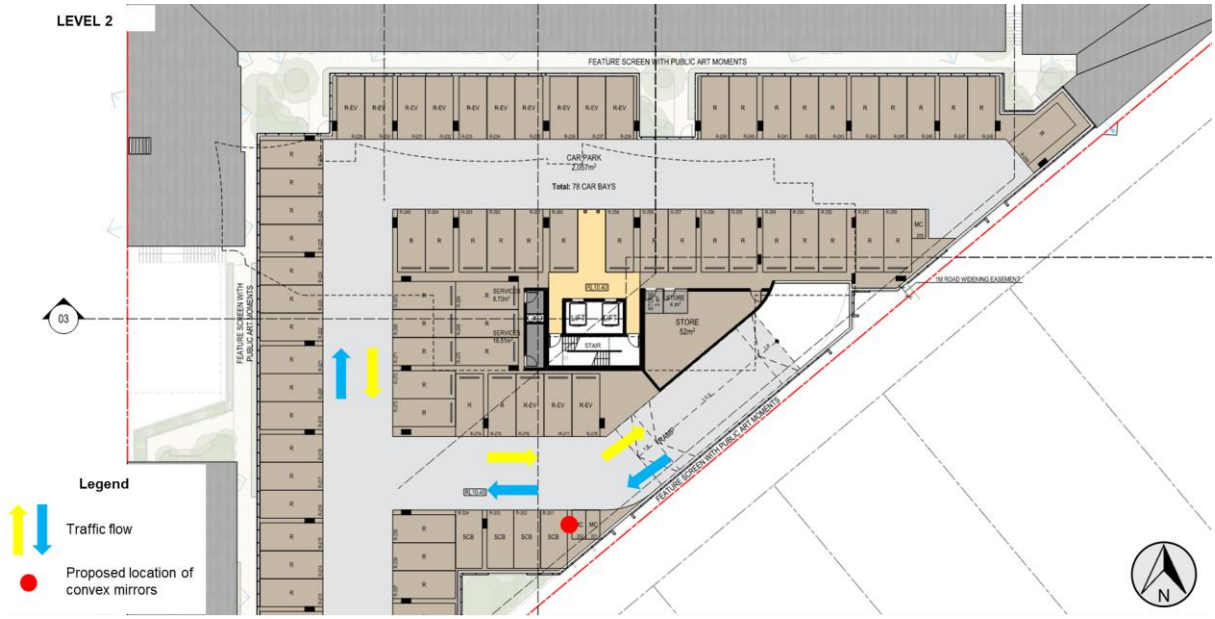


Figure 5-13 Proposed Location of Convex Mirrors - Level 01

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 5-14 Proposed Location of Convex Mirrors - Level 02



5.4 Traffic Generation

The trip generation has been calculated for the proposed development utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition.* The following tables summarise the directional distribution and the estimated total trips to be generated by the proposed development.

Table 5-1 provides the trip generation rates during the AM and PM peak hour periods. **Table 5-2** outlines the directional distribution and **Table 5-3** summarises the total estimated trips to be generated by the proposed development.

Table 5-1 Trip Generation Rate

Land Use	Source	Yield	AM Peak	PM Peak
Residential Apartments	ITE 222	170 dwellings	0.34 trips per dwelling	0.39 trips per dwelling
Commercial (Office)	ITE 710	135 sqm	1.58 trips per 100 sqm	1.53 trips per sqm

Table 5-2 Trip Directional Distribution

Land Use	Source	AM Peak		PM Peak	
		In	Out	In	Out
Residential Apartments	ITE 222	21.0%	79.0%	62.0%	38.0%
Commercial (Office)	ITE 710	88.0%	12.0%	18.0%	82.0%

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 5-3 Estimated Trip Generation

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential Apartments	12	46	42	25
Commercial (Office)	2	1	1	2
Total	**61**		**70**	

The proposed development is estimated to generate approximately 61 vehicles during the AM peak hour and 70 vehicles during the PM peak hour periods. It should be noted that the site is located in close proximity to the Perth CBD and is accessible to excellent public transport services and cycling facilities and the estimated trips may potentially be reduced.

According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.

TOWN OF VICTORIA PARK
Received: 13/05/2025

6 Parking Compliance

6.1 Car Parking Requirements

The statutory parking requirements, in accordance with the *State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments (R-Codes)* and the *Town of Victoria Park Local Planning Policy 23 – Bicycle Parking, Car Parking and Access for Non-Residential Development* (LPP23) have been considered in the context of the proposed development. The parking requirements for the proposed development are summarised in **Table 6-1**.

Table 6-1 Statutory Car Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
1 bedroom dwelling	103 units	0.75 bay per dwelling	78 car bays	170 residential car bays 24 small car bays
2+ bedroom dwelling	67 units	1.00 bay per dwelling	67 car bays	
Residential (Visitor)	170 units	1.00 bay per 4 dwellings up to 12th dwelling; 1.00 bay per 8 dwellings for 13th and above.	23 car bays	12 visitor car bays 2 commercial car bays* 1 visitor ACROD bay*
Commercial	-	Open Option Car Parking Approach	No minimum required	
TOTAL			**168 car bays**	**209 car bays**

** Commercial bays are in reciprocal for visitor use*

The development proposes a total of 194 residential car bays including 24 small car bays for residential tenant use which is considered adequate and meets the Town's requirements. However, 15 car bays are for visitor/commercial use (12 visitor car bays, 2 commercial car bays and 1 visitor ACROD bay). There is an actual shortfall of 11 residential visitor parking bays, although with the potential reciprocal use of 2 commercial bays and 1 ACROD bay by visitors, there is still a shortfall of 8 parking bays. This shortfall is expected to be mitigated by the on-street parking on the surrounding streets and an off-street parking with approximately 32 parking bays adjacent to the Site as shown in **Figure 6-1**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 6-1 Nearby On and Off-Street Parking

Source: Metromap

6.2 Bicycle Parking Requirements

The bicycle space requirements as per the *Residential Design Code 2* and the *Town of Victoria Park Local Planning Policy 23 – Bicycle Parking, Car Parking and Access for Non-Residential Development* and the provisions are summarised in **Table 6-2**.

Table 6-2 Bicycle Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
Residential	170 dwellings	0.5 space per dwelling	85 spaces	193 spaces – Ground Floor
Residential (Visitor)	170 dwellings	1 space per 10 dwellings	17 spaces	
Offices	133 sqm	Class 3: 1 space per 500 sqm; Class 1: 1 space per 250 sqm.	1 space	
TOTAL			**103 bike spaces**	**193 bike spaces**

The development proposes a total of 193 bicycle spaces (176 bicycle spaces for residents and 17 bicycle spaces for visitors and staff) which meet the requirements of *R-Codes* and the *Town of Victoria Park Local Planning Policy 23*. The bicycle spaces and storage is located on the ground floor.

TOWN OF VICTORIA PARK
Received: 13/05/2025

6.3 Motorcycle/Scooter Parking Requirements

The statutory requirements for motorcycle parking for the proposed development (residential) are defined in the *State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments (R-Codes)* and summarised in **Table 6-3**.

Table 6-3 Motorcycle/Scooter Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
Residential	209 car bays (provided)	1 motorcycle space for every 10 car bays (for more than 20 dwellings)	21 motorcycle bays	10 MC bays – Ground Floor 6 MC bays – Level 1 5 MC bays – Level 2
TOTAL			**21 motorcycle bays**	**21 motorcycle bays**

The development proposes a total of 21 motorcycle bays which meets the requirements of R-Codes.

6.4 Parking Compliance Checks

The parking bay geometry requirements set forth by AS2890.1 and AS2890.6 for User Class 1A (residential, domestic and staff parking) and User Class 2 (visitor parking) were assessed for the 90˚ angled parking bays. The corresponding provisions in the proposed development are summarised in **Table 6-4** and **Table 6-5**.

Table 6-4 Parking Geometric Compliance

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m (User Class 1A)	2.4	**2.4**	No non-compliance identified
Bay Width, m (User Class 2)	2.5	**2.5**	No non-compliance identified
Bay Length, m	5.4	**5.4**	No non-compliance identified
Small Car Bay Width, m	2.3	**2.3**	No non-compliance identified
Small Car Bay Length, m	5.0	**5.0**	No non-compliance identified
Tandem Bay Width, m	2.4	**2.4**	No non-compliance identified
Regular Tandem Bay Length, m	10.8	**10.8**	No non-compliance identified
Ramp Gradient	1:4 maximum (< 20m inc. Change in Grade)	**1:5.5**	No non-compliance identified
Change in Grade	1:8	**1:8**	No non-compliance identified
Aisle width, m	5.8	**6.0**	No non-compliance identified
Circulation roadway width, m	5.5 (Two-way)	**6.0 – 6.3**	No non-compliance identified
Access width, m (Category 2 – User Class 1A & 2)	6.0 – 9.0	**7.2**	No non-compliance identified
Blind Aisle Extension	1.0	**1.0**	No non-compliance identified

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 6-5 ACROD Parking Geometric Compliance

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m	2.4	**2.4**	No non-compliance identified
Bay Length, m	5.4	**5.5**	No non-compliance identified
Shared Area Width, m	2.4	**2.4**	No non-compliance identified
Shared Area Length, m	5.4	**5.5**	No non-compliance identified
Bollard from Aisle, mm	800 ± 50	**1200**	No non-compliance identified

TOWN OF VICTORIA PARK
Received: 13/05/2025

7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following is concluded for the proposed development:

- The proposal is a mixed-use development with 170 residential apartments and 133 sqm of commercial office floor space.
- The Site has excellent access to public transport facilities with several high frequency services located within close proximity of the Site.
- Walking and cycling facilities within the surrounding area of the Site is considered to be excellent with many high-quality paths available providing good connectivity with the surrounds.
- The development is expected to generate approximately 61 vehicles in the AM peak hour and 70 vehicles in the PM peak hour. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.
- The proposed parking provision generally meets the requirements of the R-Codes and Town of Victoria Park's requirements, however, there is an actual shortfall of 11 visitor parking bays, although with the potential reciprocal use of 3 parking bays (2 commercial bays and 1 ACROD bay) by visitors, there is still a shortfall of 8 parking bays. This shortfall is expected to be mitigated by the on-street parking on the surrounding streets and an off-street parking with approximately 32 parking bays adjacent to the Site.
- The swept path analysis indicates that the B85 and B99 design vehicles are able to adequately enter, exit and circulate internally within the proposed parking area.
- The analysis also shows that there is a potential for minor overlaps with opposing vehicle swept paths near the ramp corners. Traffic approaching the exiting ramps are expected to be circulating at low speeds and it is anticipated that vehicles trying to enter the exit ramp will wait for the opposing vehicle to complete their circulation movement. Traffic management devices such as convex mirrors should also be considered to alert and warn drivers and minimise the risk of crashes and conflicts.

Overall, it is considered unlikely that the proposed development will result in any material impact on traffic operations and safety to the surrounding road network.

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.

Appendices.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix A WAPC Checklist

Item	Section	Comments/Proposals
PROPOSED LAND USE	Section 5	
EXISTING LAND USES	Section 2	
CONTEXT WITH SURROUNDS	N/A	
ACCESS ARRANGEMENTS	Section 5	
PUBLIC, PRIVATE, DISABLED PARKING SET DOWN / PICK UP	N/A	
ACCESS ARRANGEMENTS	Section 5	
ON/OFF-SITE LOADING FACILITIES	Section 5	
RUBBISH COLLECTION AND EMERGENCY VEHICLE ACCESS	Section 5	
DAILY OR PEAK TRAFFIC VOLUMES	Section 2	
TYPE OF VEHICLES (E.G. CARS, TRUCKS)	Section 5	
PUBLIC TRANSPORT ACCESS	Section 3	
NEAREST BUS/TRAIN ROUTES	Section 3	
NEAREST BUS STOPS/TRAIN STATIONS	Section 3	
PEDESTRIAN/CYCLE LINKS TO BUS STOPS/TRAIN STATION	Section 4	
PEDESTRIAN ACCESS/FACILITIES	Section 4	
EXISTING PEDESTRIAN FACILITIES WITHIN THE DEVELOPMENT (IF ANY)	Section 4	
PROPOSED PEDESTRIAN FACILITIES WITHIN DEVELOPMENT	Section 4	
EXISTING PEDESTRIAN FACILITIES ON SURROUNDING ROADS	Section 4	
PROPOSALS TO IMPROVE PEDESTRIAN ACCESS	Section 4	
CYCLE ACCESS/FACILITIES	Section 4	
EXISTING CYCLE FACILITIES WITHIN THE DEVELOPMENT (IF ANY)	Section 4	
PROPOSED CYCLE FACILITIES WITHIN THE DEVELOPMENT	Section 4	
EXISTING CYCLE FACILITIES ON SURROUNDING ROADS	Section 4	
PROPOSALS TO IMPROVE CYCLE ACCESS	Section 4	
PARKING COMPLIANCE	Section 6	
PARKING REQUIREMENTS AND PROVISION	Section 6	
SITE SPECIFIC ISSUES	N/A	
SAFETY ISSUES	N/A	
IDENTIFY ISSUES	N/A	
REMEDIAL MEASURES	N/A	
CONCLUSIONS	Section 7	

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix B

Site Plans.

1 - GROUND FLOOR
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
K	ISSUED FOR DA AMENDMENT	K	JA	JA	IM
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 2/05/2025: 4:42 PM

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

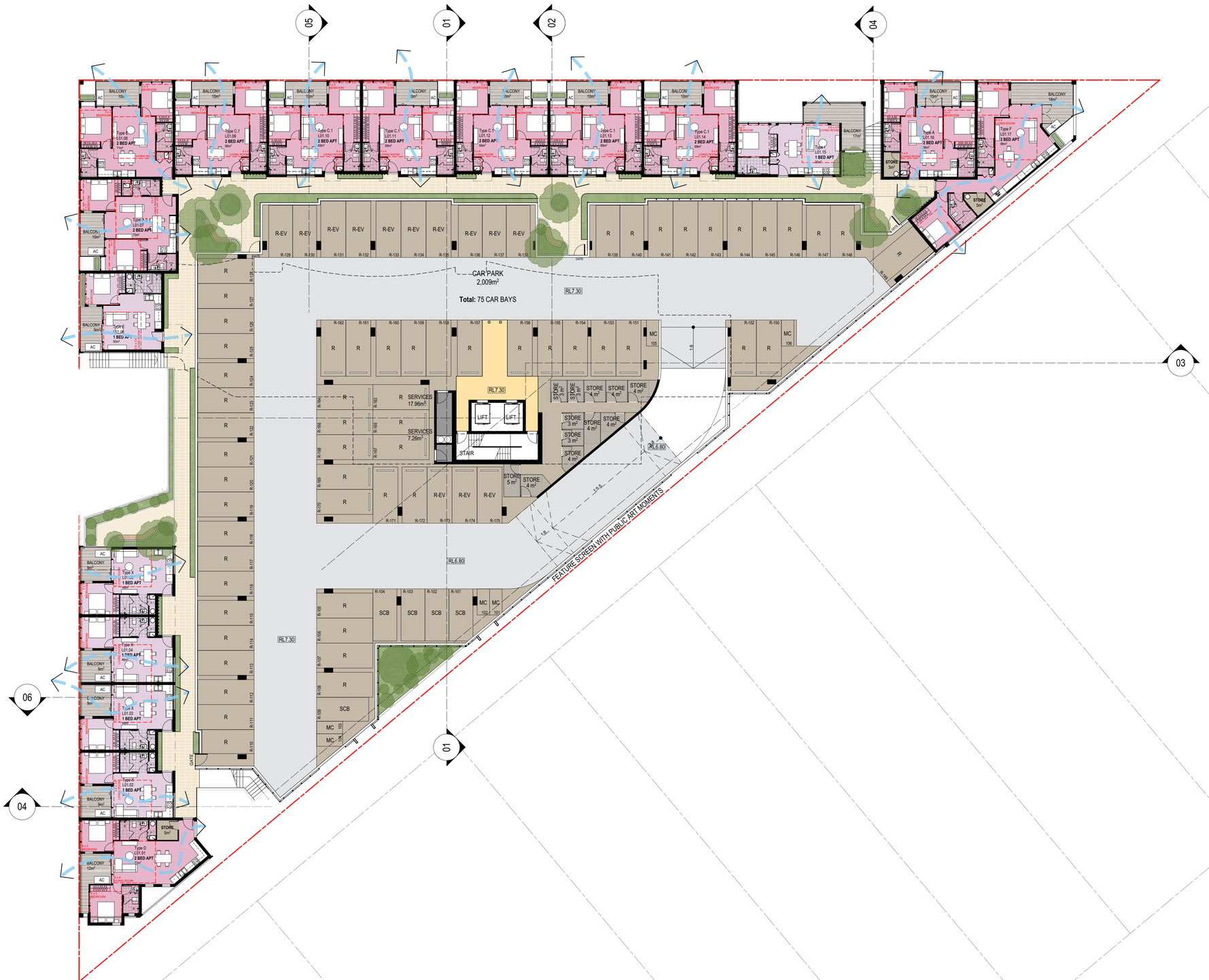
DRAWING TITLE

PLAN - GROUND FLOOR

JOB No	DRAWING No	ISSUE
7251	SD2001	K

TOWN OF VICTORIA PARK
Received: 13/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025



SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

1 / - LEVEL 01
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

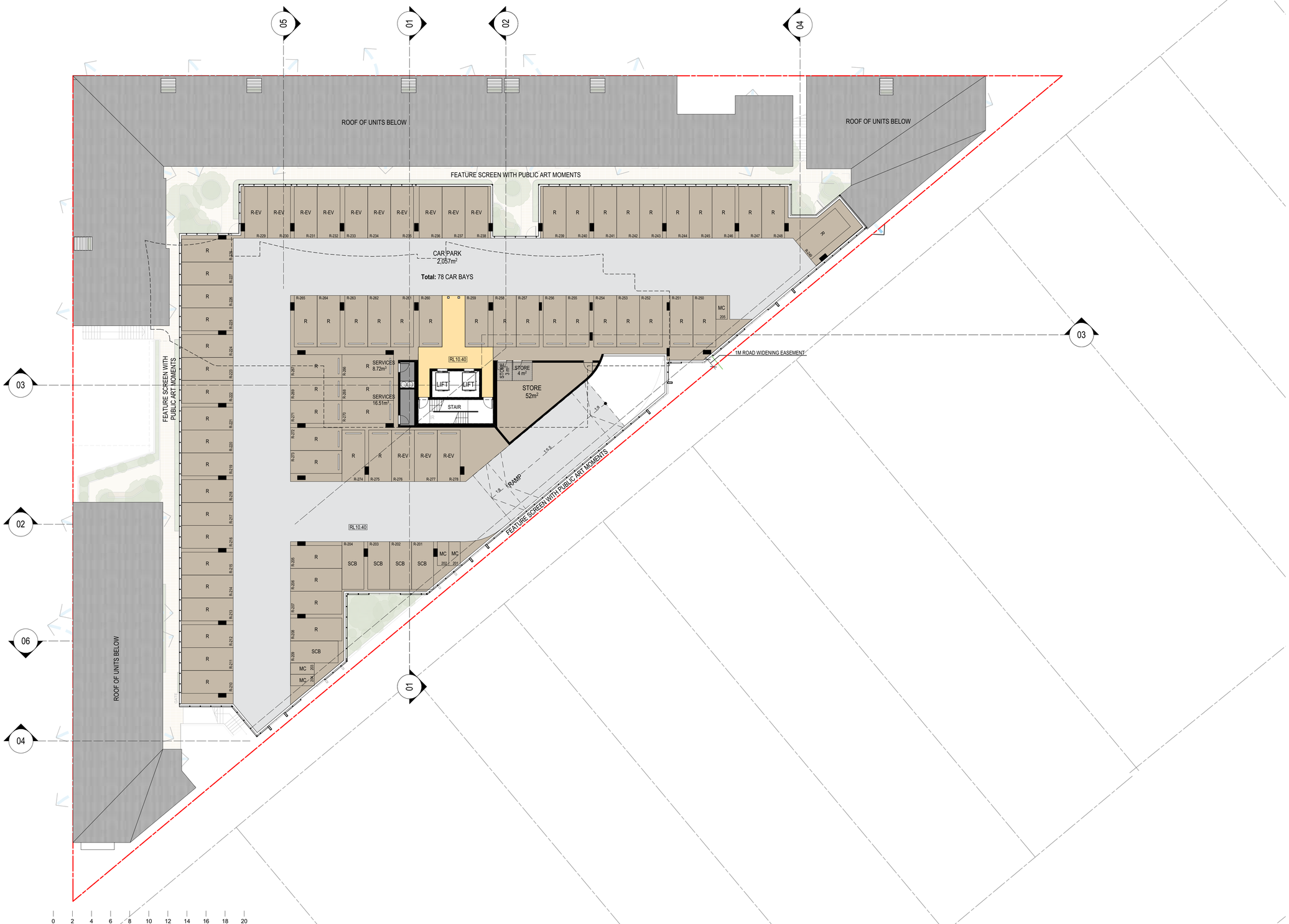
CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 01

JOB No	DRAWING No	ISSUE
7251	SD2002	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 13/04/2025: 8:27 AM

TOWN OF VICTORIA PARK
Received: 13/05/2025



0 2 4 6 8 10 12 14 16 18 20

SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

1 / - LEVEL 02
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 02

JOB No	DRAWING No	ISSUE
7251	SD2003	J

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 13/04/2025: 8:27 AM

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix C

Swept Paths.

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 IN B85 OUT - LANE 59
SOUTHWEST GATE

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA

V-003 V-004 V-005 V-006 V-007 V-008 V-009 V-011 V-012 V-013 V-014 V-015

BIKE STORAGE
162m²
176 BICYCLE PARKING

RL 4.20

FIRE EGRESS EXIT

BIN COLLECTION POINTS
REFER TO WASTE MANAGMENT REPORT

LANE 59

SERVICE CORRIDOR ENTRY

FOLD UP DOOR

VEHICLE

01

RESIDENTS LANE ENTRY

APT UNIT ENTRY

AC
BALCONY 12m²
BALCONY 11m²
AC
AC
BALCONY 11m²
BALCONY 11m²
AC

3.6 x 3.6 LIVING ROOM
Type C
L00.01
1 BED APT
71m²

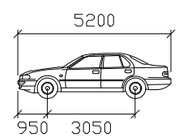
CLEANERS
0.90m³

STUDY
WM
STORE 4m²
3 x 3 BEDROOM
RL 4.00

SERVICES
14m²

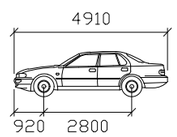
TRANSFORMER ROOM
31m²

B99 AS/NZS 2890.1:2004 (AU_NZ)
B85 AS/NZS 2890.1:2004 (AU_NZ)



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 IN B85 OUT - LANE 59
NORTHEAST GATE

R-018 R-019 R-020 R-021 R-022 R-023 R-024 R-025

001 MC

002 MC

MC

STORE
5m²

004 MC
005 MC
006 MC

B85
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

RESIDENTS
BIN ROOM
ACCESS

FOLD UP DOOR

VEHICLE

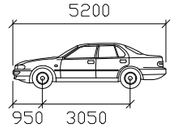
R-040 R-041 010 MC

R-EV R-EV

1:8

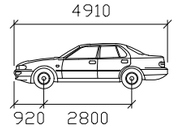
RESIDENTS
ENTRY GATE

1M ROAD WIDENING EASEMENT



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 IN B85 OUT - GROUND FLOOR RAMP

otal: 40 CAR BAYS

R-033 | R-034 | R-035 | R-036 | R-037 | R-038 | R-039 | 009 MC | R-040 | R-041 | 010 MC

CB -EV | SCB -EV | SCB -EV | SCB -EV | R | R | R | R-EV | R-EV

B85 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

1:8

FOLD UP DOO

VE

RESIDENTS ENTRY GATE

1M ROAD WIDENING EASEMENT

MANAGEMENT OFFICE 17m²

LIFT LIFT

STAIR

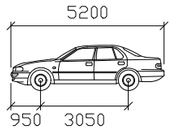
STAIR

m² m² m²

23 m²

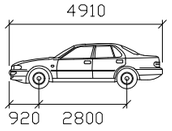
RMWATER TANK 34m²

BIN COLLECTION POINTS
REFER TO WASTE MANAGMENT REPORT



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 - RESIDENTIAL PARKING 1

B85 - RESIDENTIAL PARKING 2

WM

PERFORATED SCREEN

R

R-002 R-003 R-004 R-005 R-006 R-007 R-008 R-009 R-010 R-011

STORE 4 m²

STORE 4 m²

CLEANERS 6.42m²

CAR PA
1,218m
Total: 40 CA

007 MC R-025 R-026 R-027 R-028 R-029 R-030 R-031 R-032 R-033

R-EV

SCB -EV

C ROOM 4.69m³

FC ROOM 54.69m³

MAIL AREA

RL 4.20

LIFT

STAIR

PARCEL 15m²

RESIDENTIAL REFUSE

IDENTIAL LOBBY 166m²

RL 4.20

RESIDENTIAL R

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9

4910

920 2800

B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 - VISITOR PARKING

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA

V-003 V-004 V-005 V-006 V-007 V-008 V-009 V-011 V-012 V-013 V-014 V-015

BIKE STORAGE
162m²
176 BICYCLE PARKING

RL 4.20

SERVICE
CORRIDOR ENTRY

FOLD UP DOOR

01

VEHICLE

CLEANERS
90m³

STUDY

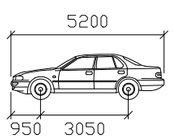
WM

STORE
4m²

3 x 3
BEDROOM

RL 4.00

RESIDENTS
LANE ENTRY



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9

B99 - VISITOR PARKING (TURNING BAY)

PARCEL
15m²

C / V

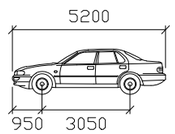
C-001 C-002

Turning
Bay

V-003 V-004 V-005 V-006 V-011 V-012 V-013 V-014 V-015

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 IN B85 OUT - LEVEL 1 RAMP

CAR PARK
2,009m²
Total: 75 CAR BAYS

RL7.30

RL6.80

B99 and B85 cannot pass each other at the same time in this area.

SERVICES 17.96m³

SERVICES 7.26m³

LIFT

LIFT

STORE 3 m²

STORE 3 m²

STORE 4 m²

STORE 4 m²

STORE 4 m²

STORE 3 m²

STORE 4 m²

STORE 3 m²

STORE 4 m²

STORE 5 m²

STORE 4 m²

1:8

1:5.5

1:8

1:8

FEATURE SCREEN WITH PUBLIC ART MOMENTS

GATE

GATE

MC 105

MC 106

MC

MC

R-128 R-127 R-126 R-125 R-124 R-123 R-122 R-121 R-120 R-119 R-118 R-117 R-116

R-129 R-130 R-131 R-132 R-133 R-134 R-135 R-136 R-137 R-138 R-139 R-140 R-141 R-142 R-143 R-144 R-145

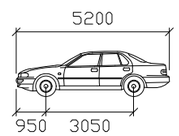
R-162 R-161 R-160 R-159 R-158 R-157 R-156 R-155 R-154 R-153 R-151 R-152 R-150

R-164 R-163 R-166 R-165 R-168 R-167 R-169 R-170

R-171 R-172 R-173 R-174 R-175

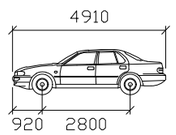
R-104 R-103 R-102 R-101

R-EV R-EV R-EV



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

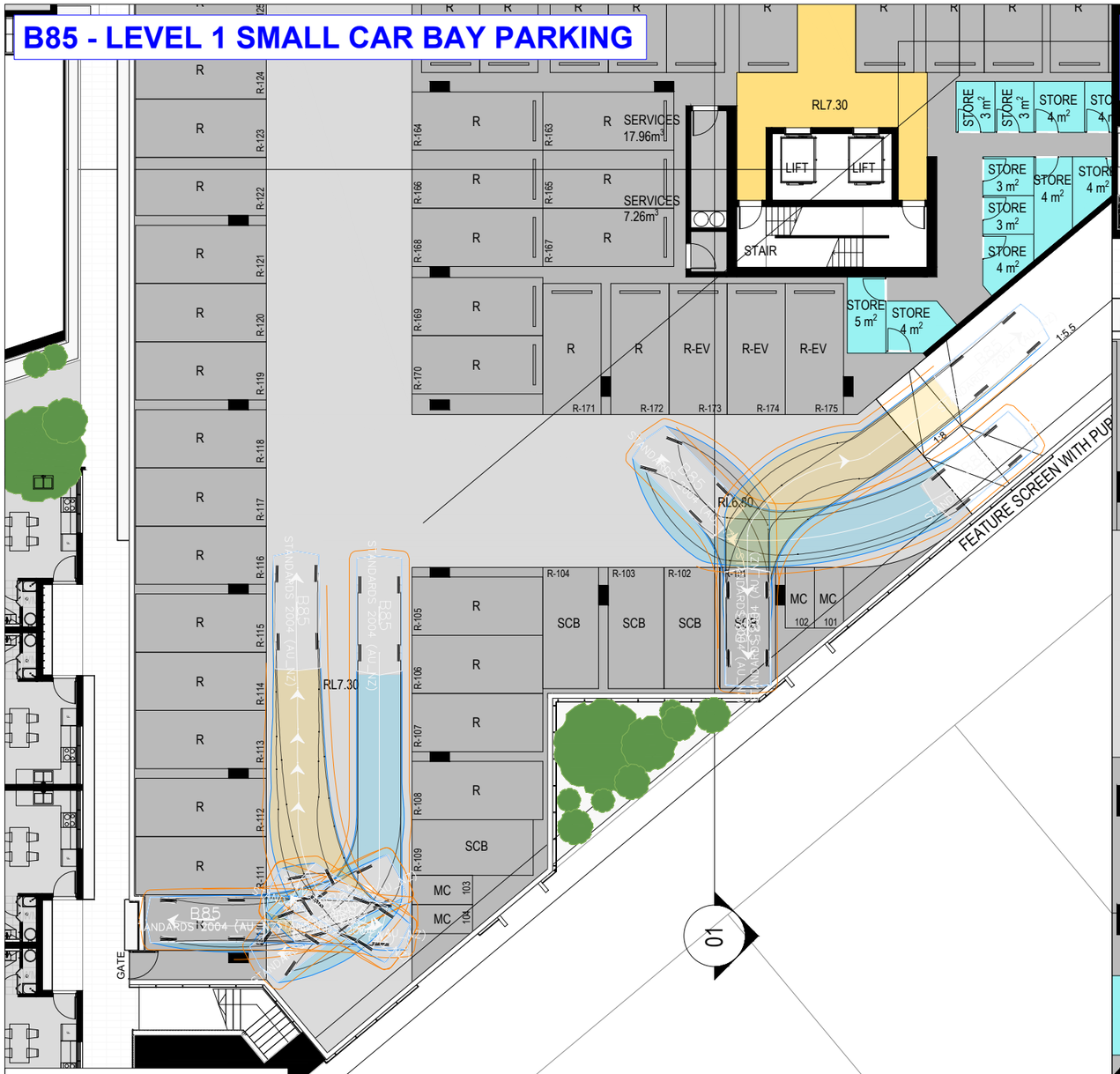


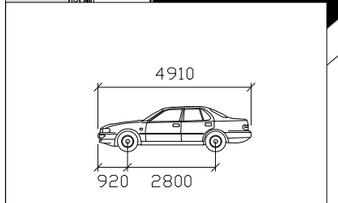
B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B85 - LEVEL 1 SMALL CAR BAY PARKING

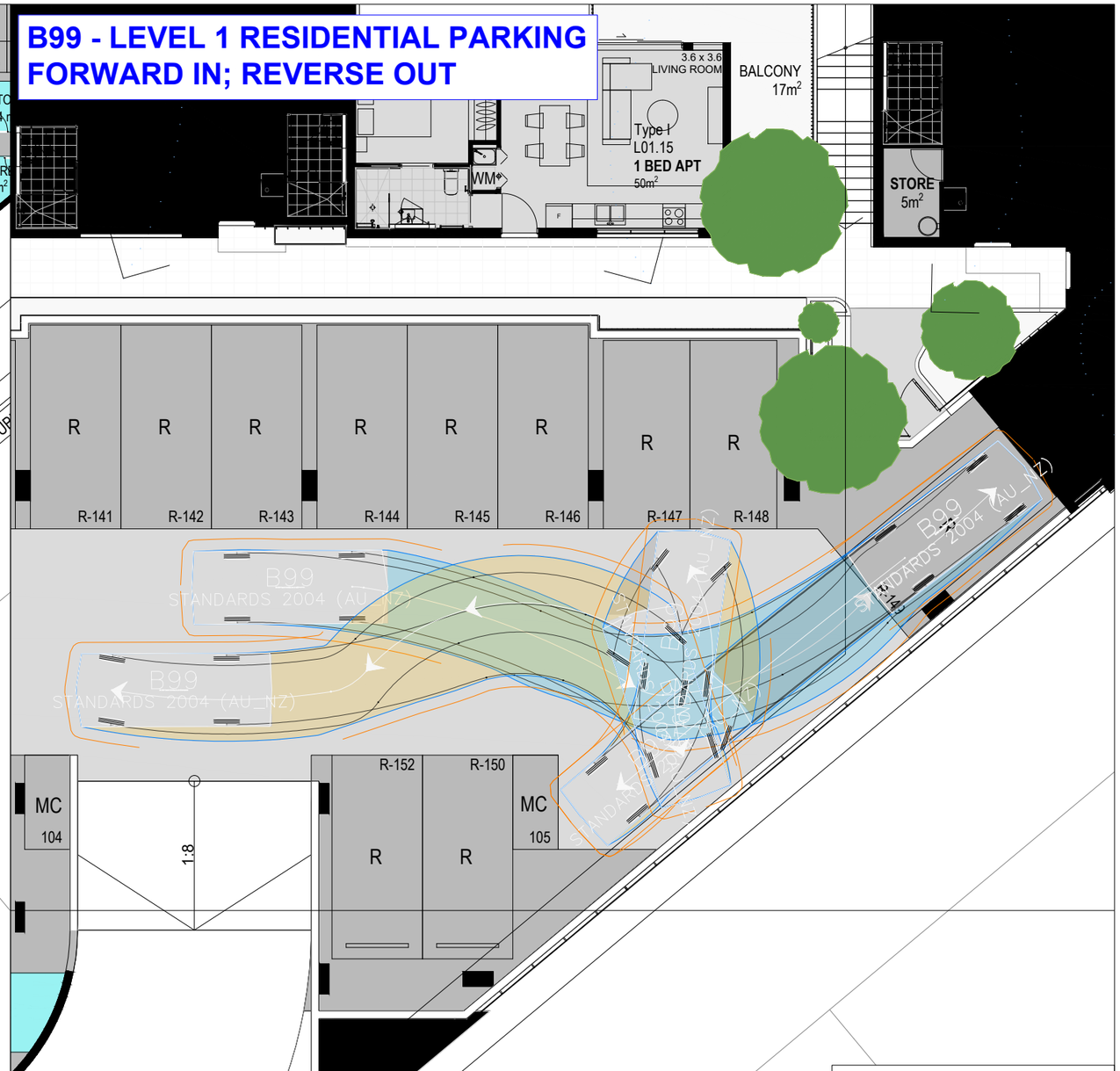


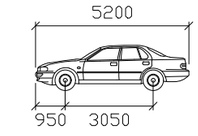


B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

B99 - LEVEL 1 RESIDENTIAL PARKING FORWARD IN; REVERSE OUT





B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 IN B85 OUT - LEVEL 2 RAMP

R-272 R
R-273 R
R R R-EV R-EV R-EV
R-274 R-275 R-276 R-277 R-278

RL9.60

1:5.5

1:8 RAMP

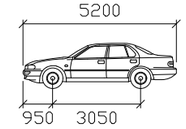
FEATURE SCREEN WITH PUBLIC ART MOMENTS

B85
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

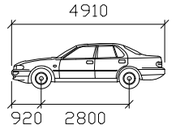
RL10.40

R-204 R-203 R-202 R-201
R-205 R SCB SCB SCB SCB MC 202 MC 201
R-206 R
R-207 R
R R
R-208



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

TOWN OF VICTORIA PARK
Received: 13/05/2025

B99 - LEVEL 2 RESIDENTIAL PARKING

R-274 R-275 R-276

R-218 R-217 R-216 R-215 R-214 R-213 R-212 R-211

RL10.40

R-204 R-203 R-202

R-205 R-206 R-207 R-208 R-209

SCB SCB SCB SCB

MC 203
MC 204

B99 STANDARDS 2004 (AU_NZ)

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

B99 - LEVEL 2 RESIDENTIAL PARKING FORWARD IN; REVERSE OUT

R-241 R-242 R-243 R-244 R-245 R-246 R-247 R-248

R-254 R-253 R-252 R-251 R-250

MC 204

B99 STANDARDS 2004 (AU_NZ)

1M ROAD WIDENING EASEMENT

1:8

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

TOWN OF VICTORIA PARK
Received: 13/05/2025

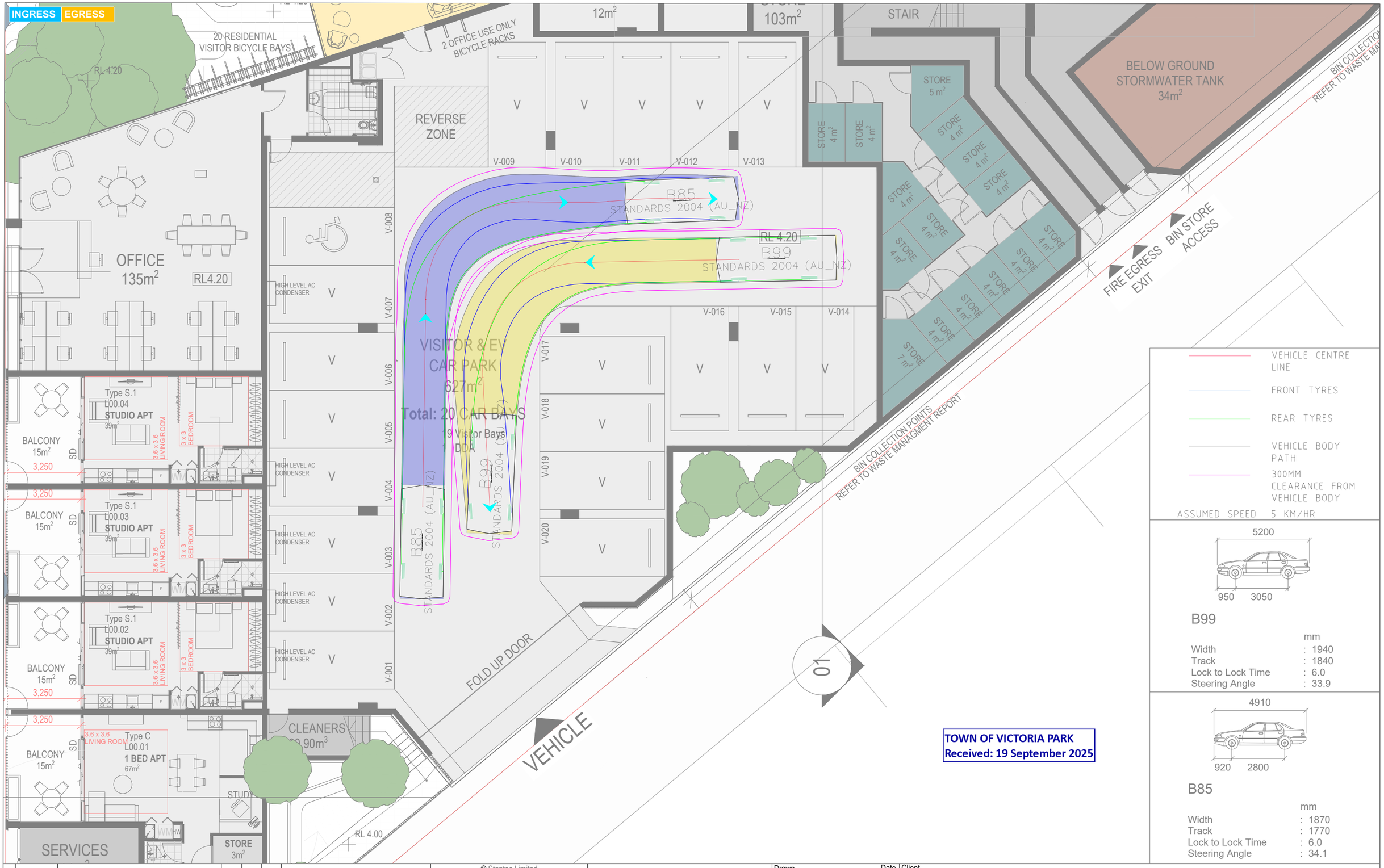
With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec Australia Pty Ltd

stantec.com

Attachment 8 - Updated swept path diagrams, date received 19 September 2025.



TOWN OF VICTORIA PARK
Received: 19 September 2025

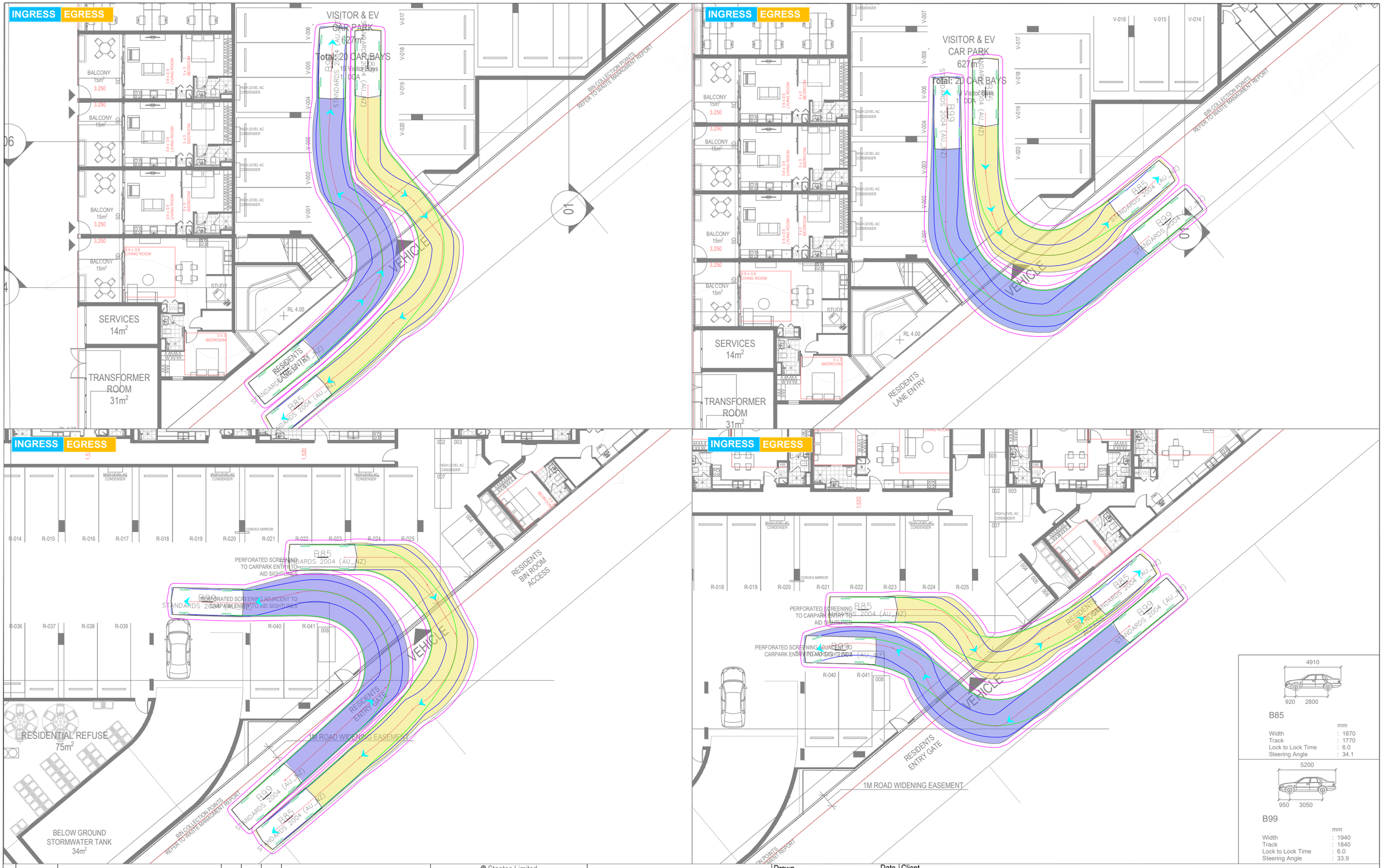
Rev	Date	Description	Des.	Verif.	Appd.

© Stantec Limited
All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn	SG	Date 02/09/2025
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client: SKS HAWTHORNE PTY LTD
Project: HAWTHORNE PLACE
Title: SWEPT PATH ANALYSIS
Status: FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES
Scale:
Size: A3
Drawing Number: 300305790-DR001
Revision: 2



4910
920 2800

B85

	mm
Width	1870
Track	1770
Lock to Lock Time	6.0
Steering Angle	34.1

5200
950 3050

B99

	mm
Width	1940
Track	1840
Lock to Lock Time	6.0
Steering Angle	33.9

Rev	Date	Description	Des.	Verif.	Appd.

© Stantec Limited
All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn	SG	09/09/2025 Date
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client: SKS HAWTHORNE PTY LTD

Project: HAWTHORNE PLACE

Title: SWEPT PATH ANALYSIS

Status: FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Scale:

Size: A3

Drawing Number: 300305790-DR002

Revision: 1

TOWN OF VICTORIA PARK
Received: 19 September 2025

INGRESS

EGRESS

CORRIDOR
120m²

CAR PARK
1,098m²
Total: 40 CAR BAYS

RESIDENTIAL LOBBY
169m²
RL 4.20

SERVICES
5m²

LIFT

LIFT

RESIDENTIAL REFUSE
75m²

MANAGEMENT OFFICE
16m²

PARCEL
12m²

STORE
103m²

BALCONY
15m²
3.030

METERS

FIRE BOOSTER

RESIDENTS BIN ROOM ACCESS

RESIDENTS ENTRY GATE

VEHICLE

1M ROAD WIDENING EASEMENT

PERFORATED SCREENING TO CARPARK ENTRY TO AID SIGHTLINES

PERFORATED SCREENING ADJACENT TO CARPARK ENTRY TO AID SIGHTLINES

CONVEX MIRROR

HIGH LEVEL AC CONDENSER

B85 STANDARDS 2004 (AU_NZ)

VEHICLE CENTRE LINE

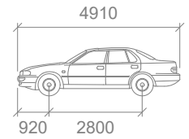
FRONT TYRES

REAR TYRES

VEHICLE BODY PATH

300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

Rev	Date	Description	Des.	Verif.	Appd.

© Stantec Limited
All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn	SG	Date 02/09/2025
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client: SKS HAWTHORNE PTY LTD

Project: HAWTHORNE PLACE

Title: SWEPT PATH ANALYSIS

Status: FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Scale:

Size: A3

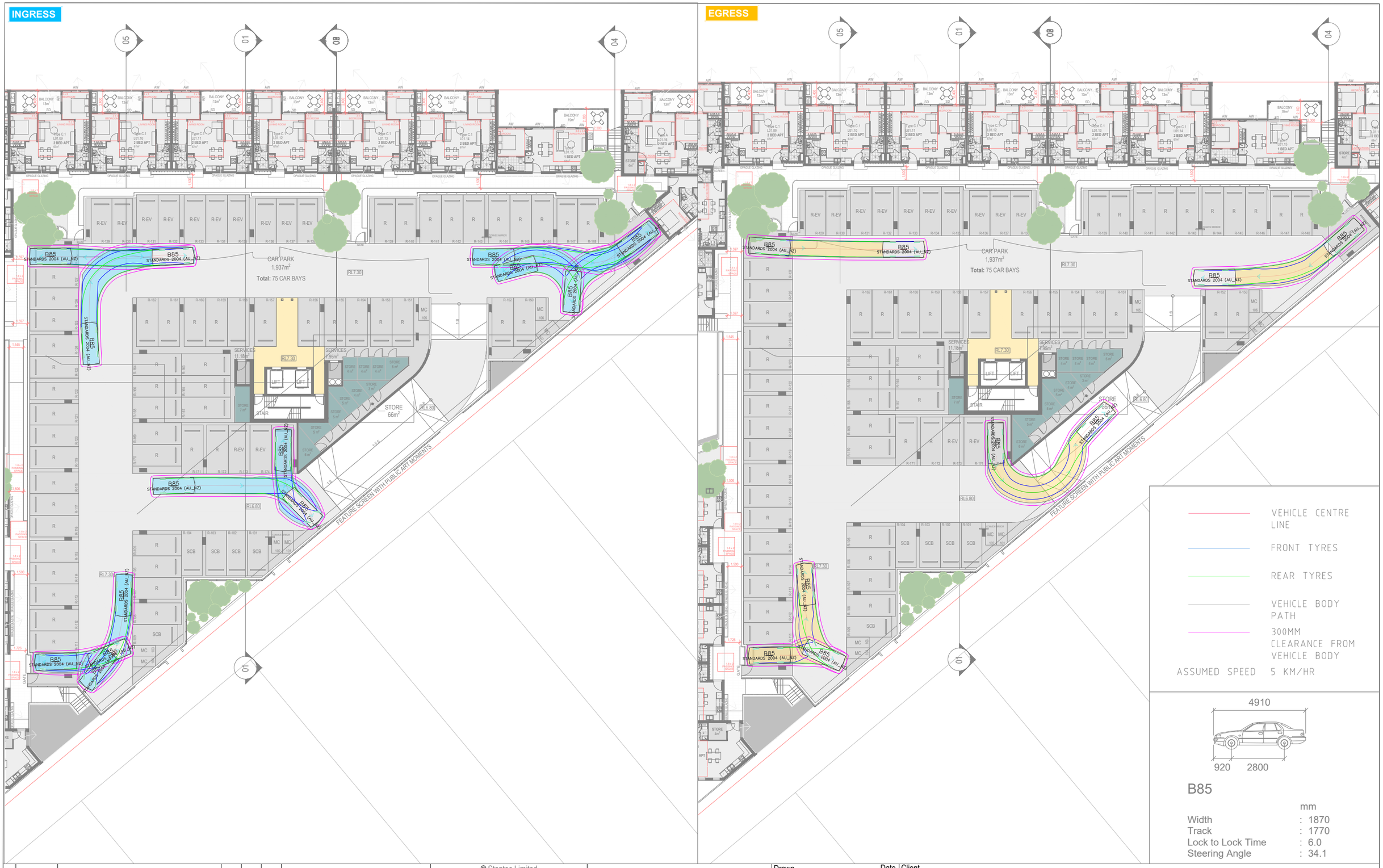
Drawing Number: 300305790-DR003

Revision: 2

TOWN OF VICTORIA PARK
Received: 19 September 2025

INGRESS

EGRESS



VEHICLE CENTRE LINE

FRONT TYRES

REAR TYRES

VEHICLE BODY PATH

300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR

B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

Rev	Date	Description	Des.	Verif.	Appd.

© Stantec Limited
All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn	SG	Date 02/09/2025
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client: SKS HAWTHORNE PTY LTD

Project: HAWTHORNE PLACE

Title: SWEPT PATH ANALYSIS

Status: FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Scale:

Size: A3

Drawing Number: 300305790-DR004

Revision: 2

TOWN OF VICTORIA PARK
Received: 19 September 2025

Rev	Date	Description	Des.	Verif.	Appd.

© Stantec Limited
All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn	SG	Date 02/09/2025
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client: SKS HAWTHORNE PTY LTD

Project: HAWTHORNE PLACE

Title: SWEPT PATH ANALYSIS

Status: FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Scale: NTS

Size: A3

Drawing Number: 300305790-DR005

Revision: 1

TOWN OF VICTORIA PARK
Received: 19 September 2025

Attachment 9 - Waste Management Plan, date received 13 May 2025.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Proposed Mixed-use Development - 2 Hawthorne Place, Burswood

Waste Management Plan

Stantec

Prepared for:
SKS Hawthorne Pty Ltd

Prepared by:
Stantec Australia Pty Ltd

7 May 2025

Project/File:
300305790

Stantec Australia Pty Ltd

TOWN OF VICTORIA PARK
Received: 13/05/2025

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
001	For Issue	[redacted]	24/04/2025	[redacted]	24/04/2025	[redacted]	24/04/2025
002	For Issue	[redacted]	06/05/2025	[redacted]	07/05/2025	[redacted]	07/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

The conclusions in the Report titled Proposed Mixed-use Development - 2 Hawthorne Place, Burswood are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from SKS Hawthorne Pty Ltd (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by [redacted]

Reviewed by

Approved by

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table of Contents

1 Introduction 1
1.1 Background 1
1.2 Site Description 1
1.3 General Waste, Recycling and FOGO Collection Services 4
1.4 Bin Enclosure 4
1.4.1 Construction Considerations 4

2 Waste Generation and Management 6
2.1 Waste Streams 6
2.1.1 General Waste, Recycling and Food Organics/Garden Organics (FOGO) 6
2.1.2 Other Streams 6
2.2 Waste Stream Estimates 7
2.3 Compactors and Carousels 8
2.4 Bin Requirements 9
2.5 Bin Enclosure Layout 10
2.6 Design Considerations 10
2.6.1 Odour 11
2.6.2 Noise 11
2.6.3 Vermin 11
2.6.4 Aesthetics 11
2.6.5 Regular Washing of Bins and Enclosure 11
2.6.6 Protection from Vandalism 11
2.7 Transfer of General, Recycling and FOGO Waste 11
2.7.1 Residential Apartments, Gym, and Private Dining 11
2.7.2 Commercial (Office) Tenancies 12
2.8 Collection of Waste and Recycling 12
2.8.1 Waste Collection 12
2.8.2 Provision for Service Vehicle 14

3 Waste Reduction and Management Strategy 18
3.1 Waste Reduction Strategies 18
3.1.1 Provision of Information 18
3.2 Engagement 19
3.3 Monitoring and Review 19

4 Conclusion 20
5 References 21

List of Tables

Table 1-1 Proposed Development Land Uses 3
Table 2-1 Waste Generation Rates 7
Table 2-2 Weekly Waste Generation for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park) 8
Table 2-3 Weekly Waste Generation for Ground Floor Residential Apartments facing G.O. Edwards Park (Uncompacted) 8
Table 2-4 Weekly Waste Generation for Commercial Tenancies (Uncompacted) 8
Table 2-5 Weekly Waste Generation for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park) (Compacted) 9
Table 2-6 Bin Requirements for Compacted Waste for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park) 9
Table 2-7 Bin Requirements for Uncompacted Waste of Ground Floor Residential Apartments facing G.O. Edwards Park 9
Table 2-8 Bin Requirements for Uncompacted Commercial Waste 10

TOWN OF VICTORIA PARK
Received: 13/05/2025

List of Figures

Figure 1-1 Site Location 2
Figure 1-2 Ground Floor Plan 3
Figure 2-1 Proposed Bin Enclosures 10
Figure 2-2 Location of Waste Chutes on Each Floor 12
Figure 2-3 Proposed Waste Collection Area 12
Figure 2-4 Lane 59 14
Figure 2-5 Service Vehicle Swept Path (Lane 59 and Burswood Road) 16
Figure 2-6 Service Vehicle Swept Path (Ingress and Egress at Burswood Rd) 17
Figure 3-1 Waste Hierarchy 18

List of Appendices

Appendix A Architectural Plans
Appendix B Waste Calculations
Appendix C Waste Equipment

TOWN OF VICTORIA PARK
Received: 13/05/2025

1 Introduction

1.1 Background

Stantec has been commissioned by SKS Hawthorne Pty Ltd ("the Client") to prepare a Waste Management Plan (WMP) for the proposed mixed-use development ("the Development") located at 2 Hawthorne Place, Burswood ("the Site") within the Town of Victoria Park. This WMP has been prepared in accordance with the existing Development Approval DAP/22/02237 dated 20 October 2022 and approved waste management strategy.

The scope of this WMP is limited to the estimation of general waste, recycling, and food organic and garden organic (FOGO) waste generated by the proposed Development and includes recommendations for the appropriate collection, storage, handling and transportation of general, recycling and FOGO waste, in accordance with the requirements outlined by the Town of Victoria Park, WALGA's Multi Dwelling Waste Management Plan Guidelines, and WALGA's Commercial and Industrial Waste Management Plan Guidelines.

Estimations of generated volumes of liquid wastes (including cooking and motor oils) and bulk rubbish are not provided. Specialist contractors will need to be commissioned by the Development operators for the collection and disposal of liquid wastes and bulk rubbish, as necessary.

1.2 Site Description

The Development is located at 2 Hawthorne Place, Burswood, within the Town of Victoria Park, as illustrated in **Figure 1-1.**

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 1-1 Site Location

Source: Metromap (2025)

Plans for the proposed development outlines a nineteen-storey building with the majority of its land use dedicated for residential apartments and commercial (office) tenancies on the ground floor. The anticipated usages generating waste from the proposed Development is tabulated in **Table 1-1**.

The Development will front onto Hawthorne Place and is surrounded by residential and mix-use properties. The bin enclosures for the development are proposed to be located on the ground floor of the Site and access to the development is through the proposed crossover on Lane 59 as shown in **Figure 1-2**.

Architectural plans outlining the usage of floor space are provided in **Appendix A**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 1-1 Proposed Development Land Uses

Type of Premises	Development Yield (units/sqm)
Studio	3 units
1 Bedroom (unit)	100 units
2 Bedroom (unit)	43 units
3 Bedroom (unit)	24 units
Gym (for residential use)	62 sqm
Private Dining (for residential use)	39 sqm
Office (commercial)	135 sqm
Management Office (commercial)	17 sqm

Figure 1-2 Ground Floor Plan

Source: Cottee Parker Architects Pty Ltd (May 2025)

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.3 General Waste, Recycling and FOGO Collection Services

It is envisaged the Development will use the waste collection services provided by the Town of Victoria Park for the collection of general, recycling and FOGO waste. Different collection frequency is proposed for each of the premises. The residential apartments, gym, and private dining and 11 (eleven) ground floor units facing G.O Edwards Park are proposed to have a twice a week collection for general and recycling waste, and a weekly collection for FOGO waste. The general and recycling waste for the commercial tenancies is proposed to be collected once a week.

1.4 Bin Enclosure

The Mobile Garbage Bin (MGB) storage for the residential apartments (excluding the ground floor units facing G.O. Edwards Park), gym and private dining will be provided on the ground floor. The tenants on Level 1-19 are expected to transfer their waste via the waste chute located on each floor. Residential units on the ground floor will transfer their general, recycling and FOGO waste to the respective bin enclosure located on the site since they do not have direct access to the waste chute system. The waste will be emptied by residents into their respective bins within the associated bin enclosure.This residential bin enclosure will also house a compactor and carousel system.

A separate bin enclosure located to the east of the development will also be provided for the ground floor residential apartments facing G.O. Edwards Park as they do not have access to any waste chutes.

In addition, a separate bin enclosure for the commercial tenancies will also be provided on the ground floor. A total of three bin enclosures on the ground floor are proposed for the development as shown in **Figure 2-1**.

1.4.1 Construction Considerations

The bin enclosures for the Development will be designed with the following considerations:

- The bin enclosures will have concrete slab floor with a graded floor to a waste drain that is connected to sewer. Floors to be even and flat for safe storage of bins.
- Access doors will be self-closing to prevent access to vermin.
- Adequate aisle width for easy manoeuvring of bins.
- No double stacking of rows of bins.
- All wall joins will be sealed to a height of 150mm for ease of washing.
- Walls are to be painted with washable paint.
- A hose cock will also be included to facilitate washout of bins and washout of the area. Washing facilities with hot and cold taps located at a minimum height of 1.5 m (and no higher than 1.7 m) for washing of bins, equipment and bin enclosure floors.
- Drainage of wastewater from washing facilities will drain to main sewers.
- All electrical outlets will be installed at a height of 1.6 m for ease of use and safety.
- Light switches for the bin enclosures must be installed at a height of 1.6m to prevent obstruction by bins and equipment.

TOWN OF VICTORIA PARK
Received: 13/05/2025

- Sufficient lighting for the bin enclosure should be provided by motion detected automatic artificial lighting to facilitate access to the bin enclosure.
- Adequate ventilation will be provided to the bin enclosures to ensure sufficient turnover of the air mass to prevent odour nuisance.
- Appropriate signage to be provided.
- To be designed to not permit stormwater to enter the drain.
- Bins not to be visible from the property boundary or areas trafficable by the public.
- Any external bin store greater than 20m is to be roofed as per Water Authority requirement.
- Bins are reasonably secured from theft and vandalism.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2 Waste Generation and Management

To ensure effective waste management for the development, it was necessary to estimate the expected waste volume generated on-site. The Town of Victoria Park advised that a waste management plan incorporating a three-bin collection system (general waste, recyclables, and FOGO) is required. As the Town does not have specific waste generation rates, they recommended using the rates outlined in WALGA's Multi-Dwelling Waste Management Plan Guidelines and Commercial and Industrial Waste Management Plan Guidelines for the proposed residential and commercial development.

By using these generation rates as well as the Waste Authority WA FOGO generation rates as advised by the Town of Victoria Park, a broad estimation of the proposed development's daily waste generation has been calculated.

2.1 Waste Streams

2.1.1 General Waste, Recycling and Food Organics/Garden Organics (FOGO)

Waste and recyclables will be sorted on-site and as close to source as possible. Sorting will rely on appropriate education of residential tenants and staff in addition to adequate signage for bins located in the bin enclosure. Waste and recycling will be based on the following streams:

- General Waste.
- Co-mingled Recycling, which includes clean aluminium foil and trays, glass bottles and jars, long-life milk and juice cartons, cardboard, plastic containers, tins, and cans.
- Food organics and garden organics (FOGO), which includes food and green waste, uncontaminated wood waste, forestry residues and other biodegradable organic residues. The Town will dictate what can be included in these bins.

2.1.2 Other Streams

Storage, handling and collection of liquid wastes are not covered in this WMP. The Development operator will need to source and enter into an agreement with an appropriate registered and accredited waste collection contractor for these wastes.

Storage, handling and collection of bulk wastes, such as mattresses and other hard rubbish and electronic waste such as old batteries, are not covered in this WMP. It should be noted that the Town provides verge collections throughout the year for residential and multi-residential properties only. This offered service must be managed by the Facility/Strata Manager who will coordinate with the Town for the bulk waste collection for this Site.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.2 Waste Stream Estimates

The weekly waste generation for the residential and commercial tenancies was estimated and bin requirements have been calculated using the waste generation rates detailed in **Table 2-1.**

Table 2-1 Waste Generation Rates

Type of Premises	Source	Development Yield (units/ sqm)	Weekly General Waste	Weekly Co-mingled Recycling	Weekly FOGO
Studio & 1 Bedroom (unit)	WALGA (GW & REC) + FOGO (Waste Authority WA)	103 units	60L/unit/week	20L/unit/week	20L/unit/week
2 Bedroom (unit)	WALGA (GW & REC) + FOGO (Waste Authority WA)	43 units	120L/unit/week	40L/unit/week	40L/unit/week
3 Bedroom (unit)	WALGA (GW & REC) + FOGO (Waste Authority WA)	24 units	180L/unit/week	120L/unit/week	60L/unit/week
Gym (for residential use)	WALGA	62 sqm	10L/100m^2/day	10L/100m^2/day	-
Private Dining (for residential use)	WALGA	39 sqm	10L/100m^2/day	10L/100m^2/day	-
Office (commercial)	WALGA	135 sqm	10L/100m^2/day	10L/100m^2/day	-
Management Office (commercial)	WALGA	17 sqm	10L/100m^2/day	10L/100m^2/day	-

A summary of the estimated weekly uncompacted waste generated for each waste stream is summarised in the tables below. Waste estimates were obtained by way of calculations outlined in **Appendix B**.

Table 2-2 details the weekly waste generated by all residential apartments (except for the units on the ground floor that are facing G.O. Edwards Park), and gym and private dining which are both for residential use only. **Table 2-3** details the weekly waste generated by the residential apartments found on the ground floor that are facing G.O. Edwards Park. A separate calculation was done since these units don't have access to the waste chute, thus, their generated wastes will be stored in another bin enclosure. **Table 2-4** details the weekly waste generated by the commercial tenancies of the development.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 2-2 Weekly Waste Generation for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park)

Type of Premises	Weekly General Waste	Weekly Co-mingled Recycling	Weekly FOGO
Studio & 1 Bedroom (unit)	6,060.00	2,020.00	2,020.00
2 Bedroom (unit)	4,080.00	1,360.00	1,360.00
3 Bedroom (unit)	4,320.00	2,880.00	1,440.00
Gym (for residential use)	43.40	43.40	-
Private Dining (for residential use)	27.30	27.30	-
Total Uncompacted Waste	**14,530.70**	**6,330.70**	**4,820.00**

Table 2-3 Weekly Waste Generation for Ground Floor Residential Apartments facing G.O. Edwards Park (Uncompacted)

Type of Premises	Weekly General Waste	Weekly Co-mingled Recycling	Weekly FOGO
1 Bedroom (unit) – facing G.O. Edwards Park	120.00	40.00	40.00
2 Bedroom (unit) – facing G.O. Edwards Park	1,080.00	360.00	360.00
Total Uncompacted Waste	**1,200.00**	**400.00**	**400.00**

Table 2-4 Weekly Waste Generation for Commercial Tenancies (Uncompacted)

Type of Premises	Weekly General Waste	Weekly Co-mingled Recycling	Weekly FOGO
Office	94.50	94.50	-
Management Office	11.90	11.90	-
Total Uncompacted Waste	**106.40**	**106.40**	-

2.3 Compactors and Carousels

It is proposed that two Carousel with a Compactor system (one each for general and recycle waste) will be provided in the bin enclosure allocated for the residential apartments (except for the ground floor units facing G.O Edwards Park). A compaction rate of 50% has been used in the bin calculations although a higher compaction ratio could be achieved. It should be noted that Stantec has been advised by ASI JD MacDonald (the waste equipment supplier) that this waste compactor does not crush the recycle material to such an extent that it would inhibit the sorting at the materials recovery facility. The specifications for the carousel and waste compactor are included in **Appendix C**.

It is anticipated that the Development operator/Strata Manager will manage the on-site waste compaction process for the proposed development. The estimated compacted general and recycle

TOWN OF VICTORIA PARK
Received: 13/05/2025

waste for the residential apartments (except for the ground floor units facing the park) is summarised in **Table 2-5**.

Table 2-5 Weekly Waste Generation for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park) (Compacted)

Type of Premises	Weekly General Waste	Weekly Co-mingled Recycling
Studio & 1 Bedroom (unit)	3,030.00	1,010.00
2 Bedroom (unit)	2,040.00	680.00
3 Bedroom (unit)	2,160.00	1,440.00
Gym (for residential use)	21.70	21.70
Private Dining (for residential use)	13.65	13.65
Total Compacted Waste	**7,265.35**	**3,165.35**

2.4 Bin Requirements

A summary of the breakdown of the anticipated MGB requirements for the proposed development, the proposed bin sizes, and the proposed collection frequencies are provided in **Table 2-6** to **Table 2-8.**

Table 2-6 Bin Requirements for Compacted Waste for the Residential Apartments (excluding Ground Floor Units facing G.O. Edwards Park)

Type of Premises	Size (L)	Collection	No of Bins
General Waste	240	2	16
Co-mingled Recycling	240	2	7
FOGO	240	1	21
Total		**44 x 240L bins**	

Table 2-7 Bin Requirements for Uncompacted Waste of Ground Floor Residential Apartments facing G.O. Edwards Park

Type of Premises	Size (L)	Collection	No of Bins
General Waste	240	2	3
Co-mingled Recycling	240	2	1
FOGO	240	1	2
Total		**6 x 240 L bins**	

TOWN OF VICTORIA PARK
Received: 13/05/2025

Table 2-8 Bin Requirements for Uncompacted Commercial Waste

Type of Premises	Size (L)	Collection	No of Bins
General Waste	240	1	1
Co-mingled Recycling	240	1	1
Total		**2 x 240 L bins**	

A layout of the anticipated bin enclosures is illustrated in Error! Reference source not found.. The p roposed bin enclosure is adequately sized for the storing and manoeuvring of the required number of bins.

Figure 2-1 Proposed Bin Enclosures

Source: Cottee Parker Architects Pty Ltd (May 2025)

2.5 Bin Enclosure Layout

The bins will be stored in the allocated bin enclosures on the ground floor of the Development and will be easily and safely accessible from within the development. The waste bins will generally be stored directly abutting the walls of the enclosures.

2.6 Design Considerations

A number of problems can arise from inadequate consideration of waste management in developments. Some of these problems include noise, odour, hygiene issues, vermin, negative impacts on the health, safety, environment, and security. To avoid these issues, it is vital to consider waste management in the design and planning of the proposed Development.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.6.1 Odour

The enclosure is located away from public areas which will prevent odour nuisance.

2.6.2 Noise

The bin enclosure is located away from public areas to limit noise that may otherwise disturb surrounding premises when materials are placed in the bins.

2.6.3 Vermin

The use of lidded MGBs will eliminate access by vermin. The use of bait stations will also be considered by the Development operator if required.

2.6.4 Aesthetics

The bin enclosure has been designed with the Development and as such will be consistent with the overall aesthetics, avoiding the placement of bins along the external faces of the building.

2.6.5 Regular Washing of Bins and Enclosure

The Facility Manager or an assigned staff/cleaner will be responsible for the organisation of regular washing of bins and for maintenance of the storage area. The washing area will have graded floors that drain to the sewer which will allow for the cleaning of the store and bins.

2.6.6 Protection from Vandalism

The bin enclosure will be closed off from public access and will use gates and/or doors to deter vandalism and anti-social behaviour. No bins will remain or be stored outside of the enclosure.

2.7 Transfer of General, Recycling and FOGO Waste

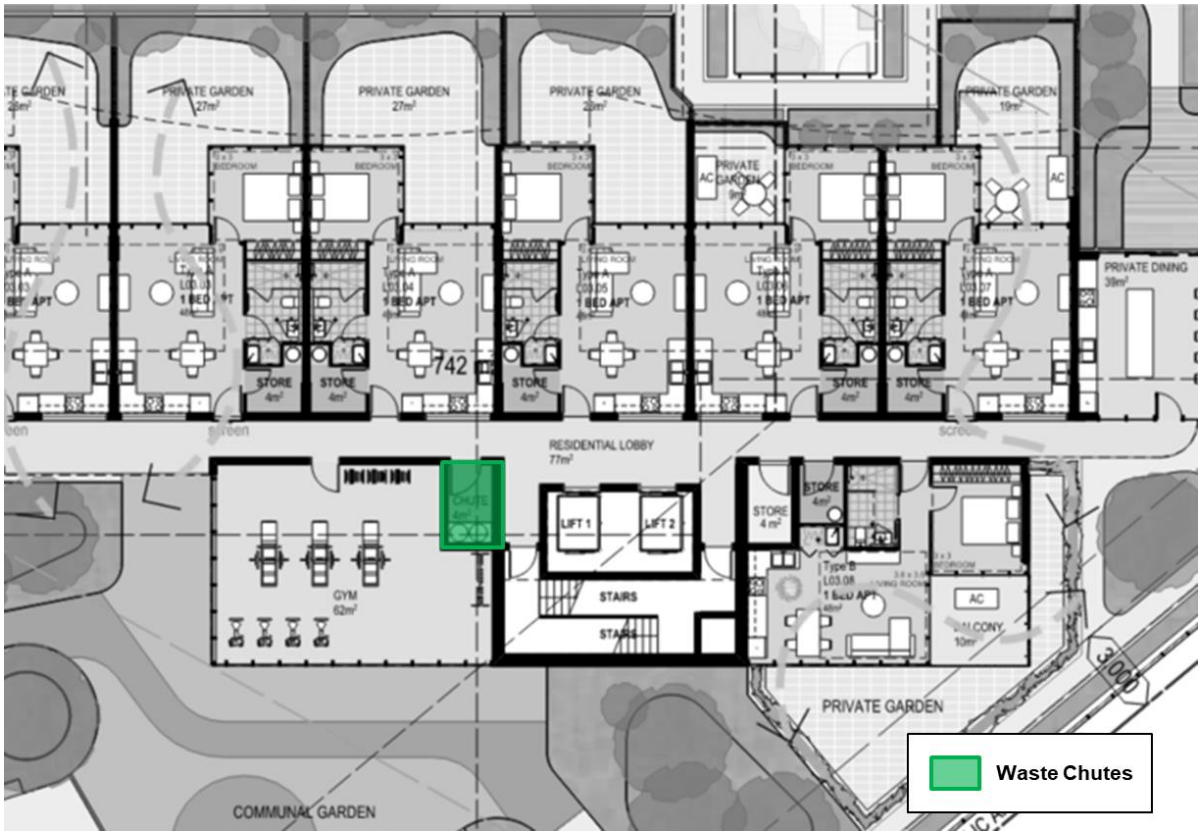
2.7.1 Residential Apartments, Gym, and Private Dining

Residents from Level 01 to 19 will dispose their general and recycling waste via the dual chutes located on each floor as shown on **Figure 2-2**. The FOGO waste will be transferred by residents and nominated staff to the bins located in the dedicated bin enclosure on the ground floor.

Residential units on the ground floor, including the ground floor apartments facing the G.O Edwards Park and the 4 units on Hawthorne Place, will transfer their general, recycling and FOGO waste to their respective bin enclosure located on the site since they do not have direct access to the waste chute system. The waste will be emptied by residents into their respective bins within the associated bin enclosure.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-2 Location of Waste Chutes on Each Floor



2.7.2 Commercial (Office) Tenancies

Tenants and staff will transfer the waste to the dedicated bin enclosure located on the site as required. These wastes will be emptied into their respective bins within the associated bin store.

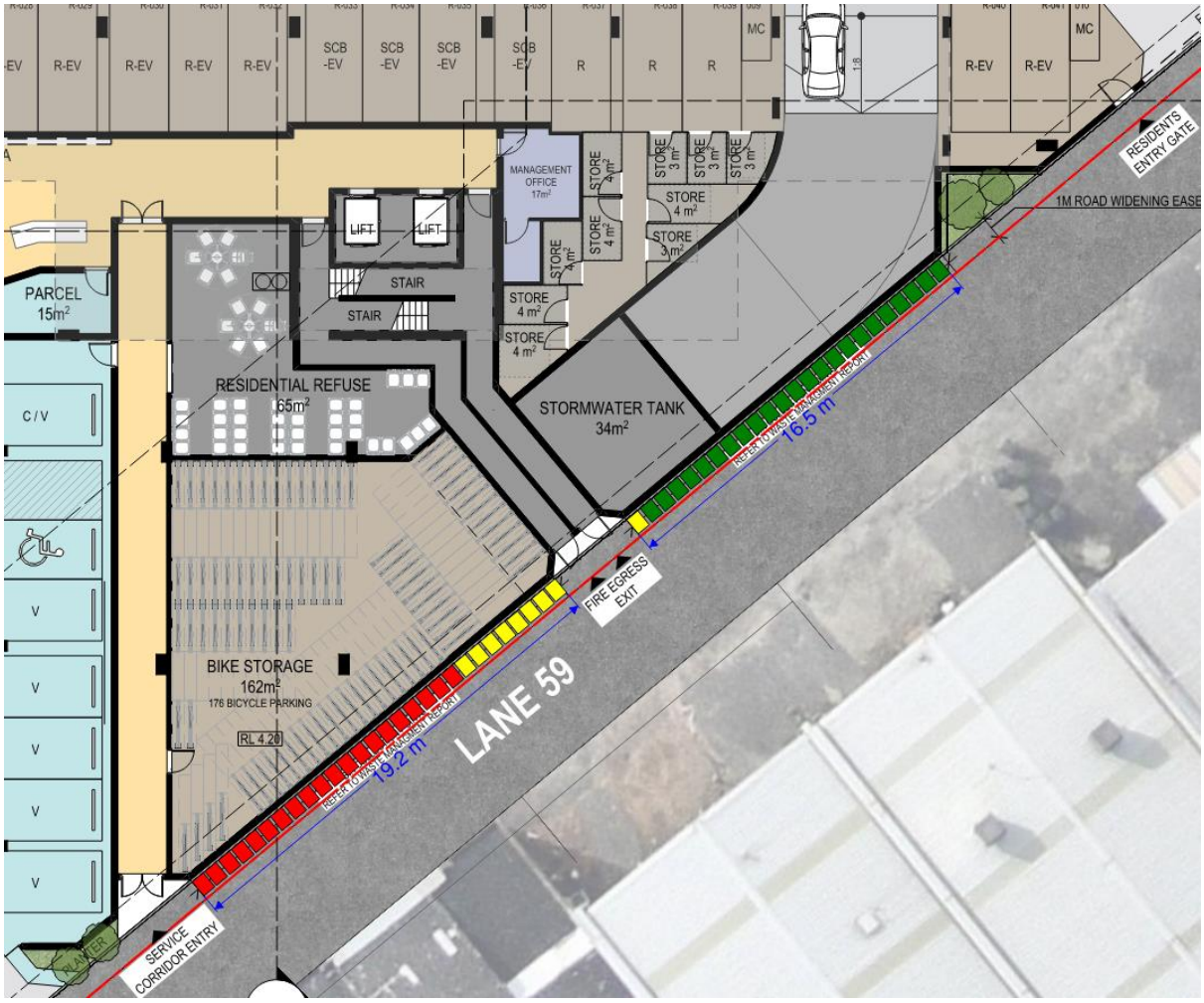
2.8 Collection of Waste and Recycling

2.8.1 Waste Collection

It is anticipated that the general, recycling and FOGO waste will be collected as per the collection frequencies indicated in **Table 2-6** to **Table 2-8**. The bins are to be presented on Lane 59 as shown in **Figure 2-3**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-3 Proposed Waste Collection Area



Source: Cottee Parker Architects Pty Ltd (May 2025)

The caretaker or site management staff will transfer the loaded 240L MGBs from the bin enclosures to the Lane 59 kerbside on the evening before or on the day of collection. The empty MGBs would then be returned from the presentation area back to the respective bin enclosures after collection.

The Caretaker or site management staff will present the bins for collection as follows:

- Bins shall be placed with the wheels and handles facing away from the street;
- Bins shall be placed in a manner that does not obstruct footpaths for pedestrians or the mobility impaired;
- Bins shall not be placed beneath power poles, trees or signs;
- Bins will not be overfilled, containing contaminated material or loose items;
- Bins will not remain on the kerbside outside of collection times instead it will be returned to the bin enclosure once they have been emptied; and
- Bins will be presented for collection by 5.30am on collection days.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.8.2 Provision for Service Vehicle

The vehicular movement and agreed waste collection strategy will be consistent with the existing development approval in order to allow for the waste vehicle to manoeuvre safely on Lane 59.

It was suggested and agreed by the Town of Victoria Park that the existing 5 on-street car parking bays on the north western side be removed and the right of the way be widened locally as shown in **Figure 2-4** to allow the waste truck adequate space to manoeuvre through the laneway to Burswood Road.

Figure 2-4 Lane 59

TOWN OF VICTORIA PARK
Received: 13/05/2025

A swept path analysis was undertaken using a 9.5m side lift waste truck as shown in **Figure 2-5**. The analysis indicated that the waste truck would appear to be able to manoeuvre around the corner, where the local widening was proposed, and travel along Lane 59 to and from Burswood Road.

Similarly, further analysis showed that the waste truck would appear to be able to turn left from the laneway into Burswood Road although it would encroach over the painted median island which is considered to be acceptable as shown in **Figure 2-6**.

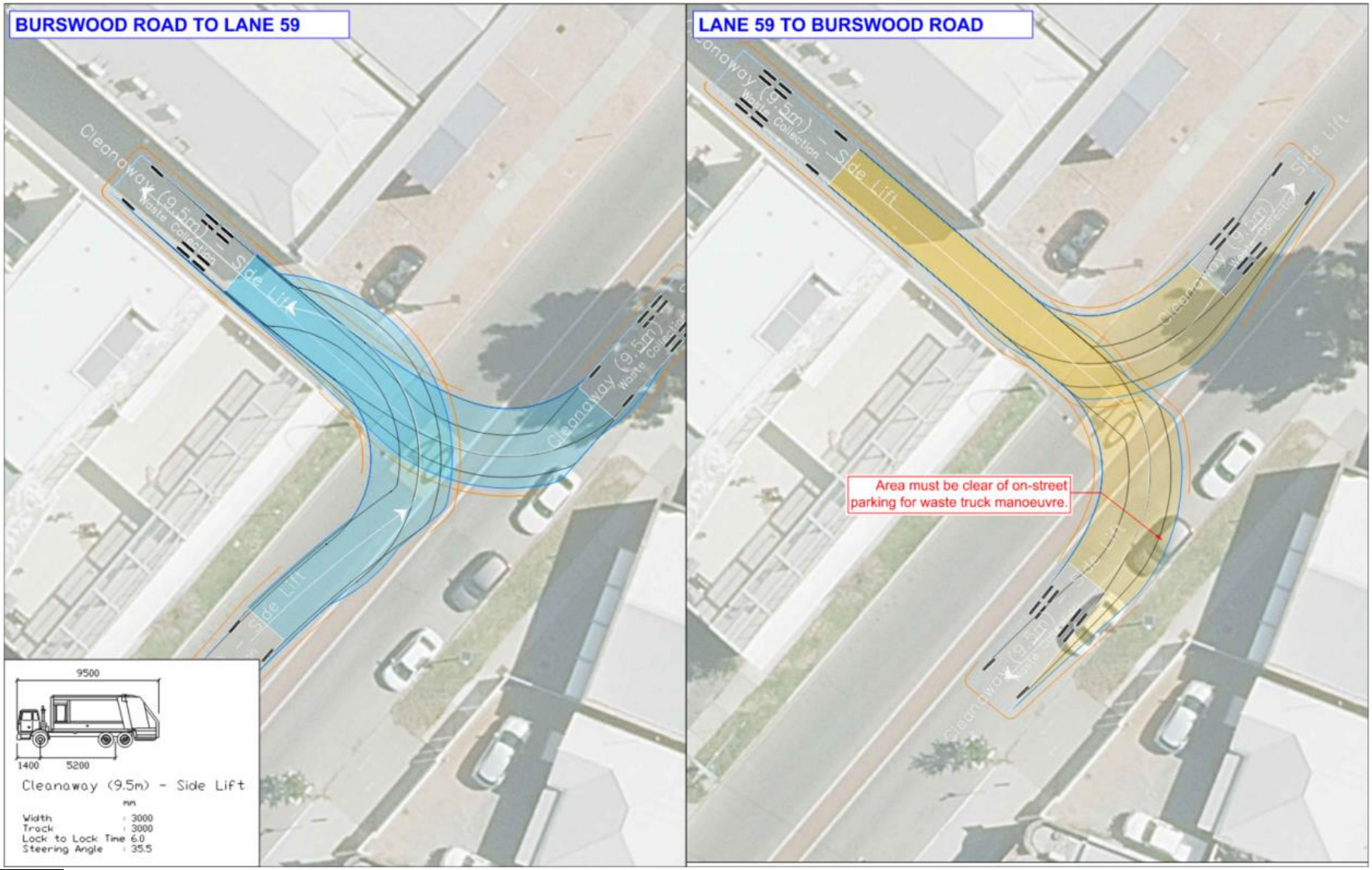
The waste truck will require a clearance of potentially 2-3 car parking spaces opposite the laneway in order to turn right from the laneway and head southwest along Burswood Road as illustrated in **Figure 2-6**.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-5 Service Vehicle Swept Path (Lane 59 and Burswood Road)

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 2-6 Service Vehicle Swept Path (Ingress and Egress at Burswood Rd)

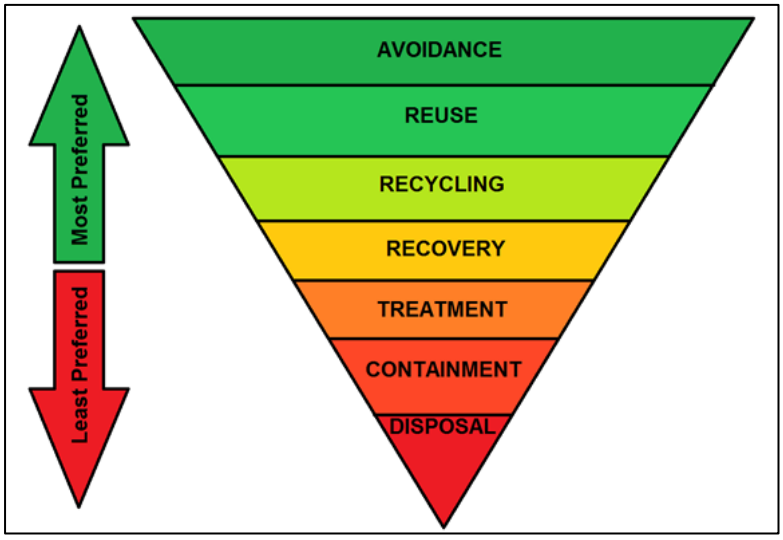


TOWN OF VICTORIA PARK
Received: 13/05/2025

3 Waste Reduction and Management Strategy

This waste management plan has been developed with the strategic approach of reducing waste through best practices and education of residential tenants and staff. Best practices for waste minimisation will optimise the Development's use of the waste minimisation hierarchy, which seeks to encourage sustainable options for waste. The waste hierarchy is demonstrated in **Figure 3-1** below.

Figure 3-1 Waste Hierarchy



3.1 Waste Reduction Strategies

Waste reduction is accomplished through proper education of all stakeholders and the implementation of various sustainability strategies. It also involves constant monitoring and review of waste operations.

3.1.1 Provision of Information

Information dissemination is essential in order to communicate well the best practices of waste management. Suitable types of information which can be provided include:

- Online information.
- Marketing materials such as posters, employee manuals, leaflets demonstrating procedures of waste segregation and waste collection days.
- Staff manual detailing proper waste segregation and management.
- Sufficient labelling of bins, signage of storage areas and equipment to reinforce waste separation.

However, information on its own is not enough and it must be paired with initiatives to be effective. Online information.

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.2 Engagement

A regular engagement between the residents and staff of the Development should take place in order to remind everyone the proper and best practices of waste management. The engagement should include:

- Demonstration of waste management systems pertinent to an individual's role.
- Distribution of waste management strategy documents in relevant locations.
- An explanation of the benefits of waste separation and recycling.
- Training on all pertinent equipment related to waste management.

3.3 Monitoring and Review

The Facility Manager/nominated staff who will oversee the implementation of the Waste Management Plan should continually monitor and review the waste management plan activities.

The Facility Manager/nominated staff will be responsible for the following:

- Monitoring and maintenance of bins and the Bin Storage Area.
- Monitor bulk wastes accumulation and coordinate with the Town for scheduled bulk waste services.
- Manage the bins in the bin area to ensure one bin is full before the next one is used by the apartment occupiers. The caretaker/staff will present the full bins to the allocated bin presentation area on the verge the day before or on the day of collection.
- Responsible for ensuring that the empty waste bins are promptly returned to the respective bin enclosures once servicing has been completed.
- Monitor residents, tenant and staff's behaviour and identify requirements for further waste segregation and management education.
- Engage with new residents, and tenants regarding best practices in waste management.
- Conduct regular training on waste segregation, reduction, and waste management.
- Conduct regular waste audits to improve waste management.
- Engage with the local government to ensure efficient and effective waste service to the Development.

In the event that waste generation rates for the Development change, a waste audit may be required by the Council or other regulatory bodies. Similarly, should a change to the waste regulations be implemented by the Council or other regulatory bodies, a waste audit may be required in addition to further waste stream separation.

TOWN OF VICTORIA PARK
Received: 13/05/2025

4 Conclusion

This Waste Management Plan demonstrates that the proposed development provides sufficiently sized Bin Storage Areas for storage for general, recyclable and FOGO waste based on the estimated waste generation and a suitable configuration of bins. Three separate bin enclosures are proposed on the ground floor of the development:

- A bin enclosure for the residential apartment units (excluding the ground floor units facing G.O. Edwards Park).
- A bin enclosure for the ground floor residential apartments facing G.O. Edwards Park.
- A bin enclosure for the commercial tenancy.

The collection of general, recyclable, and FOGO wastes is achieved using:

- 16 x 240L general waste bins for all residential apartments (excluding the ground floor units facing G.O. Edwards Park) for collection twice a week;
- 7 x 240L recycling waste bins for all residential apartments (excluding the ground floor units facing G.O. Edwards Park) for collection twice a week;
- 21 x 240L FOGO waste bins for all residential apartments (excluding the ground floor units facing G.O. Edwards Park) for collection once a week;
- 3 x 240L general waste bins for ground floor residential apartments facing G.O. Edwards Park for twice a week collection;
- 1 x 240L recycling waste bins for ground floor residential apartments facing G.O. Edwards Park for twice a week collection;
- 2 x 240L FOGO waste bins for ground floor residential apartments facing G.O. Edwards Park for once a week collection;
- 1 x 240L general waste bins for the commercial tenancy for collection once a week; and
- 1 x 240L recycling waste bins for the commercial tenancy for collection once a week.

The waste collection vehicle is anticipated to collect the general, recyclable and FOGO waste on the verge along Lane 59. Road upgrades will be undertaken on Lane 59 to facilitate the safe manoeuvrability of the waste truck to Burswood Road as per the existing development approval. The Strata/Facility Manager, caretaker or staff will ferry the bins to the presentation area for collection and return the empty MGBs back to the respective bin enclosures.

TOWN OF VICTORIA PARK
Received: 13/05/2025

5 References

WALGA (n.d.), Multiple Dwelling Waste Management Plan Guidelines: A Resource for Western Australian Local Government and Developers, Perth

WALGA (n.d.), Commercial and Industrial Waste Management Guidelines: *A Resource for Western Australian Local Government, Developers, Building Managers and Business Owners,* Perth.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendices

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix A

Architectural Plans

1 / - GROUND FLOOR
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

N

BIMcloud: CPACLDBIMM01 - BIMcloud/2300/7251_2 Hawthorne Pl Burswood_Master: 2/05/2025: 4:42 PM

ISSUE	PURPOSE	DATE	D	C	A
K	ISSUED FOR DA AMENDMENT	K	JA	JA	IM
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PLAN - GROUND FLOOR

JOB No 7251 | DRAWING No SD2001 | ISSUE K

TOWN OF VICTORIA PARK
Received: 13/05/2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix B

Waste Calculations

TOWN OF VICTORIA PARK
Received: 13/05/2025

Waste Generation Rates as per Town of Victoria Park and WALGA Waste Guidelines

Weekly waste estimates are based on the waste and recycling generation rates provided by the Town of Victoria Park and in the WALGA's Multi Dwelling Waste Management Plan Guidelines and WALGA's Guidelines for commercial and industrial waste which is outlined below.

Type of Premises	Weekly General Waste	Weekly Co-mingled Recycling	Weekly FOGO
1 Bedroom (unit)	60L/unit/week	20L/unit/week	20L/unit/week
2 Bedroom (unit)	120L/unit/week	40L/unit/week	40L/unit/week
3 Bedroom (unit)	180L/unit/week	120L/unit/week	60L/unit/week
Gym (for residential use)	10L/100m^2/day	10L/100m^2/day	-
Private Dining (for residential use)	10L/100m^2/day	10L/100m^2/day	-
Office (commercial)	10L/100m^2/day	10L/100m^2/day	-
Management Office (commercial)	10L/100m^2/day	10L/100m^2/day	-

The following equation was used to calculate the anticipated weekly waste generation for residential waste in each building:

$$\boldsymbol{Total\ Amount\ of\ Waste\ Type = Number\ of\ Units \times Waste\ Rate}$$

The total number of bins required for general waste for residential waste for a twice a week collection was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required = \frac{Total\ Weekly\ Waste\ Generated}{240\ L} \times \frac{1}{2}}$$

The total number of bins required for recycling waste for residential waste for a twice a week collection was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required = \frac{Total\ Weekly\ Waste\ Generated}{240\ L} \times \frac{1}{2}}$$

The total number of bins required for FOGO for residential waste for a weekly collection was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required = \frac{Total\ Weekly\ Waste\ Generated}{240\ L}}$$

The following equation was used to calculate the anticipated weekly waste generation for commercial waste for the proposed Development:

$$\boldsymbol{Total\ Amount\ of\ Waste\ Type = (Floor\ Area \times Waste\ Rate) \times days\ per\ week}$$

TOWN OF VICTORIA PARK
Received: 13/05/2025

The total number of bins required for general and recycling waste for the proposed premises for a weekly collection was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required} = \frac{\boldsymbol{Total\ Weekly\ Waste\ Generated}}{\boldsymbol{240\ L}}$$

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix C

Waste Equipment

TOWN OF VICTORIA PARK
Received: 13/05/2025

Rotobin 5000

For collection and compaction of rubbish, JD MacDonald specifies the Rotobin 5000 for high density and residential applications. This cost effective, fully automated unit, specifically designed to fit under the garbage chute or loading dock, compacts rubbish into 'wheelie bins' for removal by hand to the collection area. As each bin fills, the compactor base automatically rotates positioning an empty bin under the chute.

Safe & compliant

- Simple operation, easy to diagnose faults messages, machine diagnostics and operating instructions available via display
- Control system with user interface and diagnostics
- AS/NZS 3820:1998 compliant (essential safety requirements for low voltage electrical equipment)
- AS/NZS 3100:2002 compliant (Australian / New Zealand standards, general requirements for electrical equipment)
- AS4100 compliant (steel structures)
- All components external to main control box have extra low voltage (24VDC and below)
- Best practice equipment, OH&S and WorkCover compliant
- Risk assessment available
- Operators manual provided

Low maintenance & serviceability, reduced ongoing operational costs & ease of use

- High compaction with a reduction in bins required
- Direct compaction into awaiting bins ensures maximum volume per bin
- Increased payload per bin means less bin movements required
- Fully automatic operation with less staff involvement
- Quiet and efficient electric
- Reduction in power supply cost, as there is no need for 3 phase power, 240 volt GPO supply only
- No hydraulic leaks and no need for hydraulic expert to service unit

Modular design

- Fits through standard doorways, no special entry required
- Most efficient use of waste room space, can fit into tight waste rooms
- Can be retro fitted
- Low overall unit height
- Standard 5 x 240 litre configuration maximises volume storage per cycle

Designed & manufactured in Australia

- Supporting Australian made products and Australian economy
- Fully engineered product for the Australian market ensures product quality and consistency
- Service and parts readily available through local suppliers together with unsurpassed after sales support

JD MacDonald is a Division of MacDonald Johnston Pty Ltd
MacDonald Johnston Pty Ltd ABN 68 004 992 090
65-73 Nantilla Road, Clayton North, Vic. 3168 Australia. www.macdonaldjohnston.com.au
Freecall 1800 023 441 or phone your nearest JD MacDonald Sales Office
Adelaide (08) 8168 2222 **Brisbane** (07) 3363 6400 **Melbourne** (03) 9271 6400 **Perth** (08) 9271 8455 **Sydney** (02) 9756 1622
enquiry@jdmacdonald.com.au www.jdmacdonald.com.au

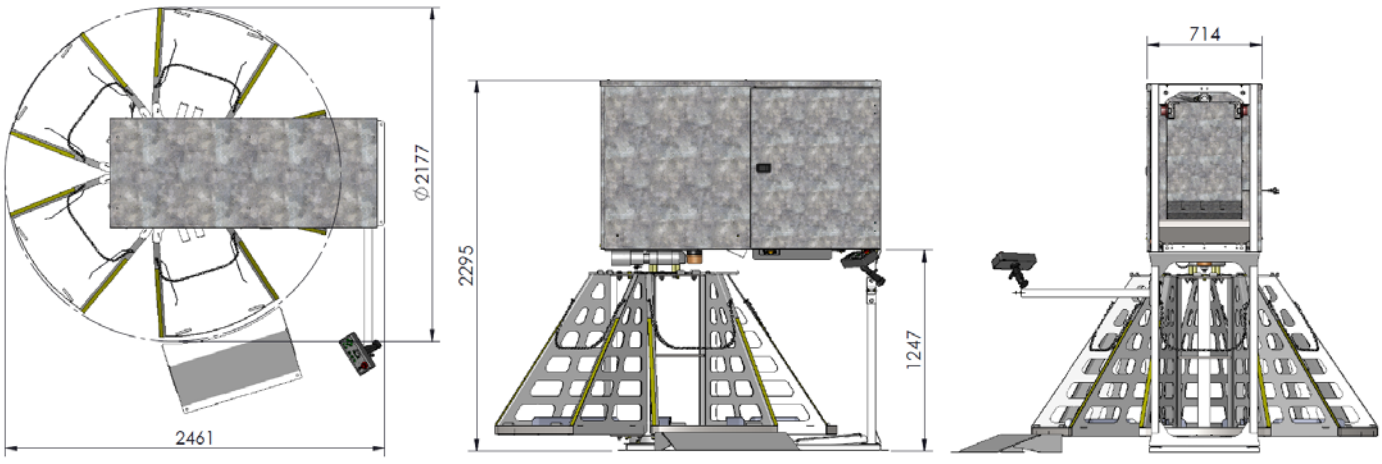
JD MacDonald reserves the right to, and does from time to time, make changes and improvements in design and dimensions.
The photographs and line drawings of the products in this flyer are representational only. All dimensions are in millimetres.

Certified System Quality ISO 9001

TOWN OF VICTORIA PARK
Received: 13/05/2025

Rotobin 5000

Specifications	
Bin Capacity	5
Bin Size	240 litre
Overall Height	2295mm
Overall Length	2461mm
Overall Diameter – width (excluding ramp)	5
Compaction Cycle time (unloaded)	70 seconds per bin
Compaction Ratio	3 to 1
Compaction Force*	6800 N
Compaction Stroke	500mm
Supply Current	10 amps



JD MacDonald is a Division of MacDonald Johnston Pty Ltd
MacDonald Johnston Pty Ltd ABN 68 004 992 090
65-73 Nantilla Road, Clayton North, Vic. 3168 Australia. www.macdonaldjohnston.com.au
Freecall 1800 023 441 or phone your nearest JD MacDonald Sales Office
Adelaide (08) 8168 2222 **Brisbane** (07) 3363 6400 **Melbourne** (03) 9271 6400 **Perth** (08) 9271 8455 **Sydney** (02) 9756 1622
enquiry@jdmacdonald.com.au www.jdmacdonald.com.au
JD MacDonald reserves the right to, and does from time to time, make changes and improvements in design and dimensions.
The photographs and line drawings of the products in this flyer are representational only. All dimensions are in millimetres.

TOWN OF VICTORIA PARK
Received: 13/05/2025

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec Australia Pty Ltd

stantec.com

Attachment 10 - Wind report, date received 13 May 2025.

TOWN OF VICTORIA PARK
Received: 13/05/2025

CUNDALL

2 Hawthorne Place

Desktop Wind Comfort Report

SKS Group

Job No:	1034088
Doc Ref:	1034088-RPT-SY-002
Revision:	E
Revision Date:	07 May 2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

Project title	2 Hawthorne Place	**Job Number**
Report title	Desktop Wind Comfort Report	1034088

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
——	01 March 2022	DRAFT Issue for Development Application (DA)
A	13 April 2022	Issued for Information
B	09 May 2022	Issued for Development Application (DA)
C	10 May 2022	Issued for DA – updated drawings
D	01 May 2025	Issued for DA – updated drawings
E	07 May 2025	Issued for Development Application (DA)

Document Validation (latest issue)

[redacted]

© Cundall Johnston & Partners PTY Ltd ("Cundall") owns the copyright in this report and it has been written for the sole and confidential use of SKS Group. It must not be reproduced whole or in part without the express written authorisation of Cundall. Parties other than those specifically named in this disclaimer must not rely upon this report. Any third party relying on this report does so at their own risk. Cundall accepts no duty or responsibility (including in negligence) to any such third party.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Executive Summary

Cundall have been engaged by SKS Group to assess the impact of the proposed 2 Hawthorne Place design located in Perth, Burswood. This desktop assessment considers the impacts of the proposed design on the local wind environment. This report summarises the method, results and conclusions of the desktop wind impact assessment that has been conducted. The assessment looked at the local site, proposed building design and local wind climate. The key factors which influence the wind microclimate in the area were investigated qualitatively including:

- The proposed building form and height
- The nature and distribution of wind obstructions surrounding the site
- The proximity to nearby buildings, outdoor retail areas and pedestrian areas
- Permanent shade structure (combination of metal pergola and roofing) over BBQ al-fresco area on podium level 3
- Wind mitigation design features, such as awnings, extended balcony floors, increased foliage and balustrades.

The building design includes large balcony floors, balustrades, and other features to break up the facade, as well as a podium, which can mitigate some potential negative impacts from wind. The development is expected to not adversely affect the wind conditions around the site regarding current conditions. The public pedestrian space is expected to be appropriate for use at ground level. However, further mitigation can be taken to potentially improve the suitability for the activities which may take place on the podium level terrace, apartment balconies and promenade.

To quantify the advice provided in this qualitative report computer-based simulation could be carried out. And whilst this report has considered wind comfort, computer simulation modelling should also be considered to analyse possible thermal comfort and wind driven issues for a more complete understanding of the site environment.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Contents

1.0 Introduction 3

1.1 Project Background 3
1.2 Site Location 3
1.3 Reference Documents 5
1.4 Disclaimer 5

2.0 Perth wind climate 6

3.0 Environmental wind speed criteria 9

3.1 The Beaufort Scale 9
3.2 Lawson's Criteria 10

4.0 Wind flow mechanisms 11

5.0 Environmental wind assessment 13

5.1 Site factors 13
5.2 Easterly wind 14
5.3 South-westerly wind 16
5.4 West – East Elevation view and perspective 18
5.5 Mitigation measures 19

6.0 Conclusion 20

Appendix A List of reference documents 21

Figures

Figure 1.1 – Aerial view of the proposed site location highlighted in blue 3
Figure 1.2 – Perspective view of the proposed site location highlighted in blue 3
Figure 1.3 – 3D render of proposed development showing key areas considered in this assessment 4
Figure 2.1 – Wind rose – a full year wind profile 6
Figure 2.2 – Wind rose – for each time of the day and season. 8
Figure 4.1 – Illustration of the effect of orientation and massing 11
Figure 4.2 – Illustration of the podiums 12
Figure 4.3 – Illustration of the effect of finger blocks 12
Figure 4.4 – Illustration of the effect of awnings 12
Figure 4.5 – Illustration of the effect of funnelling and tunnelling 12
Figure 4.6 – Illustration of the effect of height differentials 12
Figure 5.1 – Wind effects under easterly wind 15
Figure 5.2 – Wind impacts under a south-westerly wind 17
Figure 5.3 – Westerly and Easterly wind impacts on Northern elevation 18
Figure 5.4 –Southerly wind impacts on section view 18

Tables

Table 3.1 The Beaufort scale for wind strength and comparison with commonly sensed outcomes 9
Table 3.2 Summary of Lawson's Criteria for various space usage categories 10
Table 6.1 Drawings and models used for developing the analysis 21

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.0 Introduction

1.1 Project Background

Cundall has been engaged by SKS Group to provide a desktop study wind analysis of the impact of the proposed 2 Hawthorne Place design on local pedestrian wind environment located in Perth, Burswood.

This proposal will deliver a 19-storey mixed use multi-residential development comprising of:

- Parking in ground level, level 1 and level 2
- A commercial space at ground level near the main entrance.
- A residential lobby at the main entrance to the building.
- Multiple private apartments with balconies from ground floor up to level 19.
- An office space on the ground floor
- A podium level terrace on level 3 including a garden and alfresco area
- A common amenities room on level 3

The main pedestrian access to the site is via Hawthorne Place on the western side of the development.

Vehicular access to all parking is located on Lane 59 through two tilt up doors. An up ramp within the car park allows cars to park on level 2.

1.2 Site Location

The project site is located within the Perth, Burswood. Figure 1.1 and Figure 1.2 below shows satellite images of the site, highlighted in blue. There are several one storey buildings located to the south, west, and east of the site, while several large trees are located to the north of the site on GO Edwards Park. An appreciation of the site context is important to the consideration of the local winds for the development.

Figure 1.1 – Aerial view of the proposed site location highlighted in blue

Figure 1.2 – Perspective view of the proposed site location highlighted in blue

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure *1.3* below. These areas are:

1. Hawthorne Place ground floor pedestrian access
2. Promenade
3. Podium terrace
4. Forecourt
5. Private apartment balconies

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 1.3 – 3D render of proposed development showing key areas considered in this assessment

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.3 Reference Documents

The following resources were used throughout this verification exercise:

- Drawings and models; a list of which is contained in Appendix A

1.4 Disclaimer

The following assessment is based on drawings provided by SKS Group and is a desktop study based on Cundall's prior experience.

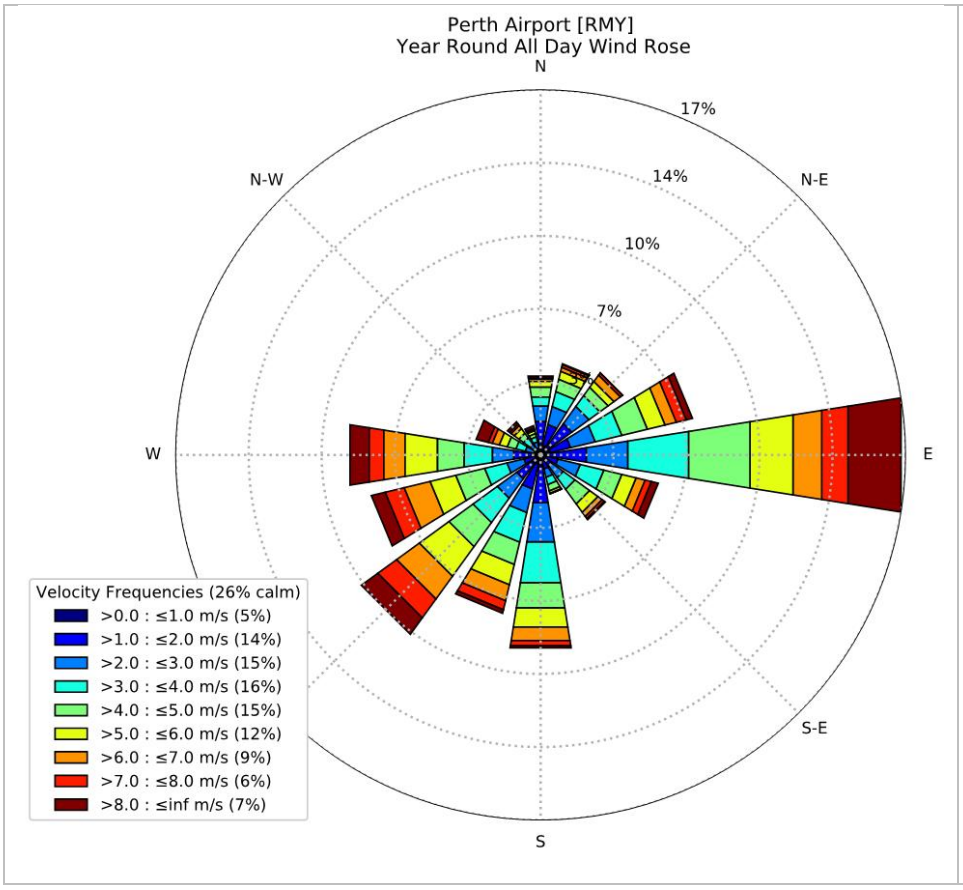
No computer simulation modelling has been carried out as a part of this assessment. To quantify the advice provided in this qualitative report it is recommended that computer-based simulation be carried out at later design stages.

Whilst the report may focus on key areas of the building design, the results should be reviewed in whole, and the reader must consider all results shown within and around the building. Cundall will not take responsibility or accept liability for the use / interpretation of this report by any third party. This assessment does not use gust speeds and is not an assessment of pedestrian safety. It is also not an assessment of wind pressure, façade pressure or structural loading.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.0 Perth wind climate

The wind conditions across the development site will be driven by the Perth climate prevailing winds. This report uses Perth Airport climate file AUS WA Reference Mean Year file to generate the wind environment. Figure 2.1 shows an annual wind rose for Perth Airport. This is a graphical representation of the wind conditions in Perth Airport, for a typical reference year. The wind roses for each season of the year are shown in Figure 2.2 these show the prevailing wind direction, speed and frequency for summer, autumn, winter and spring and are broken down into morning, afternoon, evening and night.



The wind rose diagram shows three key pieces of information

- Wind direction
- Wind strength
- Wind frequency

Colour shows wind strength i.e. yellow is 5.0-6.0 m/s

Length of each wedge indicates a fraction of time.

See Table 3.1 an 8 m/s wind is a Force 5, known as a fresh breeze and can cause small trees to sway.

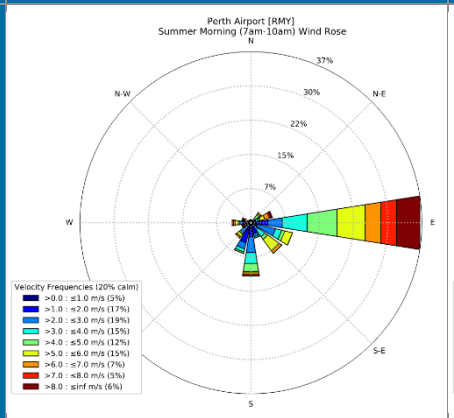
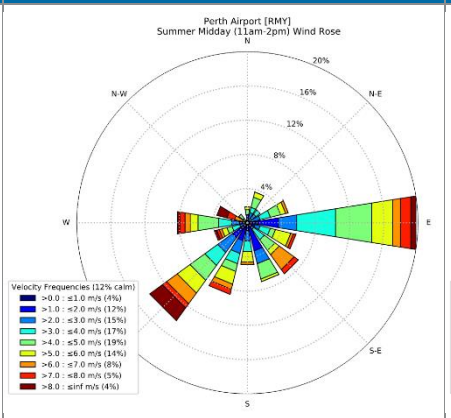
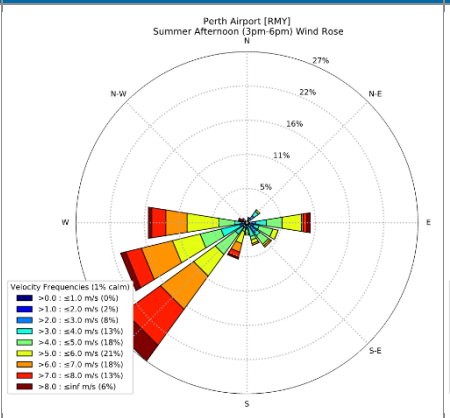
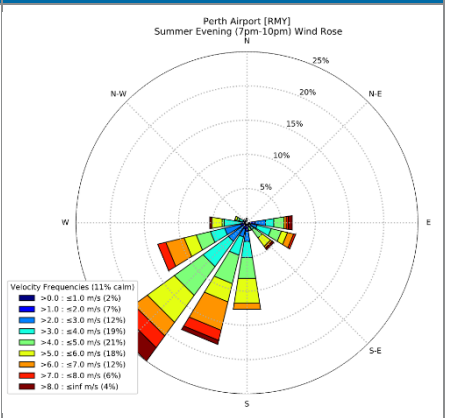
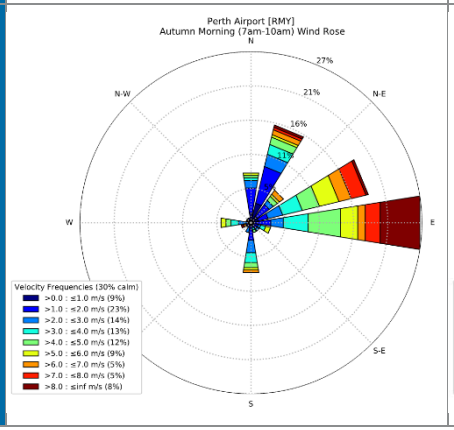
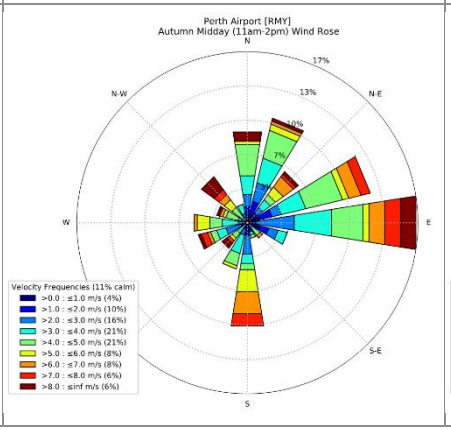
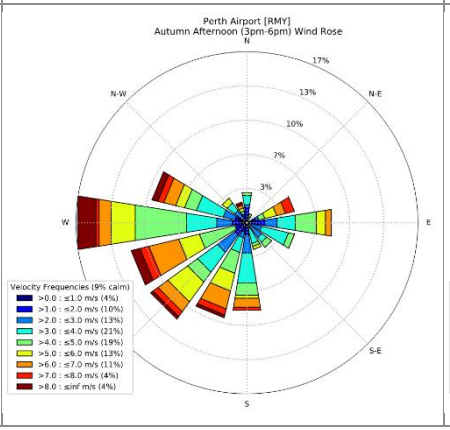
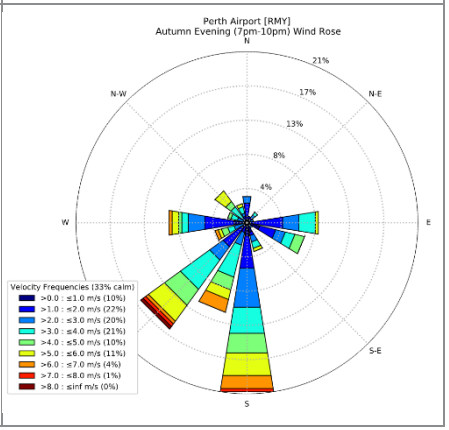
Figure 2.1 – Wind rose – a full year wind profile

As illustrated in the wind roses below, Perth Airport has strong prevailing south-westerly winds throughout the spring and summer midday and afternoons with a very strong prevailing easterly wind in the mornings for a large part of the year.

Occasional northerly winds occur during autumn and winter seasons. It should be noted that these northerly winds, although not as common as easterly and south-westerly winds, generally occur as a result of storm activity and as such are very strong in intensity when they do occur.

The prevailing south-westerly and easterly winds are the focus of this report.

TOWN OF VICTORIA PARK
Received: 13/05/2025

	Morning	Midday	Afternoon	Evening
Summer				
Autumn				

TOWN OF VICTORIA PARK
Received: 13/05/2025

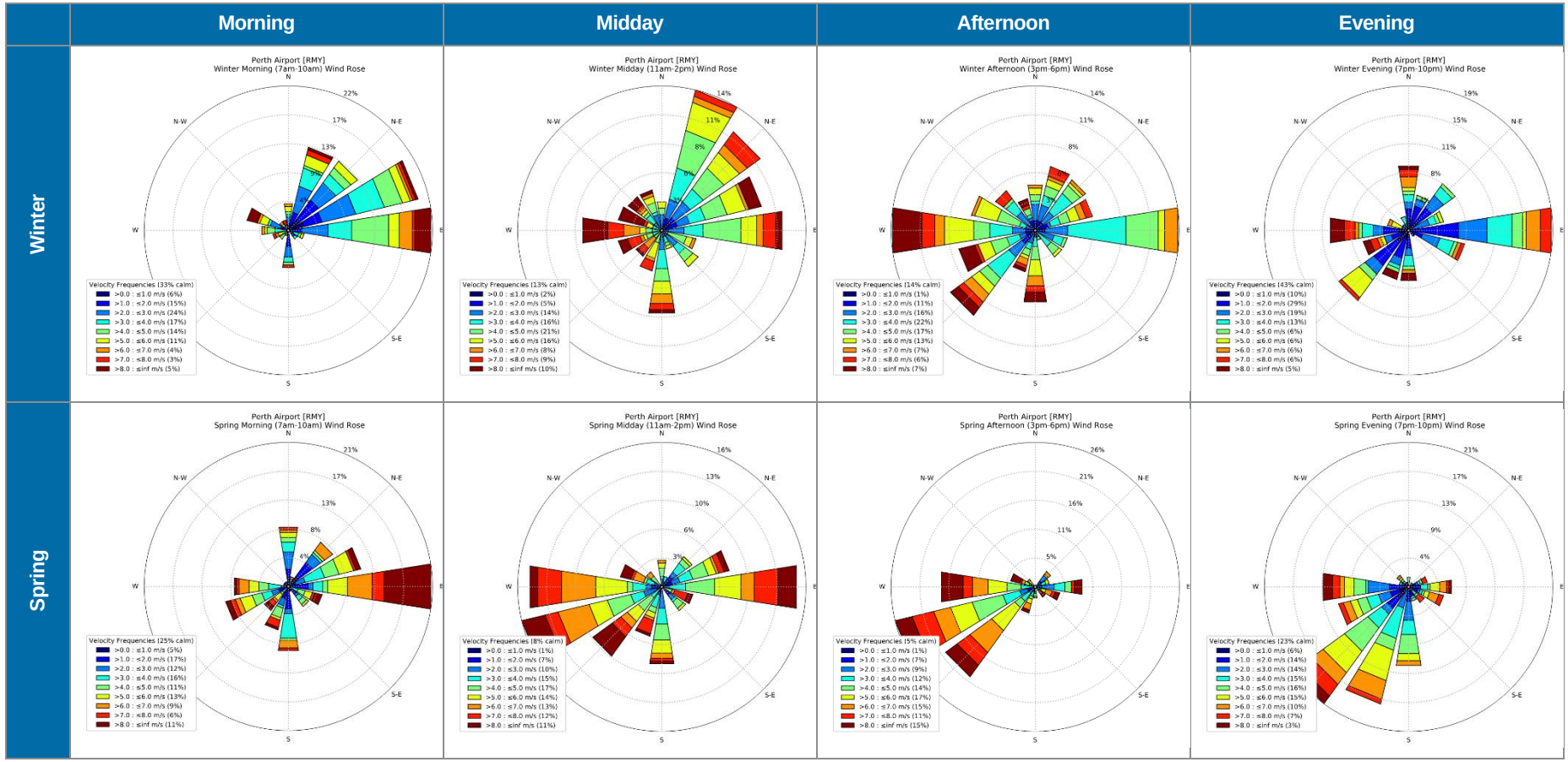


Figure 2.2 – Wind rose – for each time of the day and season.

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.0 Environmental wind speed criteria

Wind speed and frequency of wind occurrence are the primary parameters used in the assessment of pedestrian wind impact. Local wind effects can be assessed with respect to a number of environmental wind speed criteria established by various researchers. Despite the apparent differences in numerical values and assumptions made in their development, it has been found that when these are compared on a probabilistic basis, there is remarkably good agreement.

3.1 The Beaufort Scale

Wind criteria for pedestrian comfort are related to the Beaufort Wind Scale which is described in Table 3.1 along with relative conditions in order to aid in relating the scale to everyday occurrences.

Table 3.1 The Beaufort scale for wind strength and comparison with commonly sensed outcomes

Force	knots	Km/h	m/s	Name	Relative Conditions
0	<1	<2	0 - 0.5	Calm	Smoke rises vertically
1	1 - 3	1 - 5	0.5 - 1.5	Light air	Smoke drifts and leaves rustle
2	4 - 6	6 - 11	1.5 - 3	Light breeze	Wind felt on face
3	7 - 10	12 - 19	3 - 5.5	Gentle breeze	Flags extend, leaves move
4	11 - 16	20 - 29	5.5 - 8	Moderate breeze	Dust, leaves and loose paper lifted
5	17 - 21	30 - 39	8 - 11	Fresh breeze	Small trees sway
6	22 - 27	40 - 50	11 - 14	Strong breeze	Large tree branches move, wires whistle
7	28 - 33	51 - 61	14 - 17	Near gale	Whole trees in motion, inconvenience in walking.
8	34 - 40	62 - 74	17 - 21	Gale	Difficult to walk against wind, small branches blown off tree.
9	41 - 47	76 - 87	21 - 24	Strong gale	Minor structural damage may occur (shingles blown off roofs).

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.2 Lawson's Criteria

This report refers to the Lawson criteria developed over a period of some 30 years at the University of Bristol in the UK. These criteria are probably the most widely used in environmental impact assessments across the UK and are also specified as the urban comfort criteria to be adopted in the Perth City Link guidelines.

Six usage categories are defined by the criteria which are summarised in Table 3.2. The usage categories represent varying levels of activity as well as duration of that activity.

“Tolerable” conditions indicate a level at which pedestrians will be conscious of the wind but will put up with it. Conditions that are tolerable for a particular activity can be improved upon but don’t require remedial action if conflicting design constraints make this impossible or uneconomical.

“Unacceptable” conditions indicate that wind strength and potential duration will not be tolerated by pedestrians.

Conditions are “Unacceptable” or “Tolerable” based on the percentage of time that the points tested exceed the Beaufort force on a per usage basis. For example, if a sitting type area exceeds Beaufort 3 (3 m/s) for more than 1% of the time assessed, then this area may be considered uncomfortable for sitting type activities.

Table 3.2 Summary of Lawson’s Criteria for various space usage categories

Description	Letter	Unacceptable	Tolerable
Road and Car Parks	A	6% > Beaufort 5	2% > Beaufort 5
Business Walking	B	2% > Beaufort 5	2% > Beaufort 4
Pedestrian Walk-through	C	4% > Beaufort 4	6% > Beaufort 3
Pedestrian Standing	D	6% > Beaufort 3	6% > Beaufort 2
Entrance Doors	E	6% > Beaufort 3	4% > Beaufort 2
Sitting	F	1% > Beaufort 3	4% > Beaufort 2

TOWN OF VICTORIA PARK
Received: 13/05/2025

4.0 Wind flow mechanisms

Fluid flows such as air/wind is driven from high pressure to low pressure regions much the same way as current flows from higher voltage to lower voltage and water flows in a river from a higher level to a lower level.

As the wind moves around a building it broadly tends to convert its kinetic energy (motion) into pressure. Upstream faces where the wind strikes the building may form a stagnation region where the pressure is the highest. Downstream faces experience lower pressure in the turbulent wake of the building. This pressure differential from the windward to the leeward sides of the building has the potential to drive high velocity air (wind) through or around the building.

After far field wind mitigation, building massing has the largest impact on the local wind environment of any development and is usually the most significant controllable variable. The building forms will typically depend focused on the architect's aesthetic aspirations, client's objectives and budget. Given these constraints, it may be difficult to reform the massing with a larger focus on wind impacts.

The wind will tend to follow the path of least resistance to get from the higher-pressure region to the lower pressure. Thus, if there is a narrow passageway or pedestrian arcade connecting the windward side of the building to the leeward side then a lot of air may be forced into this space potentially creating a wind tunnelling problem in this area. Wind effects may be reduced by either:

a) increasing the wind resistance through the passageway; or
b) providing an alternative, more favourable path for the wind to take.

Wind resistance can be increased by adopting 90-degree bends, wing-walls and podium levels or awnings above the entrance to reduce the potential for downwash to create high pressures on the windward side.

For an isolated building a large portion of the wind is accelerated down and around the windward corners. This is called downwash and causes the windiest conditions at ground level on the windward and sides of the building. Techniques to mitigate the effects of downwash winds on pedestrians include the provision of horizontal elements, the most effective being a podium to divert the flow away from pavements and building entrances. Awnings along street frontages perform a similar function and the deeper the horizontal element generally the more effective it will be in diverting the flow.

Winds at mid and upper levels on a building are accelerated substantially around the corners of the building. When balconies or external terraces are located on these corners they are likely to be breezy and will be used less by the owners due to the regularity of stronger winds. Owners quickly become familiar with when and how to use their balconies. If the corner balconies are deep enough, local calmer conditions can exist.

Below are some examples[1] of wind flow around buildings and the best practices to increase wind comfort:

Orientate the long axis parallel to the prevailing wind. Avoid large flanking walls facing the prevailing

Figure 4.1 – Illustration of the effect of orientation and massing

Use podiums to prevent downwash reaching ground level. Avoid large cubical buildings with plain façades.

[1] Wind Microclimate Around Buildings' p. 8, 2011 Digest DG 520, BRE Press and IHS

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 4.2 – Illustration of the podiums

Avoid potential issues with transverse wake flow using finger blocks on the rear face.

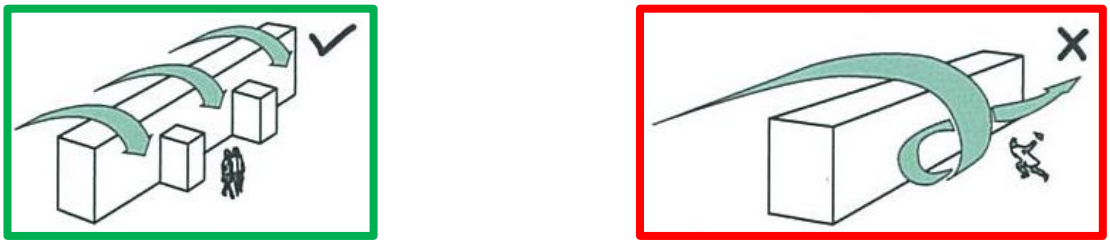


Figure 4.3 – Illustration of the effect of finger blocks

Use large canopies to mitigate downwash. However, be aware that this can trap and accelerate horizontal flows.

Figure 4.4 – Illustration of the effect of awnings

Avoid funnel-like gaps between buildings and passageways beneath buildings at ground level.

Figure 4.5 – Illustration of the effect of funnelling and tunnelling

Group buildings so that the height differential is minimised; ideally, the protruding building height should be less than twice the average height.

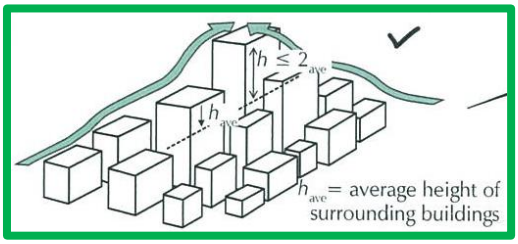


Figure 4.6 – Illustration of the effect of height differentials

TOWN OF VICTORIA PARK
Received: 13/05/2025

5.0 Environmental wind assessment

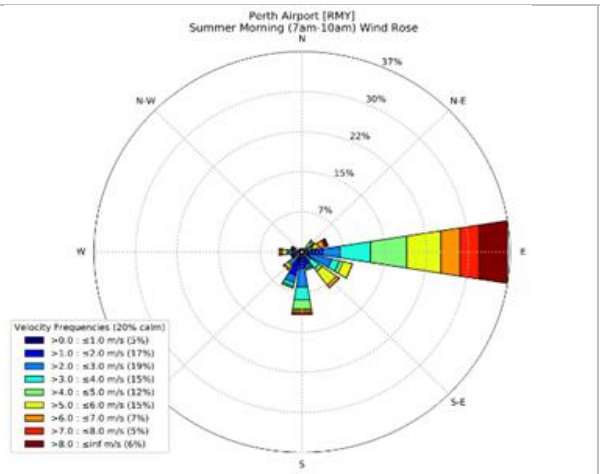
The following assessment considers the site factors, proposed redevelopment design and the prevailing winds in the Perth region.

5.1 Site factors

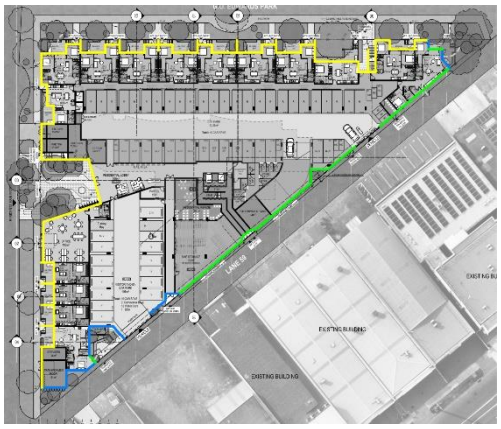
The site of 2 Hawthorne Place is in an area surrounded by several other buildings. Several one storey buildings on 109-137 Lane 59 may offer some minor wind protection from easterly winds. However, the rear of buildings 111-113 is further away from the development in comparison as it has a large carpark/loading bay. Therefore, easterly winds will likely be at a greater velocity on impact with the development due to a reduction in protection. 28 Thorogood Street, a double storey building, is located to south-west of the site which may offer some minor wind protection against the south-westerly winds. Unfortunately, due to these buildings only being one to two stories tall, they will likely only offer some minor protection to the first two floors and the adjacent pedestrian walkways. Large trees are located to the northern side of the site on GO Edwards Park. These could offer some wind protection from less common northerly winds; however, this won't be considered in our evaluation. This is because the trees likely won't offer the same amount of protection all year round.

TOWN OF VICTORIA PARK
Received: 13/05/2025

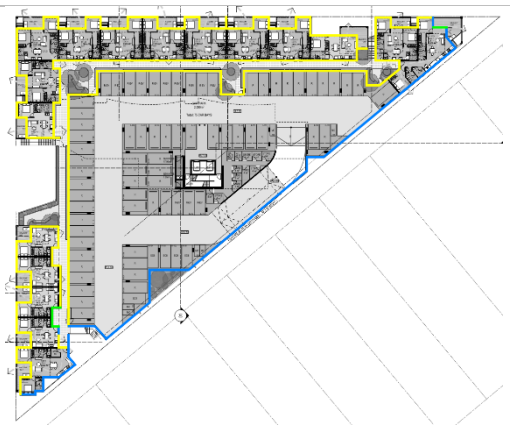
5.2 Easterly wind



Easterly Wind Rose

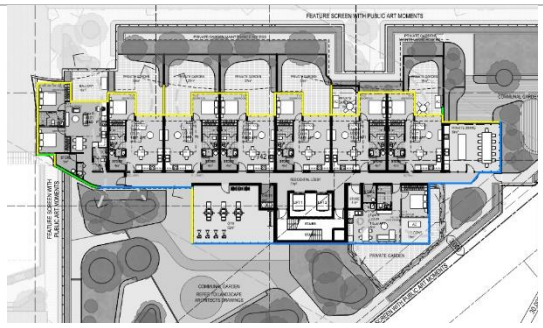


Ground Floor

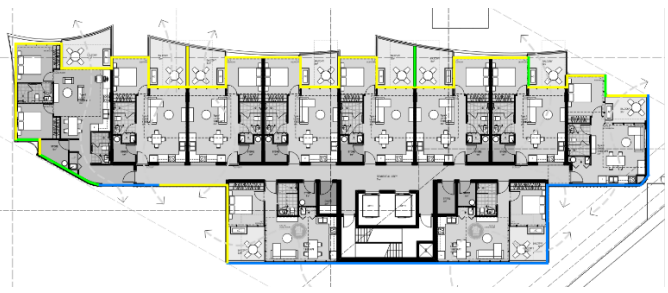


Level 1

Level 2

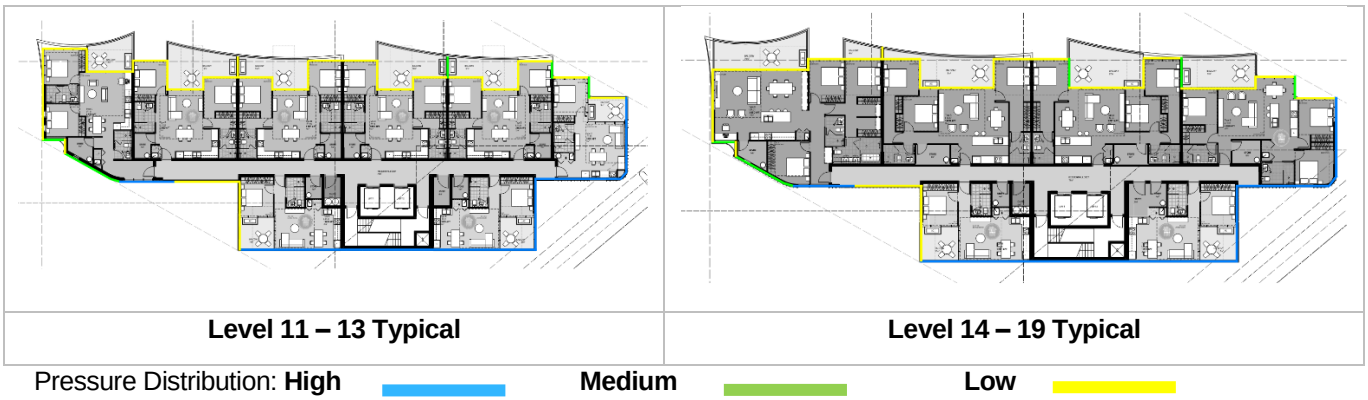


Level 3 Tower Podium



Level 4 – 10 Typical

TOWN OF VICTORIA PARK
Received: 13/05/2025



Level 11 – 13 Typical	Level 14 – 19 Typical

Pressure Distribution: **High** **Medium** **Low**

Figure 5.1 – Wind effects under easterly wind

Figure 5.1 above illustrates the effect of an easterly wind on the building and the surrounding environment. The eastern wall is predominantly exposed, however the buildings on 109-137 Lane 59 may offer some protection to the ground floor. The exposed carpark/loading bay at the rear of buildings 111-113 Lane 59 could lead to higher winds reaching the development at ground level due to its greater exposure. This likely won't be a significant issue as Lane 59 is not a main pedestrian access way, instead is used predominantly for vehicular access. Easterly winds mostly occur during the morning in Perth and any easterly wind that reaches the building will likely affect any facilities open during this time. In particular, the podium level balcony on third floor is likely be subject to strong easterly winds in the morning hours. Increasing the volume of foliage around the perimeter could help to mitigate the strong morning winds from affecting the comfort of residents.

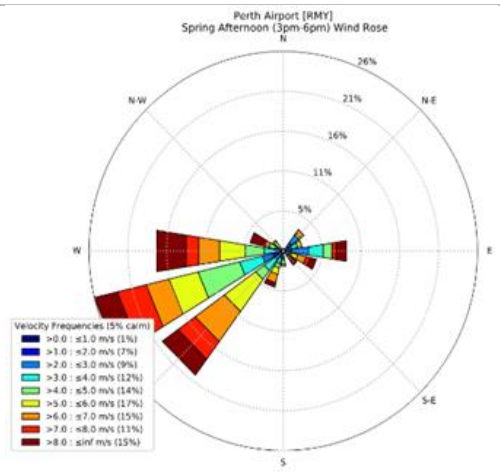
The pedestrian access and forecourt on the ground level, will likely be protected from Easterly winds throughout the year, whereas the northern and southern walls which shape the promenade, may assist in funnelling easterly winds through there in the morning. As a result of this potential wind tunnel, the comfort of the residents in this area may be negatively affected.

The terrace located to the far north-eastern end of the development could potentially be negatively affected by morning easterly winds. Ensuring there is a sufficiently tall balustrade should assist in improving the comfort of residents using these facilities. This would also assist in reducing the velocity of the winds which reach the wall next to the terrace.

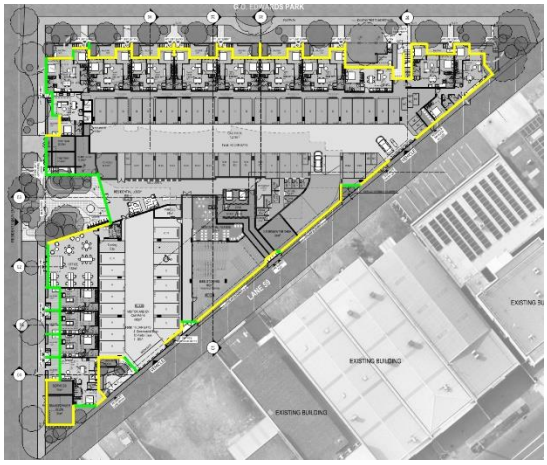
All townhouses from the ground level to level 2 will likely be protected from easterly winds due to the orientation of the development, except for the one mentioned above. However, the private apartments from level 3 and above facing the east will likely be negatively affected by these winds. The recessed nature of the balcony doors in these wind conditions, may create a pressurised zone at the doorways, however, the extended floor plates and balustrades which have been designed will likely offer some protection and reduce the velocity and amount of wind which may ingress onto the balcony of each level. Further mitigation can be taken in the next stage of the design by increasing the height of balustrades and length of the floor plates, as these could potentially offer greater protection and comfort to those on their balcony.

TOWN OF VICTORIA PARK
Received: 13/05/2025

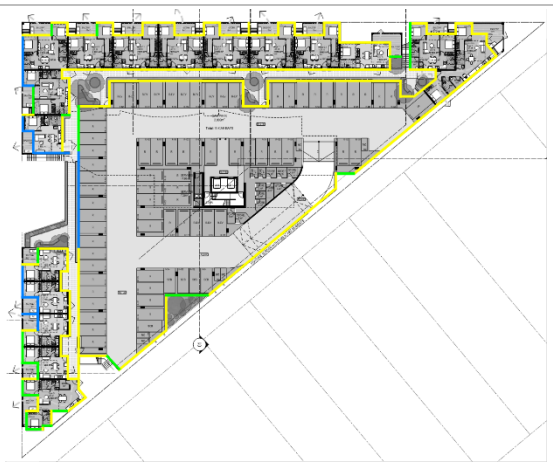
5.3 South-westerly wind



South Westerly Wind Rose

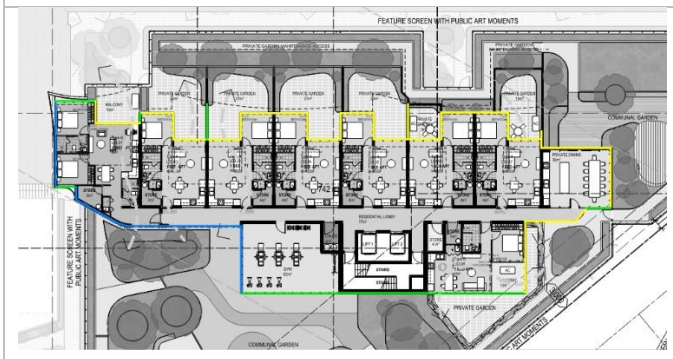


Ground Floor

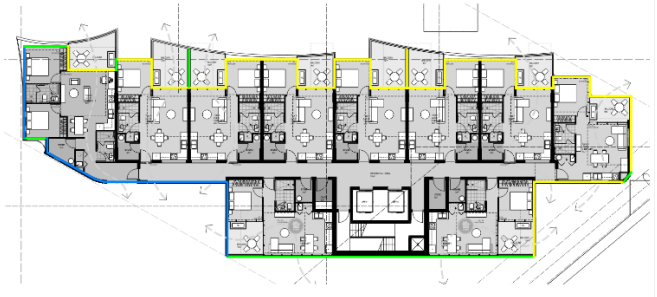


Level 1

Level 2



Level 3 Tower Podium



Level 4 – 10 Typical

TOWN OF VICTORIA PARK
Received: 13/05/2025

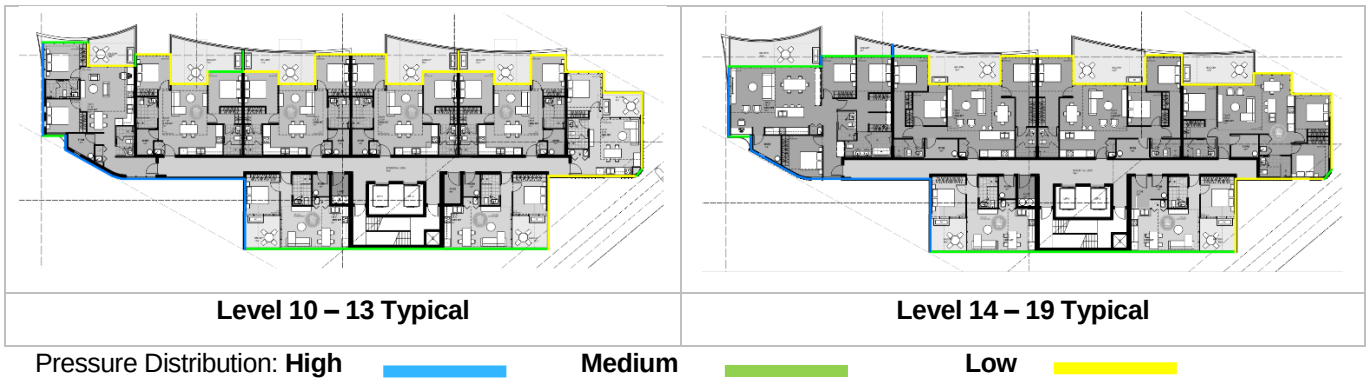


Figure 5.2 – Wind impacts under a south-westerly wind

Figure 5.2 above illustrates the effect of a south-westerly wind on the building and the local wind environment. The western and southern walls of the building are predominantly exposed; however, it may receive some minor wind protection at both ground level and level 1 at the southern corner of the development by 28 Thorogood Street. The main pedestrian access which runs along Hawthorne Place will likely be affected by these winds both by winds at ground level as well as downwash from floors above. While it may be difficult to reduce ground level winds, adding horizontal fins above both the walkway and forecourt could potentially reduce the negative impact of these winds on pedestrian comfort. Like the easterly winds, wind tunnelling may occur through the promenade on level 1 due to south-westerly winds in the afternoon hours. To mitigate this, extending the already existing vertical fins both in length and height, as well as adding new ones, may greatly assist in reducing this potential tunnelling effect. Increasing the volume of foliage will also help.

Due to no other tall buildings being present in the proximity of the development, it is likely that no major wind tunnels will be present increasing the effect of south-westerly winds on the building. However, all town houses from the ground floor to level 2, as well as the private apartments which face west are likely to be negatively affected by these winds. Specifically, the balconies for apartments type A.2 and B.5 will experience these winds greatly due to their exposure and floor height.

The recessed balconies from level 1 to 19 may also experience a greater pressurised region at the doorways like those that are subject to easterly winds. However, the use of the extended floor plates and balustrades represented in the design are likely to help to reduce these pressures. Further mitigation can again be taken in later design stages by increasing the length and height of the floor plates and balustrades respectively, as this could potentially reduce these pressures to a greater extent.

The south-westerly winds are Perth's most frequent wind direction and typically occur in the afternoon through to late evening, which could benefit the use of the podium level balcony on level 3 during hot periods throughout the year. However, use of these outdoor areas and facilities could be an issue during the cooler months, but this potential could be minimised through added foliage.

TOWN OF VICTORIA PARK
Received: 13/05/2025

5.4 West – East Elevation view and perspective

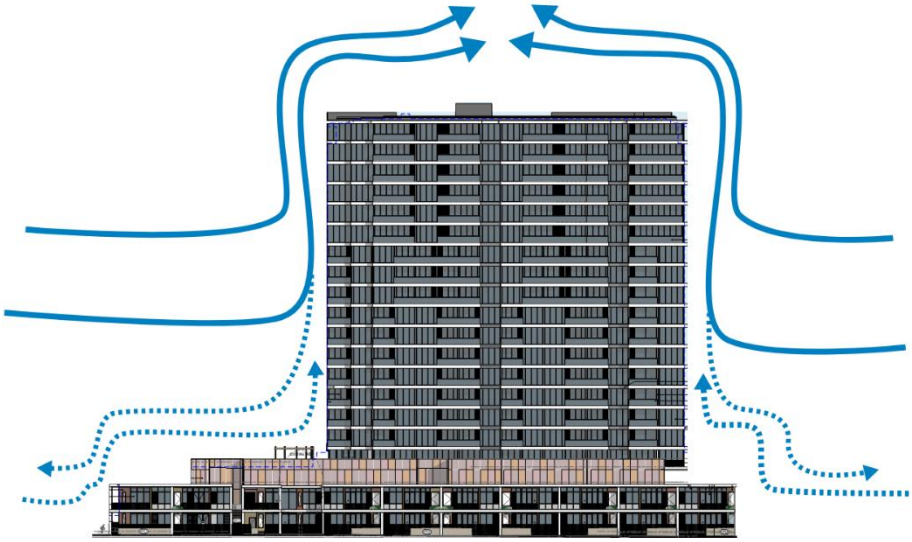


Figure 5.3 – Westerly and Easterly wind impacts on Northern elevation

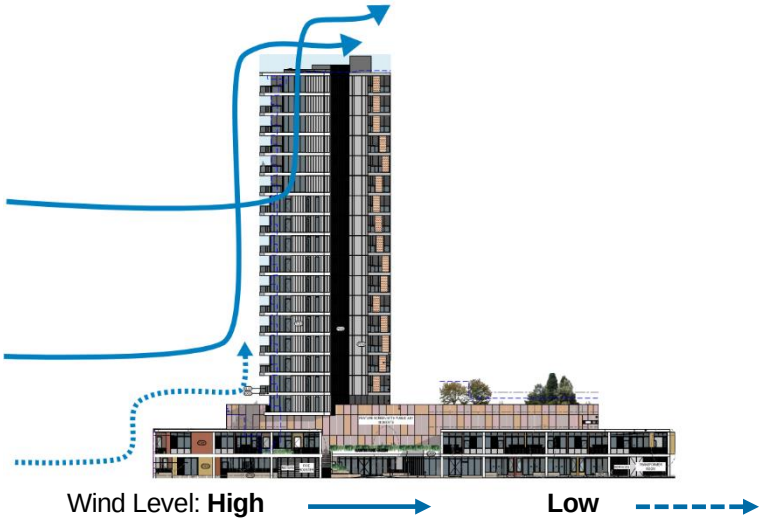


Figure 5.4 –Southerly wind impacts on section view

Figure 5.3 and Figure 5.4 above provide an approximation of the expected wind paths of two of the most common winds in Perth, south-westerly and easterly, around the development. Due to the podium level balcony on level 3, a lot of the high velocity winds which may pass down the façade of the development will likely be washed away prior to reaching the ground floor. Whilst some winds may pass down the façade of the development and over this podium level, causing downwash on the spaces below, these will likely be at a much lower velocity. It is likely that the easterly winds will not negatively impact nearby pedestrians due to the adjacent buildings offering protection from winds. Contrastingly, pedestrians may experience discomfort from south-westerly winds in the forecourt and promenade due to the lack of nearby westerly wind protection. Due to the orientation of the outdoor podium level area, it will likely be completely exposed to both easterly and south-westerly winds, which may cause some wind discomfort for some residents. The 1.2m balustrade surrounding the perimeter of the podium level will offer some minor protection from these winds, however, due to the size of the outdoor area, it is likely it will not greatly reduce the effect of these winds. Increasing the volume of foliage on the podium level is a wind mitigation strategy which can be pursued to improve the comfort of residents as it would likely help to diffuse the high winds which pass over this area.

TOWN OF VICTORIA PARK
Received: 13/05/2025

5.5 Mitigation measures

The below summarises the key wind mitigation features that the planned development currently has incorporated into its proposed design:

- Extended balcony floors are provided to all balconies from level 1 to 19, thus reducing downwash
- All apartments with balconies from level 1 to 19 have recessed balcony doors
- A podium level balcony on level 3 reducing downwash onto the ground and lower levels
- A side wall is fitted to the western side of the stairs up to the promenade
- Balustrades are provided to all external terraces, and balconies, including the podium level outdoor space
- Permanent shade structure (combination of metal pergola and roofing) over BBQ al-fresco area on podium level 3
- Vegetation is provided to the ground floor, promenade, and podium level terrace to assist in diffusing winds.

Further measures that may be incorporated include:

- Higher private walls for the ground level dwellings, particularly on the west and southwest of the building
- Roofing above the BBQ areas on the terrace on level 3
- Glass doors in the lobby to be positioned away from the seating areas
- Additional vegetation and / or higher balustrades for the residents' workspace outside terrace on level 2
- Higher Balustrades, longer horizontal balcony floors for apartment exteriors
- Additional features on the southwest facing façade of the tower which overlooks the garden area, to reduce the effects of downwash onto the podium and garden
- Additional vegetation / landscaping to all outside areas (promenade, podium level terrace, and ground floor). All proposed vegetation should be of an evergreen species and be densely foliated to maximise the effect of mitigation.

TOWN OF VICTORIA PARK
Received: 13/05/2025

6.0 Conclusion

The proposed development at 2 Hawthorne Place in Perth, WA, has been assessed for potential negative wind impacts on the local environment.

This desktop wind impact study assessed the development against the Lawson's Criteria and has highlighted that the proposed design has already incorporated design elements which may reduce the impacts that the wind may cause on the building users and the local environment. This includes the various mitigation measures noted in Section 5.5 which may assist in reducing potential negative wind impacts on the activities which may take place at ground level, on the podium level balcony, apartment balconies and podium levels.

In general, it will likely be difficult to completely mitigate the negative effects from predominant easterly and south-westerly winds due to only minimal protection being afforded by those buildings surrounding the proposed development. While wind conditions around the site are expected to be suitable for use as a transient space at ground level, further measures could be taken to potentially make it more suitable.

To quantify the advice provided in this qualitative report computer-based simulation could be carried out. And whilst this report has considered wind comfort, computer simulation modelling should also be able to analysis possible thermal comfort and wind driven issues.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix A List of reference documents

Table 6.1 Drawings and models used for developing the analysis

Drawing Number / File name	Drawing Title	Revision	Date Issued
A0201	PARK CORNER	F	13/04/25
A0202	HAWTHORNE PLACE ENTRY	F	13/04/25
A0203	SOUTH - WEST CORNER	E	13/04/25
A0204	PARK VIEW	E	13/04/25
A0205	HAWTHORNE PLACE	B	13/04/25
A1001	VIEW CORRIDOR	E	13/04/25
A1002	STREET VIEW IMAGES	D	13/04/25
A1003	SITE PLAN	F	13/04/25
A2001	PLAN - GROUND FLOOR	J	13/04/25
A2002	PLAN - LEVEL 01	J	13/04/25
A2003	PLAN - LEVEL 02	J	13/04/25
A2004	PLAN - LEVEL 03 TOWER PODIUM	J	13/04/25
A2005	PLAN - LEVEL 04 - 10 (LOWER TOWER)	I	13/04/25
A2006	PLAN - LEVEL 11 - 13 (MID TOWER)	I	13/04/25
A2007	PLAN - LEVEL 14 - 19 (UPPER TOWER)	I	13/04/25
A2008	PLAN - ROOF	I	13/04/25
A3001	ELEVATION - WEST	H	13/04/25
A3002	ELEVATION - NORTH	H	13/04/25
A3003	ELEVATION - SOUTH - EAST	H	13/04/25
A3101	SECTION - SHEET 01	F	13/04/25
A3102	SECTION - SHEET 02	F	13/04/25
A3103	SECTION - SHEET 03	F	13/04/25
A3104	SECTION - SHEET 04	B	13/04/25
A3105	SECTION - SHEET 05	01	13/04/25

TOWN OF VICTORIA PARK
Received: 13/05/2025

Cundall Johnston & Partners PTY
Level 2, 585 Hay St, Perth WA 6000
Tel:+61 (0) 8 9421 3700
Asia Australia Europe MENA UK and Ireland
www.cundall.com

ONE PLANET LIVING | An initiative by Bioregional

Attachment 11 - Sustainability report, date received 13 May 2025.

TOWN OF VICTORIA PARK
Received: 13/05/2025

CUNDALL

2 Hawthorne Place, Burswood

Sustainability Report

SKS Group

Job No: 1034088
Doc Ref: 1034088-RPT-SY-001
Revision: F
Revision Date: 08 May 2025

TOWN OF VICTORIA PARK
Received: 13/05/2025

Project title	2 Hawthorne Place, Burswood	**Job Number**
Report title	Sustainability Report	1034088

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
—	01 March 2022	DRAFT Issue for Development Application (DA)
A	13 April 2022	Issued for Information
B	09 May 2022	Issued for Development Application (DA), updated renders
C	18 August 2022	Issued for Development Application (DA), updated based on DRP and design team comments
D	16 January 2025	Issued for Development Application (DA), updated based on amended DA design proposal
E	01 May 2025	Issued for Development Application (DA), updated based on DRP and design team comments
F	08 May 2025	Issued for Development Application (DA), updated based on design team comments

Document Validation (latest issue)

[redacted]

© Cundall Johnston & Partners PTY Ltd ("Cundall") owns the copyright in this report and it has been written for the sole and confidential use of SKS Group. It must not be reproduced whole or in part without the express written authorisation of Cundall. Parties other than those specifically named in this disclaimer must not rely upon this report. Any third party relying on this report does so at their own risk. Cundall accepts no duty or responsibility (including in negligence) to any such third party.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Executive summary

This report outlines the Ecological Sustainable Design (ESD) strategy for the proposed development at 2 Hawthorne Place, Burswood, WA. The project features a new 19-storey building comprising a diverse mix of dwellings, including studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom townhouses, totalling 170 private apartments. Additionally, the development includes provisions for office space.

This report outlines how the proposed development aligns with the relevant sustainability credentials in the Town of Victoria Park. The following documents are referred to:

- Local Planning Policy 36 – Climate Control (Energy Efficiency), and
- sections of the Residential Design Codes, Volume 2, 2024 (R-codes).

In addition to meeting these requirements, this development aims to demonstrate its achievement of positive sustainability outcomes to the equivalent standard of a minimum 4-Star Green Star Buildings v1 rated building.

Table 1 below demonstrates how the proposed development responds to these requirements and outlines which sections of this report are relevant for each requirement.

Table 1 Town of Victoria Park's ESD requirements

Requirement will be met	Development must demonstrate that:	Comments
Climate Control (Energy Efficiency) (LPP36)		
✓	c) Dwellings should be sited to gain the maximum benefit from the climate by; ▪ Locating openings to take advantage of cooling summer breezes from the south-west. ▪ Protect west and east facing glazing from direct summer sunlight. ▪ Provide wide eaves, balconies, and adequate foliage. ▪ Pointing internal and external living spaces to the north	Residential openings take advantage of cooling summer breezes through single sided or double-sided natural ventilation. Apartments faces north to gain solar access and are also protected from direct sun from the east and west in the hot summer months. Wide eave and deep balconies are also used to minimise total heat gain during the warmer months of the year. Refer to Section 3.0
✓	e) Developers should limit the extent of paved areas, which can lead to problems of excessive glare and heat rejection.	The project has limited the extent of paved areas. Refer to Section 8.2
✓	f) Permeable ground treatments (e.g. to driveways) should be used wherever possible to minimise rainwater runoff to the street.	The project has included several landscaped and porous areas. Refer to Section 8.1
Residential Design Codes, Volume 2, 2024		
✓	**3.9 Car and bicycle parking**	Bicycle parking will be provided in accordance with recommended rates. Refer Section 6.3.
✓	**4.1 Solar and daylight access**	The development has considered occupant access to natural daylight. Refer Section 2.6

TOWN OF VICTORIA PARK
Received: 13/05/2025

Requirement will be met	Development must demonstrate that:	Comments
✓	**4.2 Natural ventilation**	The development has considered glazing selections to enable natural cross ventilation. Refer Section 2.8
✓	**4.15 Energy efficiency**	Energy efficiency principles are embedded in the design. Refer Section 3.0
✓	**4.16 Water management and conservation**	Potable water conservation has been considered with regards to landscaping and internal water use. Refer Section 4.0
✓	**4.17 Waste management.**	Both construction and operational waste will be managed responsibly during the project. Refer Section 8.0.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Contents

1.0 Introduction 5

1.1 Design Guidelines 5
1.2 Sustainability targets 6

2.0 Indoor environmental quality 7

2.1 Design initiatives 7
2.2 Thermal comfort 8
2.3 Shading devices 8
2.4 Glazing performance 8
2.5 Emissions & toxicity 9
2.6 Natural lighting 9
2.7 Airtightness and thermal bridging 10
2.8 Cross ventilation 11

3.0 Energy efficiency 13

3.1 Design initiatives 13
3.2 NatHERS 13
3.3 Domestic Hot Water 15
3.4 Artificial lighting and controls 15
3.5 Solar photovoltaic (PV) panels 15

4.0 Water Efficiency 17

4.1 Design Initiatives 17
4.2 Water fixtures & fittings 17
4.3 Water-wise landscaping 17
4.4 Drip irrigation 18
4.5 Stormwater management 18

5.0 Building Materials 19

5.1 Design initiatives 19
5.2 Embodied carbon 19
5.3 Ultra-Low VOCs 20

6.0 Transport 21

6.1 Design initiatives 21
6.2 Walkable neighbourhood 21
6.3 Cyclist facilities 21
6.4 Access to public transport 22
6.5 Electric vehicles 24

7.0 Waste management 25

7.1 Design initiatives 25
7.2 Construction and demolition waste 25
7.3 Operational waste management 25
7.4 Composting organic waste strategy 26
7.5 Design for off-site construction 26

8.0 Urban ecology 27

8.1 Enhancing ecological value 27
8.2 Minimising heat island effect 28
8.3 Light Pollution 29

9.0 People 30

9.1 Livable Housing Design 30

10.0 Codes and Ratings 31

10.1 Residential Design Codes (R-Codes) 31
10.2 Livable Housing Guidelines 31
10.3 NatHERS 31
10.4 Green Star 32

11.0 References 33

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendices

Appendix A Green Star Strategy

Figures

Figure 1.1 3D Render of 2 Hawthorne Place development 5

Figure 2.1 Building design showing shaded glazed facades 8

Figure 2.2 High performance glazing options are considered for the development 8

Figure 2.3 VOCs that result in sick building syndrome 9

Figure 2.4 Tower apartments designed for daylight provisions 10

Figure 2.5 Exemplar continuous airtightness line of building details 11

Figure 2.6 Thermal bridging principle 11

Figure 2.7: Example Podium apartment single-sided and cross-ventilation strategies (Ground Floor and Level 2) 12

Figure 2.8: Typical tower apartment cross ventilation strategy 12

Figure 3.1: NCC 2022 Energy Efficiency Requirements (source: AGWA) 14

Figure 3.2 Comparison of LED lighting with other conventional lighting system 15

Figure 3.3 Rooftop PV system 16

Figure 4.1 Use of hardy natives and drip irrigation system for landscaping 18

Figure 6.1 Project location (highlighted pink), public transport (highlighted red) and nearby amenities (highlighted in blue). 23

Figure 6.2 Global Electric Vehicle Deployment by 2030 24

Figure 7.1 Sample composting scheme 26

Figure 8.1 Aerial photograph of the Hawthorne Place site 2021 27

Figure 8.2 Illustration of the proposed vegetation coverage on Level 03 podium outdoor amenities 28

Figure 8.3 Light and energy usage of external lighting 29

Figure 9.1 Livable Housing (c) Architecture About People 30

Tables

Table 1 Town of Victoria Park's ESD requirements 1

Table 2 Indoor Environment Quality initiatives 7

Table 3 Indoor Environment Quality initiatives 10

Table 4 Energy efficiency initiatives 13

Table 5 Water efficiency initiatives 17

Table 6 Proposed water fittings WELS rating 17

Table 7 Building materials initiatives 19

Table 8 Transport initiatives 21

Table 9 Transport initiatives 21

Table 10 Waste initiatives 25

Table 11: R-Code Livable Housing Design Response 30

Table 12: R-Code Livable Housing Design Target 31

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.0 Introduction

This report outlines the Ecological Sustainable Design (ESD) strategy for the proposed development at 2 Hawthorne Place, Burswood, WA. The project features a new 19-storey building comprising a diverse mix of dwellings, including studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom townhouses, totalling 170 private apartments. Additionally, the development includes provisions for office space.

The design has allocated secure storage space for 180 residential bike parks to promote active transport. There are 193 residential parking bays from ground level to level 2 with provision of EV charging infrastructure to be included for a minimum of 20% of all dwellings and visitors bays, as indicated on the architectural layouts. Several apartments are north facing to take full advantage of daytime penetration, while offering large balconies with wide eaves for shading. The proposed development contains 30% Livable Housing “Silver” Level dwellings.

The development landscaping is predominately native vegetation at ground level, a rooftop outdoor garden amenity for residents on Level 03 of the podium, and planters along the façade and vertical planting to help to regulate the building’s microclimate, provide visual comfort, and increase the occupant’s connection to the natural environment.

Figure 1.1 3D Render of 2 Hawthorne Place development

1.1 Design Guidelines

1.1.1 Town of Victoria Park

The purpose of the Town of Victoria Park’s Local Planning Policy 36 – Climate Control (Energy Efficiency) is to ensure that new developments achieve a high degree of sustainability through energy conscious site design.

Strategies such as climate responsive design and water-sensitive design are mentioned in the pursuit of a more sustainable community.

Whilst there isn’t a Green Star certification or equivalency requirement by the council, this development is targeting a design that meets the conditions for a 4-Star Green Star Buildings v1 equivalent standard to exemplify the sustainable strategies they have employed in the development process.

TOWN OF VICTORIA PARK
Received: 13/05/2025

1.1.2 Residential Guidelines

The following codes apply to this development:

- Residential Design Codes Volume 2 2024 (R-codes)
- National Construction Code 2022 (NCC 2022)
- Nationwide House Energy Rating Scheme (NatHERS)
- Livable Housing Guidelines

1.2 Sustainability targets

The development is designed to fulfil the following sustainability targets:

- 4-Star Green Star equivalent standard, against the Buildings v1 rating tool; and
- Minimum 6 Star and average 7.0-Star NatHERS rating or higher for the residential components of the development.
- NatHERS Whole of Home 50 out of 100 (Apartment)
- 20% Livable Housing “Silver” Level

Refer to Section 10.0 Codes and Ratings for further information.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.0 Indoor environmental quality

The Indoor Environment Quality (IEQ) of a building aims to improve occupants' experience of the space. Sustainable buildings are designed for people and reductions in energy use should never be made at the expense of the occupants' health and wellbeing.

A holistic approach to sustainability will result in multiple benefits both in energy efficiency and encouraging occupant wellbeing.

This can be achieved by improvements to air quality through appropriate ventilation, the provision of high levels of thermal, visual, and acoustic comfort, reduction to occupant stress and the creation of a low-toxicity environment through the reduction of pollutants.

2.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to Indoor Environment Quality:

Table 2 Indoor Environment Quality initiatives

Design Issue	Design initiative included in the 2 Hawthorne Place design
Thermal comfort	Efficient HVAC design. High-performance building fabric and façade. 2 Apartments per floor (floors 5-18) are south facing, all others are north facing.
Natural ventilation	Natural cross ventilation for at least 67% of the proposed dwellings for the first nine storeys of the building. The open corridor assists air flow to each floor plate. All apartments are capable of cross-ventilation with high- and low-level openings including sliding doors. Individual dwellings maximised to optimise natural ventilation. Natural light and ventilation to lobbies + corridors.
Daylight	Large windows with moderate Visual Light Transmittance (VLT) optimised for sufficient natural daylight. No apartments have a room depth greater than 3 x the ceiling height. 2 Apartments per floor (floors 5-18) are south facing, all others are north facing.
External Views	Good orientation with views to the on-site landscaped gardens/vegetation. Large windows with moderate Visual Light Transmittance (VLT).
Hazardous materials and VOCs	Specification of low VOCs in paints adhesives and sealants. Low formaldehyde in engineered woods. At least 95% of relevant products to comply.
Internal lighting levels	Electrical lighting will have a high colour-rendering index (CRI) (minimum of 80), flicker free. Baffles, translucent diffusers or blinds to minimize glare. Comply with AS1680.1/2 by providing well-lit spaces.
Acoustics	The façade, mechanical design, internal walls and surfaces is going to be designed to achieve compliant internal ambient noise levels, reverberation and acoustic separation between spaces.

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.2 Thermal comfort

An indoor environment that is too hot or too cold can affect mood, performance, and productivity.

To control internal comfort and minimise excessive heat loss in winter and heat gains in summer, several strategies will be investigated for the proposed development:

- Façade design and glass selection are very important; heat gains and losses must be moderated, and thermal bridging should be avoided. Double glazing systems are considered for this development to improve the thermal performance of the building envelope.
- The high-performance glazing will additionally help to manage acoustic aspects of the building. Separated party walls between apartments will also reduce noise impacts from neighbouring flats.
- External shading and operable windows prevent excessive heat gains in summer.
- As most apartments receive direct sunlight between 9am & 3pm, excessive heat loss in winter is avoided.
- South facing apartments are reduced (target of only 2 per floor for floors 5-20).

2.3 Shading devices

Shading is a critical component of the building design. Large overhangs, both vertical and horizontal, should be incorporated, and the north facing glazing should aim to reduce the amount of direct solar radiation for all times during the year. The development provides shading to the glazed facades by means of extended floor plates, shading, operable windows, and semi-enclosed balconies.

Figure 2.1 Building design showing shaded glazed facades

2.4 Glazing performance

The proposed high-performance glazing provides solar control to prevent summer heating while allowing useful passive solar heating in winter. The low U-value of the glazing would minimise the conductive loss or gain. These result in an improved thermal comfort, improved energy rating of apartments as well as a reduced overall carbon footprint of the development.

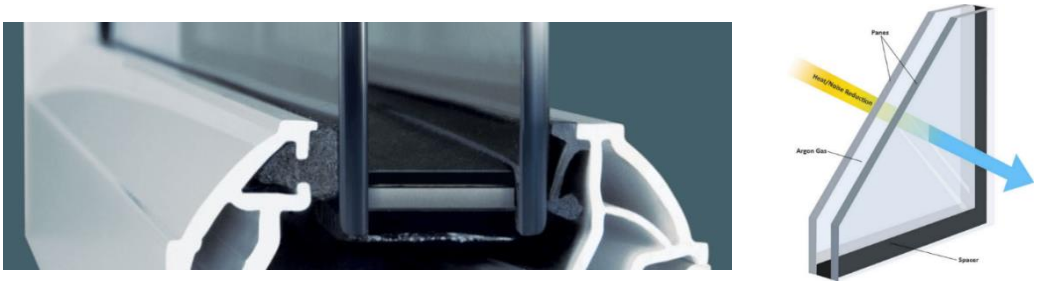


Figure 2.2 High performance glazing options are considered for the development

TOWN OF VICTORIA PARK
Received: 13/05/2025

2.5 Emissions & toxicity

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. Concentrations of many VOCs are consistently higher indoors than outdoors. VOCs are emitted by a wide array of products numbering in the thousands (typically paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers).

The development will aim to specify materials with low emissions content including low-VOC and low formaldehyde content to avoid contaminating the indoor air. 50% of internal paints will be specified as ultra-low VOC.

Figure 2.3 VOCs that result in sick building syndrome

2.6 Natural lighting

The R-codes highlight the importance of daylight for occupants. Regular and adequate daylight is essential for users' wellbeing, connection to the outdoors, and for energy efficiency. However, excessive daylight can cause glare which is a major IEQ concern and must be avoided. The development is designed to maximise daylight in every living space by incorporating large sliding doors leading to balconies and full-height windows. Additionally, shading devices are proposed to minimise glare and enhance comfort.

The following design opportunities are considered throughout the detailed design process to maximise the daylighting potential:

- Given the extent of proposed glazing, glass with a moderate visual light transmittance (VLT) will allow sufficient daylight to penetrate the space.
- Light internal colours improve indoor lighting levels.

Additionally, all lighting in external areas of the development will comply with AS 4282:1997 as to reduce the obtrusive effects of external lighting.

A solar access assessment has been undertaken to check for full, partial or no sun penetration for levels GF-3 (podium), 4-10 (tower lower), 11-14 (tower mid) and 15-19 (tower top) at 9am, 12noon and 3pm intervals on 21st June. The results

TOWN OF VICTORIA PARK
Received: 13/05/2025

for the tower are indicated in figure below. The assessment calculated the compliance for solar access as per the table below.

Table 3 Indoor Environment Quality initiatives

Level of Solar Access	Definition	Number of Dwellings	Percent
Full Solar Access	Living and private open space receives 2hrs direct sunlight between 9am and 3pm on 21 June	125	74%
Partial Solar Access	Dwelling receives direct sunlight between 9am and 3pm on 21 June	29	17%
No Solar Access	Dwelling receives no direct sunlight between 9am and 3pm on 21 June	16	9%

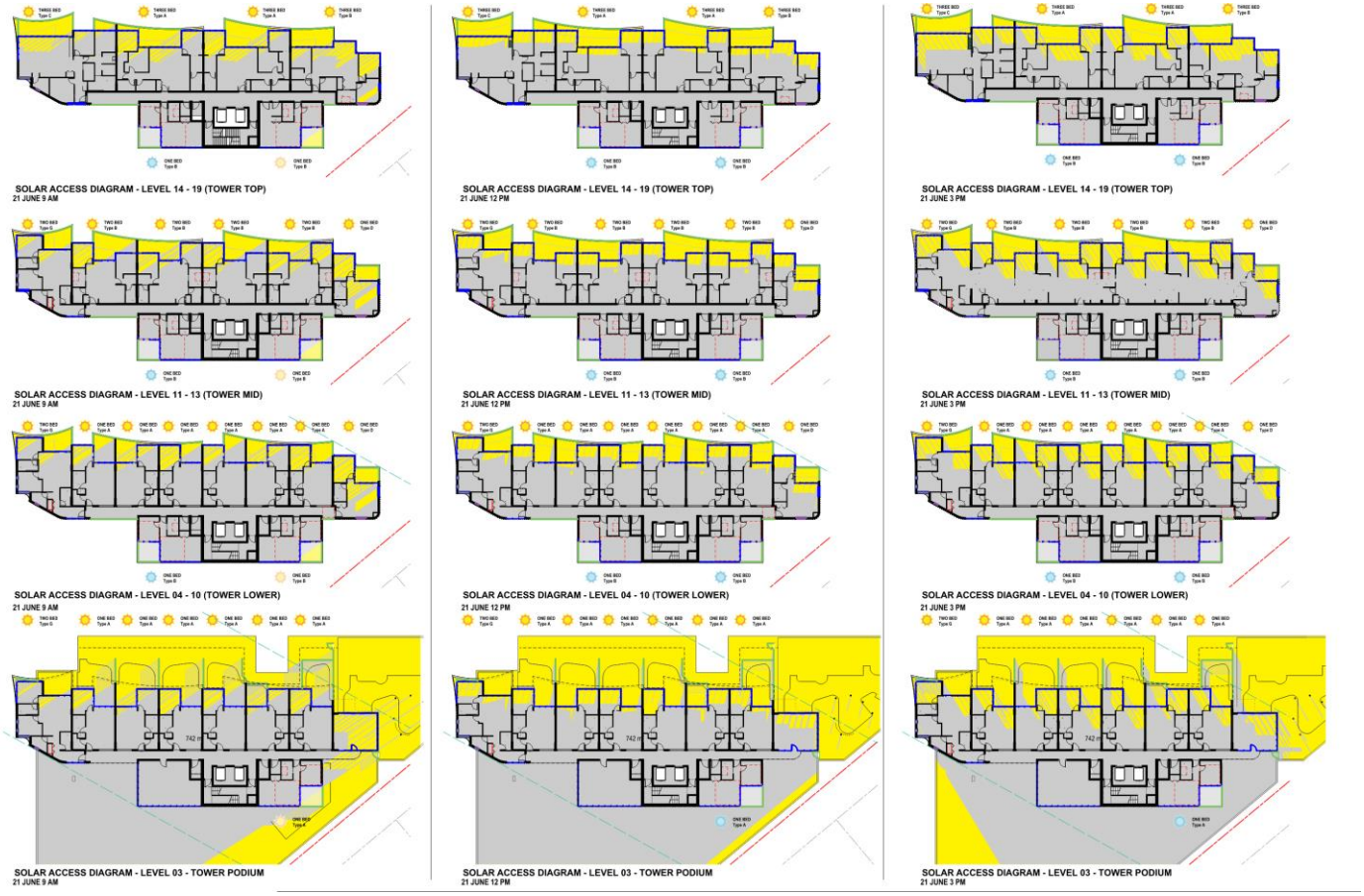


Figure 2.4 Tower apartments designed for daylight provisions

2.7 Airtightness and thermal bridging

Airtightness is the fundamental building property that impacts infiltration and exfiltration - the uncontrolled inward and outward leakage of outdoor air through cracks, interstices, or other unintentional openings of a building, caused by pressure effects of the wind and/or stack effect.

The development will be designed with airtightness in mind for architectural detailing and specification to limit air leakage from the building envelope elements such as glazing systems and external walls.

Similarly, thermal bridging is the transference of heat through a wall at a point through which it can bypass the insulating layers of the structure. It is through these points in a building's envelope that they can experience unwanted heat gains and/or losses and as such will be considered when designing for sustainability and energy efficiency.

TOWN OF VICTORIA PARK
Received: 13/05/2025

The architectural and structural detailing on the project will consider the issue of thermal bridging and will apply design principles to avoid unwanted heat losses or gains wherever possible through thermal breaks and other measures.

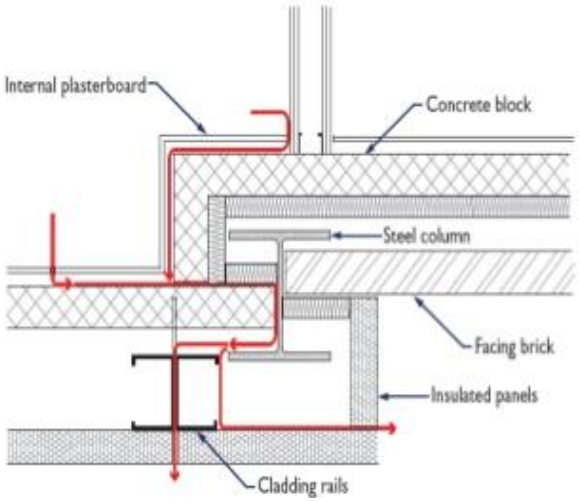


Figure 2.5 Exemplar continuous airtightness line of building details

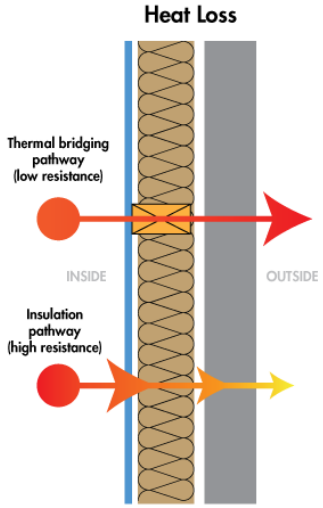


Figure 2.6 Thermal bridging principle

2.8 Cross ventilation

The R-codes note that natural ventilation is the movement of a sufficient volume of fresh air through a dwelling to refresh indoor air. It is best achieved by apartments that have more than one aspect with direct exposure to the prevailing winds, or with windows located in significantly different pressure regions.

The development has considered methods to maximise the number of apartments with natural ventilation. This has been achieved by including operable glazing units in distinct locations throughout apartments to enable signification fresh air to enter select apartments.

All living rooms and bedrooms in the apartments are designed with operable glazing to enable natural ventilation. Additionally, all apartments do not exceed a room width greater than 3 x the ceiling height in accordance with best practice ventilation guidelines. The figures below illustrate the cross and single-sided natural ventilation strategies for typical apartment layouts.

TOWN OF VICTORIA PARK
Received: 13/05/2025

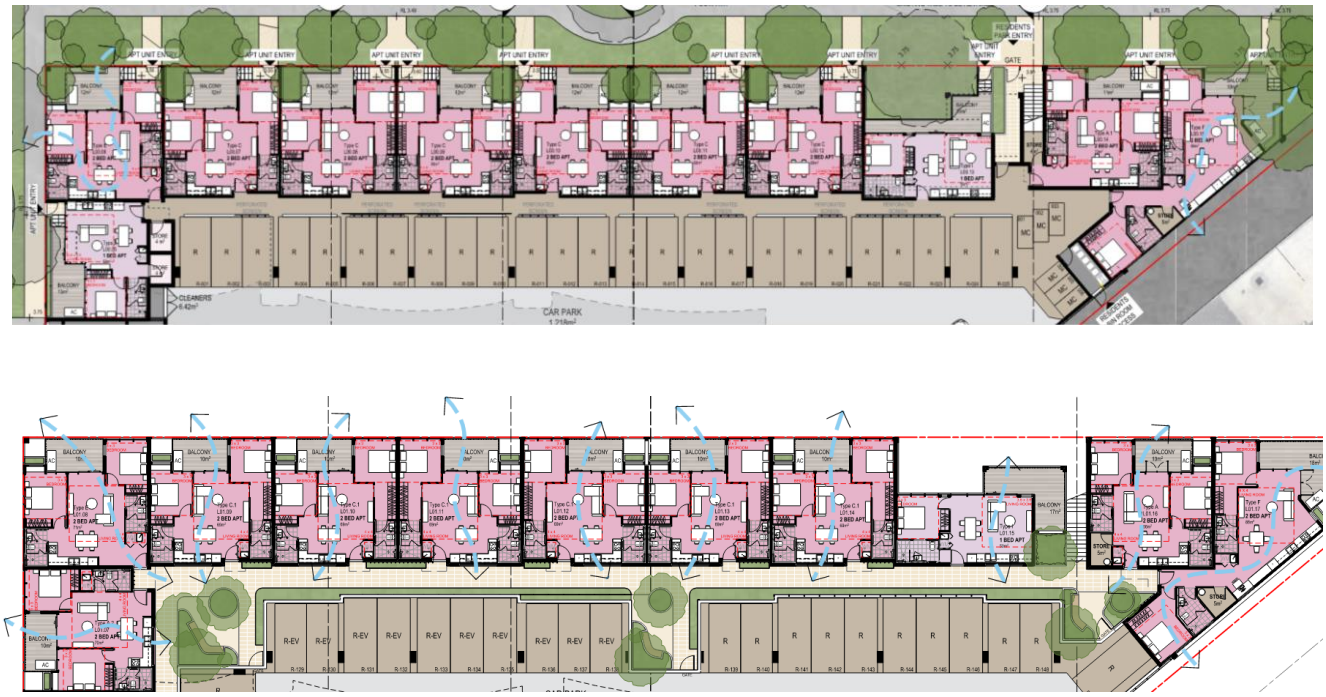


Figure 2.7: Example Podium apartment single-sided and cross-ventilation strategies (Ground Floor and Level 2)

Figure 2.8: Typical tower apartment cross ventilation strategy

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.0 Energy efficiency

The R-codes highlight that air-conditioning, water heating and lighting account for the majority of energy use in a typical apartment. Early design decisions to improve thermal performance and select energy efficient fixtures can therefore have a significant impact on energy use.

The following sections set out design strategies utilised for this development to reduce the building's energy demand and greenhouse gas emissions. Several of these initiatives are significant energy efficiency initiatives that exceed minimum practice, as recommended in the R-codes.

3.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to energy efficiency:

Table 4 Energy efficiency initiatives

Design Issue	Design initiative included in the 2 Hawthorne Place design
Building fabric enhanced over NCC requirements	High-performance fabric and insulation. Minimum NatHERS of 6 stars and average NatHERS of 7.0 stars or above. Whole of Home NatHERS 50 out of 100.
Operating energy and peak demand reduction	High efficiency building services. High-performance building fabric and glazing.
On-site energy generation	Installation of solar PV array for common energy use.
Energy sub-metering	Separate sub-metering for each tenant for energy and water. Smart metering installed.
Air leakage	The building will be designed and built with airtightness in mind.
Lighting efficiency	All lighting will be LED, low energy lighting with high CRI. Target lighting power density reduction by at least 10%.
Ventilation and air-conditioning	Natural ventilation is achieved in >65% of apartments Energy-efficient HVAC will be installed. Air conditioning equipment will be at least 3-star as per AS 3823.2-2011.
Appliances and equipment	All appliances installed will be energy and water efficient. Appliances to have a minimum Energy Star rating of 1-star below the maximum.
Hot Water System	Electricity-based hot water systems (centralised or individual to be confirmed).

3.2 NatHERS

The Nationwide House Energy Rating Scheme (NatHERS) is a tool to assess the energy usage of residential dwellings. For a multi-residential development, every apartment is investigated as a separate unit with its own rating before an overall average rating is calculated. The NatHERS tool considers a wide range of parameters like orientation, glazing, insulation, size of rooms and door openings, shading and awnings and ceiling fans.

Under NCC 2022 new apartments will have to meet an average rating of 7 stars for all apartments (with no apartment under 6 stars), and a Whole of Home rating of 50 (out of 100).

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.2.1 Whole of Home Assessment

Whole of Home assessment is a new concept introduced in NCC 2022. It considers the energy used by heating, cooling, cooking and plug-in appliances as well as hot water systems, lighting and pool and spa equipment, alongside the existing thermal star rating. NCC 2022 requires all apartments to meet a Whole of Home rating of 50 (out of 100) each. For context, a poor energy performing dwelling would be under 40, while a score of 100 is a net zero energy value home.

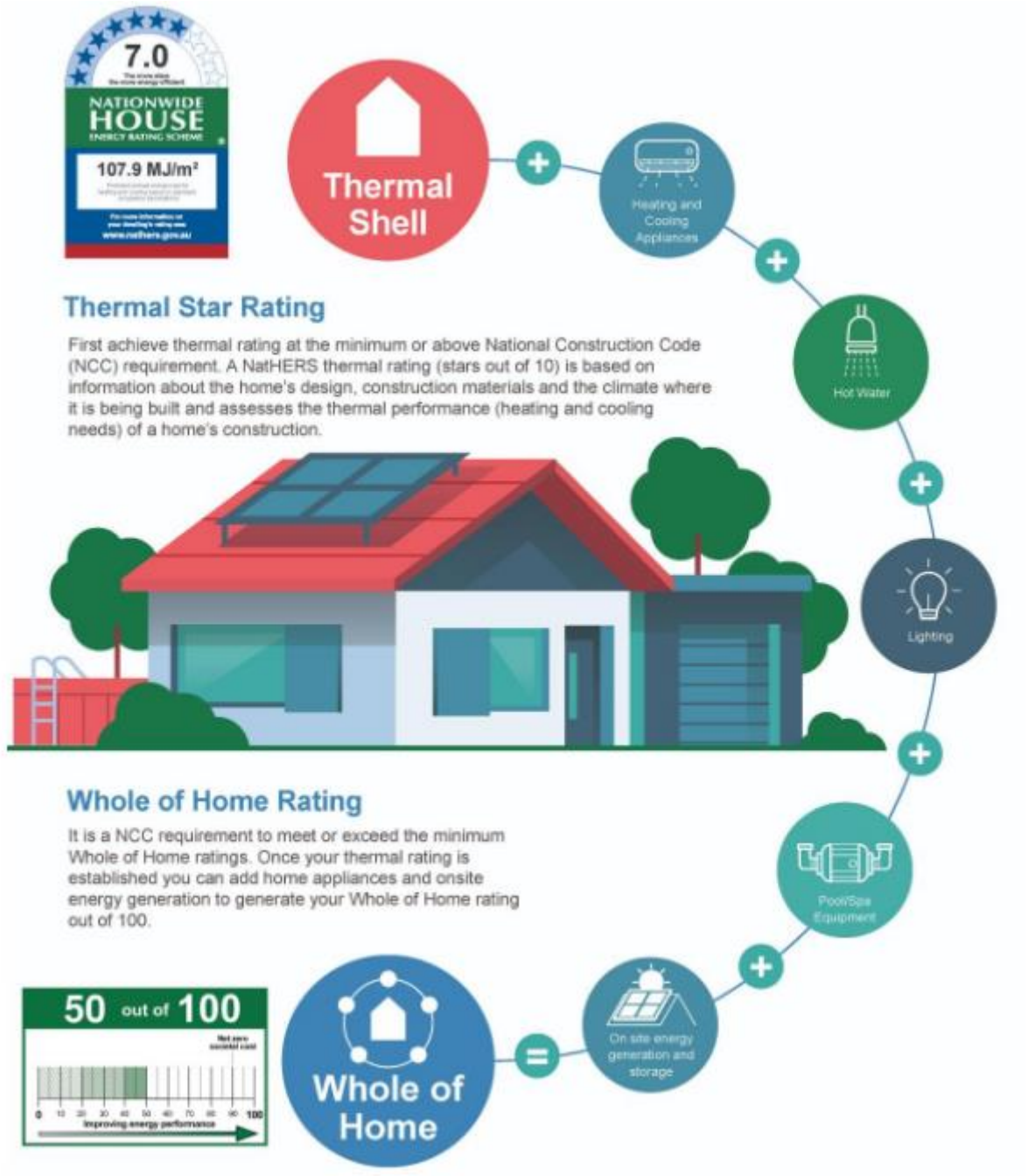


Figure 3.1: NCC 2022 Energy Efficiency Requirements (source: AGWA)

TOWN OF VICTORIA PARK
Received: 13/05/2025

3.3 Domestic Hot Water

Domestic hot water is one of the highest energy use within the home. There are a few efficiency measures that will be considered as part of the design:

- Maximum water flow rates on showers (7.5L/min), kitchen taps (7.5L/min) and hand basing taps (6L/min)
- All hot water pipes outside of the sole-occupancy units are insulated with a minimum R-value of 2.0
- All hot water pipes inside sole-occupancy units are insulated with a minimum R-value of 0.5
- Electric heat pumps with a minimum COP of 3.0 at 20°C ambient and 65°C leaving temperature

To achieve the NatHERS Whole of Home assessment, the development will consider electric heat pump hot water options. Instantaneous hot water will cannot be considered, as this will not achieve the energy efficiency performance requirements.

3.4 Artificial lighting and controls

It will be considered to specify all light fittings as LED fittings including lighting in the 'communal' corridors, stairwells, garage, and external lighting. All common area lighting will incorporate light controls such as occupancy sensing (PIRs) and time switch to reduce lighting consumption when lighting is not required. The development will target a lighting power density reduction by at least 10%.

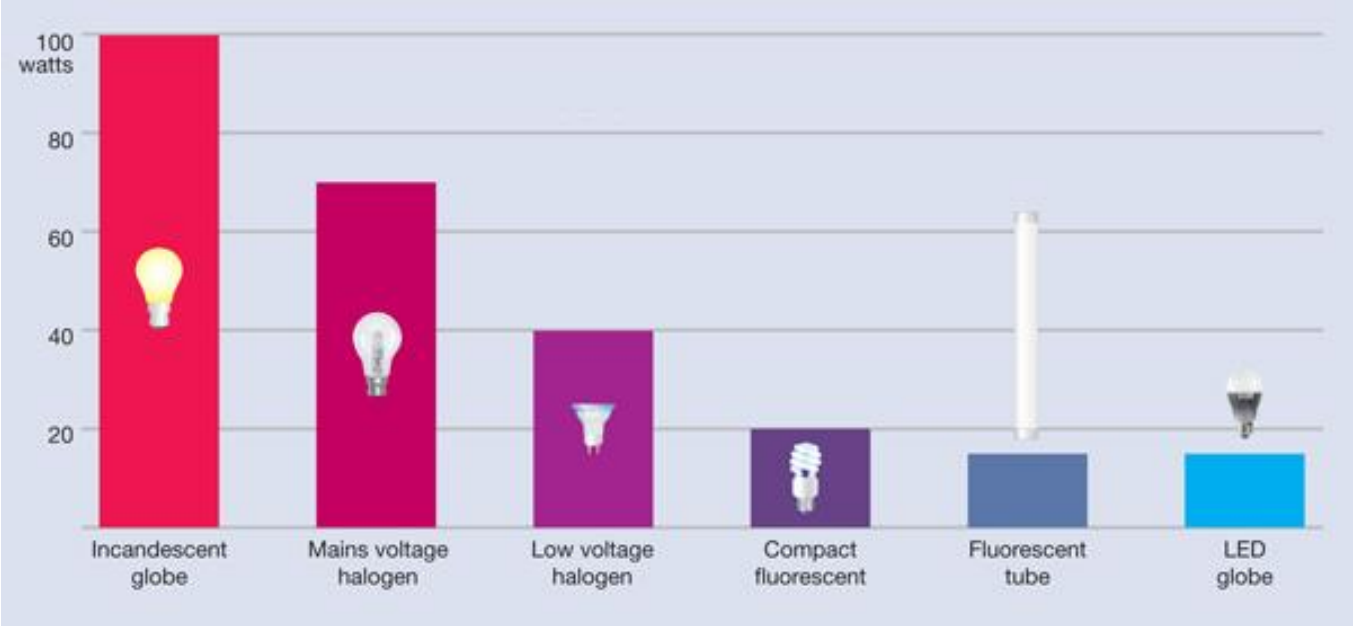


Figure 3.2 Comparison of LED lighting with other conventional lighting system

3.5 Solar photovoltaic (PV) panels

Solar Photovoltaic (PV) panels will be installed on site to supply power for the common area lighting and services, including corridors, stairwells, and parking. The roof will be installed with an initial array of 25kWp, with allowance for future expansion of the array. This should reduce the peak electricity demand of the building and help reduce energy consumption.

TOWN OF VICTORIA PARK
Received: 13/05/2025

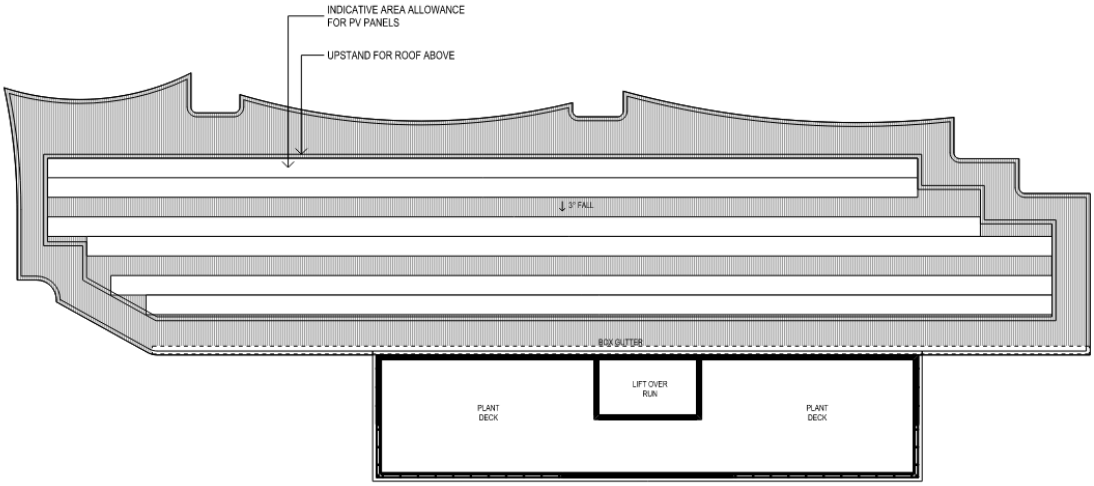


Figure 3.3 Rooftop PV system

TOWN OF VICTORIA PARK
Received: 13/05/2025

4.0 Water Efficiency

The R-codes highlight planning and design of multiple dwelling development should consider the water cycle and incorporate effective water management techniques.

A reduction of water usage does not only alleviate pressure from the local water supply but also means reduced costs of living in WA. The following sections set out design strategies utilised for this development to reduce the building's water consumption.

4.1 Design Initiatives

The following table summarises the specific initiatives included in the design in relation to water efficiency:

Table 5 Water efficiency initiatives

Design Issue	Design initiative included in the 2 Hawthorne Place design
Potable water consumption	All water fittings and fixtures to be water efficient. All fixtures are to be at least within one star of the maximum WELS rating.
Landscape irrigation	All landscape irrigation will be subsoil drip irrigation with moisture sensing override.

4.2 Water fixtures & fittings

Occupant consumption is a major contributor to potable water usage. The following water fixture WELS ratings will be considered to ensure the efficient use of potable water by building occupants (must be within 1-star).

Table 6 Proposed water fittings WELS rating

Fixture / Fitting Type	WELS Rating	Maximum Flow Rates
Taps	5-star	
Kitchen[+]		7.5L/min
Hand basins[+]		6L/min
Urinals (where applicable)	6-star	-
Toilets	4-star	-
Showers[+]	4-star	7.5L/min
Clothes Washing Machine	4-star	-
Dishwasher	5-star	-

[+] To meet energy efficiency requirements for domestic hot water

4.3 Water-wise landscaping

This development should consider creating a water-wise landscape, made up of hardy natives and other low-water vegetation. The proposed plans feature over 2,000 m² of landscaped area, incorporating low-water and native plantings. Reintroducing native species can enhance local biodiversity, while the reduced water usage can significantly lower costs for residents.

TOWN OF VICTORIA PARK
Received: 13/05/2025

4.4 Drip irrigation

A major amount of potable water usage goes back to landscape irrigation. To reduce the amount of water used for the landscaped areas on the ground floor, promenade and podium level terrace, a drip system with moisture sensor control will be installed for irrigation in lieu of sprinklers.

Figure 4.1 Use of hardy natives and drip irrigation system for landscaping

4.5 Stormwater management

Stormwater is precipitation runoff over ground-level surfaces that does not soak into the ground but has not entered a waterway such as a stream or a lake. Best practice urban design calls for the natural infiltration of stormwater in the built environment. This helps to restore the natural water cycle, whilst reducing damage associated with excessive runoff.

The use of vegetated and porous areas also algins with LLP36, which recommends inclusion of porous areas.

The development includes landscaped areas at the ground plane, level 3 podium rooftop amenities and other landscaped pockets within the podium design which will assist with the overall stormwater management on the site.

TOWN OF VICTORIA PARK
Received: 13/05/2025

5.0 Building Materials

Buildings consume considerable natural resources in their construction, operation, and demolition. This section of the report will provide details about the potential impacts caused by the building and how these impacts have been reduced when compared to typical buildings of this nature. The building will aim to reduce the total embodied energy and carbon considered in the construction and then aim to maximise the operational efficiency of the buildings services to provide and enhance tenant provisions for the minimum amount of energy and water. Furthermore, methods for maintaining operational efficiency over the life of the building will be investigated to ensure that the benefits are maximised over the life of the building.

5.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to building materials:

Table 7 Building materials initiatives

Design Issue	Design initiatives
Embodied carbon in the building materials	The building design and material selection will reduce the extent of environmental impact as much as possible.
Sustainable timber	The target is for most of the timber used in the building and construction to come from sustainable sources or be reused.
Permanent formwork, pipes, ducts, cables	PVC products will meet Best Practice Guidelines for PVC. Target is at least 90% of all PVC products are to meet Best Practice Guidelines for PVC.

The design team will actively target a reduced carbon footprint during construction and embodied energy within building materials. Timber used for construction works is targeted to be either certified as responsibly sourced or recycled material.

5.2 Embodied carbon

In addition to greenhouse gas emissions from building operations like electricity and water usage, carbon and carbon equivalent gases are also released during the production and delivery of construction products and materials.

For example, to produce Portland cement, a main ingredient in concrete, raw materials are crushed and then heated to over 1400 degrees Celsius. This requires a significant amount of energy and emits large amounts of greenhouse gases during this production process. These gases are accounted as carbon equivalents in form of 'embodied carbon' in a building.

The following measures will be considered throughout the design development to reduce the amount of embodied carbon:

Sub-structure

- Maximise recycled content of materials in structural components.

Super-Structure

- Maximise recycled content in concrete and formwork;
- Use of lightweight and reusable materials where possible.

Envelope

- Adopt a low-carbon, lightweight approach;
- Consider necessity of massing elements;
- Consider composite materials or dual function elements;

TOWN OF VICTORIA PARK
Received: 13/05/2025

- Considering the use of recycled materials

Internal Walls

- Consider necessity of internal walls;
- Consider recycled content or reused materials;
- Consider low carbon steel framing;
- Designing for flexibility and future-proofing to reduce renovation efforts.

Internal Finishes

- Consider setting a recycled content target for all finishes;
- Consider long life and highly durable finished is areas of high foot traffic;
- Considering Carbon Neutral certified products.

5.3 Ultra-Low VOCs

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. Concentrations of many VOCs are consistently higher indoors than outdoors. VOCs are emitted by a wide array of products numbering in the thousands (typically paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers).

The development will aim to specify materials with a low emissions content including ultra-low-VOC paints. At least 50% of paints used will achieve the ultra-low VOC requirements.

TOWN OF VICTORIA PARK
Received: 13/05/2025

6.0 Transport

Sustainable projects facilitate a reduction of the dependency of occupants on private car use as an important means of reducing overall greenhouse gas emissions. The use of motor vehicles directly contributes to climate change in two ways; through the high amounts of energy required to produce cars and build and maintain supporting road transport infrastructure and services; and the direct emissions that result from car operations.

If reliance on individual motor vehicle transportation is to be reduced, it is necessary to maximise alternative transportation options. This may include initiatives that encourage and make possible the use of mass transport options, cycling or walking, and the selection of sites that are close to a large number of amenities.

6.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to transport:

Table 8 Transport initiatives

Design Issue	Design initiative
Providing bike storage	1 bicycle parking bay per apartment and 1 additional bicycle parking bay for visitors.
Low emission vehicle infrastructure	Car parking bays and infrastructure for Electric Vehicles (EV) will be provided. Provision for EV charging infrastructure for a minimum 20% of all dwellings and all visitors bays. Charging bays for electric bicycles provided.
Improving pedestrian spaces	The building provides excellent access to amenities such as, cafes and bars. Many other amenities are less than 500m away from the site.

6.2 Walkable neighbourhood

The proposed development is located at a convenient walking distance to Woolworths, cafes, a seafood market, a gym, the swan river, several parks, and multiple public transport bus stops. The development will also include private amenities for the residents such as a community garden and gym, and retail on the ground floor.

The proximity to these amenities would help the residents to avoid using private vehicles. The location of these nearby attractions is detailed in the figure below, in which the pink box represents the proposed development site, blue boxes indicate nearby attractions/amenities and red highlights nearby bus stops.

6.3 Cyclist facilities

The bicycle parking R-code requirements and proposed quantity are outlined in the below table for residents and visitors.

The development includes cycle storage facilities for the residents. Visitors bike racks will be provided in an accessible location. Furthermore, cycling will encourage an active and healthy lifestyle for the residents.

Table 9 Transport initiatives

Parking types	Occupant Type	R-Code Requirement	Proposed Design
Bicycle parking	Resident	0.5 spaces per dwelling	1 space per dwelling
	Visitor	1 space per 10 dwellings	1 space per 10 dwellings

TOWN OF VICTORIA PARK
Received: 13/05/2025

6.4 Access to public transport

With its location in Burswood, the proposed development is in close proximity to several public bus routes as detailed in the figure below. The closest bus stop is just 300m away which can be easily accessed by foot or bicycle. This bus then takes 2 minutes to reach Burswood station, where a train can be taken to get to Perth Underground. Another bus stop, 550 m away, takes 18 minutes by bus to reach Elizabeth Quay Train station.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 6.1 Project location (highlighted pink), public transport (highlighted red) and nearby amenities (highlighted in blue).

TOWN OF VICTORIA PARK
Received: 13/05/2025

6.5 Electric vehicles

The proposed development intends to support the uptake of low-emissions and electric vehicles. Provisions are provided for EV charging infrastructure for a minimum 20% of all dwellings and all visitors bays.

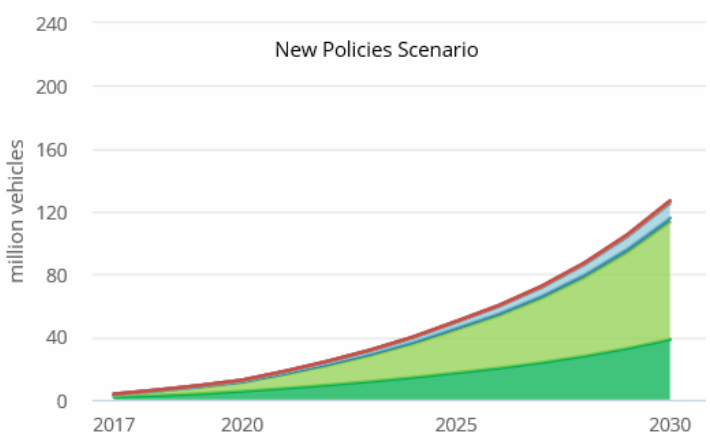


Figure 6.2 Global Electric Vehicle Deployment by 2030

TOWN OF VICTORIA PARK
Received: 13/05/2025

7.0 Waste management

The main objectives for the waste management strategies for construction and operational waste are to ensure that waste is avoided and recycled during design, construction, and operation.

Waste within a building construction context can be avoided by encouraging the selection of lower-impact and long-term materials. Operational waste to landfill can be reduced by providing relevant and easily accessible facilities for recyclable waste and other waste that can be diverted from landfill such as organic waste, batteries or e-waste.

7.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to waste management:

Table 10 Waste initiatives

Design Issue	Design initiative
Construction waste	Provisions for the separation of waste streams will be provided on site for the development.
Operational waste management	An Operation Waste Management Plan will be prepared during detailed design. Requirements will be synchronised with architectural documents. Waste compactor will be considered to reduce the number of bins from the site and reduce overall area of bin storage.

7.2 Construction and demolition waste

Provisions for the separation of waste streams will be provided on site for the development. The project will also target an 80% diversion from landfill during the construction phase, in accordance with the Green Star strategy.

7.3 Operational waste management

A dedicated waste storage area will be provided for the separation and storage of recyclable waste during operation, allowing for the different waste streams to be separated to match the local recycling scheme. At least three streams will be covered including landfill, recycling and a third stream which may be organic/food waste.

TOWN OF VICTORIA PARK
Received: 13/05/2025

Throughout project design, operation and construction, principles of resource recovery will be applied, so that materials and products are recovered and reused where possible, reducing landfill and saving money. Some strategies that will be investigated include:

- Innovative waste separation and collection strategies to allow materials to be isolated for reuse;
- A purchasing policy which aims to minimise waste from products and packaging, encourage the use of products which have minimum environmental impact; and
- Manufacturers and suppliers will be encouraged to take full responsibility for the life cycle impact of products including ownership at end of life.

7.4 Composting organic waste strategy

The development should explore the possibility of recycling all forms of food and organic waste by identifying waste streams and incorporate a strategy that reduces food or organic waste going to landfills. Supporting schemes such as Kooda provides composting bins in a central location and then pick up the waste to produce compost.

Figure 7.1 Sample composting scheme

7.5 Design for off-site construction

Prefabricated construction methods considered to be more energy and waste efficient because production processes can be better controlled and made more efficient in the factory than on site, for example; better machinery, less cut-offs, better reuse of materials, material cycles, etc.

TOWN OF VICTORIA PARK
Received: 13/05/2025

8.0 Urban ecology

The Residential Design Codes (2024) note that trees and gardens make a significant contribution to the ecology, character and amenity of neighbourhoods. They provide habitat for fauna, shade, stormwater management and micro-climate benefits, as well as improve apartment outlook and privacy.

The development will ensure landscaped areas are included where possible, and contribute to the local ecology, character, and amenity.

8.1 Enhancing ecological value

The site was previously undeveloped. The aerial photo from 2021 below (Figure 8.1 Aerial photograph of the Hawthorne Place site 2021) illustrates the previous condition of the site.

The previous state of the site will be greatly improved upon as a result of the landscaping proposed in the project at the ground plane, level 3 podium rooftop amenities and other landscaped pockets within the podium design. Before and after images are provided below as an indication of the potential enhancement of the site's environmental values.

Figure 8.1 Aerial photograph of the Hawthorne Place site 2021

TOWN OF VICTORIA PARK
Received: 13/05/2025

Figure 8.2 Illustration of the proposed vegetation coverage on Level 03 podium outdoor amenities

8.2 Minimising heat island effect

The heat island effect describes the condition where urban areas have a higher average temperature than its rural surroundings owing to the make-up of the built environment.

The use of light roof materials combined with shaded and landscaped areas at the ground plane, level 3 podium rooftop amenities and other landscaped pockets within the podium design, can reduce the heat island effect significantly and contributes to further energy savings.

The reduction of paved areas is a key recommendation in both LPP36 and the R-codes.

Figure 8.3 Design ideas included in the development – gardens, lighter coloured paving and landscaping

TOWN OF VICTORIA PARK
Received: 13/05/2025

8.3 Light Pollution

Light pollution is an environmental issue that is becoming more of a problem every year as cities continue to grow in size and density.

Excessive amounts of light being projected upwards is not only a waste of energy and resources but has also been proven to make a negative impact on the local wildlife.

The project targets to have at least 95% of all external light fittings pointing downwards, mitigating the effects of light pollution.

Figure 8.3 Light and energy usage of external lighting

TOWN OF VICTORIA PARK
Received: 13/05/2025

9.0 People

9.1 Livable Housing Design

Figure 9.1 Livable Housing (c) Architecture About

A livable home is designed and built to meet the changing needs of occupants across their lifetime. Livable homes include key easy living features that make them easier and safer to use for all occupants including people with disability, ageing Australians, people with temporary injuries, and families with young children. All Australians benefit from homes designed with comfort, safety and ease of access as core design features. These features make the home easier for parents to manoeuvre prams, easier to carry the shopping into the house, easier for people with disability or temporary injury to get around and easier to move furniture. These same features enable key living spaces to be more easily, and cost effectively adapted to meet the changing needs and abilities of home occupants such as ageing baby boomers and people who have or acquire disability.

Table 11: R-Code Livable Housing Design Response

	Total Dwellings	R-Code Target	Proposed Design
Silver Level Compliant Dwellings	170	20% (34 Dwellings)	30% (51 Dwellings)

TOWN OF VICTORIA PARK
Received: 13/05/2025

10.0 Codes and Ratings

The building will be subject to voluntary and mandatory building codes and metrics to measure the performance of the rating. This section of the report outlines the main codes and ratings and identifies the project's response.

10.1 Residential Design Codes (R-Codes)

The purpose of the R-codes are to provide a comprehensive basis for the control of residential development throughout Western Australia.

The Volume relevant for this project is Volume 2, which provides planning and design standards for residential apartments (multiple dwellings) in high density coded areas (R80 and above and R-AC). There are specific requirements for daylight, ventilation, car parks, bicycle storage, universal and electrical vehicle (EV) charging infrastructure that are relevant to this project.

10.2 Livable Housing Guidelines

The Livable Housing Design Guidelines provide useful information for consumers seeking to introduce livable design features into a new home or could be readily applied within an existing home during renovation or refurbishment. The Guidelines describe livable design elements. Each element provides guidance on what performance is expected to achieve LHA's Silver, Gold or Platinum level accreditation.

The project is committed to 20% of dwellings to 'Silver' level as defined by the Livable Housing Guidelines. The project will meet or exceed this requirement.

Table 12: R-Code Livable Housing Design Target

	R-Code Target
Silver Level Compliant Dwellings	20%

10.3 NatHERS

Residential building compliance is achieved through a thermal modelling process defined as the Nationwide House Energy Rating Scheme (NatHERS). This process requires a minimum star rating to be achieved for the building's thermal comfort, which informs the energy efficiency of the building.

The NatHERS tool considers a wide range of parameters like orientation, glazing, insulation, size of rooms and door openings, shading and awnings and ceiling fans. The recent change to NCC 2022 includes a Whole of Home assessment that will also consider heating, cooling, domestic hot water and other high energy demands within the home.

Under NCC 2022 new apartments will have to meet an average rating of 7 stars for all apartments (with no apartment under 6 stars), and a Whole of Home rating of 50 (out of 100). This exceeds the current R-code requirements and will therefore be proposed as the minimum performance energy performance for the development.

Table 10 NatHERS targets

	Minimum NCC Requirement	R-Codes Requirement	Target for the proposed development
Worst case NatHERS rating	6 Stars	5.5 Stars	6 Stars
Overall average NatHERS rating	7 Stars	6.5 Stars	7 Stars
Whole of Home	50 out of 100	-	50 out of 100

TOWN OF VICTORIA PARK
Received: 13/05/2025

10.4 Green Star

The development is being designed to fulfil all requirements in terms of Ecologically Sustainable Design (ESD) and is aiming to achieve a 4-star Green Star equivalent standard against the Buildings v1 tool. Green Star is a comprehensive sustainability design tool that assesses the environmental impact of a building over a range of environmental indicators, from management and ecology to energy and water use, material selection and waste production.

A 4-star Green Star equivalent standard requires a total of 15 points to be achieved in total. Sufficient weighted credits have been selected to achieve this requirement rating, and further opportunities will be pursued during the design stages of the project.

Based on the proposed design response, the predicted performance in each respective environmental category is tabulated in the Scorecard in ***Appendix A***. The sustainability strategy of this development demonstrates how the development is proposing to achieve the 4-star Green Star benchmark.

Table 10 Green Star target

Total available points	Minimum points required for 4-star rating	Points target for the proposed development
100 Points	15 points	**17 points (4-star with a 13% buffer)**

TOWN OF VICTORIA PARK
Received: 13/05/2025

11.0 References

Australian Bureau of Statistics. (2017). *4610.0 - Water Account, Australia 2015-16*. Retrieved 10 05, 2018, from http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/4610.0Main%20Features32015-16?opendocument&tabname=Summary&prodno=4610.0&issue=2015-16&num=&view=

GHD, Canning Bridge Structure Plan Project Working Group. (2016). *Canning Bridge Activity Centre Plan.* Booragoon/South Perth: City of Melville, City of South Perth, Government of Western Australia.

International Energy Agency. (2018). *Global EV Outlook 2018*. (International Energy Agency) Retrieved 10 05, 2018, from https://www.iea.org/gevo2018/

International Energy Agency. (2020). *Global EV Outlook 2020*. Retrieved from International Energy Agency: https://iea.blob.core.windows.net/assets/af46e012-18c2-44d6-becd-bad21fa844fd/Global_EV_Outlook_2020.pdf

Pickin, J., & Randell , P. (2017). *Australian National Waste Report 2016.* Docklands, Vic 3008: Department of the Environment and Energy and Blue Environment Pty Ltd.

Town of Victoria Park. (n.d.). *Local Planning Policy 36 – Climate Control (Energy Efficiency).* Retrieved 29 04, 2025, from local-planning-policy-36-climate-control-(energy-efficiency)

TOWN OF VICTORIA PARK
Received: 13/05/2025

Appendix A Green Star Strategy

Please see overleaf.

Please note the Green Star strategy is a live document, and that Credit substitutions may occur provided the overall requirement of 15 points is still met.

TOWN OF VICTORIA PARK
Received: 13/05/2025

greenstar Buildings

Submission planner

Minimum points required
4 Star: 15 points
5 Star: 35 points
6 Star: 70 points

Summary

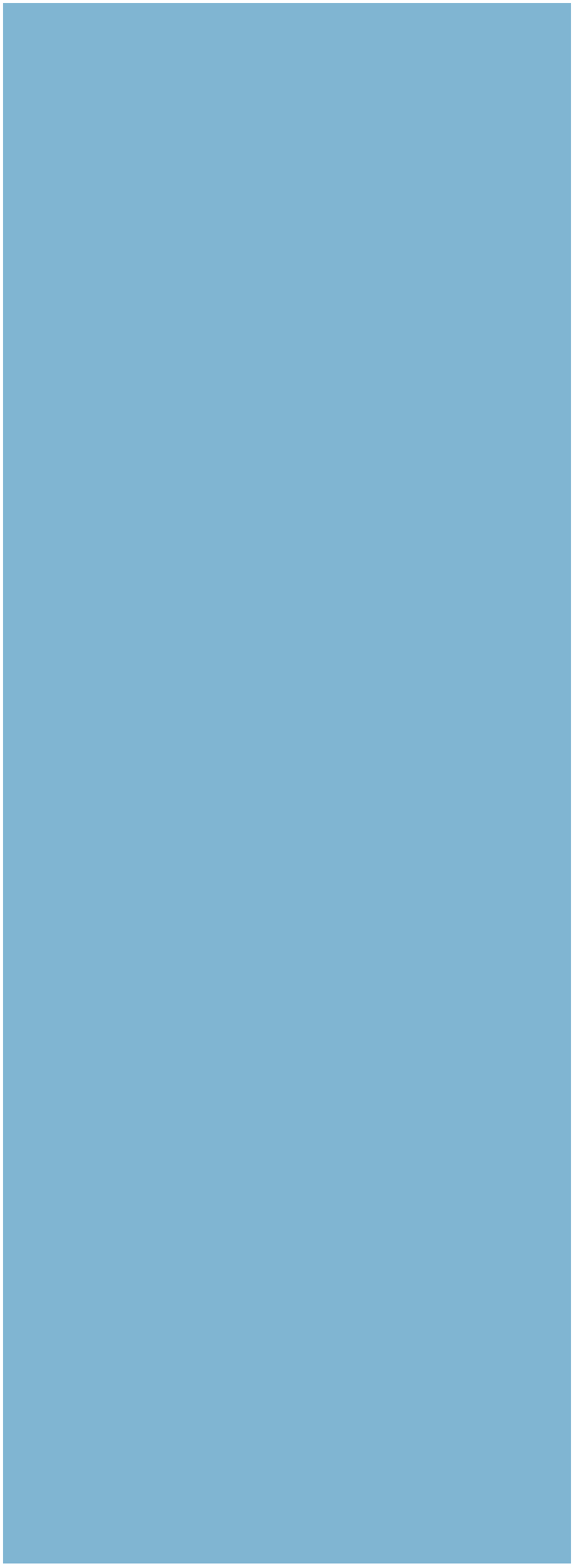
Registering from	2023 onwards		
Net zero carbon in operations targeted	No	**Targeted Green Star rating**	4 Star
Minimum expectations met	Yes	**Core points targeted**	17
Credit Achievement points targeted	17	**Leadership points targeted**	0
Exceptional Performance points targeted	0	**Total points targeted**	17

	Credit	Minimum Expectation	Credit Achievement	Exceptional Performance	Total points available	Targeted performance level	Total points targeted	Comments
	Responsible				**17**			
1	Industry Development	-	1	-	**1**	Credit Achievement	**1**	**Credit:** The building owner or developer appoints a Green Star Accredited Professional, discloses the cost of sustainable building practices to the GBCA, and markets the building's sustainability achievements.
2	Responsible Construction	•	1	-	**1**	Credit Achievement	**1**	**Min:** The Contractor has an EMS & EMP in place to manage impacts on site. Divert at least 80% of construction & demolition waste from landfill. The Contractor provides training on the sustainability targets of the building. **Credit:** 90% of construction and demolition waste is diverted from landfill, and waste contractors and facilities comply with the Green Star Construction and Demolition Waste Reporting Criteria.
3	Verification and Handover	•	1	-	**1**	Minimum Expectation	•	**Min:** The building has been commissioned and will be tuned, set up for optimum ongoing management (metering and monitoring). The project team create and deliver O&M information to the FM team at the time of handover. Information is available to building users on how to best use the building. **Credit:** Independent verification for commissioning and tuning through ICA or soft landings approach that involves the future FM team. For large projects both must occur.
4	Operational Waste	•	-	-	**0**	Minimum Expectation	•	**Min:** Demonstrate the building is designed to allow effective management of operational waste by: separating waste streams; dedicated and adequately sized waste storage area; and ensuring easy and safe access to waste storage areas for both occupants and waste collection contractors.
5	Responsible Procurement	-	1	-	**1**			**Credit:** The building's design and construction procurement process follows ISO 20400 Sustainable Procurement - Guidance and at least one identified supply chain risk and opportunity is addressed.
6	Responsible Structure	-	3	2	**5**			**Credit:** 80% of all structural components (by cost) meet a Responsible Products Value (RPV) score of at least 10. **Exceptional:** Credit plus either: 10% of all products in the structure (by cost) meet a RPV score of at least 15, OR 30% of all products in the structure (by cost) have an average RPV score of at least 12.
7	Responsible Envelope	-	2	2	**4**			**Credit:** 60% of all building envelope components (by cost) meet a Responsible Products Value (RPV) score of at least 10. **Exceptional:** Credit plus either: 10% of all products in building envelope (by cost) meet a RPV score of at least 15, OR 25% of all products in the building envelope (by cost) have an average RPV score of at least 12.
8	Responsible Systems	-	1	1	**2**			**Credit:** 20% of all active building systems (by cost) meet a Responsible Products Value (RPV) score of at least 6. **Exceptional:** Credit plus either: 5% of all active building systems (by cost) meet a RPV score of at least 11, OR 15% of all active building systems (by cost) have an average RPV score of at least 8.
9	Responsible Finishes	-	1	1	**2**			**Credit:** 60% of all internal building finishes (by area) meet a Responsible Products Value (RPV) score of at least 7. **Exceptional:** Credit plus either: 10% of all internal building finishes (by area) meet a RPV score of at least 12, OR 20% of all internal building finishes (by area) have an average RPV score of at least 9.
						Total	**2**	
	Healthy				**14**			
10	Clean Air	•	2	-	**2**	Credit Achievement	**2**	**Min:** Levels of indoor pollutants are maintained at acceptable levels, a high level of fresh air is provided and Pollutants entering the building are minimised. **Credit:** The building's ventilation systems allow for easy maintenance and high levels of outdoor air are provided.
11	Light Quality	•	2	2	**4**	Credit Achievement	**2**	**Min:** Lighting within the building meets minimum comfort requirements, good lighting levels suitable for the typical tasks in each space are available, and the building provides adequate levels of daylight. **Credit:** The building provides either best practice Artificial Lighting or best practice access to daylight. **Exceptional:** The building provides both best practice Artificial Lighting and best practice access to daylight.
12	Acoustic Comfort	•	2	-	**2**	Minimum Expectation	•	**Min:** An Acoustic Comfort Strategy is prepared to describe how the building and acoustic design aims to deliver acoustic comfort to the building occupants. **Credit:** Depending on the building typology achieve 2 to 4 of the acoustic critera: maximum internal noise levels; minimum internal noise levels; provides acoustic separation; minimises impact noise transfer; and/or is designed with reverberation control.
13	Exposure to Toxins	•	2	-	**2**	Minimum Expectation	•	**Min:** The building's paints adhesives, sealants, carpets, and engineered wood products are low in TVOC and formaldehyde or non-toxic. Occupants are not exposed to banned or highly toxic materials in the building. **Credit:** On-site tests verify the building has low Volatile Organic Compounds (VOC) and formaldehyde levels.
14	Amenity and Comfort	-	2	-	**2**	Credit Achievement	**2**	**Credit:** The building has dedicated amenity rooms to act as parent room, a relaxation room, or an exercise room.
15	Connection to Nature	-	1	1	**2**	Credit Achievement	**1**	**Credit:** The building provides views, includes indoor plants, and incorporates nature-inspired design OR 5% of the building's floor area or site area (whichever is greater) is allocated to nature in which occupants can directly engage with. **Exceptional:** The building provides both credits options.
						Total	**7**	
	Resilient				**8**			
16	Climate Change Resilience	•	1	-	**1**	Minimum Expectation	•	**Min:** The project team completes the climate change pre-screening checklist and communicates the building's exposure to climate change risks to the applicant. **Credit:** The project team develops a project-specific climate change risk and adaptation assessment for the building. Extreme and high risks are addressed.
17	Operations Resilience	-	2	-	**2**			**Credit:** A comprehensive review of future building operational shocks and stresses are undertaken. Building design and future operational plan addresses high or extreme system-level interdependency risks and level of survivability in a blackout.
18	Community Resilience	-	1	-	**1**			**Credit:** The project team undertakes a needs analysis of the community, identifies shocks and stresses that impact the building's ability to service the community, and develops responses to manage these.
19	Heat Resilience	-	1	-	**1**	Credit Achievement	**1**	**Credit:** At least 75% of the whole site area comprises of one or a combination of strategies that reduce the heat island effect.

TOWN OF VICTORIA PARK
Received: 13/05/2025

20	Grid Resilience	-	3	-	**3**			**Credit:** The project meets one or several of: (1) active generation and storage systems, (2) demand response strategy, or (3) reduced electricity consumption through passive design.
						Total	**1**	
Positive					**30**			
21	Upfront Carbon Emissions	•	3	3	**6**	Credit Achievement	**3**	**Min:** The building's upfront carbon emissions are at least 10% less than those of a reference building. **Credit:** The building's upfront carbon emissions are at least 20% less than those of a reference building. [Climate Positive Pathway] **Exceptional:** The building's upfront carbon emissions are at least 40% less than those of a reference building.
22	Energy Use	•	3	3	**6**	Credit Achievement	**3**	**Min:** The building's energy use is at least 10% less than a reference building. **Credit:** The building's energy use is at least 20% less than a reference building. [Climate Positive Pathway] **Exceptional:** The building's energy use is at least 30% less than a reference building.
23	Energy Source	•	3	3	**6**	Minimum Expectation	•	**Min:** The building provides a Zero Carbon Action Plan. **Credit:** 100% of the building's electricity comes from renewable electricity. **Exceptional:** 100% of the building's energy comes from renewables. No gas is used for space heating, domestic hot water or cooking. [Climate Positive Pathway]
24	Other Carbon Emissions	-	2	2	**4**			**Credit:** The building owner eliminates or offsets emissions from refrigerants. [Climate Positive Pathway] **Exceptional:** All other emissions not captured in the Positive category are eliminated or offset including all Upfront Carbon Emssions (embodied carbon).
25	Water Use	•	3	3	**6**	Minimum Expectation	•	**Min:** The building installs efficient water fixtures or uses 15% less potable water compared to a reference building. Multi-unit residential buildings use 10% less potable water compared to a reference building. **Credit:** The building uses 45% less potable water compared to a reference building (40% for reseidential). The building has infrastructure for recycled water connection. **Exceptional:** The building uses 75% less potable water compared to a reference building (60% for residential).
26	Life Cycle Impacts	-	2	-	**2**			**Credit:** The project demonstrates a 30% reduction in life cycle impacts when compared to standard practice.
						Total	**6**	
Places					**8**			
27	Movement and Place	•	3	-	**3**	Minimum Expectation	•	**Min:** The building includes showers and changing facilities for building occupants that are accessible, inclusive and located in a safe and protected space. **Credit:** The building's access prioritises cycling and includes bicycle parking facilities, a Sustainable Transport Plan has been prepared and implemented, the building has EV charging capabilities, transport options that reduce the need for private fossil fuel vehicles are prioritised, and the building's design and location encourage walking.
28	Enjoyable Places	-	2	-	**2**			**Credit:** The building delivers memorable, beautiful, vibrant communal or public places where people want to gather and participate in the community. The spaces are inclusive, safe, flexible and enjoyable.
29	Contribution to Place	-	2	-	**2**			**Credit:** The building's design contributes to the liveability of the wider urban context and enhances the public realm.
30	Culture, Heritage and Identity	-	1	-	**1**			**Credit:** The building's design reflects and celebrates local demographics and identities, the history of the place, and any hidden or minority entities. This celebration was arrived through meaningful engagement with community groups early in the design process.
						Total		
People					**9**			
31	Inclusive Construction Practices	•	1	-	**1**	Credit Achievement	**1**	**Min:** During construction, the head contractor provides gender inclusive facilities and protective equipment. Policies are implemented on-site to increase awareness and reduces instances of discrimination, racism and bullying. **Credit:** The head contractor provides and monitors high quality staff support on-site to reduce at least five key physical and mental health impacts relevant to construction workers. They must also evaluate the effectivenss of their interventions.
32	Indigenous Inclusion	-	2	-	**2**			**Credit:** The building's design and construction celebrates Aboriginal and Torres Strait Islander people, culture and heritage through playing an active role in the organisational RAP and/or incorporating Indigenous Design and Planning principles.
33	Procurement and Workforce Inclusion	-	2	1	**3**			**Credit:** At least 2% of the building's total contract value has been directed to generate employment opportunities for disadvantaged and under-represented groups through a social procurement strategy **Exceptional:** At least 4% of the building's total contract value has been directed to generate employment opportunities for disadvantaged and under-represented groups thorugh a social procurement strategy.
34	Design for Inclusion	-	2	1	**3**			**Credit:** The building is designed and constructed to be inclusive to a diverse range of people with different needs. **Exceptional:** Engagement with target groups has informed the inclusive design.
						Total	**1**	
Nature					**14**			
35	Impacts to Nature	•	2	-	**2**	Minimum Expectation	•	**Min:** The building was not built on, or significantly impacted, a site with a high ecological value. **Credit:** The building's design and construction conserves existing natural elements, and (if deemed necessary by an Ecologist) at least 50% of existing site with high biodiversity value is retained
36	Biodiversity Enhancement	-	2	2	**4**			**Credit:** The site includes an appropriate landscape area with a diversity of species and prioritises the use of climate-resilient and indigenous plants, AND a site-specific Biodiversity Management Plan is provided to the building owner or building owner representative. **Exceptional:** A greater area of landscaping is provided and the landscaping includes critically endangered and/or endangered plant species native to the bioregion.
37	Nature Connectivity	-	2	-	**2**			**Credit:** The site must be built to encourage species connectivity through the site, and to adjacent sites. If the project sits within a blue or green grid strategy it must contribute to the goals of the strategy.
38	Nature Stewardship	-	2	-	**2**			**Credit:** The building owner, as part of the project's development, undertakes activities that protects or restores biodiversity at scale beyond the development's boundary.
39	Waterway Protection	-	2	2	**4**			**Credit:** The building demonstrates an annual average flow reduction (ML/yr) of 40% and meets specified pollutants targets. **Exceptional:** The building demonstrates an annual average flow reduction (ML/yr) of 80% and meets specified pollutants targets.
						Total		
Leadership					**0**			
40	Market Transformation	-		-	**0**			
41	Leadership Challenges	-		-	**0**			**Credit:** The project team identifies and implements circular economy principles and initiatives. The project team demonstrates an increased circularity of 10% (weighted by cost) **Exceptional:** The project team demonstrates an increased circularity of 20% (weighted by cost)
						Total		

TOWN OF VICTORIA PARK
Received: 13/05/2025



Cundall Johnston & Partners PTY
Level 2, 585 Hay St, Perth WA 6000
Tel:+61 (0)8 9421 3700
Asia Australia Europe MENA UK and Ireland
www.cundall.com

Attachment 12 - Schedule of submissions.

Schedule of submissions – No. 2 Hawthorne Place, BURSWOOD - DAP/22/02237 (Town reference: 5.2025.187.1)

Submission	Support/ Object/ Neutral	Applicant comment	Town comment
Submission 1 *Changes to setbacks and parking are acceptable as the site is not located adjacent to other residential development.* *Plenty of street parking is available at peak visitor times at weekends. These concessions support a desirable increase in dwelling numbers and the improved diverity of dwelling types on offer.*	**Support**	*Comments of support noted.*	The Town notes the comments provided by the submitter and the applicant.
Submission 2 *"...I am writing on behalf of* **REDACTED**, *the owner of* **REDACTED**, *which directly adjoins Lane 59.* *We have reviewed the proposed amendments to the approved mixed-use development and wish to provide the following comments:* ***1. Support for Development in Principle*** *We are pro-development and recognise the value that quality projects bring to the local area. We welcome new investment and are supportive of this project proceeding, subject to appropriate planning provisions being met.* ***2. Parking Impacts – Existing and Future***	**Object**	*Comments in support of proposed development noted.* *In relation to parking:* • *Comments regarding the existing residential development parking impacting the laneway are beyond the control of the proponent of the development.* • *Vehicles parked within the laneway obstructing vehicle traffic is a matter to be dealt with by the Town, however, given it is a laneway, it is understood vehicles are not able to park in this location or block vehicle movement.*	The Town notes the comments provided by the submitter and the applicant. The Town is satisfied that the proposed impacts on traffic and other items are satisfactorily addressed by the Traffic Impact Statement. The Town considers that the visitor parking shortfall has been satisfactorily addressed through the amended plans and information, provided on 19 September 2025. Further discussion regarding parking, specifically visitor parking, is included within the body of the report.

Our property, which fronts Lane 59, already experiences severe congestion and parking issues. Since the completion of the development at 133 Burswood Road, the situation has deteriorated significantly: • *Visitor and resident overflow parking frequently fills Lane 59.* • *Vehicles park illegally and block access, yet enforcement appears minimal.* • *The narrow laneway is often obstructed, causing safety issues and difficulties for deliveries, rubbish collection, and emergency access.* *The root of this problem has been inadequate on-site parking provision in past approvals, forcing residents and visitors to use surrounding streets and laneways.* ***3. Current Proposal – Visitor Parking Shortfall*** *The current application proposes a shortfall of 8 visitor bays (even when reciprocal bays are counted). Given the proven impact of insufficient parking in nearby developments, this is unacceptable and will exacerbate existing congestion along Lane 59.* *If this shortfall is approved, it will inevitably push even more cars into the laneway and surrounding streets, further impacting safety, access, and amenity for adjoining property owners and residents.* ***4. Requested Action*** *We respectfully request that the Town require the developer to:*		*In relation to visitor parking:* • *The revised development design now provides 20 dedicated visitor parking bays to accommodate future users.* • *Whilst this is a shortfall of 3 bays, it is considered the reduced shortfall is acceptable given availability to alternate forms of travel to the development (i.e. public transport services, bicycle parking, walking, ride share services), none of which require a visitor parking bay.* • *Peak occupancy of visitors primarily occurs during evenings or weekends, when publicly available on-street parking and the adjoining Hawthorne Place car park is not at capacity. The reduced shortfall is considered acceptable to be managed by on-street parking.* • *As above, vehicles should not be parked within the laneway and where this occurs, this should be managed by the Town.*	The Town notes that any potential future unauthorised parking and obstruction of thoroughfares will be addressed by the relevant authorities in an appropriate manner.

• *Provide a compliant number of dedicated on-site visitor bays, without reliance on reciprocal/shared parking; and* • *Consider increasing overall parking provision above the minimum to future-proof against similar issues to those experienced at 133 Burswood Road.* *Addressing this now will help ensure the development integrates well into the local area without repeating the parking and access problems already evident in Lane 59…"*		*The development is considered to provide sufficient parking and warrants support accordingly.*	
Submission 3 *'Amazing proposal, more housing needed in the area ASAP'*	**Support**	*Comments of support noted.*	The Town notes the comments provided by the submitter and the applicant.
Submission 4 *The increase in the number of dwellings from 119 to 170 will adversely affect the residents of Burswood South because it will increase traffic and congestion on Burswood Road. The traffic report estimates there will only be an additional 61 cars in the morning and 70 cars in the evening is, in my view, an under-estimation given 90% of households own at least one car in Perth (ABS). The cumulative impact of the additional cars on Burswood South residents also needs to be taken into consideration. Burswood Road is already very busy in peak hours and residents who need to enter Burswood Road from Benopath, Howick, Egham and Leigh Streets and from Kitchener Way are often delayed because of the volume of traffic using this road to connect with Great Eastern Highway and Victoria Park Drive. The*	**Object**	*The traffic report has been prepared by a qualified traffic engineering consultancy who have determined that the revised development yield proposed will not adversely impact the operation of the surrounding road network.*	The Town notes the comments provided by the submitter and the applicant. The Town is satisfied that the proposed impacts on traffic and other items are satisfactorily addressed by the Traffic Impact Statement. The Town considers that the visitor parking shortfall has been satisfactorily addressed through the amended plans and information, provided on 19 September 2025. Further discussion regarding parking,

reduction in visitor bays is also a concern and people will try to find street parking, adding to the existing congestion. There is limited parking in Hawthorn Place which means that people will use surrounding residential streets to park which will affect the amenity of residents. The concerns relating to traffic and congestion were raised in the petition lodged by 50+ residents in response to the original development proposal when 119 units were proposed. Please do not ignore or minimise the impact of the proposed changes on residents. They will be considerable and affect our way of life.			specifically visitor parking, is included within the body of the report.

Attachment 13 - Original Responsible Authority Report and attachments.

Original Responsible Authority Report and attachments - 14 October 2022 - Agenda - No 113 - Town of Victoria Park

Attachment 14 - Applicants' response to further information request, dated 19 September 2025.

PS ref: 9175

19 September 2025

TOWN OF VICTORIA PARK
Received: 19 September 2025

Chief Executive Officer
Town of Victoria Park
99 Shepperton Road
Victoria Park WA 6100

Via email: [redacted]

Dear [redacted],

LOT 100 (2) HAWTHORNE PLACE, BURSWOOD
RESPONSE TO REQUEST FOR FURTHER INFORMATION
AMENDMENT TO APPROVED MIXED USE DEVELOPMENT

Planning Solutions acts on behalf of SKS Hawthorne Pty Ltd, the registered proprietor and proponent of the approved development at Lot 100 (2) Hawthorne Place, Burswood (**subject site**).

We refer to the Town of Victoria Park (**Town**) request further information (**RFI**) issued on 25 July 2025 relating to the proposed application to amend the approved mixed use development (DAP/22/02237).

In response to the Town's RFI, we are pleased to provide the following submission addressing the matters raised by the Town and in support of the proposed application to amend the existing development approval.

1 RESPONSE TO PUBLIC SUBMISISONS

A response to submissions received during the public consultation period is provided within **Appendix 1**.

2 DEVELOPMENT PLANS

In support of the response to the Town's RFI, the Development Plans have been updated to address matters raised, refer **Appendix 2** – Updated Development Plans.

A summary of design modifications to the updated Development Plans and an apartment area schedule comparison has been prepared in response to the Town's RFI correspondence, refer **Appendix 3** – Architect's Response Schedule.

The updated Development Plans and the Architect's Response Schedule should be read in conjunction with this submission response and other technical detail provided.

3 UPDATED CONSULTANT INPUTS

In support of the response to the Town's RFI, the following additional technical consultant inputs are provided:

- Updated Landscape Calculations (deep soil and on-structure planting calculations)
- Updated Swept Path Diagrams

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

4 RESPONSE TO REQUEST FOR FURTHER INFORMATION

The following provides responses to the matters raised within the Town's RFI correspondence. As the submission addresses matters relevant to a range of planning framework instruments, responses have been separated below.

4.1 LOCAL PLANNING POLICIES

In relation to matters raised relating to the Town's Local Planning Policies, these matters are responded to architect's response schedule (refer **Appendix 3**).

4.2 RESIDENTIAL DESIGN CODES

In relation to matters raised relating to the Residential Design Codes Volume 2 (**R-Codes**), responses to matters outlined within the Town's RFI are addressed within this submission and within the architect's response schedule (refer **Appendix 3**).

4.2.1 Street setback

In relation to passive surveillance outlook to the laneway, additional breaks within the podium top landscape planter elements have been introduced to allow occupants opportunity to move up to the edge of the podium adjoining the laneway. Where previous design incorporated only two (2) points to stand adjoining the laneway edge (with a cumulative length of 9.7m), there are now eight (8) points for occupants to stand adjoining the laneway (with a cumulative length of 30m). This reflects a threefold increase in provision of areas for passive surveillance at the podium level.

These increased passive surveillance points are supported by passive surveillance opportunities from the wider development, including:

- South facing tower balconies (two balconies per level).
- The ground floor resident pedestrian access point, which was not a feature within the existing development approval and adds significant further activation and surveillance to the adjoining laneway.
- Separate visitor and resident vehicle access points.
- Two dwellings on either end of the development site adjoining the laneway at Ground Level and Level 1.
- Multiple service and pedestrian access points.

In addition to the above, it is important to note that the development site is located to the northern side of the laneway. The southern side of the laneway comprises almost 20 properties, including 10 which directly front the development site. These properties contribute to passive surveillance of the laneway and as they develop in the future, they will increase surveillance opportunities to the laneway.

On balance, all proposed surveillance measures are a significant increase to the original amendment application design and the existing development approval. As such, the design as proposed warrants support accordingly.

4.2.2 Tree canopy and deep soil areas

We note the Town's concerns regarding the inclusion of *Eucalyptus victrix* and *Tipuana tipu* tree species. The proponent is acceptable to updating the planting palette in consultation with the Town's recommendations on alternate tree species that achieve intended canopy value without the associated risks.

Condition 9 of the existing approval requires provision of a detailed landscape plan prior to issue of a Building Permit. The existing condition is considered a sufficient mechanism by which to address update of species.

With respect to deep soil area and on-structure planting calculations, these have been revised based on proposed landscape planting areas as shown in the updated Development Plans (refer **Appendix 4** – Updated Landscape Calculations). As a result of design amendments, both deep soil area and planting on-structure has increased.

TOWN OF VICTORIA PARK
Received: 19 September 2025

4.2.3 Public domain interface

The Town's concerns related to this matter are addressed within Section 3.2.1.

4.2.4 Pedestrian access and entries

The Town's comments related to public surveillance are addressed within Section 3.2.1.

In relation to matters pertaining to entry point doors opening into the area associated with future laneway widening, this matter has been addressed in the updated Development Plans (refer **Appendix 2**).

In relation to the interface of the development with the street and Element Objective 3.7.2, the primary development building entry point remains along the Hawthorne Place frontage, consistent with the existing development approval. The primary entry point and street frontage provides residents and visitors alike a clear, comfortable and safe way to enter the development.

The right-of-way is not the primary access point or frontage of the development, and its primary function is for provision of vehicle access and servicing of the development. As such, the development is considered to clearly align with Element Objective 3.7.2.

To ensure the development continues to provide multiple opportunities for residents to enter at alternate points around the subject site, the revised development design includes an additional resident access point from the adjoining laneway. Like the access point provided via GO Edwards Park, this access point is for residents only and will be secured through appropriate fencing for resident safety. Fencing will be permeable in design to ensure surveillance of the entry from internal to the site, from the right of way and from adjoining lots to the south side of the laneway.

This additional access is also in proximity to Hawthorne Place and provides an alternate, comfortable and safe pedestrian access point to the development, inclusive of a seating nook and landscaping for enhanced resident amenity.

The development maintains primary access via Hawthorne Place and will provide an excellent interface with the public domain. The amended design is not considered to significantly depart from the existing development approval which was supported by DAP. The amendments are considered to enhance the approved development and warrant approval accordingly.

4.2.5 Vehicle access

In relation to comments provided by the Town's Engineering Department, these matters are addressed later in this submission.

4.2.6 Car and bicycle parking

<u>Visitor car parking</u>

Based on the Town's RFI, a primary matter of concern related to visitor parking provision and associated shortfall with R-Codes requirements. In response to this, the visitor parking area contained within the ground floor of the development has been modified to comprise expanded visitor parking provision. 20 visitor parking bays are now accommodated on-site, reducing the 'on-paper' shortfall to three (3) bays.

The three (3) bay visitor parking shortfall is considered acceptable for the following reasons:

- DG 3.9.2 encourages parking requirements to be considered based on proximity of the site to public parking or high-frequency public transport to encourage walking, cycling and use of public transport. The Town's RFI acknowledges the location of the site in proximity to public transport and cycling infrastructure and these measures are considered likely to reduce visitors travelling solely by private vehicle to the development.
- To encourage visitors to travel via bicycle, additional visitor bicycle spaces have been included beyond minimum requirements.
- Whilst the RFI correspondence indicates public parking within the vicinity is at peak capacity, it is our assessment that this scenario is generally only occurring within primary business hours (8am-5pm), Monday to Friday.

TOWN OF VICTORIA PARK
Received: 19 September 2025

- The 'peak occupancy' scenario identified by the Town appears to be primarily driven by limited restriction to on-street parking within the adjoining streets. Both Thorogood Street and Hawthorne Place provide opportunity for paid parking between 8am-6pm Monday to Friday. Limited restriction to on-street parking within the immediate street network is not comparative of other streets within the wider area which appear to generally have 2 hour time limitations on bays.
- Most residential visitors are considered likely to travel to the development during evenings and/or weekends, at which time our observations of on-street parking availability in the immediate vicinity have identified parking is predominantly available after business hours on all days.
- As per DG 3.9.3, visitor parking may be reduced where there is adequate on-street parking in the vicinity of the development. It is our position that sufficient on-street parking is available at the likely peak visitor attendance times (evenings and/or weekends) when surrounding commercial businesses are limited in operation or closed entirely.
- Should visitors travel to the development mid-week, the development will provide 20 dedicated visitor parking bays on-site (almost 90% of the recommended provision). It is considered highly unlikely that a visitor would arrive at the development and not be able to find a dedicated on-site visitor parking space.
- It is considered that the reduced shortfall is acceptable given availability and access to alternate forms of travel to the development (i.e. public transport services, bicycle parking, walking, ride share services), none of which require a visitor parking bay, and which are all means of alternate travel that are encouraged in lieu of private vehicle usage.

On balance, the provision of 20 visitor parking bays and the minor shortfall is considered acceptable and warrants support.

Visitor bicycle parking

Shortfall in residential visitor bicycle parking has been addressed through provision of additional dedicated bicycle parking for residential visitors at the primary residential entry point off Hawthorne place. 20 dedicated visitor parking bays are now included to support future operation of the development.

Provision of increased bicycle spaces beyond the minimum requirement also encourages visitors to choose alternate modes of travel to the development.

4.2.7 Solar and daylight access

Additional solar diagrams have been provided within the updated Development Plans (**Appendix 2**) and clarification on the balcony design and shading is indicated within **Appendix 3**.

4.2.8 Natural ventilation

Additional detail regarding natural ventilation to dwellings is provided within the architect's response schedule (refer **Appendix 3**).

4.2.9 Size and layout of dwellings

The method of apartment area calculation has been reviewed and updated by the project architects to align with R-Codes requirements. Dwelling areas reflected on the updated development plans are automatically calculated within the modelling software and are accurate to the second decimal.

Further clarification on dwelling areas is provided within the architect's response schedule (refer **Appendix 3**).

4.2.10 Private open space and balconies

In relation to balcony and terrace sizing, ground floor balcony sizes and minimum dimensions have been revised to achieve minimum spatial requirements.

Ground floor balconies no longer contain air conditioning (**AC**) units, with these relocated internally within the development so to not limit function of the balcony space. Upper level balcony sizes have been reviewed, and where required, updated to ensure minimum dimensions and sizes are achieved.

TOWN OF VICTORIA PARK
Received: 19 September 2025

Regarding external fixtures, AC units have been removed from ground floor balconies. Above ground level, AC units have been repositioned away from habitable rooms wherever possible and will be screened appropriately to mitigate any impact to streetscape.

Examples of potential AC unit screening measures and how these may integrate with the balcony are provided within **Appendix 3**.

Condition 21 of the existing development approval sufficiently captures the requirement for specification of AC unit design to be provided to, and approved by, the Town prior to issue of the relevant Building Permit.

4.2.11 Circulation and common spaces

All communal corridors adjacent residential dwellings have been revised to ensure they achieve a minimum 1.5m width for appropriate circulation. Communal corridors provide locations for a sufficient passing space to meet the 1.8m x 2m Australian Standard requirement. Refer updated Development Plans (**Appendix 2**) and architect's response schedule (**Appendix 3**).

4.2.12 Storage

Storage area calculation has been reviewed. Areas reflected on the updated development plans are automatically calculated within the modelling software and are accurate to the second decimal. Additional detail regarding design, sizing and function of dwelling storage areas is provided within the architect's response schedule (refer **Appendix 3**).

4.2.13 Landscape design

Modification of previous landscaping design along Level 1 is noted, however, the development and its design has evolved since the original application and is still presented in a form that represents significant communal area, landscape and residential amenity.

In relation to the proposed development, the landscape area at the street interface to Hawthorne Place has increased in area from the original development approval and is considered to align with the intention of Element Objective 4.12.1. This increase was noted by the Town's Design Review Panel (**DRP**) as a positive improvement and warrants support accordingly.

In relation to windows to the communal walkways, these are now proposed as opaque glazing within the amended development plans to remove any impact to occupants of dwellings or persons travelling along the communal corridor areas.

With respect to commentary from the DRP regarding landscape, the following advice is noted:

- In relation to viability of deck planting, planting palette is suitable to the conditions and generous contiguous planters are incorporated to maximise soil volumes. Planter detail will continue to be developed through detailed design to maximise opportunities to support long-term health.
- Podium edge greening has been maintained, however, the private garden maintenance element has been significantly reduced to allow increase in private garden area for the adjoining dwellings on level 3 of the development.
- Additional shading devices may be considered as part of the detailed design stage of the development process.
- The project landscape architect (Realm Studios) has advised that all deep soil calculations follow the methodology prescribed in the R-Codes. Refer **Appendix 4** for landscape area calculations.
- As per comments earlier within this submission, tree species can be reviewed and updated as part of the detailed landscape plan design prior to Building Permit.

4.2.14 Utilities

In relation to AC units, location and design of screening is addressed earlier within this submission.

In relation to storage areas, these areas no longer contain utilities.

TOWN OF VICTORIA PARK
Received: 19 September 2025

In relation to detail on servicing and utility provision, meter locations are in the same location as per the previous approval (ground floor adjacent fire booster and other fire services. Further detail and design on service infrastructure will be resolved through the detailed design phase of the project when servicing and final internal design is completed.

As noted earlier within this submission, Condition 21 of the existing development approval captures the requirement for provision of additional information relating to plant equipment, AC unit design, servicing, dwelling utilities. This condition requires approval by the Town prior to issue of the relevant Building Permit.

5 EXTERNAL REFERRAL COMMENTS

5.1.1 Department of Planning, Lands and Heritage

Department of Planning, Lands and Heritage comments in support of the development are noted.

5.1.2 Perth Airport

As demonstrated on the amended development plans, the proposed development is proposed to a maximum height of 69.7m. RL has been used in lieu of AHD, however, this does not change the maximum height of the building. No part of the proposed development (primary structure or ancillary element) exceeds a maximum height of 71.5m AHD and the development remains compliant with Condition 3 of the existing development approval. Condition 3 will remain valid as part of the amended development approval.

Re-referral to Perth Airport is not considered unnecessary given compliance with Condition 3 of the existing development approval and noting that this condition is not proposed to be removed from the existing development approval.

6 INTERNAL REFERRAL COMMENTS

6.1.1 Environmental health

Comments with respect to provision of additional acoustic reporting are noted. Detailed acoustic reporting was provided within the original development application and was supported subject to provision of a final acoustic report addressing compliance with *State Planning Policy 5.4* and the *Environmental Protection (Noise) Regulations 1997*. Given detailed design has not progressed, provision of further acoustic reporting at this stage of the development process is of no realistic benefit to the development assessment process.

Following approval of the amendment application and progression of detailed design and documentation, further acoustic reporting will be prepared in accordance with Condition 15 of the existing development approval.

6.1.2 Traffic and transport engineering

Refer **Table 1** for responses from the project traffic engineer, Stantec, to the City's traffic comments outlined in response to Element 3.8 Vehicle access.

Table 1: Stantec responses to LG traffic comments

LG comment	Response
To ensure cars entering the site have priority and avoid queuing into Lane 59, control functions are required to the ramp exit on the ground floor (such as give-way signage, and a stop-line).	Based on the traffic volumes estimated to be generated by the proposed development (refer Table 5-3 of TIS), it is highly unlikely that there will be any queuing onto Lane 59. Notwithstanding, a stop line could be provided at the base of the ramp for reinforcement. A stop sign could be mounted on the column next to the ramp, however it should be mounted such that it is visible from the ramp and not at risk of collision from vehicles. It is unlikely that this will have any material affect as these vehicles are likely to stop and give way anyways as their aisle / ramp is terminating. Convex mirrors have also been proposed and discussed in the TIS.

TOWN OF VICTORIA PARK
Received: 19 September 2025

Methods to improve priority control at other T-junctions are requested.	Noted, however, at some locations it will not be feasible to install signage due to spatial constraints. Convex mirrors have been proposed and discussed in the TIS.
The TIS indicates that a B85 and B95 vehicle, in addition to B99 vehicles, are unable to pass each other at right-angle corners. An amended design/and or method of control is required to ensure that drivers of these vehicles will not crash when passing each other at these pinch-points, in addition to at other areas within the development and at the access to/from Lane 59.	As per AS2890.1 Section 2.5.2(c), intersections may be designed for the use by one vehicle at a time. Given this development's main carpark is for use by residents (who are familiar with the site), and it is a parking structure with a need for columns, it is common for intersections such as these to be designed for only one vehicle at a time. It is unlikely that the trips generated will be enough to cause any major conflict points.
The TIS swept-paths indicate that sideswiping may occur between cars turning left from the ramp onto the ground floor, and cars turning right to enter the ramp (see below). This issue requires amendments, with the relocation of adjacent motorcycle bays at these points, and widening of the ramp-exit suggested. Alternatively, a control method is required to prevent collision and impact on the access onto Lane 59.	As per item 3 above, intersections are only required to accommodate one vehicle at a time, especially in residential carparking structures. Refer also to comments above with respect to T-junction control measures.
The swept-paths for the resident end parking bays have been provided using B85 templates (see below); suggesting that the fit is for small cars only, and should be marked to accommodate small cars only.	The length for this parking bay is only 5m long and therefore does not meet the standard dimensions for a parking space, however, since this is a residential carpark, it is assumed that parking spaces would be assigned to each of the apartments and therefore the same vehicle would be parked in this space. The bay could be marked as a small car bay, if required by the Town. Updated swept paths are provided for revised parking areas (refer **Appendix 5** – Updated Swept Path Diagrams).
Insufficient vehicle sightlines are provided.	Vehicle access arrangements to the two car park areas have been revised to ensure sightlines through truncations and permeable/perforated screening measures.
The currently provided TIS does not include impacts for movements of service vehicles into the ROW. Road widening to allow for a hook turn was proposed as part of the previous TIS. Clarification that these clearances will be accommodated is required to be provided.	The movement and proposed measures on the laneway for the service (waste) vehicle are detailed in the Waste Management Plans (dated 7 May 2025). Modification of the laneway to accommodate waste vehicle movements is still proposed and is captured via condition of the existing development approval.
The Town notes that the previous approval comprised visibility truncation screens adjacent to the vehicle accessways where they intersected with the laneway. These visibility truncation screens (or similar) are not provided as part of this application. The lack of appropriate sightlines is not supported by the Town, which notes that the adverse safety risk posed by the new proposal.	Refer comment above regarding sightlines. Truncations and screening devices are proposed to ensure sightlines.
Notwithstanding the above, access way No. 1 is located 10.6m closer to the lot boundary than the previous approved plans. Noting the traffic engineering comments above, the Town requires additional information to confirm the suitability of the re-located vehicle access leg from a functionality perspective (notwithstanding it retains an acceptable visual impact, given it is not prominently visible from Hawthorne Place).	AS2890.1 Figure 3.1 details 6m from the kerb Tangent Point as the minimum distance from the intersection to an access driveway. The proposed access is approximately 27m clear of the Tangent Point of the Hawthorne Place intersection, therefore there is no issue with the proposed access location.

TOWN OF VICTORIA PARK
Received: 19 September 2025

6.1.3 Parks

Verge landscaping detail will be refined and resolved with the Town's Parks team post-development approval, consistent with Condition 11 of the existing development approval which requires separate approval.

Comments regarding species not recommended for the development are noted and will be addressed through progression of the detailed landscape plan in accordance with Condition 9 of the existing development approval.

6.1.4 Waste services

Comments on FOGO and verge valet matters are noted.

6.1.5 Public art

Comments with respect to location of public art are noted. This matter will be addressed through detailed design and in accordance with Condition 5 of the existing development approval.

7 CONCLUSION

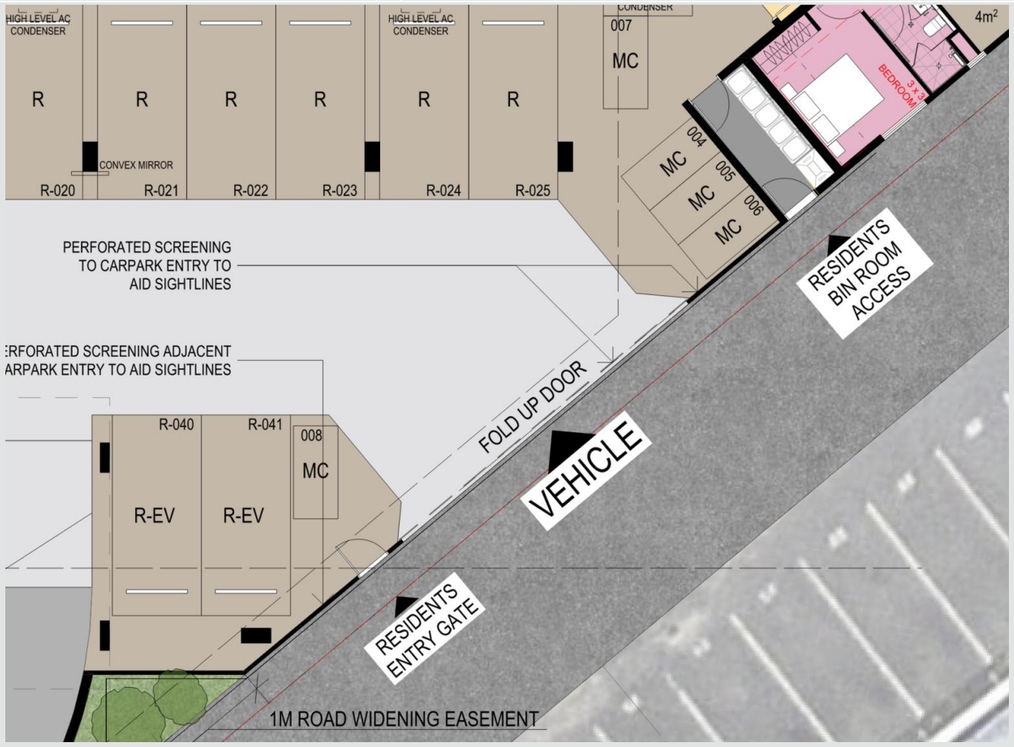
Should you have any queries or require further clarification in regard to this submission or the amendment application, please do not hesitate to contact the writer.

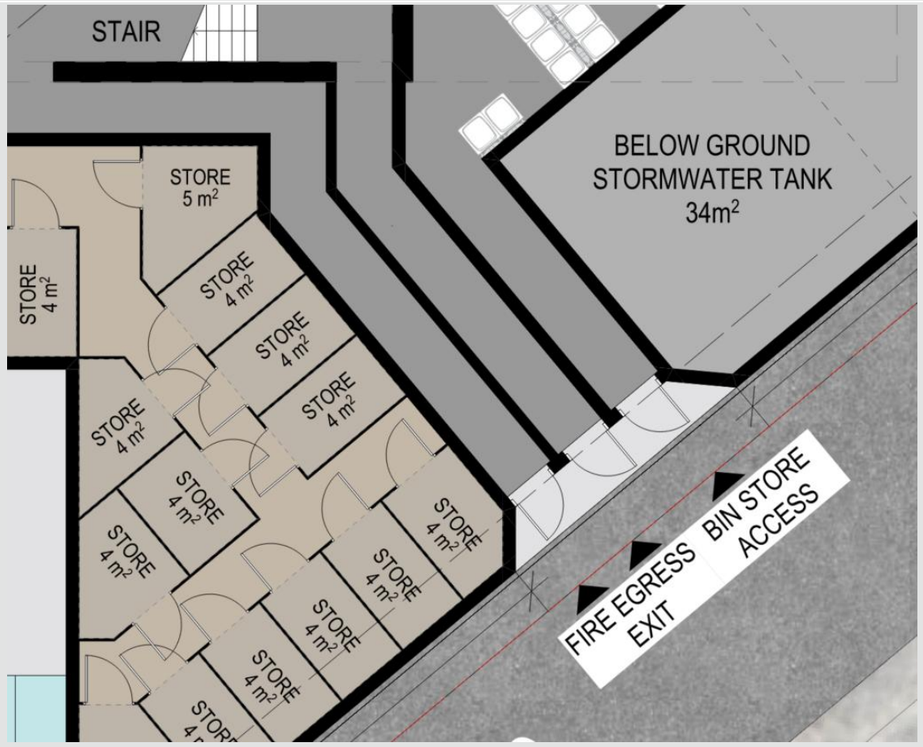
Yours faithfully,

MATTHEW CAIN
SENIOR ASSOCIATE

TOWN OF VICTORIA PARK
Received: 19 September 2025

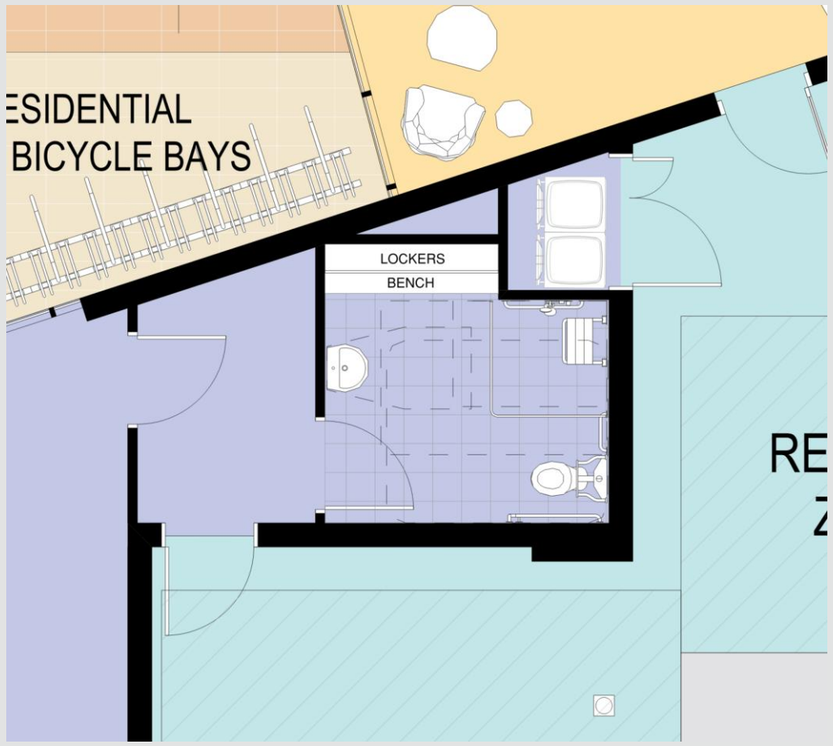
#	Town of Victoria Park Comments		Response
ITEM 1 - LOCAL PLANNING POLICY NO. 7 - DEVELOPMENT AND VEHICLE ACCESS TO PROPERTIES ABUTTING RIGHTS-OF-WAY (LPP 7)			
Clause 14. Fencing, gates and retaining walls			
ToVP Recommendations			
1.	*Clause 14 above requires all gates to be located within the property boundaries of the subject site. The Town notes that the access doors to the residents' bin store, the residents carparking entry, and the fire egress exit, all open into the portion of the site to be ceded to form part of Lane 59.* *In addition to the above, the Town notes that the office doors open into the Hawthorne Place Road reservation, which is not supported.*		Fire egress doors on ground floor have been further recessed into the corridor and the office tenancy doors have been mirrored to open inwards. Access doors to the resident carpark and bin store originally shown as opening into the relevant spaces, and therefore no change. See image below for reference.





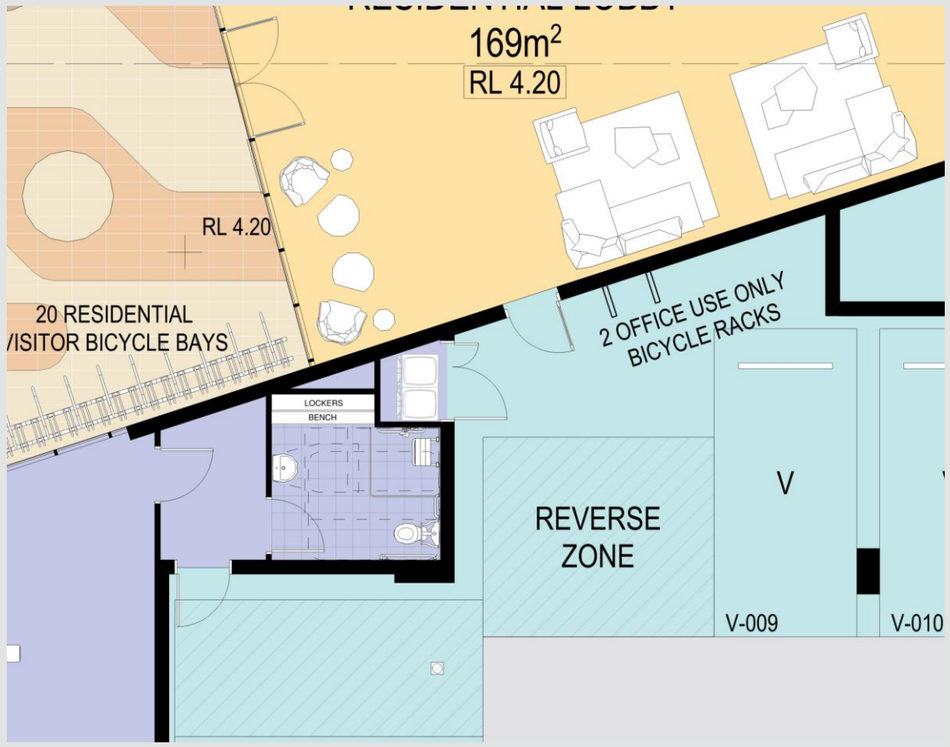
TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 2 - LOCAL PLANNING POLICY 22 - DEVELOPMENT STANDARDS FOR CAUSEWAY PRECINCT (LPP 22)			
General provision (g) - Pedestrian and Cyclist Access			
ToVP Recommendations			
1.	*The Town notes that no bicycle parking is specifically allocated for the office tenancy, with no specified end-of-trip facility provided for the office tenancy (given the lack of lockers provided in the adjacent office bathroom/shower). The Town considers that this item may be addressed via a condition to provide locker facilities within the adjacent bathroom/shower to comprise an end-of-trip facility.*		Office bathroom and bin store layout revised to provide internal lockers, for end-of-trip facilities. See image below for reference. Stantec note end-of-trip facilities are not required under the Town's Local Planning Policy, as less than 5 bicycle spaces are required.



TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 3 - LOCAL PLANNING POLICY NO. 23 - BICYCLE PARKING, CAR PARKING AND ACCESS FOR NON-RESIDENTIAL DEVELOPMENT (LPP 23)			
Bicycle Parking - Provision			
ToVP Recommendations			
1.	*The net lettable area of the office tenancy has been calculated at 113m2. Per Clause 5.1.1 of LPP23, one short-stay and one long-stay bicycle parking bay is required. The applicant planning report states that two short-stay bicycle parking bays are provided.*		Two wall mounted bicycle racks (1 short stay and 1 long stay) have been provided and noted to be for office use only. See image below for reference.



TOWN OF VICTORIA PARK
Received: 19 September 2025

TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments	Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)		
ELEMENT 2.3 - STREET SETBACKS - Element Objective O2.3.4 states – The setback of the development enables passive surveillance and outlook to the street.		
ToVP Recommendations		
1.	*The Town considers that insufficient passive surveillance of Lane 59 is proposed, noting the lack of active habitable areas facing Lane 59 at the podium level, with portions of Lane 59 closer to the subject site being obscured due to the orientation of the tower relative to Lane 59.* *The Minutes further recommend providing additional openings to the car parking interface to provide additional actual and perceived surveillance of Lane 59.*	Please refer the images below which provide a comparison between the current proposal's car parking interface, against the approved DA's car parking interface. It should be noted that some balconies are located closer to the site boundary compared to the original DA, this is not the primary frontage of the building and that activation from adjoining developments along the laneway should be considered to supplement the passive surveillance of Lane 59, due to variance in scale of existing buildings. Further, the comparison shows the increase in openings on the carpark elevation from the previous approved DA. Additionally, in under item 2 of Element 2.3 some of the bounding planters on podium level have been removed to provide the opportunity for further passive surveillance on the laneway. See below for Elevation mark-up comparison.

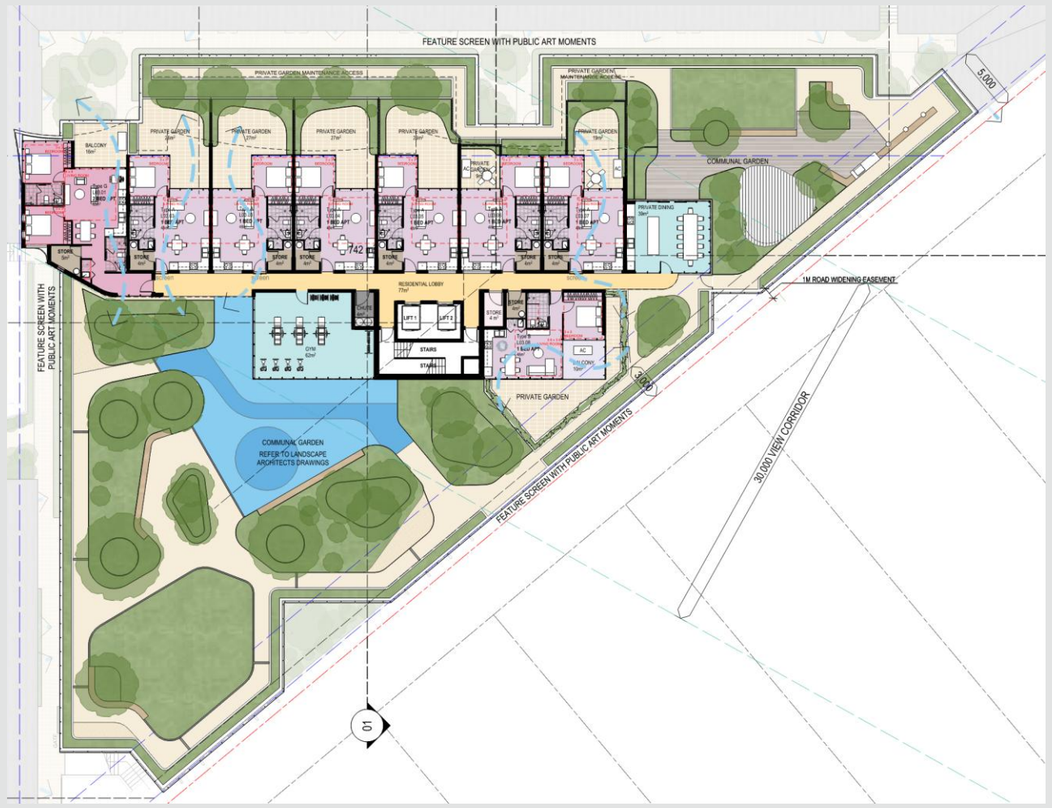
Oct 2022 approved DA

DA AMENDMENT

1. **Vehicle entry separated for residents and visitors**
2. **Increased pedestrian access points throughout the length of the lane way on ground floor.**
   - **2.a - Includes the creation of an additional landscape space that encourages interaction and engagement along Lane 59.**
3. **Observation points from Ground Floor and Level 1 apartments on lane way façade Is equal to that of Approved DA and includes visibility from alternating angle/directions.**
4. **Increased carpark façade window articulation for visibility**
5. **Tower balconies Introduced along Lane 59 for visual surveillance.**

ToVP Recommendations			
2.	*In addition to the above, the podium level common area, whilst located adjacent to Lane 59, is considered to not allow sufficient passive surveillance of the near side of Lane 59, as the depth of the planter areas adjacent to the balustrading doesn't allow for sufficient passive visibility of Lane 59.* *The Design Review Panel Minutes recommend that the podium edge/interface be amended to provide opportunities for residents to approach the podium edge to look down Lane 59.*		The podium edge/interface of bounding planters on podium level have been amended to give the opportunity for further passive surveillance on the laneway. See image below for reference.

Existing DA Amendment Podium Level



Proposed DA Amendment Podium Level

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.3 - TREE CANOPY AND DEEP SOIL AREAS - Element Objective O3.3.2 states – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.			
ToVP Recommendations			
1.	*Whilst the number of proposed trees is compliant with Table 3.3a, the Town (on the advice of the Town's Parks Department), doesn't support the incorporation of the following tree species:* • *Eucalyptus Victrix (due to rapid canopy growth is not supported by stem strength, resulting in leaning structure); and,* • *Tipuana Tipu (due to likely root damage posed by the species).*		Refer to comments and information within Planning Solutions response.

TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.6 - PUBLIC DOMAIN INTERFACE *- Element Objective O3.6.1 states – The transition between the private and public domain enhances the privacy and safety of residents.* *- Element Objective O3.6.2 states – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.*			
ToVP Recommendations			
1.	*The Town considers the above to be met with respect to the proposals interface with Hawthorne Place and G.O Edwards Park. Notwithstanding, as discussed per Element Objective O2.3.4, the proposal is not considered to provide sufficient passive surveillance over the laneway, thereby not sufficiently enhancing safety in this regard.*		Refer to Element 2.3.2, for information relating to passive surveillance over the laneway.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.7 - PEDESTRIAN ACCESS AND ENTRIES - Element Objective O3.7.1 states – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.			
ToVP Recommendations			
1.	*As discussed per Element Objective O2.3.4, the proposal is not considered to provide sufficient passive surveillance over the pedestrian access points located along the laneway, thereby not sufficiently enhancing safety in this regard.* *Further to the above, pedestrian entry doors to the laneway open outwards within the area required to be ceded for laneway widening. This outward opening is not supported by the Town and is not considered to provide safety to road users. Additional measures are recommended to ensure that pedestrian safety is provided and maintained.* *As noted in the Design Review Panel Minutes, the widened portion of the laneway could be treated with a paving material/colour to suggest a pedestrian priority zone.*		Refer to Element 2.3.2, for information relating to passive surveillance over the laneway. Refer to Item 1, for information relating to access doors from the laneway. The laneway widening falls within the Town of Victoria Parks scope of works, and as such the finish will be subject to the town's selection and installation.

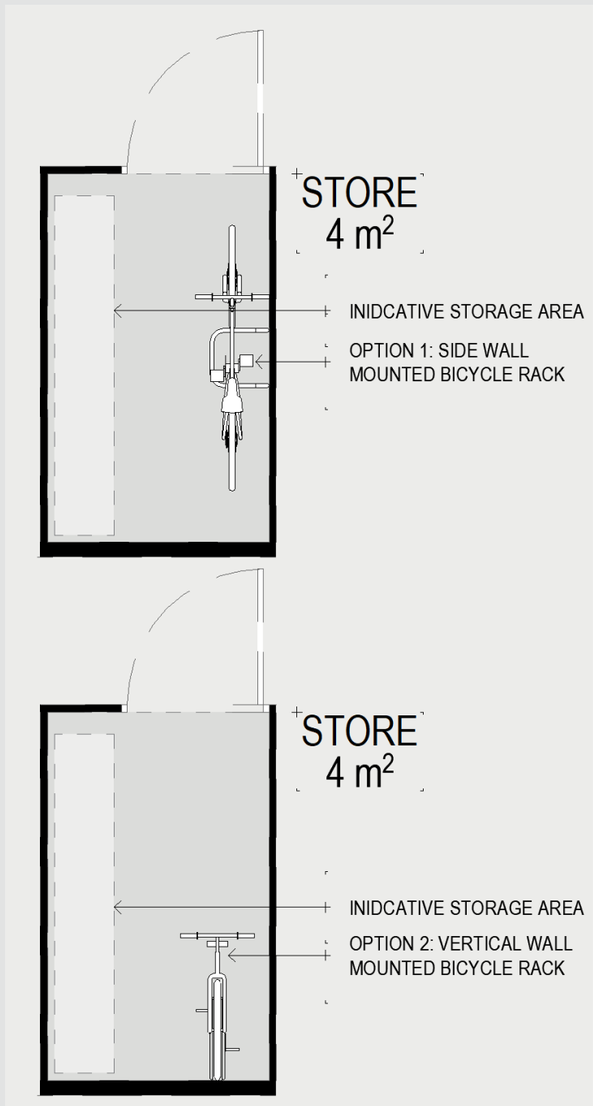
TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.7 - PEDESTRIAN ACCESS AND ENTRIES - Element Objective O3.7.2 states – Entries to the development connect to and address the public domain with an attractive street presence.			
ToVP Recommendations			
1.	*The proposal is not considered to provide sufficient attractive street presence for the pedestrian access points located along the laneway. Whilst these entry points are located along a service area, their design is not considered to be sufficiently visually appealing or inviting. Moreover, given the lack of passive surveillance discussed under Element 2.3 - Street Setbacks, these entries are not considered to be sufficiently surveyed and thereby pose an element of safety risk.*		Refer to Element 2.3.2, for information relating to passive surveillance over the laneway. The resident's lane entry Is a secondary access point meant to provide further activation of the laneway. This entry point Is articulated with an open stair with a beautifully landscaped courtyard with bench seat for Informal Interaction. Please also not that this courtyard entry Is secured through a vertical batten fence and access gate which defines the entry as well as provides a level of visibility through.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.8 - VEHICLE ACCESS - Element Objective O3.8.1 states – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.			
ToVP Recommendations			
1.	*The Town's Traffic Engineering Department has provided several items of advice, relevant to this element, relating to layout, functionality, and safety.*		Refer to comments and Information provided by Stantec. Further comments provided below: • Vehicle sightlines enhanced by providing perforated screens to the extent of the car park entry. • EV parking bays have been annotated on CPAs documentation for both the visitor and residential carpark. EV provision has been made for all visitor bays and 20% of the residential carpark, as required under the previous condition of the approved DA. *1.(a) Provision of EV charging infrastructure (in terms of transformer and switchboard capacity and metering systems) for a minimum 20% of all dwellings and all visitors bays.* • Refer to Item 2.1 and 3.1, for information relating to office tenancy bicycle parking and end-of-trip facilities. • Refer to Item 3.9.1 for information relating to visitor carpark redesign.

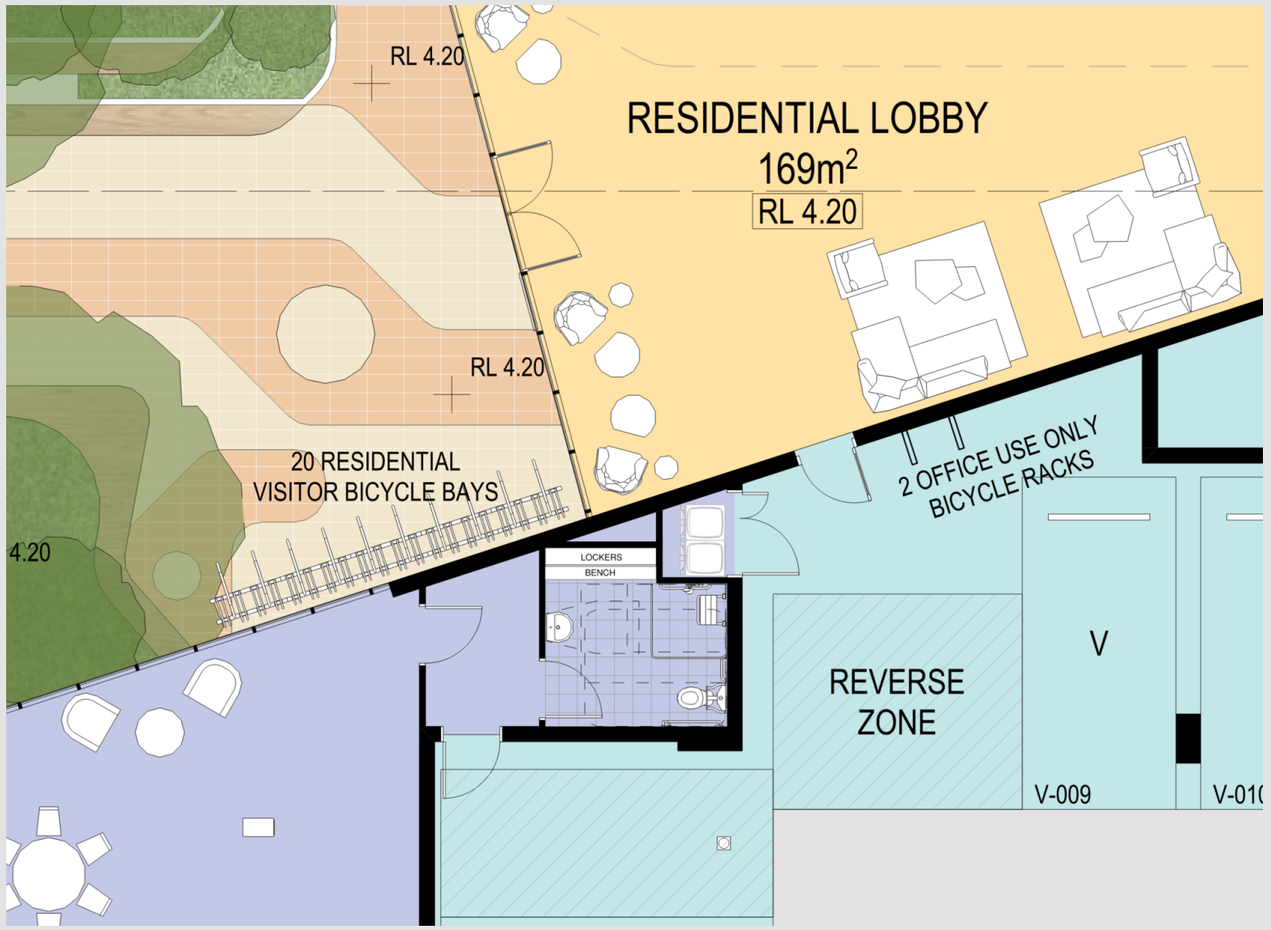
TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.9 - CAR AND BICYCLE PARKING - Element Objective O3.9.1 states – Parking and facilities are provided for cyclists and other modes of transport.			
ToVP Recommendations			
1.	*Visitor car parking: The Town notes that the previous approval required 17 bays, with 11 dedicated bays, and eight (8) reciprocal bays provided. 19 bays overall were provided, posing an excess of two (2) bays.* *Visitor car parking is non-compliant, noting that 23 bays are required, with 12 dedicated bays, and three (3) reciprocal bays (shared with the office) provided. Consequently, an eight (8) bay shortfall is proposed (if the reciprocal bays are included), or 11 bay shortfalls (if reciprocal bays are not included). This poses a new element of non-compliance from the original approval.*		The visitor carpark has been redesigned to allow for an additional 5 visitor parking bays, increasing the total amount of visitor parking to 20 bays (incl. 1 ACROD bay). Commercial bays have been removed from the proposal, noting that these are not required under the Town's local planning framework. As a result of the increase in visitor carpark and tower floor plate adjustments, the residential bin store has been relocated, and the common bicycle store removed and replaced with dedicated storerooms for apartments. As noted in ***DG 4.6.3 of the R-codes***, wall mounted bicycle racks within the resident storerooms are encouraged, to reduce the requirement of common storage areas. As such, bicycle bays have been relocated to individual unit stores, providing installation of wall mounted racks. This will result in meeting both required number of bicycle bays (85) by the Town of Victoria Park and meet the Greenstar requirement of one bay per unit (170). See image below for reference.



TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations			
2.	*Visitor bicycle parking: A total of 17 bicycle parking bays are required, with 16 proposed. Consequently, a one (1) visitor bicycle parking bay shortfall is proposed. The Town notes that the plans are unclear if the visitor bays will be reciprocally shared with the office tenancy (the office tenancy doesn't show dedicated visitor bicycle parking – therefore, a one bay shortfall could be compounded by competition with the office tenancy).*		Additional bicycle bays have been added to the external visitor's bicycle parking with a total of 20 bays provided and noted to be for Residential Visitor use. See image below for reference.



TOWN OF VICTORIA PARK
Received: 19 September 2025

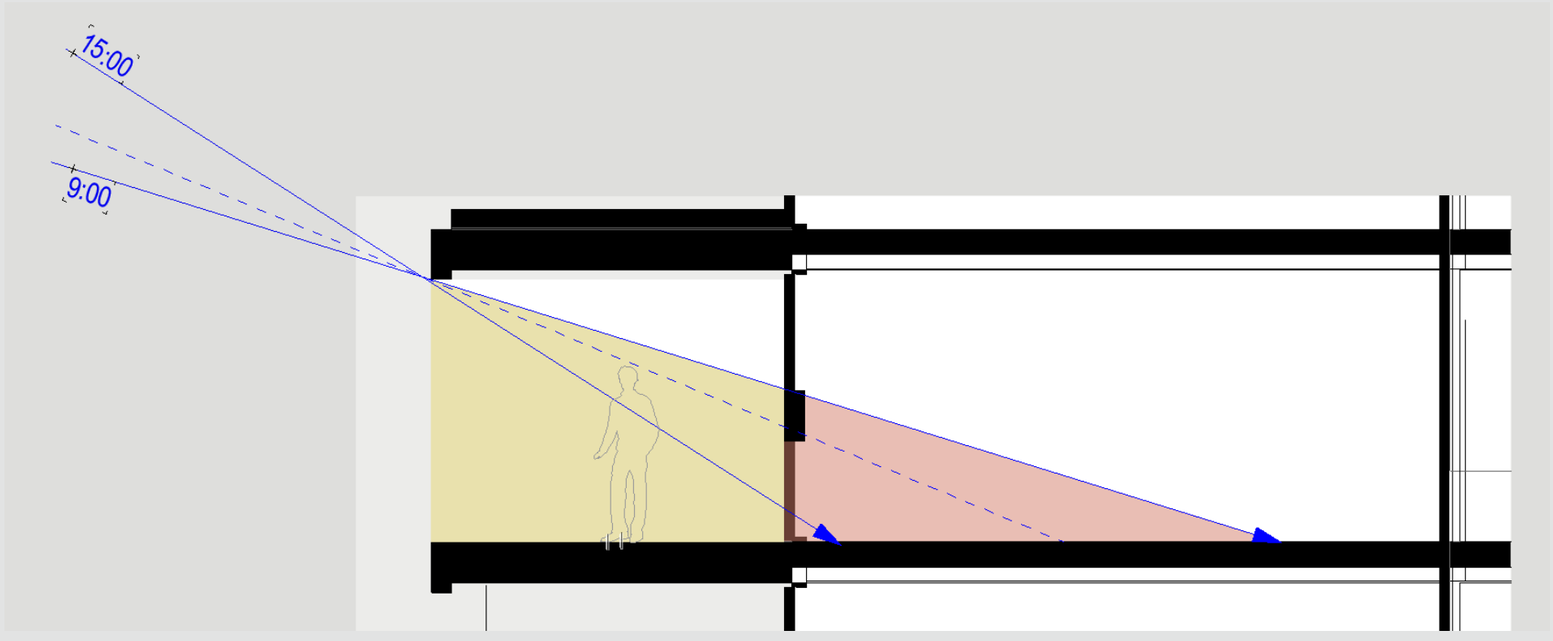
#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.8 - VEHICLE ACCESS - Element Objective O3.9.2 states – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.			
ToVP Recommendations			
1.	*The Town doesn't support the proposed visitor car and bicycle parking shortfall for the reasons listed under O3.9.2. Consequently, the Town considers that this Element Objective has not been met.*		Refer to Item 3.9.1 and 3.9.2 for information relating to visitor carpark redesign and additional bicycle bays.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 3.8 - VEHICLE ACCESS - Element Objective O3.9.3 states – Car parking is designed to be safe and accessible.			
ToVP Recommendations			
1.	*The Town notes that the Traffic Impact Statement (TIS) provided with the application (dated 8 May 2025) indicates several areas of non-compliance. The previous Traffic Impact Statement is substantially different to the proposed new Statement*		Refer to comments and Information provided by Stantec.

TOWN OF VICTORIA PARK
Received: 19 September 2025

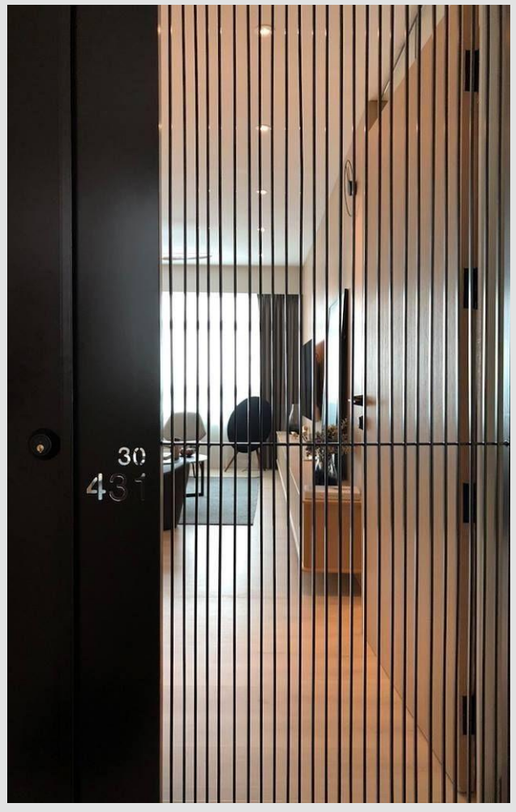
#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.1 - SOLAR AND DAYLIGHT ACCESS - Element Objective O4.1.3 states – The development incorporates shading and glare control to minimise heat gain and glare: *• from mid-spring to autumn in climate zones 4, 5 and 6 AND* *• year-round in climate zones 1 and 3.*			
ToVP Recommendations			
1.	*The Town considers that the Element Objective is not met, for the following reasons:* • *The plans indicate irregular shaped balconies, which are unclear as to how they provide adequate shading to the dwellings below to minimise heat gain.* • *Insufficient information is provided to demonstrate that direct sunlight access is minimised into habitable rooms between late September and early March (only solar access on 21 June is provided); and,* • *The location, design, and specification of the shade screens and other measures have not been sufficiently provided on the development plans.*		Additional solar access diagrams have been provided for the months of March and September, as requested. Refer to sheets A2807-2812 for information. See the image below which indicates how irregular shaped balconies provide adequate shading to the dwellings below to minimise heat gain. The location, design, and specification of the shade screens will be further developed during the next stage of the project.

Sun study 21st of March/September



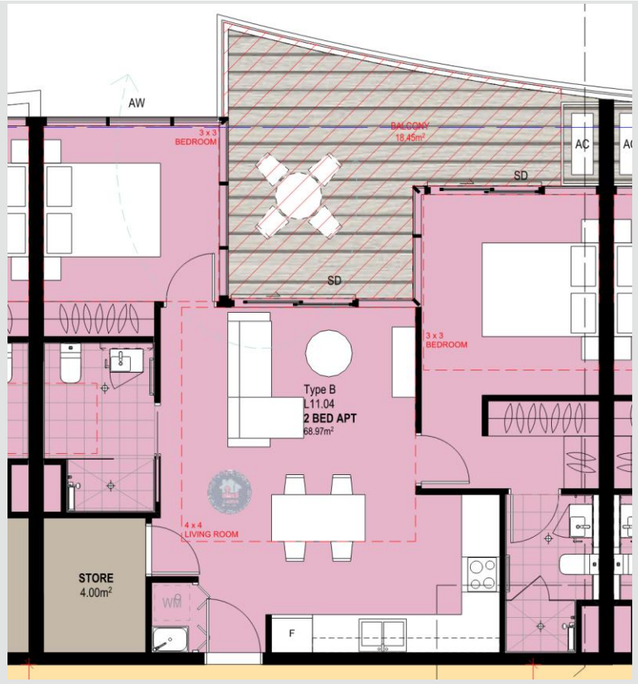
TOWN OF VICTORIA PARK
Received: 19 September 2025

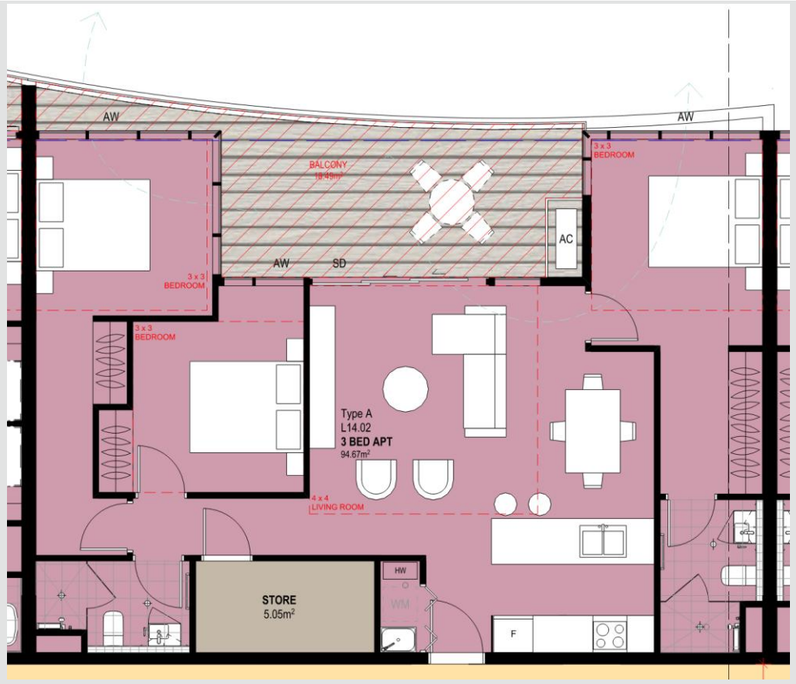
#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.2 - NATURAL VENTILATION *- Element Objective O4.2.1 states – Development maximises the number of apartments with natural ventilation.* *- Element Objective O4.2.2 states – Individual dwellings are designed to optimise natural ventilation of habitable rooms.*			
ToVP Recommendations			
1.	*At the 9th level and below, 43 of 100 (43%) of dwellings have been identified by the Town as being capable of cross ventilation (noting that these dwellings are indicated as being ventilated via windows to a kitchen or other primary habitable space). The Town notes that these dwellings largely do not indicate how their bedrooms will be sufficiently ventilated, which is not supported and must be addressed.* *The remaining dwellings at, or below, the ninth level each rely on the use of their main entry door. The Town is not supportive of this approach, given these doors may be required to be self-closing, and in any event, are unlikely to be left open for extended periods to allow for natural ventilation.*		Windows shown from main corridor of tower layouts into units have been removed from the DA amendment set, as this is not achievable from a fire separation standpoint due to the requirement of fire dampers. Doors with screens have been retained as part of the development proposal to provide the required cross ventilation, as outlined under ***DG 4.2.5 in the R-Codes***. Additionally, windows in at least two rooms and connecting doors located at the rear of the room have been provided with sliding door to balconies to aid in natural ventilation as noted In ***DG 4.2.6 in the R-Codes.*** In single aspect apartments where sufficient natural ventilation cannot be achieved due to constraints noted above, ceiling fans will be included within the development.



TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations			
2.	*Further to the above, the Town notes that a minor portion of dwellings indicate that their bedrooms are able to be sufficiently naturally ventilated, with the rest not meeting this requirement. The Town requires further information to demonstrate how ventilation can occur to all bedrooms and other habitable rooms, without relying on the main entrance door.*		Awning windows have been provided in at least two locations within bedrooms rooms to provide natural ventilation. See image below for reference.





ToVP Recommendations			
3.	*Tenth (10) floor and above: The applicant has not indicated how these upper floors will comprise balconies which incorporate high- and low-level ventilation openings.*		CPAs design intent is to utilise the same principles from lower floors into level 10 and above, therefore providing the required natural ventilation and alleviating the need for high- and low-level louvres.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.3 - SIZE AND LAYOUT OF DWELLINGS - Element Objective O4.3.1 states – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.			

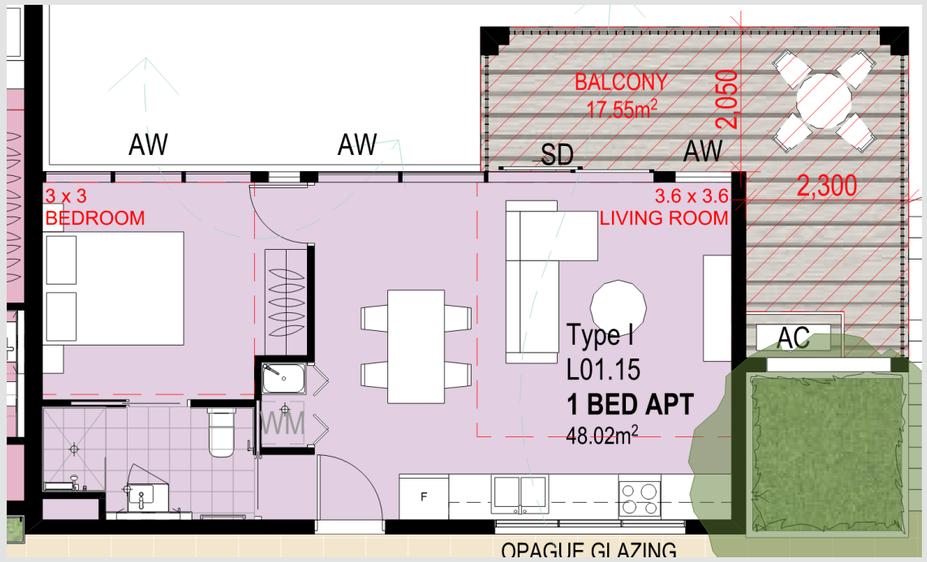
ToVP Recommendations			
1.	*The Town notes that the proposed dwellings do not have an accurate internal floor area depiction, as shown in the table overleaf.* *The Town notes that the dwellings measured within the table overleaf are a random sample of eight dwellings of different typologies, located throughout the development (with at least one dwelling from each of the different levels).*		Dwellings/apartment areas have been revised, and a separate area schedule has been provided for clarification. Please note that the Town of Victoria Parks assessment of internal apartment areas is based on scaling the PDF drawings which results in some inaccuracy. CPA area measurements are generated automatically by the CAD model and are accurate to the second decimal.

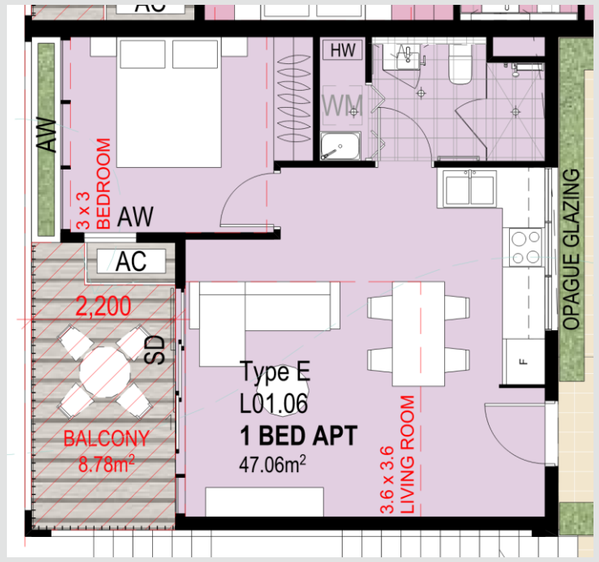
TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.4 - PRIVATE OPEN SPACE AND BALCONIES - Element Objective O4.4.1 states – Dwellings have good access to appropriately sized private open space that enhances residential amenity.			
ToVP Recommendations			
1.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Ground floor:* *No dwellings comprise the minimum area or minimum dimension requirements. The balcony areas range from 8.3m2 to 13.7m2 in lieu of 15m2.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that all AC condenser units have been removed from the ground floor balconies/terraces and relocated at high level within the carpark. See image below for reference.

TOWN OF VICTORIA PARK
Received: 19 September 2025

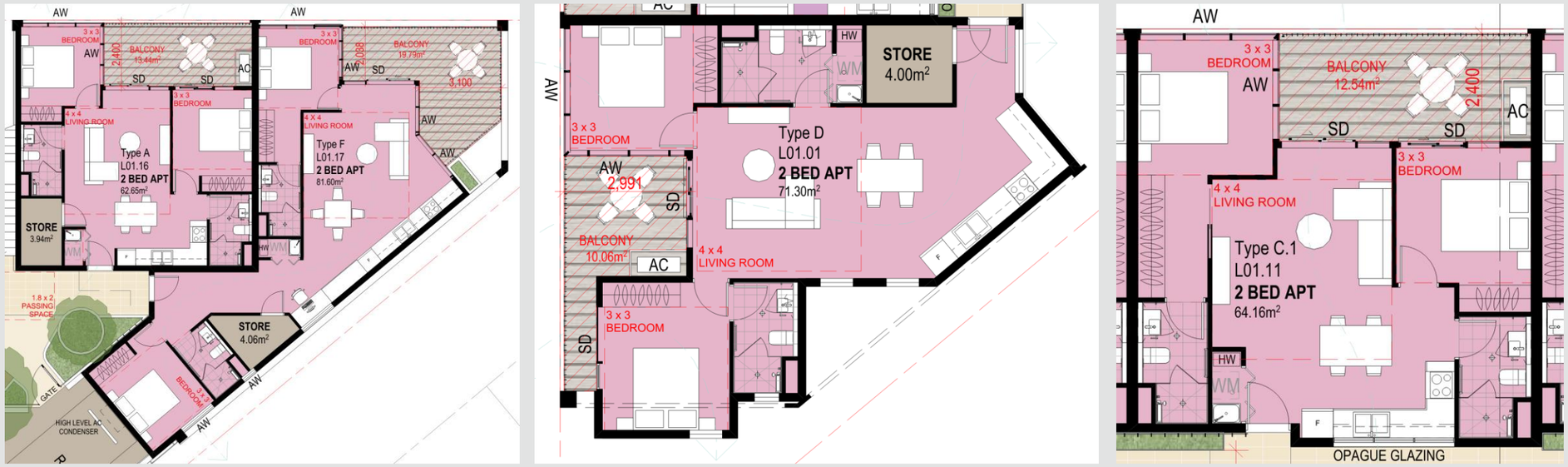
ToVP Recommendations			
2.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 1:* *One (1) bedroom dwelling - One (1) of six (6) one (1) bedroom dwellings meets the minimum required area and dimensions. The remaining five (5) dwellings meet the minimum required dimensions, though not the area (ranging from 6.6m2 to 7.3m2 in lieu of 8m2).*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. See image below for reference.





TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations		
3.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 1:* *Two (2) bedroom dwellings - Zero (0) of 11 two (2) bedroom dwellings meet the minimum required area and dimensions. The dwellings don't meet the minimum required area requirements. The non-compliant areas provided range from 6.3m2 to 7.8m2 in lieu of 10m2, with the compliant area comprising 16.9m2. The dwellings meet the minimum required dimensions.*	ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. See image below for reference.



TOWN OF VICTORIA PARK
Received: 19 September 2025

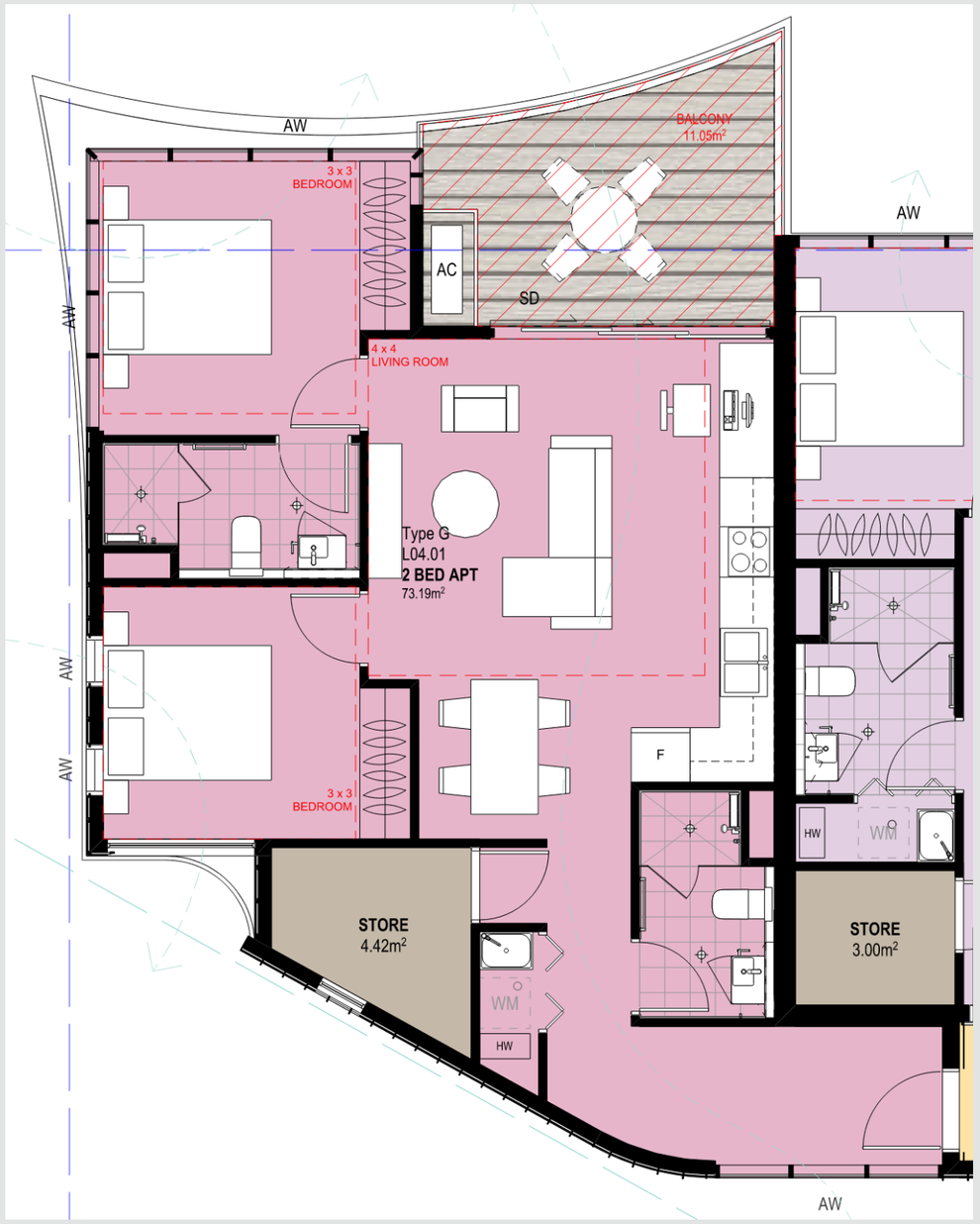
ToVP Recommendations			
4.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 3 Podium:* *Six (6) of eight (8) dwellings (all comprising a terrace) meets the minimum required area and dimensions. The remaining two (2) dwellings do not meet the minimum required area (7.7m2 and 11.8m2 in lieu of 15m2), with one (1) of those dwellings not meeting either the minimum required area, nor the minimum required dimensions. Both of the non-compliant dwellings are one (1) bedroom dwellings.*		ToVP comments have been noted, and private garden areas for the two remaining units as noted by the Town of Victoria Park, have been updated to provide the min. area and min. dimension as requested. See image below for reference.

TOWN OF VICTORIA PARK
Received: 19 September 2025

TOWN OF VICTORIA PARK
Received: 19 September 2025

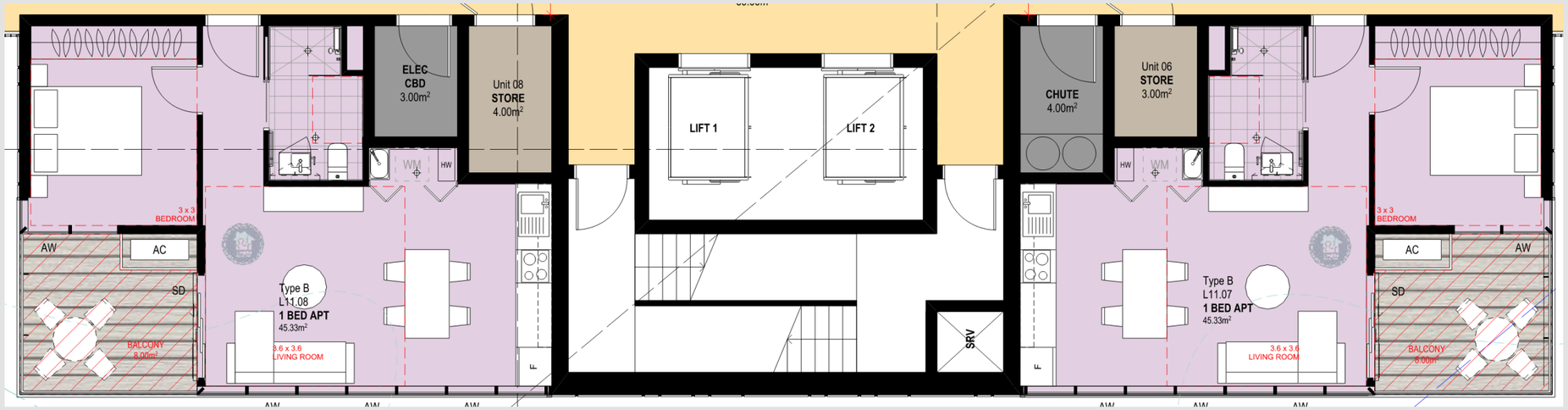
ToVP Recommendations		
5.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 4-10:* *One (1) bedroom dwellings - Three (3) of nine (9) one (1) bedroom dwelling meets the minimum required area and dimensions (21 comply throughout the entire development). The remaining six (6) dwellings don't meet the minimum required area (ranging from 6.9m2 to 7.8m2, in lieu of 8m2, though meet the minimum required dimensions.*	ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (8m²). See image below for reference.

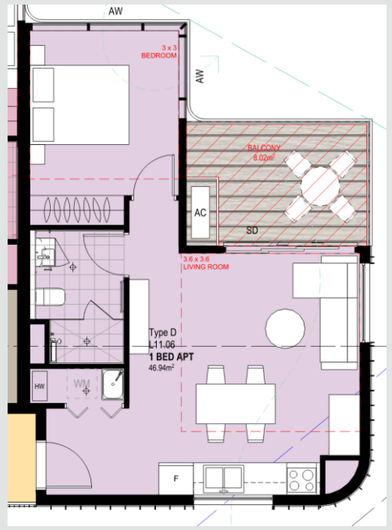
ToVP Recommendations			
6.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 4-10:* *Two (2) bedroom dwellings - The sole two (2) bedroom dwelling doesn't meet the minimum area requirement (balcony is 9m 2 in lieu of 10m2), though meets the minimum dimension requirement.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (10m²). See image below for reference.



TOWN OF VICTORIA PARK
Received: 19 September 2025

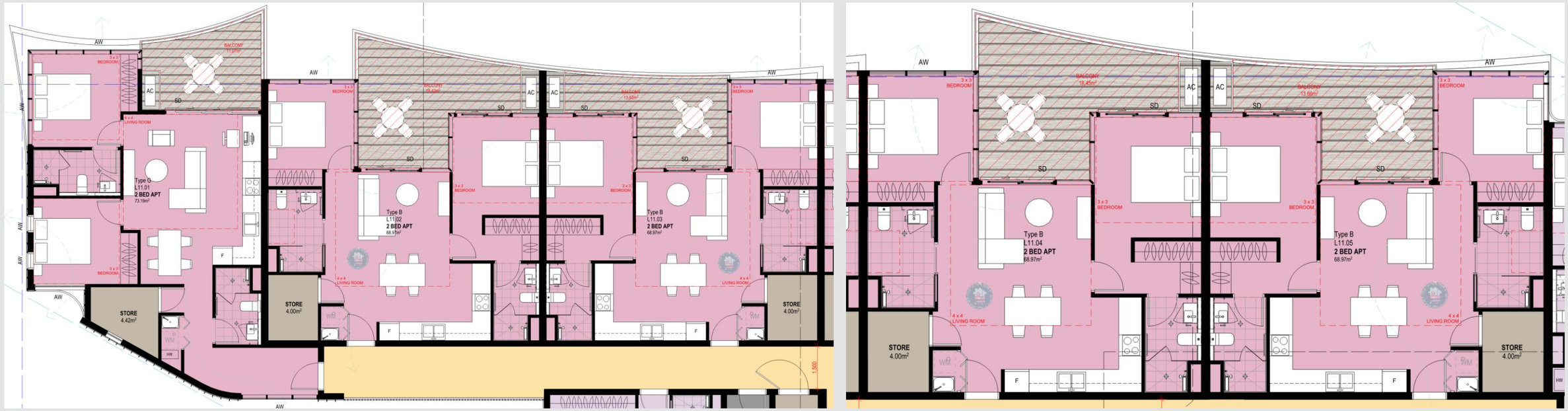
ToVP Recommendations			
7.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 11-13:* *One (1) bedroom dwellings - Zero (0) of two (2) one (1) bedroom dwellings meet the minimum required area (ranging from 6.2m 2 to 7.1m2 in lieu of 8m2), though both meet the minimum required dimensions.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (8m²). See image below for reference.





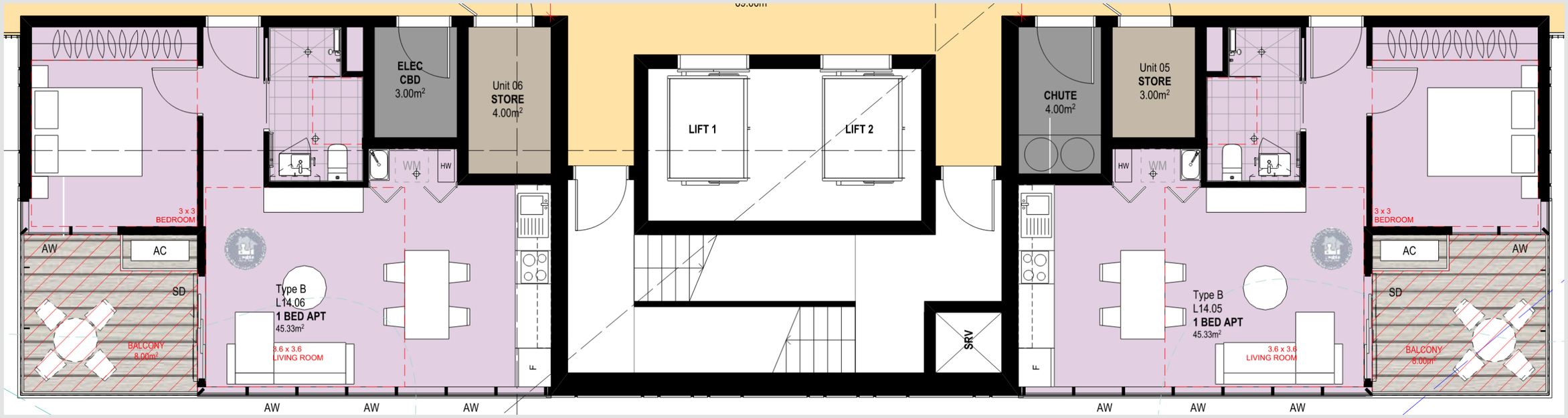
TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations			
8.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 11-13:* *Two (2) bedroom dwellings - Two (2) of five (5) two (2) bedroom dwellings meets the minimum required area and dimensions (14 comply throughout the entire development). The remaining three (3) dwellings don't meet the minimum required area (ranging from 8m2 to 9m2 in lieu of 10m2), though meet the minimum required dimensions.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (10m²). See image below for reference.



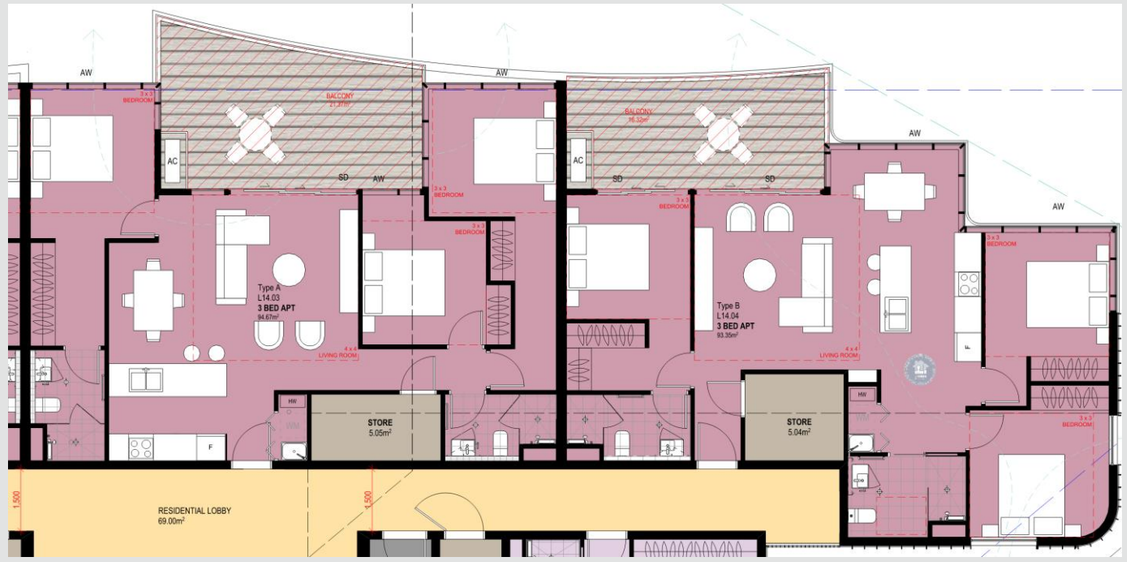
TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations			
9.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 14-19:* *One (1) bedroom dwellings - Zero (0) of two (2) one (1) bedroom dwellings meet the minimum required area (7m2 and 7.1m2 in lieu of 8m2), though both meet the minimum required dimensions.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (8m²). See image below for reference.



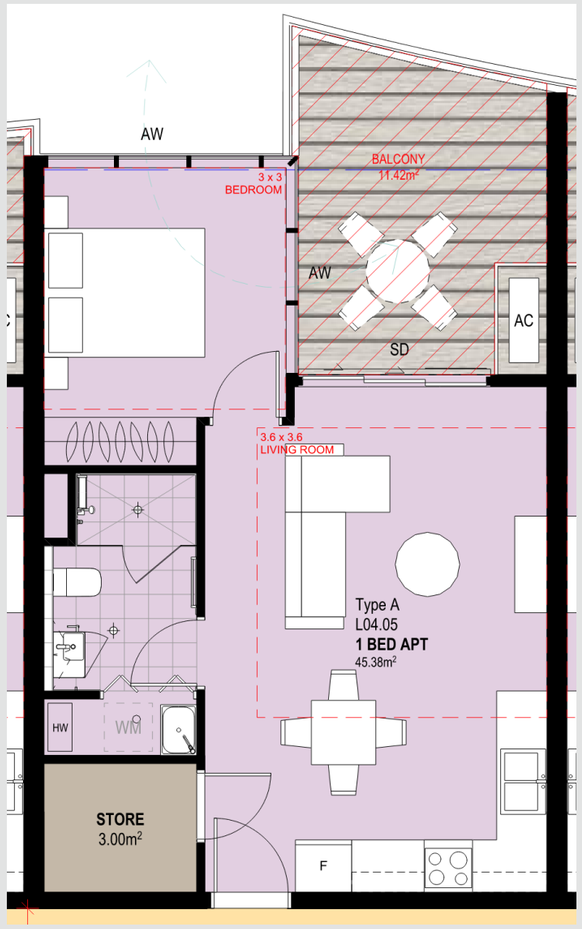
TOWN OF VICTORIA PARK
Received: 19 September 2025

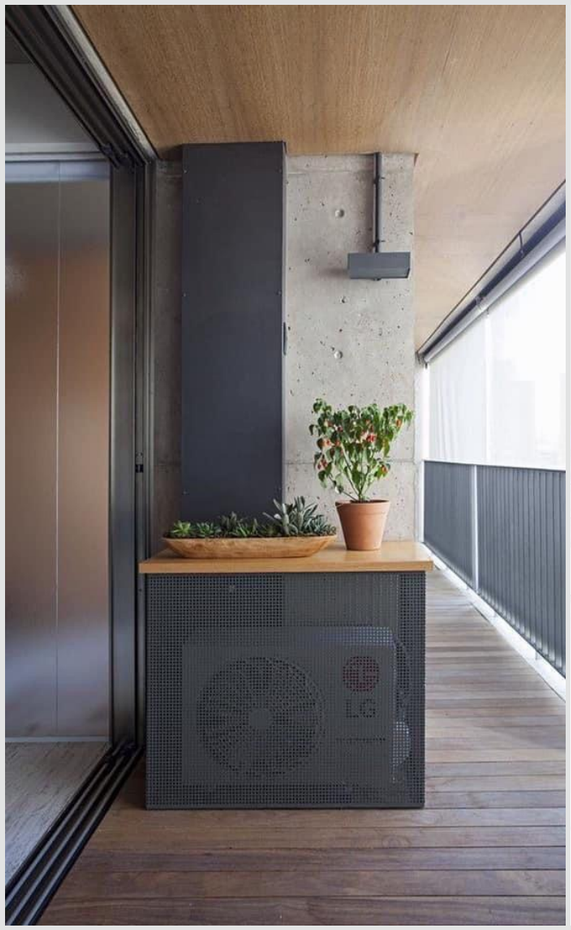
ToVP Recommendations			
10.	*With regard to the below assessment, the Town has not included the area of air conditioners (A/C), or non-usable portions (e.g., staircases, or small areas adjacent to A/C, or other areas which don't meet the minimum required dimensions) in its assessment.* *Level 14-19:* *Three (3) bedroom dwellings - One (1) of four (4) three (3) bedroom dwellings meet the minimum required area and dimensions (six (6) comply throughout the entire development). The remaining one (1) dwelling doesn't meet the minimum required area (6.2m2 in lieu of 15m2), though meets the minimum required dimensions.*		ToVP comments have been noted, and all balconies have been updated to provide the min. area and min. dimension as requested by the Town of Victoria Park. Please note that the area shown includes the entire footprint of the balcony and approx. 1m² should be deducted for the AC condenser. Based on the figures shown below, the balconies comply with the min. area required (12m²). See image below for reference.

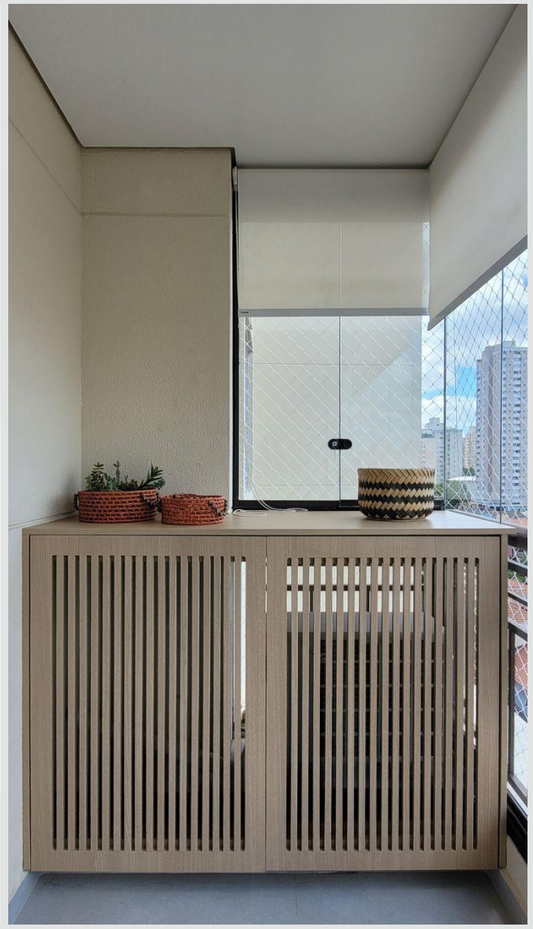


TOWN OF VICTORIA PARK
Received: 19 September 2025

ToVP Recommendations			
11.	*External Fixtures:* *The Town notes that all air conditioners are located within the private open spaces of all dwellings, which present to the street (apart from four (4) one (1) bedroom dwellings located on level 3 (podium). Whilst the air conditioners present on floors 4-19 (the tower element) have a degree of screening, their screening is not supported. The Town notes, and agrees with, the Design Review Panel comments relating to the screening of the air conditioners, which summarised:* • *The screening and location of the air conditioning is not sufficiently considered. Namely, the air conditioning cabinet can be better integrated into the spaces design, and louvres could assist in directing exhaust from the seating.* • *The air conditioner condensers should be located to reduce acoustic impacts on adjacent bedrooms and habitable spaces; and,* • *The minimum balcony areas are not to be compromised by virtue of the provision and location of the air conditioners.*		The AC condenser locations on the balconies have been reconsidered based on the feedback provided by the Town of Victoria Park and DRP. The units have now been integrated within the space whilst still maintaining the min. balcony areas as shown in the imagery of the previous items. Further, louvres have been proposed to assist in directing exhaust and to reduce acoustic impacts on adjacent bedrooms and habitable spaces. See reference images below.







TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.4 - PRIVATE OPEN SPACE AND BALCONIES - Element Objective O4.4.2 states – Private open space is sited, oriented and designed to enhance liveability for residents.			
ToVP Recommendations			
1.	*The Town doesn't consider that the size, usability, and amenity of the private open space (supplemented by the common areas), is sufficient to allow for the improved liveability for residents. This is based on the reasons provided in O4.4.1 above.*		Refer to response provided by under element O4.4.1.

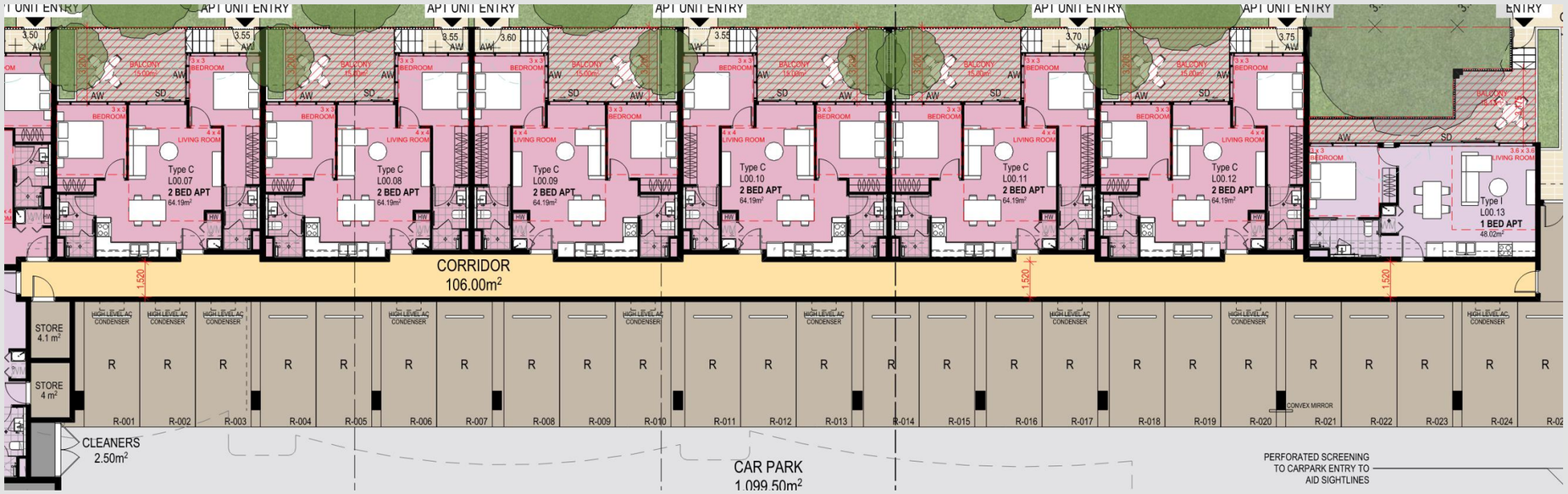
#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.4 - PRIVATE OPEN SPACE AND BALCONIES - Element Objective O4.4.3 states – Private open space and balconies are integrated into the overall architectural form and detail of the building.			
ToVP Recommendations			
1.	*Generally, the overall built form of the private open spaces is considered to be sufficiently integrated into the overall architectural form of the building.* *Notwithstanding the above, the Town considers that the prominent location of the air conditioning units, with the lack of appropriate screening, within the private open space of all dwellings on the ground and first floors, is visually obtrusive, and not sufficiently integrated into the built form. The Town notes that these air conditioning units will comprise an adverse visual impact to the adjoining public realm. Consequently, the location of the air conditioning units (unscreened) within the private open spaces is not supported.*		Refer to response provided by under element O4.4.1.

TOWN OF VICTORIA PARK
Received: 19 September 2025

TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.5 - CIRCULATION AND COMMON SPACES - Element Objective O4.5.1 states – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.			
ToVP Recommendations			
1.	*The Town notes that the proposed circulation areas don't meet the minimum required 1.5m in certain locations within the ground floor, the podium level, and the tower element (ranging from 1.2m, to 2.1m by the lifts). The circulation walkways of level one (1) meet the minimum 1.5m width requirement. The Town notes that the original approval comprised at least 1.5m for all circulation areas.* *The Town considers that the proposed circulation areas are not sufficiently designed to allow for convenient passage or a continuous path of travel, given insufficient space is provided for long stretches for the comfortable passing by of two people abreast, or for the passing by of a wheelchair. Australian Standard 1428.1:2021 requires a 1.8m wide, and 2m long, passing space for wheelchairs. The Town notes that the northern circulation walkway at level 1 includes three landscaped areas, spaced 26m apart (see areas in red below). The Town notes, however, that these areas have insufficient information to confirm how they provide adequate passing spaces, as required by Australian Standard 1428.1:2021.*		The proposed circulation areas have been amended to meet 1.5 min. In the nominated locations by the Town of Victoria Park within the ground floor, the podium level, and the tower element. See image below for reference.

Ground Floor:



Level 01:

Level 03:

TOWN OF VICTORIA PARK
Received: 19 September 2025

Level 04-10:

Level 11-13:

TOWN OF VICTORIA PARK
Received: 19 September 2025

Level 14-19:

ToVP Recommendations			
2.	*The majority of dwellings located on level one (1), the podium and tower levels comprise windows to the circulation spaces, with no landscaping area buffer located between them and the circulation walkway. The Town considers that this will likely pose an adverse amenity impact for residents of the dwellings, as their living rooms will be visible from the kitchen windows.*		Windows shown from main corridor of tower layouts into units have been removed from the DA amendment set, as this is not achievable from a fire separation standpoint due to the requirement of fire dampers. Dwellings located on level one (1) comprising of windows to the circulation spaces, have been retained to provide the required natural cross ventilation to units. It is proposed that this glazing will be opaque or obscured to provide a level privacy for residents.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.5 - CIRCULATION AND COMMON SPACES - Element Objective O4.5.2 states – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.			
ToVP Recommendations			
1.	*The Town notes that the originally approved circulation areas complied with respect to widths, and the circulation areas on level 1 comprised substantially more landscaping. Consequently, the current proposal posits an erosion of the previous amenity.* *Moreover, the Town considers that the current proposal poses an adverse amenity impact to the dwellings. This is caused by the windows of a number of dwellings throughout the development opening directly to the circulation walkway areas. This erodes the previously approved amenity, specifically for the dwellings at level 1.*		Refer to response provided by under element O4.5.1 above.

TOWN OF VICTORIA PARK
Received: 19 September 2025

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.6 - STORAGE - Element Objective O4.6.1 states – Well-designed, functional and conveniently located storage is provided for each dwelling.			
ToVP Recommendations			
1.	*The Town notes that the proposed storerooms located on the podium and tower levels are smaller, when measured, than indicated on the development plans.* *Noting the above, given the substantial majority of storerooms are indicated as meeting (and not generally exceeding) the minimum floor area requirement, any shortfall (by virtue of inaccurate internal area depiction) is not supported. The Town further notes that all storerooms have inward-swinging doors, which are considered to further reduce their practical functionality and storage capacity.* *Further to the above, the Town notes that a number of storerooms comprise hot-water units or other services/utilities within them.* *Whilst the presence of the utility within the storeroom is not necessarily an issue, the Town considers that, when combined with the insufficient storeroom area, and inward swinging doors, their presence hinders the ability for satisfactory storage for a number of dwellings. To address this, the proponent may opt to:* • *Provide larger storage areas;* • *Provide additional detail to demonstrate how their presence will allow for the functionality of the storage area (e.g. the provision of a detailed cross section) and/or,* • *To otherwise re-locate them outside of the storerooms.* *In addition to the above, please confirm the material for the enclosure for the storerooms located within the ground floor, level one (1), and level two (2). For example, are the below storerooms on level 1 caged, or enclosed by a mesh? The materiality will have implications for the capacity of the storerooms.*		All storeroom areas have been reviewed and updated to meet the min. R-Code requirements, with areas shown in the provided layouts measured from internal face of walls. Hot water units have been removed from storerooms and relocated generally within laundry rooms. Door swings to storerooms have further been revised to swing outwards as requested by the Town of Victoria Park. With regards to the storerooms located on ground floor, level 1 and 2, these will be caged with a common wall that with facilitate the installation of wall mounted racks.

TOWN OF VICTORIA PARK
Received: 19 September 2025

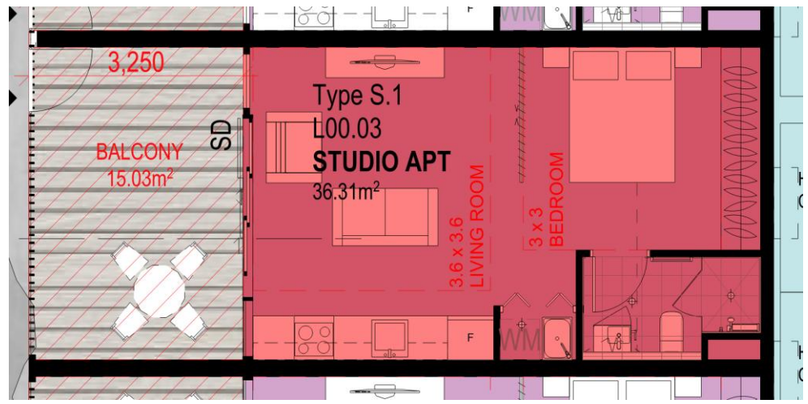
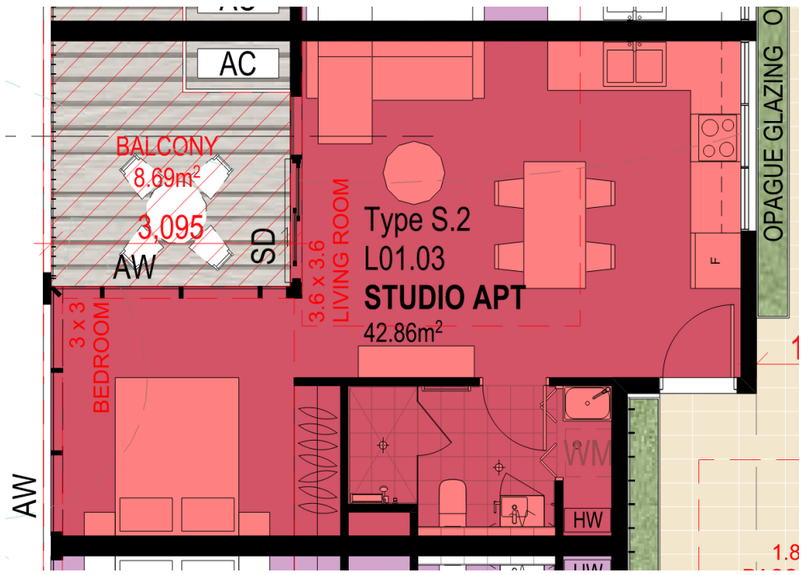
#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.12 - LANDSCAPE DESIGN - Element Objective O4.12.1 states – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.			
ToVP Recommendations			
1.	*Whilst the landscaping plan overall is considered to provide improvements to the previous approval in several respects, the Town considers that the reduced landscaping quantity and quality for the communal open spaces and circulation walkways of level one (1) represents an erosion of landscaping quality from the previous approval. This poses an adverse amenity impact for the abutting dwellings.* *The Town notes that the kitchens of the dwellings located on level one (1) directly abut, and face onto, the circulation walkways, and are likely to be adversely affected by the proposed lack of landscaping. The Town doesn't support this revision, notwithstanding the improvements elsewhere within the development.*		Refer to comments and information within Planning Solutions response.

#	Town of Victoria Park Comments		Response
ITEM 4 - RESIDENTIAL DESIGN CODES VOLUME 2 (RCODES)			
ELEMENT 4.12 - LANDSCAPE DESIGN - Element Objective O4.12.2 states – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.			
ToVP Recommendations			
1.	*The Town supports the planting selection provided in the landscaping plan, with the exception of the below (noting the comments from the Towns Parks Department provided in the discussion relating to Element 3.3 - Tree Canopy and Deep Soil Areas; Element Objective O3.3.2, in addition to the below comments provided by the Design Review Panel under Principle 2 – Landscape quality). The Design Review Panel provided the following relevant and actionable comments regarding plant selection and landscaping and deep soil area:*		Refer to comments and information within Planning Solutions response.

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

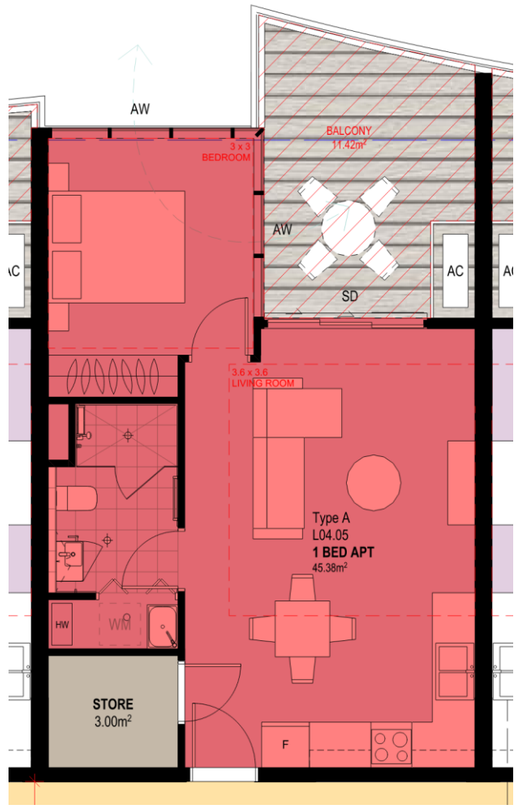
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
Studio Apt (Type S1)	3	36.3	36	0.3	Ground Floor Podium	
Studio Apt (Type S2)	4	42.9	36	6.9	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type A)	48	45.4	47	-1.6	Tower Levels 3-10	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

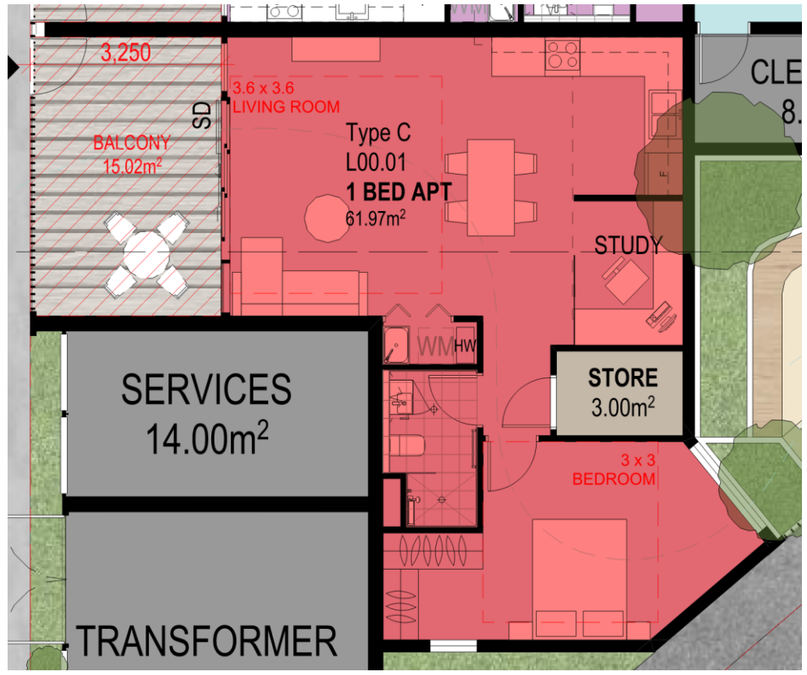
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type B)	33	45.3	47	-1.7	Tower Levels 3-19	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

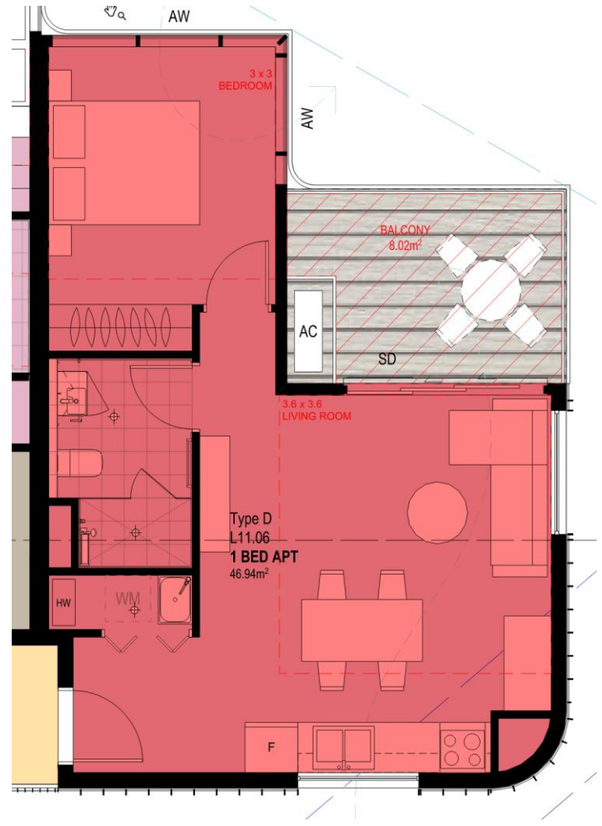
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type C)	1	62.0	47	15	Ground Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

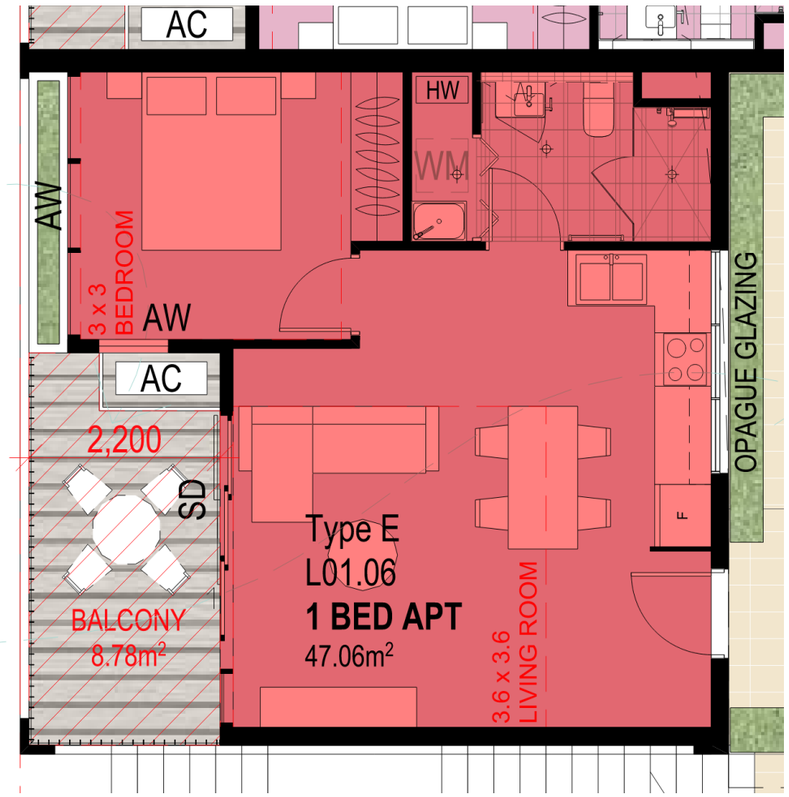
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type D)	10	46.9	47	-0.1	Tower Levels 4-13	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

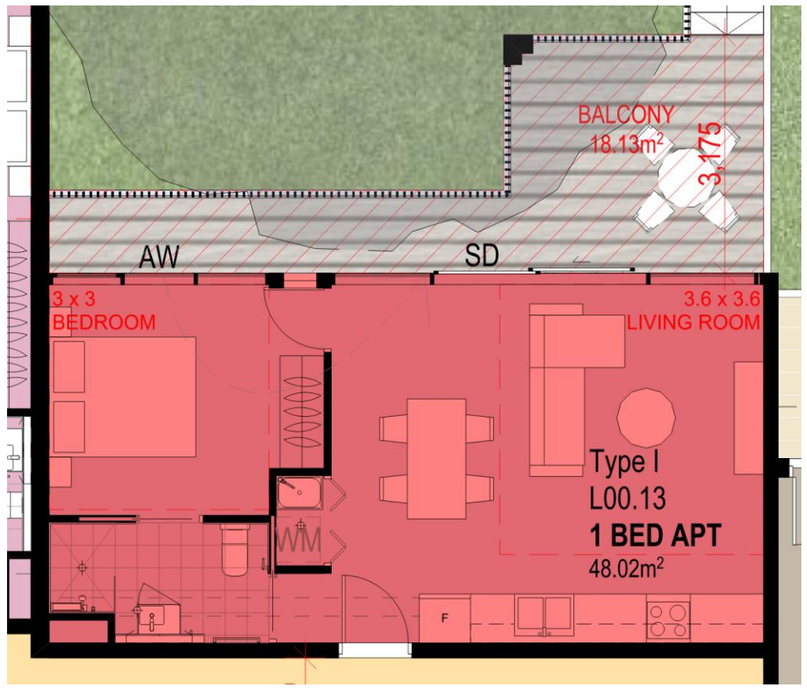
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type E)	1	47.0	47	0	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

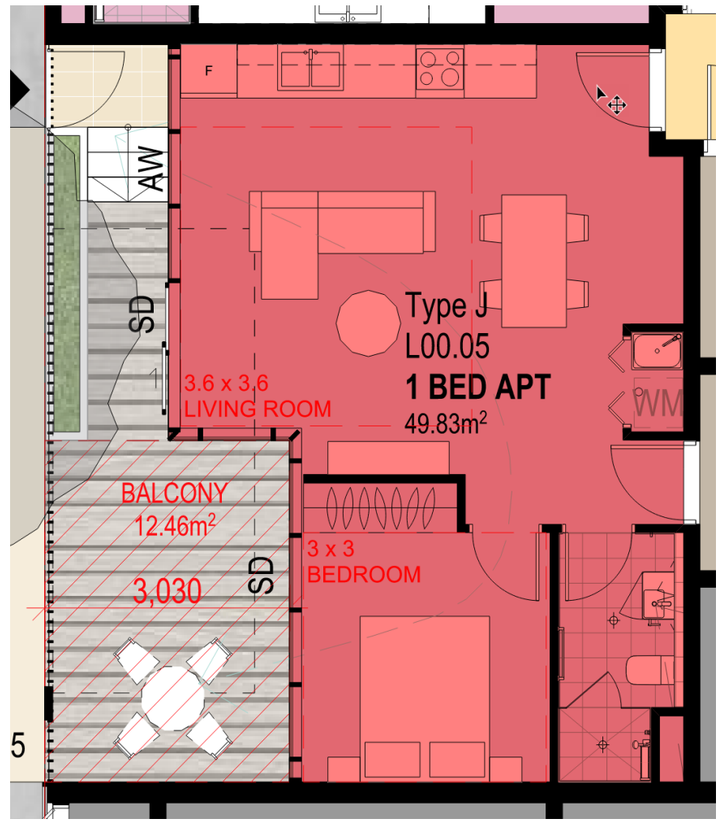
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type I)	2	48.0	47	1	Ground & First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

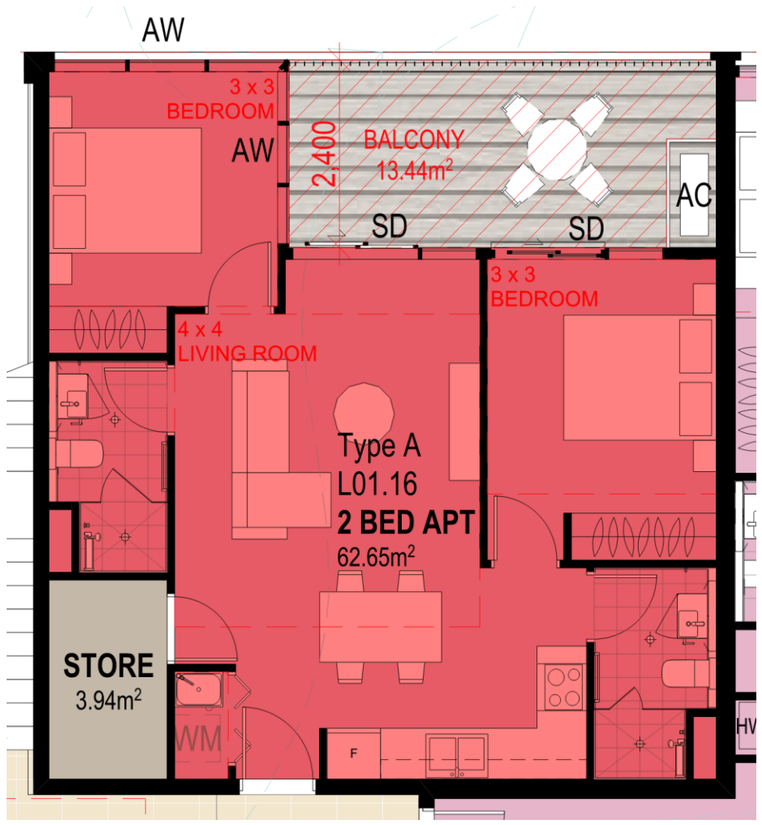
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
1 Bed Apt (Type J)	1	49.8	47	2.8	Ground Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

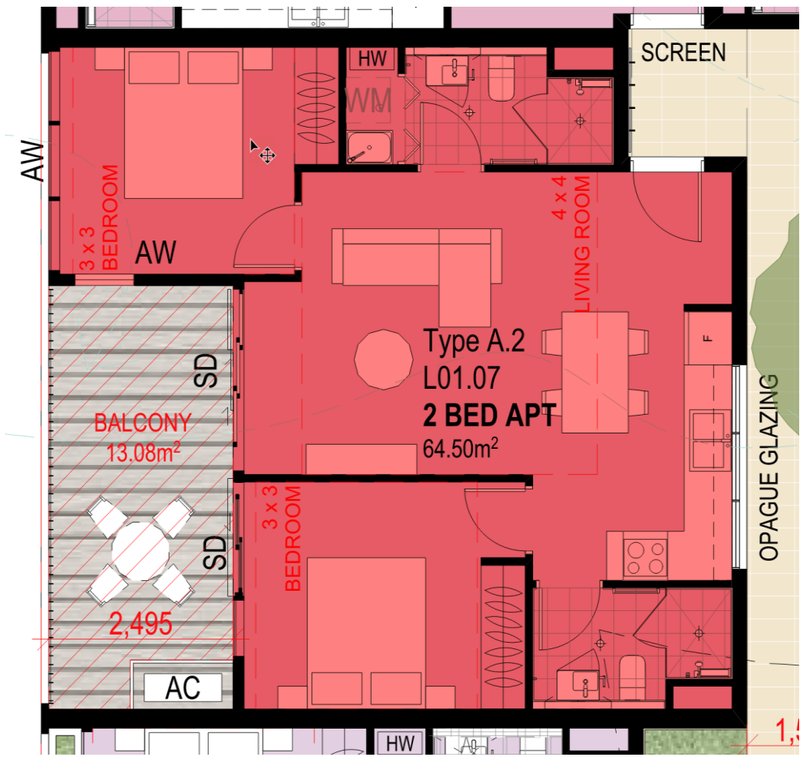
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type A)	1	62.7	72	-9.3	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

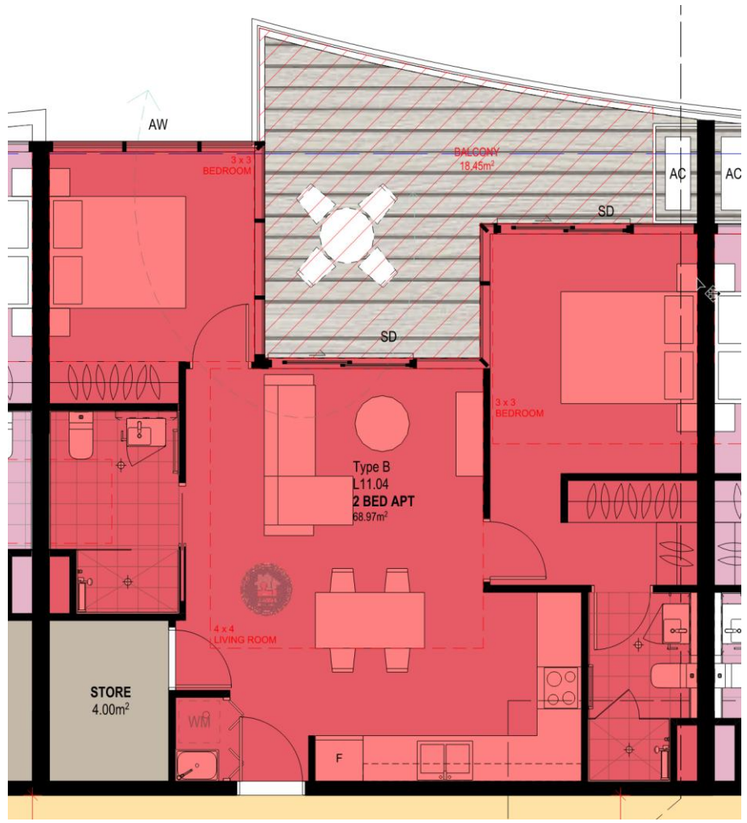
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type A.2)	1	64.5	72	-7.5	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

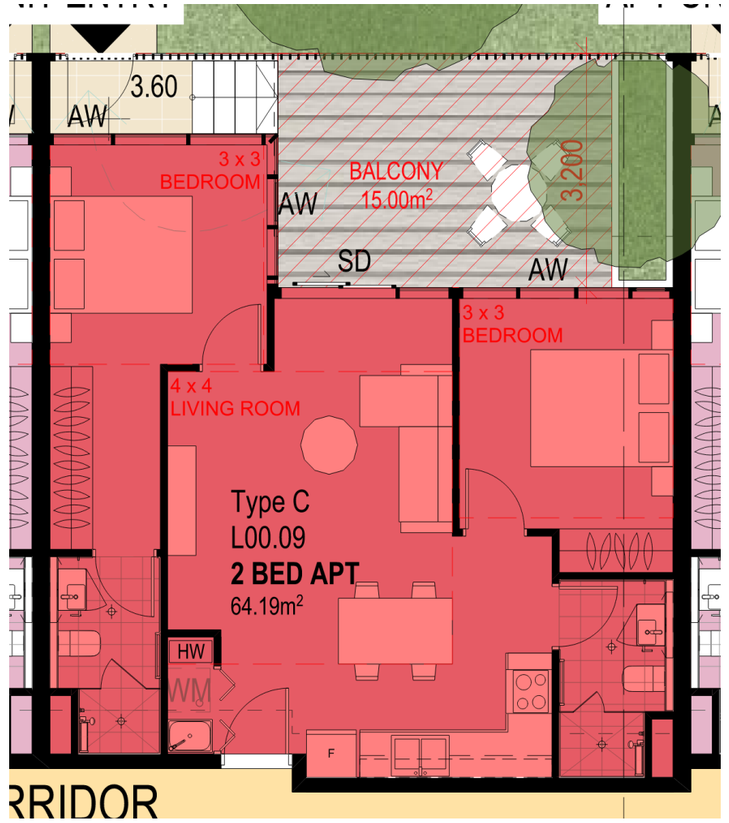
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type B)	12	69.0	72	-3	Tower Levels 11-13	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

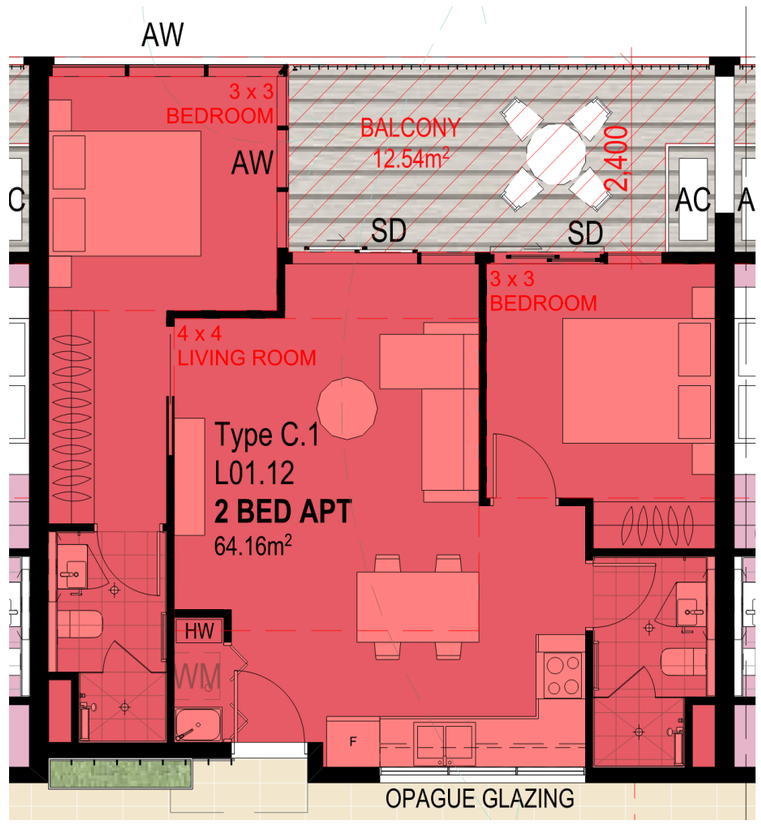
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type C)	7	64.2	72	-7.8	Ground Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

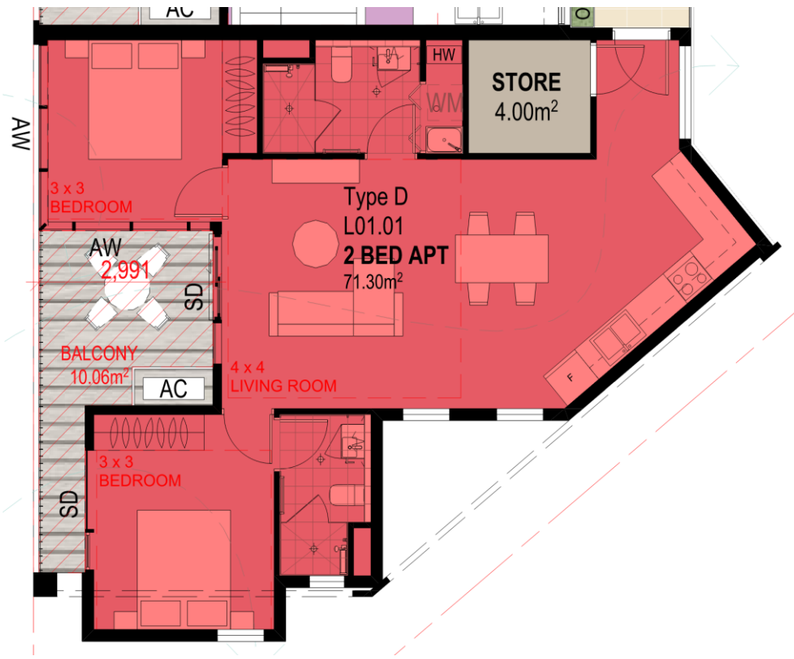
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type C.1)	6	64.2	72	-7.8	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

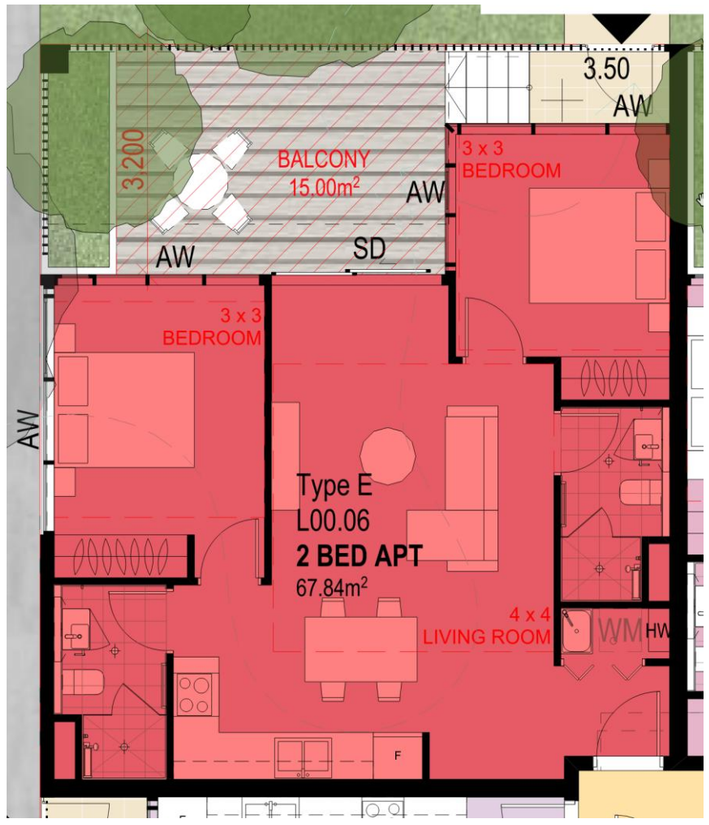
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type D)	1	71.3	72	-0.7	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

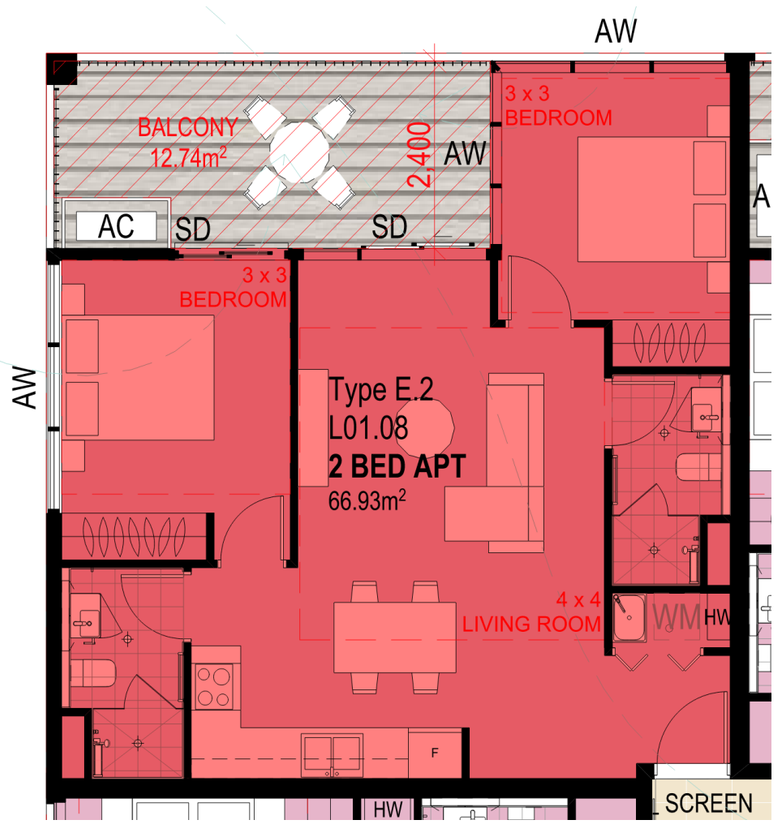
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type E)	1	67.8	72	-4.2	Ground Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

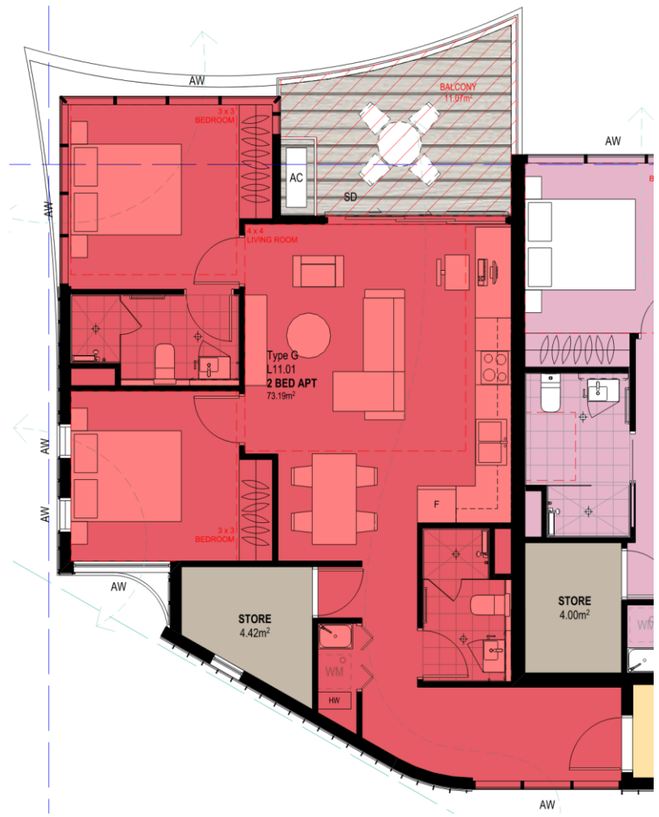
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type E.2)	1	66.9	72	-5.1	First Floor Podium	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison						
Current DA Area						
Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type F)	2	79.4	72	7.4	Ground & First Floor Podium	

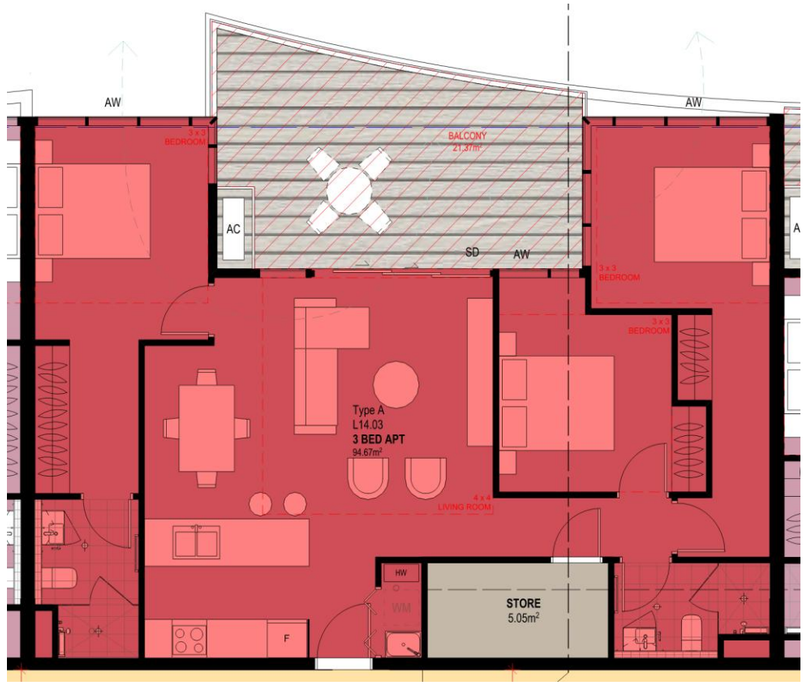
TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison						
Current DA Area						
Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
2 Bed Apt (Type G)	11	73.2	72	1.2	Tower Levels 4-13	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

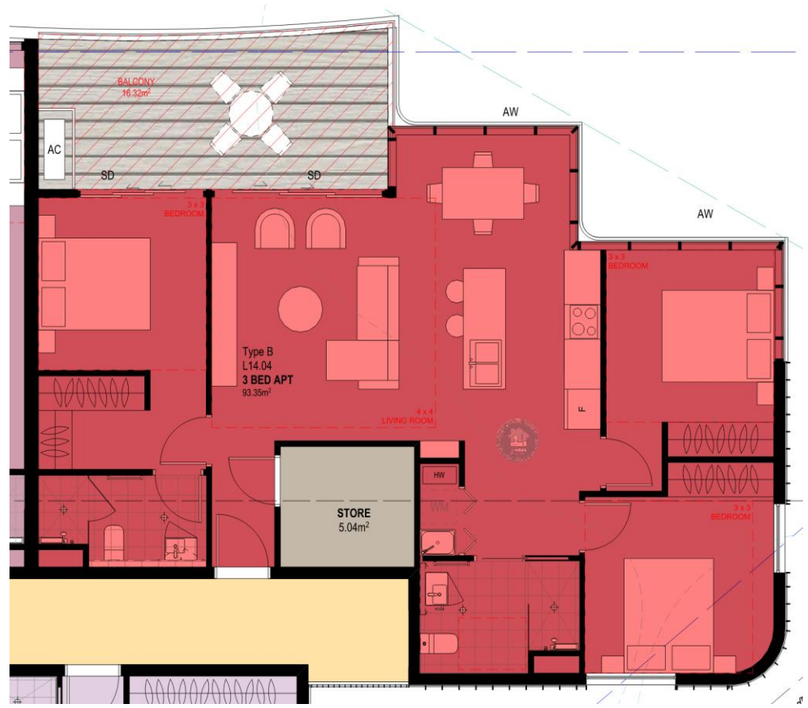
Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
3 Bed Apt (Type A)	12	94.7	95	-0.3	Tower Levels 14-19	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
3 Bed Apt (Type B)	6	93.4	95	-1.6	Tower Levels 14-19	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Area Schedule Comparison

Current DA Area

Apartment Types	Number of Units	Internal Area (m^2)	R-code min. Requirement (m^2)	Difference (m^2)	Location	Image
3 Bed Apt (Type C)	6	124.1	95	29.1	Tower Levels 14-19	

TOWN OF VICTORIA PARK
Received: 19 September 2025

Attachment 15 - Design Review Panel Chair Report, dated 9 October 2025.

Chair Review Design Report

Review Date: **Thursday 9th October 2025**

Review Time: **N/A**

Item: **Proposed amendment to development approval - No. 2 Hawthorne Place, Burswood**

Chair Review Design Report		
Subject	Proposed amendment to development approval - No. 2 Hawthorne Place, Burswood	
Design Reviewers	Malcolm Mackay	Chair
Local Government Officers		
Proponent & Project Team		
Declarations	None.	

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Although the site is complex and awkward and viability is a challenge, the amended design has generally held on to the original core design principles. b) The softening of the interface to the park is an improvement. c) The street interface is generally positive. d) The urban gesture to the laneway to the south has merit, although it could be more nuanced in the use of materials and the avoidance of nooks that could lead to antisocial behaviour. e) Whilst not in an ideal location, the transformer has been better integrated into the built form. f) Whilst the location of the fire infrastructure is not an ideal location either, it is largely consistent with the approved design, and a better attempt has been made to screen the blank wall to the entry plaza by landscape. **Areas for improvement** g) None.

		Recommendations ***1. None.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The increase in the landscape area is positive. b) The increase in the plaza area is positive. c) The podium level is significantly improved with larger and more useable spaces. d) The design response to existing trees is good. e) The extent of deep soil (including on-structure planting in lieu of deep soil) is generous. f) Provision of access to common landscape areas for both use and maintenance. g) On structure planting volumes to support tree growth have increased. h) The containment for the tree planting has improved. **Areas for improvement** i) The long-term viability of on-deck planting remains a concern given the limited volume and depth. However, this is an issue that can be refined during the detailed design process. j) There remains potential for more shade in the communal landscape area. However, again, this is an issue that can be refined during the detailed design process k) Some trees species are still on the PSHB list, and some plants are relatively short-lived. ***Recommendations*** ***1. Review the longevity of planting and the conditions to support it, including PSHB vulnerability, and the provision of additional shade on the podium deck – the Town may wish to include a condition of approval requiring an updated landscape package to the satisfaction of the Town prior to Building Permit.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
Comments and Recommendation		**Strengths** a) The reduction in the podium height is acknowledged and arguably improves the proportional relationship with the tower above. b) The reduction in the tower footprint is good and improves the proportioning of the tower. c) The reduction in the plot ratio reflects the improved built form.

		d) The angle of the tower to the podium mitigates the reduction in setback. e) The tower expression of two intersecting forms is more elegant and sophisticated. However, there remains some potential to reinforce the difference through more contrasting materials/colours. f) The external circulation areas are appropriately scaled in relation to the height of the adjacent building elements. **Areas for improvement** g) None. ***Recommendations*** ***1. None.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
Comments and Recommendation		**Strengths** a) The separation of the visitor and resident parking is positive. b) The centralised bike store has merit. c) The internal stores are supported in principle because they offer greater flexibility of use and more security for residents – however, check sizes are consistent with the R-Code provisions. d) A waste management strategy has been provided and, whilst an inelegant solution, it remains much as per the approved design. e) A detailed cross-section has been provided to demonstrate how sprinkler reticulation and other services can be accommodated within a 3.1m floor-to-floor height. f) The use of the office space to help activate the entry plaza is good. g) Apartment sizes are functional (noting that the R-Codes are arguably overly ambitious). h) The return of the parcel room is welcomed. i) Whilst some stores appear to be marginally undersized against the R-Code benchmark, this is acceptable given that they do not need to accommodate lawnmowers (which is the legacy rationale of the R-Code). **Areas for improvement** j) None. ***Recommendations*** ***1. None.***

Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) The provision of apartments in an inner-city location is positive and contributes to the potential for a strong sustainability narrative. b) An updated and comprehensive sustainability report has been provided. c) The sliding screen arrangement to enable cross ventilation via the door without compromising fire safety and privacy is an innovative solution. d) The provision of individual bike parking in secure stores is logical. **Areas for improvement** e) Check that the EV charging is consistent with the current NCC. f) Consider installing a battery to optimise the use of the 25kW PV, especially if being used for common areas. g) Commit to a process that provides for adequate assessment at the BP and/or occupation stage to ensure that the sustainability initiatives are undertaken – this could be addressed as a condition of approval. h) Whilst the diagrammatic airflow paths are noted, provide confirmation that there is natural ventilation to the bedrooms too. ***Recommendations*** ***1. Check compliance of EV charging – this is an NCC issue that can be addressed prior to Building Permit.*** ***2. Consider, at the detailed design stage, installing a battery to better manage PV output.*** ***3. Commit to a process that provides for adequate assessment at the BP and/or occupation stage or discuss a condition of approval to that effect with the Town.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) The design generally delivers a high level of amenity to residents, other users and passers-by. b) The internal planning of the apartments is good and sizes are acceptable given their efficiency, functionality and the need to deliver housing with some degree of affordability. c) Solar access has been demonstrated to be well

		considered. d) The inclusion of an air lock/ corridor to separate the ground floor car park and apartments. e) The placement of the AC condensers in the car park for the ground floor units is supported. f) The balcony sizes appear to be consistent with R-Code benchmarks. g) The provision of awning windows to habitable rooms is noted. **Areas for improvement** h) The location of the AC condenser units on the balconies and the impact on amenity remains a concern but this is an issue that could be further addressed at the detailed design stage – the Town may wish to include a condition of approval that requires that AC condensers are adequately screened to the Town's satisfaction do not exhaust into the usable portion of balconies, and do not result in an unreasonable noise level in adjacent bedrooms. ***Recommendations*** ***1. Review the placement and integration of AC condenser units - the Town may wish to include a condition of approval that requires that AC condensers are adequately screened to the Town's satisfaction do not exhaust into the usable portion of balconies, and do not result in an unreasonable noise level in adjacent bedrooms.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) The legibility from the public realm is good and has arguably improved from the previous design. b) The entry plaza/ foyer sequence is clear and strong. c) The direct access to the ground floor apartments from the street and park is supported. d) The avoidance of direct access to apartments from the car park is an improvement. **Areas for improvement** e) None. ***Recommendations*** ***1. None.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

Comments and Recommendation		**Strengths** a) The provision of more passive surveillance of the street and park (resulting from more dwellings with outlook and more openings from the car park) is an improvement on the approved design. b) The amendment to the podium deck to provide lookout locations for passive surveillance is supported. c) The revision to outward opening doors to the lane is supported. **Areas for improvement** d) Treat the widening of the laneway with a paving material and/or a change of level that suggests it is a pedestrian zone – this is a matter that could be addressed at the detailed design stage and the Town may wish to apply a condition of approval to that effect. ***Recommendations*** ***1. Treat the widening of the laneway in a manner that suggests it is a pedestrian zone. Alternatively, the Town may wish to address this with a condition of approval to the Town's satisfaction prior to Building Permit.***
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
Comments and Recommendation		**Strengths** a) The changes to the apartment mix is supported and an understandable response to the economic context. b) The proposed mix of apartment types is supported. c) The communal facilities on the podium deck level are a significant improvement. d) The proportion of apartments with silver-level accessibility is generous. e) The intent for integrating public art is good (and largely as per the approved design). **Areas for improvement** f) None. ***Recommendations*** ***1. None.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) The articulation of the norther elevation has

		significantly improved. b) The subtle differentiation of the upper floors, whilst not as definitive a top as before, is an acceptable outcome. c) The improvements to the rear lane frontage, although minor, is acknowledged. d) The intent for the colour palette has improved but consider input from the selected artist to help refine it. **Areas for improvement** e) Review, during the detailed design stage, the use of non-painted, self-coloured materials, (tiles, face brick, metal cladding, etc) etc, wherever possible to provide texture and reduce maintenance costs. ***Recommendations*** ***1. Review the material palette at the detailed design stage to reduce reliance on painted finishes wherever possible.***

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP meeting 1 11/03/25	***DRP meeting 2 10/07/25***	***Chair review 9/10/25***	
Principle 1 - Context and character				
Principle 2 - Landscape quality				
Principle 3 - Built form and scale				
Principle 4 - Functionality and build quality				
Principle 5 - Sustainability				
Principle 6 - Amenity				
Principle 7 - Legibility				
Principle 8 - Safety				
Principle 9 - Community				
Principle 10 - Aesthetics				

Concluding remarks
On behalf of the Panel the Chair thanks the Applicant for updating the design since DRP2. The Panel is pleased to see many of the comments provided at the previous meeting were considered and taken on board. The Panel supports the updated design and acknowledges that it is a good response to the 10 design principles of SPP7, and is in most respects, is better design than the originally approved version that will enhance the locality and, hopefully, if constructed

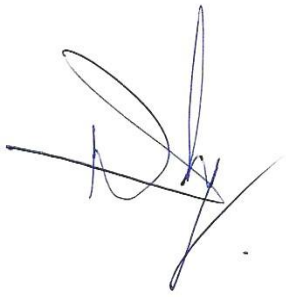
without too much recourse to value engineering, set a new benchmark for this form of development in the locality and provide other landowners with the confidence to do likewise.

As always, no design is every finished until it is built, and there remain a few areas that would benefit from further consideration, some of which could be addressed at the detailed design stage via a condition of approval. These areas have been identified in the design report above

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:

☐ **Yes – future full panel design review**
☐ **No – future chair review only**
√ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
√ **Yes - Supported – pending further attention and/or conditions to be imposed**
☐ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 **Malcolm Mackay** DRP Chair 9 October 2025

PART C – CITY OF BELMONT

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 888 (No. 2) Hawksburn Road, Rivervale - Proposed 108 Multiple Dwellings – DAP/25/02942

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – LOT 888 (NO. 2) HAWKSBURN ROAD, RIVERVALE – PROPOSED 108 MULTIPLE DWELLINGS

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP	
Local Government Area:	City of Belmont	
Applicant:	PTS Town Planning Pty Ltd	
Owner:	Rowe Avenue Pty Ltd	
Value of Development:	$28,750,000	
Responsible Authority:	City of Belmont	
Authorising Officer:	Wilmot Loh, Director Development and Communities	
LG Reference:	314/2025	
DAP File No:	DAP/25/02942	
Application Received Date:	18 July 2025	
Report Due Date:	22 October 2025	
Application Statutory Process Timeframe:	96 Days	
Attachment(s):	1. Development Plans 2. Planning Assessment Sheets 3. Main Roads Referral Response 4. Perth Airport Referral Response 5. Schedule of Submissions 6. Design Review Panel Minutes 7. Design Review Panel Response 8. Landscape Concept Plan 9. Transport Engineering Technical Note Response 10. Sustainability Report 11. Trasport Impact Statement 12. Acoustic Report 13. Waste Management Plan	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02942 and accompanying plans (dated 23 September 2025) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Belmont Local Planning Scheme No. 15, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. 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.

3. Development/land use shall be in accordance with the attached approved plans dated 23 September 2025 and subject to any modifications required as a consequence of any conditions of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the Metro Inner Development Assessment Panel or City of Belmont.

Prior to Lodging Building Permit

4. Prior to lodgement of an application for a Building Permit, a detailed schedule of external materials, finishes and colours to be used in the construction of the development shall be submitted to the satisfaction of the City of Belmont.

5. A Landscaping and Irrigation Management Plan for the subject development site and street verge is to be prepared and submitted to the City of Belmont for approval prior to lodgement of a Building Permit application. The plan shall address the following criteria:

   (a) Include planter box and planting along the south-eastern edge of the pickle ball court adjacent to the Great Eastern Highway interface;

   (b) The landscaping to all areas of the property visible from the street and communal open spaces;

   (c) Irrigation details and methods; and

   (d) The street verge in compliance with the Consolidated Local Law 2020.

   to the satisfaction of the City of Belmont.

6. Prior to lodgement of an application for a Building Permit, a geotechnical report prepared by an appropriately qualified consultant shall be submitted to the City of Belmont, certifying that the ground can accommodate the proposed development.

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

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

9. Prior to lodging an application for a Building Permit, the owner/applicant shall seek approval from the City of Belmont for an artist to provide public art on the development site to a minimum value of $287,500 (exclusive GST) to the satisfaction of the City of Belmont.

10. Prior to the lodgement of an application for a Building Permit, an updated Sustainability Report shall be prepared and submitted to the satisfaction of the City. The updated Sustainability Report shall include:

    - A minimum 20kW PV system to be installed on the roof of the development.

11. Prior to the lodgement of an application for a Building Permit, the Acoustic Report prepared by E-LAB Consulting dated 29 May 2025, Revision 3, is to be updated to the satisfaction of the City of Belmont and must include the following:

    i) The -1.7 dB adjustment to allow for local Australian conditions referred to in the SPP 5.4 Guidelines needs to be removed from the noise modelling, as the Guidelines state that this adjustment is only to be used "where traffic noise measurement data is unavailable and the road traffic noise model cannot be calibrated against existing noise conditions'. The acoustic report refers to the application of a -1.5 dB adjustment "to eliminate the discrepancy between actual noise logger data and model predictions", therefore the additional -1.7 dB adjustment is not required.

    ii) Night-time noise levels differ from daytime levels by 4 dB when noise monitoring data is considered (Section 2.2.2 of the acoustic report) but differ by 7 dB when 2045 noise predictions are considered (Section 4.2 and Appendix B of the acoustic report). This discrepancy is to be corrected.

    iii) All residents must have access to at least one outdoor living area that is shielded from road traffic noise with the objective of meeting the SPP 5.4 outdoor noise target. Achieving compliance with this requirement needs to be discussed in the acoustic report.

<u>Prior to Commencement of Works</u>

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

a. Public safety and amenity;
b. Site plan and security;
c. Contact details of essential site personnel, construction period and operating hours;
d. Community information, consultation and complaints management procedures;
e. Noise, vibration, air and dust management;
f. Dilapidation reports of nearby properties;
g. Traffic, access and parking management that accords with the requirements of AS1742 Pt3;
h. Waste management and materials re-use;
i. Earthworks, excavation, land retention/piling methods and associated matters;
j. Street tree management and protection; and/or
k. Any other matter deemed relevant by the City.

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

Prior to Occupation of the Development

13. Prior to occupation or use of the development, the applicant/ owner shall implement the incentives outlined within the updated Sustainability Report and thereafter maintain them for the life of the development, to the satisfaction of the City of Belmont.

14. Prior to occupation or use of the development, the external face of the northern wall built on the boundary shall be finished in either:

(a) face brick;
(b) painted render; or
(c) painted brick work.

to the satisfaction of the City of Belmont.

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

16. In order to facilitate and coordinate pedestrian movements associated with future development, a public access easement is to be granted free of cost to the City of Belmont in the location/s marked in ‘Orange’ on the approved plans. The easement documentation is to be prepared by the City’s solicitors at the applicant/owner’s full expense and registered on the certificate of title for the land prior to occupation of the development, unless otherwise agreed in writing by the City.

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

18. Prior to occupation or use of the development, the owner / applicant shall, after having obtained written approval from the City (Crossover Permit Application), construct a vehicle crossover in accordance with the approved plans and the City's engineering specifications to the satisfaction of the City.

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

    (a) The approved plan;
    (b) Schedule 7 of City of Belmont Local Planning Scheme No. 15; and
    (c) The City's engineering requirements and design guidelines.

    The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless approved in writing by the City.

20. Prior to occupation of the development, a minimum of forty (40) bicycle bays are to be installed and thereafter maintained for the course of the development to the specifications outlined within Austroads Guide AP-R527-16-Bicycle Parking Facilities Guidelines for Design and Installation and AS2890.3:2015 to the satisfaction of the City.

21. Prior to occupation or use of development, a Parking Management Plan shall be prepared and submitted to the satisfaction of the City. The Parking Management Plan shall include but not limited to:

    a. Details regarding the allocation of car parking bays for residents and visitors, and include details of any time restrictions and management details for the visitor bays;

    b. Details of any signage and line markings provided throughout the car parking areas onsite;

    c. Details of wayfinding signage and markings for clear and safe pedestrian movements;

    d. Details regarding the access arrangements and management of the loading/delivery area;

    e. Details of the bike share and bike parking provided onsite; and

    f. Details of the implementation and ongoing arrangements for the enforcement of onsite parking.

22. Prior to occupation or use of development, the approved public art concept/strategy shall be implemented, and the artwork constructed and maintained for the life of the development to the satisfaction of the City.

23. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared by E-LAB Consulting have been implemented is to be provided to the satisfaction of the City of Belmont.

Ongoing Conditions

24. The Waste Management Plan date stamped 23 September 2025 shall be implemented at all times, to the satisfaction of the City.

25. The Parking Management Plan shall be implemented and maintained for the life of the development.

26. No services, such as air conditioners, fire boosters, meter service boards or water heaters shall be visible from the street.

27. All clothes drying devices and clothes drying areas shall be wall mounted and positioned so as not to be visible from the street or a public place.

28. The loading and/or unloading of vehicles is to occur on-site and in a manner that does not interfere with the parking of vehicles in the car park. All car parking bays in the car park are to be always made available for the parking of vehicles by visitors and employees.

29. A minimum of 97 resident car bays, 10 visitor car bays and 30 scooter/motor bike parking bays are to be provided and maintained to the satisfaction of the City.

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

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

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

33. No part of the development, other than approved landscaping is to be located within the Great Eastern Highway Primary Regional Road Reserve.

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

35. The development shall not exceed a maximum height of 70m AHD.

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

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. A building permit must be obtained prior to commencement of any site and building works. An application for a building permit will not be accepted unless proof of payment of all bonds and guarantees accompanies the application documents.

2. The applicant/owner is advised that permission to erect a boundary wall near or on the boundary does not grant permission to use the adjoining property or to remove the dividing fence without neighbour's consent. Dividing fences are controlled under the *Dividing Fences Act 1961* and the City of Belmont has no jurisdiction to resolve disputes owners pertaining to this legislation. Please liaise with any adjoining landowner if there is an intention to remove or replace any portion of fencing or contact the Building and Energy (Building Commission) division of the Department of Mines, Industry Regulations and Safety for more information on the *Dividing Fences Act 1961.*

3. In relation to the finish of the boundary wall(s), the owner is encouraged to liaise with the adjoining property owner(s) to ascertain a finish that satisfies both parties.

4. Signage is not approved as part of this application. A separate application for development approval and building permit is required prior to display of any advertisements and signage.

5. The Landscaping, Management and Irrigation Plan shall be a minimum size of A3, and is to contain a north point and a scale. The plan must show by numerical code, the botanical name of each plant species, proposed pot size, quantity and must also include the proposed treatments of:

   a. all areas of the property visible from the street;
   b. communal open spaces; and
   c. the street verge.

   It is recommended that the landscaping plan is prepared by a professional horticulturalist or landscape architect.

6. In relation to the installation of landscaping, plants, verge treatment and/or irrigation, the plants are to be nurtured until they reach their typical mature dimensions, and shall thereafter be maintained at those mature dimensions unless Council approves otherwise in writing.

7. This development approval is not approval for the removal or alteration of any turf, irrigation or street tree. If during the course of the development any existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:

   (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks and Environment; and
   (b) thereafter maintain the item for a period of 12 months,

   to the satisfaction of the City

8. If during the course of the development any existing street tree is damaged or destroyed, the City shall repair or replace the street tree in accordance with any written direction of the City's Manager Parks and Environment. The owner/applicant shall:

   (a) be responsible for any costs associated with repair or replacement; and
   (b) thereafter maintain the street tree for a period of 12 months

   to the satisfaction of the City.

9. In relation to the maintenance of access way, parking areas and hard stand areas, the City's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.

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

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

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

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

12. Prior to undertaking works within the Great Eastern Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

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

14. The Gym and Lounge/Games rooms on the third floor will need to comply with the requirements of the Health (Public Buildings) Regulations 1992.

15. A Health (Public Buildings) Regulations 1992 Form 2 and detailed fit out plans will need to be submitted to the City's Health Services for assessment of the public building areas. Public Building forms and information is available at https://www.belmont.wa.gov.au/business/business-approvals/approvals-and-licences-en/public-buildings .

16. The Gym and Lounge/Games rooms cannot be used as Public Building spaces until a Certificate of Approval under the Health (Public Buildings) Regulations 1992 has been issued.

17. In relation to Condition 36, applications are to be made online at https://portal.perthairport.com.au/. Queries can be directed to Perth Airport's airspace Line or inbox at 6278 8122 or airspace@perthairport.com.au

Details: Outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No. 15
Local Planning Scheme - Zone/Reserve	Zoned Special Development Precinct • Special Control Area – Development Area 11 • Special Control Area – Developer Contribution Area 1
Structure Plan/Precinct Plan	The Springs Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	The development site is designated R100 under The Springs Structure Plan
Use Class and permissibility:	Multiple Dwelling – D
Lot Size:	2,370m^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:

Proposed Plot Ratio Area	5,226m^2 (2.2:1)
Proposed No. Storeys	16 Storeys
Proposed No. Dwellings	108 Multiple Dwellings

The application proposes the following:

- A 16 storey Multiple Dwelling development consisting of:
    - 33 studio-dwellings, 60 single-bedroom and 15 two-bedroom units;
    - A lobby, communal space, manager's office, meeting room on the ground floor;
    - Communal open space and facilities located on the third floor;
    - 25 secure bicycle parking spaces, 20 share bicycles; and
    - Amenities, storage and a bin store.

- A single vehicle access point from Hawksburn Road for residents, visitors and service vehicles.

- 97 car parking bays for residents, 10 visitor bays and 30 motorcycle/scooter bays.
- Landscaping on the ground level and on the third floor.

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

Background:

The subject site is located within The Springs in Rivervale, which is a high-density area that is characterised by apartment buildings and commercial tenancies.

The site is located within 350 metres of the Swan River, and 20 metres from a bus stop servicing multiple bus routes along Great Eastern Highway.

The site is surrounded by the following:

- 3 Homelea Court (16 storey apartment building);
- Shortland Jones Park;
- 15 Rowe Avenue (2 storey office building);
- Leslie Deague Park; and
- Great Eastern Highway.

Figure 1 below depicts the site's context and location within the immediate locality.

Figure 1: Aerial of Subject Site – bordered red

Legislation

Metropolitan Region Scheme

The subject site and surrounding area is zoned Urban under the Metropolitan Region Scheme (MRS). The site also abuts land reserved as Primary Regional Roads (Great Eastern Highway). Figure 2 below illustrates the zoning of the property within the locality.

Figure 2: Metropolitan Region Scheme Zoning (Urban) – site outlined in red

Local Planning Scheme No. 15

The subject site is zoned Special Development Precinct under Local Planning Scheme No. 15 (LPS 15). Figure 3 below illustrates the zoning of the property within the locality.

Figure 3: Local Planning Scheme No. 15 Zoning (Special Development Precinct) – site outlined in red

The site is identified as Development Area 11 (DA 11) under the LPS 15. DA 11 requires the endorsement of a Structure Plan prior to supporting development within the area. For this purpose, The Springs Local Structure Plan was adopted by Council in November 2009 and endorsed by the Western Australian Planning Commission (WAPC) in December 2009. WAPC granted an extension of the Structure Plan on 7 July 2025 for a period of 5 years, expiring 19 October 2030.

The site is also identified as Development Control Area 1 (DCA 1) under LPS 15. As per the requirements of Part 5 of LPS 15 - The Springs Special Development Precinct, a Development Contribution Plan (DCP) has been prepared.

Schedule No. 11 of LPS 15 also states the contribution items that shall be paid for by landowners within the precinct. There are no outstanding development contributions for the subject site.

There are additional provisions that relate to the development of this land. These include:

- Clause 4.3.4 (2) provides discretion to vary the provisions of the R-Codes relating to plot ratio within The Springs Special Development Precinct where the decision maker considers the development is in accordance with the character and intent of the locality.

- Clause 4.3.4 (3) states that the decision maker shall have regard for the relevant Structure Plan and Council Policies adopted under the Scheme.

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

- Clause 4.20 requires that structures within the Scheme Area shall not exceed the contour level indicated on the Westralia Airports Corporation Structures Height Control Contours Map (Schedule No. 8 within LPS 15). The development has a proposed height of 52.765m above natural ground which exceeds the Structures Height Control Contours Map figure by 2.765m. Therefore, the application was referred to Perth Airport for comment.

<u>Planning and Development (Local Planning Schemes) Regulations 2015</u>

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

(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or

any other proposed planning instrument that the local government is seriously considering adopting or approving;

(c) any approved State planning policy;

(m) the compatibility of the development with its setting, including –

(i) the compatibility of the development with the desired future character of its setting; and
(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.

(n) the amenity of the locality including the following –

(i) environmental impacts of the development;
(ii) the character of the locality;
(iii) social impacts of the development;

(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

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

(s) the adequacy of —

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

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

(y) any submissions received on the application;

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

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

State Government Policies

State Planning Policy 5.4 – Road and Rail Noise

The subject site is located adjacent to Great Eastern Highway which is a 'Primary Regional Road'. The subject site is located within the trigger distance of State Planning Policy 5.4 (SPP 5.4), the proposed use is considered to be a 'sensitive land use'. As such, the proposed development is subject to the requirements of SPP 5.4.

State Planning Policy 7 – Design of the Built Environment

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

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

Residential Design Codes – Volume 2 – Apartments

Volume 2 of the Residential Design Codes (R-Codes) is a performance-based policy that provides a comprehensive basis for the assessment of multiple dwelling developments coded R80 or greater. It is structured into a series of 'Design Elements' with each relating to a built form consideration.

Each Design Element includes 'Element Objectives' which form the assessment criteria for any proposed apartment development. In some instances, the Design Element also lists 'Acceptable Outcomes' that are used to guide the formulation and assessment of apartment design in a manner that complies with the Objectives.

Clause 1.2.1 of the R-Codes states that in certain instances the overarching requirements of the Local Planning Policy No. 7 prevails over the R-Codes requirements. The relevant local planning policy design elements which prevail over the R-Codes are the following:

- Height;
- Street setbacks;
- Side and rear setbacks;
- Plot ratio;
- Building depth; and
- Building separation;
- Pedestrian access and entries;
- Vehicle access;
- Façade design;
- Roof design.

An assessment of the proposed development against the relevant requirements of the R-Codes is detailed in **Attachment 2**.

Structure Plans/Activity Centre Plans/Strategic Plans

The Springs Local Structure Plan

The Springs Structure Plan identifies the subject site as being located within the 'Great Eastern Highway' Precinct (Precinct 2), which is designated Mixed Use R100.

Extracts from the Structure Plan depicting the precinct and land use categorisations are provided in Figures 4 and 5 below.

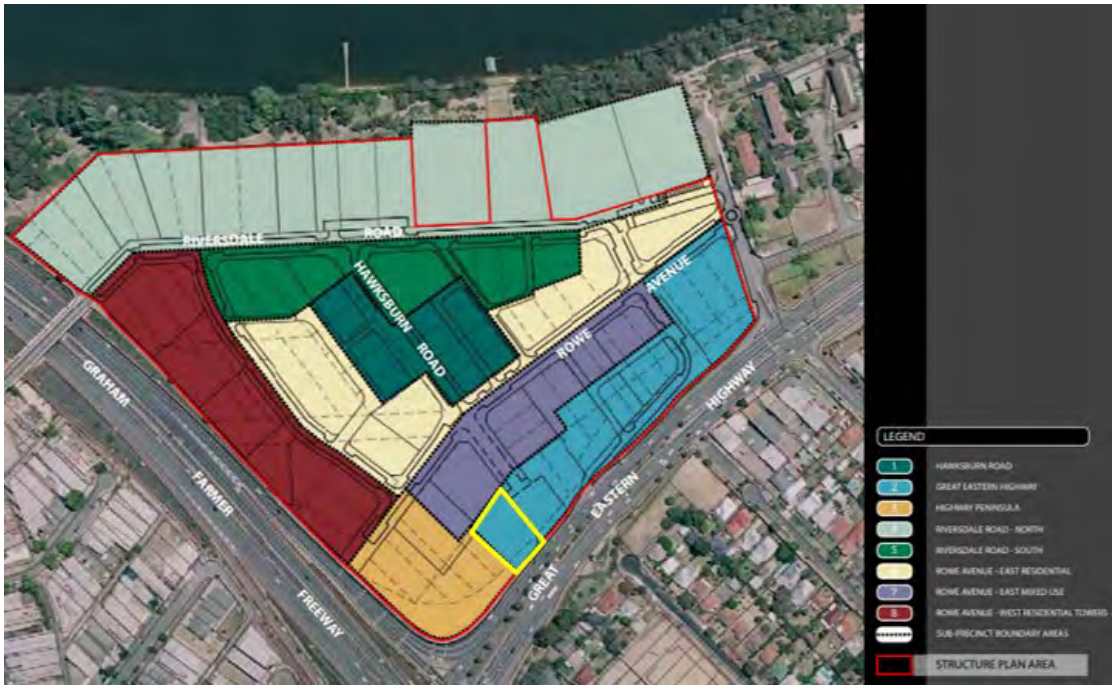


Figure 4: The Springs Local Structure Plan – Precinct Areas – subject site outlined in yellow

Figure 5: The Springs Local Structure Plan – Precinct Areas – subject site outlined in yellow

The Structure Plan identifies the desired character for the Precinct 2 as providing a commercial and mixed-use edge to the precinct. To achieve this the Local Structure Plan requires the preparation of Detailed Area Plans, which are now known as Local Development Plans (LDP). The 'Highway Peninsula – Mixed Use Detailed Area Plan' is the relevant LDP and sits within Local Planning Policy No. 7.

Great Eastern Highway Urban Corridor Strategy

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

The Strategy identifies transformation of the Corridor into an urban boulevard, with a mix of land uses. Figure 6 depicts the subject site's location within the corridor area.

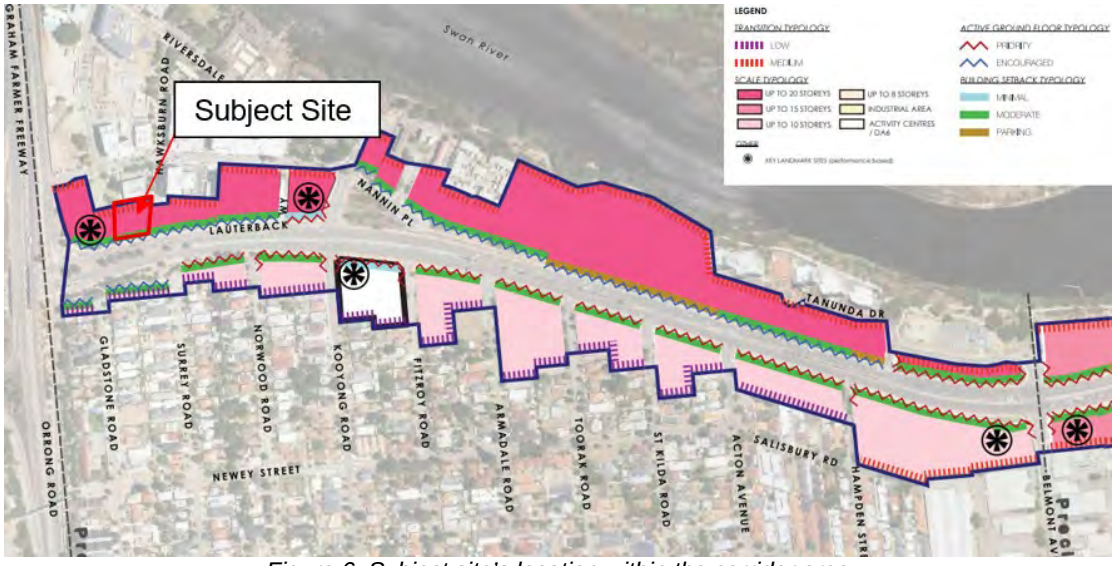


Figure 6: Subject site's location within the corridor area

In terms of built form, the Strategy envisages building heights up to 20-storeys with medium transition typology within The Springs precinct.

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

Local Policies

Local Planning Policy No. 7 – The Springs Design Guidelines

Local Planning Policy No. 7 (LPP 7) contains the development standards and design guidance for all development within The Springs.

The Highway Peninsula – Mixed Use LDP within LPP 7 specifies a maximum building envelope to guide the distribution of built form. The LDP also identifies heights, setbacks, crossover locations and POS interface requirements. In addition, LPP 7 provides design guidelines in the form of acceptable development controls as a way to satisfy the associated Design Objectives.

An assessment of the proposed development against the relevant requirements of the Local Planning Policy is detailed in **Attachment 2**.

Local Planning Policy No. 11 – Public Art Contribution

Local Planning Policy No. 11 (LPP 11) requires a public art contribution of 1% for developments in identified precincts that have a construction cost in excess of $4.5 million. The subject site falls within Precinct 3 of LPP 11 and the development has an estimated construction cost of $28.75 million.

The application will therefore be subject to a requirement to make a public art contribution equivalent to 1% of the cost of the development, which can be satisfied by way of providing public art on the site.

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

The City has drafted Local Planning Policy No. 20 (LPP 20) to provide statutory weight to key elements of the Corridor Strategy. Council endorsed draft LPP 20 for advertising at its July 2025 meeting. Advertising was undertaken from 14 August to 4 September 2025. Submissions have been reviewed and the Policy is proposed to be presented to the November 2025 Council Meeting for final adoption.

As the Policy has undergone public advertising it is considered as a seriously entertained document. An assessment of the proposed development against the relevant requirements of the draft LPP 20 is detailed in **Attachment 2**.

Consultation:

Main Roads Western Australia

As Great Eastern Highway is identified as a 'primary regional road' the proposal was referred to Main Roads Western Australia (MRWA) for comment. MRWA provided comment on 20 August 2025 advising that they support the proposal subject to the recommended conditions. The full MRWA referral response is provided as **Attachment 3**.

Perth Airport

As the proposal exceeds the contour level indicated on the Westralia Airports Corporation Structures Height Control Contours Map (Schedule No. 8 within LPS 15), the proposal was referred to Perth Airport for comment. Perth Airport provided comment on 20 October 2025 advising that they have no objections to the proposal with recommended conditions. The full Perth Airport referral response is provided as **Attachment 4**.

Public Consultation

The application was advertised for a period of 14 days (from 13 August 2025 to 27 August 2025) in accordance with the consultation requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The consultation area is illustrated by Figure 7 below.

Figure 7: Consultation Area (red outline) – subject site shaded orange

At the conclusion of advertising, thirteen objections were received. The concerns raised in the submissions relate to the following matters:

- The proposed height of the development;
- Additional traffic generation, and queuing of traffic leaving The Springs;
- The potential for increased on-street parking, and parking proposed as part of the development;
- Potential impact on privacy and solar access to adjoining properties;
- Building separation and setbacks;
- Impacts on property values; and
- Sustainability and impact on air quality.

These concerns are further discussed in the 'Planning Assessment' section of this RAR, and or are addressed in the Schedule of Submissions provided in **Attachment 5**.

Design Review Panel Advice

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

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

Design Quality Principle:	**1st DRP Score**	**2nd DRP Score**
Principle 1 – Context & character		
Principle 2 – Landscape quality		

Design Quality Principle:	1st DRP Score	2nd DRP Score
Principle 3 – Built form & scale		
Principle 4 – Functionality and build quality		
Principle 5 – Sustainability		
Principle 6 – Amenity		
Principle 7 – Legibility		
Principle 8 – Safety		
Principle 9 – Community		
Principle 10 – Aesthetics		

Table 1: Design Review Panel Scoring for Subject Application

The DRP Minutes are provided as **Attachment 6**.

As demonstrated in Table 1, the final review by the DRP indicated improvements in the scoring. The remaining principles that scored 'orange' were due to the DRP requesting further refinements by the applicant.

In response to the DRP comments, the applicant has amended the plans and provided the following information to address the principles that scored orange. The DRP's comments along with planning officer responses are detailed within **Attachment 7.**

Context & Character

The DRP suggested that the applicant reconsider the design of the ground floor level to address Great Eastern Highway with extensive activated frontage.

When evaluating the DRP's comments, it is important to do so in the context of the statutory planning framework. The suitability of the proposed interface between the development and Great Eastern Highway is assessed under the Planning Assessment section of this RAR.

Landscape Quality

The DRP were broadly supportive of the overall landscaping approach and suggested further refinement to the landscape treatment across the site.

In response, the applicant has submitted a revised Landscape Concept Plan (**Attachment 8**) which includes:

- Hard surface treatment for the bulk bin set-down area, replacing the previously proposed grass-crete. This is considered a more appropriate solution for an area subject to heavy vehicle use.

- Contrasting paving materials at the crossover entry point to highlight pedestrian movement.

- Revised plant species to Water Gum, Tuckeroo Tree and Olive Trees, as the applicant considers these to be less susceptible to Shot Hole Borer.

With regards to on-structure planting, the DRP suggested the incorporation of edge planters around the pickle ball court to improve the definition and amenity of the area.

While the applicant did not address this aspect, the City recommends that a condition be included to require the provision of an updated Landscape Plan prior to lodgement of a building permit. The updated plan shall include planter boxes on the third floor along the Great Eastern Highway frontage, details of irrigation methods, and verge treatments.

A separate condition is also recommended to require the installation of the landscaping and irrigation prior to occupation of the development. With the above conditions being imposed the landscape principle has been adequately addressed.

Functionality and build quality, Legibility and Safety

The DRP comments on Functionality and build quality, Legibility and Safety relate primarily to the crossover configuration and it's potential impact on pedestrian safety across the front of the site. As such, these principles are addressed under a single subheading.

Specifically, the DRP requested additional information to demonstrate the suitability of vehicle access throughout the site, pedestrian access, screening of services, and reconfiguration of the ground floor dwelling.

In response, the applicant has submitted amended plans and supporting documentation, which include the following key changes:

- The crossover has been reconfigured to form a right angle to the street boundary, providing direct and improved access. This revision enhances sightlines and pedestrian safety. In addition, contrasting paving has been introduced to clearly delineate pedestrian movement through the site.

  The updated Landscape Concept Plan includes plant species and design elements that further guide pedestrian movement and improve site legibility.

  Figure 8 illustrates the revised access arrangement as shown in the Landscape Plan.

Figure 8: Extract of the Landscape Plan showing the revised access arrangement.

- A Transport Engineering Technical Note (**Attachment 9**) was prepared by *PJA,* which includes revised swept path movements demonstrating truck access to the loading areas provided on site. In addition, the applicant's traffic engineer has confirmed that ramp gradients are consistent with the Australian Standards.

- The inclusion of obscured balustrades to screen air-conditioning units. A condition is recommended for all services to be screened from view from the street, and for a detailed schedule of external materials, finishes and colours to be provided to the satisfaction of the City.

- The layout of the ground floor dwelling has been revised so that the main living area and habitable rooms front Leslie Deague Park. This modification enhances passive surveillance of the adjoining public open space.

Considering the above, the City is satisfied that the applicant has considered the DRP comments, and they can be addressed further through conditions.

Sustainability

In response to the DRP comments regarding sustainability, the applicant has provided a Sustainability Report prepared by *Cundall* (**Attachment 10**).

The report outlines the following sustainability considerations:

- A minimum 15kW PV system;

- Double glazing to all external glazed facades;

- Use of Bubbledeck slab technology to decrease the amount of concrete used onsite by one third;

- Obtaining a NatHERS rating targeting a certification of a minimum of 6.0 stars and an overall average of 7 stars;

- Provision for future EV charging with an additional 20% capacity to the substation above standard modelled load requirements for the development, a demand load management system, and pre-laid conduits to car bays;

- Fully electric development (i.e. no gas connection to the development); and

- Bicycle sharing facility with 20 bicycles, managed and maintained onsite.

Further to the above, the applicant has committed to increase the solar commitment to a 20kW PV rooftop system.

The City recommends that a condition be included to require the provision of an updated Sustainability Report to include the 20kW PV system, prior to the lodgement of an application for building permit.

A separate condition is also recommended to require the sustainability initiatives outlined in the Report to be implemented on site, and maintained for the life of the development.

Amenity

The DRP were broadly supportive of the pedestrian access easement, and suggested the applicant incorporate lighter colours.

To address this comment, a condition is recommended for a Materials, Finishes and Colour Schedule be provided prior to lodgement of a Building Permit to the satisfaction of the City. The City has also included a condition for the pedestrian access easement to facilitate and coordinate pedestrian movements associated with future development.

Community and Aesthetics

The DRP comments for Community and Aesthetics provided some overlap with other principles addressed above, in addition to requesting further details relating to the provision of accessible units and public art contribution being provided onsite.

To address these matters the following points have been considered:

- The DRP suggestion to reconsider the design of the ground floor fronting Great Eastern Highway to provide a reasonable length of activated frontage has been addressed under the Planning Assessment section of this RAR.

- The applicant has included annotations on the amended development plans that identifies apartment Type L (11 two bedroom dwellings) and apartment Type B (11 studio apartments) as being deigned as Livable Housing Australia (LHA) accessible units to meet Silver Level accessibility requirements.

- The applicant has engaged *Big Spoon Art Services* to progress the public art proposal for the site. The applicant has provided preliminary concepts for suspended artwork along the public access easement to satisfy the public art requirement for the site. Further details are provided in Planning Assessment section of this RAR under the heading Public Art.

The City is satisfied that the applicant has appropriately considered and addressed the comments provided by the Design Review Panel, subject to the recommended conditions outlined above, to the extent required under the planning framework.

Planning Assessment

Land Use

The subject site is zoned ‘Special Development Precinct’ under LPS 15. In accordance with Table 1 of LPS 15, ‘Multiple Dwelling’ is classified as a ‘D’ land use, meaning that it is not permitted unless the local government has exercised its discretion by granting development approval.

The proposal is considered to meet the objectives of the zone by delivering residential apartments of a high architectural standard, which is reflected in the subsequent changes proposed by the applicant to address the DRP’s feedback.

Built Form

In terms of built form, the provisions of LPP 7 and the R-Codes Volume 2 are applicable. It is necessary to these are performance-based documents that have multiple pathways to meet their objectives.

In most instances, the primary way of satisfying the relevant objectives is by meeting the Acceptable Outcomes of the R-Codes or Acceptable Development Controls within LPP 7. Where site conditions or the design approach prevent compliance with the Acceptable Outcomes or Acceptable Development Controls, an alternative design solution may be considered if it can be demonstrated that the relevant objectives are met.

The key considerations of the planning framework are outlined under the subheadings below.

Plot Ratio

LPP 7 allocates a R100 density to the subject site without specifying a maximum plot ratio. In the absence of a specific objective relating to plot ratio, it is appropriate to take guidance from R-Codes Volume 2 on the expected plot ratio for R100 density. At R100, Element 2.5 of the R-Codes applies a plot ratio of 1.3:1. The proposed development provides a plot ratio of 2.2:1.

Regarding the merits of the proposed variation, it is necessary to consider the proposal against the Objective set out under Element 2.5 of the R-Codes. The Objective is stated as follows, and addressed below:

> *The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

It is noted that other developments within The Springs locality have been approved with a plot ratio of 2.77:1 at 3 Homelea Court, 2.58:1 at 6 Homelea Court, and 4.32:1 at 3 Hawksburn Road. It is considered that the proposed plot ratio of 2.2:1 at 2 Hawksburn aligns with the range of plot ratios previously supported within The Springs.

The proposal is also consistent with the established character of The Springs. The development provides residential apartments of a scale comparable to existing developments within the locality. The proposal provides an acceptable level of architectural design, which is reflected in the subsequent changes proposed by the applicant to address the DRP's feedback..

With regards to the planned character of the area, it is relevant to consider the anticipated maximum plot ratio set up by the draft LPP 20 and the Corridor Strategy. Draft LPP 20 identifies a maximum plot ratio of 7.0:1 along the northern portion of Precinct 1. Therefore, the proposed plot ratio is consistent with the requirement of draft LPP 20. Given the above, the proposed plot ratio is considered acceptable.

Building Height

The proposed development is 16 storeys, with a maximum height of 52.765m from natural ground level to the top of the lift overrun. Figure 9 below is an extract of the elevation plans showing the proposed maximum height of the development.

Figure 9: Elevation showing height viewed Hawksburn Road.

Detailed Area Plan 6.2 of the LPP 7 sets out a maximum building height as 27m.

Regarding the merits of the proposed variation, it is necessary to consider the proposal against the Design Objectives set out in Clause 3.1.3 of LPP 7, which are addressed below:

- *Objective 1 - To ensure all future developments respond to the design, urban scale and character of their street and the broader Springs area with articulated expressions of height at key points and reference to human scale at others.*

When considering the building height, it is important to evaluate the existing context and character of the area. The Springs is a largely established locality, with existing properties generally characterised by residential apartment buildings of varying heights. Table 2 below provides a summary of existing building heights within The Springs area.

Property Address	Maximum Height Permitted under the Local Planning Framework	Approved Height
6 Homelea Court	35m	39.6m
3 Homelea Court	50m AHD (with referral to Perth Airport)	49.4m
1-3 Hawksburn Road	27m	48.9m
23 Rowe Avenue	27m	38.9m
27 Rowe Avenue (Aloft Hotel)	27m	51.1m
31 Rowe Avenue	27m	63.8m

30 Riversdale Road	50m AHD (with referral to Perth Airport)	63.7m
5 Rowe Avenue	35m	32.8m

Table 2: Constructed and approved heights within The Springs.

Figure 10 below shows the location of these developments in relation to the subject site.

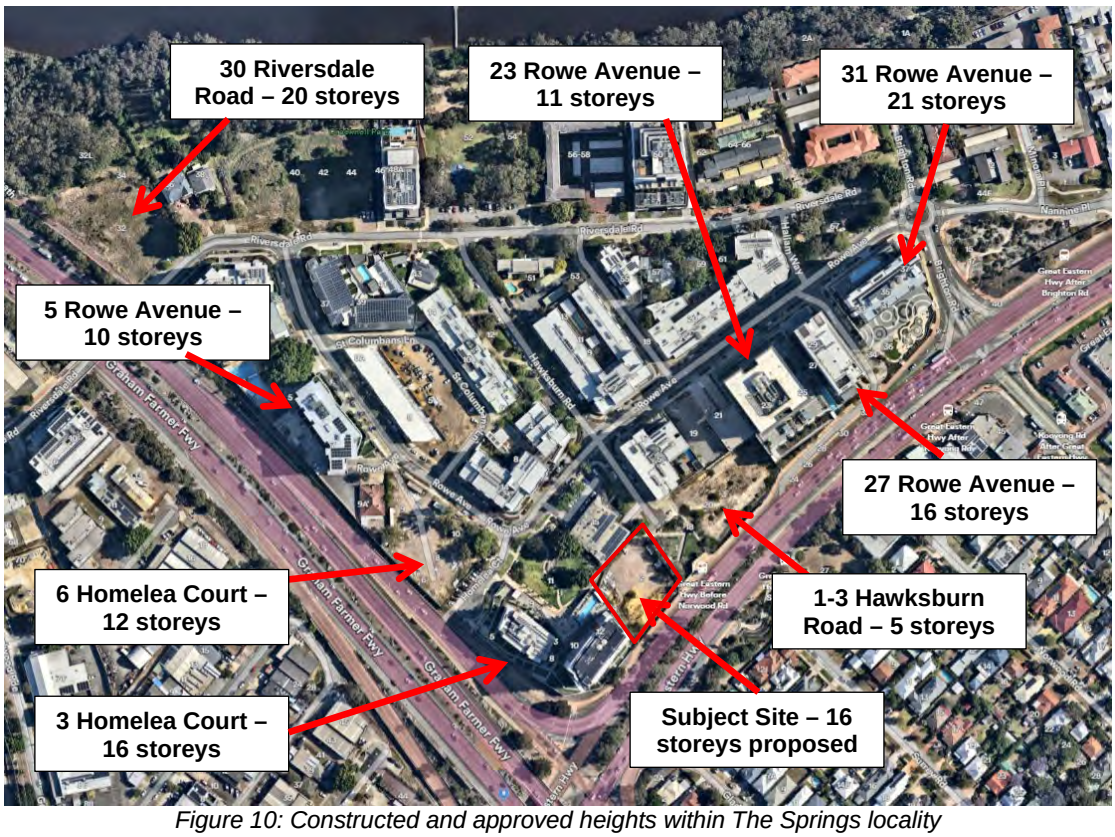


Figure 10: Constructed and approved heights within The Springs locality

As depicted in Table 2 and Figure 10 above, the approved and constructed heights within The Springs have been varied multiple times previously.

While these developments are distributed throughout the locality, properties that are adjacent to Graham Farmer Freeway and Great Eastern Highway have had comparable heights approved. The basis for the increased heights is that these developments function as entry statements to The Springs, and the overall bulk and scale of those developments have been considered appropriate in its context of the area.

Whilst The Springs Structure Plan and LPP 7 remain valid planning instruments, a more recent planning document (draft LPP 20) has been prepared to guide development adjacent to Great Eastern Highway. Draft LPP 20 includes building height provisions which have been informed by a feasibility assessment prepared by a property and economic consultant.

Draft LPP 20 envisages buildings within The Springs being up to 20 storeys, with a medium transition to the development to the north. Sites subject to a medium transition typology should complement adjacent land uses in terms of building height, rear and side setbacks, and be designed to minimise negative impacts associated with building bulk and scale.

The proposal adjoins public open space at Leslie Deague Park and Shortland Jones Park, and provides a 3m setback from the podium level, and 15m from the tower to the boundary with the existing office use at 15 Rowe Avenue. The transition and interface provided to the public open spaces and the existing office at 15 Rowe Avenue are compliant with the requirements of the planning framework.

The existing apartments at 3 Homelea Court are also 16 stories in height which is consistent with this proposal. The development maintains 10m separation between the two towers. With the podium level proposed with a nil setback. The proposed building separation between sites is addressed under a separate heading within this RAR.

Figure 11 below illustrates the proposed buildings scale compared to the established development at 3 Homelea Court (left), and 15 Rowe Avenue (right).

Figure 11: Image showing the proposed scale compared to established developments on adjoining sites.

Considering the above, the proposed transitions to adjoining properties and the proposed height of the development is consistent with the desired built form and scale envisioned by the Corridor Strategy and draft LPP 20.

Further to this, the DRP in its final review supported the built form and scale, which is reflective in the 'green' scoring the proposal received against that design principle.

The City considers that the proposed built form and height is compatible with the existing locality, consistent with the desired built form and scale envisioned by the Corridor Strategy and LPP 20, and achieves the above objective of LPP 7.

- *Objective 2 - To allow reasonable daylight access to all development and the public domain.*

The proposed development is orientated towards the north-east and north-west. As such, the buildings shadows are largely contained within the site and Great Eastern Highway.

It is acknowledged that objections received during public advertising raised concerns about shadow projection and its potential impact on solar access for adjoining properties.

In accordance with Clause 1.2.1 of the R-Codes Volume 2, the provisions relating to overshadowing and daylight access within the R-Codes take precedence where there are inconsistencies with the Local Planning Policy. Specifically, Element 3.2 of the R-Codes states that for adjoining properties coded R80 or higher, there are no prescribed maximum overshadowing standards.

LPP 7 requires that at least 70% of the proposed residential apartments shall receive a minimum of 3 hours of direct sunlight in their major habitable rooms and private open spaces between 9am and 3pm on 21 June.

The applicant has provided shadow diagrams to illustrate the overshadowing projected from the development. Figures 12 and 13 extract the development plans for the winter solstice at 9am, 12pm, and 3pm, and outline the shadow projections in red.

Figure 12: Extract of the shadow diagram showing shadow protection at 9am.

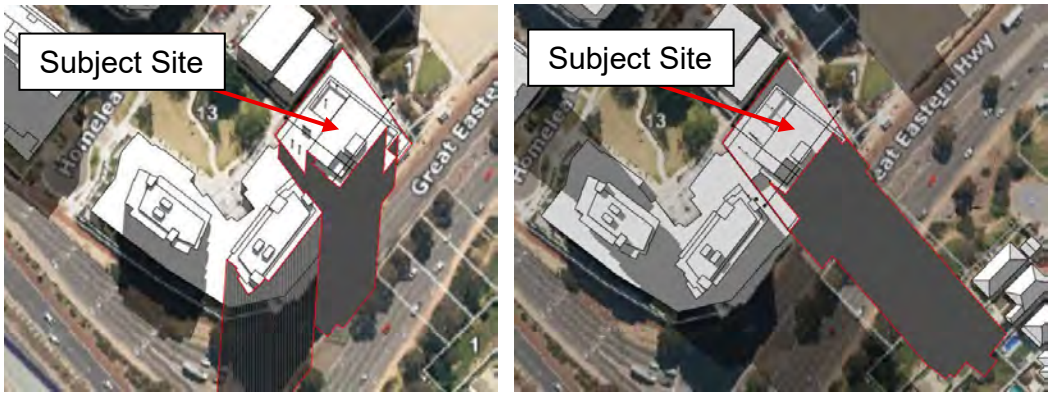


Figure 13: Extract of the shadow diagram showing shadow protection at 12pm (left) and 3pm (right).

As shown in Figures 12 and 13, all adjoining sites maintain a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June. The proposal's compliance with the R-Codes and LPP 7 Acceptable Development controls regarding Solar Access demonstrates that the associated objective is also achieved.

The LPS 15 includes a provision for height referrals to Perth Airport, which are guided by the height limits outlined in Schedule No. 8 of LPS 15 (Figure 14).

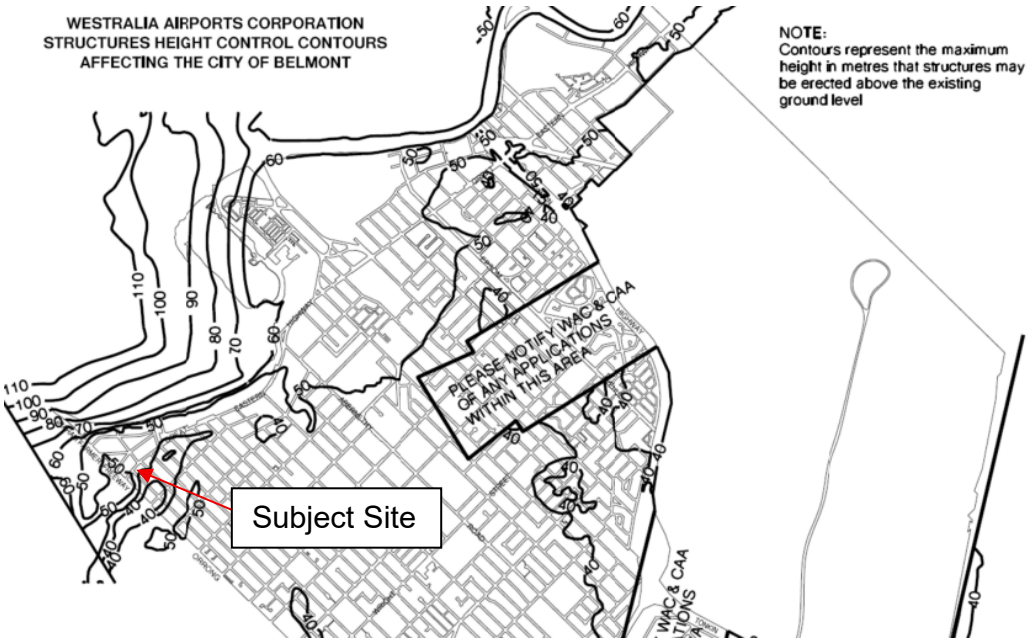


Figure 14: Extract of map from Schedule No. 8 of LPS 15

The proposed height of the building is 52.765m above natural ground level exceeds the 40-50m contour lines, and therefore was referred to Perth Airport for comment. Perth Airport did not object to the proposal in their referral response and recommended two conditions and an advice note. The full Perth Airport referral response is provided as **Attachment 4**.

Considering the above, the proposal satisfies the two height objectives of LPP 7. In addition, the development aligns with the desired building heights identified in the Corridor Strategy, and Perth Airport has raised no objections to the proposal. Accordingly, the proposed height variation is considered compatible with the locality and is supported by the City.

Interface with Great Eastern Highway

The DRP recommended introducing an active ground-floor use along Great Eastern Highway to enhance street activation. This has not been incorporated into the amended plans.

When considering the DRP's comments, it is important to view them within the context of the statutory planning framework. While LPP 7 does not require an active frontage to Great Eastern Highway, the draft LPP 20 provides further guidance on activation to this road.

Under draft LPP 20, an active frontage is encouraged at this site, however it is not mandatory. Figure 15 shows an extract from the Corridor Strategy with the site highlighted in red.

Figure 15: Extract from the Corridor Strategy showing the site in red.

This aligns with the draft LPP 20 Activity Map, which identifies the site as part of the Activity Corridor, where the provision of Non-Residential Floor Space is not required. Figure 16 shows an extract of the LPP 20 map with the site highlighted in red.

Figure 16: Extract from LPP 20 showing the site in red.

The development includes a three-storey podium accommodating services, car parking, a ground-floor dwelling, pedestrian access, and a landscaped frontage. Dwellings on levels 4 to 15 feature balconies that provide passive surveillance and outlook to Great Eastern Highway and Hawksburn Road.

Figures 17 and 18 below show extracts from the Development Plans illustrating the proposed interface to Great Eastern Highway.

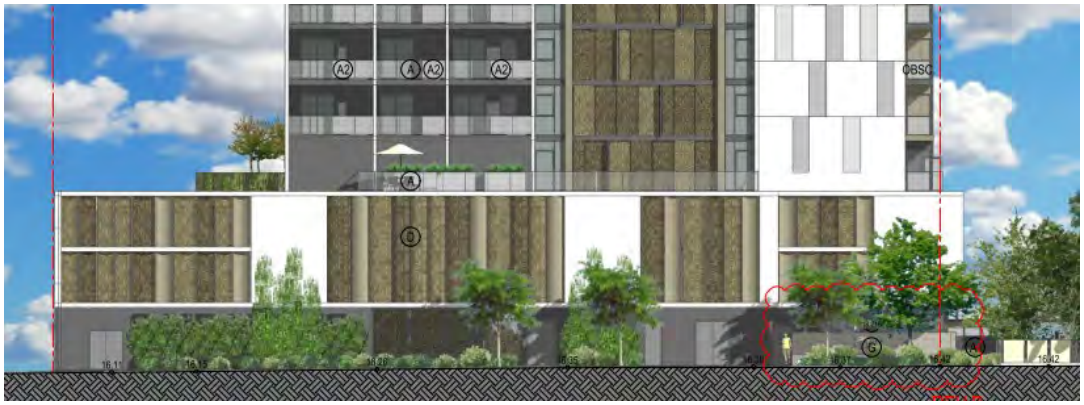


Figure 17: Extract showing the proposed Great Eastern Highway interface.

Figure 18: Extract showing the Ground Floor Plan - Great Eastern Highway interface.

It is also important to consider the proposal within the surrounding context of The Springs, and how other existing developments interface with Great Eastern Highway. Figures 19, 20 and 21 below show images of the existing interfaces at 6 Homelea Court, 25 Rowe Avenue and 31 Rowe Avenue, viewed from Great Eastern Highway.

Figure 19: Interface between 6 Homelea Court and Great Eastern Highway.

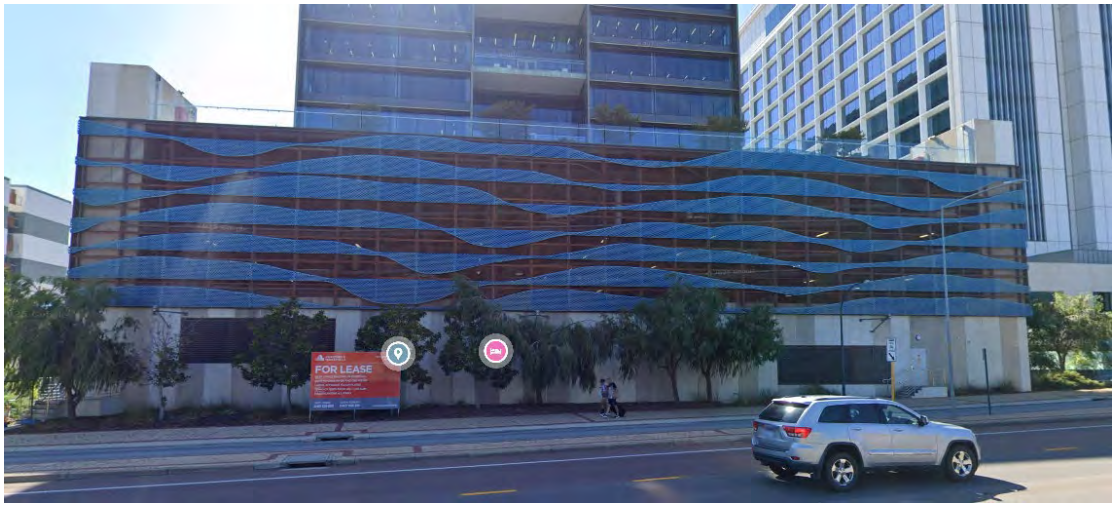


Figure 20: Interface between 25 Rowe Avenue and Great Eastern Highway.

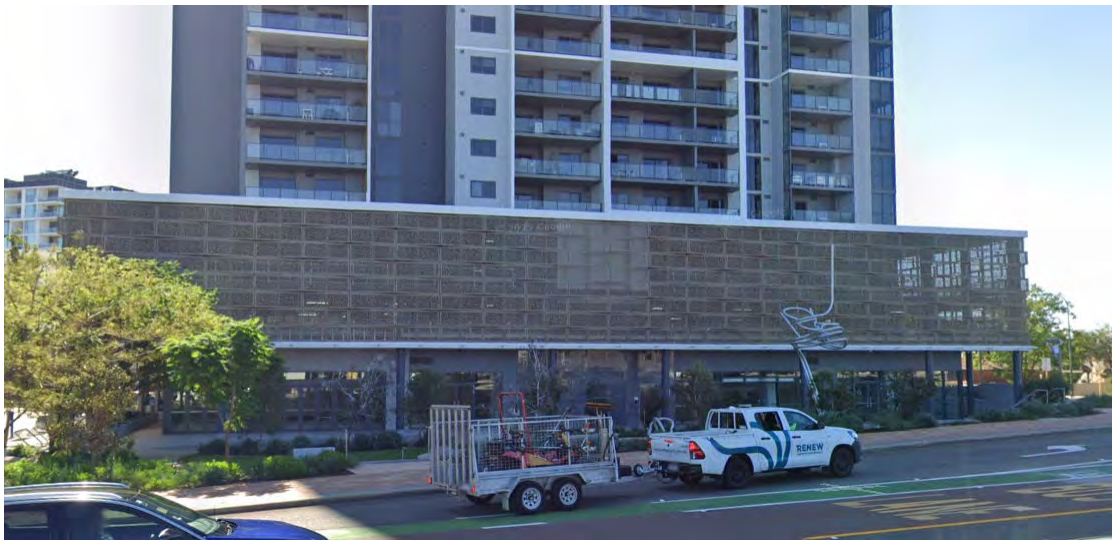


Figure 21: Interface between 31 Rowe Avenue and Great Eastern Highway.

Out of the existing developed sites along Great Eastern Highway, only 31 Rowe Avenue contains an active ground floor. This is consistent with its identification in the Corridor Strategy as a site with a 'Priority' active frontage requirement.

When compared with existing developments within The Springs, the proposal is consistent in overall built form and character, providing a cohesive façade and landscape outcome.

As outlined earlier in the report, the DRP also highlighted opportunities for a landscaped planter along the edge of the pickle ball court on the third level adjacent to Great Eastern Highway. The applicant did not include this design change in the amended development plans.

As a planter box in this location will be highly visible from Great Eastern Highway, the City considers that providing this will enhance the development's visual interface with Great Eastern Highway and therefore should be provided. Therefore, the City recommends the inclusion of a condition requiring an updated Landscape Plan be provided prior to lodgement of a Building Permit which details a planter box with appropriate planting in this location. A separate condition is also recommended for the landscaping to be installed and maintained for the life of the development.

In addition, a condition is recommended for the applicant to provide a detailed Schedule of Materials, Finishes and Colours prior to lodgement of a Building Permit. This will ensure that the façade treatments are appropriate and enhance the appearance when viewed from Great Eastern Highway.

Building Depth

The Acceptable Development Controls under LPP 7 specifies a maximum plan depth of 18m from glass line to glass line above ground level. The proposed development provides variable building depth, however the maximum depth is proposed at 20.9m as shown in Figure 22.

Figure 22: Extract showing the maximum building depth.

In considering the merits of the proposed variation, the City has assessed the development against the Objectives of LPP 7. Table 4 below outlines the factors which have been considered in the assessment of the development's building depth:

Objective	Officer Comment
To ensure that the bulk of the development is in scale with the desired future context	The portions of building depth seeking variation are limited to bedrooms, with the living room to living room building depths are provided in accordance with the 18m building depth Acceptable Control. The variety provided to the building depth gives the development articulation, and reduces the overall building bulk, when viewed from the surrounding streets and adjoining properties. As outlined under the sections above (Height and Setbacks) of this report, the proposed development scale is compatible with the existing character of the area.
To provide adequate amenity for building occupants in terms of sun access and natural ventilation.	The applicant has provided solar and daylight access diagrams, and natural and cross ventilation diagrams as part of their architectural plan set. As LPP 7 does not have specific provisions, the diagrams are assessed against the Acceptable Outcomes of Element 4.1 – Solar and Daylight Access, and Element 4.2 – Natural Ventilation of the R-Codes Volume 2. The proposal complies with these Acceptable Outcomes, and

	therefore is deemed to also achieve this Objective of the Policy.
To provide for dual aspect apartments where possible	As outlined above, the proposal is consistent with the Acceptable Outcomes of the Elements 4.1 and 4.2 of the R-Codes Volume 2. In accordance with Element 4.2, within the first 9 stories 11% of the dwellings are dual aspect, and 79% of dwellings are cross ventilated. Therefore, the City considers that this objective has been satisfied.

Table 4: LPP 7 Objective Assessment

Given the proposal has demonstrated that the associated Objectives are achieved, it is considered that the proposed building depth is suitable, and is supported by the City.

Building Separation and Setbacks
During advertising, submissions were received raising concerns regarding the proposed setbacks between 3 Homelea Court and the proposed development.

LPP 7 provides the setback provisions for developments established within The Springs. Under LPP 7 Detailed Area Plan 6.2, the subject site is permitted to provide nil setbacks from the podium and tower to the south-western boundary, where it adjoins 3 Homelea Court. The Detailed Area Plan also envisioned the building at 3 Homelea Court to be setback 10 metres from the common boundary that is shared with the subject site, as shown in Figure 23 below.

Figure 23: Extract of Detailed Area Plan 6.2 showing envisioned building separation.

The proposed development provides a nil setback to the podium level, and a 5 metre minimum setback to the boundary with 3 Homelea Court. The existing development at

3 Homelea Court provides variable setbacks to the shared boundary of between 4-5 metres.

The development provides a 3m setback from the podium level and 15.2m from the tower to the boundary with 15 Rowe Avenue.

The proposed setbacks are compliant with the requirements of LPP7. Figure 24 below illustrates an extract from the Development Plans detailing the proposed separations to each adjoining lot boundary.

Figure 24: Extract of Development Plan showing the proposed building separation.

Clause 3.1.4 under LPP 7 specifies that buildings shall be provided with the following separation distances shown in Table 5.

Height of Building	Separation Between Two Habitable Rooms / Balconies	Separation Between Habitable Rooms / Balconies And Non-Habitable Rooms	Separation Between Two Non-Habitable Rooms
Less than 12 metres	12m	9m	6m
Between 12 metres and 25 metres	18m	13m	9m
Greater than 25 metres	24m	18m	12m
**Where a lot adjoins a neighbouring lot, each site shall be setback from the lot boundary at half the required distance*			

Table 5: LPP7 Building Separation requirements

Although the proposal achieves the minimum 10 metre building separation envisioned under LPP 7, a variation is still proposed to Clause 3.1.4 of the Policy.

Therefore the City has assessed the development against the Objectives of the Policy under Table 6 below:

Objective	Officer Comment
To allow for each precinct and building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy	As outlined under the Building Height and Building Depth subheadings within this RAR, the proposal complies with the Acceptable Outcomes of the R-Codes Volume 2 regarding Elements 3.2, 4.1 and 4.2 which relates to overshadowing, solar access, and natural ventilation. Further to this, the proposal has been assessed against Element 3.5 of the R-Codes Volume 2 which relates to Visual Privacy. The proposal provides compliant setbacks to ensure cones of vision from the development does not result in direct overlooking of adjoining properties.
To create proportional streetscapes and massing scale in keeping with the desired area character for each precinct as laid out in The Springs Structure Plan.	The proposed height, built form and scale and suitability of the development with the established and desired character of The Springs has been addressed separately in this RAR under the Building Height subheading. The proposal is considered to be consistent with the existing and desired character for The Springs, set out under the relevant planning framework.
To maximise visual links to the river from all precincts.	The subject site is located along the southern edge of The Springs Special Development Precinct area. Given the distance and established developments within The Springs, there are no visual links between the site and the river.
To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.	The proposal provides compliant private open space and communal open space across the development in accordance with LPP 7 and the R-Codes Volume 2.4 Each apartment is provided with a balcony accessible form the dwellings main living room. Communal open space is provided on Level 3 and provides a pickle ball court, gym, lounge, BBQ and outdoor seating providing for recreation for future occupants of the development.
To provide deep soil zones for storm-water management and tree planting, where contextual and site conditions allow.	The applicant has provided a Concept Landscape Plan which demonstrates the proposed landscaping across the site. The proposed landscaping has been assessed against the requirements of the R-Codes Volume 2, Element 3.3 – Tree Canopy and Deep Soil Areas. In accordance with

	Element 3.3 the proposal required a minimum of 237m^2 of deep soil area and 2 large trees and small trees to suit. The proposal includes 259.5m^2 of deep soil area at ground level, 73m^2 of on structure planting, 2 large trees, 1 medium tree and 14 small across the site. Should the DAP approve the application, the City has recommended a condition be included for the applicant to provide a detailed stormwater disposal plans prior to lodgement of a Building Permit. The proposal complies with the Acceptable Outcomes of the R-Codes Volume 2 in regard to Element 3.3, and therefore is deemed to also achieve this Objective of the policy.

Table 6: LPP 7 Objective Assessment

Given the proposal has demonstrated that the associated Objectives are achieved, it is considered that the proposed building depth is suitable, and is supported by the City.

Size of Dwellings

The Acceptable Outcome under Element 4.3 specifies a minimum internal floor area for studio apartments of 36m^2. The proposal includes Type A and B studios which are provided with internal floor areas of 34m^2, resulting in a shortfall of 2m².

This variation has been assessed against the associated Element Objectives, as outlined in Table 7 below:

Element 4.3 -Objective	**Officer Comment**
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibility accommodat e furniture settings and personal goods, appropriate to expected household size.	The internal layout and size of the proposed studio dwellings has been designed to provide functional living space that is considered proportionate to the expected dwelling size. The proposal contributes to housing diversity within the locality by providing a variety of dwelling sizes throughout the development. While a variation to the minimum internal floor area requirement is sought, the proposed floor plans include indicative furniture layouts which demonstrate that the studio apartments can comfortably accommodate furniture and storage for personal items of future occupants. Figure 25 shows an extract of the Floor Plans with the studio apartments highlighted in blue.

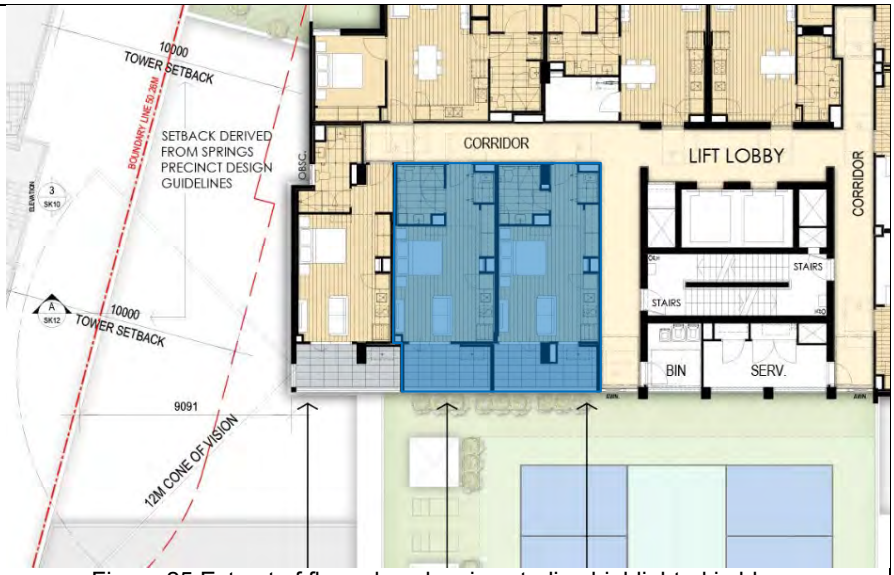
	 Figure 25 Extract of floor plan showing studios highlighted in blue.
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	The proposed studio apartments have been designed to achieve compliant ceiling heights and room depths, in accordance with Acceptable Outcome A4.3.2 and A4.3.3. The room depth of 5 metres ensures that natural light and ventilation can reach all parts of the studio apartments. This is demonstrated in Figure 26 below, with the studio apartments outlined in blue. *Figure 26 Extract showing daylight penetration (studios in blue).* The room dimensions and internal layouts have been designed to maximise natural daylight and ventilation within each studio. The living and kitchen areas are positioned adjacent to the balcony openings, allowing direct access to natural sunlight and cross-ventilation opportunities. Large glazed doors and windows to the balconies further enhance daylight penetration into the main living spaces of each dwelling.

Table 7: Dwelling Size assessment against Element Objectives

Considering the above, the proposed studio dwelling size is considered acceptable as the developments design achieves the relevant Element Objectives under the R-Codes.

Car Parking

Based on the parking ratio specified in the Acceptable Outcomes of Element 3.9 of the R-Codes Volume 2, the resulting car parking requirements for the proposal are outlined in Table 8 below.

PARKING REQUIREMENTS	**PROPOSED PARKING**
CAR PARKING (Location A) Residents *0.75 bays per dwelling (1-bedroom dwellings) –* 93 dwellings = **70 bays** *1 bay per dwelling (2-bedroom dwelling) – 15 dwellings =* ***15 bays*** ***= 85 resident bays.*** *Visitors* *1 bay per four dwellings up to 12 dwellings, and 1 bay per 8 dwellings for the 13th dwelling and above.* ***= 15 visitor bays.*** *Motor Cycle and Scooter Bays* *30 bays proposed* *Note – In accordance with A3.9.2 and Table 3.9 of the R Codes Vol 2 for every 5 motorbike/scooter parking bays provided, the number of car parking bays may be reduced by 1.* *Therefore, car parking bays required are reduced by 6.* **Total** *85 resident bays* *15 visitor bays* *= 100 bays* Subtract 6 due to provided motorcycle bays means **total required car bays is 94.**	Residents – **97 Bays** Visitors – **10 bays** Motor Cycle/Scooter – **30 bays** Total bays proposed: **107 car bays, 30 motor cycle bays** **There is a shortfall of 5 visitor bays, but an overall surplus of 13 car parking bays provided onsite.** **Refer to discussion below**

Table 8: Car Parking Requirements

During the advertising of the application, submissions were received raising concerns regarding the adequacy of car parking provision within the area. The submissions also suggested that existing car parking infrastructures be improved within the area.

As depicted in Table 8 above, the development requires a total of 94 car parking bays. The development site provides a total of 107 car parking bays which results in a surplus of 13 bays, but a shortfall of 5 visitor parking bays.

Further to the car parking surplus provided onsite, the City also notes the following:

- The subject site is located approximately 20 metres from bus stops servicing the 270, 654, 935 and 940 located on Great Eastern Highway. As buses servicing these stops arrive every 15 minutes within peak hours, the subject site is considered to be within a Location A high frequency public transport area.

- The site is located adjacent to bicycle paths along Great Eastern Highway, which connects to the Burswood Train Station to the west. The proposal provides twenty visitor and resident bicycle parking spaces onsite.

- The development provides a strata bike share facility, which the applicant has implemented at other similar developments within Perth. Twenty share bikes are provided for residents use, which will be managed by the strata. The City has recommend a Parking Management Plan be provided prior to occupation to detail this initiative and for its implementation.

On this basis, the proposal is considered to provide a compliant number of car parking spaces overall in accordance with the statutory requirements, with alternative transport options available. It is recommended that the Parking Management Plan include details on how parking will be allocated and managed to address the shortfall in visitor bays.

Traffic

Submissions received during the advertising of the application raised concerns that the proposed development will increase traffic within the area.

The applicant has provided a Transport Impact Statement (TIS) prepared by *PJA* to support their application (**Attachment 11**). A Transport Engineering Technical Note (**Attachment 9**) was also provided by the applicants traffic consultant in response to a request for information issued by the City. The applicant's TIS and support Technical Note considers the following:

- The proposed development will generate 55 vehicle trips per hour in the weekday AM and PM peak periods.

- According to WAPC Transport Impact Assessment Guidelines, developments that generate between 10 to 100 trips during the peak hour falls under the 'moderate impact' category. There is sufficient capacity within Hawksburn Road and the surrounding road network to accommodate the peak hour vehicle trips generated by the development.

- The development's proximity to existing public transport services and availability of alternative transport modes such as share bikes is expected to reduce reliance on private vehicles and reduce the traffic generated by the development.

- The TIS was referred to MRWA for comment due to the subjects site proximity to Great Eastern Highway. MRWA did not raise any objections to the applicants TIS (**Attachment 3**).

Given the above, it is considered that the traffic generated by the proposed development can be reasonably accommodated within the local road network and will not result in a significant adverse impact. On this basis, the proposal is consistent with other developments in the area and can be accommodated within the locality.

Noise Attenuation

The subject site is located adjacent to the Great Eastern Highway and within the assessment distance of State Planning Policy 5.4 (SPP 5.4), The proposed land uses are considered to be noise sensitive land use under SPP 5.4. In response, the applicant has provided an Acoustic Report prepared *E-LAB Consulting* (**Attachment 11**).

Main Roads WA has reviewed the Acoustic Report and recommended a condition for an updated Acoustic Report to be submitted prior to issuing of a Building Permit. The reason for this is to ensure that an appropriate noise attenuation is achieved for the occupants of the development in accordance with SPP 5.4. Additionally, prior to occupation certification from a qualified acoustic consultant is to be submitted confirming that the recommendations of the approved acoustic report has been implemented. A copy of Main Roads WA response is available in **Attachment 3**.

Should DAP decide to approve the proposal, the City recommends that the conditions outlined above are included to ensure compliance with SPP 5.4 is achieved.

Waste Management

The applicant submitted a Waste Management Plan (WMP) prepared by *Dallywater Consulting* (**Attachment 12**). The WMP has calculated the required bins in accordance with the City's waste generation rates. The bins will be provided as follows:

- 6 x (660L) Waste bins collected twice weekly;
- 6 x (1100L) Recycling bins collected weekly; and
- 10 x (240L) FOGO bins collected weekly.

The bin storage proposed onsite provides adequate space for the storage of bins under the three-bins collection system. The bin store areas will require drainage to sewer for bin cleaning. Strata management staff or other nominated contractors will manage waste throughout the facility.

If the DAP decides to approve the application, the City recommends that a condition for the Waste Management Plan to be implemented at all times to the satisfaction of the City, and for the bin store to be connected to sewer.

Public Art

As the application has a development value of $28.75 million, the proposal is subject to the City's Local Planning Policy No. 11 – Public Art Contribution (LPP 11). The requirement for public art contributions is 1% of the development's value. Therefore, the public art contribution for this development is $287,500.

The applicant has engaged *Big Spoon Art Services* to progress the public art proposal for the site. The applicant has provided preliminary concepts for suspended art work along the public access easement to satisfy the public art requirement for the site. Figure 27 shows images of the preliminary concepts being considered.

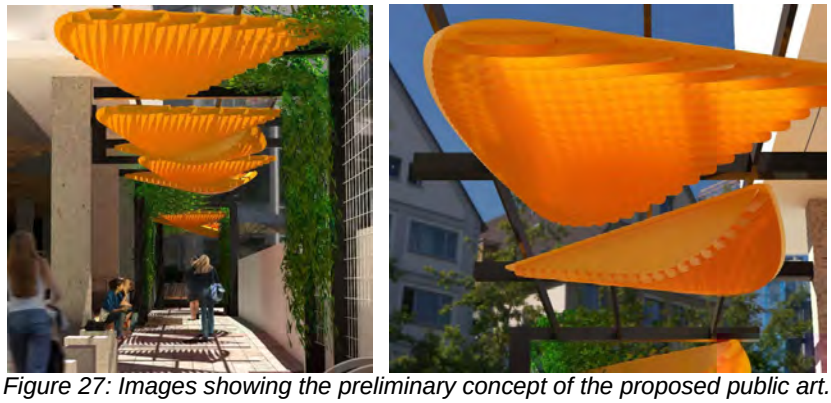


Figure 27: Images showing the preliminary concept of the proposed public art.

The City recommends conditions relating to public art contributions if the DAP considers approving the proposed development.

Conclusion:

The City has assessed the proposed multiple dwelling development against the applicable planning framework and considers it to be consistent with its intent and objectives. The proposal contributes to the ongoing redevelopment of the Great Eastern Highway corridor and responds to the strategic vision, including its site context within The Springs development precinct. Accordingly, the City recommends that the application be approved subject to conditions.

ATTACHMENT 1 – Development Plans

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

LOT 888, 2 HAWKSBURN ROAD
THE SPRINGS, RIVERVALE

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK CVR
15.05.2025

DEVELOPMENT SUMMARY		16 Storeys
Total Site Area	2370.0 m²	
Zoning	Mixed Use R100	
Allowable Plot Ratio	N / A	
Proposed Plot Ratio	2.21 m²	
Proposed Total Plot Ratio Area	5226 m²	

UNIT SUMMARY

Unit Type		Unit Area m2	No. of Units	%	Total Plot Ratio Area m2
STUDIO	TYPE A	34	11	10	374
STUDIO	TYPE B	34	11	10	374
STUDIO	TYPE C	36	11	10	396
1 BED / 1 BATH	TYPE D	50	1	1	50
1 BED / 1 BATH	TYPE E	55	1	1	55
1 BED / 1 BATH	TYPE F	51	12	11	612
1 BED / 1 BATH	TYPE G	50	12	11	600
1 BED / 1 BATH	TYPE H	51	12	11	612
1 BED / 1 BATH	TYPE J	50	11	10	550
1 BED / 1 BATH	TYPE K	51	11	10	561
2 BED / 1 BATH	TYPE L	68	11	10	748
2 BED / 2 BATH	TYPE M	73	1	1	73
2 BED / 2 BATH	TYPE N	73	1	1	73
2 BED / 2 BATH	TYPE P	73	1	1	73
2 BED / 2 BATH	TYPE Q	75	1	1	75
TOTALS			**108**	**100**	**5226**

CARPARKING REQUIRED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Required 1 BED / 1 BATH + STUDIO	93 X 0.75		70
Resident Required 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Required		1 bay per 4 up to 12 dwellings	3
		1 bay per 8 for 13 and above	12
TOTALS			**100**

REV B

CARPARKING PROPOSED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Proposed STUDIO	11 X 0.0		0
Resident Proposed STUDIO	22 X 1.0		22
Resident Proposed 1 BED / 1 BATH	60 X 1.0		60
Resident Proposed 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Proposed		x30 scooter bays enable -6 bays concession (SPP7.3)	10
TOTALS			**107**

BICYCLE PARKING CALCULATIONS

Unit Type	Calc.	Ratio	Total Bikes Required	Total Bikes Provided
Resident		4.5m² Stores Provided (allows for bicycle parking)	108	108
Residential Visitor	108 /8	1 bike per 8 Apts	14	25

SCOOTER BAYS

Resident Scooter Bays Proposed	30

REV B
- DEVELOPMENT TABLE EDIT.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

DEVELOPMENT TABLE

REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK TBL
05.09.2025

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

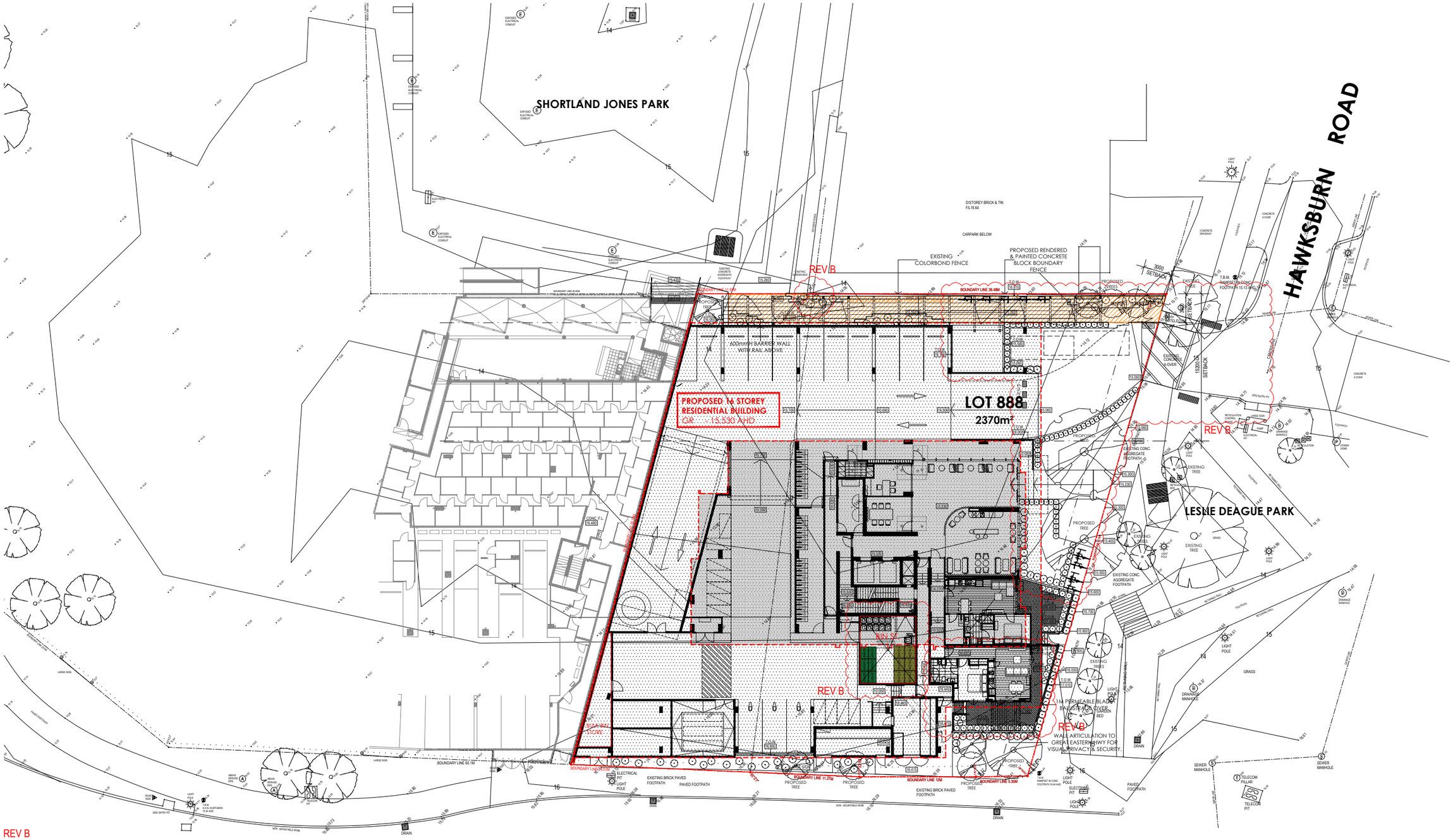
16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK PER
05.09.2025



REV B
- CROSSOVER ENTRY REVISED.
- VISITOR BIKE RACK LOCATION REVISED.
- APT 'TYPE E' LAYOUT REVISED.
- BIN ROOM LAYOUT RE-CONFIGURED.
- LANEWAY SMALL TREES REVISED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SITE PLAN
REV B

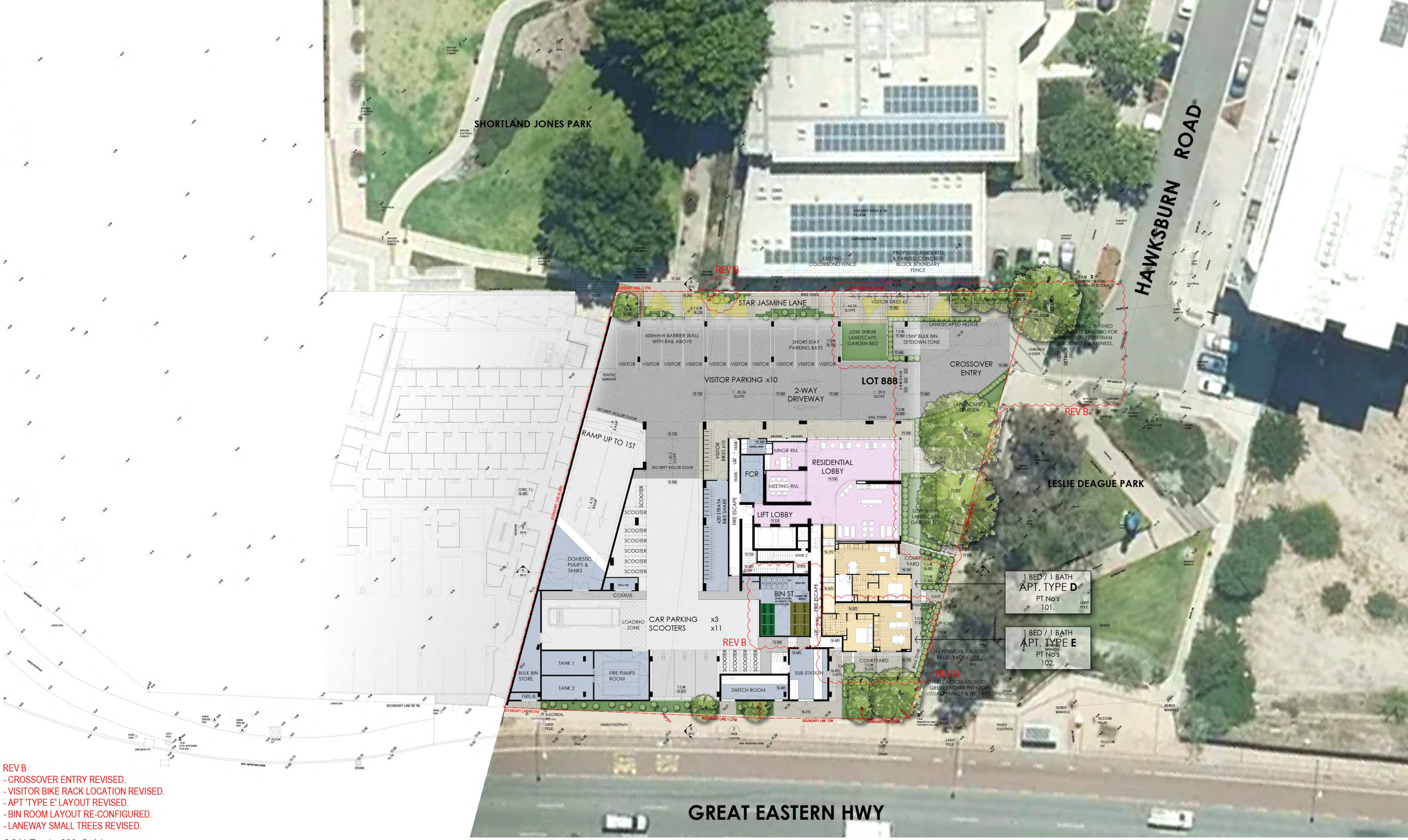
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 00
05.09.2025



REV B
- CROSSOVER ENTRY REVISED.
- VISITOR BIKE RACK LOCATION REVISED.
- APT 'TYPE E' LAYOUT REVISED.
- BIN ROOM LAYOUT RE-CONFIGURED.
- LANEWAY SMALL TREES REVISED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

GROUND FLOOR PLAN
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar developing better lifestyles

CHANG ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 01
05.09.2025

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

1ST FLOOR PLAN

REV A

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

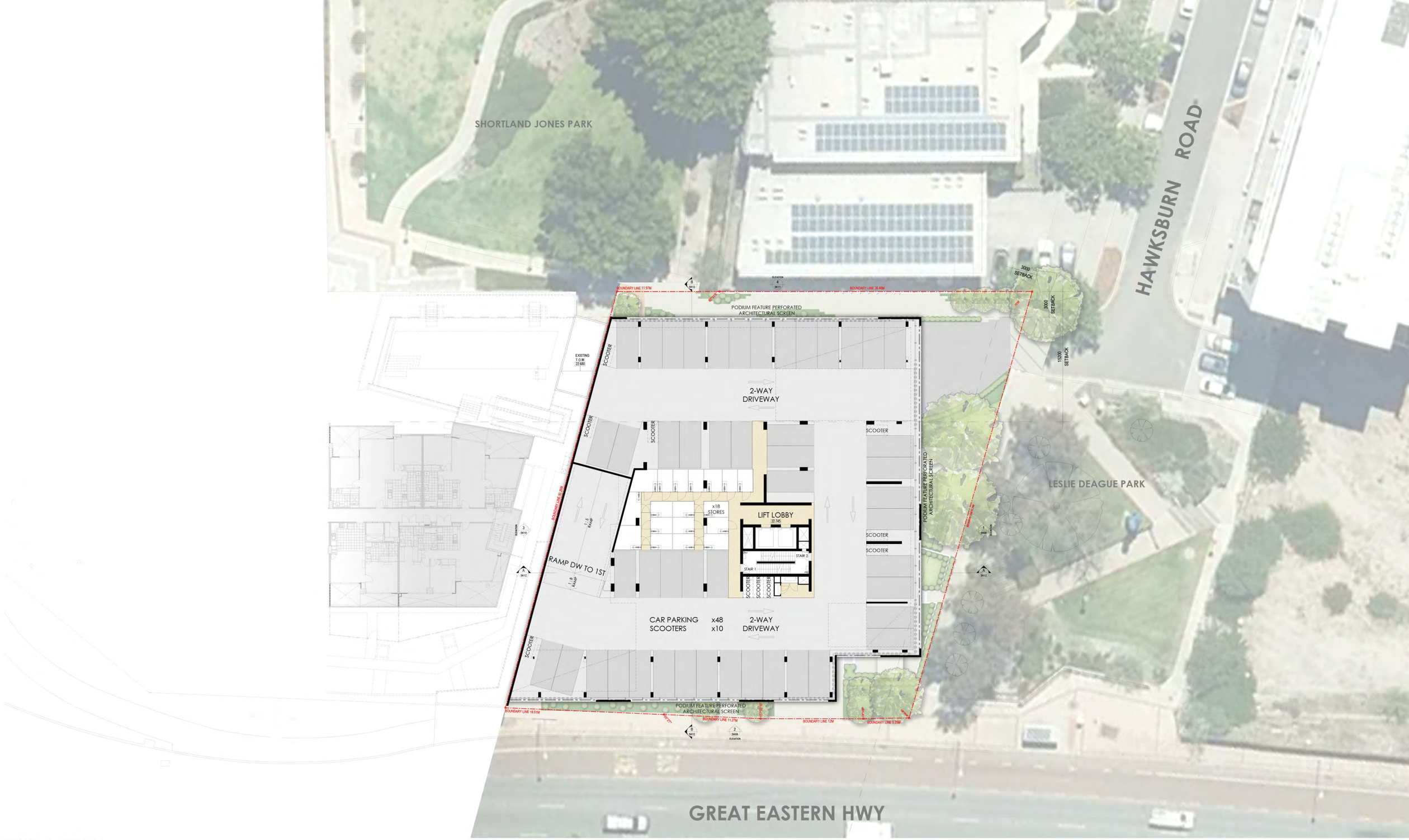
finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
W A 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 02

15.05.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2ND FLOOR PLAN

REV A

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

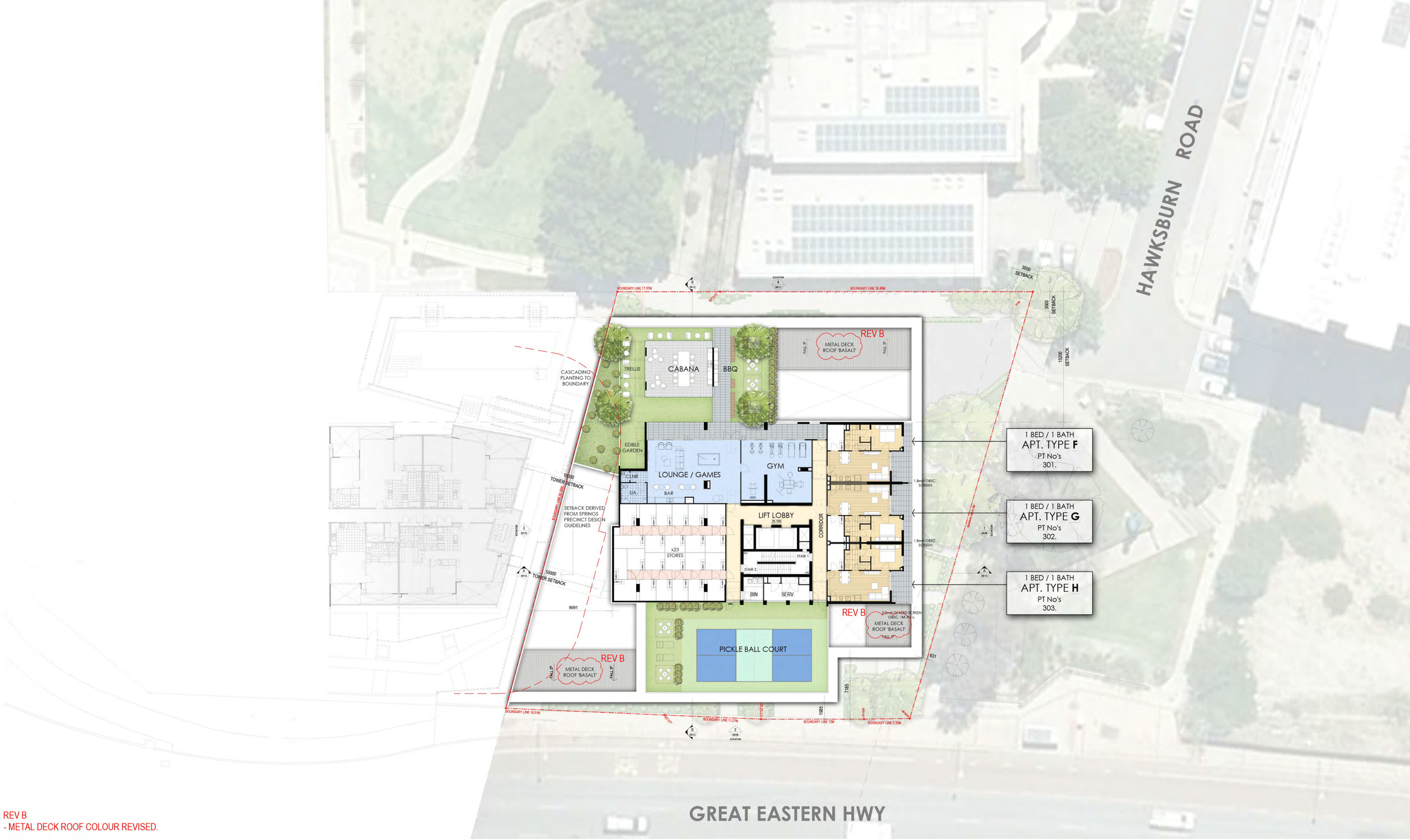
finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 03

15.05.2025



REV B
- METAL DECK ROOF COLOUR REVISED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

3RD FLOOR PLAN
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

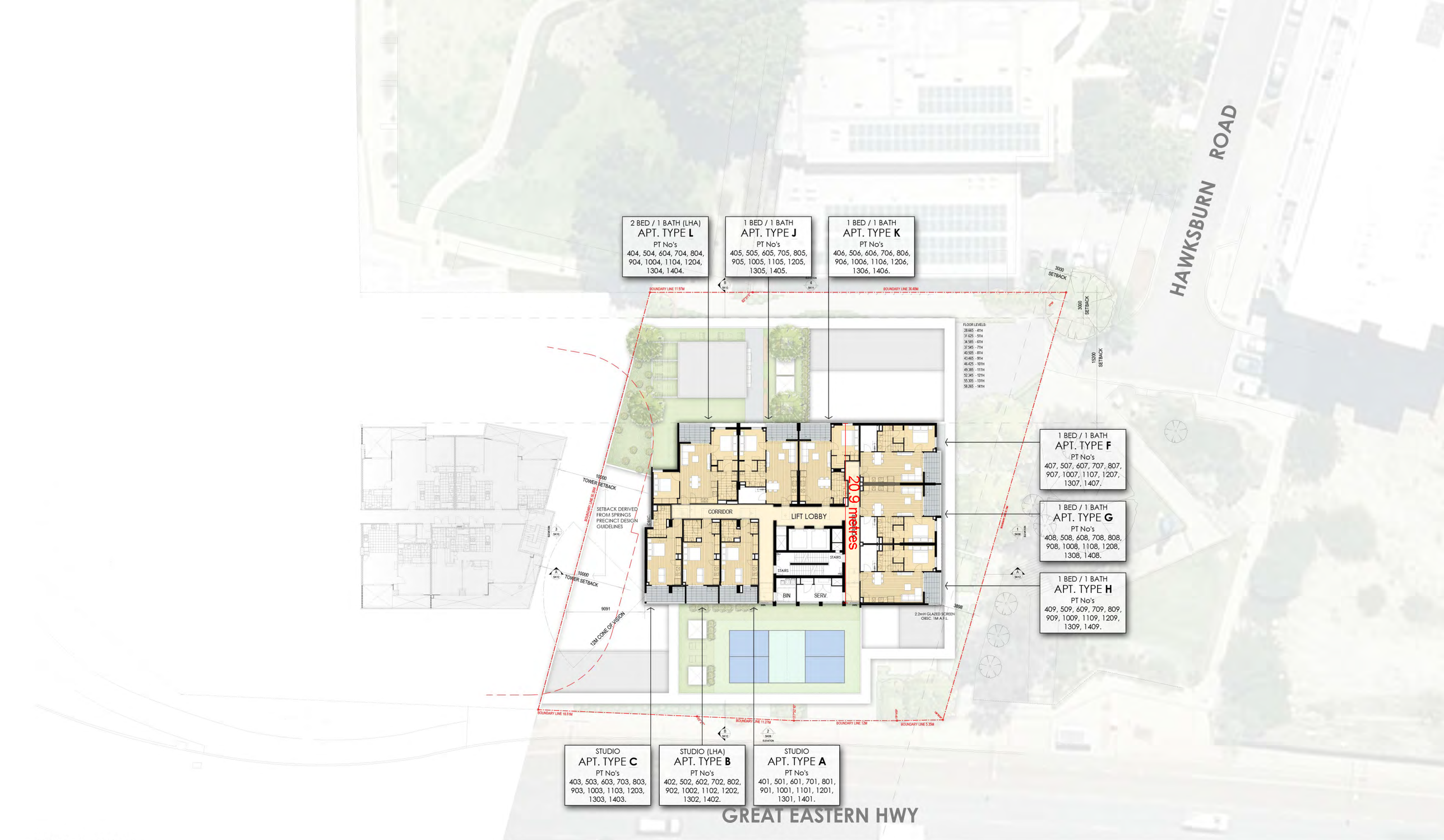
16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 04
05.09.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

4TH-14TH FLOOR PLAN

REV A

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

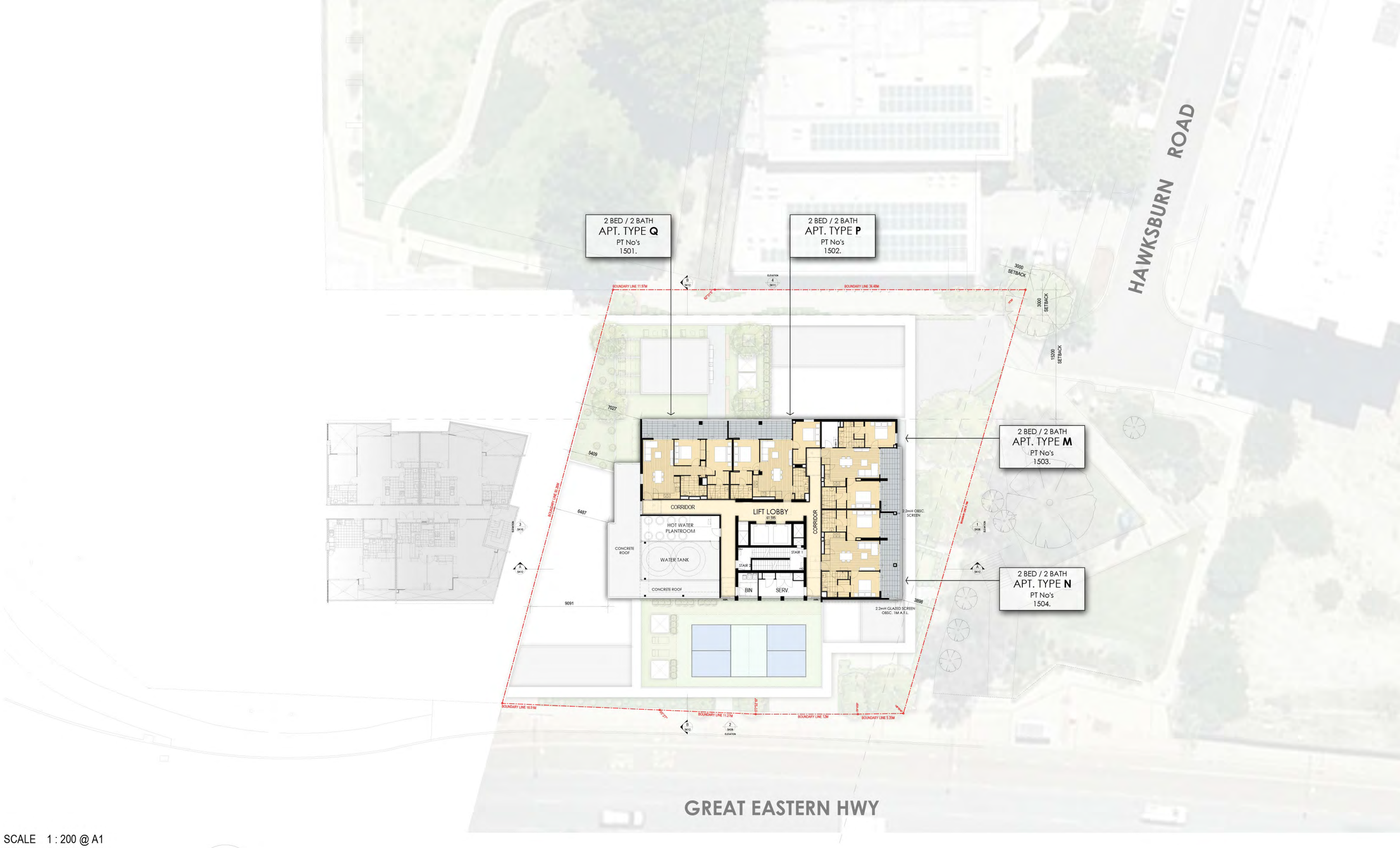
finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 05

15.05.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

15TH FLOOR PLAN
REV A

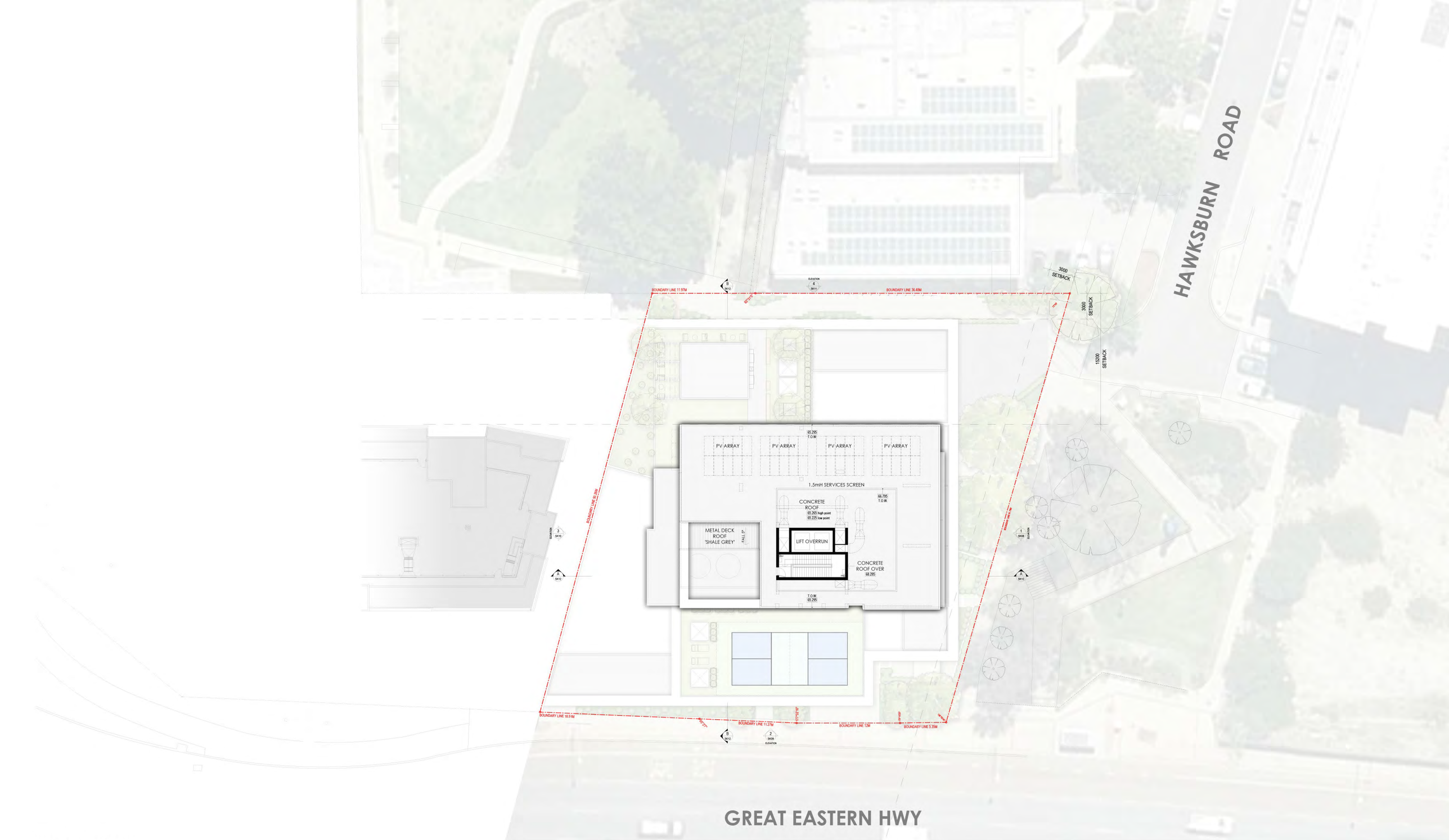
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 06
15.05.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

ROOF PLAN

REV A

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
W A 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 07

15.05.2025

EXTERNAL FINISHES LEGEND

REV B

- (A) — PROPRIETARY ALUMINIUM & CLEAR GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A1) — PROPRIETARY ALUMINIUM VERTICAL BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A2) — PROPRIETARY ALUMINIUM & OBSC. GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (B) — PROPRIETARY ALUMINIUM FRAMED DOOR / WINDOW SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (C) — PAINTED CONCRETE & RENDERED BLOCKWORK WALLS IN 'SELECTED' COLOUR.
- (D) — PERFORATED ALUMINIUM FEATURE SCREEN TO FUTURE DETAILS. (POWDERCOAT INTERPON D2525 ULTRIVA ANODIC BRONZE SATIN) (POWDERCOAT INTERPON D2525 ULTRIVA LUXE BRONZE PEARL)
- (E) — SUSPENDED TRELLIS INTERPRETIVE INSTALLATION TO PUBLIC ARTIST DETAILS OVER PEDESTRIAN LANE.
- (F) — FEATURE SUSPENDED ENTRANCE CANOPY.
- (G) — 'SELECTED' TILE / STONE CLADDING.
- (H) — METAL DECK SHEETING FOR PLANT ROOM SCREEN LAID HORIZONTALLY. (COLORBOND 'MONUMENT')
- (J) — FEATURE TEXTURED BAS RELIEF PANEL IN 'SELECTED' PAINT FINISH. PATTERN TO FUTURE DETAILS.
- (K) — FEATURE TIMBER LOOK 'BATTERN & PLANK' WALL + SOFFIT CLADDING TO FUTURE DETAILS.

- (1) — BASE COLOUR WHITE. (LEXICON HALF - SW1G2)
- (2) — BASE COLOUR GREY. (MT EDEN - PN2A7)
- (3) — BASE COLOUR BRONZE. (BRONZE NATURAL)

ELEVATION 1

REV B
- CROSSOVER ENTRY REVISED.
- APT 'TYPE E' LAYOUT REVISED.
- SCREENS DELETED FROM TOWER APTS FACING LESLIE DEAGUE PARK.
- OBSCURE BALUSTRADE GLAZED SCREENING INDICATED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

ELEVATIONS
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 08
05.09.2025

EXTERNAL FINISHES LEGEND

REV B

- (A) — PROPRIETARY ALUMINIUM & CLEAR GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A1) — PROPRIETARY ALUMINIUM VERTICAL BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A2) — PROPRIETARY ALUMINIUM & OBSC. GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (B) — PROPRIETARY ALUMINIUM FRAMED DOOR / WINDOW SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (C) — PAINTED CONCRETE & RENDERED BLOCKWORK WALLS IN 'SELECTED' COLOUR.
- (D) — PERFORATED ALUMINIUM FEATURE SCREEN TO FUTURE DETAILS. (POWDERCOAT INTERPON D2525 ULTRIVA ANODIC BRONZE SATIN) (POWDERCOAT INTERPON D2525 ULTRIVA LUXE BRONZE PEARL)
- (E) — SUSPENDED TRELLIS INTERPRETIVE INSTALLATION TO PUBLIC ARTIST DETAILS OVER PEDESTRIAN LANE.
- (F) — FEATURE SUSPENDED ENTRANCE CANOPY.
- (G) — 'SELECTED' TILE / STONE CLADDING.
- (H) — METAL DECK SHEETING FOR PLANT ROOM SCREEN LAID HORIZONTALLY. (COLORBOND 'MONUMENT')
- (J) — FEATURE TEXTURED BAS RELIEF PANEL IN 'SELECTED' PAINT FINISH. PATTERN TO FUTURE DETAILS.
- (K) — FEATURE TIMBER LOOK 'BATTERN & PLANK' WALL + SOFFIT CLADDING TO FUTURE DETAILS.

- (1) — BASE COLOUR WHITE. (LEXICON HALF - SW1G2)
- (2) — BASE COLOUR GREY. (MT EDEN - PN2A7)
- (3) — BASE COLOUR BRONZE. (BRONZE NATURAL)

ELEVATION 2

REV B
- APT 'TYPE E' LAYOUT REVISED.
- OBSCURE BALUSTRADE GLAZED SCREENING INDICATED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

ELEVATIONS
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar developing better lifestyles

CHANG ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

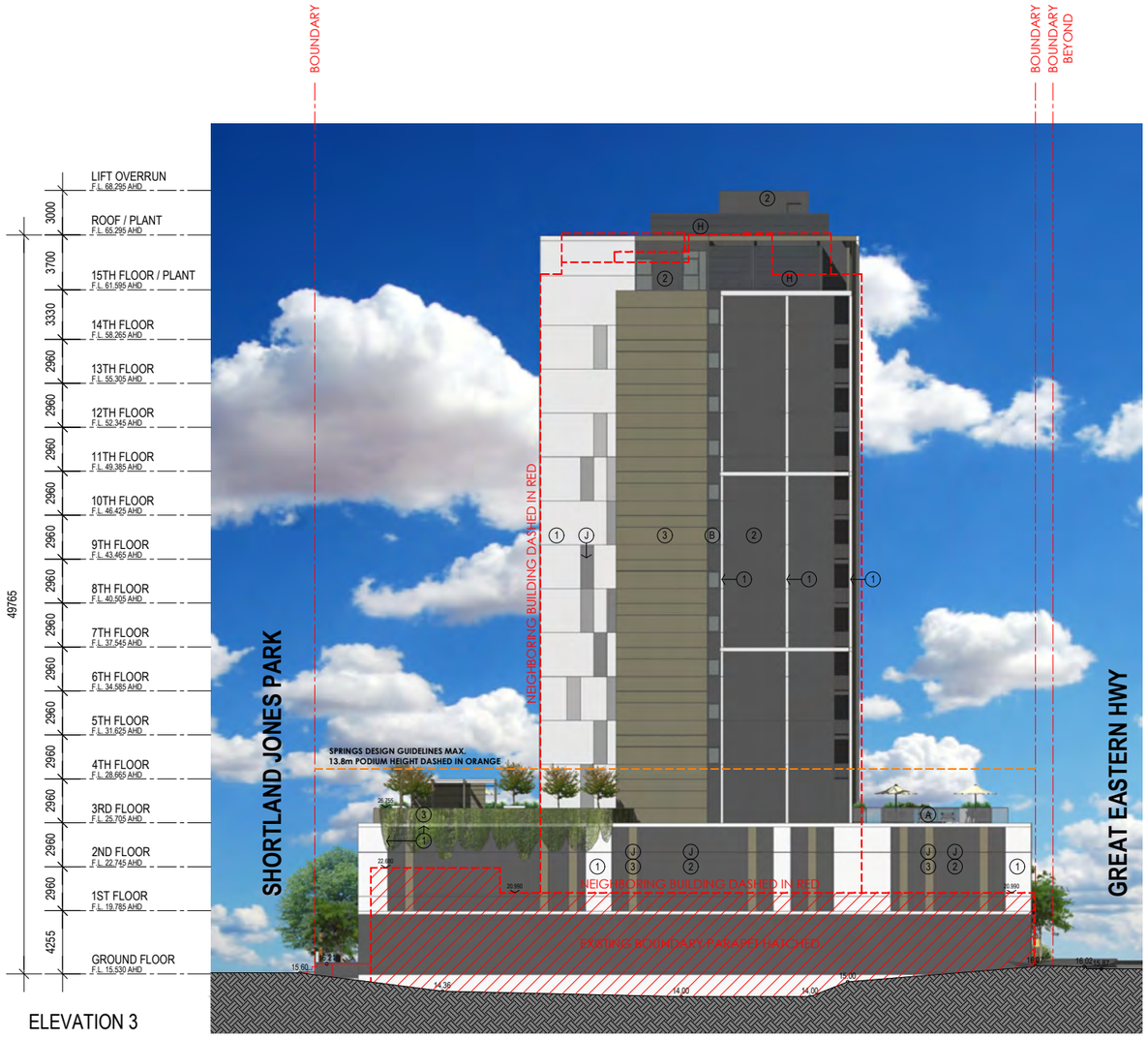
SK 09
05.09.2025

EXTERNAL FINISHES LEGEND

REV B

- (A) — PROPRIETARY ALUMINIUM & CLEAR GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A1) — PROPRIETARY ALUMINIUM VERTICAL BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A2) — PROPRIETARY ALUMINIUM & OBSC. GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (B) — PROPRIETARY ALUMINIUM FRAMED DOOR / WINDOW SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (C) — PAINTED CONCRETE & RENDERED BLOCKWORK WALLS IN 'SELECTED' COLOUR.
- (D) — PERFORATED ALUMINIUM FEATURE SCREEN TO FUTURE DETAILS. (POWDERCOAT INTERPON D2525 ULTRIVA ANODIC BRONZE SATIN) (POWDERCOAT INTERPON D2525 ULTRIVA LUXE BRONZE PEARL)
- (E) — SUSPENDED TRELLIS INTERPRETIVE INSTALLATION TO PUBLIC ARTIST DETAILS OVER PEDESTRIAN LANE.
- (F) — FEATURE SUSPENDED ENTRANCE CANOPY.
- (G) — 'SELECTED' TILE / STONE CLADDING.
- (H) — METAL DECK SHEETING FOR PLANT ROOM SCREEN LAID HORIZONTALLY. (COLORBOND 'MONUMENT')
- (J) — FEATURE TEXTURED BAS RELIEF PANEL IN 'SELECTED' PAINT FINISH. PATTERN TO FUTURE DETAILS.
- (K) — FEATURE TIMBER LOOK 'BATTERN & PLANK' WALL + SOFFIT CLADDING TO FUTURE DETAILS.

- (1) — BASE COLOUR WHITE. (LEXICON HALF - SW1G2)
- (2) — BASE COLOUR GREY. (MT EDEN - PN2A7)
- (3) — BASE COLOUR BRONZE. (BRONZE NATURAL)



ELEVATION 3

REV B
- OBSCURE BALUSTRADE GLAZED SCREENING INDICATED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

ELEVATIONS
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar developing better lifestyles

CHANG ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 10
05.09.2025

EXTERNAL FINISHES LEGEND

- (A) — PROPRIETARY ALUMINIUM & CLEAR GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (A1) — PROPRIETARY ALUMINIUM VERTICAL BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- REV B (A2) — PROPRIETARY ALUMINIUM & OBSC. GLAZED BALUSTRADE SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (B) — PROPRIETARY ALUMINIUM FRAMED DOOR / WINDOW SYSTEM. (POWDERCOAT INTERPON D2525 ULTRIVA TITANIUM PEARL SATIN)
- (C) — PAINTED CONCRETE & RENDERED BLOCKWORK WALLS IN 'SELECTED' COLOUR.
- (D) — PERFORATED ALUMINIUM FEATURE SCREEN TO FUTURE DETAILS. (POWDERCOAT INTERPON D2525 ULTRIVA ANODIC BRONZE SATIN) (POWDERCOAT INTERPON D2525 ULTRIVA LUXE BRONZE PEARL)
- (E) — SUSPENDED TRELLIS INTERPRETIVE INSTALLATION TO PUBLIC ARTIST DETAILS OVER PEDESTRIAN LANE.
- (F) — FEATURE SUSPENDED ENTRANCE CANOPY.
- (G) — 'SELECTED' TILE / STONE CLADDING.
- (H) — METAL DECK SHEETING FOR PLANT ROOM SCREEN LAID HORIZONTALLY. (COLORBOND 'MONUMENT')
- (J) — FEATURE TEXTURED BAS RELIEF PANEL IN 'SELECTED' PAINT FINISH. PATTERN TO FUTURE DETAILS.
- (K) — FEATURE TIMBER LOOK 'BATTERN & PLANK' WALL + SOFFIT CLADDING TO FUTURE DETAILS.

- (1) — BASE COLOUR WHITE. (LEXICON HALF - SW1G2)
- (2) — BASE COLOUR GREY. (MT EDEN - PN2A7)
- (3) — BASE COLOUR BRONZE. (BRONZE NATURAL)

ELEVATION 4

REV B
- CROSSOVER ENTRY REVISED.
- LANEWAY SMALL TREES REVISED.
- OBSCURE BALUSTRADE GLAZED SCREENING INDICATED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

ELEVATIONS
REV B

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

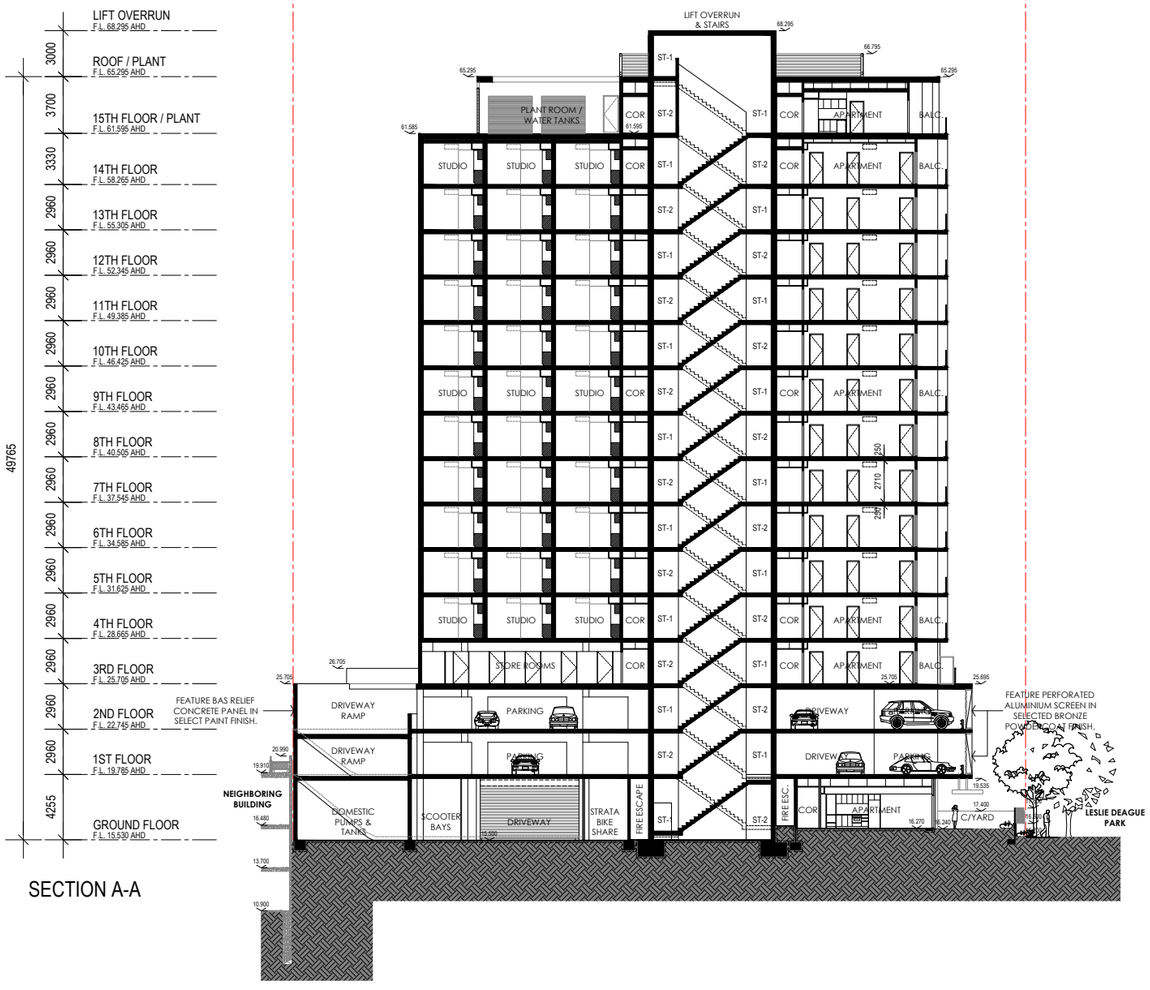
16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
W A 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 11
05.09.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SECTIONS

REV A

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 12

15.05.2025

TYPE J

1 BED / 1 BATH	50m²
APT No's	405, 505, 605, 705, 805, 905, 1005, 1105, 1205, 1305, 1405.
BALC. AREA	6m²

TYPE K

1 BED / 1 BATH	51m²
APT No's	406, 506, 606, 706, 806, 906, 1006, 1106, 1206, 1306, 1406.
BALC. AREA	6m²

TYPE L - (LHA) REV B

2 BED / 1 BATH	68m²
APT No's	404, 504, 604, 704, 804, 904, 1004, 1104, 1204, 1304, 1404.
BALC. AREA	7m²

TYPE F

1 BED / 1 BATH	51m²
APT No's	301, 407, 507, 607, 707, 807, 907, 1007, 1107, 1207, 1307, 1407.
BALC. AREA	6m² (3RD - 11m²)

TYPE G

1 BED / 1 BATH	50m²
APT No's	302, 408, 508, 608, 708, 808, 908, 1008, 1108, 1208, 1308, 1408.
BALC. AREA	6m² (3RD - 11m²)

TYPE C

STUDIO	36m²
APT No's	403, 503, 603, 703, 803, 903, 1003, 1103, 1203, 1303, 1403.
BALC. AREA	7m²

TYPE H

1 BED / 1 BATH	51m²
APT No's	303, 409, 509, 609, 709, 809, 909, 1009, 1109, 1209, 1309, 1409.
BALC. AREA	6m² (3RD - 11m²)

TYPE B - (LHA) REV B

STUDIO	34m²
APT No's	402, 502, 602, 702, 802, 902, 1002, 1102, 1202, 1302, 1402.
BALC. AREA	6m²

TYPE A

STUDIO	34m²
APT No's	401, 501, 601, 701, 801, 901, 1001, 1101, 1201, 1301, 1401.
BALC. AREA	7m²

RED HATCH INDICATES 3.6m² for SPRINGS RIVERVALE DESIGN GUIDELINES compliance.

3.3.1 BALCONIES
- For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.

Note: A/C placement will not impede 3.6m² balcony clear zone.

REV B
- LHA APARTMENT NOTED.

SCALE 1 : 100 @ A1
SCALE 1 : 200 @ A3

0 2.5 5 10m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

APARTMENT PLANS

REV B

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
W A 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 13
05.09.2025

TYPE D

1 BED / 1 BATH 50m²

APT No's 101.
C/YARD AREA 25m²

REV B

TYPE E

1 BED / 1 BATH 55m²

APT No's 102.
C/YARD AREA 36m²

TYPE Q

2 BED / 2 BATH 75m²

APT No's 1501.

BALC. AREA 20m²

TYPE P

2 BED / 2 BATH 73m²

APT No's 1502.

BALC. AREA 15m²

TYPE M

2 BED / 2 BATH 73m²

APT No's 1503.

BALC. AREA 16m²

TYPE N

2 BED / 2 BATH 73m²

APT No's 1504.

BALC. AREA 22m²

RED HATCH INDICATES 3.6m² for SPRINGS RIVERVALE DESIGN GUIDELINES compliance.

3.3.1 BALCONIES
- For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.

Note: A/C placement will not impede 3.6m² balcony clear zone.

REV B
- APT 'TYPE E' LAYOUT REVISED.

SCALE 1 : 100 @ A1
SCALE 1 : 200 @ A3

0 2.5 5 10m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

APARTMENT PLANS

REV B

Lot 888, 2 Hawksburn Road,

RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 14

05.09.2025

CROSS VENTILATION

SINGLE ASPECT CROSS VENTILATION

PREVAILING WINDS

NATURAL & CROSS VENTILATION

- NATURAL VENTILATION TO EACH APARTMENT.
- DUAL ASPECT APARTMENTS ARE CROSS VENTILATED.
- SINGLE ASPECT APARTMENTS DO NOT EXCEED 3:1 DEPTH VS CEILING HEIGHT.
- FACADE ARTICULATION FOR IMPROVED PREVAILING WIND ACCEPTANCE.
- LIMIT OPENINGS TO GREAT EASTERN HWY FOR ACOUSTIC PROTECTION.

SOLAR & DAYLIGHT ACCESS

- NATURAL DAYLIGHT TO EACH APARTMENT.
- CENTRAL CORRIDOR RECEIVES DAYLIGHT ACCESS.
- MAXIMIZED NORTHERN ASPECT APARTMENTS.
- MINIMUM 2HR SOLAR ACCESS BETWEEN 9AM & 3PM TO 74 APARTMENTS (68.5%).
- BALCONY SHADING REDUCES SOLAR GAIN DURING SUMMER MONTHS.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SCALE 1 : 100 @ A1
SCALE 1 : 200 @ A3

0 2.5 5 10m

NORTH

SOLAR & DAYLIGHT ACCESS + NATURAL & CROSS VENTILATION

REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

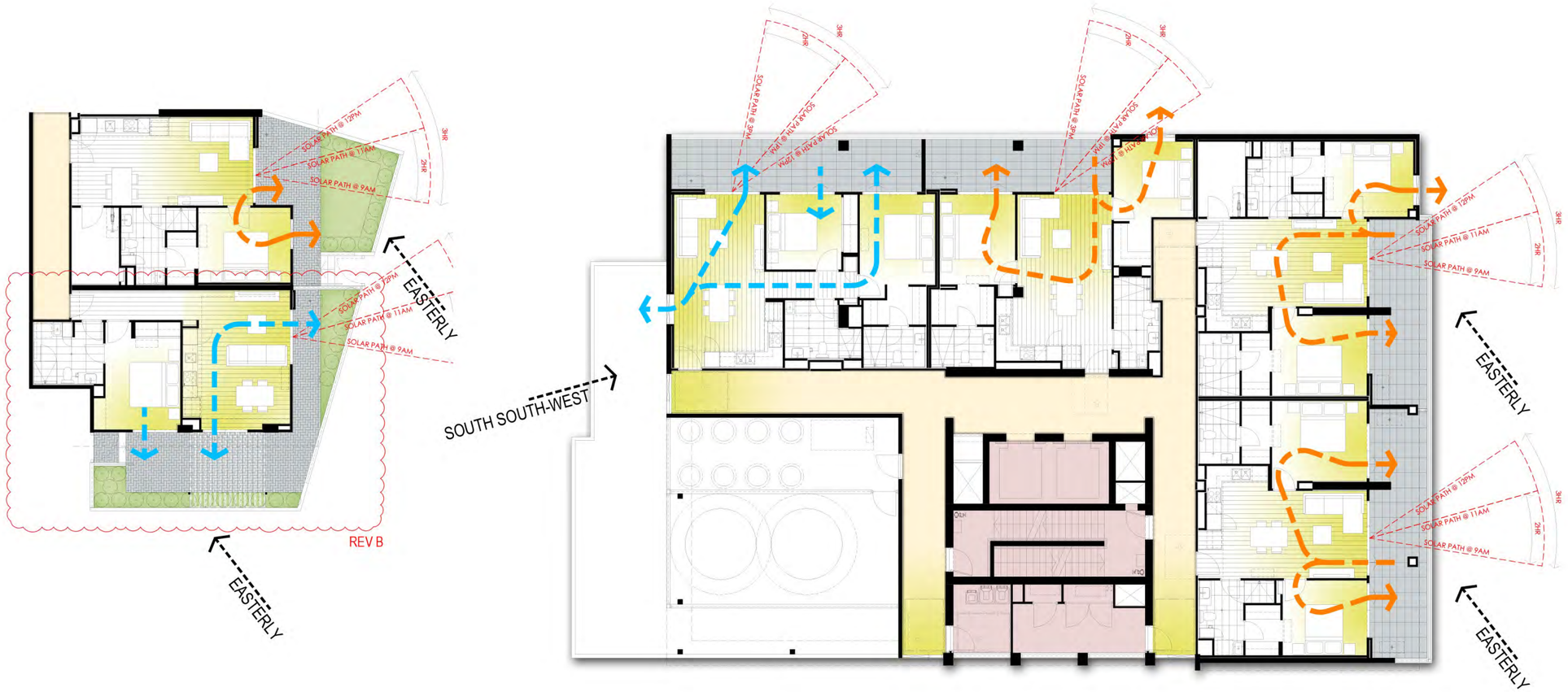
finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 15

15.05.2025



REV B
- APT 'TYPE E' LAYOUT REVISED.

SCALE 1 : 100 @ A1
SCALE 1 : 200 @ A3

0 2.5 5 10m

NORTH

CROSS VENTILATION

SINGLE ASPECT CROSS VENTILATION

PREVAILING WINDS

NATURAL & CROSS VENTILATION

- NATURAL VENTILATION TO EACH APARTMENT.
- DUAL ASPECT APARTMENTS ARE CROSS VENTILATED.
- SINGLE ASPECT APARTMENTS DO NOT EXCEED 3:1 DEPTH VS CEILING HEIGHT.
- FACADE ARTICULATION FOR IMPROVED PREVAILING WIND ACCEPTANCE.
- LIMIT OPENINGS TO GREAT EASTERN HWY FOR ACOUSTIC PROTECTION.

SOLAR & DAYLIGHT ACCESS

- NATURAL DAYLIGHT TO EACH APARTMENT.
- CENTRAL CORRIDOR RECEIVES DAYLIGHT ACCESS.
- MAXIMIZED NORTHERN ASPECT APARTMENTS.
- MINIMUM 2HR SOLAR ACCESS BETWEEN 9AM & 3PM TO 74 APARTMENTS (68.5%).
- BALCONY SHADING REDUCES SOLAR GAIN DURING SUMMER MONTHS.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SOLAR & DAYLIGHT ACCESS + NATURAL & CROSS VENTILATION

REV B

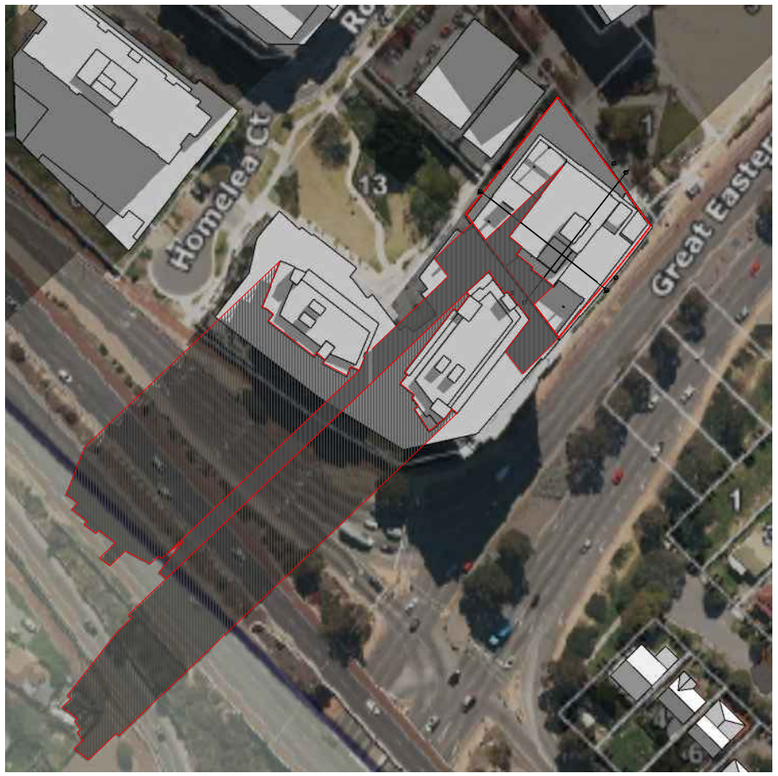
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

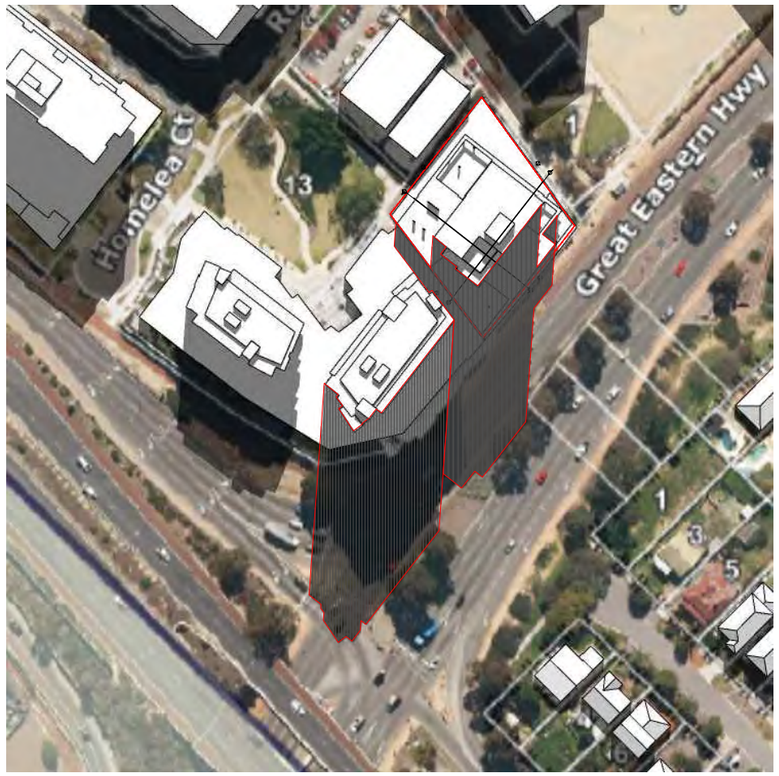
finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 16
05.09.2025



WINTER SOLSTICE
JUNE 21st @ 9AM



WINTER SOLSTICE
JUNE 21st @ 12PM

WINTER SOLSTICE
JUNE 21st @ 3PM

SCALE 1 : 1000 @ A1
SCALE 1 : 2000 @ A3

0 25 50 100m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SHADOW DIAGRAMS

REV A

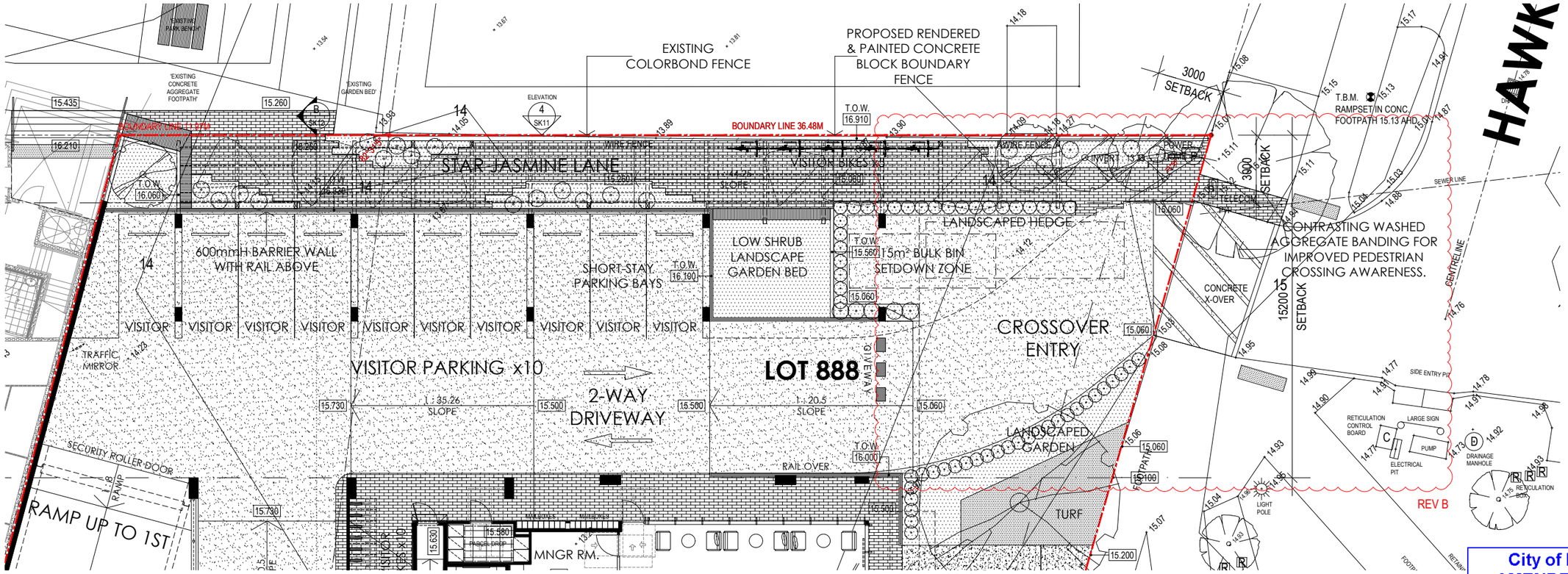
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 17
15.05.2025



PEDESTRIAN EASEMENT - ARCHITECTURAL LEVELS

PEDESTRIAN EASEMENT - LANDSCAPE PLAN

REV B
- CROSSOVER ENTRY REVISED.

SCALE 1 : 100 @ A1
SCALE 1 : 200 @ A3

0 2.5 5 10m

NORTH

EASEMENT ENLARGED PLAN
REV B

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

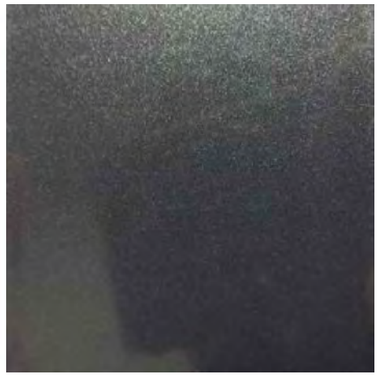
finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

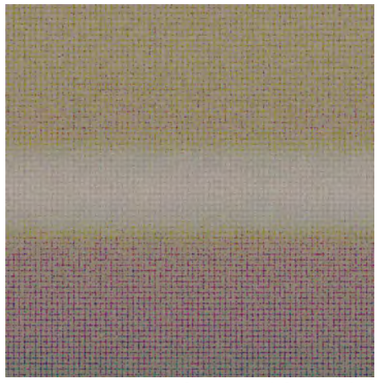
SK D01
05.09.2025

BALUSTRADE - CLEAR GLASS



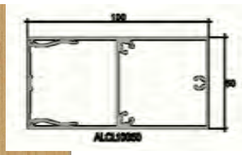
ALUMINIUM WINDOW & BALUSTRADE
INTERPON TITANIUM PEARL

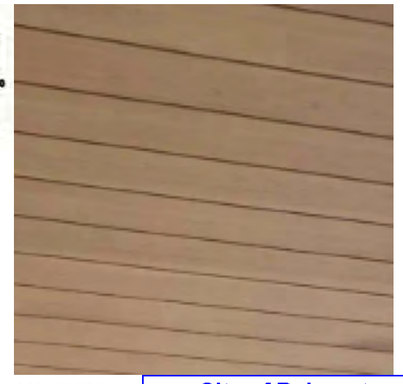
EXTERNAL PAINT



ALUMINIUM PERFORATED SCREENS
INTERPON D2525 ULTRIVA
LUXE BRONZE PEARL

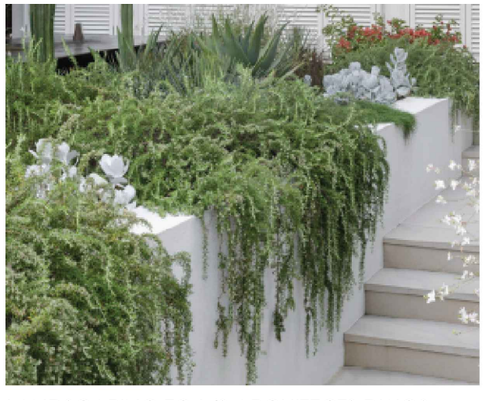
ALUMINIUM PERFORATED SCREENS
INTERPON D2525 ULTRIVA
ANODIC BRONZE SATIN



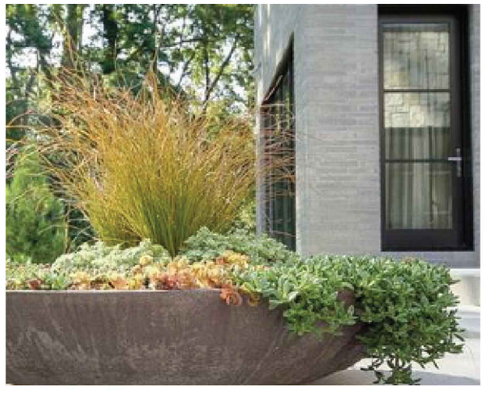


TIMBER LOOK NON-COMBUSTIBLE ALUMINIUM
SOFFIT BATTERN & WALL CLADDING

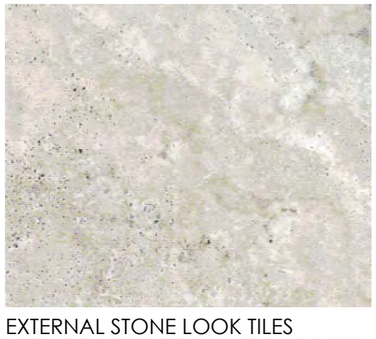
City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025



LANDSCAPING TO L/S ARCHITECTS DWGS



HOLCIM GEOSTONE
EXPOSED WASHED AGG.
COLOUR 'BOAB'



EXTERNAL STONE LOOK TILES
LARGE FORMAT 'TIVOLI' BIANCO-MG
EXTERNAL FEATURE TILING

MATERIALS PALETTE

REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK D02
05.09.2025

ATTACHMENT 2 – Planning Assessment Sheets

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

LPS 15 ASSESSMENT SUMMARY TABLE (CLAUSE 4.3.4)

Item	Requirement	Proposal and Compliance
Clause 4.3.4 Special Development Precincts	**(1)** The provisions of the R Codes relating to front and rear setbacks, car parking and open space may be varied at the discretion of the local government in the four Special Development Precincts provided Local Planning Policies are adopted for each of the Precincts pursuant to provisions contained in Part 2, Division 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2. **(2)** The provisions of the R Codes relating to plot ratio may be varied at the discretion of the local government on land within the Ascot Waters Special Development Precinct and The Springs Special Development Precinct where the local government considers the development to be in accordance with the character and intent of the Ascot Waters or The Springs locality respectively. **(3)** The local government in exercising any such discretion, and in consideration of any application for Development Approval, shall make its decision having regard to relevant Structure Plans and local government Policies adopted under this Scheme. **(4)** Development, strata survey or subdivision within the Belgravia Parklands Precinct will achieve a high degree of compliance with the Subdivision and Development Plan contained in the relevant Local Planning Policy	(1) Noted, the City assessed the proposal against LPP 7 and R-Codes Vol 2. Refer to Assessment Tables below. (2) Noted, the proposal seeks to vary requirement under the LPP. Refer to LPP and R-Codes Assessment below, and the RAR under the Planning Assessment section. (3) Noted (4) N/A
Clause 4.19.1	In addition to other matters to which the local government is required to have regard, in considering applications for multi-storey buildings along Great Eastern Highway, the local government shall also have regard to the following:	A) The proposed development provides dwellings which is consistent within The Springs Special Development Precinct.

	A) The purpose of the proposed building; B) The bulk and height of adjoining and nearby buildings C) Potential impacts of overlooking and/or overshadowing; D) Potential impact of the proposal on the existing and proposed streetscape; and E) The effect of the proposed building on the amenity of adjoining and nearby properties.	B) The proposed bulk, scale and height of the proposal has been addressed within the RAR. C) Overshadowing associated with the proposed built form will not detrimentally impact the amenity of the locality. Refer to the RAR for further comments. D) The proposal has considered its interface two all adjoining boundaries including both Hawksburn Rd, Great Eastern Highway and the adjoining public open spaces. Refer to the RAR for further comments. E) Refer to the Planning and Assessment and Officer Comments section of the RAR which addresses the effect of the proposed building on the amenity of adjoining and nearby properties.
Clause 4.19.2	In addition to other matters to which the local government is required to have regard, in considering applications any development along Great Eastern Highway, the local government shall also have regard to the requirement for limited number of crossovers to the Highway and shall require the applicant to gain the approval of a vehicle access plan by the responsible authority.	There is no proposed crossover to Great Eastern Highway.
Clause 4.20	The height of structures within the Scheme Area shall be subject to the requirements of the Westralia Airports Corporation Structures Height Control Contours Map (Schedule No. 8). Structures erected in the Scheme Area shall not exceed in height the contour level indicated on the map. Where indicated on the map all applications for development shall be referred to the Westralia Airports Corporation for comment.	The development has a proposed height of 52.765m above natural ground which exceeds the Structures Height Control Contours Map. Refer to the RAR and comments from Perth Airport.

LPP 07 – The Springs Design Guidance – Assessment Summary Table

<table>
<tr><th>Criteria</th><th>Design Objective</th><th>Acceptable Development Control and Proposed</th></tr>
<tr><td>3.1.2
Building Depth</td><td>• To ensure that the bulk of the development is in scale with the desired future context.

• To provide adequate amenity for building occupants in terms of sun access and natural ventilation.

• To provide for dual aspect apartments where possible</td><td>Requirement
All residential buildings and residential sections of mixed-use buildings should have a plan depth of no greater than 18m from glass line to glass line above ground level where possible.

Proposed
The maximum depth of the residential dwellings is 20.9m.

Variation – Refer to RAR Assessment</td></tr>
<tr><td>3.1.3
Building Height</td><td>• To ensure all future developments respond to the desired urban scale and character of their street and the broader Springs area with articulated expressions of height at key points and reference to human scale at others.

• To allow reasonable daylight access to all developments and the public domain.</td><td>Requirement
Minimum: Podium 7.4m, Tower Nil
Maximum: Podium 12m, Tower 27m

Proposed
Podium – Podium 11.7m
Tower – 52.765m to lift over run, 49.765m to substantive building roof

Variation – Refer to RAR Assessment</td></tr>
<tr><td>3.1.4
Building Separation</td><td>• To allow for each precinct and building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy.

• To create proportional streetscapes and massing scale in keeping with the desired area character for each precinct as laid out in The Springs Structure Plan.

• To maximise visual links to the river from all precincts.

• To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.</td><td>Requirement
<table><tr><th>HEIGHT OF BUILDING</th><th>SEPARATION BETWEEN TWO HABITABLE ROOMS / BALCONIES</th><th>SEPARATION BETWEEN HABITABLE ROOMS / BALCONIES AND NON-HABITABLE ROOMS</th><th>SEPARATION BETWEEN TWO NON-HABITABLE ROOMS</th></tr><tr><td><12m</td><td>12m</td><td>9m</td><td>6m</td></tr><tr><td>>12m <25m</td><td>18m</td><td>13m</td><td>9m</td></tr><tr><td>>25m</td><td>24m</td><td>18m</td><td>12m</td></tr></table>
Proposed</td></tr>
</table>

	• To provide deep soil zones for storm-water management and tree planting, where contextual and site conditions allow. • Commercial portions of Mixed Use developments should be considered as habitable rooms.	The proposed development is bordered by buildings at 3 Homelea Court and 15 Rowe Ave. The following building separations are provided. 3 Homelea – 10m 15 Rowe – 15.7m Refer to 3.1.5 (setback requirements) and 3.5 (R-Codes Visual Privacy). Variation - Refer to the RAR under the heading Building Separation.
3.1.5 Street, Side and Rear Setbacks	• To establish the desired spatial proportions of the streets and street edges for each precinct as set out in Springs Rivervale Structure Plan. • To create a clear threshold by providing a transition between public and private space. • To allow for street landscape character. • To minimise overshadowing of the street and/or other buildings. • To minimise the impact of developments on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings. • To create a pattern of development that positively enhances the streetscape. • To maximise the opportunity to retain and reinforce mature vegetation and natural site drainage.	**Requirement** Street Frontage (Hawksburn Road) – Podium 0-3m, Tower 5m 15 Rowe Ave - Podium Nil, Tower 15m 3 Homelea Court – Podium Nil, Tower Nil Great Eastern Highway – Podium 0-3m, Tower 5m **Proposed** Street Frontage (Hawksburn Road) – ground floor 1.8m, podium 0.7m, Tower 3.898m 15 Rowe Ave – Ground Floor 3.4m, Podium 2.9m, Tower 15.7m 3 Homelea Court – Podium Nil, Tower 5m Great Eastern Highway – Podium 0.7m, Tower 12.8m **Complies**

3.1.6 Floor Levels	• To create an in built flexibility into the use of new buildings, to allow for future re-zoning and/or updates to the intended use for spaces. • To create a level of surveillance and security by residents into public streets. • To create a continuity between buildings along the street edge.	**Requirement** • For all developments on Rowe Avenue, street level to first floor height must be 4.2m. • For commercial developments, the floor to footpath relationship must be flush/level to allow direct access to the street. If not possible due to site constraints, proponent must ensure Universal Access Requirements are met. • All ground floor commercial developments, floor to floor measurements must be a minimum of 4.2m. • Balustrades to any areas of raised ground level must be at least 60% visually permeable. **Proposed** - The subject site is not on Rowe Avenue. - There is no commercial development proposed as part of this application. - Ground Floor balustrades are visually permeable. **Complies**
3.2.1 Building Facade	• To encourage innovative and imaginative developments appropriate to the specific location of Springs Rivervale. • To ensure building facades at Springs Rivervale are of high architectural quality, enhancing the public domain and street character. • To ensure that the building elements are integrated into the overall building form and facade design.	**Requirement** • Street and P.O.S. facing facades must be well articulated, having no openings smaller than 1sqm. • Balconies (whether primary or secondary) are mandatory on street facing facades. • Buildings at comers must address both street frontages. • Due to the importance of comers in terms of creating the character of the streetscape, comers must be given strong architectural expression at street level.

		Proposed There are no windows to habitable rooms or balconies with openings less than 1m^2. Balconies are provided facing the surrounding streets (Hawksburn Road and Great Eastern Highway. The building addresses all street frontages and public open spaces appropriately. **Complies**
3.2.3 Roof Forms	• To ensure roof forms in Springs Rivervale are integrated and respond to the intended architectural character for the precinct.	**Requirement** • Plant, service equipment and lift overruns must not be visible from the public realm. • No roofing elements shall extend beyond what is stipulated in Maximum Building Envelope and general height guidelines. **Proposed** Plant, service equipment and lift overruns are screened from the street and located on the roof. The services are located centrally on the roof. Standard conditions requiring screening to be provided. **Complies**
3.2.4 Building Entrances	• To create entrances that provide a desirable identity for the development and a clear transition from the street to the intimal spaces of the building. • To orient the visitor.	**Requirement** • Pedestrian and vehicle entry points to buildings must be separate and defined. • Commercial and residential entries must be separate and defined.

	• To contribute positively to the streetscape and building facade design. • To promote upper level development that is well connected to the street and contributes to the accessibility of the public domain.	**Proposed** Pedestrians and vehicle entries are separate and defined. There are no commercial developments proposed as part of this application.
3.2.5 Awning and Shade	• To provide sheller for public streets and building users. • To encourage pedestrian activity and increase the usability and amenity of public footpaths.	**Requirement** • See Section 06: Detailed Area Plans for street fronting walls which are required to be fitted with street level awnings. • Awning depth is to be minimum 2.0m, and must exist inside lot boundaries, between the relevant facade and the street. • All awnings and colonnades must have a minimum clearance height of 2.75m. **Proposed** N/A – refer to Setbacks under clause 3.1.5.
3.2.6 Street Fencing	• To provide physical barriers between the private and public areas of Springs Rivervale whilst not detracting from the aesthetic of the development or causing unwanted concealment. • To ensure that front fences contribute to the neighbourhood character.	**Requirement** • All Fencing which abuts P.O.S. is to be maximum 1.2m high above top of retaining wall and at least 40% visually permeable Construction materials shall be as above. • No 'panel' fencing is allowed (eg Colorbond/fibre cement fencing). • Balustrades to any areas of raised ground level (as per 3.1.6) must be at least 60% visually permeable. **Proposed** Front fencing and balustrades are permeable vertical aluminum balustrade. Standard conditions to be applied to require all front fencing to comply with the R-Codes Vol 2. **Complies**

3.3.1 Balconies	• To provide all apartments with private and usable outdoor open space. • To ensure balconies are functional and responsive to the environment, thereby promoting outdoor living. • To ensure that balconies are integrated into the overall architectural form and detail of buildings at Springs Rivervale. • To contribute to the safety and liveliness of the street by allowing for casual surveillance.	**Requirement** • For all residences larger than 90sqm, this space must have a minimum dimension of 2.4m. • For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m. • All projecting balconies must be setback from all boundary lines by a minimum of 2m (See Figure 3.3.1.1), except where a balcony extends to the side boundary line of a property and must be visually screened to retain privacy to adjoining properties. (See Figure 3.3.1.2) **Proposed** All dwellings are less than 90m^2. All balconies exceed 3.6m^2 and 1.8m dimensions minimum. Balconies provided with acceptable setbacks to property boundaries. **Complies**
3.3.2 Terrace/Private Gardens	• To contribute to the safety and liveliness of the street by allowing for casual surveillance. • For dwellings situated at ground or podium levels to have access to a private, usable outdoor space. • To contribute to the desired streetscape of an area.	**Requirement** • Private open spare within multiple dwelling sites shall be provided as private courtyards or terraces for each ground floor dwelling. • Private outdoor spares are to be directly accessible from the main living space of a dwelling with a covered area of minimum dimension of 2.4m. **Proposed** Ground floor dwellings provided with private courtyards. Private Open Space is provided for each dwelling, and directly accessible to living rooms.

		Communal open space provided at ground level and on Level 3. **Complies**
3.3.3 Acoustic Separation	• To ensure a high level of amenity and acoustic comfort by protecting the privacy of residents and commercial tenants from external noise sources both internally and in private open spaces.	**Requirement** • Sound attenuation treatments to all buildings within Springs Rivervale must meet design sound levels in Table 1 of Australian Standard 2107:2000 • All buildings within Springs Rivervale must comply with State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning" **Proposed** The applicant has submitted an Acoustic Report to support the application. Refer to RAR under the heading Acoustics. **Complies**
3.3.4 Building for Safety and Surveillance	• To ensure residential, commercial, office and retail developments are safe and secure for residents, workers and visitors. • To contribute to the safety of the public domain.	**Requirement** • Buildings must provide opportunities for casual surveillance from inside to the public realm, particularly to building entrances and possible points of ingress. • Building entrances must optimise visibility and safety by locating and orientating them facing the street, along with providing direct and well lit access between car parking facilities and all building entrances. • Buildings and boundaries must be adequately secured from unwanted intruders/visitors, • Development Applications for proposed developments valued at over $1.5 million require submission of a Crime Prevention Through Environmental Design (CPTED) analysis using the Western Australian Planning

		Commission's "Designing Out Crime Planning Guidelines. as a compliance checklist. **Proposed** The development provides opportunities for passive surveillance of the surrounding streets and communal open spaces. It is recommend to take advice from the DRP relating to safety and CPTED. Refer to the RAR under the heading Design Review Panel. **Complies**
3.4.1 Air Conditioning, Plant and Services	• To ensure that services and related hardware required for the function of buildings, predominantly air-conditioning and other plant/equipment, do not have a negative impact on the character and amenity of the area and are designed to meet changing needs over time.	**Requirement** • Air-conditioning units must not be visible from the street and must not be located above the roof line of buildings or on balconies. • Piped and wired services must not be visible from the public realm. • All service meters are to be contained within development lots to the requirements of appropriate authorities. Where public visibility by service authorities is not explicitly required, services are to be screened and integrated into the overall development. • Noise control measures are to be utilised to reduce the impact on building occupants. **Proposal** Air conditioners are provided with screening/obscure glazing on balconies. A condition requiring screening of services is also proposed. **Complies**

3.4.2 Storage	• To ensure that all dwellings are provided with functional and accessible storage areas, in addition to bicycle parking facilities.	**Requirement** • Lockable storage must be provided for each dwelling. These should be located external to the dwelling. however. where this is not practical, the functionality and ease of access to the storage enclosure must be demonstrated – 108 dwellings proposed requires 108 store rooms • Size of storage area as per Residential Design Codes. **Proposal** 108 storage rooms proposed to meet the one per dwelling requirement. Refer to R-Codes Assessment Table below.
3.4.3 Waste Collection	• To avoid the generation of waste through design, material selection and building practices. • To encourage waste minimisation, including source separation, reuse and recycling. • To ensure efficient storage and collection of waste and quality design of facilities.	**Requirement** • A Waste Management Plan is to be prepared in consultation with the City of Belmont Health Services, and submitted with all Development Applications. **Proposal** Waste Management Plan prepared and submitted to support application. Comments from the City's Waste Services were provided for consideration. Refer to the RAR under the heading Waste Management.
3.4.4 Car Parking	• To provide adequate and safe parking for residents, visitors and workers. • To integrate the location and design of car parking with the design of the site and the building.	**Requirement** • Provide car parking in accordance with the City of Belmont Local Planning Scheme No. 15. Variations to the required car parking provision may be considered by the Decision Making Authority where it can be clearly demonstrated that the parking demand will be less than what is stipulated within LPSI5.

		• Car parking provided at grade or above ground floors to be 'sleeved' by other uses (e.g. residential, commercial, retail) or appropriately screened so as not to be visible from the street or public realm. • At grade parking shall have a raised kerb median strip every three bays that is a minimum of 1.2m wide. This strip will be irrigated and will include a tree that will grow to at least 4m in height. • Above ground car parking higher than 2 storeys must be covered (with a roof or roof garden) so that it is not a detriment to the visual amenity of adjacent residential apartments. • Carpark crossovers and vehicle access points must be as designated in Section 06: Detailed Area Plans. • Parking to be adequately screened from the public realm to the satisfaction of the determining authority. **Proposal** The proposed parking at ground, 1st and 2nd floors are appropriately screened. Car parking areas are provided with roof over to screen from above. Refer to Car parking assessment within the R-Codes Vol 2 assessment table and Officer section of the RAR.

<table>
<tr>
<td>3.4.5 End Trip Facilities</td>
<td>

To encourage greater use of bicycles and alternative modes of transport for workers, residents and visitors to the site through the provision of end of trip facilities.
To facilitate this, the provision of end of trip facilities comprising lockers and showers is required to cater for people working within The Springs.

</td>
<td>
Requirement
<table>
<tr><td>RESIDENTIAL TENANT</td><td>1 private secure storage bay designed to accommodate bicycle/scooter/motorcycle together with car parking facilities for each residential unit.</td></tr>
<tr><td>RESIDENTIAL VISITOR</td><td>1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 8 residential units (or part there of).</td></tr>
</table>
Proposal
1 resident bike bay provided within each storage.

Requires 14 visitor bays, proposed 25 visitor bays, 20 Share bikes

Complies
</td>
</tr>
<tr>
<td>3.4.6 Signage</td>
<td>

To ensure signage is of high quality and in keeping with the development and desired streetscape character in scale. detail and overall design.
To ensure that the display of advertisements within Springs Rivervale provides appropriate exposure for businesses, activities or services, without adversely impacting on the amenity of surrounding land.

</td>
<td>
Requirement

Signage is to be limited to a maximum of one wall for each tenancy in a building, except where a tenancy or building has more than one street frontage;
All signage must meet the criteria noted in the relevant City of Belmont Town Planning Scheme.
Each development shall have an approved signage strategy in place prior to the placement of any signage or advertising.

Proposal
No signage proposed as part of this application. A condition for a Signage Strategy to be prepared and lodged with the City is recommended.
</td>
</tr>
<tr>
<td>3.5.1 Dwelling Diversity</td>
<td>

To provide a diversity of apartments types, which cater for different household requirements now and in the future.

</td>
<td>
Requirement

As per Table 3 in Springs Rivervale Structure Plan, a diversity of apartments types has been made mandatory by

</td>
</tr>
</table>

	• To maintain equitable access to new housing by a diverse range of cultural and socioeconomic groups.	the enforcement of a 15% proportion of all developments being 90sqm or less floor area and a further 15% being 60sqm or less floor area in all precincts except Precinct 1, 5 and 6. **Proposal** 100% of the dwellings are provided with a floor area less than 90m^2. 90% of the dwellings are provided with 60m^2 or less floor area **Complies**
4.1 Energy Efficiency	• To minimise the demand for non-renewable resources and to reduce greenhouse gas emissions associated with building energy consumption.	**Requirement** • On-site renewable power generation providing minimum 1 kW per apartment must be provided for residential buildings. • On-site power generation providing minimum 1 kW per 100sqm GFA must be provided for commercial buildings/tenancies. • Peak energy demand must be demonstrated to be reduced in commercial portions of mixed use developments through good solar design principals. **Proposal** The applicant has provided a Sustainability Report to support the application. The DRP provided comments on the suitability of the sustainability commitments proposed. Refer to the RAR under the heading Design Review Panel. **Complies**
4.2 Passive Solar Design/Solar access and Shading	• To ensure that buildings at Springs Rivervale incorporate passive solar design principals to optimise heat storage in winter and heat transfer in summer. • To ensure that the built form is designed and constructed in such a way that allows good solar access to the public realm and adjacent buildings.	**Requirement** • Where possible, a minimum of 70% of the proposed residential apartments shall receive a minimum of 3 hours direct sunlight in the major habitable rooms and private open space between 9am and 3pm in mid winter (21 June)

		and shall not reduce solar access of residential units on neighbouring properties below this same standard. • The number of single aspect apartments with a southerly aspect (from SE to SW) will not exceed 10% of the total apartments proposed. • North facing openings must all be provided with a fixed or movable shading device which provides 80% shade at noon summer solstice. **Proposal** 69.4% of dwellings achieve greater than 3 hours of direct sunlight. 20% of dwellings are single aspect facing SE. The development has been assessed against the requirements of the R-Codes Vol 2. Refer to the assessment within the R-Codes Vol 2 assessment table.
4.3 Cross Ventilation	• To ensure that the design and layout of buildings enhances the thermal comfort of the occupants with direct access to fresh air. • To reduce reliance on mechanical ventilation and hence, reduce energy consumption.	**Proposal** The applicant has demonstrated cross ventilation of units within the submitted plans. The development has been assessed against the requirements of the R-Codes Vol 2. **Complies**
4.4 Water Management	• To demonstrate a self-sufficient approach to water management on the site by reducing water demand, maximising water reuse and incorporating water management initiatives throughout the life of the development. • To minimise the impacts of storm water on adjoining sites and the environment.	**Requirement** • Mains consumption of potable water must be reduced by the installation of water-wise fixtures and fittings. Tapware and showers must exceed BCA requirements for WELS star ratings by one star per fixture. • Stormwater to be contained within the site. **Proposal** Stormwater conditions are to be recommended.

4.5 Vegetation and Green Roof Design	• To demonstrate water wise principals in the design of landscaped/planted areas. • To provide enjoyable shared open space for residents to recreate.	**Requirement** • All landscaped areas (including roof gardens) are to be designed for low water requirements, in compliance with the Water Corporation's Water Wise Development criteria. • A minimum of 60% local native flora to be used in garden areas. • Weeds of national significance are not permitted. **Proposal** A Landscape Plan has been submitted. The Landscape Plan has been assessed against the requirements of the R-Codes Vol 2. Standard Landscape Plan Conditions to be recommended.

LOCAL PLANNING POLICIES		
LPP 11 – Public Art Contribution Assessment		
Provision	**Comments**	**Satisfied**
1. Public Art to be Required The City of Belmont requires all development proposals within the Policy Area of a value greater than $4.5 million (four and a half million dollars) to provide public art in accordance with the described method for determining Public Art contributions. This Policy shall apply to all proponents, with the exception of those exempt from	The proposed development has an estimated cost of $28.75 million and public art is required to be provided. The applicant has appointed *Big Spoon* to progress the public art component for the site. The development includes public art in form of seven suspended 'petals/leaves' within the public access easement. The applicant states that further details of the public art contribution will be further detailed following development approval. The DRP expressed support of the public art concept. Standard public art conditions are recommended should the DAP approve the application.	Yes – with recommended conditions

obtaining Local Authority planning approval under other legislation. Those proponents/projects so exempted should utilise this Policy and the Public Art Masterplan as a guide for the implementation of their respective Percent for Art Policy obligations where applicable.		
2. Method of determining Public Art Contribution The cost of any Public Art provided under this Policy shall be no less than one percent of the value of the eligible proposal.	Recommended condition requiring public art to be provided at a cost of $287,500 which represents 1 percent of the cost of development.	Yes - with recommended conditions
3. Form of Public Art Contribution Public Art required pursuant to this Policy shall be provided in kind. Where requested by the proponent, the Council may alternatively accept a cash-in-lieu payment in accordance with the procedures detailed in the City of Belmont Public Art Masterplan.	As outlined in the applicants supporting documents, the proposal seeks to provide Public Art on the subject site.	N/A
4. Location of Public Art Contribution Public Art provided in-kind pursuant to this Policy shall be provided on site, or on crown land immediately adjacent to the site.	The proposal seeks to provide Public Art on the subject site.	Yes
5 Separate Approval Generally Not Required for Public Art	Conditions are recommended to require the approval of a Public Art Strategy and installation of the approved Public Art. Further details are discussed in the Responsible Authority Report.	Yes - with recommended conditions

Public Art, where provided on a development site in fulfilment of a condition of development approval, shall not require a further development approval.		

LOCAL PLANNING POLICIES		
LPP 20 – Great Eastern Highway Urban Corridor		
Provision	**Comments**	**Satisfied**
5.1 Land Use and Activation 5.1.1 Within activity nodes, an active land use should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.	N/A - The subject site is not located within an activity node.	N/A
5.1.2 Within activity corridors, active commercial uses such as showrooms and offices should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.	The subject site is located within the activity corridor. Attachment A, Figure 2 does not highlight the site as one requiring a non-residential floor space. Further details are provided within the Planning Assessment section of the RAR under the heading Interface with Great Eastern Highway.	Refer to RAR
5.1.3 In mixed employment areas, industrial uses may be proposed; however, land uses such as offices and small-scale showrooms are encouraged west of Fauntleroy Avenue and should be compatible with surrounding uses.	N/A - The subject site is not located within the mixed employment area.	N/A
5.1.4 Windows facing the public realm must remain unobstructed to maintain visual connection between the building interior and the street. Windows shall not be covered with opaque materials such as films, signage, or permanent fixtures. Internal layouts, including	Windows facing the public realm are clear glazing and not obscured.	Complies

the placement of walls, shelving, or furniture, must not impede views from the building to the street or from the street into the building.		
5.2 Spaces 5.2.1 Spaces identified in Figure 3 contained within Attachment A are encouraged to be integrated into future development.	N/A – The subject site has not been identified under the policy.	N/A
5.2.2 The City may give weight to the provision of a space provided in accordance with Figure 3 when considering the application of discretion in relation to development standards.	N/A – The subject site has not been identified under the policy.	N/A
5.3 Landscape Zones 5.3.1 A landscaping strip of 4m shall be provided at the front of lots within activity nodes in accordance with Figure 4.	N/A - The subject site is not located within an activity node.	N/A
5.3.2 A landscaping strip of 6m shall be provided at the front of lots within activity corridors in accordance with Figure 4.	The subject site is located within the activity corridor. Further details are provided within the Planning Assessment section of the RAR under the heading Interface with Great Eastern Highway.	Refer to RAR
5.3.3 Landscaping should include substantial tree planting and other vegetation to provide shade to adjacent paths and buildings.	A concept Landscape Plan has been proposed which includes the planting of trees and landscaping across the site.	Complies
5.3.4 Where parking and access requirements limit the implementation of a landscaping strip at the front of lots, a landscaping area of similar size shall be provided elsewhere on the lot.	A concept Landscape Plan has been proposed which includes the planting of trees and landscaping across the site. The interface with Leslie Deague Park provides a variable landscaped width of 9.8m – 1m, with a 45.4m^2 consolidated landscaped corner of the site. Further details are provided within the Planning Assessment section of the RAR under the heading Interface with Great Eastern Highway.	Refer to RAR
5.4 Connections		

5.4.1 New pedestrian and cyclist connections identified in Figure 5 within Attachment A are encouraged to be integrated into future development.	N/A	N/A
5.4.2 The City may give weight to the provision of a pedestrian/cyclist connection provided in accordance with Figure 5 when considering the application of discretion in relation to development standards.	N/A	N/A
5.5 Access and Parking 5.5.1 Access and parking associated with lots shall be provided in accordance with Figure 5 contained within Attachment A.	The subject site proposed rear access via Hawksburn Avenue and proposes rear parking.	Complies
5.5.2 As a condition of development approval, Council may require that a public easement in gross be provided to facilitate shared vehicular access between lots.	N/A	N/A
5.5.3 While temporary crossovers will be permitted, the number of crossovers on a street block shall be minimised having regard for access via easements on adjoining lots.	N/A	N/A
5.6 Building Height and Plot Ratio 5.6.1 Building heights and plot ratio are to be in accordance with Figure 6 contained within Attachment A.	The subject site proposed 16 stories and a plot ratio of 2.2:1. This complies with the policies recommendation of 20 stories and 7.0:1 plot ratio	Complies

5.6.2 'Activity Centre/DA6' and 'Industrial Area' designated sites will be subject to the building height limits contained within the City's Local Planning Scheme or other relevant planning instrument.	N/A	N/A
5.7 Building Setback 5.7.1 Building setbacks are to be in accordance with Figure 7 contained within Attachment A.	Moderate Building Setbacks are identified for the site.	Refer to RAR
5.7.2 Lots reflected as a 'minimal typology' are to be setback a distance between 0m-1m from the landscaping strip located within private property.	N/A	N/A
5.7.3 Lots reflected as a 'moderate typology' are to be setback a distance of 2m or more from the landscaping strip located within private property.	The proposal provides 1m-7.7m. Further details are provided within the Planning Assessment section of the RAR under the heading Interface with Great Eastern Highway.	Refer to RAR
5.7.4 Lots reflected as a 'parking typology' will be assessed on a case-by-case basis, with consideration to increased setbacks to accommodate site constraints, parking and landscaping in the front setback area.	N/A	N/A
5.8 Transition 5.8.1 Transitions are to be in accordance with Figure 8 contained within Attachment A.	Medium transition typologies are identified for the site.	Refer to RAR
5.8.2 Lots subject to a 'low transition typology' are to be designed to minimise their impact on existing dwellings by ensuring appropriate transitions in building height, bulk and scale.	N/A	N/A

Developments shall incorporate the following features to achieve this: a) Architectural articulations to reduce visual intrusion and help mitigate the effects of taller structures on neighbouring properties. b) Landscaping along the rear boundary. c) Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas. d) Stepping in of buildings from the boundary to achieve a greater setback and preserve visual privacy and solar access. This includes: i. Podium height being one third of the total building height. ii. Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope. An example of these provisions is shown in Figure 9.		
5.8.3 Lots subject to a 'medium transition typology' shall complement adjacent land uses in terms of building height and rear and side setbacks. Development should be designed to minimise negative impacts associated with building bulk and scale on adjacent uses.	Further details are provided within the Planning Assessment section of the RAR under the heading Building Separation and Setbacks.	Refer to RAR

Great Eastern Highway Urban Corridor Strategy – Assessment of Relevant Precinct 1 Provisions		
Strategy Requirements	**Proposed**	**Comments**
Building Setback The building setback will be the minimal typology within the Activity Nodes, to ensure the active ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front. Within the Activity Corridors the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.	The subject site is identified as being an activity corridor. The development proposes setbacks that are compliant with Local Planning Policy No. 7 and are consistent with the existing setbacks and interface along the Springs precinct fronting Great Eastern Highway.	**Complies**
Scale Within Precinct 1, taller buildings will generally make up the northern edge of the corridor. To the south, buildings will be of a lower scale to minimise impacts on adjacent residential properties. In this regard, along the northern section of the corridor, buildings may be up to 20 storeys in height with a plot ratio of 7.0. This is generally consistent with the scale of development that has occurred within The Springs precinct. Along the southern edge, excluding Eastgate Neighbourhood Centre, development may be up to 10 storeys, with a plot ratio of 3.0. The ACPS reflects the Eastgate activity node being designated with either an RAC1 or RAC0 density code. The most appropriate code and	The development proposes a 16 storey building, with a plot ratio of approximately 2.2:1. The bulk, scale, height and transition to the adjoining properties are addressed further within the RAR.	**Refer to the Planning Assessment and Officer Comments section of the RAR**

built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy. The range of scales will facilitate the commercial viability of the desired land uses within this area, as well as maximise views towards the Swan River. Buildings of greater scale on the western end will reflect the role of the Corridor as gateway by creating an entrance statement into the Perth CBD.		
Landmarks Various landmark sites are proposed within Precinct 1. One landmark site is located on the western edge of Precinct 1, on the prominent corner of the Corridor and the Graham Farmer Freeway. A landmark building on this site will signify the link from the Corridor into the Perth CBD, whilst also recognising the entrance into the Urban Corridor and into the City of Belmont, contributing to the sense of arrival into Perth as well as into Belmont. One landmark site is located within the Eastgate Activity Node, and one located in The Springs Activity Node to reinforce the nature of the nodes, and provide a place of importance and visual focus for the Precinct 1.	The subject land is not identified as a landmark site.	**N/A**
Transition The buildings along the northern boundary of the subject site within Precinct 1 will provide a	The proposal has considered the bulk, scale, height, and transition to adjoining properties. The development provides compliant setbacks	**Complies**

medium transition, where adjacent to the Swan River or existing higher scale mixed use buildings. Along the southern edge, buildings will generally be of a lower scale to reflect the nature of the low scale residential development to the south.	to both the podium and tower elements in accordance with the LPP 07, and is considered appropriate in terms of its interface with surrounding development.	
Active Ground Floor Within Activity Nodes and along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge. Outside the Activity Nodes and along the remainder of the Corridor, active land uses and an activated built form on the ground floor will be encouraged.	The proposal is not located within an Activity Node. The subject sites Active Ground Floor Typology is 'Encouraged'. The proposal does not provide an active ground floor to the majority of the Great Eastern Highway frontage. This is consistent with other properties within the Springs in the immediate vicinity.	**Refer to the Planning Assessment and Officer Comments section of the RAR**
Access and Parking The access and parking within Precinct 1 comprises of predominantly Rear Access, Rear Parking Typology. The significant amount of the Rear Access, Rear Parking Typology will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of bike riders and pedestrians. There is one site within Precinct 1 where the Rear Access, Front Parking Typology has been identified, accommodating parking within the front setback area which is Rear Accessed,	The development proposes vehicle access from Hawksburn Road. All properties within the Springs take vehicle access from internal roads, no vehicle access is proposed via Great Eastern Highway. The Development Application has been referred to Main Roads for comment. Refer to the RAR for further details.	**Complies**

where parking cannot be relocated to the rear due to narrow lot depth. A Front Access and Front Parking site is included in the centre of the northern edge of the Corridor where the site is physically constrained by the Swan River so would not be able to provide Rear Access or parking.		
Landscape Zone The Landscape Zone Typologies in Precinct 1 comprises of: • North – Orrong to East of Ivy Street • South – Orrong to East of Ivy Street *North* This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below. Public Realm Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction). Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is	Requires: Great Eastern Highway 4m-6m Proposed: 1m-7.6m Variation	**Refer to the RAR for further details on the Great Eastern Highway interface.**

envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs. It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy. Private Realm Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings. Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.		

SPP 7.3 - R-Codes Vol 2 – Apartments

ELEMENT 2.2	BUILDING HEIGHT		X
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**	
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change. **O2.2.2** – The height of buildings within a development responds to changes in topography. **O2.2.3** – Development incorporates articulated roof design and/or roof top communal open space where appropriate. **O2.2.4** – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	The site is located within the Springs Special Development Zone which under the Design Guidelines identifies a height of 27 metres. The development has a height of 53.235 metres to the top of the lift overrun and is 16 storeys in height. The Springs Structure Plan is outdated and not reflective of the development that has been approved in the area. The 16 storeys responds to the site and surrounds with a 9-16 storey residential building to the south-west (49.4 metres in height) and an approved development at 3 Hawksburn Road of 48.9 metres and existing development further east along Great Eastern Highway of 16 and 20 storeys. This creates a consistent built form along Great Eastern Highway. The additional levels will not impact the public domain along Great Eastern Highway, Hawksburn Road or Leslie Deague Park. The height and the number of dwellings will provide an important response to the current housing market.	**Refer to LPP 07 Assessment Table - Variation proposed** **Refer to the RAR under the heading Building Height.**	

ELEMENT 2.2	BUILDING HEIGHT		X
	The site has a fall of 2.55 metres from the southern corner to the northern corner. The podium height and design responds to the interfaces to Great Eastern Highway, Hawksburn Road, Leslie Deague Park and Shortland Jones Park. The building adopts the podium and tower approach providing articulation of the lower levels from the upper levels through the design and materials. Communal open space is located on the top of the podium.		

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.

(Excerpt from table 2.1)

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 2.3	STREET SETBACKS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street. **O2.3.2** – The street setback provides a clear transition between the public and private realm. **O2.3.3** – The street setback assists in achieving visual privacy to apartments from the street. **O2.3.4** – The setback of the development enables passive surveillance and outlook to the street.	The building adopts the podium and tower approach. The podium setback is consistent with the planning framework which includes a minimum setback to Great Eastern Highway. The setback to Hawksburn Road is greater resulting from the angled shape of the site. The setback to Hawksburn Road also provides a setback separation to Leslie Deague Park. The tower setback to Great Eastern Highway of 15.2 metres exceeds the minimum of 15 metres and the tower setback to Hawksburn Road exceeds the minimum setback of 3 metres. The street setback to Great Eastern Highway provides a clear transition between public and private. The Hawksburn Road frontage is limited in size and therefore vehicle access is provided from Hawksburn Road and pedestrian access from Leslie Deague Park. The apartments at ground level have frontage to Leslie Deague Park and are raised above the park level to provide privacy to the outdoor spaces while also providing a relationship to the public domain. The development has balconies to both Great Eastern Highway and Hawksburn Road to provide passive surveillance to the public domain.	**Refer to LPP 07 Assessment Table - Complies**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

ELEMENT 2.3	STREET SETBACKS		X

A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument

(Excerpt from table 2.1)

(4) Minimum secondary street setback 1.5m

(5) Nil setback applicable if commercial use at ground floor

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 2.4	SIDE AND REAR SETBACKS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties. **O2.4.2** – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character. **O2.4.3** – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. **O2.4.4** –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The setback to the building to the north-west is 3 metres at the podium level and 15.2 metre at the tower level. This meets the Design Guidelines which allows a nil podium setback and 15 metre tower setback. The setback to the building to the south-west is nil at the podium level and ranges from 5.4 to 9 metres at the tower level. This meets the Design Guidelines which allows a nil setback to the tower and podium. The building design provides a 15.2 metre separation to the boundary to the north-west and a 10 metre separation to the adjoining building to the south-west, which is consistent with the DGs. The setbacks are generally consistent with the streetscape pattern noting the irregular shaped lot boundary. The podium and tower approach maintains the similar built form along Great Eastern Highway. There are no trees worthy of retention on the site. The podium enables a setback to the north-west through the pedestrian link and a setback to Leslie Deague Park enables deep soil planting along the interface with the public park.	**Refer to LPP 07 Assessment Table - Complies**

ELEMENT 2.4	SIDE AND REAR SETBACKS		X

	The adjoining sites along Greate Eastern Highway have similar land uses and intensity of development. The 15.2 metres separation to the north-west enables the redevelopment of site with minimal impact.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where:

a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument

AND /OR

b) a greater setback is required to address *3.5 Visual privacy*.

(Excerpt from table 2.1)

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in *2.7 Building separation*, *3.3 Tree canopy and deep soil areas*, *3.5 Visual privacy* and *4.1 Solar and daylight access*.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 2.4	SIDE AND REAR SETBACKS		
			X

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 2.5	PLOT RATIO		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The detailed area plan for the site states that there is no maximum plot ratio. The built form is discussed above, and the proposed development is consistent with the character and intent of the Springs Precinct in that the development proposes multiple dwellings, which is the objective for the area, and the proposed development is consistent with the built form established along Great Eastern Highway. We also note that the proposed development will assist with the current housing market through the provision of additional product for the residential market.	**Required maximum: N/A** **Proposed maximum: 2.2:1 (5226m^2)** **Refer to the Planning Assessment section of the RAR.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.

(Excerpt from table 2.1)

(6) Refer to Definitions for calculation of plot ratio

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 2.5	PLOT RATIO		
			X

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 2.6	BUILDING DEPTH		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation. **O2.6.2** – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed. **O2.6.3** – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	The building depth 18 metres for the north south dwellings (glass line to glass line) and larger for the eastern dwellings as a result of providing dwellings facing three sides. Given that the development has three main frontages to Great Eastern Highway, Leslie Deague Park and to the north, the building depth naturally exceeds the requirements. The plans indicate the solar access and ventilation which is generally consistent with the requirements of the R-Codes. The built form has been articulated and is consistent with the desired context of the area. The plans indicate the solar access and ventilation which is generally consistent with the requirements of the R-Codes. Diagrams are included in the Architectural Plans to demonstrate the daylight, solar access and natural ventilation. The depth to ceiling height and width of the apartments support ventilation.	**Refer to LPP 07 Assessment Table** **Variation – Refer to RAR under the heading Building Depth.**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to *4.1 Solar and daylight access* and *4.2 Natural ventilation*.

ELEMENT 2.6	BUILDING DEPTH		
			X

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 2.7	BUILDING SEPARATION		X
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**	
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings. **O2.7.2** – Building separation is in proportion to building height. **O2.7.3** – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook. **O2.7.4** – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	The building separation to the north west exceeds the acceptable outcomes. The building separation to the north-west is based on the 10 metre separation identified in the DGs The orientation of the building means that the narrowest portion of the building is adjacent the property to the south-west in alignment with the adjoining building, with the majority of the site open to the property. The overshadowing from the proposed development at 12 noon, largely falls on Great Eastern Highway given the orientation of the lot. While there is shadowing in the morning from noon onwards the adjoining site is not impacted. The 10 metre separation enables visual, acoustic privacy and natural ventilation between the buildings. The deep soil zone is generally orientated to the public parks and on structure planting orientated to the property to the south-west. The separation of the buildings 10 metres to the south-west and 15 metres to the north-west ensure adequate separation for communal and private open space.	**Refer to LPP 07 Assessment Table** **Refer to the RAR under the Heading Building Separation.**	

ELEMENT 2.7	BUILDING SEPARATION		X

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.7.1 – Development complies with the separation requirements set out in Table 2.7.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 3.2	ORIENTATION		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development. **O3.2.2** – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The building design responds to the location by providing dwellings facing the public domain (Leslie Deague Park) at ground level and at the upper levels facing all directions (other than to the adjoining property to the south-west). The orientation maximises solar access to the dwellings with minimal solely south facing apartments. On a typical floor 6 of the 9 dwellings have either a north, east or west aspect with only 3 (being the studio apartments) facing south-east. As the building is to the north of Great Eastern Highway shadow largely falls over the highway at 12 noon.	**A3.2.1 – The development appropriately addresses all street frontages and adjoining public open spaces, while maintaining solar and daylight access and privacy.** **A3.2.2 – The development addresses all street frontages and maximises the northern aspect for solar access. The proposed with limited access to solar access are minimised to the studio apartments.** **A3.2.3 – The adjoining properties are developed above R80 – Nil Requirements. Regardless the majority of shadow project by the property is over the Graham Farmer Freeway. Refer to the RAR for further comments on the shadow projection.** **A3.2.4 – Solar access to solar collectors on adjoining properties are maintained.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.		
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.		

ELEMENT 3.2	ORIENTATION		X

A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:

- adjoining properties coded R25 and lower – 25% of the site area[1]
- adjoining properties coded R30 – R40 - 35% of the site area[1]
- adjoining properties coded R50 – R60 – 50% of the site area[1]
- adjoining properties coded R80 or higher – Nil requirements.

(1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)

A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees. **O3.3.2** – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition. **O3.3.3** – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	There are no trees located on site worthy of retention. The proposed development has been setback from Leslie Deague Park to protect the trees within the public park. The site is 2370m^2 and requires 10% (237m^2) DSA and 2 large trees and small trees to suit. The development includes 2 large trees, 1 medium tree and 14 small trees to suit (9 at ground level and 5 on podium). The proposed development includes 13.7% (324m^2) deep soil area at ground level (planting and turf areas) and additional on structure planters of 73m^2. The development exceeds the AO.	**A3.3.1 – There are no existing trees onsite capable of retention.** **A3.3.2 – There are no existing trees onsite proposed for removal.** **A3.3.3 – There is no proposed impacts on existing trees adjoining the site.** **A3.3.4 – Requires: 10% 237m^2 and 2 large trees and small trees to suit** **Proposed: 259.5m^2 Deep soil on Ground Floor, 73m^2 on structure planting, 2 large trees, 1 medium tree and 14 small to suit** **A3.3.5 – Trees comply with table requirements, refer to the proposed Landscape Plan.** **A3.3.6 – Deep soil areas do not contain paving or hardstand.** **A3.3.7 – The deep soil areas complies with R-Code requirement.** **Complies with Acceptable Outcomes**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS		X

A3.3.1 – Retention of existing trees on the site that meet the following criteria:

- healthy specimens with ongoing viability **AND**
- species is not included on a State or local area weed register **AND**
- height of at least 4m **AND/OR**
- trunk diameter of at least 160mm, measured 1m from the ground **AND/OR**
- average canopy diameter of at least 4m.

A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.

A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS		X

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% **OR** 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree and small trees to suit area
> 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area
[1] Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes		

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS		
			X

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.4	COMMUNAL OPEN SPACE		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. **O3.4.2** – Communal open space is safe, universally accessible and provides a high level of amenity for residents. **O3.4.3** – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	The development requires 300m² of communal open space. The development provides more than 400m² of communal area at podium level in addition to the Gym and lounge. The provision of communal open space exceeds the AO. The communal open space is provided with on-structure planting. As the communal open space is located on the podium, the open space is safe and universally accessible while also being secure. The communal open space is orientated away from the private open space of the dwellings on the podium level. The communal open space is adjacent the building to the south-west, however, is separated from the adjoining property by a landscaped area minimising impacts on the adjoining property, while maintaining solar access.	**A3.4.1 Requires: 6m² per dwelling up to 300m²** **Proposed: ~412m2 proposed** **A3.4.2 - The Communal Open Space is universally accessible with lift access.** **A3.4.3 – The location of the communal open space will receive solar access from the north and north-west.** **A3.4.4 - The communal open space areas are co-located on structure planting areas, and adjacent to the Shortland Jones Park.** **A3.4.5 – Communal open space is screened from the car parking areas below.**

ELEMENT 3.4	COMMUNAL OPEN SPACE		X
		A3.4.6 – Lighting condition to be recommended to demonstrate lighting of the communal open space. **A3.4.7 – Communal open space area is separated from the major openings and outdoor living areas provided to the dwellings. Impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site is unlikely to occur.** **Complies with Acceptable Outcomes**	

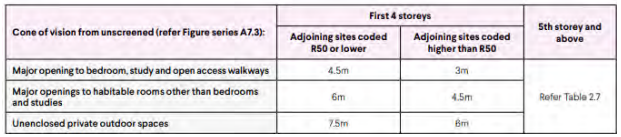
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.4.1 – Developments include communal open space in accordance with Table 3.4
A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.
A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.
A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.
A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.

ELEMENT 3.4	COMMUNAL OPEN SPACE		X

A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.
A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

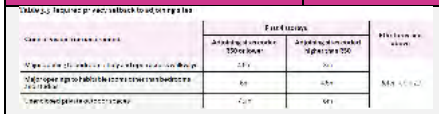
ELEMENT 3.5	VISUAL PRIVACY		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	The site has streets and parks on two sides and the dwellings are orientated to provide passive surveillance. The adjoining northern property is not a residential property, however, the setback is 15.2 metres and will therefore no impact any future development of the site. There dwellings facing to the south-west have been designed to not have major openings or private open space orientated to the adjoining site. The only major opening is to the southern balcony which provides solar access while still being separated by more than 12 metres.	**Required:**  **Proposed:** **All windows from habitable rooms and balconies are provided with the compliant cone of visions.** **It is noted that balconies facing Hawksburn Road do provide cone of vision over the adjoining public open space at 1 Hawksburn Road.** **Main living rooms have external outlooks with major openings.** **Complies**

Cone of vision from unscreened (refer Figure series A7.3):	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.

ELEMENT 3.5	VISUAL PRIVACY		X



A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE		X
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**	
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents. **O3.6.2** – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	The ground level dwellings are provided with direct access from the courtyards to either Great Eastern Highway or Leslie Deague Park. The courtyards have been raised providing privacy and the fencing provides safety between the public and private domain. The ground floor residential lobby and communal amenity area also provides passive surveillance. The upper-level balconies face the public domain and provide passive surveillance. Car parking is located within the podium. Services are provided to Great Eastern Highway. The development provides landscaping along the street frontages improving the amenity, safety and presentation of the public domain.	**A3.6.1 – Ground Floor dwellings have dual access, with one coming through the private open space that adjoins public open space, and the other from the internal building.** **A3.6.2 – Carparking is not located within the primary street setbacks. Parking is proposed to be screened through the use of a perforated architectural screen.** **A3.6.3 – Ground floor and upper level balconies provide surveillance of the street frontages and public open spaces.** **A3.6.4 – Balustrades provide visually permeable elements compliant with the LPP 07.** **A3.6.5 – Private Open spaces on the ground floor are limited to 1m above natural ground level.**	

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE		X
		A3.6.6 – The proposed front fencing is visually permeable. **A3.6.7 – fencing does not provide areas for concealment.** **A3.6.8 – Bins are located within bin store rooms which are outside the front setback areas and screened from the street.** **A3.6.9 – Standard condition for screening of services shall apply.** **Complies with Acceptable Outcomes**	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE		X

A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.

A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.

A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.

A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.

A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.[1]

(1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES		X
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors. **O3.7.2** – Entries to the development connect to and address the public domain with an attractive street presence.	The main pedestrian entry is accessed at grade from the footpath that runs along the southern boundary of Leslie Deague Park which links Great Eastern Highway and Hawksburn Road. The entry is clearly defined, and weather protection is provided by the building above. The entry will be well lit. The main entry is separate from the vehicle entry and the services are provided away from the main entry. The main pedestrian entry is from Leslie Deague Park which links Great Eastern Highway and Hawksburn Road. The entry includes deep soil areas to provide an appropriate interface to the Park.	**A3.7.1 – Pedestrian entries appear well defined with and legible. Refer to advice from DRP under the RAR.** **A3.7.2 – Upper floor levels provide weather protection to the main pedestrian entries.** **A3.7.3 – A condition is recommended for a Lighting Plan to be provided.** **A3.7.4 – Pedestrian access is separate from the vehicle access.** **A3.7.5 – Serviced are screened from view. A screening condition is recommended.** **A3.7.6 – Bins stores are not located adjacent to main pedestrian areas.** **Complies with Acceptable Outcomes**	

ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES		X

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*	
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.	
A3.7.2 – Pedestrian entries are protected from the weather.	
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.	
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.	
A3.7.6 – Bins are not located at the primary pedestrian entry.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.8	VEHICLE ACCESS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles. **O3.8.2** – Vehicle access points are designed and located to reduce visual impact on the streetscape.	The proposed development has only one access option from the small street frontage on Hawksburn Road. The vehicle access is separate from the main pedestrian access from the Park. The proposed development has only one access option from the small street frontage on Hawksburn Road.	**A3.8.1 – One vehicle access is proposed which connects to Hawksburn Road.** **A3.8.2 – Vehicle entry to the site is proposed from Hawksburn Road. The vehicle entry is located behind the front setback and integrated into the buildings design.** **A3.8.3 – Entries are appropriate in location and provided with appropriate separation from intersections.** **A3.8.4 – Carparking and driveways are located and screened to avoid headlight spill into habitable rooms of dwellings.** **A3.8.5 - 6m wide driveways proposed which allow for access/egress in a forward gear.** **A3.8.6 – Driveways are designed to allow for two way access.**

ELEMENT 3.8	VEHICLE ACCESS		X
		A3.8.7 – 1.5m truncation areas are clear at the driveway entrance. Refer to RAR for further comments relating to the proposed access arrangement to the site. **Complies with Acceptable Outcomes**	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.
A3.8.3 – Vehicle entries have adequate separation from street intersections.
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: - the driveway serves more than 10 dwellings - the distance from an on-site car parking to the street is 15m or more **OR** - the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).

ELEMENT 3.8	VEHICLE ACCESS		X

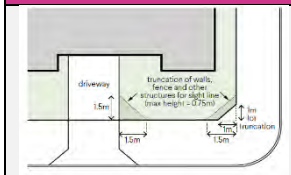


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.9	CAR AND BICYCLE PARKING		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport. **O3.9.2** – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres. **O3.9.3** – Car parking is designed to be safe and accessible. **O3.9.4** – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The proposed development includes a residential bike rack in every store, 25 visitor bicycle bays and an additional 20 shared resident bicycle bays. The R-Codes requires 0.5 space per dwelling while the DGs require 1 bay per dwelling. The R-Codes requires 1 per 10 for visitors while the DGs require 1 per 8 dwellings. The development includes 30 scooter parking bays. The development includes a bike rack in each storeroom to meet the DG requirement and 25 visitor bays which is 14 more than the R-Codes. In addition, 20 shared bicycle bays area also provided. The 108 dwellings include 93 1 bed and 15 2 bed and located within Location A. This requires 70 bays for the 1 bed and 15 for the 2 bed (Total 85 bays). The development provides 97 bays. The development requires 16 visitor bays and 10 have been provided. The reduction in visitor bays is offset by the additional bicycle parking bays to encourage alternative forms of transport.	**A3.9.1 – In accordance with LPP07, the development requires the following Bicycle Bays –** 14 visitor bicycle bays, 1 bike bay per dwelling **Proposed Bicycle Bays -** 25 visitor bicycle bays, and 20 Share bikes, and 1 bike bay within the storage of each dwelling. **Complies** **A3.9.2 – Within 250m of high frequency bus stops on great eastern highway. – Location A** **Required:** **Single Bed – 0.75*93 – 69.75 (70) bays** **2 Bed – 1*15 – 15 bays** **Visitor – 3+12 = 15 bays** **For every 5 motorbike/scooter parking bays, car parking bays may be reduced by 1.** **30 scooter/motor bike bays proposed = reduction of 6 car parking**

ELEMENT 3.9	CAR AND BICYCLE PARKING		X
	The car parking is safe and accessible as it is located at ground and podium and is secured. The car parking is located in the podium and at the rear of the proposed development. The site is located on a high frequency bus route, is in proximity to a train station and the site and location has good visitor bicycle access and facilities.	**Total – 85 Resident bays, 15 visitors, 10 scooter/motor bike bays** **Proposed – 97 Resident bays, 10 visitor bays, 30 scooter/ motor bike bays (a -6 car parking bay requirement can be applied** **Applies -6 bays to visitor parking requirements** **Car parking bays complies with Acceptable Outcomes** **A3.9.3 – N/A** **A3.9.4 – Car parking manoeuvring complies, 6m aisles proposed. Refer to Transport Impact Statement** **A3.9.5 – Car parking areas not proposed within the front setback area, and screened as to be not visually prominent from the street.** **A3.9.6 – Car parking areas screened from being viewed from the street.** **A3.9.7 – Visitor parking proposed on ground floor, visible from the driveway entrance to the site.** **A3.9.8 – The proposed car parking is shaded within the buildings podium level.** **A3.9.9 – There are no uncovered at grade car parking proposed.**	

ELEMENT 3.9	CAR AND BICYCLE PARKING		X
		A3.9.10 – There is no proposed basement level parking **Complies with Acceptable Outcomes**	

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.

A3.9.7 – Visitor parking is clearly visible from the driveway, is signed ‘Visitor Parking’ and is accessible from the primary entry or entries.

A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.

A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.

ELEMENT 3.9	CAR AND BICYCLE PARKING		X

A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	The development includes 69% of dwellings having 2+ hours between 9am and 3pm on 21 June. Only the southeastern corner dwelling will not receive direct solar access. Plans of the solar access are provided in the Architectural Plans.	**A4.1.1 - 75/108 69.4% of dwelling provided with direct solar access for at least 2 hours between 9am and 3pm on 21 June. This is considered an insignificant departure from the numerical requirement, and meets the objectives of this element.**
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.		

ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS		X

O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: - from mid-spring to autumn in climate zones 4, 5 and 6 **AND** - year-round in climate zones 1 and 3.	All habitable rooms have access have windows to either a balcony or external façade. Plans of the solar access are provided in the Architectural Design Report. The balcony inset and design reduces solar gain during the summer months.	**10% of dwellings receive no direct solar access which complies with the R-Codes requirement.** **A4.1.2 – Each habitable room is provided with at least one major opening provided with clear glazing.** **A4.1.3 – No lightwells proposed.** **A4.1.4 – There are no proposed shade structures proposed however balconies and roof overhangs provide shading to living rooms to the north.**

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.1.1 – In climate zones 4, 5 and 6 only:

a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND**

b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.

A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.

A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.

A4.1.4 – The building is oriented and incorporates external shading devices in order to:

- minimise direct sunlight to habitable rooms:
  - between late September and early March in climate zones 4, 5 and 6 only **AND**
  - in all seasons in climate zones 1 and 3

ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS		X

- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.2	NATURAL VENTILATION		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.2.1 – Development maximises the number of apartments with natural ventilation. **O4.2.2** – Individual dwellings are designed to optimise natural ventilation of habitable rooms. **O4.2.3** – Single aspect apartments are designed to maximise and benefit from natural ventilation.	10% are cross ventilated. The cross ventilation is limited given the need to acoustically control noise from Great Eastern Highway The balance are provided with natural ventilation based on the apartment's width, the access to prevailing cooler winds and the depth not exceeding 3 times the ceiling height. Plans of the cross ventilation are provided in the Architectural Plans. The development optimises natural ventilation to habitable rooms with all habitable rooms towards the external extent of the dwellings. The single aspect apartments are provided with natural ventilation based on the apartments width, the access to prevailing cooler winds and the depth not exceeding 3 times the ceiling height.	**A4.2.1 – All habitable rooms proposed are provided with a minimum of two openings.** **A4.2.2 – 59 dwellings proposed within the first 9 storeys.** - **7 dwellings provided with dual access (11%)** - **40 dwellings provided with single aspect cross ventilation (67.7%)** - **12 units not provided with cross ventilation. (20%)** **78.7% of units in the first 9 stories are provided with either dual aspect cross ventilation.** **The depth of habitable rooms does not exceed 3x the ceiling height (2.71m).** **Complies** **4.2.3 – N/A** **4.2.4 – No lightwells are proposed.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

ELEMENT 4.2	NATURAL VENTILATION		X

A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.

A4.2.2 –

(a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

(b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:

- ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND**
- room depth no greater than 3 × ceiling height

(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.

A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.

A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size. **O4.3.2** – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	The one and two bedroom apartments meet the AO minimum internal floor area. The studio apartments are 3 metres below the minimum. The master bedrooms meet the AO in terms of size and dimension and the secondary bedrooms meet the size and dimensions. The majority of habitable rooms meet the minimum internal dimension with the exception of the south-eastern studio, the ground level single bedroom and the two bedroom dwellings. The design includes the furniture layout which provides a functional layout of the studio dwellings. The floor to soffit height is 2710mm metres. The single aspect apartments contain open plan living areas which do not exceed the height to depth provisions.	**A4.3.1 – Requires** **Studio – 36m^2 minimum** **1 bed – 47m^2 minimum** **2 bed – 67m^2 minimum** **Proposed** **Studio – 34m^2** **1 bed – 50m^2** **2 bed – 68m^2** **Variation to Studio floor area providing 34m^2 in lieu of 36m^2 requirements.** **A4.3.2 – Minimum bedroom floor area and living areas complies with area and dimension requirements under table 4.3b.** **A4.3.3 – 2.71m Minimum ceiling height proposed.** **A4.3.4 – All single aspect open living (Studios) comply with less than 3xthe ceiling height.**

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS		
			X
		Variation – refer to RAR under the heading Size of Dwelling	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed × 1 bath[1]	67m²
3 bed × 1 bath[1]	90m²

[1] An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m²	3m
Other bedrooms	9m²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m

[1] Excluding robes

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

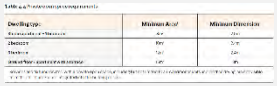
ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS		
			X

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity. **O4.4.2** – Private open space is sited, oriented and designed to enhance liveability for residents. **O4.4.3** – Private open space and balconies are integrated into the overall architectural form and detail of the building.	All dwellings have private open space that meets the area requirement of the DGs. It is noted that the DG areas are below the R-Codes requirements, however, the DGs are the more specific planning document. The development maximises balconies to achieve solar access. The balconies are integrated into the overall built form and servicing is screened from the public domain.	**A4.4.1 – Single bed/Studio – 8m^2 Minimum outdoor area requirements satisfied** **Two bedroom – 10m^2 minimum outdoor area provided** **A4.4.2 – Private Open Spaces areas meet setback requirements and do not require additional screening.** **A4.4.3 – The outdoor living area has been incorporated and integrated into the design of the building.** **A4.4.4 – services not shown within balcony areas, the City recommend standard screening of services condition.** **Complies with acceptable outcomes**

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES		X

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*	
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4. 	
A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.	
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.	
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.5	CIRCULATION AND COMMON SPACES		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	The circulation spaces are a minimum of 1.5 metres and are designed for universal access. The circulation areas are universally accessible.	**A4.5.1 – Circulation areas satisfy the 1.5m requirement.**
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	The corridors have access to natural light at the end of each corridor near the lift lobby. The lift lobby has a greater width. The corridors have access to natural light at the end of each corridor near the lift lobby. There are no major openings onto the corridor.	**A4.5.2 – Circulation areas are designed to be universally accessible with lift access throughout the building.** **A4.5.3 – Circulation areas do not provide areas for concealment.** **A4.5.4 – The City has recommended a Lighting Plan to be conditioned.** **A4.5.5 – Bedroom and living room windows do not overlook circulation areas.** **Complies with acceptable outcomes**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.5.1 – Circulation corridors are a minimum 1.5m in width.
A4.5.2 – Circulation and common spaces are designed for universal access.
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.

ELEMENT 4.5	CIRCULATION AND COMMON SPACES		X

A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.6	STORAGE		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	Weatherproof storerooms are provided for each dwelling in the carparking level, podium level and on the residential levels.	**A4.6.1 – 108 storage rooms proposed to meet the one per dwelling requirement under the LPP 07. Storage rooms are of acceptable size and dimensions.** **A4.6.2 – storage rooms are appropriately located and do not impact on outdoor living areas**

ELEMENT 4.6	STORAGE		X

	All dwellings are provided with a storeroom of a minimum of 4.5m² and 1.5 metres. The storerooms are provided with the minimum width and height, which reflects the floor to ceiling heights.	**A4.6.3 – Storage areas integrated into the building design** **Complies with acceptable outcomes**

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.

Table 4.6 Storage requirements

Dwelling type	Storage area[1]	Minimum dimension[1]	Minimum height[1]
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		

[1] Dimensions exclusive of services and plant.

A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space[1], is integrated into the design of the building or open space and is not readily visible from the public domain.

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.7	MANAGING THE IMPACT OF NOISE		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	An acoustic report has been prepared for the proposed development that considers the impacts of external noise.	**Refer to the Acoustic Report submitted as part of this application, which provides construction recommendations.**
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	An acoustic report has been prepared for the proposed development that considers the impacts of internal noise.	**Refer to Planning Assessment and Officer Comment section of the RAR**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.8	DWELLING MIX		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	The development contains: 30.5% studio dwellings 55.5% one bedroom dwellings 14% two bedroom dwellings Each floor has a mix of dwelling types. Dwelling mix meets the LPP minimum dwellings sizes	**A4.8.1 – The following Dwelling mix is proposed:** **30.5% Studios** **55.5% Single Bedroom** **14% Two Bedroom** **A4.8.2 – the dwelling types are distributed throughout the development at different levels.** **Complies**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.8.1 – **a)** Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument **OR** **b)** Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 4.8	DWELLING MIX		
			X

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Refer to LPP 07 Assessment Table**

ELEMENT 4.9	UNIVERSAL DESIGN		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	A minimum of 20% of the number of dwellings will be designed to meet Silver level requirements (condition of approval).	**The applicant has annotated on the plans that Apartment Types L and B (total 22 apartments) are Silver Level apartments.** **Complies**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.9.1 – **a)** 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR** **b)** 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.10	FAÇADE DESIGN		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area. **O4.10.2** – Building façades express internal functions and provide visual interest when viewed from the public realm.	The façade incorporates a range of materials finishes, and design elements and has taken references from the adjoining developments to respond to the locality. The proposed development clearly expresses the residential natural of the development. The proposed design is an attractive addition to the Springs and will provide a recognisable architectural outcome on this corner site.	**The City has taken advice from the Design Review Panel regarding the suitability of the proposed façade design. The panels comments relating to the facade can be viewed under the relevant attachment to the RAR.** **The City recommends a condition for a Schedule of Colours and Materials be provided prior to lodgement of the building permit.** **Complies with condition**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.10.1 – Façade design includes:

- scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm
- rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.

A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.

A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.

ELEMENT 4.10	FAÇADE DESIGN		X

A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.

A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that:

- define and provide weather protection to entries
- are integrated into the façade design
- are consistent with the streetscape character.

A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.11	ROOF DESIGN		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street. **O4.11.2** – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	The roof form is a flat roof which is integrated into the overall design. The roof provides for services, plant, and solar collectors.	**A4.11.1 – The proposed roof form is considered compatible with the surrounding context and suitable for the proposed built form.** **A4.11.2 – Roof services are centrally located on the roof level, and provided with appropriate screening.** **A4.11.3 – no proposed usable roof area proposed. The roof area only provides service access.** **Complies with Acceptable Outcome**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 4.11	ROOF DESIGN		X

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.12	LANDSCAPE DESIGN		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms. **O4.12.2** – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	The proposed development provides a significant landscape outcome on the site, along the street frontages and through the deep soil areas, which provides an enhanced pedestrian amenity and outlook from the dwellings. Refer to landscape plans.	**The applicant has submitted a Landscape Plan to support their application.** **The City has recommended a condition for a detailed landscape plan pre provided prior to lodging a building permit to the satisfaction of the City.** **Complies with recommended condition.**

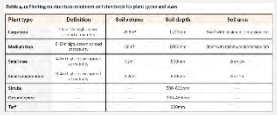
ELEMENT 4.12	LANDSCAPE DESIGN		X
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Refer to landscape plans. There are opportunities with the deep soil areas and on structure planting to re-use water collected from the building.		
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	The landscape design and architectural design has been comprehensively integrated responding to the built form. The landscape is provided at several levels providing a green interface to the adjoining properties.		

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.

A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.

A4.12.3 – Planting on building structures meets the requirements of Table 4.12.



A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.13	ADAPTIVE REUSE		

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.		**N/A**
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.13.1 – New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.14	MIXED USE		

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	**N/A**	**N/A**
O4.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

ELEMENT 4.14	MIXED USE		

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.15	ENERGY EFFICIENCY		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	Refer to ESD report.	**The applicant has submitted a Sustainability Report to support their application.** **The City has recommended a condition for the Sustainability Report to be implemented satisfaction of the City.** **Complies with recommended condition.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.15.1 –		

ELEMENT 4.15	ENERGY EFFICIENCY		X

a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) **OR**

b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.[1]

Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.16.1 – Minimise potable water consumption throughout the development. **O4.16.2** – Stormwater runoff from small rainfall events is managed on-site, wherever practical. **O4.16.3** – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	Refer to ESD report. There are opportunities with the deep soil areas and on-structure planting to re-use water collected from the building. Stormwater management will be in accordance with the City of Belmont's requirements	**The applicant has submitted a Sustainability Report to support their application.** **The City has recommended a condition for the Sustainability Report to be implemented satisfaction of the City.** **In addition, standard stormwater conditions are recommended.** **Complies with recommended condition.**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.16.1 – Dwellings are individually metered for water usage.
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.17	WASTE MANAGEMENT		X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents. **O4.17.2** – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	The waste rooms are located at ground level to the rear of the building and accessed from the secondary street site. The waste room is not visible from the street, from the main entry or from any dwelling. Provision is made for a bulk bin set-down from Hawksburn Road A waste management plan has been prepared for the site. The waste management room includes both standard and recycling and information will be provided to the residents regarding the separation of waste.	**The applicant has submitted a Waste Management Plan to support their application.** **The City's Waste Services have reviewed the plan.** **Refer to the Officers Assessment within the RAR under the heading Waste Management.**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the *WALGA Multiple Dwelling Waste Management Plan Guidelines* (or local government requirements where applicable).
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Appendix 4A (or equivalent local government requirements).
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).

A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.18	**UTILITIES**		
			X

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site is appropriately serviced.	**Utilities are required to be screened from the street. The City has recommended conditions requiring utilities to be screened.** **Complies with recommended conditions**
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	Utilities are generally located within the car parking ground level and do not impact safe movement of pedestrians and vehicles.	
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	The utilities are integrated into the design and accessible. The booster cabinet is located along Great Eastern Highway and integrated into the landscape outcome on the site. AC condensers are located on the balconies and screened.	

ELEMENT 4.18	UTILITIES		X
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.			
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*			
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.			
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.			
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.			
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.			
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**		
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**		

ATTACHMENT 3 – MRWA Referral Response

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

mainroads WESTERN AUSTRALIA

Enquiries: Michelle Doherty on (08) 9323 6390
Our Ref: 25/5990 (D25#835723)
Your Ref: 314/2025

20 August 2025

Chief Executive Officer
City of Belmont
Locked Bag 379
CLOVERDALE WA 6985

Email: belmont@belmont.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL – PROPOSED MULTIPLE DWELLINGS (X 108) – LOT 888 (NO.2) HAWKSBURN ROAD, RIVERVALE – 314/2025/DAP & DAP/25/02942

In response to correspondence received on 21 and 23 July 2025, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. No part of the development, other than approved landscaping is to be located within the Great Eastern Highway Primary Regional Road Reserve.

   Justification for Condition

   This development must not compromise the ultimate road design. No form of the development should encroach upon the Primary Regional Road Reserve. This includes but is not limited to car parking, building anchors, awnings, retaining walls and any associated infrastructure services.

2. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the Acoustic Report prepared by E-LAB Consulting dated 29 May 2025, Revision 3 with the following amendments:

   i) The -1.7 dB adjustment to allow for local Australian conditions referred to in the SPP 5.4 Guidelines needs to be removed from the noise modelling, as the Guidelines state that this adjustment is only to be used “where traffic noise measurement data are unavailable and the road traffic noise model cannot be calibrated against existing noise conditions”. The acoustic report refers to the application of a -1.5 dB adjustment “to eliminate the discrepancy between actual noise logger data and model predictions”, therefore the additional -1.7 dB adjustment is not required.

   ii) Night-time noise levels differ from daytime levels by 4 dB when noise monitoring data are considered (Section 2.2.2 of the acoustic report) but differ by 7 dB when

2045 noise predictions are considered (Section 4.2 and Appendix B of the acoustic report). This discrepancy is to be corrected.

iii) All residents must have access to at least one outdoor living area that is shielded from road traffic noise with the objective of meeting the SPP 5.4 outdoor noise target. Achieving compliance with this requirement needs to be discussed in the acoustic report.

The amended acoustic report shall be to the satisfaction of the City of Belmont and must be implemented at all times.

Justification for Condition

To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

3. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared by E-LAB Consulting have been implemented is to be provided to the satisfaction of the City of Belmont.

   Justification for Condition

   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise.*

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

   Justification for Condition

   To ensure there is sufficient capacity in the Great Eastern Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

a) Prior to undertaking works within the Great Eastern Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

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

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390 prior to the submission of the City's Responsible Authority Report.

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

Yours sincerely

C Fudge

Chris Fudge
A/Road Access and Planning Manager

ATTACHMENT 4 – Perth Airport Referral Response

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

Nicholas Reddy

From: Dean Pettit <Dean.Pettit@perthairport.com.au>
Sent: Monday, 20 October 2025 2:37 PM
To: Nicholas Reddy
Subject: RE: 314/2025 - DAP/25/02942 - 108 Multiple Dwellings - 2 Hawksburn Road - Perth Airport Pty Ltd - Referral/Request Comments

Hi Nick,

Please see below from the airspace team.

Perth Airport has assessed the proposal against the Perth Airport airspace protected under the Airports (Protection of Airspace) Regulations 1996 (C'th) (the APARs). Based on the maximum heights indicated by the supplied plans of no more than 70m AHD, the proposed structures will not infringe Perth Airport's protected airspace. This is on the basis that Perth Airport considers the maximum elevation of the structure to be the absolute highest point (top of monopole, antennae etc.) and not just the highest point of the roof ridgeline.

Additionally, cranes used in the construction are a height consideration. At this location, a tower crane would likely require approval under the APARs, a process managed by Perth Airport. Cranes are generally assessed separately, closer to construction, when accurate information regarding crane operating heights and locations are available. Information regarding the Perth Airport crane assessment and permit process is available at perthairport.com.au. Alternatively, Perth Airport would encourage the City and/or the proponent to contact the airport's Airspace line on 6278 8122.

Should the City resolve to approve the proposal, Perth Airport recommends the following conditions and advice notes:

Condition 1: The development shall not exceed a maximum height of 70m AHD.

Condition 2: The applicant or responsible contractor shall lodge an online application to Perth Airport's Protected Airspace Assessment Tool (PAAT) prior to the erection of a crane on the subject site during both construction and operation of the subject site in accordance with their obligations under the Airports (Protection of Airspace) Regulations 1996 (C'th).

Advice i: In relation to Condition 2, applications are to be made online at https://portal.perthairport.com.au/. Queries can be directed to Perth Airport's airspace line or inbox at 6278 8122 or airspace@perthairport.com.au

Kind regards
Dean

Dean Pettit
Lead Land-Use Planner

Perth Airport

Level 2, 2 George Wiencke Drive (Opposite T3 & T4), Perth Airport WA 6105
PO Box 6, Cloverdale WA 6985
T (08) 9478 8438
www.perthairport.com.au
Join Our Talent Community

ATTACHMENT 5 – Schedule of Submission

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

Schedule of Submissions – 2 Hawksburn Road, Rivervale

No.	Name and address	Summary of Public Submission	Officer comment
1.	Owner - 42/3 Homelea Court, Rivervale	**Objection** 1a – **Impact on Area Character and Local Amenity:** The area is valued for its quiet and peaceful environment, which significantly contrasts with the hustle and bustle of Perth CBD. This tranquillity is a key feature of the community and is important to many residents, including myself. Introducing another large-scale residential development in this area would compromise the unique character of the neighbourhood and detract from its current charm and serenity. 1b - **Increased Traffic and Congestion:** The proposed development will undoubtedly lead to increased traffic, particularly in an area that already experiences high vehicle volume during peak hours. This could exacerbate congestion, create safety hazards, and detract from the quality of life for current residents who rely on the peacefulness of the area. The added strain on local infrastructure would be a significant concern for those living nearby. 1c – **Loss of Privacy:** The proposed building height of 53m, significantly exceeding the 27m height limit, raises concerns regarding the loss of privacy. Specifically, this development is in direct view of my unit, and I am particularly concerned about how the increased height will affect my balcony's visibility and access to natural light. I will experience a substantial reduction in my privacy, as the building will tower over my living space, exposing it to unnecessary visibility from new residents.	1a – The proposal is considered to be consistent with the character of the Springs, and of a comparable scale to the existing apartment located at 3 Homelea Court. Refer to the RAR Planning Assessment section under the heading Height. 1b – The applicant has provided a Transport Impact Statement prepared by PJA. The report provides an assessment of the traffic generation and suitability within the surrounding road network. The application was referred to Main Roads WA (MRWA) who did not object to the traffic generation or raise concerns with the developments ability to be catered for within the existing road network. Further comments are provided within the RAR Planning Assessment section under the heading Traffic. 1c – Refer to point 1a. The proposal has been assessed against the R-Codes Volume 2 Element 3.5 – Visual Privacy. The proposal satisfies the Acceptable Outcomes of Element 3.5, and does not result in direct overlooking of the adjoining property.

No.	Name and address	Summary of Public Submission	Officer comment
		1d – **Pollution and Impact on Air Quality:** Another significant concern is the pollution generated by the construction of a high-rise building in this area, including increased vehicle emissions from construction traffic and the disruption of natural air flow. The new building will likely trap pollution in the area, affecting air quality and creating an unpleasant environment for existing residents. The long-term environmental impact of this development on the health and well-being of the community is concerning. 1e - **Disruption to Air Flow and Ventilation:** The construction of an additional tall building in close proximity to existing properties will also impact the natural airflow in the area. As it stands, the airflow helps maintain a comfortable living environment, particularly during hot weather. The introduction of a high-rise structure will obstruct this natural ventilation, leading to stagnant air in the vicinity, and potentially affecting comfort levels and air quality for surrounding residents, including myself. 1f - **Shadowing and Impact on Common Areas:** A key feature of our building is the pool and barbecue area in the common areas, which serves as a vital space for residents to relax and socialize. Given the building's significant height, it is highly likely that the new development will cast shadows on these areas, severely limiting sunlight exposure and making it an undesirable space for residents. This will not only impact the enjoyment of these amenities but could also lead to a diminished quality of life for those who regularly use the facilities.	1d – The impact of the development on air quality and pollution is considered negligible. The proposal is of a land use and scale comparable to the existing apartment developments within the Springs. The application has provided a ESD Report which outlines the sustainability initiatives proposed. The City has recommended a condition for the initiatives to be implemented into the development for the life of the development. The City has also recommended a condition for the applicant to submit a Construction Management Plan prior to commencement of works, which must include management of dust during the constriction of the development. 1e – The proposals setbacks and building separation to adjoining properties have been assessed against Local Planning Policy No. 7 and the R-Codes Volume 2. Refer to the RAR Planning Assessment section for further details. 1f - The proposal has been assessed against the R-Codes Volume 2 Element 3.2 – Orientation. The proposal satisfies the Acceptable Outcomes of Element 3.2, with the proposal providing compliant shadow projection.

No.	Name and address	Summary of Public Submission	Officer comment
2.	Resident - 3 Homelea Court, Rivervale	**Objection** 2a - Due to the location and size of the proposed structure residents at 3 Homelea court (east tower) will lose their privacy with residents in the new structure able to easily look into apartments, balconies and court yards. This would likely require east tower residents to keep their blinds permanently closed, this is unreasonable. 2b - Additionally, current residents will lose sunlight as the proposed structure will block the morning sun. There are apartments in East block whose only source of sunlight is the morning hours. 2c - Lastly, there is a severe lack of parking currently in this area (Rowe ave, Homelea court, Hawksburn road etc.), an issue the council has recently been trying to address. An additional 108 residents (minimum) will have an exponentially negative impact on parking for residents and businesses, possibly leading to more dangerous and illegal street parking in the area. 2d - Whilst future developments in the City of Belmont are necessary for community growth, the negative impacts on existing residents and businesses should be considered and prioritised.	2a – Refer to Point 1a and 1c above. 2b – Refer to Point 1f above. 2c – An assessment of car parking requirements is provided within the Planning Assessment section of the RAR, under the heading Car Parking. The proposal complies with the parking requirements of the R-Codes Volume 2. The concerns relating to parking on the street are a separate issue being investigated by the City within the Springs. 2d – Noted. The proposal has been assessed against the applicable planning framework, and is considered compatible within the context of the Springs locality.
3.	Resident - No address provided	**Objection** 3a - While we understand the importance of addressing the housing shortage, we feel strongly that this development would not be in the best interests of our community or suburb. Rivervale is currently a peaceful, family-friendly area by the river, home to young professional couples, families, and	3a – Refer to point 1a above.

No.	Name and address	Summary of Public Submission	Officer comment
		elderly residents. It is a small, quiet neighborhood that already has a good balance of apartment living, local restaurants, and established housing. 3b - Introducing another large development risks turning our area into a busy, noisy extension of the CBD, which is not what Rivervale is valued for. The character of the suburb lies in its balance between modern apartments and older housing, and its calm riverside lifestyle. We believe it is important to preserve this rather than over-developing and creating an overcrowded environment. 3c - Another major concern is parking. Even with the current number of apartment buildings, there are already very limited parking options in the area, making it extremely difficult for residents and visitors alike. Before considering additional developments, we believe the priority should be to improve parking infrastructure. Without this, new buildings will only place further strain on the suburb and reduce livability for everyone. 3d - We ask that the City carefully reconsider this proposal and explore alternative approaches, such as spreading out future apartment projects only after addressing the pressing issue of street parking.	3b – Refer to point 1a. The proposal has been assessed against the applicable planning framework, and is considered compatible within the context of the Springs locality. 3c – Refer to point 2c. 3d – Noted. Refer to point 1A and 2c.
4.	Owner - 8/38 Hawksburn Rd, Rivervale	**Objection** 4a – Very concerned about the height of the building and blocking and natural light that we have in our apartment as facing the proposed dwelling	4a – Refer to points 1a and 1f above

No.	Name and address	Summary of Public Submission	Officer comment
5.	Owner - 14/3 Homelea Court, Rivervale	**Objection** 5a - Tranquillity: This area is valued for its tranquil environment, which contrasts significantly with the hustle and bustle of Perth's central business district. 5b - Traffic and Congestion: The proposed development will undoubtedly lead to increased traffic, especially in an area that already experiences high vehicle volumes during peak hours. 5c - Loss of Privacy: The proposed building height will result in a substantial reduction in our privacy. 5d - Pollution and Impact on Air Quality: Another significant concern is the pollution generated by the construction of a building with a large number of dwellings in this area, including increased vehicle exhaust emissions and disruption of airflow and ventilation. The introduction of a tall structure will obstruct this natural ventilation, leading to stagnation of air in the surrounding area and potentially affecting comfort levels and air quality for nearby residents. 5e - Shading and Impact on Common Areas: A key feature of our building is the pool and barbecue area in the common areas, which serve as a space for residents to relax and socialize. Given the significant height of the building, it is highly likely that the new development will cast shadows in these areas, limiting sun exposure. This will impact the enjoyment of these amenities, such as reducing the time spent by those who regularly use them.	5a – Refer to Point 1a. The proposal has been assessed against the applicable planning framework, and is considered compatible within the context of the Springs locality. 5b – Refer to point 1b above. 5c – Refer to point 1c. 5d – Refer to point 1d. 5e – Refer to point 1f. The proposal includes shadow diagrams which demonstrates that the proposed height of the tower does not contribute to shadowing the communal area at 3 Homelea Court after 12pm on June 21st.

No.	Name and address	Summary of Public Submission	Officer comment
6.	Owner - 74/3 Homelea Court, Rivervale	**Objection** 6a - Although the Springs district has been designated as high-density living, it is clear that the City of Belmont is prioritising yield over liveability. 6b - As an owner and resident of Springview Towers (SVT), 3 Homelea Court, Rivervale, for almost 10 years, I have witnessed many changes, and I understand that progress is inevitable. However, the cumulative impact of multiple high-density developments in such a small area has not been adequately considered. 6c - This proposal undermines the unique character and amenity of SVT by introducing another large-scale high-rise immediately adjacent. It is not enough to look at this proposal in isolation. This would be the second development of over 100 dwellings approved within the last 12 months, and within 50 metres of SVT. 6d - The impacts on our community will be significant: Increased traffic and congestion on an already strained and overloaded road and infrastructure network which currently requires intervention, further compounded by another 100+ dwelling tower within 50m of SVT — bringing not only more resident cars, but also heavy service trucks, deliveries, ride-share and waste collection vehicles. 6e - Overshadowing and loss of natural sunlight, not only to our units but also to the beautiful public park, which is enjoyed daily by residents of our tower and many people in the wider neighbourhood.	6a – Refer to point 1a. In addition the proposal has been assessed against the applicable planning framework. Refer to the RAR Planning Assessment section for further details. 6b - The subject site is zoned and identified for higher-density development as it is located within the Springs Special Development Precinct. Each proposal is assessed on its individual merits against the applicable planning framework, which is addressed within the RAR Planning Assessment section for further details. 6c – Refer to point 1a, 1c and 6b above. The assessment of the proposal against the R-Codes Volume 2 and LPP No. 7 includes criteria relating to the potential impact on existing properties in the surrounding context. Refer to the RAR Planning Assessment section for further details. 6d – Refer to point 1b. 6e – Refer to point 1f.

No.	Name and address	Summary of Public Submission	Officer comment
		6f - Erosion of the quiet and peaceful character of the precinct, which is highly valued by residents. 6g - A sense of enclosure caused by excessive bulk and scale. 6h - The proposed design and podium style prioritises yield over quality, creating a bulky, generic tower that lacks architectural merit or integration with its surroundings, and does not complement the established character of SVT or the wider Springs precinct.	6f – The proposal has been assessed against the applicable planning framework, and is considered compatible within the context of the Springs locality. 6g – Refer to points 1a and 1e. 6h – The proposal has been assessed against the applicable planning framework and subject to the City's Design Review Panel, which provide comments of the developments performance against State Planning Policy 7.0. Refer to the RAR under the Design Review Plan section of the report.
7.	Owner/Occupier 2 Surrey Road, Rivervale	**Objection** 7a – We are heavily overlooked by the 12 storey high rise on the corner of Orrong Road and Great Eastern Highway. This building will also overlook our property, particularly residences on the Great Eastern Highway side. These tall block type buildings also reflect and amplify sound from the road as it has no-where to go. 7b – There are effectively only 3 roads into that "Springs" area and 2 roads out if there was an emergency, it would be very hard for emergency vehicles to get in and out along with all the residents. 7c – There is limited access to local supermarkets and shops meaning people have to drive. 7d – There are already a huge number of street parking bays in the area that are used by residents on a regular basis. There is not sufficient parking provided in these big apartment blocks.	7a – The property at 2 Surrey Road is located approximately 65m south-south east from the subject site, on the opposite side of Great Eastern Highway. The proposal has been assessed against the R-Codes Volume 2 Element 3.5 – Visual Privacy. The proposal satisfies the Acceptable Outcomes of Element 3.5, and does not result in direct overlooking. 7b – Refer to Point 1b. There is no proposed changes to the access and egress from the Springs development precinct. 7c – This is not a relevant planning matter when considering this development application. The proposal has been assessed against the applicable planning framework. The proposed development is located approximately 320m west of the Eastgate Shopping Centre which provides a supermarket and shops. 7d – Refer to point 2c.

No.	Name and address	Summary of Public Submission	Officer comment
8.	Owner/Occupier 62/3 Homelea Court, Rivervale	**Objection** 8a – Insufficient parking on Hawksburn, Rowe Ave, Homelea Court and surrounding areas that the Council is aware of and have been trying to remedy for over 6 months. Adding a minimum of 108 residents plus guests will create further stress on illegal and dangerous street parking. 8b – Infringing on the privacy of 3 Homelea Court residents (East Block) due to the size and location of the structure. 8c – Severely limiting the sun light of 3 Homelea Court (East Block) residents, for many residents morning light is the only natural light their property receives, the new proposed structure will block this light. 8d – Increased traffic on Rowe Ave, Kooyong Road and Great Eastern Highway due to an additional 108 people minimum using this infrastructure, particularly entering/exiting via traffic lights on the corner of Rowe Ave, Kooyong and Great Easter Highway.	8a – Refer to points 2c and 1b. 8b – Refer to point 1c. 8c – Refer to point 1f. 8d – Refer to point 1b.
9.	Owner/Occupier 60/5 Hawksburn Road, Rivervale	**Objection** 9a – Please no more high rise apartments in the springs area – in the name of ‘high density’. You have impacted the quality of life of genuine residents. 9b – DA is opposite and very close distance to 5 Hawksburn Road Rivervale 6103 – Not Ideal for young family with kids. 9c – Will increase traffic and congestion in that pocket around Leslie Deague Park (It is just one Lane road) - residents are already facing issues when people are house shifting as they park their moving trucks in that area. Southern Cross office is	9a – Refer to point 1a. 9b – The subject site is located approximately 20m south of 5 Hawksburn Road, on the opposite side of the road. The proposal and the existing building at 5 Hawksburn is provided with compliant building separation in accordance with the R-Codes Volume 2 Element 2.7. 9c – Refer to Point 1b. The proposal includes a bulk bin set down area and internal loading zone for temporary trucks to

No.	Name and address	Summary of Public Submission	Officer comment
		adjacent to this DA and they also have commercial vehicles moving in and out. 9d – Privacy – The DA which will have 15 storey will be very close proximity to certain Apartments and residence peep unto their living and more specifically will block their own views. 9e – Air and Quality of life – The Springs area is already congested and crying for open space. During the peak hours there are already vehicle movements and sometimes during the morning one can get along queue of vehicles thus impacting the air and quality of life. 9f – Value of apartments: Since last 10 years residents like us (owner occupied) have been waiting to get their apartment at least get the basic value of their apartment which they purchased in 2013 – but having such oversupply of apartments is just not helping them in anyway.	utilise during residents moving in/out of the apartments on site. 9d – Refer to point 1c. 9e – Refer to point 1d. 9f - Regarding concerns relating to impacts on property value, this is not a matter for consideration under Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (*Regulations*), matters to be considered by the decision maker in determining a development application.
10.	Owner/Occupier 160/3 Homelea Court, Rivervale	**Objection** 10a – The building height is almost 2 times what is set out in the policy and will impact views of significance. 10b – For building separation between the subject site and 3 Homelea Court, Rivervale this will likely lead to additional noise and block natural light, especially with the additional number of occupants expected with the additional height variation 10c – The internal floor variant of 2 square metres in addition to the building height sets out a lot of yield greater than what	10a – Refer to point 1a. Regarding concerns relating to view loss while LPP 7 contains height, setback and view corridor provisions, however it is evident that the planning framework was not structured with the intention of preserving a view corridor over the subject site due to its distance from the Swan River. The proposed variations to LPP 7 are addressed within the context of the planning framework for the site. While some properties may currently benefit from view corridors due to

No.	Name and address	Summary of Public Submission	Officer comment
		is anticipated for the lot as set out in policy and the R-Codes. Additional noise and traffic reports should be required to justify this.	the site's vacant state, the framework does not envision the preservation of these views following development. 10b – Refer to point 1a. The concern relating to building separation between the proposal and 3 Homelea Court is addressed within the RAR Planning Assessment section under the heading Building Separation. 10c – The proposed height, plot ratio and variation to the studio floor area have been addressed under the relevant heading within the RAR Planning Assessment section. The applicant has submitted an Acoustic and Traffic Report to support their application. These have also been addressed within the RAR.
11	Owner/Occupier 32/9 Hawksburn Road, Rivervale	**Objection** 11a – Parking is already a problem in Springs Precinct, very few Ranger patrol and vehicles park for more than 1 day and against the flow of traffic. 11b – The streets are becoming wind tunnel with the new heights being approved. 11c – Access to the area is limited to 2 traffic light controlled intersections, which at time it take several changes to get through. 11d – Limited parking for patrons of local businesses and visitor parking. How many visitor parking bays are proposed, as a lot of apartment dwellers have 2 cars and only 1 car bay so they park on the street.	11a – Refer to point 2c. 11b – Refer to point 1a. 11c – Refer to point 1b. 11d – Refer to point 2c.

No.	Name and address	Summary of Public Submission	Officer comment
		11e – Communal open space on level 3, is this guaranteed or just another pie in the sky idea to catch people in. 11f – Changes to the building height, depth and building separation from 3 Homelea Court will lead to overload of building sizing. Once this is approved it makes a precedent for other developers. 11g – Changes to the join Leslie Deague Park and Shortland Jones park will provide more areas for undesirables to lurk. The underpass at Great Eastern Highway can be daunting at some occasions.	11e – As the communal open space is detailed on the Development Plan, if the application is determined by way of approval a condition will be imposed requiring the development contrasted on ground to be in accordance with the approved plans. 11f – Refer to point 1a and 10b. 11g – A public access easement is proposed over the site which provides a pedestrian link between Leslie Deague Park and Shortland Jones Park. The City's Design Review Plan provided comment against SPP 7.0, and were supportive of the surveillance and safety of the path.
12	Owner 31/9 Hawksburn Rd, Rivervale	**Objection** 12a – My Concern is with traffic movement. Currently there is traffic congestion due to staff working at corporate offices situated on, and in the immediate vicinity of, Rowe Avenue (obviously worse at morning and afternoon peak hours) but also exacerbated with new residential towers being completed and occupied. 12b – The time it takes to access Great Eastern Highway is substantially impacted and the log jam on a small access roundabout cascades dramatically. The congestion is also evident on Great Eastern Highway coming from the east and turning right into Rowe Avenue precinct – only a few cars clear the intersection per cycle which causes backups.	12a – Refer to Point 1b. 12b – Refer to Point 1b. 12c – Refer to point 1b.

No.	Name and address	Summary of Public Submission	Officer comment
		12c – Similarly for residents, whist accepting this precinct is designated high rise and high density, should not have the quiet enjoyment of their home ruined by a thoughtless oversight by Main Roads and any other relevant planning body, to not allow for another access road. In the event of a fire in one of these towers, there is no way all residents could safely escape that precinct with only one point of egress.	
13	Owner/Occupier 96/9 Hawksburn Rd, Rivervale	**Objection** 13a – The density in this area is already very large with unsold apartments still available here. 13b – Traffic congestion, noise and roadside parking will become worse, making it not a peaceful place to live anymore.	13a – Refer to point 1a. The concerns relating to existing apartment vacancy is not a matter for consideration under Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (*Regulations*), matters to be considered by the decision maker in determining a development application. 13b – Refer to point 1b and 2c.

ATTACHMENT 6 – Design Review Panel Minutes

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

DR3 – Design review report and recommendations (Part 1)	
Local government	City of Belmont
Item no.	2 Hawksburn Road RIVERVALE 6103 - 2/2025/DRP
Date and Time	1st Meeting – 27 February 2025 2nd Meeting - 7 August 2025
Location	Online Teams Meeting
Panel members	1st Meeting Stephen Carrick (Chair) Jane Wetherall Peter Damen Tony Blackwell 2nd Meeting Stephen Carrick (Chair) Jane Wetherall Peter Damen Tony Blackwell
Local government officers	Nicholas Reddy – Senior Planning Officer
Proponent/s	Scott Cameron – Finbar Peter Simpson – PTS Town Planning Sin Chang – Chang Architects Chris Tuckey – Chang Architects Ritchie Marcelino – Epcad Stuart Green - Big Spoon Art Services
Observer/s	Christine Caruso – Planning Administration Officer
Briefings	
Development assessment overview	Nicholas Reddy – Senior Planning Officer
Technical issues	N/A
Design review	
Proposed development	16 storey residential development containing 108 apartments.
Property address	2 Hawksburn Road RIVERVALE 6103 (Lot 888 PL 69732)
Background	The application was previously considered by the Panel at its 27 February 2025 meeting. The applicant has now lodged their application for determination by the DAP.
Proposal	Proposed 16 storey Multiple Dwelling development containing 108 apartment units.
Applicant/representative address to the design review panel	Refer to proponents listed above.

Key issues/recommendations	The Panel thanks the Applicant for the presentation package for a proposed 16 storey residential development. The Panel also acknowledges the extent of work undertaken to progress the proposal from a concept (DRP 1) to a proposal that enabled comment on all ten design principles. The Panel supports the overall built form noting the existing context and character of the area. The broad approach to landscape is supported; however, there are a number of items raised for reconsideration. The connection between the parks and the public art strategy is supported. Items requiring further consideration include the interface with Great Eastern Highway; access to ground floor apartments; ramp gradients and transition angles; pedestrian and vehicle crossover safety and requiring further details on sustainability and the integration of commitments into the documentation. It is recommended that the Applicant consider the Panels comments and address the issues raised.
Chair signature	

DR3 – Design review report and recommendations (Part 2)

Design quality evaluation

		Supported
		Pending further attention
		Not supported
Principle 1 - Context and character		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		1a. The Panel does not support the Great Eastern Highway edge contextual response as it does not appear to align with the Great Eastern Highway draft corridor plan. 1b. The Panel encourages the applicant to reconsider the ground floor fronting Great Eastern Highway to provide a reasonable length of activated frontage.
Principle 2 - Landscape quality		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		2a. The Panel supports the landscape design especially the connection from Leslie Deague Park to Shortland Jones Park, however noted the under-cover, northeast corner garden was largely inaccessible, both physically and visually and potentially problematic regarding CPTED issues due to the above issues and its proximity to the laneway. 2b. The Panel has concerns about the thin sliver of landscape between the building and Great Eastern Highway and believes that this will likely become neglected as it is effectively out of sight to the residents. Activation along this edge would largely overcome this concern. 2c. The Panel supports the inclusion of the public access easement. 2d. The Panel supported the earthy tones and suggested to use less of the darker greys to enhance the integration with landscape and the public art. 2e. The Panel does not support the Magnolia grandiflora and Frangipani species which are moderately susceptible to Shot Hole Borer and suggested to avoid planting species with moderate to high susceptibility. 2f. The Panel suggested to review the Dampiera linearis graphic. 2g. The Panel suggested edge planters would help to better contain the area around the pickle ball court and also provide some degree of wind protection to this space. 2h. The Panel is concerned about the structural integrity of Grass-Crete, and its suitability as a surface treatment in locations that are likely to be subjected to heavy truck usage and turning movements. 2i. The Panel noted various alternative representations of the pedestrian crossing that bridges the driveway access. This requires further consideration and resolution to achieve a safe and workable solution.
Principle 3 - Built form and scale		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		3a. The Panel supports the bulk and scale on the basis that, despite it being significantly taller than what the planning framework allows for, it generally fits in with the scale of nearby development and it has minimal consequential repercussions, ie in terms of traffic, overshadowing or privacy. 3b. The Panel suggested to re-consider the ground floor apartment typology.

Principle 4 - Functionality and build quality		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		4a. The Panel requested further detail on the truck access for high turnover as the internal swept path movements for trucks were observed to be tight. 4b. The Panel suggested reviewing the current configuration to improve functionality and amenity. 4c. The Panel noted the crossover appeared unresolved with part extending into the service area and the other part onto the pedestrian path. 4d. The Panel noted the design does not meet the absolute minimum requirements for ramp gradients and ramp transition angles. This is likely to cause damage to vehicles where they bottom out. 4e. The Panel supports the pathway from Leslie Deague Park to Shortland Jones Park. 4f. The Panel suggested to re-consider the internal corridor to the ground floor units on the eastern façade and instead to consider providing direct access to the apartments from the park. 4g. The Panel noted that only one ground floor apartment has direct access to the footpath and suggested to revisit the plan layout to allow them both to have access to the park. 4h. The Panel does not support AC condensers on balconies but acknowledged additional balcony space has been provided and requested further clarity on the proposed screening and acoustic treatment. 4i. The Panel recommended to reassess the layout of the southern apartment to better utilise the frontage and relocate the bedroom to a less exposed location. 4j. The Panel raised concerns about the complexity of accessing vehicles from apartments via the residential lobby. 4k. The Panel supports the use of aluminium artwork and accompanying lighting on the Jasmine Lane design. The Panel suggested the Applicant checked that additional way finding / security lighting met Australian standards to ensure the provision of adequate coverage. 4l. The Panel raised concerns of the use of Grass-Crete in the truck bin area due to trucks sinking into this type of surface treatment in the past. The Panel suggested reviewing the material's structural suitability for heavy vehicle access. Conversely, it was considered likely that if the subgrade treatment was provided to a suitable standard for trucks, then grass would be unlikely to grow successfully in such an environment.
Principle 5 - Sustainability		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a. The Panel requested to include further details of sustainability into the design commitments and to integrate into the design drawings. 5b. The Panel suggested installation of EV charging infrastructure, including cable trays, for the convenience of residents with future cabling for EV charging. 5c. The Panel requested further information on double glazing. 5d. The Panel requested a consolidated materials palette. 5e. The Panel suggested communal battery storage. 5f. The Panel suggested significantly increasing the size of the proposed PV system and reflecting the details through onto the drawings. The number of PV cells on the roof should be maximised. 5g. The Panel suggested the use of low-carbon materials such as green concrete with Portland Cement replacement and sustainable coatings. 5h. The Panel noted the inclusion of silver liveability apartments and recommended that they are clearly identified within the documentation. 5i. The Panel noted the waste management area required further clarification. 5j. The Panel noted the "Monument" roof colour is very dark which may contribute to the urban heat island effect, and a lighter colour was recommended.

Principle 6 - Amenity		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		6a. The Panel suggested to re-consider the interface with Great Eastern Highway. 6b. The Panel suggested exploring mixed-use opportunities such as a bike storage and workshop area, co-working office or gym for activation. 6c. The Panel noted the small landscape area located under the building and had concerns about its purpose, separation regarding CPTED and effectiveness. 6d. The Panel suggested adding windows on the north and south elevations at the eastern end (4th to 14th floors) for improved ventilation and amenity. 6e. The Panel suggested that there is an opportunity to significantly improve the amenity and quality of the apartment(s) in the southeast corner of the building (4th to 14th floors). This could be achieved by providing a protruding balcony in place of the bathroom at the south end of the corridor, re-configuring the entry and internal layout to improve amenity. Ideally this would be done at the same time as combining the corner apartment with the adjacent southern aspect apartment, which currently receives inadequate sunlight, thus creating a two-bedroom apartment which would also improve the diversity of product offered. 6f. The Panel raised concerns that the building was not adequately addressing the highway by way of passive surveillance. Nor was it well integrated and suggested addressing both visual and acoustic impacts for residents and the broader community. 6g. The Panel suggested pairing the bike parking with the main entrance to improve passive surveillance.
Principle 7 - Legibility		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		7a. The Panel encourages visually permeable fencing around the small park to help guide pedestrians through the site. 7b. The Panel was concerned regarding the accommodation of larger vehicles and emergency trucks and suggested to reassess access provisions to avoid issues.
Principle 8 - Safety		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		8a. The Panel suggested to further consider pedestrian safety at the vehicle crossover to the undercroft parking area. 8b. The Panel suggested introducing visually permeable fencing to guide pedestrians and protect landscaped areas. 8c. The Panel suggested to consider partially or fully elevated pedestrian crossings, especially the one outside the entry to the car park, to assist with slowing vehicle traffic and to enhance visibility and safety. 8d. The Panel noted bicycle and pedestrian paths appear to cross at different points on the entry roadway and this may impact safety and legibility. 8e. The Panel noted morning glare from the east facing driveway could impact visibility and safety. 8f. The Panel noted the basement ramp does not meet the required standards and could pose safety and usability issues for vehicles.
Principle 9 - Community		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		9a. The Panel supports the public art concept and the integration of further lighting. 9b. The Panel encouraged non-residential uses to connect the ground level with Great Eastern Highway. 9c. The Panel encouraged noise mitigation to be a priority. 9d. The Panel suggested reviewing the communal open space to make it more inviting. 9e. The Panel requested apartments meeting silver liveability standards are identified to ensure aging in place has been accommodated.

Principle 10 Aesthetics		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		10a. The Panel suggested the paving to Jasmine Lane is considered in collaboration with the artist as the darker paving around the columns may detract from the artwork's impact; the paving might be more appropriate as a subtle backdrop. 10b. The Panel recommended relocating or screening air condensers to ensure they do not negatively impact balcony amenity. The latter option would require sufficient additional space to accommodate the air-conditioning and the screening without impacting upon the amenity of the balconies. 10c. The Panel suggested including some form of activation to the southern façade, such as a bike workshop, shared office spaces or a gym to improve pedestrian security, communal engagement and soften the impact of the highway frontage.

DR3 – Design review report and Recommendations (Part 3)

Design review progress	
	Supported
	Pending further action
	Not Supported

	DR1	*DR2*	*DR3*
Principle 1- Context and character			
Principle 2 - Landscape Quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 – Legibility			
Principle 8 – Safety			
Principle 9 – Community			
Principle 10- Aesthetics			

DR3 – Design review report and recommendations (Part 4)

Recommendations summary

DR1 Recommendations	DR 2 Response	DR2 Recommendations	DR3 Response
1.	[SUPPORTED / PENDING FURTHER ATTENTION / NOT SUPPORTED] [explanatory text]		[SUPPORTED / PENDING FURTHER ATTENTION / NOT SUPPORTED] [explanatory text]
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

ATTACHMENT 7 – Design Review Panel Response

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

Design Review Panel Comments

Design quality evaluation		
		Supported
		Pending further attention
		Not supported

	Design Review Panel Comments	*Planning Officer Comments*
Principle 1 - **Context and character**	*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	
	1a. The Panel does not support the Great Eastern Highway edge contextual response as it does not appear to align with the Great Eastern Highway draft corridor plan. 1b. The Panel encourages the applicant to reconsider the ground floor fronting Great Eastern Highway to provide a reasonable length of activated frontage.	1a – Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface. 1b - Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 2 - **Landscape quality**	*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	
	2a. The Panel supports the landscape design especially the connection from Leslie Deague Park to Shortland Jones Park, however noted the under-cover, northeast corner garden was largely inaccessible, both physically and visually and potentially problematic regarding CPTED issues due to the above issues and its proximity to the laneway. 2b. The Panel has concerns about the thin sliver of landscape between the building and Great Eastern Highway and believes that this will likely become neglected as it is effectively out of sight to the residents. Activation along this edge would largely overcome this concern. 2c. The Panel supports the inclusion of the public access easement. 2d. The Panel supported the earthy tones and suggested to use less of the darker greys to enhance the integration with landscape and the public art. 2e. The Panel does not support the Magnolia grandiflora and Frangipani species which are moderately susceptible to Shot Hole Borer and suggested to avoid planting species with moderate to high susceptibility. 2f. The Panel suggested to review the Dampiera linearis graphic. 2g. The Panel suggested edge planters would help to better contain the area around the pickle ball court and also provide some degree of wind protection to this space. 2h. The Panel is concerned about the structural integrity of Grass-Crete, and its suitability as a surface treatment in locations that are likely to be subjected to heavy truck usage and turning movements. 2i. The Panel noted various alternative representations of the pedestrian crossing that bridges the driveway access. This requires further consideration and resolution to achieve a safe and workable solution.	2a – Noted. The applicant has further revised the access crossover and bulk bin set down area, which has improved the sightlines in this area. 2b – The applicant has provided the following comments regarding the maintenance of the landscaping along this area: *The landscaped area will be maintained through the Strata Company contract with a landscape maintenance company and will include this area. Therefore it will form part of the landscape maintenance contract and will not be neglected.* Further to this the City has recommended conditions for the landscaping to be maintained for the life of the development. 2c – Noted 2d – The City has recommended a condition for a Materials, Finishes and Colour Schedule be provided prior to lodgment of a Building Permit. 2e – The applicant has provided an updated Landscape Plan which has removed the Magnolia grandiflora and Frangipani species being replaced with Water Gum, Tuckeroo Tree and Olive Trees. 2f – The updated Landscape Plan has removed the Dampiera linearis graphic. 2g – The applicant provided the following response to this comment: *While the comment is noted, it is not proposed to include edge planters around the pickle ball court as it is not considered necessary to contain the area as there is a balustrade around the court and an edge planter is not likely to have any noticeable impact on the wind environment.* The City are of the view that a landscaped boarder around the pickle ball court will add to the Great Eastern Highway interface. The City has recommended a condition for the Landscape Plan be amended to include plating details along the Pickle Ball court Great Eastern Highway interface prior to lodgement of a Building Permit. 2h – The grass-crete has been removed from the plans, and replaced with boarder planting. 2i – Refer to Point 2a.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 3 - **Built form and scale**	*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	
	3a. The Panel supports the bulk and scale on the basis that, despite it being significantly taller than what the planning framework allows for, it generally fits in with the scale of nearby development and it has minimal consequential repercussions, ie in terms of traffic, overshadowing or privacy. 3b. The Panel suggested to re-consider the ground floor apartment typology.	3a – Noted 3b – The ground floor apartment has been reconfigured by the applicant to provide the living areas fronting towards the adjoining park.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 4 - **Functionality and build quality**	*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	
	4a. The Panel requested further detail on the truck access for high turnover as the internal swept path movements for trucks were observed to be tight. 4b. The Panel suggested reviewing the current configuration to improve functionality and amenity. 4c. The Panel noted the crossover appeared unresolved with part extending into the service area and the other part onto the pedestrian path. 4d. The Panel noted the design does not meet the absolute minimum requirements for ramp gradients and ramp transition angles. This is likely to cause damage to vehicles where they bottom out. 4e. The Panel supports the pathway from Leslie Deague Park to Shortland Jones Park. 4f. The Panel suggested to re-consider the internal corridor to the ground floor units on the eastern façade and instead to consider providing direct access to the apartments from the park. 4g. The Panel noted that only one ground floor apartment has direct access to the footpath and suggested to revisit the plan layout to allow them both to have access to the park. 4h. The Panel does not support AC condensers on balconies but acknowledged additional balcony space has been provided and requested further clarity on the proposed screening and acoustic treatment. 4i. The Panel recommended to reassess the layout of the southern apartment to better utilise the frontage and relocate the bedroom to a less exposed location. 4j. The Panel raised concerns about the complexity of accessing vehicles from apartments via the residential lobby. 4k. The Panel supports the use of aluminium artwork and accompanying lighting on the Jasmine Lane design. The Panel suggested the Applicant checked that additional way finding / security lighting met Australian standards to ensure the provision of adequate coverage. 4l. The Panel raised concerns of the use of Grass-Crete in the truck bin area due to trucks sinking into this type of surface treatment in the past. The Panel suggested reviewing the material's structural suitability for heavy vehicle access. Conversely, it was considered likely that if the subgrade treatment was provided to a suitable standard for trucks, then grass would be unlikely to grow successfully in such an environment.	4a – The applicant has provided a Technical Note prepared PJA which includes revised swept path movements demonstrating truck access to the loading areas provided on site. 4b – The applicant has reconfigured the vehicle access, bin store and bulk bin set down area to improve functionality onsite. 4c – The crossover and access has been reconfigured to remove the park of the driveway entering into the adjoining park. 4d – The applicants Technical Note prepared by PJA has reviewed the internal ramp gradients in accordance with Australian Standard AS/NZS 2890.1 :2004 and AS 2890.2:2018. 4e – Noted. 4f – The applicant has provided the following comments in response: The comments of the DRP were considered, however, the preference is to retain the design as currently proposed and therefore there are no changes to the plan. The southern ground level dwelling has been amended to provide the living areas facing the park. 4g – The applicant has provided pedestrian access to both ground floor dwellings linking to the existing pedestrian footpath network. 4h – The applicant has confirmed that AC condensers are located on balconies. The applicant has provided screening by way of obscure balustrading on the balcony. 4i – The applicant has amended the layout of the ground floor southern apartment. The amended layout now provides the living room fronting towards the park. 4j – The access between the lobby, lifts and vehicle parking appears logical and not complex. 4k – The City recommended a condition for a lighting plan to be provided prior to lodgement of a Building Permit to the satisfaction of the City. 4l – The grass-crete has been removed and replaced with the same material as other vehicle maneuvering areas.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 5 - **Sustainability**	*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	
	5a. The Panel requested to include further details of sustainability into the design commitments and to integrate into the design drawings. 5b. The Panel suggested installation of EV charging infrastructure, including cable trays, for the convenience of residents with future cabling for EV charging. 5c. The Panel requested further information on double glazing. 5d. The Panel requested a consolidated materials palette. 5e. The Panel suggested communal battery storage. 5f. The Panel suggested significantly increasing the size of the proposed PV system and reflecting the details through onto the drawings. The number of PV cells on the roof should be maximised. 5g. The Panel suggested the use of low-carbon materials such as green concrete with Portland Cement replacement and sustainable coatings. 5h. The Panel noted the inclusion of silver liveability apartments and recommended that they are clearly identified within the documentation. 5i. The Panel noted the waste management area required further clarification. 5j. The Panel noted the "Monument" roof colour is very dark which may contribute to the urban heat island effect, and a lighter colour was recommended.	5a – The applicants ESD Report prepared by Cundall outlines the sustainability commitments incorporated into the development. The City has recommended a condition for the ESD Report to be implemented into the proposal for the life of the development. 5b – The applicant has provided the following response: *The Cundall ESD report sets out at page seven that "Provisions that facilitate for future installation with an additional 20% capacity to the substation above standard modelled load requirements for the development, a demand load management system, and pre-laid proximate conduits to carbays."* This satisfies the DRP request, and further to this, the City has recommended a condition for the ESD Report to be implemented into the proposal for the life of the development. 5c – The applicant has provided the following response: *The double glazing will be subject to further detailed design as our acoustic consultant provides input into the selection of a double glazing system that addresses the requirements of SPP5.4.* The City is satisfied with this, noting that double glazing is required to meet SPP5.4 requirements. 5d – The City has recommended a condition for the applicant to provide a Schedule of Materials, finishes and Colours prior to lodgement of a Building Permit, to the satisfaction of the City. 5e – The applicant provided the following response: *The suggestion is noted, however, is not being proposed.* The City notes that battery storage could be installed in the future by the Strata within communal area on the ground floor. 5f – The applicant has provided the following response: *A minimum of 20kW PV rooftop system is proposed to offset common property power usage.* The City notes that PV could be expanded on the roof in the future by the Strata. 5g – The applicant has provided the following response: *The development proposes to use Bubbledeck which provides substantial embodied carbon savings over standard concrete slab systems.* This satisfies the DRP request. 5h – On the amended plans Apartment Type L (11 two bedroom dwellings) and Apartment Type B (11 studio apartments) are identified to meet Silver Level requirements. This meets the requirements of the R-Codes Volume 2. 5i – The applicant has amended the bin store area and provided an updates Waste Management Plan. Refer to the RAR Officer Comments section under the heading Waste Management. 5j – The Applicant has changed the Monument colour to Basalt. Further to this the City has recommended a condition for the applicant to provide a Schedule of Materials, finishes and Colours prior to lodgement of a Building Permit, to the satisfaction of the City.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 6 - **Amenity**	*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	

	6a. The Panel suggested to re-consider the interface with Great Eastern Highway. 6b. The Panel suggested exploring mixed-use opportunities such as a bike storage and workshop area, co-working office or gym for activation. 6c. The Panel noted the small landscape area located under the building and had concerns about its purpose, separation regarding CPTED and effectiveness. 6d. The Panel suggested adding windows on the north and south elevations at the eastern end (4th to 14th floors) for improved ventilation and amenity. 6e. The Panel suggested that there is an opportunity to significantly improve the amenity and quality of the apartment(s) in the southeast corner of the building (4th to 14th floors). This could be achieved by providing a protruding balcony in place of the bathroom at the south end of the corridor, re-configuring the entry and internal layout to improve amenity. Ideally this would be done at the same time as combining the corner apartment with the adjacent southern aspect apartment, which currently receives inadequate sunlight, thus creating a two-bedroom apartment which would also improve the diversity of product offered. 6f. The Panel raised concerns that the building was not adequately addressing the highway by way of passive surveillance. Nor was it well integrated and suggested addressing both visual and acoustic impacts for residents and the broader community. 6g. The Panel suggested pairing the bike parking with the main entrance to improve passive surveillance.	6a – Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface. 6b – Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway interface. 6c – The applicant has made changes to the crossover and bulk bin set down area which has reduced in size and now provided as a planted garden bed. 6d – The applicant has provided the following response: *It is not proposed to include windows on the south side given the acoustic implications of windows facing Great Eastern Highway. It is not proposed to include a window to the bedroom on the northern side as it impacts the functionality of the bedroom.* When evaluating the DRP's comments, it is important to do so in the context of the statutory planning framework. In this case the bedrooms in question are compliant with the requirement of the R-Codes Volume 2. 6e – The applicant has not made the suggested plan change made by the DRP. When evaluating the DRP's comments, it is important to do so in the context of the statutory planning framework. In this case the corner studio dwelling is compliant with the requirements of the R-Codes Volume 2. The variation proposed to the adjoining studio is addressed within the RAR Officers comments section. 6f – Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface. 6g – The applicant has retained the bicycle parking adjacent to the visitor parking and lobby. The applicant has also proposed additional bike parking adjacent to Leslie Deague Park.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 7 - **Legibility**	*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	
	7a. The Panel encourages visually permeable fencing around the small park to help guide pedestrians through the site. 7b. The Panel was concerned regarding the accommodation of larger vehicles and emergency trucks and suggested to reassess access provisions to avoid issues.	7a – The applicants Landscape Plan details the use of bench seating and planting to guide pedestrians through the spaces. 7b – Refer to point 4a and 4d.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 8 - **Safety**	*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	

	8a. The Panel suggested to further consider pedestrian safety at the vehicle crossover to the undercroft parking area. 8b. The Panel suggested introducing visually permeable fencing to guide pedestrians and protect landscaped areas. 8c. The Panel suggested to consider partially or fully elevated pedestrian crossings, especially the one outside the entry to the car park, to assist with slowing vehicle traffic and to enhance visibility and safety. 8d. The Panel noted bicycle and pedestrian paths appear to cross at different points on the entry roadway and this may impact safety and legibility. 8e. The Panel noted morning glare from the east facing driveway could impact visibility and safety. 8f. The Panel noted the basement ramp does not meet the required standards and could pose safety and usability issues for vehicles.	8a – The applicant has reconfigured the vehicle and pedestrian access. The applicant states that the design includes traffic signs, and access to the residential lobby is provided from the footpath from Leslie Deague Park. 8b - The applicants Landscape Plan details the use of bench seating and planting to guide pedestrians through the spaces. 8c – Refer to Point 8a. Further to this the applicant has used contrasting washed aggregate banding for improved pedestrian crossing awareness. The changes are deemed to satisfy the DRP request to improve pedestrian safety. 8d – The applicant has provided the following response: *Near the concrete crossover, there is sufficient space for pedestrians and cyclists to mix and cross Hawksburn Road where required. At this location, at the end of a cul- de-sac, vehicle speeds are very low, and sight distances are clear entering and exiting the crossover. The development also provides dedicated pedestrian footpaths and defined bicycle parking areas, in accordance with Liveable Neighbourhoods and Austroads design guidelines. Vehicle driveways are delineated with contrasting paving and kerb treatments to highlight pedestrian priority areas. Bicycle facilities are located in safe, accessible positions consistent with State Planning Policy 7.3. Collectively, these provisions ensure that pedestrians, cyclists, and vehicles can circulate safely and efficiently with minimal conflict. The proposed pathway connecting Hawksburn Road to Shortland Jones Park is 1.5m width at certain points, this in compliance with Austroads.* The City is satisfied with this response and the updates made to the plans to improve pedestrian safety. 8e – The applicant provided the following response: *The eastern-facing crossover has been assessed against the City of Belmont's Local Planning Scheme, Local Planning Policy for crossovers, and relevant Australian Standards. There are no restrictions preventing eastern orientation in this location. In the future there will most likely be a development located on the north/eastern side of Hawksburn Road and this will then block to morning sun.* Given the sites restricted frontage to Hawksburn Road, the proposed crossover access is considered acceptable. 8f – Refer to point 4a and 4d.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 9 - **Community**	*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	

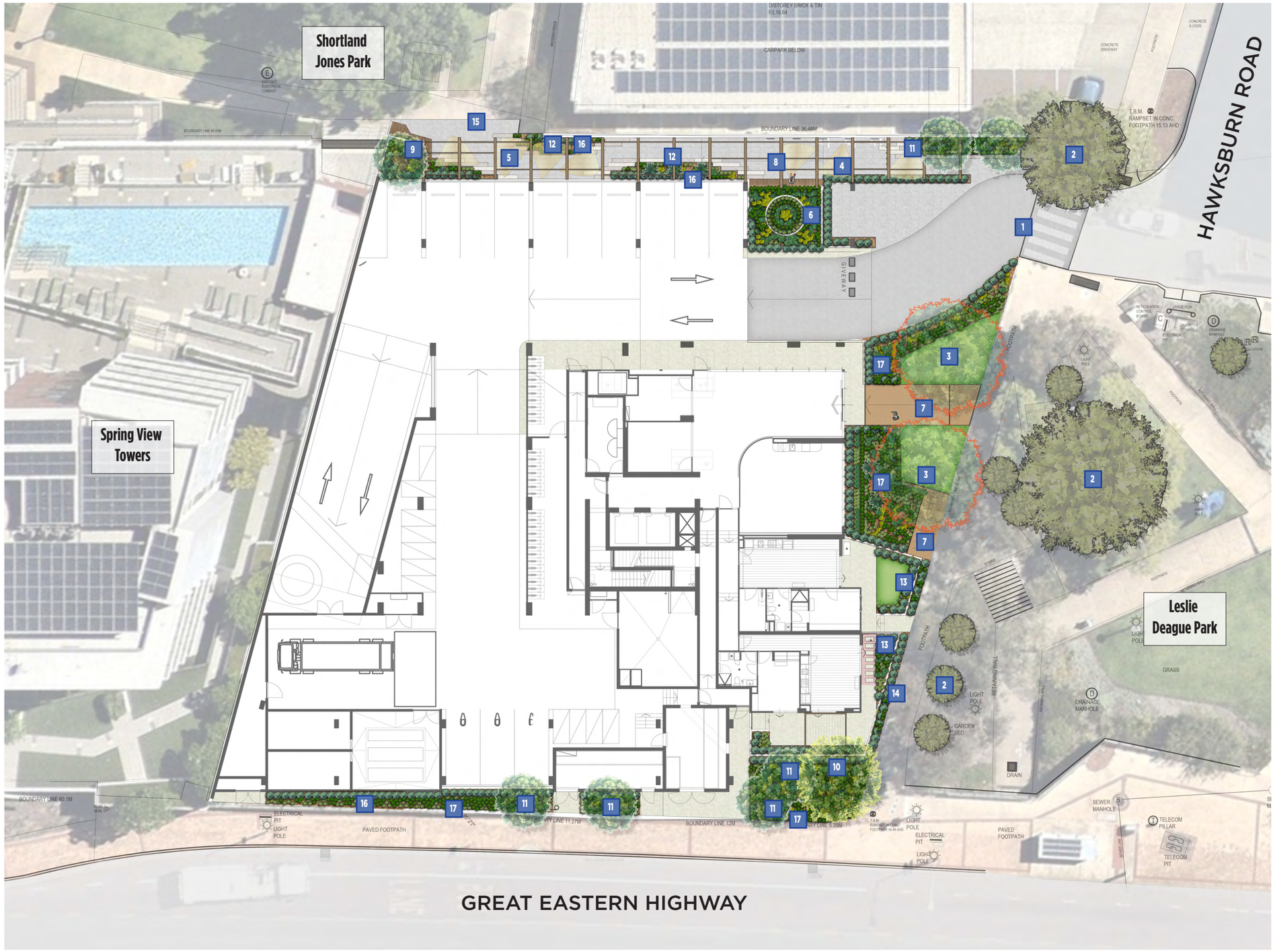
	9a. The Panel supports the public art concept and the integration of further lighting. 9b. The Panel encouraged non-residential uses to connect the ground level with Great Eastern Highway. 9c. The Panel encouraged noise mitigation to be a priority. 9d. The Panel suggested reviewing the communal open space to make it more inviting. 9e. The Panel requested apartments meeting silver liveability standards are identified to ensure aging in place has been accommodated.	9a – Noted. 9b – Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface. 9c – Noted. The applicant has submitted an Acoustic Report, which was referred to Main Roads for comment. Main Roads recommended conditions requiring the report to be amended, incorporated into the development's design, and certified by an Acoustic Consultant to confirm implementation. These conditions have been included in the City's recommendation. 9d – The applicant has provided the following response: *Finbar has undertaken numerous developments of large scale residential developments both at the higher end of the market and the more affordable end of the market. Finbar is acutely aware of what communal open space design is appropriate for the product and is of the view that the communal open space is useable and inviting and therefore is not proposing to change the design at this stage.* When evaluating the DRP's comments, it is important to do so in the context of the statutory planning framework. In this case the proposed communal open space is compliant with the requirements of the R-Codes Volume 2, and considered suitable for the proposed scale of the development. 9e – Refer to point 5h.

	Design Review Panel Comments	*Planning Officer Comments*
Principle 10 **Aesthetics**	*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	
	10a. The Panel suggested the paving to Jasmine Lane is considered in collaboration with the artist as the darker paving around the columns may detract from the artwork's impact; the paving might be more appropriate as a subtle backdrop. 10b. The Panel recommended relocating or screening air condensers to ensure they do not negatively impact balcony amenity. The latter option would require sufficient additional space to accommodate the air-conditioning and the screening without impacting upon the amenity of the balconies. 10c. The Panel suggested including some form of activation to the southern façade, such as a bike workshop, shared office spaces or a gym to improve pedestrian security, communal engagement and soften the impact of the highway frontage.	10a – The applicant has advised that paving will be addressed at the detailed design stage. The paving details are required to be detailed on the Landscape Plan. The City has recommended a condition requiring a detailed Landscape Plan to be submitted prior to the lodgement of a Building Permit, including paving details for Star Jasmine Lane, to the satisfaction of the City. 10b - The AC condensers are screened by an obscure glazed balustrade as identified as amendments to the elevations. 10c - Refer to the RAR under the Officer Comment section under the heading Great Eastern Highway Interface.

ATTACHMENT 8 – Landscape Concept Plan

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**



Ground Floor Plan

Legend

- Existing Tree
- Proposed Trees
  - Large
  - Medium
  - Small
- Proposed Feature Shrub
  Cycad revoluta
- Turf (Irrigated)

1. Driveway with additional visual surface treatment to pedestrian crossing from main footpath towards Star Jasmine Laneway
2. Existing trees
3. Large tree within deep soil area
4. Star Jasmine Laneway with feature banded exposed aggregate paving and shrub planting
5. Artwork by artist
6. Large low vase on raised concrete plinth with overhanging plants. Raised planter area with assorted shrubs.
7. Permeable feature Stoneset and exposed aggregate paver to the pedestrian entrance and bicycle parking
8. Feature Landscape trellis above Star Jasmine Laneway by others
9. Integrated day bed and seating to planter with small tree in deep soil area
10. Medium Tree with deep root zone garden bed and hedging plants for privacy
11. Small Trees within deep soil area and hedging shrubs for privacy
12. Garden bed with feature Cycad revoluta and banded exposed concrete paving
13. Hedging shrub to the edge of fence for privacy
14. Verge planting to streetscape
15. Pedestrian entryway from Spring View Towers
16. Vertical Ronstan cables pinned to wall with climbing plants
17. Garden bed with mix low species and edge with hedging shrub next to wall.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Landscape Concept Plan

finbar developing better lifestyles

CHANG ARCHITECTS

0 1 2.5 5 10

N

scale : 1 : 150 @ A1 date : 18th Sept 2025 revision: A

The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

EPCAD

Legend

- Existing Tree
- Proposed Tree
  - Large
  - Medium
  - Small
- Proposed Feature Shrub
  Cycad revoluta
- Artificial Turf

1. Pickle ball court with balustrade to perimeter
2. Raised planter box with shrub planting
3. Raised planter box with integrated seating and small tree
4. Edible garden with vegetables and herbs
5. Tiled paving to edible garden
6. Small trees to the raised planter bed
7. Cabana
8. BBQ Area
9. Feature Trellis with climbing plants
10. Slatted bench seats

Third Floor Plan

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Landscape Concept Plan

finbar developing better lifestyles

CHANG ARCHITECTS

0 1 2.5 5 10

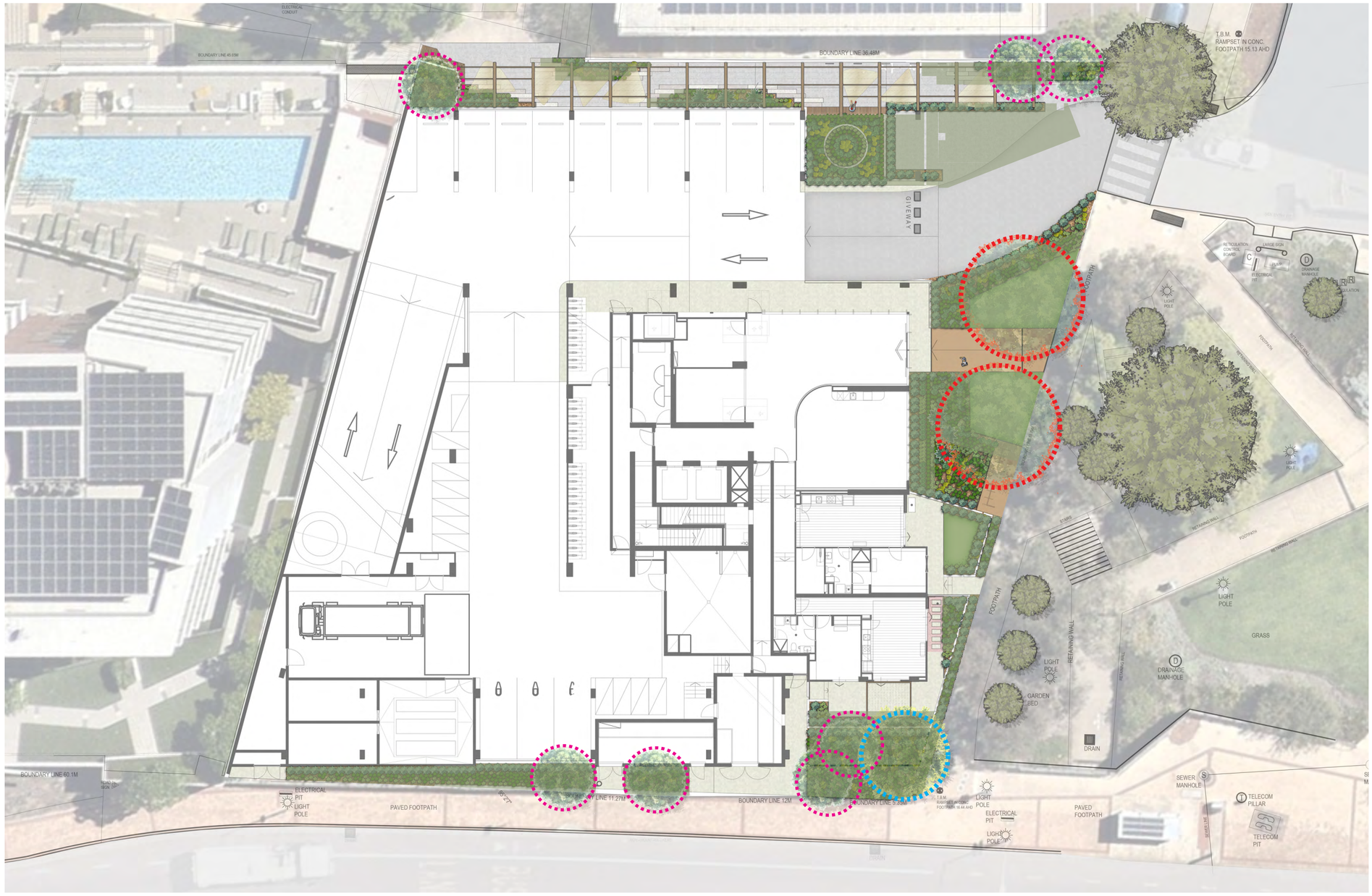
N

scale : 1 : 150 @ A1 date : 18th Sept 2025 revision: A

The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

EPCAD



Legend

- Deep soil area
- Large Tree
- Medium Tree
- Small Tree

DEEP SOIL ZONE COMPUTATION

Site Area	Total Landscape Areas	Deep Soil Area as per SPP 7.3	Minimum Requirement of Trees as per SPP 7.3	Tree requirements based on SPP 7.3	Proposed Trees
2370 sqm	**GROUND FLOOR** 237.43 sqm - shrub bed DSA 49.67 sqm - turf area **THIRD FLOOR** 73 sqm - shrub bed on 3rd floor	287.10 sqm on GF	1 large tree and 1 medium tree for each additional 400m2 in excess of 1000m2 **or** 1 large tree for each additional 900m2 in excess of 1000m2 and small trees to suit area	2 Large trees 3-4 Small trees	2 Large trees - GF 1 Medium trees - GF 7 Small trees - GF 5 Small trees - 3rd Floor

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Deep root Zone

finbar developing better lifestyles

CHANG ARCHITECTS

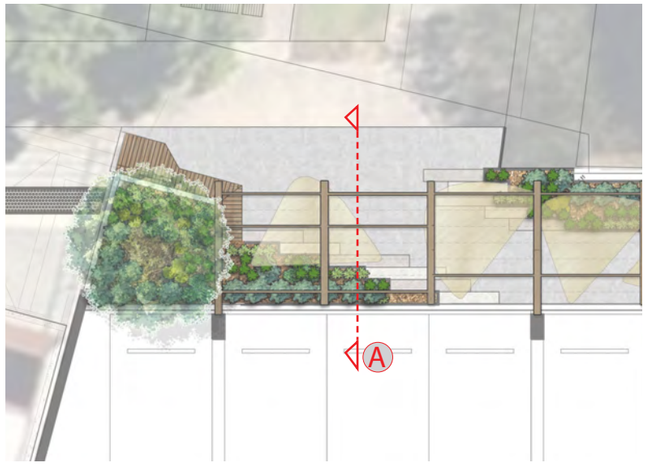
0 1 2.5 5 10

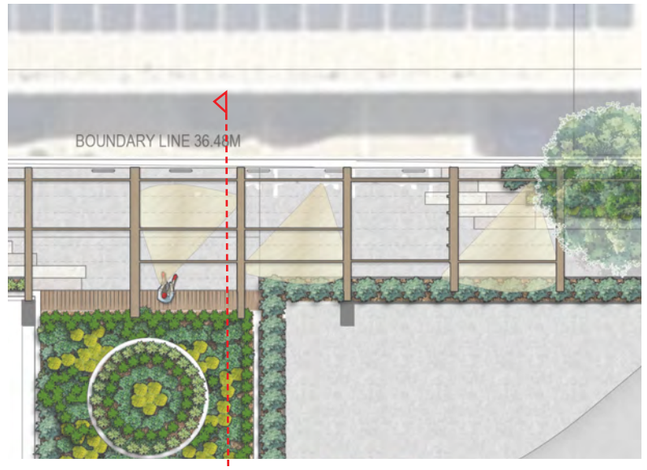
scale : 1 : 150 @ A1 date : 18th Sept 2025 revision: A

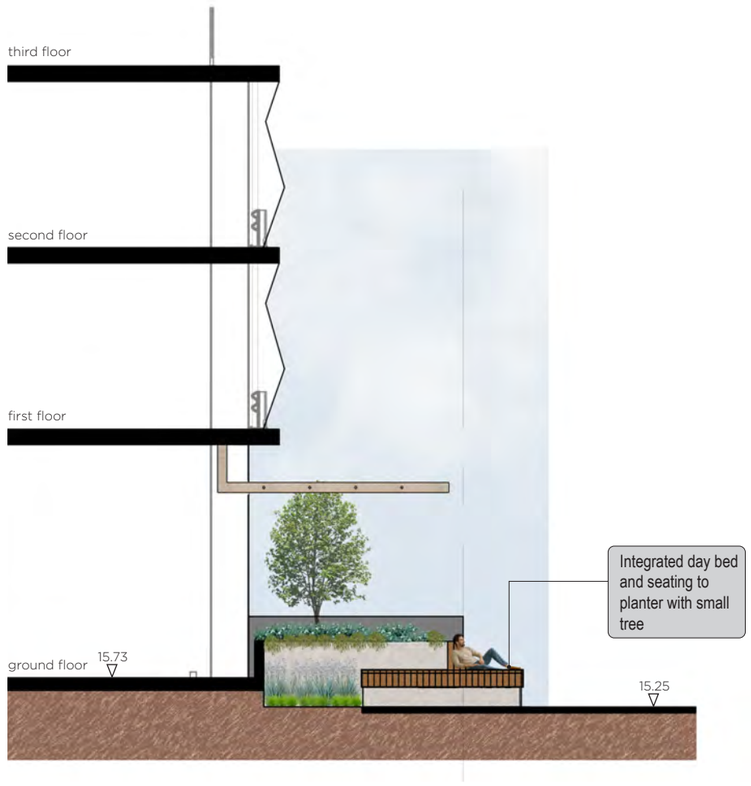
The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

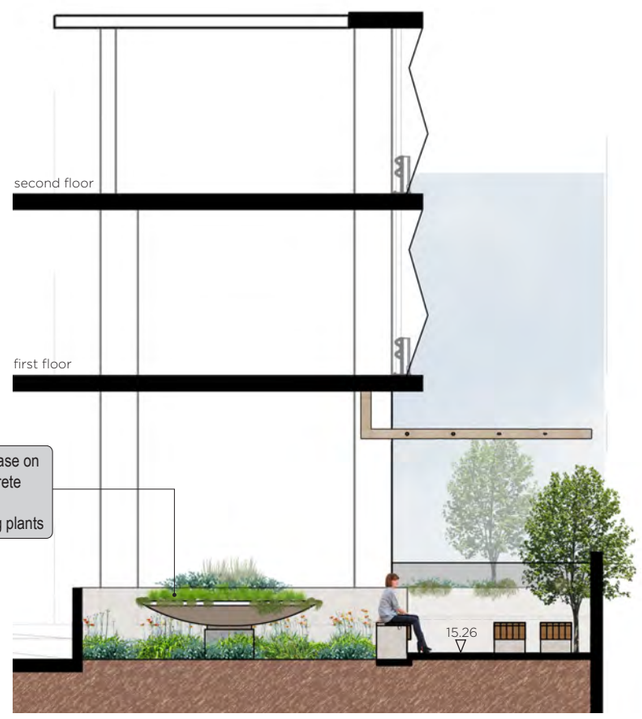
EPCAD







SECTION A



SECTION B

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Typical Sections

finbar developing better lifestyles

CHANG ARCHITECTS

0 1 2.5 5 10

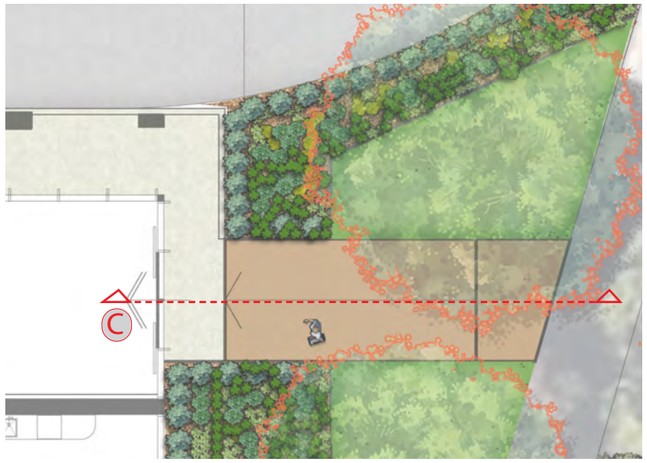
N

scale : 1 : 100 @ A1 date : 18th Sept 2025 revision: A

The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

EPCAD



SECTION C

SECTION D

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Typical Sections

finbar developing better lifestyles

CHANG ARCHITECTS

0 1 2.5 5 10

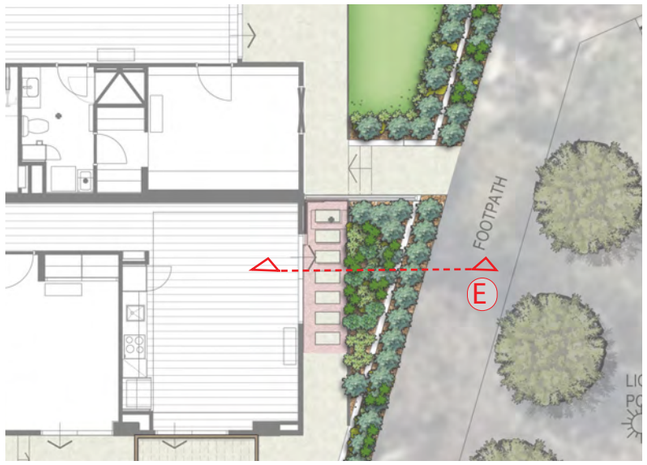
N

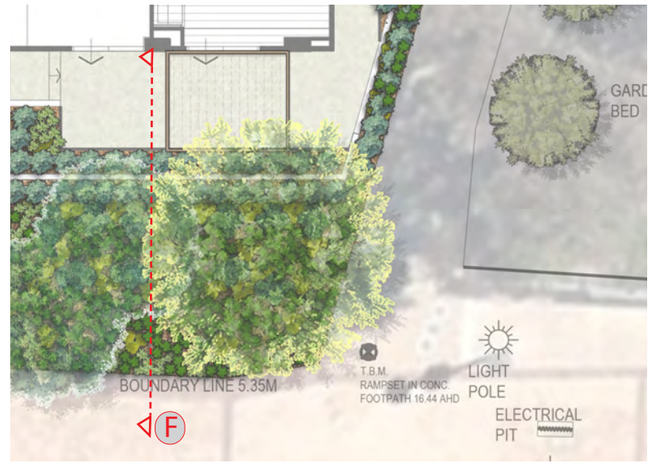
scale : 1 : 100 @ A1 date : 16th Sept 2025 revision: A

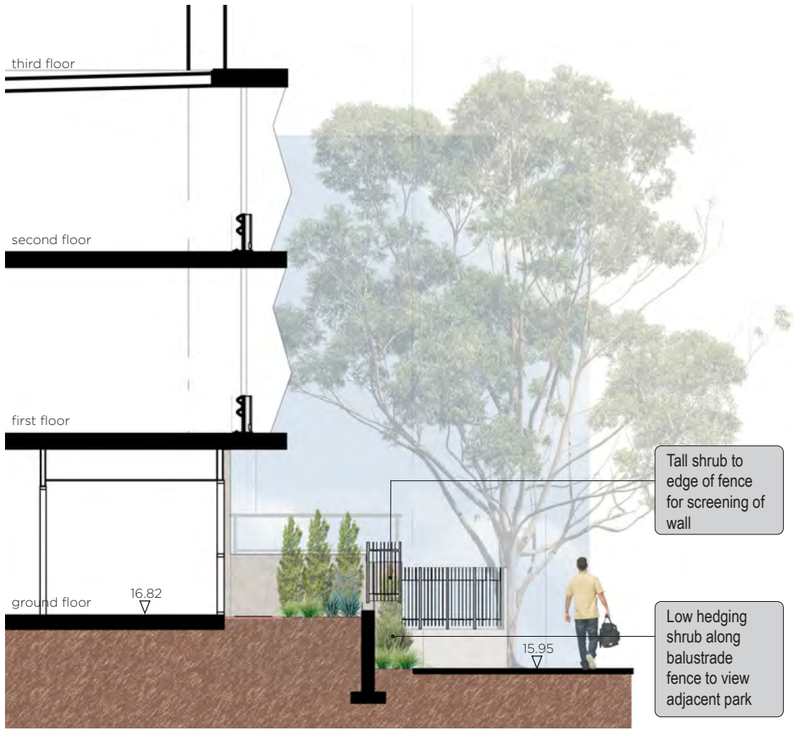
The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

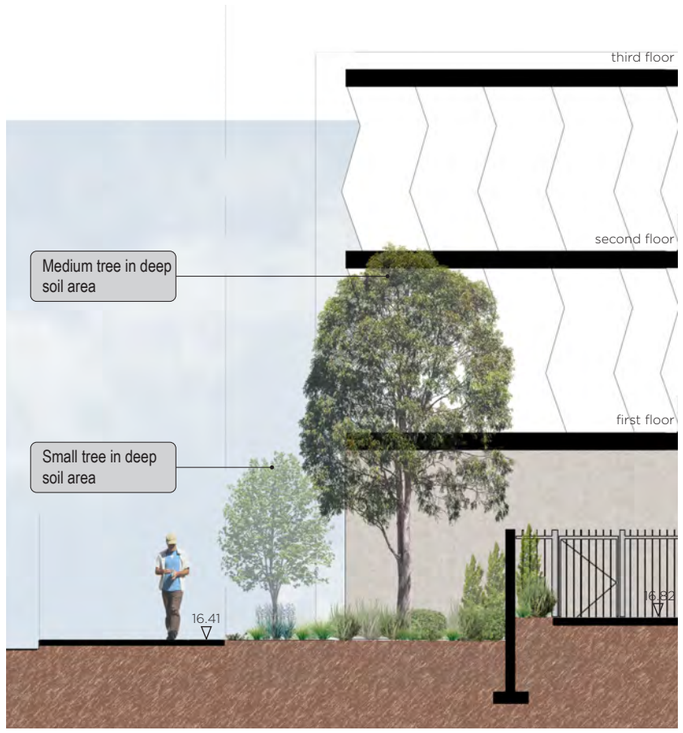
EPCAD







SECTION E



SECTION F

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Typical Sections

finbar developing better lifestyles

CHANG ARCHITECTS

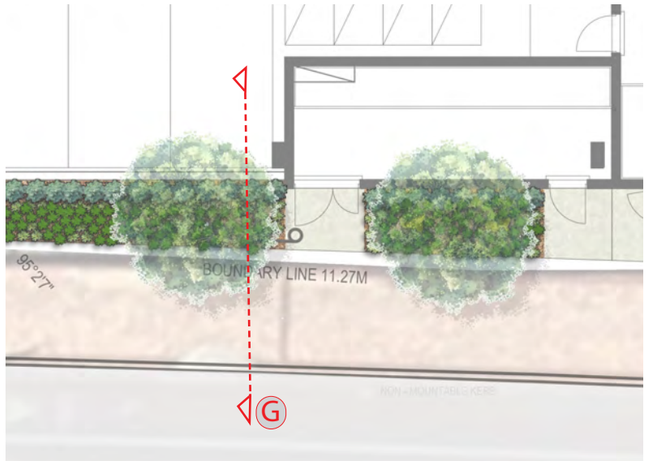
0 1 2.5 5 10

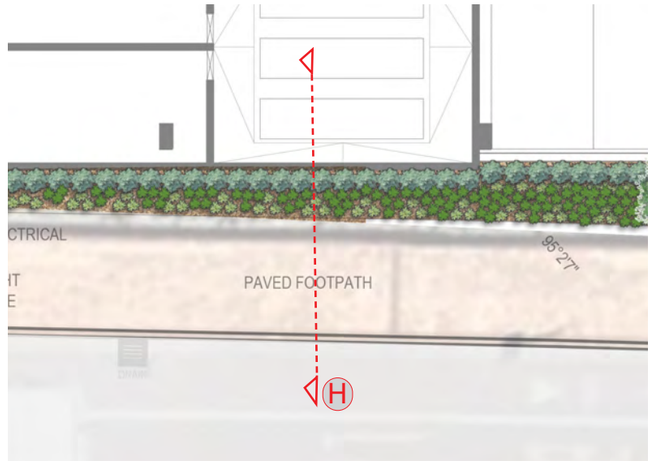
scale : 1 : 100 @ A1 date : 18th Sept 2025 revision: A

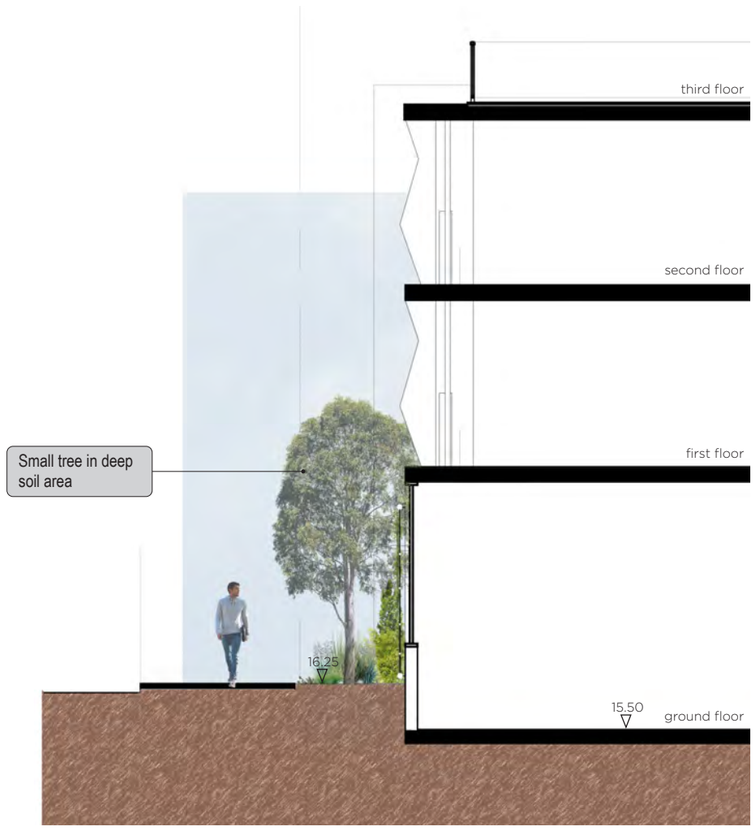
The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

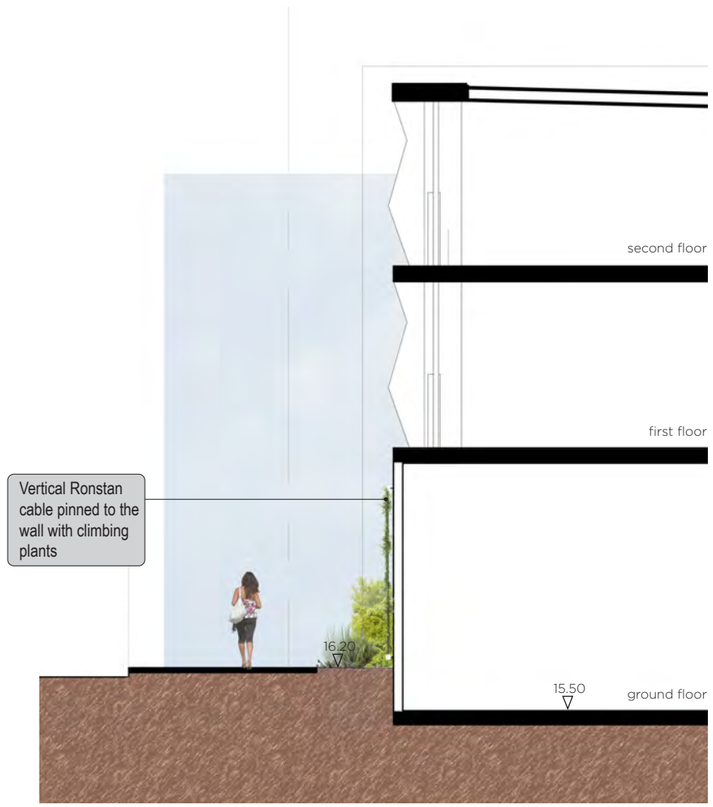
EPCAD







SECTION G



SECTION H

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Typical Sections

finbar developing better lifestyles

CHANG ARCHITECTS

0 1 2.5 5 10

N

scale : 1 : 100 @ A1 date : 18th Sept 2025 revision: A

The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

EPCAD

NOTE : Garden beds will be sub surface drip irrigation from main lines.

Water Corporation Guidelines - Waterwise species
Source: https://www.watercorporation.com.au/Waterwise

TREES

Cycas revolute
'Sago Palm'
3m x 2m (H x W)

Corymbia maculata
'Spotted gum'
15-30m x 12-15m (H x W)

Tristaniopsis laurina 'Luscious'
'Water Gum'
7-10m x 4-5m (H x W)

Cupaniopsis anacardioides
'Tuckeroo Tree'
6-12m x 3-4m (H x W)

Olea 'Swan Hill'
'Olive Tree'
6m x 3m (H x W)

SHRUBS

Acacia cognata Limelight
'Bower of Beauty Wattle'
0.5-1m x 1m (H x W)

Callistemon Little John
'Bottlebrush'
1m x 1m (H x W)

Carissa macrocarpa
'Desert Star'
1-2m x 1-2m (H x W)

Liriope muscari 'Just Right'
'Just right'
0.5m x 0.5m (H x W)

Philodendron Xanadu
'Xanadu'
0.9m x 0.7m (H x W)

Strelitzia reginae 'Dwarf'
'Birds of Paradise'
2m x 1-1.5m (H x W)

GROUNDCOVER

Agapanthus praecox
'Snow Storm'
0.4m x 0.4m (H x W)

Dianella revoluta
'Petite Marie'
1m x 1.5m (H x W)

Myoporum parvifolium
'Creeping Boobialla'
1.1m x 1.5m (H x W)

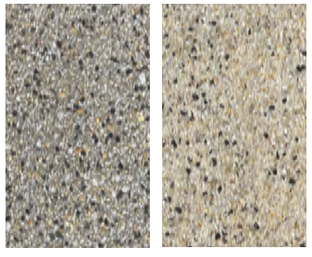
Viola hederacea
'Native voilet'
0.1m x 1m (H x W)

Senecio Blue Chalk Sticks
'Blue Chalk Sticks'
0.6m x 0.9m (H x W)

Limonium platyphyllum
'Sea Lavender'
0.6m x 0.4m (H x W)

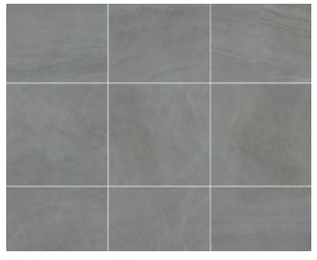
MATERIALS

Artificial turf



Exposed aggregate

Vertical Ronstan Cables pinned to wall with creeper plants



Tiled pattern to edible garden bed

GROUNDCOVER

Curio rowleyanus
'String of Pearls'
0.9m x 1m (H x W)

Dichondra repens
'Kidneyweed'
1.5m x 2m (H x W)

Casuarina glauca
'Cousin It'
0.4m x 1m (H x W)

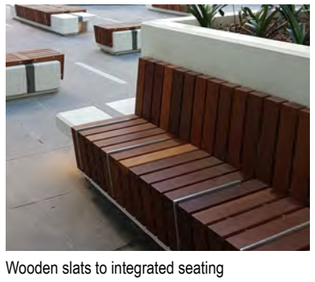
STYLE

Low rendered wall with overhanging plants

Large low vase pot with overhanging plants

Feature banded aggregate to garden beds

Stepped pavers on gravel bed



Wooden slats to integrated seating

CLIMBERS

Mandevilla
'Crimson Fantasy'
2m x 1m (H x W)

Trachelospermum jasminoides
'Star Jasmine'
2m x 3m (H x W)

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

epcad.com.au

LOT 888 - Hawksburn Road Plant & Material Palette

finbar developing better lifestyles

CHANG ARCHITECTS

scale : Not to scale date : 18th Sept 2025 revision: A

The information contained in this document are the copyright of EPCAD Pty Ltd. Use or copying of the document in whole or part without the written permission of EPCAD Pty Ltd constitute an infringement of copyright.

EPCAD Pty Ltd ACN 093 476 334 ABN 26 093 476 334
Suite 1, level 1/317 Murray St, Perth WA 6000
☎+61 8 9481 4410 ✉epcad@epcad.com.au

EPCAD

ATTACHMENT 9 – Transport Engineering Technical Note

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

Technical Note

Project: Lot 888, Hawksburn Road, Rivervale

Subject: Transport Engineering Response to DRP Minutes

Client:	Finbar Group Limited		
Project No:	09025	**Version:**	A
Document Ref:	T-01	**Author:**	Richard Spencer
Date:	16/09/2025	**Approved:**	Rodney Ding

1 Introduction

1.1 Background

1.1.1 This Technical Note has been prepared to respond to specific items raised in the Design Review Panel (DRP) Minutes relating to the proposed residential development at Lot 888 Hawksburn Road, Rivervale. The DRP process provides an independent design-focused review of the project and assists in ensuring that key elements of functionality, accessibility, and urban design quality are appropriately addressed in the detailed planning and design stages.

1.1.2 The focus of this note is to clarify and confirm technical matters raised by the DRP that relate primarily to traffic engineering, access, and movement considerations. These matters include:

- the adequacy of internal swept paths for waste and service vehicles,
- compliance of ramp gradients and transition requirements,
- the ability of larger vehicles to access the site,
- the appropriateness of pedestrian crossing treatments, and
- the interface between bicycle, pedestrian, and vehicular movements.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

1.1.3 The intent is to provide clear confirmation that the proposed development layout has been assessed against the relevant standards and guidelines, and that the design outcomes are technically compliant, functional, and safe for all intended users.

1.1.4 The following comments are based on a revised design with a slightly curved access driveway which now avoids the corner cutting of the adjacent Leslie Deague Park which was an issue with the previous version of drawings assessed by the DRP. The ground floor plan is shown in Appendix A for reference. All other floor plans remain as unchanged since the DRP initial review.

2 Response to DRP Comments

2.1 Point 4a – Swept Path for Waste and Bulk Bin Trucks

DRP Comment: The Panel requested further detail on truck access for high turnover as the internal swept paths for trucks were observed to be tight.

Response: Updated swept path analysis has been undertaken using 'VehicleTrack' computer analysis software for the nominated waste collection vehicle and the bulk bin truck, i.e. the City of Belmont's refuse vehicle confirmed as the Mitsubishi Fuso – Bucher 8.4m and a typical larger refuse vehicle for bulk waste collection i.e. an Iveco 2350G Euro 5 – 9.68m long.

The results confirm that the Mitsubishi Fuso – Bucher 8.4m refuse vehicle can manoeuvre into, within, and out of the site safely without conflict. The larger refuse vehicle is able to enter the site, service the bulk bin set down zone and reverse back out onto Hawksburn Road cul-de-sac and leave in a forward gear, which is a movement expected to be very infrequent.

Vehicle turning movements comply with relevant Australian Standard AS 2890.2:2018 requirements, including 300mm clearance envelope, ensuring operational efficiency and safety during waste servicing.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Figure 1: Swept Path Analysis of Mitsubishi Fuso – Bucher 8.4m Refuse Vehicle

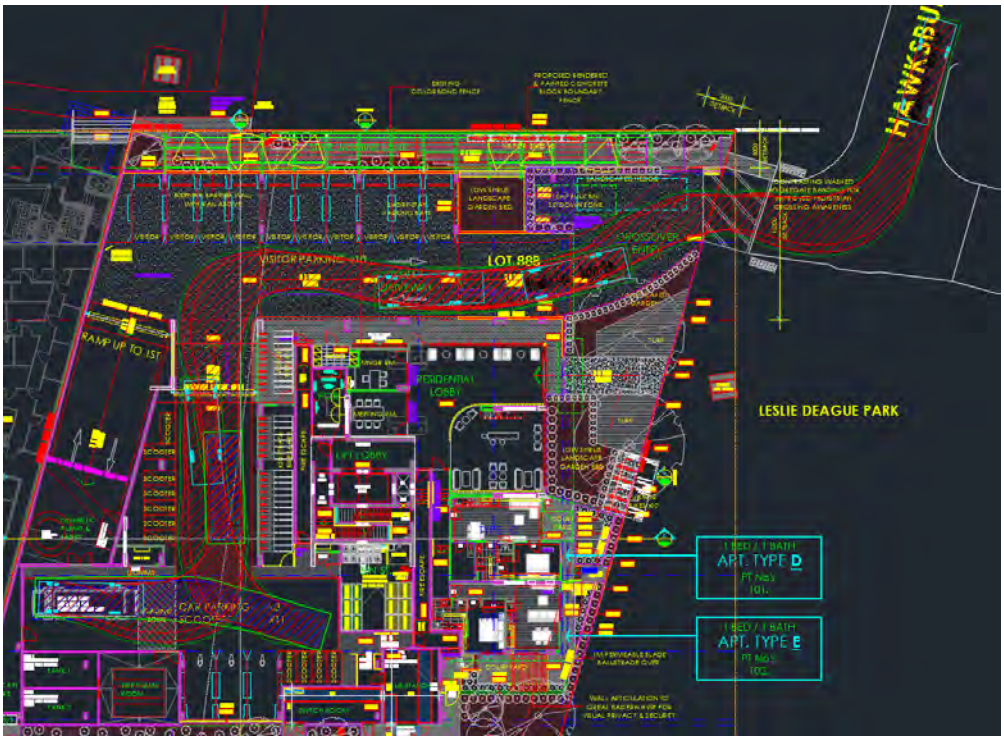
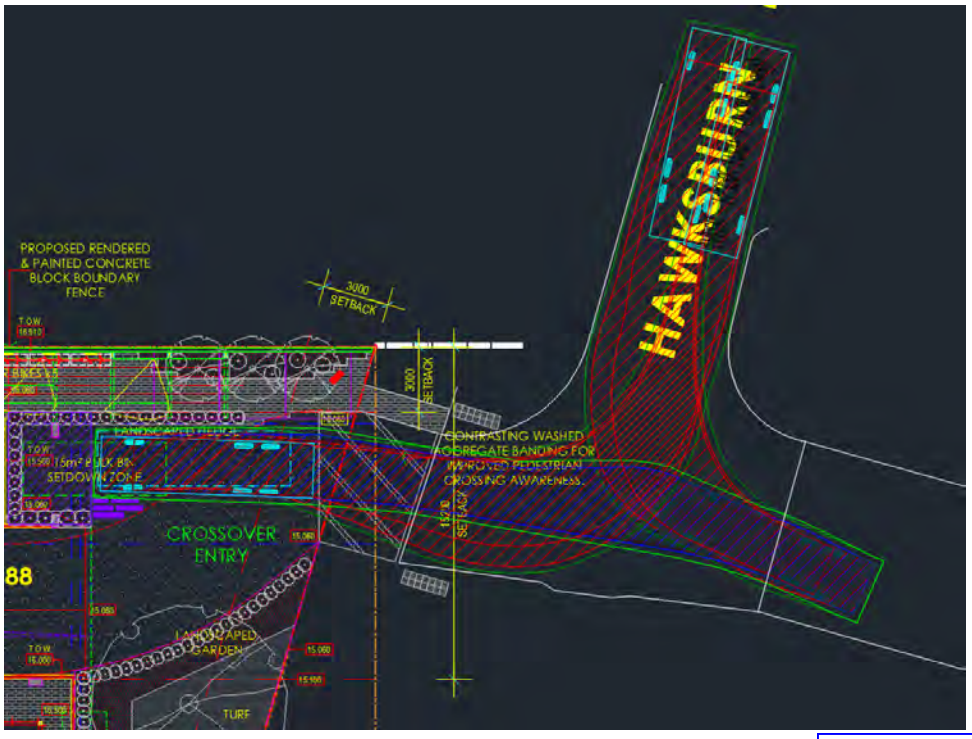


Figure 2: Swept Path Analysis of Iveco 2350G Euro 5 – 9.68m Refuse Vehicle



City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2.2 Point 4d – Ramp Gradients and Transition Angles

DRP Comment: The Panel noted the design does not meet the absolute minimum requirements for ramp gradients and transition angles.

Response: All ramp gradients within the internal car parking area and transitions have been reviewed against Australian Standard AS/NZS 2890.1:2004 and AS 2890.2:2018.

The ramp design incorporates a maximum grade of 1 in 4.75 (less than the maximum of 1 in 4 permitted for private residential car parks as per AS/NZS 2890.1:2004) with ramp transitions/maximum changes of grade of 1 in 8 (this to prevent vehicle bottoming out, again as per AS/NZS 2890.1:2004), which confirms that maximum ramp slopes and transition curves are compliant, reducing the potential for undercarriage scraping or visibility issues.

The access to the service area has a ramp grade of 1 in 20.5, this being less than the maximum permitted for medium rigid vehicles (MRV) of 1 in 6.5 with the change of grade also less than the maximum permitted of 1 in 16 for these sized vehicles.

This will ensure a safe and comfortable experience for residents and service vehicles.

2.3 Point 7b – Access for Larger Vehicles

DRP Comment: The Panel was concerned regarding the accommodation of larger vehicles and emergency trucks and suggested to reassess access provision to avoid issues.

Response: Swept path testing has been undertaken for a range of vehicles including:

- B85 – small passenger vehicle
- B99 – large passenger vehicle
- City of Belmont's - Mitsubishi Fuso – Bucher 8.4m refuse vehicle.
- Large refuse vehicle - Iveco 2350G Euro 5 – 9.68m long

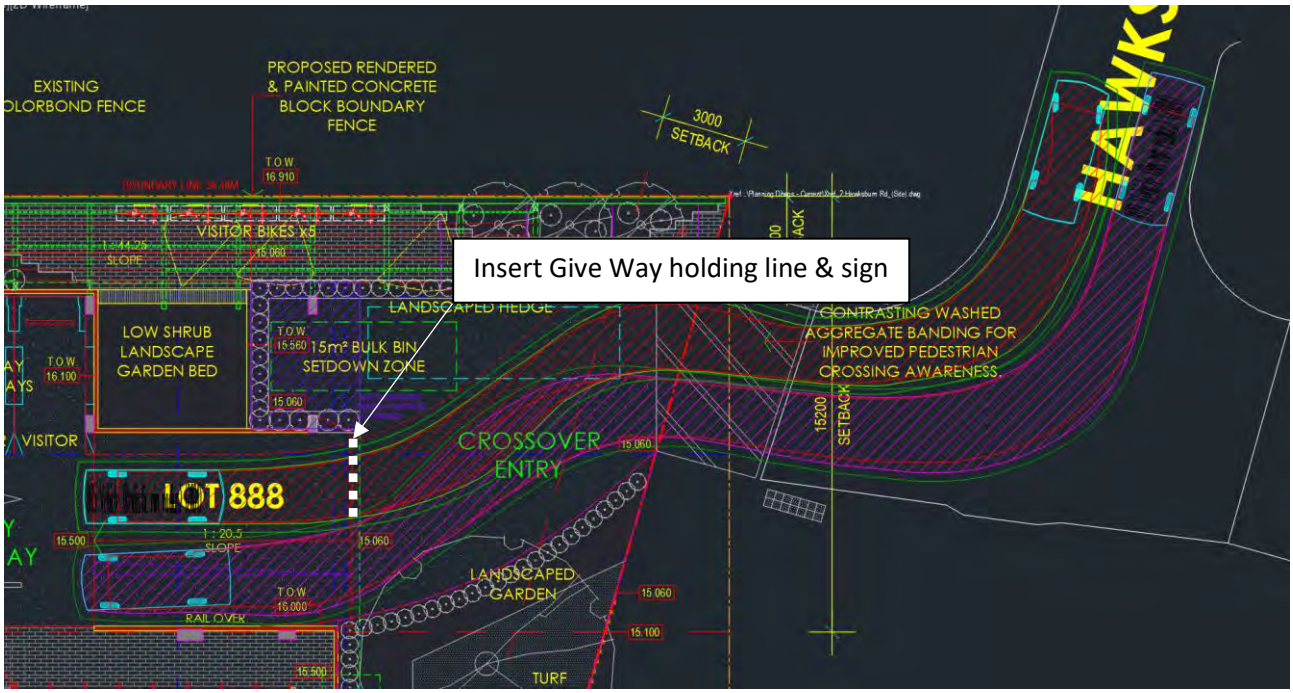
The small and large passenger vehicles are able to access and circulate within the site safely, however the amended access point near the crossover, does not allow for the simultaneous entry and exit of passenger vehicles.

Larger emergency trucks, in the case of fire, will not likely enter the building envelope and will park on Hawksburn Road. In any event, the typical fire appliance is the "Urban Pumper" and these vary in size up to 8.4m in length, the same size as the City's waste collection vehicle, and thus will be able to access the service are if so desired.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Recommendation: Provide an internal give-way / hold line for the outbound vehicle to wait for an inbound vehicle to enter. Limit the size of delivery vehicles to no larger than the 8.4m waste collection trucks in the operational manual or similar for the building. Larger trucks delivering to the site, could also use the bulk waste bin area, if there is no bulk bin in this location.

Figure 3: Swept Path Analysis of B99 and B85 Entering and Exiting the Site



Larger articulated vehicles, such as 19m semi-trailers, are not anticipated to require site access given the residential land use, and as such, are not accommodated. Emergency vehicles such as a Urban Pumper are not expected to enter the site and these vehicles may connect to the fire booster and service the building as required from an external position. An ambulance is expected to enter the site and would be capable of entering, turning and exiting in a forward gear given the provision of the internal turning area for refuse vehicles.

The design therefore adequately supports all vehicle types reasonably expected for this development.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2.4 Point 8c – Pedestrian Crossing Treatments

DRP Comment: The Panel suggested to consider partially or fully elevated pedestrian crossings, especially the one outside the entry to the car park, to assist with slowing vehicle traffic and to enhance visibility and safety.

Response: A review of the pedestrian and vehicle interface confirms that the developer is willing to provide contrasting washed aggregate banding for improved pedestrian crossing awareness.

Traffic volumes and vehicle speeds are expected to remain low with ample sight truncations either side of the driveway/crossover, and therefore a partial or fully elevated pedestrian crossing is not required under Austroads guidance. The proposed treatment provides for pedestrian crossing awareness without unnecessary construction or maintenance burdens.

2.5 Point 8d – Pedestrian, Bicycle and Vehicle Pathways

DRP Comment: The Panel noted bicycle and pedestrian paths appear to cross at different points on the entry roadway and this may impact safety and legibility.

Response: Near the concrete crossover, there is sufficient space for pedestrians and cyclists to mix and cross Hawksburn Road where required. At this location, at the end of a cul-de-sac, vehicle speeds are very low, and sight distances are clear entering and exiting the crossover.

The development also provides dedicated pedestrian footpaths and defined bicycle parking areas, in accordance with Liveable Neighbourhoods and Austroads design guidelines. Vehicle driveways are delineated with contrasting paving and kerb treatments to highlight pedestrian priority areas. Bicycle facilities are located in safe, accessible positions consistent with State Planning Policy 7.3. Collectively, these provisions ensure that pedestrians, cyclists, and vehicles can circulate safely and efficiently with minimal conflict.

The proposed pathway connecting Hawksburn Road to Shortland Jones Park is 1.5m width at certain points, this in compliance with Austroads.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2.6 Point 8e – Eastern-Facing Crossovers

DRP Comment: The Panel noted morning glare from the east facing driveway could impact visibility and safety.

Response: The eastern-facing crossover has been assessed against the City of Belmont's Local Planning Scheme, Local Planning Policy for crossovers, and relevant Australian Standards. There are no restrictions preventing eastern orientation in this location. In the future there will most likely be a development located on the north/eastern side of Hawksburn Road and this will then block to morning sun.

2.7 Point 8f – Podium Ramp Safety and Usability

DRP Comment: The Panel noted the basement ramp does not meet the required standards and could pose safety and usability issues for vehicles.

Response: The podium ramp design has been reviewed against AS/NZS 2890.1:2004 and AS 2890.2:2018 requirements. Maximum gradients and transition curves have been achieved, with adequate sight distances incorporated into the design. Vehicle movement is therefore safe, functional, and fully compliant. No safety or usability issues are anticipated.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

3 Conclusions

A detailed review of the DRP Minutes, supported by swept path analysis and compliance checks against Australian Standards, confirms that the proposed design for Lot 888 Hawksburn Road, Rivervale, satisfactorily addresses the access, circulation, and safety concerns raised by the Panel. The outcomes are summarised below:

- **Waste and Bulk Bin Vehicle Access (Point 4a):**

  Swept path modelling using VehicleTrack confirms that the City of Belmont's nominated refuse vehicle (Mitsubishi Fuso – Bucher 8.4m) can safely circulate within the site. A larger bulk refuse vehicle (Iveco 2350G Euro 5 – 9.68m) can also service the site, reversing within the cul-de-sac as an infrequent movement. Vehicle turning envelopes comply with AS 2890.2, ensuring safe and efficient operation.

- **Ramp Gradients and Transitions (Points 4d & 8f):**

  Internal ramps, including the podium ramp, have been designed with a maximum grade of 1 in 4.75 and appropriate 1 in 8 transitions where passenger cars have access, confirming compliance with AS/NZS 2890.1:2004 and maximum grade of 1:20.5 where service vehicles might access also confirming compliance with AS 2890.2:2018. These parameters will reduce the likelihood of undercarriage scraping and visibility issues, providing safe and comfortable vehicle access.

- **Access for Larger Vehicles (Point 7b):**

  Swept path tests confirm safe entry and exit for small and large passenger vehicles (B85/B99), the nominated refuse vehicles, and emergency service vehicles such as ambulances. The amended access point near the crossover does not allow simultaneous two-way car movement; however, this can be managed with an internal give-way/hold line for outbound vehicles. Fire tenders are not expected to enter the site and can service hydrants externally. The design therefore accommodates all vehicles reasonably expected to use the development.

- **Pedestrian Crossings (Point 8c):**

  Rather than elevated crossings, which are not warranted under Austroads guidance, pedestrian awareness will be enhanced through contrasting washed aggregate banding. This treatment is appropriate given low traffic volumes, speeds and good visibility, ensuring safe and legible pedestrian connections without unnecessary infrastructure.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

- **Pedestrian, Bicycle and Vehicle Pathways (Point 8d):**

  Pedestrian and cyclist movements are safely accommodated near the cul-de-sac crossover, where speeds are very low and sight distances clear. Dedicated footpaths, bicycle parking, and delineated vehicle driveways comply with Liveable Neighbourhoods, Austroads, and State Planning Policy 7.3, ensuring safe and efficient circulation across all modes.

- **Eastern-Facing Crossovers (Point 8e):**

  Although the Panel noted the potential for morning glare, the proposed crossover orientation is permissible under City of Belmont planning provisions and compliant with Australian Standards. No operational or safety issues are anticipated. Future development on the opposite side of Hawksburn Road will also block sun glare.

In conclusion, the proposed design is fully compliant with the relevant standards and guidelines, provides safe and functional movement for vehicles, pedestrians, and cyclists, and has incorporated refinements in direct response to DRP feedback. With the addition of a give-way control at the internal access point, no further amendments are required to address the Panel's concerns in relation to points considered within this Technical Note.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Appendix A Amended Ground Floor Plan – SK01 Rev B

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

LOT 888, 2 HAWKSBURN ROAD
THE SPRINGS, RIVERVALE

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK CVR
15.05.2025

DEVELOPMENT SUMMARY		16 Storeys
Total Site Area	2370.0 m²	
Zoning	Mixed Use R100	
Allowable Plot Ratio	N / A	
Proposed Plot Ratio	2.21 m²	
Proposed Total Plot Ratio Area	5226 m²	

UNIT SUMMARY

Unit Type		Unit Area m2	No. of Units	%	Total Plot Ratio Area m2
STUDIO	TYPE A	34	11	10	374
STUDIO	TYPE B	34	11	10	374
STUDIO	TYPE C	36	11	10	396
1 BED / 1 BATH	TYPE D	50	1	1	50
1 BED / 1 BATH	TYPE E	55	1	1	55
1 BED / 1 BATH	TYPE F	51	12	11	612
1 BED / 1 BATH	TYPE G	50	12	11	600
1 BED / 1 BATH	TYPE H	51	12	11	612
1 BED / 1 BATH	TYPE J	50	11	10	550
1 BED / 1 BATH	TYPE K	51	11	10	561
2 BED / 1 BATH	TYPE L	68	11	10	748
2 BED / 2 BATH	TYPE M	73	1	1	73
2 BED / 2 BATH	TYPE N	73	1	1	73
2 BED / 2 BATH	TYPE P	73	1	1	73
2 BED / 2 BATH	TYPE Q	75	1	1	75
TOTALS			**108**	**100**	**5226**

CARPARKING REQUIRED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Required 1 BED / 1 BATH + STUDIO	93 X 0.75		70
Resident Required 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Required		1 bay per 4 up to 12 dwellings	4
		1 bay per 8 for 13 and above	12
TOTALS			**101**

CARPARKING PROPOSED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Proposed STUDIO	11 X 0.0		0
Resident Proposed STUDIO	22 X 1.0		22
Resident Proposed 1 BED / 1 BATH	60 X 1.0		60
Resident Proposed 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Proposed		x30 scooter bays enable -6 bays concession (SPP7.3)	10
TOTALS			**107**

BICYCLE PARKING CALCULATIONS

Unit Type	Calc.	Ratio	Total Bikes Required	Total Bikes Provided
Resident		4.5m² Stores Provided (allows for bicycle parking)	108	108
Residential Visitor	108 /8	1 bike per 8 Apts	14	25

SCOOTER BAYS

Resident Scooter Bays Proposed	30

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

DEVELOPMENT TABLE

REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK TBL
15.05.2025

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

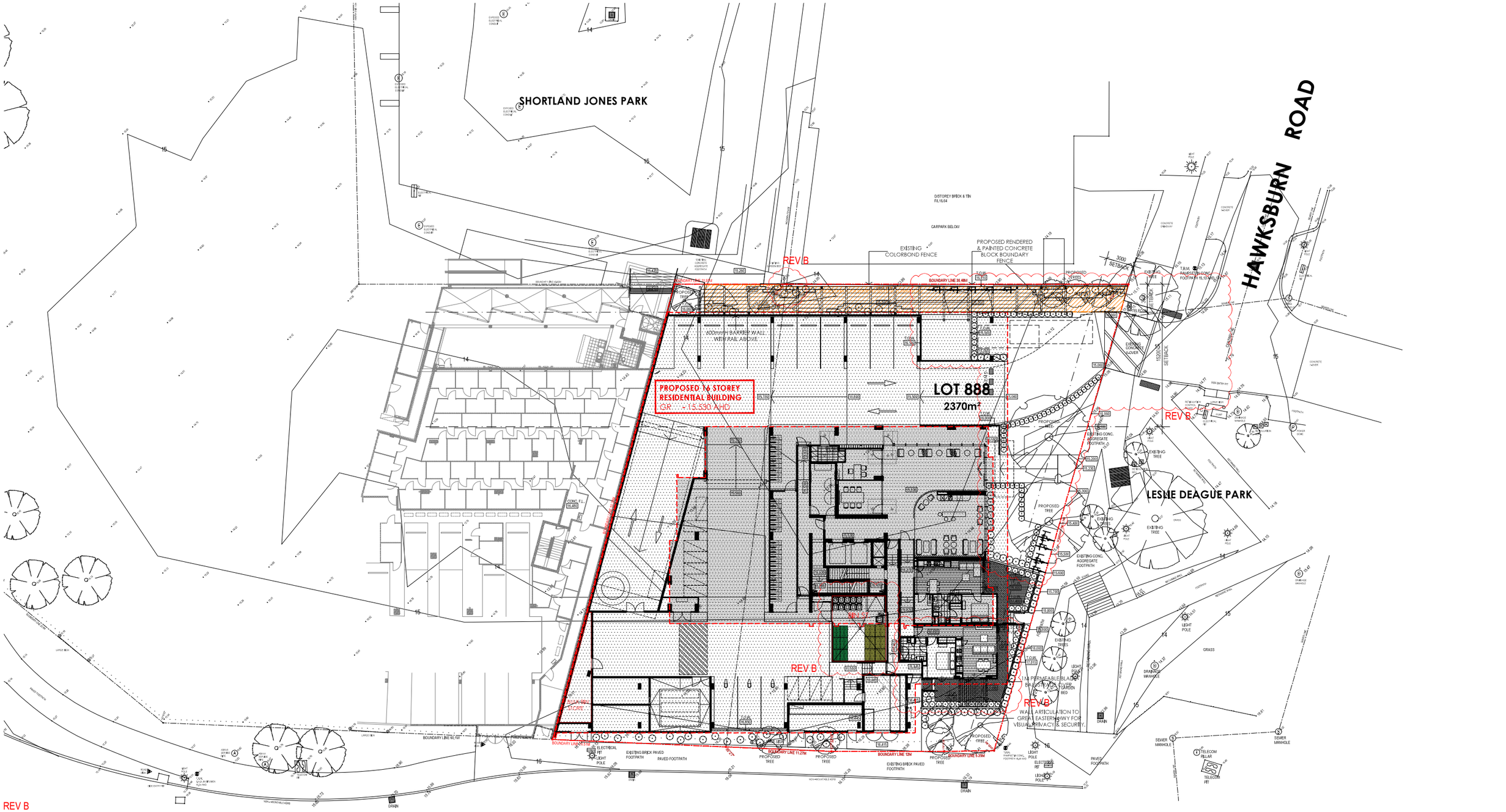
16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK PER
05.09.2025



REV B
- CROSSOVER ENTRY REVISED.
- VISITOR BIKE RACK LOCATION REVISED.
- APT 'TYPE E' LAYOUT REVISED.
- BIN ROOM LAYOUT RE-CONFIGURED.
- LANEWAY SMALL TREES REVISED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

SITE PLAN
REV B

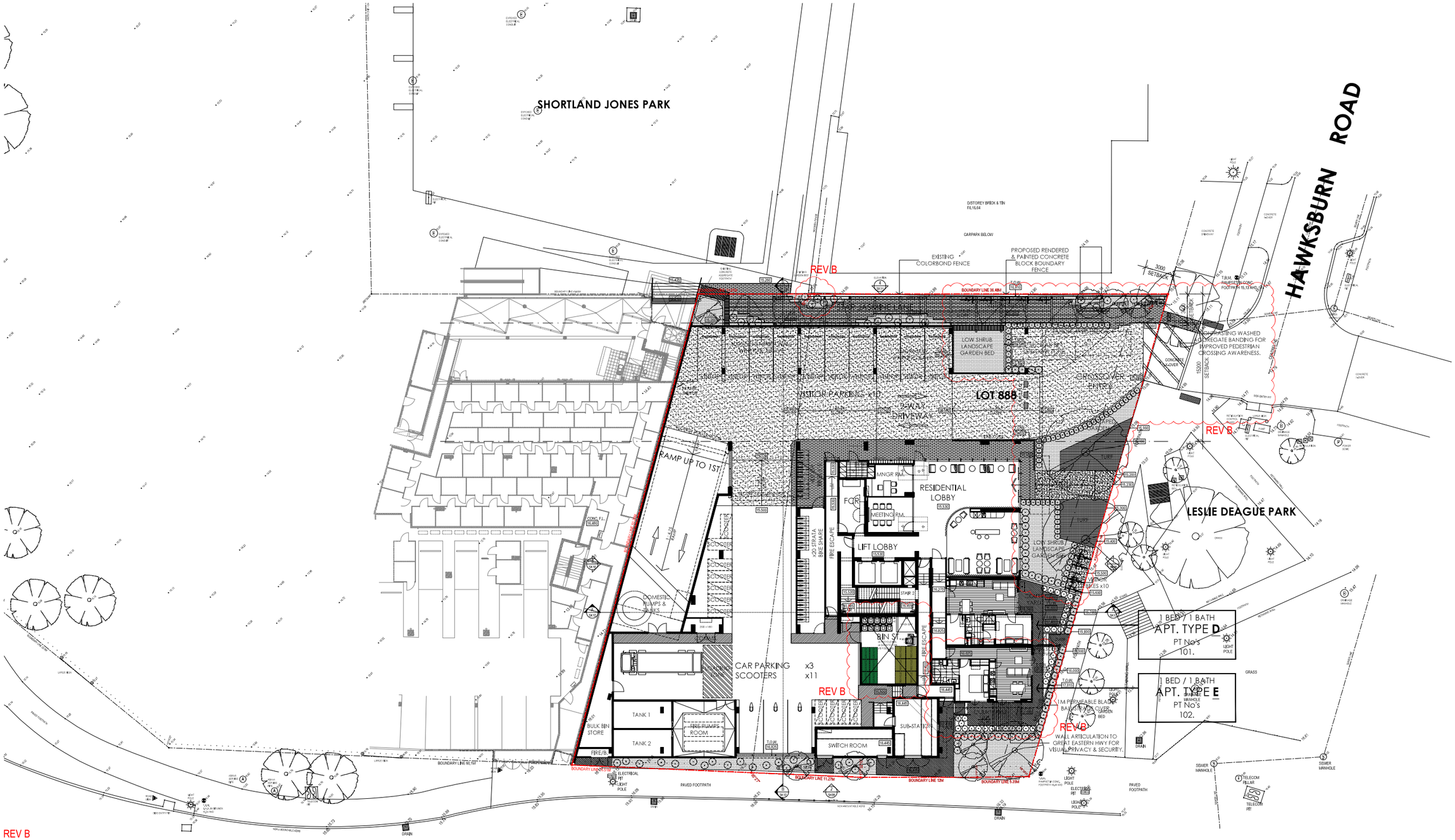
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 00
05.09.2025



REV B
- CROSSOVER ENTRY REVISED.
- VISITOR BIKE RACK LOCATION REVISED.
- APT 'TYPE E' LAYOUT REVISED.
- BIN ROOM LAYOUT RE-CONFIGURED.
- LANEWAY SMALL TREES REVISED.

SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

GROUND FLOOR PLAN
REV B

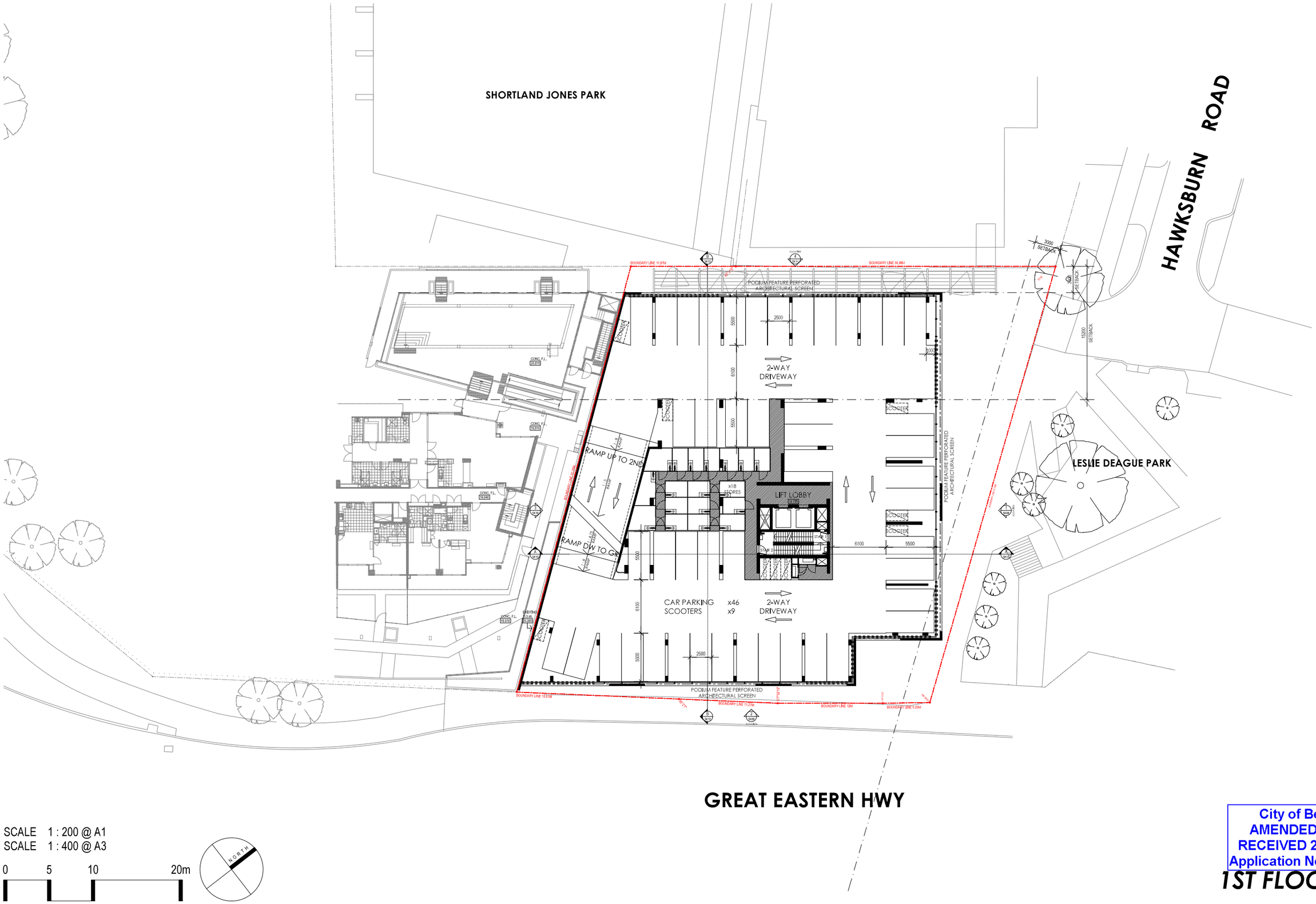
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 01
05.09.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

1ST FLOOR PLAN

REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

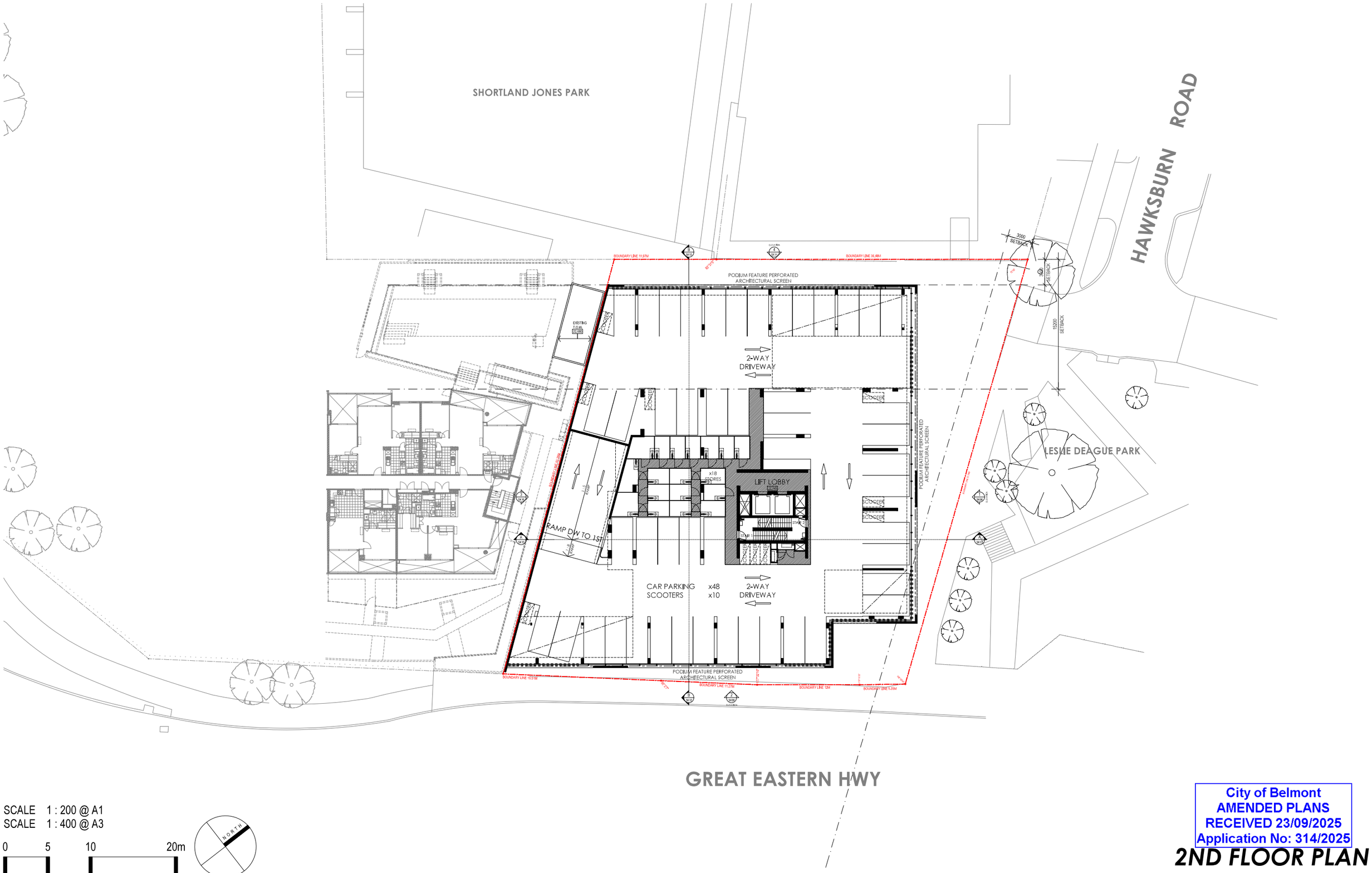
16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8888
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 02
15.05.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2ND FLOOR PLAN

REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 03
15.05.2025

ATTACHMENT 10 – Sustainability Report

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

2 Hawksburn Road

Sustainability Report

Finbar Group

Job No:	1046440
Doc ref:	1046440-RPT-SY-001
Revision:	A
Revision date:	03 June 2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Project title	2 Hawksburn Road	**Job number**
Report title	Sustainability Report	1046440

Document revision history

Revision ref	Issue date	Purpose of issue / description of revision
-	03 June 2025	Issued to Client for Review
A	03 June 2025	Issued to Development Application

Document validation (latest issue)

6/3/2025

X Prachi Talmale

Principal author

Signed by: p.talmale

3/06/2025

X Kerry He

Checked by

Signed by: KERRY HE

3/06/2025

X

Verified by

Signed by: Jordan Kirrane

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

© Cundall Johnston & Partners LLP ("Cundall") owns the copyright in this report and it has been written for the sole and confidential use of Finbar Group. It must not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authorisation of Cundall. If any third party whatsoever comes into possession of this report, they rely on it at their own risk and Cundall accepts no duty or responsibility (including in negligence) to any such third party.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Executive summary

This report outlines the Sustainability Strategy for the proposed 16 storey residential development comprising 108 apartments on Lot 888 at 2 Hawksburn Road, Rivervale, Western Australia. The site is situated approximately 5 kilometres from the Perth CBD and falls within a 'Special Development Precinct' zone, as designated under Clause 4.3 of the City of Belmont Local Planning Scheme No. 15.

The report outlines how the proposed development aligns with the sustainability credentials of the City of Belmont, Local Planning Scheme No. 15 and State Planning Policy 7.0. **Overall, the proposed development is considered to meet all the objectives relevant to sustainability included in the City of Belmont local planning requirements.**

Table 1-1 below confirms that the proposed development responds to each of the Local Planning Scheme requirements and outlines which sections of this report are relevant for each requirement.

Table 1-1 City of Belmont Local Planning Scheme requirements

Development must demonstrate that:	Requirement will be met	Comments
City of Belmont, Local Planning Scheme No. 15, Section 1.6 (c) To provide for housing choice and variety in neighbourhoods with a community identity and high levels of amenity.	✓	The development is designed to provide an increased variety of housing choice to grow a larger community within the neighbourhood. The development has a combination of Studio, 1 Bed and 2 Bed units of varying sizes. Refer to Section 3.0
City of Belmont, Local Planning Scheme No. 15, Section 1.6 (e) Protect and enhance the environmental values and natural resources of the local government and to promote ecologically sustainable land use and development.	✓	The development demonstrates a commitment to limit fossil fuels and natural resources to reduce greenhouse gas emissions. The development will be fully electric with no gas connection. Refer to Section 3.0.
City of Belmont, Local Planning Scheme No. 15, Section 1.6 (f) To safeguard and enhance the character and amenity of the build and natural environment of the local government.	✓	The development is designed to improve the environmental character and built environment through the following: ▪ Double glazing will be used for thermal comfort and daylight penetration. ▪ Insulation will be fitted to provide high performance thermal comfort. ▪ Sufficient air movement will allow air to circulate throughout each dwelling for comfortable thermal conditions and air quality. ▪ Materials and appliances have been specifically selected to reduce Green House Gas (GHG) emissions. ▪ The development has included external landscape areas to enhance the natural environment of the local area. Refer to Section 4.0, 5.0 and 6.0.
City of Belmont, Local Planning Scheme No. 15, Section 1.6 (i) To protect and maximise efficacy of existing and future community infrastructure needs.	✓	The development is designed to reduce greenhouse gas emissions through energy, water, embodied carbon and waste minimisation measures. Refer to Section 4.0.

Table 1-2 below confirms that the proposed development responds to each of the Local Planning Scheme requirements and outlines which sections of this report are relevant for each requirement.

Table 1-2 State Planning Policy principles

Good design principles	Principle will be met	Comments
Sustainable landscape and urban design adhere to established water-sensitive urban design principles, minimises negative impacts on existing natural features and ecological processes and facilitates green infrastructure at all project scales.	✓	The use of water-wise landscaping has been incorporated into the landscape plan of the project. Drip feed irrigation and moisture sensors will be investigated for the project. Refer to Section 4.2.
Sustainable built environments use passive environmental design measures at various scales, responding to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the life cycle of the project.	✓	Residential openings take advantage of cooling summer breezes through single sided natural ventilation. Large trees to be planted and located to reduce solar exposure during the warmer months of the year. Double glazing and insulation will be used to reduce reliance on technology for heating and cooling. Refer to Section 4.0 and 5.0.
Sustainable design also includes the use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management.	✓	The development will aim to reduce the total embodied carbon in construction and aims to maximise the operational efficiency and water efficiency through well designed and efficient buildings services. The development also proposes provision of PV system to support the common property power requirements. Refer to Section 4.0.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Contents

1.0	**Introduction**	**4**
2.0	**Policy**	**5**
2.1	City of Belmont Local Planning Scheme No.15	5
2.2	State Planning Policy 7.0 – Design of the Built Environment	5
3.0	**Net Zero Carbon**	**6**
3.1	Emissions from refrigerants	6
4.0	**Resource consumption**	**7**
4.1	Energy efficiency	7
4.2	Water efficiency	10
4.3	Building materials	11
4.4	Waste	13
5.0	**Indoor environmental quality**	**15**
5.1	Amenity and comfort	15
5.2	Natural lighting	16
6.0	**Urban ecology**	**17**
6.1	Connection to nature	17
6.2	Light pollution	17
6.3	Minimising heat island effect	18
7.0	**References**	**19**

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

1.0 Introduction

This report outlines the Sustainability Strategy for the proposed 16 storey residential development comprising 108 apartments on Lot 888 at 2 Hawksburn Road, Rivervale, Western Australia. The site is situated approximately 5 kilometres from the Perth CBD and falls within a 'Special Development Precinct' zone, as designated under Clause 4.3 of the City of Belmont Local Planning Scheme No. 15.

The report outlines how the propose d development aligns with the sustainability credentials of the City of Belmont, Local Planning Scheme No. 15 and State Planning Policy 7.0.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

2.0 Policy

2.1 City of Belmont Local Planning Scheme No.15

The Belmont Local Planning Scheme sets out the City's aim and intentions for the development of land and includes a number of sustainability requirements for all future built developments as follows:

- To provide for housing choice and variety in neighbourhoods with a community identity and high levels of amenity;
- To protect and enhance the environmental values and natural resources of the local government and to promote ecologically sustainable land use and development;
- To safeguard and enhance the character and amenity of the built and natural environment of the local government;
- To maximise the built-in safety of the local government;
- To protect and maximise efficacy of the existing and future community infrastructure needs.

2.2 State Planning Policy 7.0 – Design of the Built Environment

The State Planning Policy 7.0 provides a broad framework for design of the built environment across Western Australia. This policy seeks to deliver positive environmental, social and economic outcomes that derive from good design outcomes. The good design principles for sustainability are:

- Sustainable landscape and urban design adhere to established water-sensitive urban design principles, minimises negative impacts on existing natural features and ecological processes and facilitates green infrastructure at all project scales.
- Sustainable built environments use passive environmental design measures at various scales, responding to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the life cycle of the project.
- Sustainable design also includes the use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

3.0 Net Zero Carbon

The construction industry is responsible for around 20% of Australia's carbon footprint. These emissions include embodied carbon emissions, energy and water consumption that goes into the building during construction as well as operational energy and water usage of the completed building, maintenance during the life span and the demolition at the end of the building's life.

The Government of Western Australia outlines their aspirations to achieve net zero greenhouse gas emissions by 2050 in their Climate Policy published in November 2020.

The project is investigating targeting net zero carbon for Scope 1 and 2 emissions in its operations.

The following table summarises the specific initiatives being investigated for the development included in the design in relation to achieving Net zero carbon.

Table 3-1 Net zero carbon initiatives

Item	Proposed design initiatives
Energy efficiency	The development will target compliance with the NCC 2022 energy efficiency requirements by obtaining a NatHERS rating, with a minimum of 6.0 stars for each dwelling and an overall project average of 7.0 stars.
Limit fossil fuels	The development will be fully electric with all-electric systems for space heating and central hot water system with electric heat pump boost are proposed. There is no gas connection to the development.
Renewable energy	Solar panels are proposed for the roof. A minimum 15 kW photovoltaic (PV) system will be designed to support the power requirements of the development's common property areas.
Emissions from refrigerants	Development will benefit from natural cross ventilation. In addition, proposed trees around the site provide shading reducing the need for comfort cooling.

3.1 Emissions from refrigerants

Synthetic refrigerants are made up of chemicals that have a high global warming potential (GWP). GWP is the relative amount of degradation the refrigerant can cause to global warming. Because of this, refrigerants must be safely disposed at the end of their life at great cost. In the future building owners may be impacted by future requirements for safe disposal which may include increases in penalties that should be considered today[1].

The elimination of high-GWP refrigerants is being investigated for the development, to minimise the environmental and climate impacts of these refrigerants. This will involve the residential areas being cooled through good passive design, cross ventilation and a high thermally performing building envelope. The implementation of these key design solutions would omit the need for using active air conditioning units and reduce the use of climate harming refrigerants significantly.

[1] GBCA: Green Star Buildings v1

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.0 Resource consumption

The following sections set out design strategies to reduce the building's energy, water demand and waste.

4.1 Energy efficiency

The following table summarises the specific initiatives targeted for inclusion in the design in relation to energy efficiency:

Table 4-1 Energy efficiency initiatives

Item	Proposed design initiatives
Building fabric enhanced over NCC requirements	High-performance fabric and insulation are proposed. In accordance with NCC 2022 requirements, each dwelling will achieve a minimum NatHERS rating of 6.0 stars, with the development targeting an overall average of 7.0 stars across the project.
Lighting efficiency	All lighting will be LED, low energy lighting. Target lighting power density reduction by at least 10% against Part J7 Artificial lighting and power of NCC 2022.
Ventilation and air-conditioning	Air conditioning equipment will be a minimum of 3-star as per AS 3823.2-2011.
Appliances and equipment	All appliances installed will be energy and water efficient. All WELS fixtures installed will be water efficient. Central Hot Water System with electric heat pump boost.
Orientation	The landscaped gardens, awnings offer shading and natural ventilation opportunities.
Solar Panels	A minimum of 15kW PV system are to be designed to support the development's common property power requirements.
EV Charging	Provisions that facilitate for future installation with an additional 20% capacity to the substation above standard modelled load requirements for the development, a demand load management system, and pre-laid proximate conduits to carbays.

4.1.1 NatHERS

The Nationwide House Energy Rating Scheme (NatHERS) is a tool to assess the energy usage of residential dwellings. For a multi-residential development, every residential unit is investigated as a separate unit with its own rating before an overall average rating is calculated. The NatHERS tool considers a wide range of parameters like orientation, glazing, insulation, size of rooms and door openings, shading and awnings and ceiling fans.

The NCC 2022 requires a minimum of a 6-star NatHERS rating for the worst-performing residential unit in the complex and an overall average of 7-star. The proposed development is targeting to achieve a minimum of a 6.0-star NatHERS rating for the worst-performing unit in the complex and an overall average of 7-star is targeted.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.1.2 Double glazing

Double glazing units are to be used on all external facades providing good solar control to prevent summer heating while allowing useful passive solar heating in winter.

The low U-Value would minimize the conductive loss or gain. These result in an improved energy rating of units as well as a reduced overall carbon footprint of the development.

4.1.3 Natural ventilation

All living rooms and bedrooms of the residential units are designed to have operable glazing elements. These façade elements promote natural ventilation and allow for purging warm air at night.

When closed during the day, cool air can be stored within the residential unit to reduce or eliminate the need for air conditioning. The openings to all living spaces also enable occupants to make use of the favourable outdoor conditions which prevail in the Perth region for 20% of the time, again reducing the need for mechanical heating or cooling during these times. The inclusion of various landscaped gardens and balconies surrounding the built form will enhance the natural ventilation of the residential units and help reduce the need for air conditioning.

4.1.4 Thermal bridging

Similar to airtightness, thermal bridging is the transference of heat through a wall at a point through which it can bypass the insulating layers of the structure. It is through these points in a building's envelope that they can experience unwanted heat gains and/or losses and as such will be considered when designing for sustainability and energy efficiency.

The architectural and structural detailing on the project will consider the issue of thermal bridging and will apply design principles to avoid unwanted heat losses or gains wherever possible through thermal breaks and other measures.

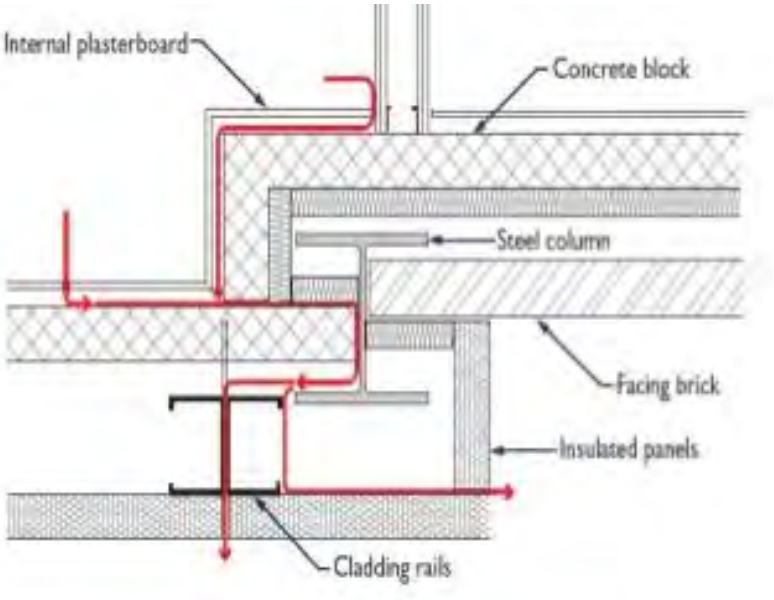


Figure 4-1 Exemplar continuous airtightness line of building details

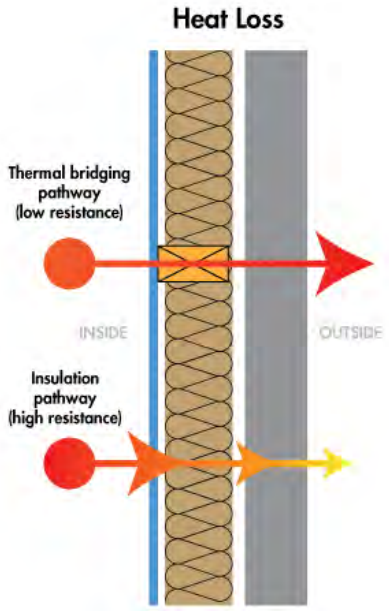


Figure 4-2 Thermal bridging principle

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.1.5 Light fittings

All light fittings to be specified as LED, including lighting in the garage and external lighting. Carparks and common area lighting will incorporate light sensing such as occupancy sensing (PIRs) to reduce lighting consumption when lighting is not required.

Additionally, downward facing fittings will be considered for the external landscaped areas to reduce the negative effects of light pollution.

4.1.6 Transparent consumption

Advanced metering for the energy usage recording is available through Synergy as part of the WA Government's "Energy Transformation Strategy" program. The meters provide access to the half hourly energy consumption from the previous day to help residents pinpoint how power is being used as well as engage them in a sustainable lifestyle. Additionally, the development will have CO^2 monitors on the ground floor to monitor and reduce energy usage.

4.1.7 Solar photovoltaic (PV) panels

Solar photovoltaic is being used as an alternate energy source, to supply power for the dwellings. The project will follow the requirements set out in the NCC2022, section J9D5 Facilities for solar photovoltaic and battery systems. The proposed rooftop will incorporate a minimum of 15kW PV system to support the development's common property power requirement.

Figure 4-3 Rooftop PV system

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.2 Water efficiency

The water consumption of Western Australia is the second highest in Australia with an average of 241,000 litres per household per annum, well above the Australian average of 190,000 litres (Statistics, 4610.0 - Water Account, Australia 2015-16, 2017).

A reduction of water usage does not only alleviate pressure from the local water supply but also means reduced costs of living in WA.

The following table summarises the specific initiatives to be investigated for inclusion in the design in relation to water efficiency:

Table 4-2 Water efficiency initiatives

Item	Proposed design initiatives
Potable water consumption	All water fittings and fixtures to be water efficient. The considered WELS rating are outlined in Table 5-3.
Landscape irrigation	Drip irrigation with moisture sensing will be investigated for all landscape areas.

4.2.1 Water fixtures & fittings

Occupant consumption is a major contributor to potable water usage. The following water fixture WELS ratings will be considered to ensure the efficient use of potable water by building occupants.

Table 4-3 Proposed water fittings WELS rating

Fixture / Fitting Type	WELS Rating
Taps	6-star
Showers	3-star
Toilets	4-star
Clothes Washing Machine	To be installed by tenants
Dishwasher	To be installed by tenants

4.2.2 Water-wise landscaping

The use of water-wise landscaping has been incorporated into the landscape plan of the project. This includes the use of hardy natives and other low-water vegetation.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 4-4 Use of hardy natives and drip irrigation system for landscaping

4.3 Building materials

Buildings consume considerable natural resources in their construction, operation, and demolition. This section of the report will provide details about the potential impacts caused by the building and how these impacts have been reduced when compared to typical buildings of this nature. The development will aim to reduce the total embodied energy and carbon considered in the construction and then aim to maximise the operational efficiency of the buildings services to provide and enhance tenant provisions for the minimum amount of energy and water. Furthermore, methods for maintaining operational efficiency over the life of the building will be investigated to ensure that the benefits are maximised over the life of the building.

The following table summarises the specific initiatives to be investigated for inclusion in the design in relation to building materials:

Table 4-4 Building materials initiatives:

Item	Proposed design initiatives
Embodied carbon in the building materials	Low embodied carbon construction techniques and materials selection will be considered throughout the design development.
Concrete	Concrete in the building is aimed to have reduced Portland cement. BubbleDeck is proposed for flooring system. This is will significantly decrease the amount of concrete used onsite by one third, and is expected to save 475t of CO^2 emissions, 1760 cubic metres of site concrete, 2990t of foundation load, 280 ready mix truck trips and over 2990 GJ of energy in production and haulage.
Sustainable timber	Timber selections used in the building and construction will be procured from a sustainable source.
Permanent formwork, pipes, ducts, cables	PVC products will meet Best Practice eGuidelines for PVC.
Carpets and engineered wood products	All the paints, adhesives, sealants, and carpets will have low levels of Volatile Organic Compounds. Engineered wood will be low formaldehyde. There will be no lead, asbestos, and PCBs in the building.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

The design team will actively target a reduced carbon footprint during construction and embodied energy within building materials.Timber used for construction works is targeted to be either certified as responsibly sourced or recycled material.

4.3.1 Embodied carbon

The construction industry contributes to greenhouse gas emissions in multiple ways beyond just the operational phase of buildings. The entire lifecycle of construction materials, from extraction and manufacturing to transportation and installation, involves the release of carbon and other greenhouse gases.

For instance, the production of materials like cement, steel, and aluminium—essential components in construction—requires significant energy and emits CO2 during manufacturing. Transportation of these materials to construction sites adds to the emissions. Even the demolition and disposal of buildings at the end of their life cycle contribute to greenhouse gas emissions.

The following measures will be considered throughout the design development to reduce the amount of embodied carbon:

- Sub-structure
  - Maximise recycled content of materials in structural components.
- Super-Structure
  - Maximise recycled content formwork;
  - Use of lightweight and reusable materials where possible.
- Envelope
  - Adopt a low-carbon, lightweight approach;
  - Consider necessity of massing elements;
  - Consider composite materials or dual function elements;
  - Considering the use of recycled materials.
- Internal Walls
  - Consider necessity of internal walls;
  - Consider recycled content or reused materials;
  - Consider low carbon steel framing;
  - Designing for flexibility and futureproofing to reduce renovation efforts.
- Internal Finishes
  - Consider setting a recycled content target for all finishes;
  - Consider long life and highly durable finished is areas of high foot traffic;
  - Considering Carbon Neutral certified products.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.3.2 Low VOCs

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. Concentrations of many VOCs are consistently higher indoors than outdoors. VOCs are emitted by a wide array of products numbering in the thousands (typically paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers).

The development will aim to specify materials with a low emissions content including low-VOC paints.

4.4 Waste

The main objectives for the waste management strategies for construction and operational waste are to ensure that waste is avoided and recycled during design, construction, and operation.

Waste within a building construction context can be avoided by encouraging the selection of lower-impact and long-term materials. Operational waste to landfill can be reduced by providing relevant and easily accessible facilities for recyclable waste and other waste that can be diverted from landfill such as organic waste, batteries, or e-waste.

Waste streams – will be separated into refuse waste (landfill), organics, commingled recycling. The central bin store has been sized to suit the number of residents and common areas.

The following table summarises the specific initiatives that will be investigated for inclusion in the design in relation to waste management:

Table 4-5 Waste initiatives

Item	Proposed design initiatives
Construction and demolition waste	Waste from construction is to be diverted from landfill through active on-site waste management and waste separation.
Operational waste	Adequate facilities will be provided to store separate waste streams. Good external and internal access to the storeroom will be provided.

4.4.1 Construction and demolition waste

The team will investigate the following:

- Specifying SSA produced reinforcing bar and mesh.
- Use of low carbon construction concretes.
- Sustainably sourced timber.

Additionally, ‘Designing out Waste’ principles should be applied where possible. These principles are:

- Design for reuse and recovery
- Design for off-site construction
- Design for materials optimisation
- Design for waste efficient procurement, and
- Design for deconstruction and flexibility.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.4.2 Operational waste

A dedicated waste storage area will be provided for the separation and storage of recyclable waste during operation, allowing for the different waste streams to be separated to match the local recycling scheme. At least three streams will be covered including landfill, recycling and a third stream for organic/food waste.

Throughout project design, operation and construction, principles of resource recovery will be applied, so that materials and products are recovered and reused where possible, reducing landfill and saving money. Some strategies that will be investigated include:

- Innovative waste separation and collection strategies to allow materials to be isolated for reuse;
- A purchasing policy which aims to minimise waste from products and packaging, encourages the use of products which have minimum environmental impact; and
- Manufacturers and suppliers will be encouraged to take full responsibility for the life cycle impact of products including ownership at end of life.

4.4.3 Organic waste strategy

The Western Australia's Waste Strategy published by the Waste Authority in 2019, requires all Local Governments to implement the Food Organics and Garden Organics (FOGO) system by 2025. The City of Belmont has implemented FOGO and provided a consistent three bin kerbside collection systems that includes separation of FOGO from other waste categories. The development will integrate an organic and food waste separation stream to the design to accommodate the FOGO system, in line with the Waste Authority's Better Practice FOGO Kerbside Collection Guidelines.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

5.0 Indoor environmental quality

The Indoor Environment Quality of a building aims to achieve sustainability performance improvements in a manner that also improves occupants' experience of the space. Sustainable buildings are designed for people and reductions in energy use should never be made at the expense of the occupants' health and wellbeing.

A holistic approach to sustainability will result in multiple benefits both in energy efficiency and encouraging occupant wellbeing. This can be achieved by improvements to air quality through appropriate ventilation, the provision of high levels of thermal, visual, and acoustic comfort, reduction to occupant stress and the creation of a low-toxicity environment through the reduction of pollutants.

The following table summarises the specific initiatives to be investigated for inclusion in the design in relation to Indoor Environment Quality:

Table 5-1 Indoor Environment Quality initiatives

Item	Proposed design initiatives
Thermal comfort	Double glazing to all external glazed facades. In line with NCC 2022, a minimum of a 6.0-star NatHERS rating for the worst-performing unit in the complex and an overall average of 7-star is targeted.
Fresh Air	All residential units are naturally ventilated. Level 1 & 2 carpkar will be naturally ventilated. CO^2 monitors are proposed to be installed on the ground floor.
Daylight	Large windows with moderate Visual Light Transmittance (VLT) optimised for sufficient natural daylight.
External Views	Good orientation with views to the on-site landscaped gardens/vegetation. Large windows with moderate Visual Light Transmittance (VLT).
Exposure to toxins	Specification of low VOCs paints, adhesives and sealants where feasible. Specification of low formaldehyde in engineered woods where feasible.
Internal lighting levels	All lighting will be LED or low energy, flicker-free and with no glare.
Acoustics	Acoustic separation between residential units. Compliance with acoustic requirements for external and internal noise levels. Acoustic separation and internal noise levels complying with Table 1 of AS/NZS2107:2016.

5.1 Amenity and comfort

The human body regulates its core temperature via the hypothalamus within a narrow range of 36 to 38 degrees. An indoor environment that is too hot or too cold can affect mood, performance, and productivity. However, at which temperature a resident feels comfortable varies significantly from person to person. To control internal comfort and minimise excessive heat loss in winter and heat gains in summer, several strategies will be investigated for the proposed development:

- All habitable rooms in all buildings need to maximise natural daylight and views to the outside.
- Façade design and glass selection are very important; heat gains and losses must be moderated, and thermal bridging should be avoided. Double glazing systems are to be incorporated for this development to improve the thermal performance of the building envelope.
- The high-performance glazing will additionally help to manage acoustic aspects of the building. Separated party walls between residential units will also reduce noise impacts from neighbouring flats.
- The façade will be well sealed to avoid draughts and air leakage.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

- External shading and shading screens prevent excessive heat gains in summer.

Additionally, further amenities are proposed for the development including at least 20 shared bicycle service where the parking facilities are protected from external elements and other vehicles. This service will be owned, managed and maintained onsite for the use of residents to encourage transport modal shift. These bikes can be booked via a app or website, which is to be monitored and mainted by the building owner onsite.

The development will also be provide 25 residential visitor bicycle parking bays, representing a 66% increase above the minimum requirement.

5.2 Natural lighting

Appropriate daylight is essential for users' wellbeing and connection to the outdoors, and for energy efficiency. However, excessive daylight can cause glare which is a major IEQ concern and must be avoided.

The development is designed such that every living space is designed to have large sliding doors to the balconies in addition to large windows to maximise daylight levels.

The following design opportunities are considered throughout the detailed design process to maximise the daylighting potential:

- Large glazed areas to all living areas and bedrooms.
- glass with a moderate visual light transmittance (VLT) allows sufficient daylight to penetrate the space.
- Light internal colours improve indoor lighting levels.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

6.0 Urban ecology

With continuously growing cities, urban ecology plays a large role in conserving biodiversity and improving life quality for urban residents. Well planned buildings and landscape architecture protects and enhances biodiversity, provides sustainable landscaping such as low water use, low fertiliser requirements and local native and indigenous plant species selection. If possible, remnant endemic plant communities should be managed and protected.

The following table summarises the specific initiatives included in the design in relation to urban ecology:

Table 6-1 Urban ecology initiatives

Item	Proposed design initiatives
Connection to nature	Extensive landscaping views will ensure a close connection to nature for all occupants.
Mitigation of Light Pollution	95% of all external light fittings pointing downwards to mitigate the effect of urban light pollution.
Heat Island Effect Reduction	Use of vegetation, green spaces and SRI approved roofing will actively reduce the heat island effect.

6.1 Connection to nature

Connection to nature is a key design element for the project and will ensure that occupants can interact with nature either inside the building or externally through landscaping across the outdoor areas.

6.2 Light pollution

Light pollution is an environmental issue that is becoming more of a problem every year as cities continue to grow in size and density. Excessive amounts of light being projected upwards is not only a waste of energy and resources but has also been proven to make a negative impact on the local wildlife by affecting various species' vision, mating, nesting, and built-in migration instincts.

Similar effects have been found in humans, with some people struggling to sleep and relax with prolonged exposure to artificial daylight and glare from poorly fitted external lights. The idea of reducing light pollution through sensible light fittings can save the site owners financially by reducing wasted energy and increasing lighting efficiency whilst simultaneously contributing positively to the health and wellbeing of the surrounding natural environment.

The project will investigate the use of all external light fittings pointing downwards, mitigating the effects of light pollution.

Figure 6-1 Light and energy usage of external lighting

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

6.3 Minimising heat island effect

The heat island effect describes the condition where urban areas have a higher average temperature than its rural surroundings owing to the make-up of the built environment. The use of light roof materials combined with shaded and landscaped areas can reduce the heat island effect significantly and contributes to further energy savings.

The development includes extensive landscaped areas across the external areas of the development, minimising the effects of the heat island effect. The use of light-coloured materials with a Solar Reflectance Index (SRI) value of a minimum of 64 will be investigated.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

7.0 References

Australian Bureau of Statistics. (2017). *4610.0 - Water Account, Australia 2015-16*. Retrieved 10 05, 2018, from http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/4610.0Main%20Features32015-16?opendocument&tabname=Summary&prodno=4610.0&issue=2015-16&num=&view=

Belmont, C. o. (2024). *Development Areas.* Retrieved from https://www.belmont.wa.gov.au/build/planning/legislation,-policy-and-adopted-plans/development-areas

Belmont, C. o. (n.d.). *Local Planning Scheme No.15*. Retrieved from https://www.belmont.wa.gov.au/build/planning/legislation,-policy-and-adopted-plans/local-planning-scheme-no-15

Board, A. B. (2022). *Part J1 Energy efficiency performance requirements*. Retrieved from https://ncc.abcb.gov.au/editions/ncc-2022/adopted/volume-one/j-energy-efficiency/part-j1-energy-efficiency-performance-requirements

Department of Water and Environmental Regulation. (2020). *Western Australian Climate Policy.* Retrieved from https://www.wa.gov.au/system/files/2020-12/Western_Australian_Climate_Policy.pdf

Heritage, D. o. (2019, February). *State Planning Policy 7.0 - Design of the Built Environment.* Retrieved from https://www.wa.gov.au/system/files/2021-06/SPP-7-0-Design-of-the-Built-Environment_0.pdf

Pickin, J., & Randell , P. (2017). *Australian National Waste Report 2016.* Docklands, Vic 3008: Department of the Environment and Energy and Blue Environment Pty Ltd.

Statistics, A. B. (2017). *4610.0 - Water Account, Australia 2015-16*. Retrieved 10 05, 2018, from http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/4610.0Main%20Features32015-16?opendocument&tabname=Summary&prodno=4610.0&issue=2015-16&num=&view=

Statistics, A. B. (2017). *4610.0 - Water Account, Australia 2015-16*. Retrieved from http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/4610.0Main%20Features32015-16?opendocument&tabname=Summary&prodno=4610.0&issue=2015-16&num=&view=

Waste Authority WA. (2019). *Waste Avoidance and Resource Recovery Strategy 2030.* Government of Western Australia. Retrieved from https://www.wasteauthority.wa.gov.au/images/resources/files/Strategic_Direction_Waste_Avoidance_and_Resource_Recovery_Strategy_2030.pdf

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Cundall Johnston & Partners PTY Ltd
Cammeraygal Country Level 6 99 Mount Street
North Sydney NSW 2060 Australia
Tel: +61 (0)2 8424 7000

Asia Australia Europe MENA UK and Ireland
www.cundall.com

ZERO CARBON DESIGN 2030

ATTACHMENT 11 – Transport Impact Statement

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

transport • engineering • placemaking

PJA

Finbar Group Ltd

Proposed Apartment Development
Transport Impact Statement

Lot 888, Hawksburn Road, Rivervale

May 2025

Project Code: 09025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

contact@pja.com.au

pja.com.au

Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
A – DRAFT	30 April 2025	Richard Spencer	Richard Spencer	Rodney Ding
B - FINAL	20 May 2025	Richard Spencer	Richard Spencer	Rodney Ding
C - UPDATED	21 May 2025	Richard Spencer	Richard Spencer	Rodney Ding

Prepared for

Finbar Group Ltd
Scott Cameron – General Manager
Level 6,
181 Adelaide Terrace,
East Perth 6004,
Western Australia

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Contents

Section		Page
1	Introduction	4
1.1	Executive Summary of Traffic Impact Statement	4
1.2	Background	4
1.3	Purpose of a Transport Impact Statement	5
2	Traffic Management on the Frontage Street	6
2.1	General	6
2.2	Surrounding Development	7
2.3	Existing Road Network	9
2.4	Road Hierarchy	9
2.5	Speed Zoning	9
3	Proposed Residential Development	10
3.1	Existing Site Context and Land Uses	10
3.2	Proposed Development Yield	10
3.3	Peak Hour Traffic Volumes	11
3.4	Vehicular Access & Parking	11
3.5	Pedestrian Facilities	13
3.6	Cycling Facilities	13
3.7	Other Development Proposals	13
4	Provision for Service Vehicles	14
4.1	Internal Site Waste Collection & Swept Paths	14
4.2	Servicing by Large Trucks	15
4.3	Furniture Removals	15
4.4	Emergency Vehicles	15
5	Sustainable Access	16
5.1	Cycling	16
5.2	Walking	17
5.3	Public Transport	17
5.4	DoT's Perth and Peel Long-Term Cycle Network	19
6	Changes to the External Transport Network	21
6.1	Upcoming Road Projects	21
6.2	The Springs Parking Review	21
6.3	A Long-Term Vision for Great Eastern Highway	22
7	Road Safety Assessment	23
7.1	Existing Crash Records	23
7.2	Impact of the Proposed Development on Road Safety	23
8	Site Specific Issues	24
9	Conclusions	26

List of Tables

Table 3-1: Proposed Land Use and Yields 10
Table 3-2: Proposed Development Traffic Generation – 108 Apartments 11
Table 4-1: City of Belmont's Rear Lift Refuse Vehicle – Mitsubishi Fuso, 8.4m Long 14
Table 5-1: Public Transport Provision 17

List of Figures

Figure 1-1: Site Location 5
Figure 1-2: Level of Transport Impact Assessment Required 5
Figure 2-1: Site and its Environs 6
Figure 2-2: Land Zoning Map (City of Belmont LPS15) 6
Figure 2-3: The Springs Special Development Precinct (The Springs Structure Plan) 7
Figure 2-4: Main Roads WA Road Hierarchy 9
Figure 2-5: Main Roads WA Speed Zoning – Surrounding Site 9
Figure 3-1: Plan of Proposed Residential Development (Ground Floor) 10
Figure 3-2: First Floor – Passenger Vehicle Circulation Swept Path 12
Figure 3-3: Second Floor – Passenger Vehicle Circulation Swept Path 13
Figure 4-1: Refuse Vehicle Swept Path with Internal Site Access Road 14
Figure 5-1: Existing 'On-Road' Cyle Lane Infrastructure 16
Figure 5-2: Department of Transport's 'Perth, Fremantle and Stirling Bike Map' 16
Figure 5-3: Burswood Station – Overview of Facilities 17
Figure 5-4: Express Service – Route 935 to/from Perth City 18
Figure 5-5: Example 935 Frequency – To Perth City 19
Figure 5-6: Department of Transport's Long Term Cycle Network, Surrounding the Site 20
Figure 6-1: The Springs Parking Review Area 21
Figure 6-2: Precinct One to Four - Great Eastern Highway Urban Corridor Strategy 22
Figure 7-1: Crash Locations in Vicinity of Site 23
Figure 8-1: Possible Effects of Reduced Private Car Mode Share on Brighton Road Traffic Volumes 24

Appendices

Appendix A TIS Checklist 28

Appendix B Proposed Site Layout 30

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

1 Introduction

1.1 Executive Summary of Traffic Impact Statement

In accordance with WAPC *'Guidelines for Transport Impact Assessment (TIA) Guidelines: Volume 4 – Individual Developments'*, this report sets out the details of the proposed residential development of 108 apartments located off Hawksburn Road (Lot 888), in Rivervale, WA. The proposal will also be referred to in this report as *Lot 888*.

This Traffic Impact Statement (TIS) includes the key transport issues and impacts related to the development of the residential site including the current level of accessibility by road, public transport, cycle and on foot and sets recommendations and considerations to improve these where required and practical.

Summary:

- The proposed development incorporates 108 apartments and is located within 150m (walking distance) away from available bus stops on Great Eastern Highway. Burswood train station is located approximately 720m (walking distance) from the site and it can be accessed beneath the Great Eastern Highway bridge then Griffiths Street. The proximity of these facilities is likely to have an influence on reducing the typical level of vehicular traffic expected to be generated by a development such as this. However, for a conservative, analysis of the road network, no such reductions have been applied under the assessment of generated traffic contained in this report.
- Based on the estimation of development generated traffic from the site (i.e. 55 vehicles per peak hour, two-way), traffic flows on Hawksburn Road and surrounding roads are expected to increase by approximately one additional vehicle every minute during the morning and evening peak hour periods, which is considered an insignificant increase and will not be discernible to motorists on the wider road network, nor is it expected to have any deleterious effects on the traffic flows, road or intersection performance near the proposed development.
- The development will provide a total of 97 car parking bays on site for residents, plus ten visitor bays provided on site. 30 scooter bays and resident bike parking will be provided within the 4.5m^2 stores on-site. Visitor bike parking will be provided in the order of 25 bike spaces. The development will also provide a strata bicycle share scheme inclusive of 20 bicycles which can be booked by residents through an app. The above parking provision meet and exceeds to the required provisions for vehicle and bike parking set under the WAPC's State Planning Policy 7.3 – Residential Design Codes Volume 2. It is concluded that 97 car parking bays will be more than adequate to serve the expected parking demand at this development, particularly given the proximity of the high frequency bus services on Great Eastern Highway and the nearby Burswood Train Station which will undoubtedly encourage trips to/from the development by sustainable modes i.e. other than the private car.
- One of the ongoing KPIs that the Public Transport Authority (PTA) has in its Annual Report measures "the proportion of street address within the Perth public transport area which are within 500m of a Transperth stop providing acceptable level of service". It is a recommendation of PTA that a figure of at least 90 percent of all street address should be within 500m of a Transperth bus stop. The proposed development supports and complies with this specific KPI of PTA for access to public transport services with 100% of the development falling within 500m of a bus stop.

Upon consideration of all findings within this TIS, the proposed residential development has minimal transport-related impacts on the surrounding area and therefore the development should not be considered unacceptable to proceed on transport grounds. This TIS demonstrates that the movement network to support active transport and the existing road network is capable of satisfactorily supporting the additional vehicular traffic expected to be generated by the proposed residential development.

1.2 Background

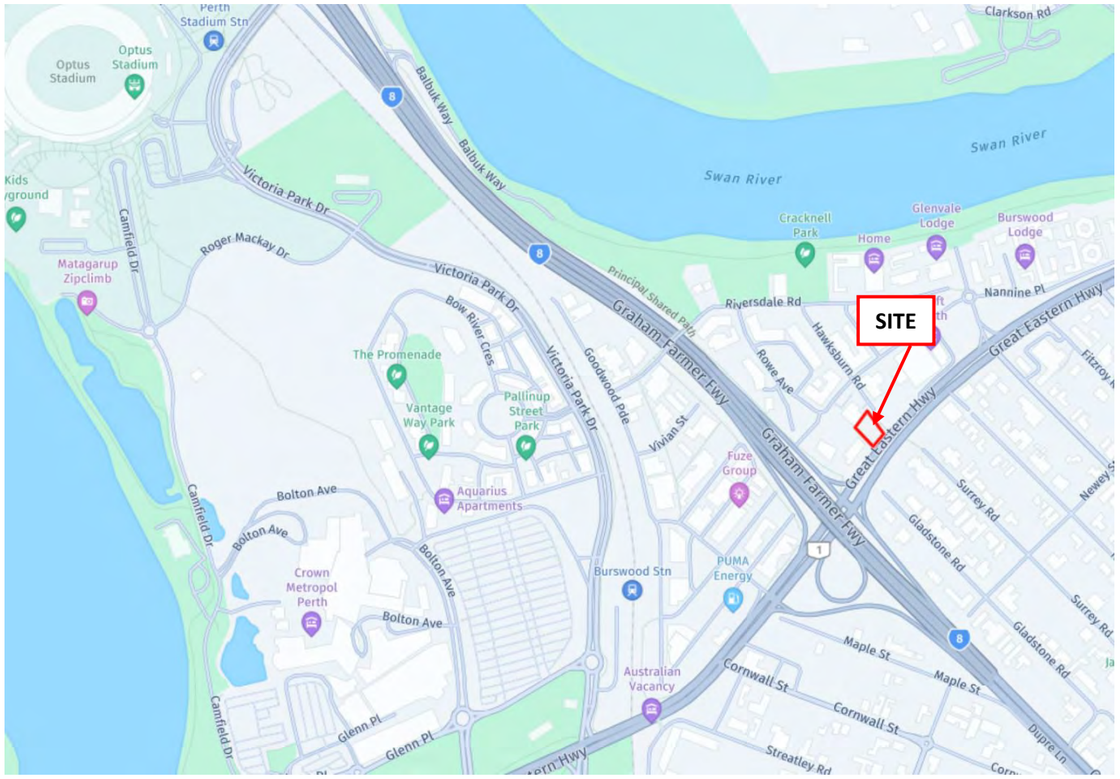
PJA Australia has been commissioned by Finbar Group Ltd to prepare this TIS for the proposed residential development of 108 apartments with various supporting facilities such as a lounge, games room, and outdoor BBQ area/garden) across 16 stories on a 2,370m^2 lot

The site is located on Hawksburn Road (Lot 888), in Rivervale, WA, which is part of The Springs Structure Plan endorsed on 18th December 2009. The location of the site in relation to the wider road network is shown in **Figure 1-1.**

The proposed site is located approximately 6km west of Perth city centre and 900m north-east of Burswood Station. The primary vehicle access route to the site is currently from the cul-de-sac end of Hawksburn Road. The site is currently vacant land.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 1-1: Site Location



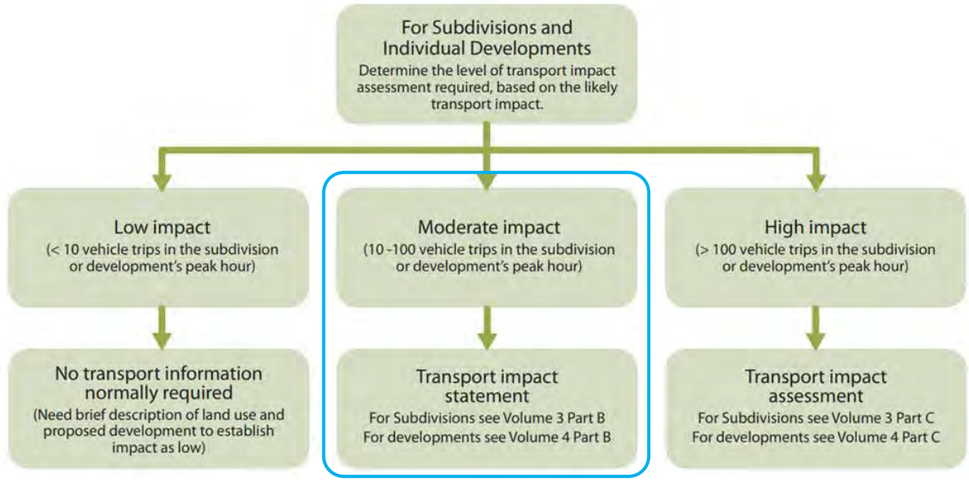
1.3 Purpose of a Transport Impact Statement

The planning system in Western Australia stipulates that all developments go through a process of stages to ensure that the statutory planning is consistent with the strategic planning. A more detailed assessment of the transport networks for developments is required within the land use planning stages. The Western Australian Planning Commission (WAPC) guidelines for a Transport Impact Assessment (TIA) shows the level of detail required at each stage as shown in **Figure 1-2.**

The WAPC guidelines recommend the level of assessment which is necessary to be carried out dependent on the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact which generates over 100 trips in the peak hour, is satisfied by a TIA. Any development which is expected to generate less than 100 trips in the peak hour requires a TIS to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

To determine the level of detail and content required, the impact of a development is separated into three groups, dependent upon the forecast vehicle trips generated by the proposed development as shown in **Figure 1-2**.

Figure 1-2: Level of Transport Impact Assessment Required



Source: Western Australian Planning Commission (WAPC)

As detailed in Section 4 of this report, the site is anticipated to generate less than 100 two-way vehicle trips within both the AM and PM peak hours. Therefore, the level of assessment required for this proposal is aligned with a 'moderate impact' and as such a Transport Impact Statement (TIS) is required in accordance with Part B of the *WAPC TIA Guidelines Volume 4*.

The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area.

In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the site.
- Suitability of the proposed parking provision within the site.
- The adequacy of the proposed site layout.
- The traffic generating characteristics of the proposed development.
- The anticipated impact of the proposed development on the surrounding movement network.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

2 Traffic Management on the Frontage Street

2.1 General

The subject site is located on Hawksburn Road, Rivervale approximately 6km west of Perth city centre and 900m north-east of Burswood Station. The primary vehicle access route to the site is currently from the cul-de-sac end of Hawksburn Road.

The site is located within The Springs Special Development Precinct (Based on The Springs Structure Plan, Rivervale) with mostly residential zoning and some parks/recreations and mixed-use zonings nearby as shown in **Figure 2-2.**

Under The Springs Special Development Precinct Lane Use, the subject site is zoned as R100 Mixed-Use zoning as per shown in **Figure 2-3.**

The subject site and its environs are shown in **Figure 2-1.**

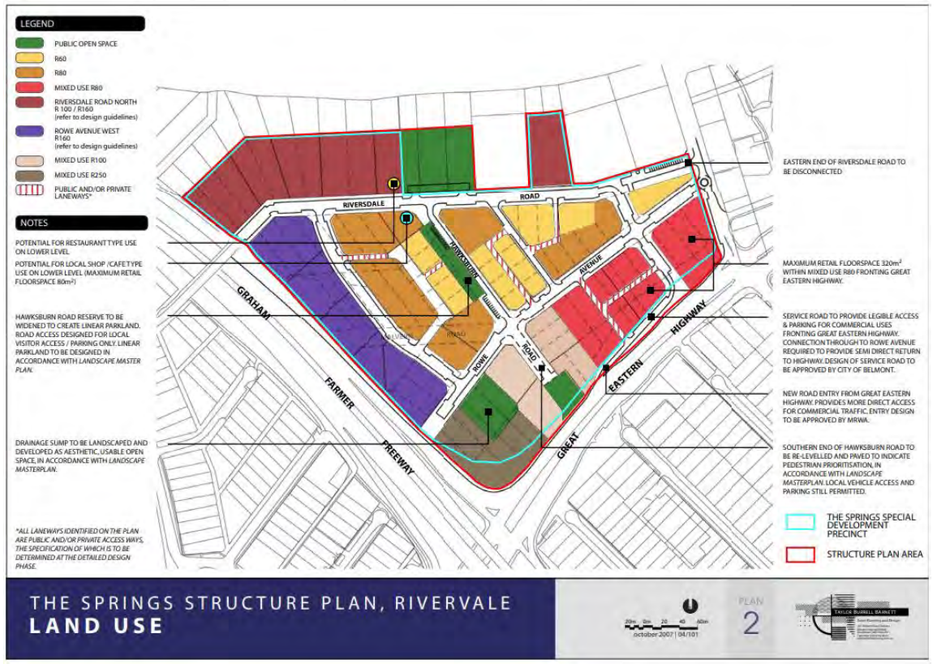
Figure 2-1: Site and its Environs

(source: Nearmap)

Figure 2-2: Land Zoning Map (City of Belmont LPS15)

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 2-3: The Springs Special Development Precinct (The Springs Structure Plan)



2.2 Surrounding Development

The proposed development site lies within the Springs Structure Plan area which has been specifically developed to become a self-sufficient urban village close to the Perth CBD. The proposed development is within a walkable catchment of many amenities the residents of The Springs would want to access on a regular basis. This walkable catchment includes (or will shortly include) such attractions as:

- The Point, Lot 1014, with ground floor commercial tenancies located less than 300m from site;
- cafes, restaurants and bars at the Aloft Hotel and neighbouring office development, located less than 100m from site;
- Proposed café tenancy at 48 Riversdale Road, Parallel, 350m from site;
- Proposed café/restaurant tenancy at 60 Riversdale Road, Vantage, 350m from site (not yet operational);
- Burswood peninsula cafes within the Mirvac developed towers located 650m from site;
- Crown located 1.7km from site;
- Blasta Brewery 850m from site;
- Darringtons café 400m from site;

Eastgate shopping centre including an IGA, cafes and health services located 500m from site and accessible via a pedestrian underpass under Great Eastern Highway.

2.2.1 Great Eastern Highway

Great Eastern Highway is a State Road under the care and control of Main Roads WA and is classified as a Primary Distributor under Main Roads WA Functional Road Hierarchy and Primary regional roads under Metropolitan Region Scheme. The road consists of two 12m wide carriageways with a 5.5m wide median, within a 40m wide road reserve.

At the intersection at Brighton Road / Kooyong Road, there are bus lane and dedicated bicycle lane on both sides of Great Eastern Highway. There is approximately 3m wide footpath on both sides of Great Eastern Highway, situated next to the carriageway. Great Eastern Highway has a posted speed limit of 60km/h.

Great Eastern Highway is currently carrying approximately 69,900[1] vehicles per day (vpd) west of Brighton Road.

2.2.2 Rowe Avenue

Rowe Avenue is under the care and control of the City of Belmont and is classified as an Access Road under Main Roads WA Functional Road Hierarchy. The road consists of two approximately 4m wide carriageways with a 2.4m wide median and 1.2m wide bicycle lanes, embayed parking on both sides of the road within a 20m wide road reserve. There is approximately 2m wide footpath on both sides of Rowe Avenue, situated at the boundary of the road reserve.

Rowe Avenue has a default speed limit of 50km/h as applicable in built up areas and is currently carrying approximately 3,360vpd[2].

[1] Based on SCATS data from the intersection of Great Eastern Highway and Brighton Road from June 2023

[2] Based on Matrix Traffic & Transport Data traffic survey undertook on the roundabout intersection at Brighton Road / Rowe Avenue / Nannine Place. Daily volume is assumed to be 10 times of the averaged AM & PM peak flows.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

2.2.3 Brighton Road

Brighton Road is under the care and control of the City of Belmont and is classified as an Access Road under Main Roads WA Functional Road Hierarchy. The road consists of two approximately 4m wide carriageways with 2.5m wide footpath on both sides of Brighton Road, situated next to the carriageway. Brighton Road has a default speed limit of 50km/h in built up areas.

Brighton Road is currently carrying approximately 8,900vpd[3].

2.2.4 Hawksburn Road

Hawksburn Road is under the care and control of the City of Belmont and is classified as an Access Road under Main Roads WA Functional Road Hierarchy. The road consists of a single two-way carriageway of approximately 6.2m width with a cul-de-sac head at its southern end. It has footpaths on both sides and also has embayed parking on both sides for vehicle. Hawksburn Road has a default speed limit of 50km/h in built up areas and it intersects Rowe Avenue at a four-way priority controlled intersection under Give Way control.

Hawksburn Road is estimated to carry less than 300vpd.

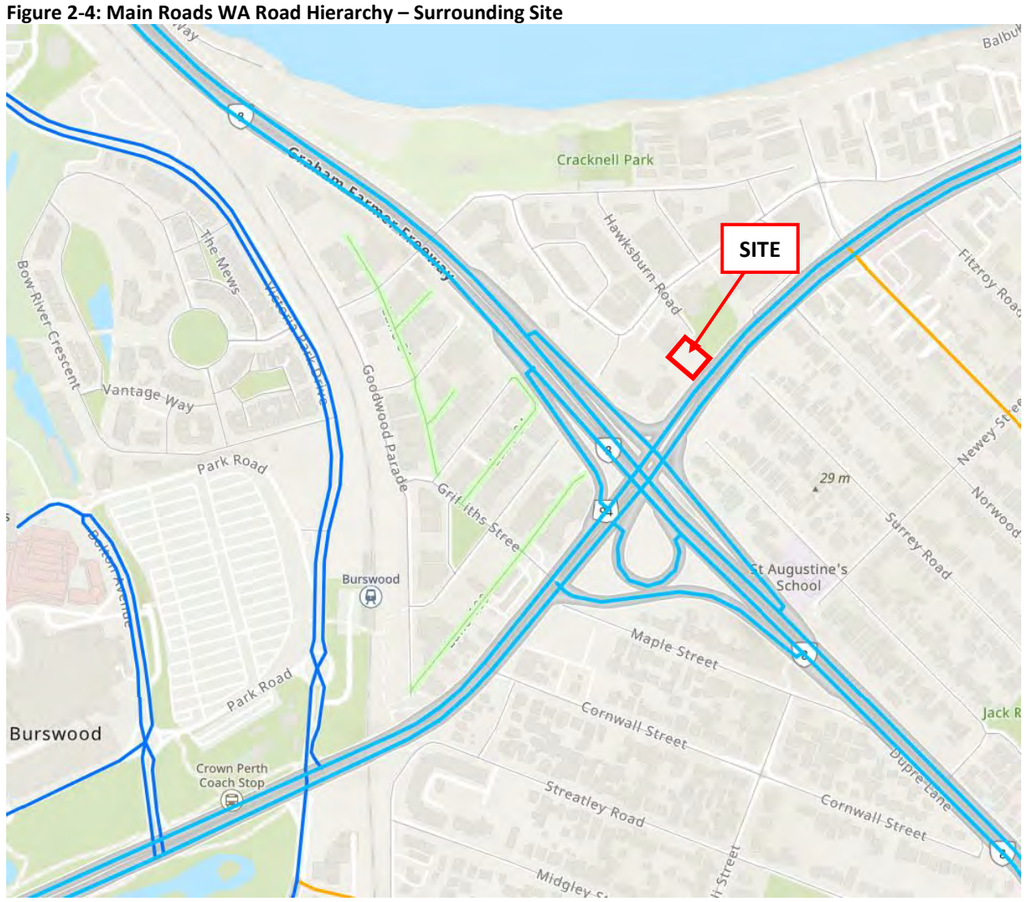
CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

[3] Based on SCATS data from the intersection of Great Eastern Highway and Brighton Road from June 2023

2.3 Existing Road Network

2.4 Road Hierarchy

Figure 2-4: Main Roads WA Road Hierarchy – Surrounding Site



Hierarchy

- Primary Distributor
- Regional Distributor
- Distributor A
- Distributor B
- Local Distributor
- Access Road

2.5 Speed Zoning

Figure 2-5: Main Roads WA Speed Zoning – Surrounding Site

- Speed Limit 50 km/h
- Speed Limit 60 km/h
- Speed Limit 70 km/h
- Speed Limit 80 km/h
- Speed Limit 90 km/h
- Speed Limit 100 km/h
- Speed Limit 110 km/h
- Speed Limit: 50 km/h in built up areas or 110 km/h

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

3 Proposed Residential Development

3.1 Existing Site Context and Land Uses

The proposal is for 108 residential apartments of varying size from 35m^2 studio apartments, 50m^2 one-bedroom apartments to 75m^2 two-bedroom units. There are proposed to be 33 studio apartments, 60 one-bedroom units and 15 two-bedroom units within the development. The development is also proposed to have a lounge and games rooms for residents use with an outdoor area with BBQ facilities.

Vehicular access off the cul-de-sac end of Hawksburn Road and pedestrian access will be provided from the existing footpath on Hawksburn Road and from Great Eastern Highway.

The proposed site is located approximately 6km west of Perth city centre and 900m north-east of Burswood Station. The site is currently vacant land.

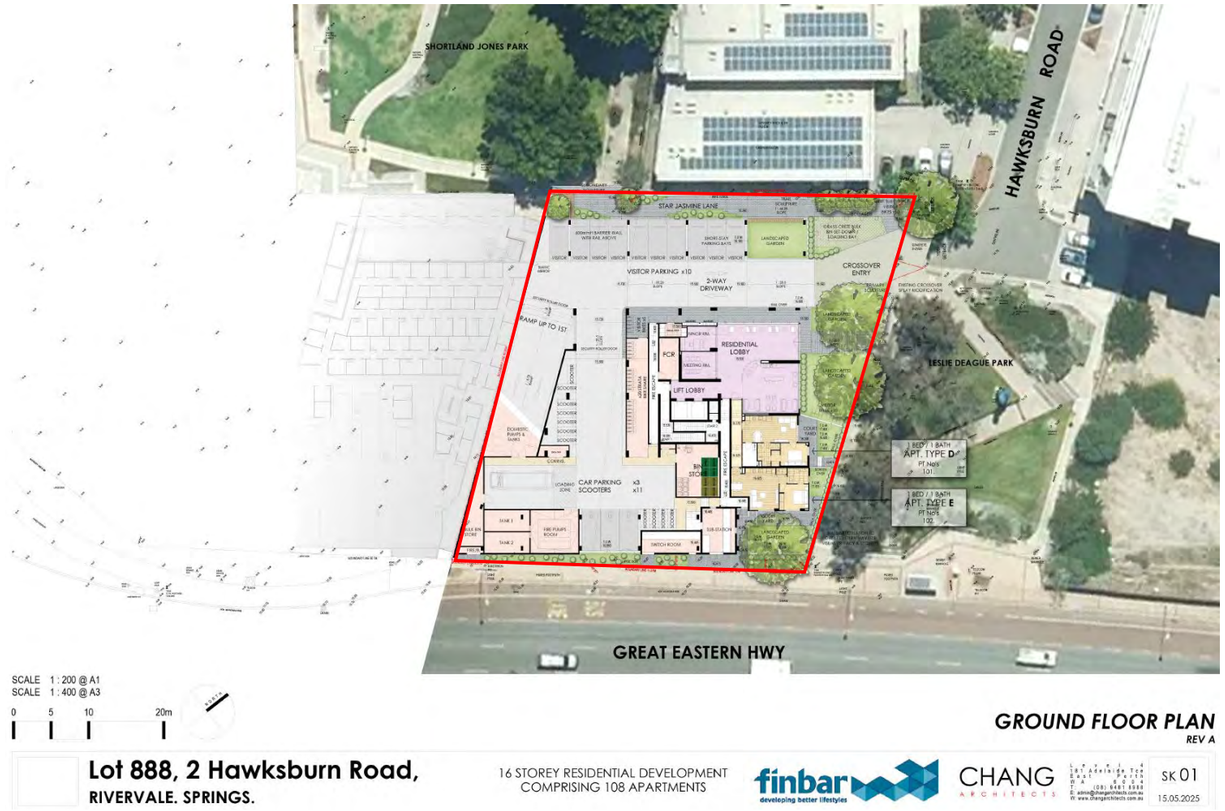
3.2 Proposed Development Yield

Table 3-1: Proposed Land Use and Yields

Development Type	Yield
Residential	108 Apartments
Vehicle Access	Via Hawksburn Road

A copy of the proposed development plan is provided in **Figure 3-1** and a full copy is attached at Appendix A.

Figure 3-1: Plan of Proposed Residential Development (Ground Floor)



Source: Chang Architects, May 2025.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

3.3 Peak Hour Traffic Volumes

In relation to the proposed development at Lot 888, traffic generation rates have been applied to the 108 apartment yield using trip rates derived from the NSW 'RTA Guide to Traffic Generating Developments'.

This document advises that trip rates for medium density residential apartments of up to 2 bedrooms, would generate weekday peak hour vehicle trips of 0.4 - 0.5 per dwelling. For larger apartments with 3 or more bedrooms are likely to generate weekday peak hour vehicle trips of 0.5 - 0.65 per dwelling, of which this development does not propose any 3 bedroom apartments.

Table 3-5 below shows the resulting traffic generation of the expected 108 apartments on the development land. The trip rates used for 1 & 2 bedroom apartments is the higher 0.5 rate. It should be noted that the generation will likely be less than this generation rate as the number of parking bays within the site will ultimately restrict the traffic generation to and from the site.

Table 3-2: Proposed Development Traffic Generation – 108 Apartments.

Land Use	Apartments	AM Peak Hour			PM Peak Hour		
		IN	OUT	2-WAY	IN	OUT	2-WAY
Studio, 1 & 2 Bed Apartments	108	22	33	55	33	22	55

The development is expected to generate up to 55 two-way vehicle movements (rounded up) in either of the AM and PM peak hour periods. In terms of this predicted number of increased vehicles generated by the residential development, this equates to approximately one additional vehicle every minute during the morning and evening peak hour periods traveling to/from the development. Over an entire day approximately 550 vehicles are expected to be generated by the development.

Given the status of Hawksburn Road as an Access Road (up to 300 vehicles per day two way) and its configuration as a cul-de-sac, this increase in vehicle numbers as result of the development is considered to be acceptable, nor is it expected to have any deleterious effects on the traffic flows, road or intersection performance near the proposed development.

Therefore, this proposed development and its relatively **moderate**-level of traffic generation can be accommodated on the surrounding exiting road network and intersections.

3.4 Vehicular Access & Parking

Vehicle Access:

Vehicular access is to be provided by way of a new site access crossover at the cul-de-sac end of Hawksburn Road. A 6.0m wide crossover will be provided to facilitate all vehicle movements into and out of the site, including on-site refuse collection.

Refuse collection will take place internally within the proposed site, using the services of City of Belmont with their designated rear loading vehicle. Bulk bin refuse collection will take place adjacent to the driveway entry off Hawksburn Road from a designated set-down zone within the site, as shown on **Figure 3-1.**

Refer to **Section 3.7** for further details on provisions for service vehicles including swept path analysis.

Parking Layout:

90% of 108 apartment dwellings in the development are proposed to have their own private car parking space (1 space) equating to a total of 97 resident car bay provided on site. This meets the requirement of WAPC's State Planning Policy 7.3 (SPP7.3) – Residential Design Codes Volume 2, for resident car parking.

There are also 10 visitor car parking bays proposed on the ground floor of the development, of which a concession of 6 bays has been applied due to the provision of 30 motorcycle/scooter bays provided on site. This meets the requirements of SPP7.3. A summary of the parking provisions proposed on site are as follows:

- 97 resident car bays
- 10 visitor bays (concession due to scooter bays).
- 30 scooter bays
- Resident Bike Parking = 108 bays (within the 4.5m^2 stores provided)
- Visitor Bike Parking = 25 bike spaces
- Strata Bike Share Scheme = 20 bicycles

The proposed number of visitor bike parking bays (25) exceeds the required provisions of SPP7.3

The proposed car parking also aligns with the non-traditional 'Build to Rent' demographic where affordability aspirations include offering apartments without a parking space at a cheaper rental price point.

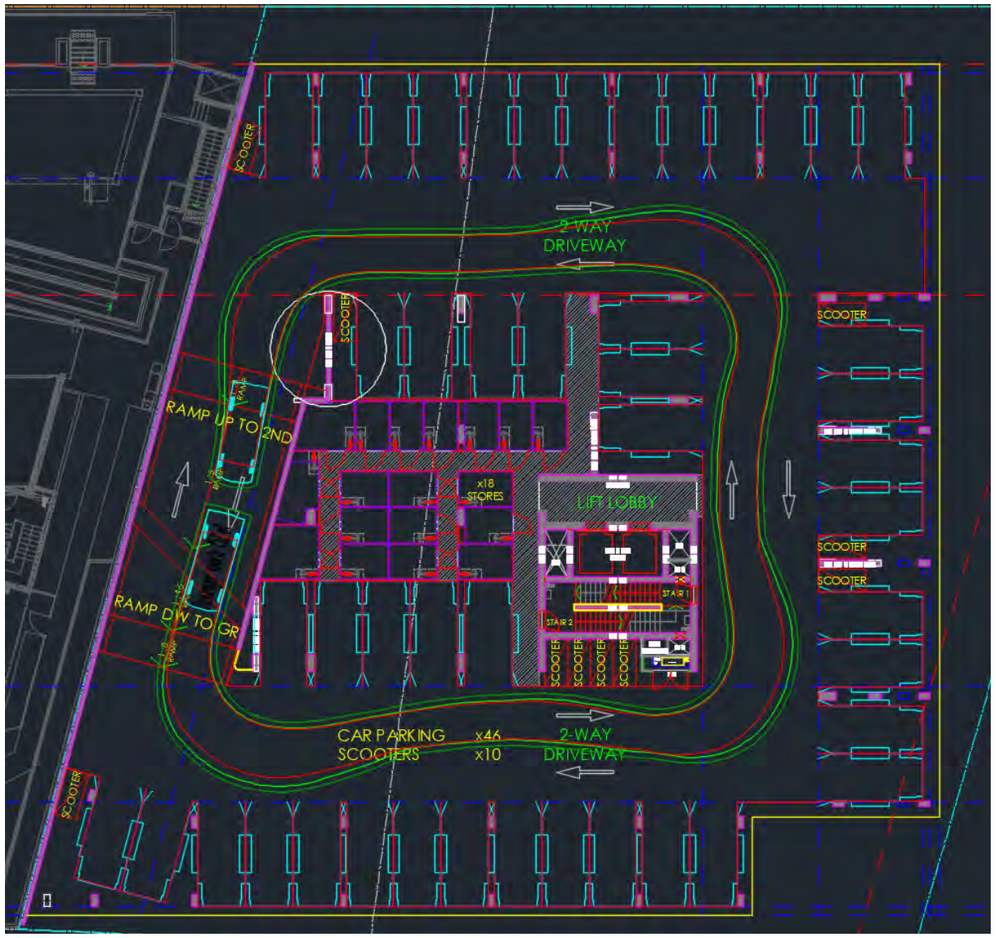
CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Access to/from the on-site car park is proposed from Hawksburn Road with an internal multi-storey car park provided across the first and second floors.

The proposed two-way circulating roads within the multi-storey car park are 6.0m wide with 2.5m wide parking bays and accord with the requirements of Australian Standard 2890.1-2004 Off Street Car Parking. Swept paths of a B99 (large SUV equivalent) car circulating the car park is provided at **Figure 3-2 and Figure 3-3.** The swept paths show there is sufficient space for a car to circulate the car park on both the first and second levels, with adequate space for a second vehicle to wait heading in the opposite direction. A 300mm clearance envelope is provided as per Australian Standards The low traffic volume nature of the development and the tidal nature of movements to/from the site in the morning and evening peaks makes the chances of two vehicles meeting low, however as mentioned if two vehicles heading in opposite direction do meet, there is sufficient space for vehicles to give-way / wait to allow passing. The internal car park will also include convex mirrors on all corners to assist with driver visibility.

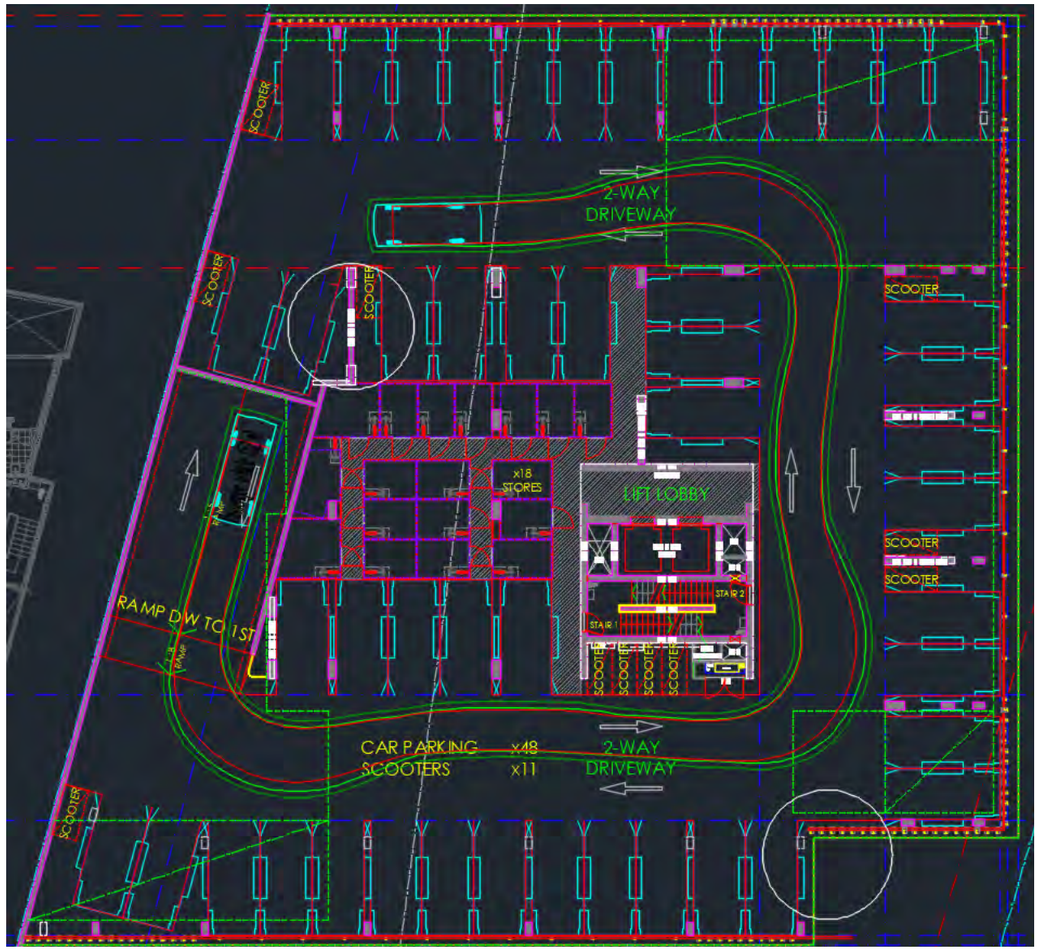
A copy of the ground floor, first floor and second floor concept plans prepared by Chang Architects are shown at Appendix A.

Figure 3-2: First Floor – Passenger Vehicle Circulation Swept Path



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 3-3: Second Floor – Passenger Vehicle Circulation Swept Path



3.5 Pedestrian Facilities

Pedestrian access to the development will be via Hawksburn Road and Great Eastern Highway with residential lobby and lift lobby access taken directly from the existing footpath running through Leslie Deague Park adjacent to the site. Two ground level residential units and the manager's room will have their own exclusive access through gated entries.

3.6 Cycling Facilities

Cycle access to the site will be via the new vehicle access off Hawksburn Road leading to the ground level parking area for visitors' bike parking adjacent to the access with additional visitor provided near the lobby access directly off the footpath running through Leslie Deague Park. Residents can access their secure bike parking within their allocated storerooms, alternatively the secure strata bike share bays can be accessed from the ground floor access driveway.

3.7 Other Development Proposals

In addition to the standard parking proposed to be provide for private motor vehicles for residents of the development, the development also proposes the following to reduce the use of cars:

- Support alternate transport modes through a strata bike share facility hub. This has been implemented in one of Finbar's other recent development at Civic Heart in South Perth. This will promote non-car use and will be owned by the building and managed for residents to book through an app.
- A higher number of bike parking facilities has been provided to encourage the use of bikes to and from the development site.
- A higher number of scooter parking facilities has been provided to encourage the use of scooters/e-mobility to and from the development site.
- Onsite wayfinding signage to encourage walkable/cycling amenities, especially to and from the adjacent PSP.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4 Provision for Service Vehicles

4.1 Internal Site Waste Collection & Swept Paths

Waste collection at the site will likely be undertaken by the City of Belmont through their contractor in accordance with the proposed waste management plan. These vehicles will access the service bay area from the new driveway access off Hawksburn Road entering the site in forward gear, undertaking a 3-point turn and then exit the site in forward gear. **Figure 4-1** shows the swept path assessment which is acceptable and possible within the internal site access road. A 300mm clearance envelope is provided as per Australian Standards

The vehicle used to perform the above swept path movement is the City of Belmont's Rear Lift refuse Vehicle, which is relatively small at 8.4m long. Vehicle specification is provided in **Table 4-1.** This size vehicle has been assessed recently for other residential unit developments within the City of Belmont, in the most recent case, at Redcliffe. The City of Belmont and their waster contractor have confirmed the vehicle specification below is correct for use in determining swept path requirements.

Table 4-1: City of Belmont's Rear Lift Refuse Vehicle – Mitsubishi Fuso, 8.4m Long

Vehicle Type	Height	Length	Width	Max Loaded Weight	Turning Circle
Rear Lift ***(General Waste & Recycle 240L – 1100L bins)*** **Chassis -** Mitsubishi Fuso **Body –** Bucher 14m	2,900mm	8,400mm	2,500mm	15,000kgs	14,300mm

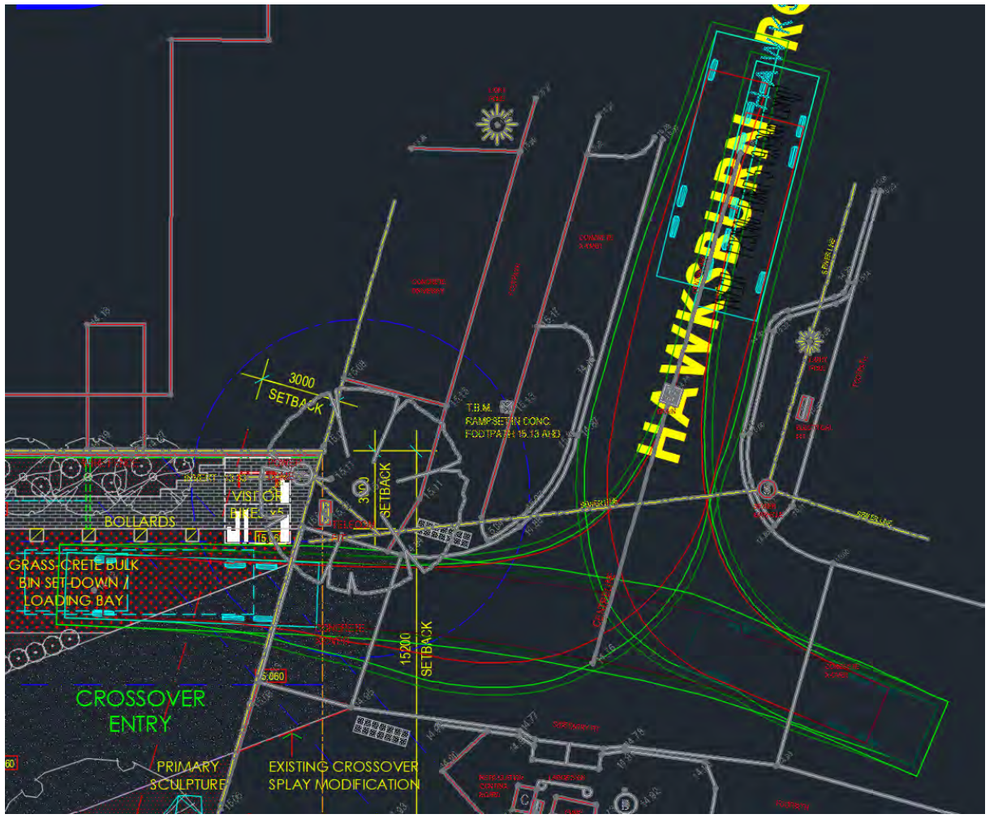
Figure 4-1: Refuse Vehicle Swept Path with Internal Site Access Road

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4.2 Servicing by Large Trucks

Immediately to the north of the proposed vehicle access to the site, there is proposed to be a bulk bin storage area / loading bay. Large trucks will be able to access this location from the cul-de-sac head at the end of Hawksburn Road. A front loading vehicle will be easily able to access the bulk bin storage area. The bulk-bin lay down space is utilised for bulk bins only for a short period each year (approximately two weeks) when the bulk bin service is provided by the City of Belmont. Refer to **Figure 4-2** below for the likely swept path for this movement.

Figure 4-2: Large Truck Entry onto Bulk Bin / Loading Bay Area



4.3 Furniture Removals

Up to 10m long trucks will be able to access the service bay area and this can be used by larger furniture trucks expected to be used to move to and from the units. For a 2-bed room unit, the capacity of the vehicle would likely be no more than a size of a small moving van such as a 6.4m long small rigid vehicle (SRV). These sized vehicles will easily access the bulk bin set-down / loading bay area.

4.4 Emergency Vehicles

The current layout of the development provides adequate access for emergency vehicle to conveniently access the site from Hawksburn Road. If required, the site access can support entry for emergency vehicles.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

5 Sustainable Access

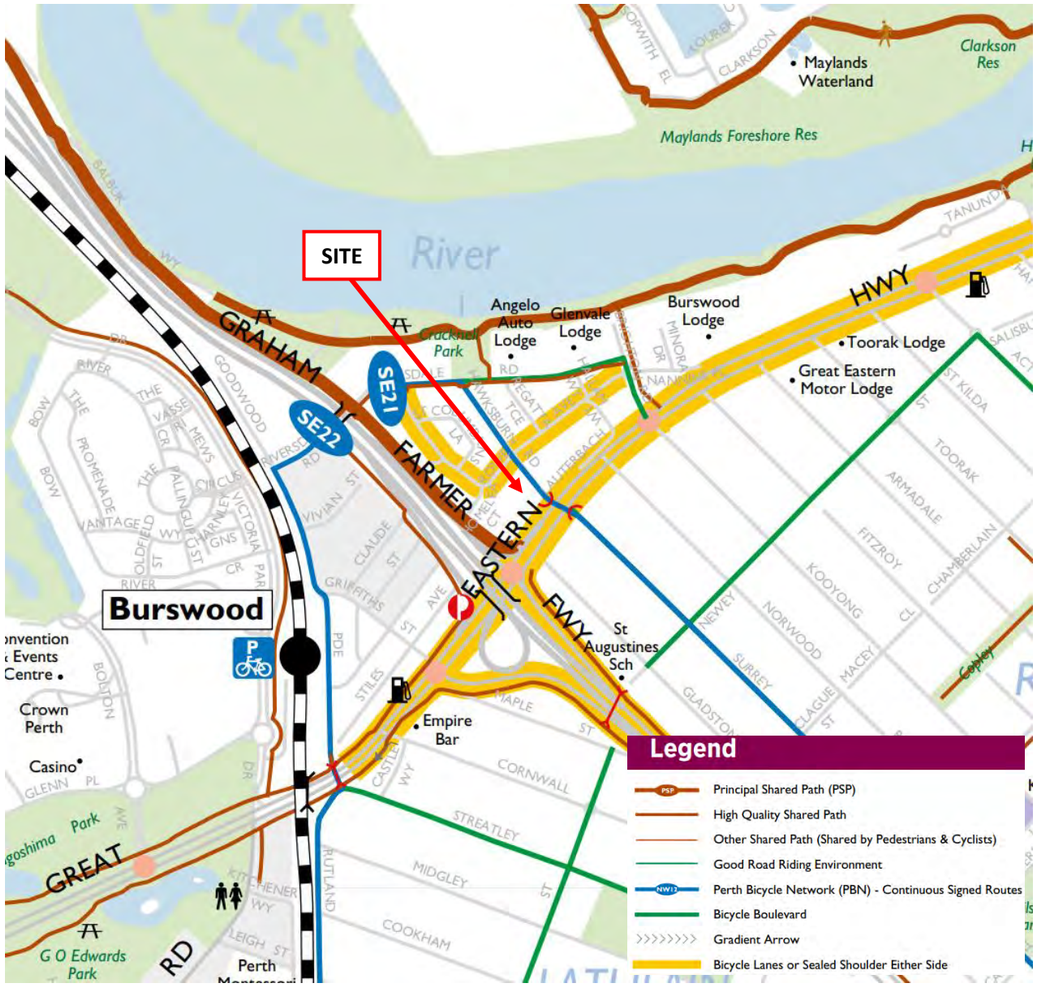
5.1 Cycling

On-road cycle lanes are currently provided in both directions on Rowe Avenue and Great Eastern Highway in an un-protected format (white line separation) leading to / from the existing 'off-road' Principal Shared Path (PSP) cycling network along Graham Farmer Freeway and the southern bank of the Swan River. The local streets such as Hawksburn Road do not provide any further specific cycle infrastructure; however the low-traffic volume/speed nature of these residential access streets would provide confident cyclists with a relatively low level of exposure to vehicular traffic and less confident cyclists could legally use the available footpaths immediately surrounding the site.

Figure 5-1: Existing 'On-Road' Cyle Lane Infrastructure

The Department of Transport's 'Perth, Fremantle and Stirling Bike Map' shows that the surrounding roads of Rowe Avenue and Great Eastern Highway have on road cycle lanes (unprotected). The existing Principal Shared Path is identified along the Graham Farmer Freeway and along the southern bank of the Swan River. Cycle Route SE21 is identified along Surrey Road, via the Great Eastern Highway underpass and along Hawksburn Road to Riversdale Road. There are various cycle routes and facilities in the area with different options to access the wider cycling infrastructure and Burswood Station to the south-west.

Figure 5-2: Department of Transport's 'Perth, Fremantle and Stirling Bike Map'



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

5.2 Walking

The development site is located 50m (walking distance) away from the nearest north-eastbound bus stop on the northern side of Great Eastern Highway and 150m walking distance (via an underpass) from the bus stop on the southern side of Great Eastern Highway, which is a 2–3-minute walkable distance to public transport for able bodied pedestrians. Bus Routes 270, 654, 935 and 940 run along Great Eastern Highway, with a bus stop in close proximity to the site in both directions.

One of the ongoing KPIs that the Public Transport Authority (PTA) has in its Annual Report measures "the proportion of street address within the Perth public transport area which are within 500m of a Transperth stop providing acceptable level of service". It is a recommendation of PTA that a figure of at least 90 percent of all street address should be within 500m of a Transperth bus stop. The proposed development therefore complies with this specific KPI of PTA for access to public transport services with 100% of the development within 500m of a stop.

5.3 Public Transport

Burswood train station on the Perth to Armadale line is located approximately 720m (walking distance) from the site and it can be accessed beneath the Great Eastern Highway bridge then Griffiths Street/Stiles Avenue. The train station distance from the site is conducive and attractive for cycling access. Liveable Neighbourhoods notes that typically, most people will consider walking up to 400m (five minutes) to daily activities, or 800m (10 minutes) to a train station or town centre.

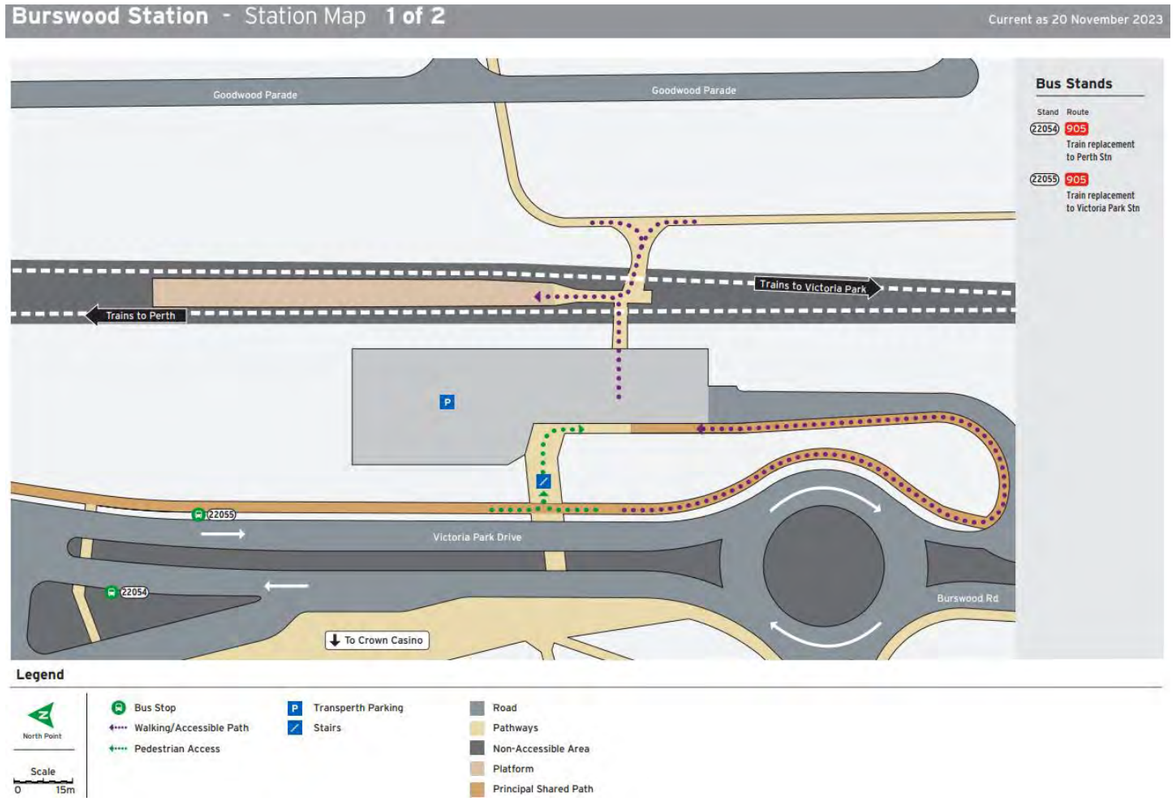
Great Eastern Highway supports a high frequency bus route (with two 900 series high frequency bus routes), and also with the Burswood train station nearby. With reference to WAPC's State Planning Policy 7.3 – Residential Design Codes Volume 1, Great Eastern Highway is a high frequency bus route with buses running at least every 15 minutes during weekday peak period.

Refer to **Table 5-1** on the following page summarising the above.

Table 5-1: Public Transport Provision

Service	Route	Route Description	Distance to Nearest Stop	Frequency
Bus	270	Elizabeth Quay Bus Station to High Wycombe Station	50m (NE bound) 150m (SE bound)	Every 25 minutes
Bus	940	Elizabeth Quay Bus Station to Redcliffe Station	50m (NE bound) 150m (SE bound)	Every 10 minutes
Bus	935	Kings park to Redcliffe Station	50m (NE bound) 150m (SE bound)	Every 10 minutes
Train	Armadale/Thornlie Line	Perth Station to Armadale/Thornlie Stations	720m (walking distance)	15 minutes

Figure 5-3: Burswood Station – Overview of Facilities



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

STATION FACILITIES

Accessibility: Assisted

Platform Accessibility

- ✗ Lifts
- ✗ Escalators
- ✓ Accessible Toilet
- ✓ Hearing Loops
- ✓ Tactile Paving on Platform

General

- ✗ Toilets
- ✗ Public Telephones
- ✓ Security cameras
- ✓ Transit Officer booth

Tickets and Fares

- ✗ SmartRider Add Value Machine
- ✓ Ticket Vending Machine
- ✗ Change Machine

Reason:

- There is a steep ramp to access the platfom
- Access to the station utilises a pedestrian crossing which contains gaps of up to 75mm.
- The platform 'from Perth' has a gap between the platform and the train that may not be accessible.
  - The gap is 77mm wide
  - The platform is 8mm higher than the train.

Parking

- ✓ Parking bays - 50
- ✗ Short-term parking bays
- ✗ Motorcycle Bays
- ✓ ACROD Bays - 2
- ✓ SmartParker
- ✓ Pay by Plate

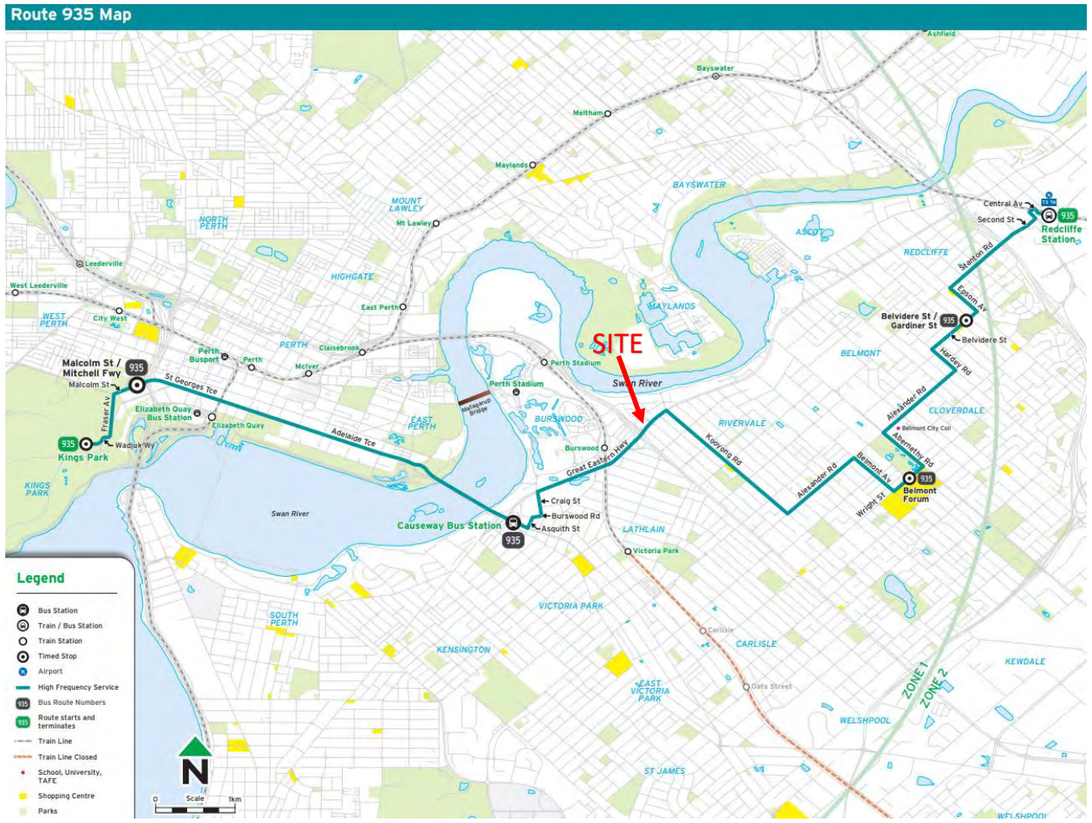
Taxi

- ✗ Taxi Rank

Bicycles

- ✗ Bike Shelter
- ✗ U-Rail

Figure 5-4: Express Service – Route 935 to/from Perth City



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 5-5: Example 935 Frequency – To Perth City

Route 935 - To Kings Park

Timed Stops						
Stop No.		28540 / Stand 6	14325	11670	10070 / Stand 6	10093	17384
Route No.		Redcliffe Stn	Belvidere St / Gardiner St	Belmont Forum / Wright St	Causeway Bus Stn	Malcolm St / Mitchell Fwy	Wadjuk Way (Kings Park)
Monday to Friday							
am	935	4:25	4:28	4:33	4:44	4:53	4:58
	935	4:54	4:58	5:03	5:14	5:24	5:30
	935	5:17	5:21	5:26	5:38	5:48	5:55
	935	5:31	5:35	5:40	5:53	6:04	6:11
	935	5:43	5:47	5:52	6:05	6:16	6:23
	935	5:55	5:59	6:04	6:17	6:29	6:36
	935	6:05	6:09	6:14	6:28	6:41	6:48
	935	6:15	6:19	6:24	6:38	6:51	6:58
	935	6:25	6:29	6:34	6:48	7:02	7:09
	935	6:35	6:39	6:44	6:59	7:13	7:20
	935	6:42	6:47	6:53	7:08	7:22	7:29
	935	6:49	6:54	7:00	7:15	7:30	7:37
	935 D	-	6:59	7:05	7:21	7:41	-
	935	6:59	7:04	7:10	7:26	7:42	7:49
	935 D	-	7:09	7:15	7:31	7:51	-
	935	7:09	7:14	7:20	7:36	7:52	8:00
	935 D	-	7:19	7:25	7:42	8:02	-
	935	7:18	7:23	7:30	7:47	8:03	8:11
	935 D	-	7:28	7:35	7:53	8:14	-
	935	7:28	7:33	7:40	7:58	8:15	8:23
	935 D	-	7:38	7:45	8:03	8:24	-
	935	7:37	7:42	7:50	8:08	8:25	8:33
	935 D	-	7:47	7:55	8:13	8:33	-
	935	7:47	7:52	8:00	8:18	8:36	8:44
	935	7:52	7:57	8:05	8:23	8:41	8:49
	935	7:57	8:02	8:10	8:28	8:45	8:53
	935	8:02	8:07	8:15	8:32	8:49	8:57
	935	8:08	8:13	8:21	8:38	8:54	9:02
	935	8:15	8:20	8:28	8:44	9:00	9:08
	935	8:22	8:27	8:35	8:51	9:07	9:15
	935	8:29	8:34	8:42	8:58	9:13	9:21
	935	8:36	8:41	8:49	9:05	9:20	9:28
	935	8:44	8:49	8:57	9:13	9:28	9:36
	935	8:53	8:58	9:05	9:20	9:34	9:42
	935	9:03	9:08	9:15	9:30	9:44	9:52
	935	9:13	9:18	9:25	9:40	9:54	10:02
	935	9:23	9:28	9:35	9:49	10:03	10:11
	935	9:33	9:38	9:45	9:59	10:13	10:21
	935	9:43	9:48	9:55	10:09	10:23	10:31
	935	9:53	9:58	10:05	10:19	10:33	10:41
	935	10:03	10:08	10:15	10:29	10:43	10:51
	935	10:13	10:18	10:25	10:39	10:53	11:01
	935	10:23	10:28	10:35	10:49	11:03	11:11
	935	10:33	10:38	10:45	10:59	11:13	11:21
	935	10:43	10:48	10:55	11:09	11:23	11:31
	935	10:53	10:58	11:05	11:19	11:33	11:41
	935	11:03	11:08	11:15	11:29	11:43	11:51
	935	11:13	11:18	11:25	11:39	11:53	**12:01**
	935	11:23	11:28	11:35	11:49	**12:03**	**12:11**
	935	11:33	11:38	11:45	11:59	**12:13**	**12:21**
	935	11:43	11:48	11:55	**12:09**	**12:23**	**12:31**
	935	11:53	11:58	**12:05**	**12:19**	**12:33**	**12:41**

5.4 DoT's Perth and Peel Long-Term Cycle Network

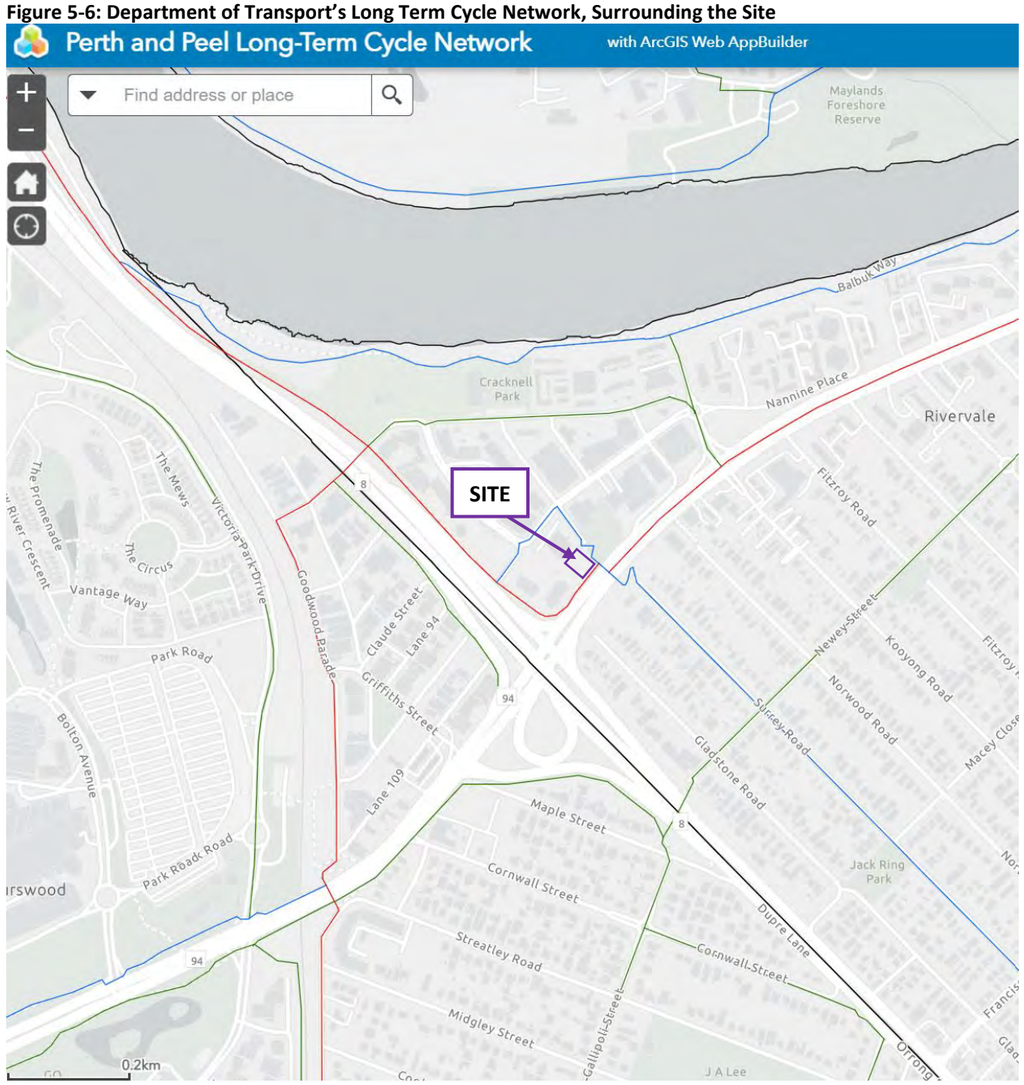
The Department of Transport's Long Term Cycle Network (LTCN) is a long-term vision for the metropolitan bicycle network, designating routes by function according to the WA Cycling Network Hierarchy.

Within the vicinity of development site, the following routes are identified within the LTCN as either Local Routes, Secondary Routes or Primary Routes.

- Graham Farmer Freeway Shared Path – Primary Route
- Great Eastern Highway – Primary Route (future upgrade)
- Surrey Road / Hawksburn Road / Rowe Avenue / Homelea Court – Secondary Route
- Riversdale Road and Brighton Road – Local Route

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 5-6: Department of Transport's Long Term Cycle Network, Surrounding the Site



The Western Australian Cycling Network Hierarchy 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), primary users, and so on. When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

The proposed residential development is well located to take advantage of the existing and future proposed cycling and walking infrastructure as part of the LTCN aspirations.

WESTERN AUSTRALIAN

CYCLING NETWORK HIERARCHY

	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.		

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

6 Changes to the External Transport Network

6.1 Upcoming Road Projects

In consultation with City of Belmont it is confirmed that there are number of projects and studies currently being undertaken by City of Belmont and stakeholders, which are likely to result in positive effects for the proposed residential development.

The proposed residential development is well positioned to benefit from the positive outcomes of the following future road projects and studies.

6.2 The Springs Parking Review

Improving parking in The Springs:

Starting in 2024, the City of Belmont conducted a parking review to improve street parking in The Springs.

The parking review considered community feedback relating to localised parking concerns, including:

- Use of street parking as long-term residential overflow parking
- Turnover of street parking bays
- Turnover in Cracknell Park carpark
- Illegal verge parking, causing damage and loss of amenity
- Unauthorised parking on vacant land.

The aim of the parking review was to understand parking issues and concerns in The Springs, and find ways to address them.

The consultation area spanned the streets identified in Orange at **Figure 5-1.**

Figure 6-1: The Springs Parking Review Area

The orange section on the map below shows the approximate area to which our parking review relates.

Source: City of Belmont

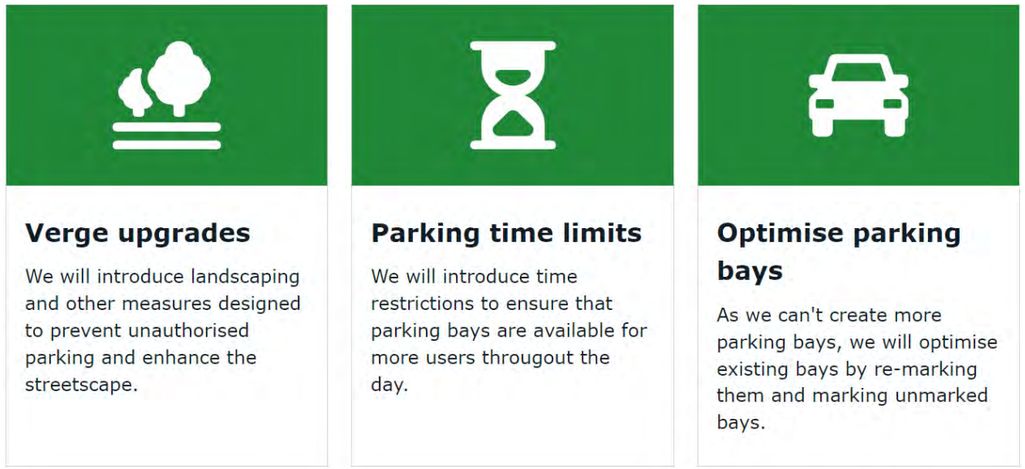
Next Steps:

Following on from the feedback City of Belmont received from the community, and the review of parking in The Springs, City of Belmont determined that action is needed to improve turnover of public parking bays and prevent unauthorised verge parking.

Public parking in The Springs is a shared resource, and different users have different needs. City of Belmont's goal is to balance these needs fairly and ensure that public parking remains available for residents, visitors, and businesses while protecting the streetscape and preventing extended long-term private use of public parking bays.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

To achieve this City of Belmont will be implementing the following measures:



Source: City of Belmont

6.3 A Long-Term Vision for Great Eastern Highway

Great Eastern Highway connects Perth to regional WA and the rest of the world through Perth Airport. The City of Belmont has developed a clear vision for the future development of the area.

The City of Belmont has prepared the *"Great Eastern Highway Urban Corridor Strategy."*

The Strategy outlines a long-term vision for town planning and development along part of Great Eastern Highway, addressing matters of land use, vehicle and pedestrian access, buildings, and public spaces.

Precinct One is closest to the development site and spans the section of Great Eastern Highway, between Graham Farmer Freeway to Belmont Avenue.

Building upon the WAPC's Network City and Directions 2031 and Beyond (2010), together with Perth and Peel@3.5 million and State Planning Policy 4.2 (SPP 4.2), the Great Eastern Highway (Corridor) is recognised as a Strategically Important Activity Corridor where the synergies of the movement economy, high frequency public transport, employment land, Swan River amenity and proximity to the Perth Central Business District (CBD) align to form a strong and successful Urban Corridor framework.

Figure 6-2: Precinct One to Four - Great Eastern Highway Urban Corridor Strategy

Source: City of Belmont

The movement network will be supplemented with the provision of an off-street cycle lane in the form of a principal shared path on the northern side of the Corridor and a pedestrian path on the southern side of the Corridor. The movement network surrounding the Corridor includes a network of shared pedestrian/cycle paths which provide connections to/from the Corridor into the residential areas to the north. A shared/pedestrian path is also located along the edge of the Swan River.

This project will positively impact the subject site by prioritising the movement economy, high frequency public transport, employment land, Swan River amenity and connections to the Perth Central Business District (CBD).

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

7 Road Safety Assessment

7.1 Existing Crash Records

In the five-year period up to 31/12/2024 there had been twelve (12) recorded crashes on Rowe Avenue between Homelea Court and Brighton Road. One of these occurred at the intersection of Rowe Avenue and Homelea Court where a car turning from Homelea Court struck a cyclist travelling west on Rowe Avenue resulting in the cyclist requiring medical attention. There has been another crash resulting in medical attention at the intersection of Rowe Avenue and Hallam Way, a 4-way intersection (non roundabout or traffic signals). There have been seven crashes at this intersection.

Apart from these crashes all other crashes have been property damage only.

The number of crashes at Hallam Way suggest that safety could be improved with further assessment of the crashes. Possible options to address crashes could be the installation of a safety platform, now becoming more mainstream for 4-way uncontrolled intersection in urban street environments.

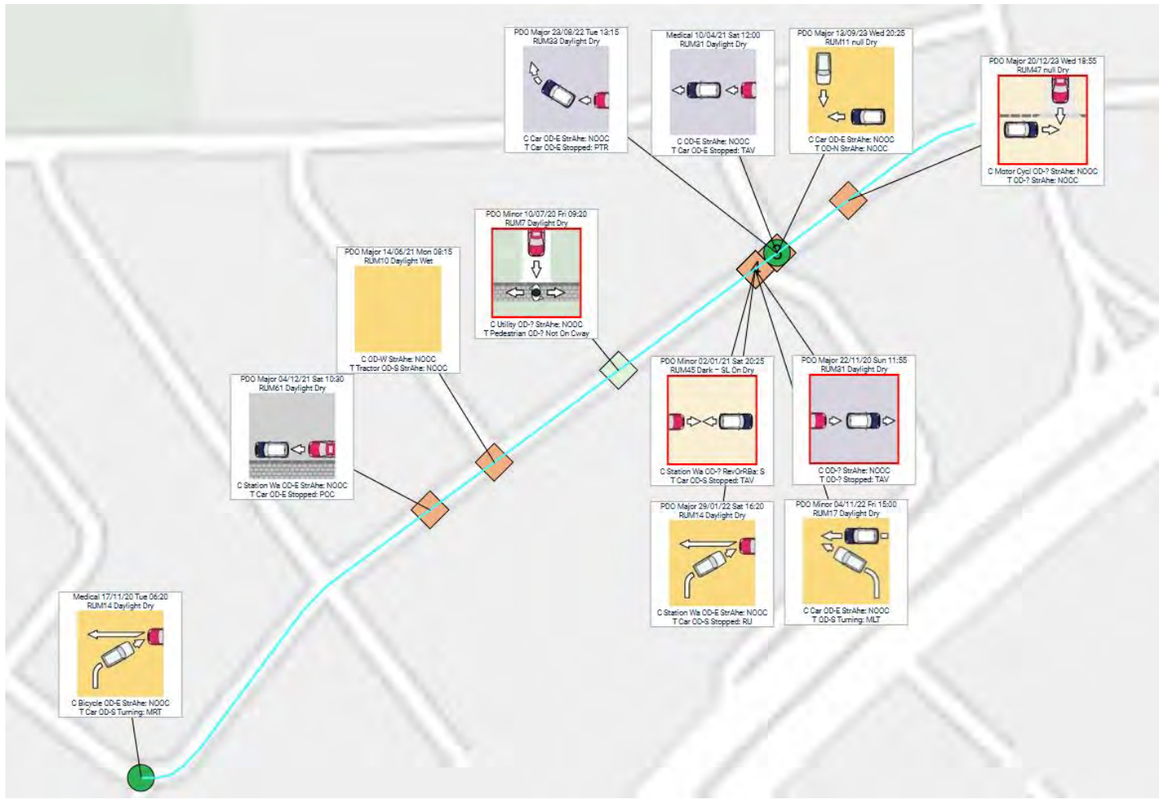
7.2 Impact of the Proposed Development on Road Safety

Given the relatively low number of crashes recorded over the study area in the last five year period, it is reasonable to assume that whilst the proposed residential development will contribute a low proportion of increased exposure (traffic volumes) to the surrounding roads, there is a low likelihood that the proposed development will increase the chances of regular crashes occurring.

In terms of the predicted number of increased vehicles generated by the residential development, 55 vph (two-way) equates to approximately one additional vehicle every minute during the morning and evening peak hour periods traveling to and from the development, which translates into relatively low exposure to an already low baseline of existing recorded crashes.

Also, this modest increase in generated vehicle numbers relates to less than 5% change in traffic on Brighton Road and Rowe Avenue. Considering traffic flows can vary +/-5% either side of average traffic flows from day to day, this change would be difficult to discern by the average road user and also have a low impact on crash rates.

Figure 7-1: Crash Locations in Vicinity of Site



Source: Main Roads WA CrashMap (August 2024)

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

8 Site Specific Issues

As discussed in Section 5, the assessment of the impacts of this proposed development has been undertaken on the basis of "business as usual". That is, there is no change in typical traffic generation rates (and thus no shift in modes) due to the hybrid working practice that developed during the COVID-19 pandemic and the changing scenario of transport modes with the increased use of ride share companies and telecommuting.

This is obviously not the current reality, but the assessment of the impacts for "business as usual" has shown that the impacts of the prospect development will have little impact on the surrounding road network.

With the impacts of the change in working habits, this has led to a decrease in private car use and an increase in non-car modes such as telecommuting. Ride share is also an increasing mode of transport, a mode which does not require long term parking but rather standing areas. The use of e-bikes and e-scooters is also growing.

The above have not been considered in the traffic generation of the proposed development, thereby assessing a worst-case.

The Canning Bridge Structure Plan (CBSP) area has similar challenges to the current The Springs development area with restricted road access to a regional road, but with excellent access to public transport services (both buses and rail).

The CBSP had challenged the "business as usual" approach with target mode splits in a period prior to the effects of Covid-19 and the rising popularity of ride sharing etc.

In the case of the CBSP this has targeted a Car use mode share of 50% by 2031 and 35% by 2051, down from a current 65%. By comparison the current Rivervale area (which the Springs forms part of) has a car use (for work trips) of almost 69%, similar to the wider Perth average.

In targeting these modified mode splits for The Springs development area, there would need to be a suite of strategies which would need to be implemented, most likely through an Integrated Transport Strategy for the wider Springs development area and including the adjacent Town of Victoria Park development area west of the Graham Farmer Freeway and the Perth-Armadale train line.

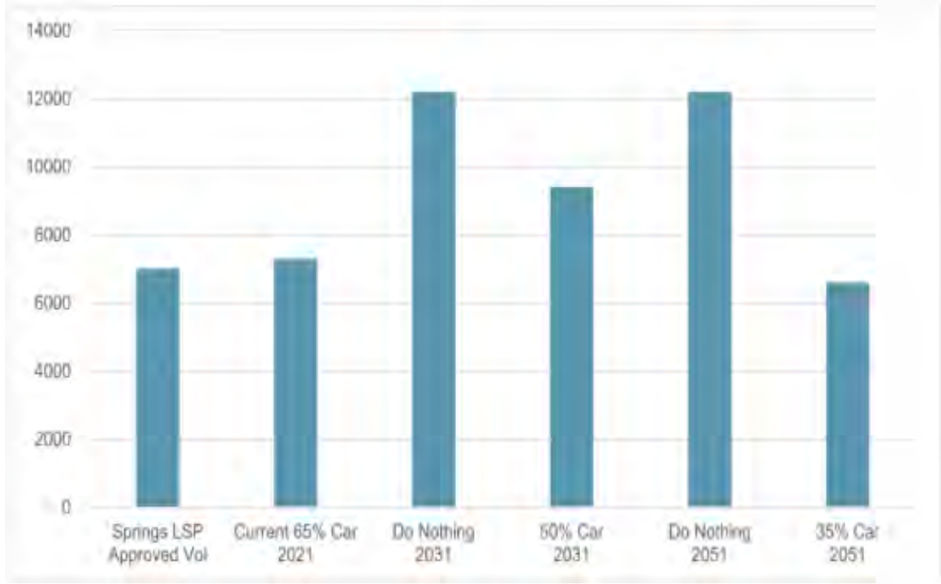
In the case of the proposed development, it proposes some of these:

- **Working from home** - some dwellings could respond to this with dedicated work spaces
- **Modified working hours** - Residents might start their day at home then head to the office after attending meetings
- **Connectivity to public transport** - the proposed development is within short walkable catchments of train stations and high-frequency bus routes. Bus and train timetables for Burswood Station and the bus stops on Great Eastern Highway could be provided in the building foyer
- **Promote walking opportunities** - provide advice as to local establishments in the walkable area
- **Adopt ride share services** - provide drop-off/pick-up bay in front of the proposed development

The above list is not exhaustive but indicates that the proposed development can respond to the transport network to reduce the reliance on private motor vehicles and shift the mode share away from this mode to non-private car modes.

Possible impacts of the above interventions across the entire Springs area could lead to significant reductions in traffic flows as compared to what might occur under the "business as usual" approach. This is shown below in Figure 7.1 at a high level for the traffic flows on Brighton Road.

Figure 8-1: Possible Effects of Reduced Private Car Mode Share on Brighton Road Traffic Volumes



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

If a reduction in current 65% mode share (as reported by the ABS for Rivervale) is reduced to 35% in the longer term, with a 100% buildout of the Springs this would mean that Brighton Road could have traffic flows as little as of between 6,000 to 7,000 vpd, this a little less than recorded today of 7,800 vpd.

In simplistic terms, the current public transport services in the vicinity of the site have a current “to Perth” capacity over a typical morning peak of approximately 9,600 passengers by rail (8 trains each of 1,200 passengers maximum) and 2,800 passengers by bus (30-35 bus services of 60 to 100 passengers each) or 12,400 passengers total.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

9 Conclusions

This TIS assesses the key transport issues and impacts related to the development of the proposed residential site including the current level of accessibility by road, public transport, cycle and on foot and sets considerations to improve these where required and practical.

Conclusions and Recommendations:

- The proposed development incorporates 108 apartments and is located within 150m (walking distance) away from available bus stops on Great Eastern Highway. Burswood train station is located approximately 720m (walking distance) from the site and it can be accessed beneath the Great Eastern Highway bridge then Griffiths Street. The proximity of these facilities is likely to have an influence on reducing the typical level of vehicular traffic expected to be generated by a development such as this. However, for a conservative, analysis of the road network, no such reductions have been applied under the assessment of generated traffic contained in this report.
- Based on the estimation of development generated traffic from the site (i.e. 55 vehicles per peak hour, two-way), traffic flows on Hawksburn Road and surrounding roads are expected to increase by approximately one additional vehicle every minute during the morning and evening peak hour periods, which is considered an insignificant increase and will not be discernible to motorists on the wider road network, nor is it expected to have any deleterious effects on the traffic flows, road or intersection performance near the proposed development.
- The development will provide a total of 97 car parking bays on site for residents, plus ten visitor bays provided on site. 30 scooter bays and resident bike parking will be provided within 4.5m^2 stores on-site. Visitor bike parking will be provided in the order of 25 bike spaces. The development will also provide a strata bicycle share scheme inclusive of 20 bicycles which can be booked by residents through an app. The above parking provision meet and exceeds to the required provisions for vehicle and bike parking set under the WAPC's State Planning Policy 7.3 – Residential Design Codes Volume 2. It is concluded that 97 car parking bays will be more than adequate to serve the expected parking demand at this development, particularly given the proximity of the high frequency bus services on Great Eastern Highway and the nearby Burswood Train Station which will undoubtedly encourage trips to/from the development by sustainable modes i.e. other than the private car.
- One of the ongoing KPIs that the Public Transport Authority (PTA) has in its Annual Report measures "the proportion of street address within the Perth public transport area which are within 500m of a Transperth stop providing acceptable level of service". It is a recommendation of PTA that a figure of at least 90 percent of all street address should be within 500m of a Transperth bus stop. The proposed development supports and complies with this specific KPI of PTA for access to public transport services with 100% of the development falling within 500m of a bus stop.

Upon consideration of all findings within this TIS, the proposed residential development has minimal transport-related impacts on the surrounding area and therefore the development should not be considered unacceptable to proceed on transport grounds. This TIS demonstrates that the movement network to support active transport and the existing road network is capable of satisfactorily supporting the additional vehicular traffic expected to be generated by the proposed residential development.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

transport • engineering • placemaking

PJA

Appendix A

TIS Checklist

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

contact@pja.com.au

pja.com.au

Appendix A TIS Checklist

Item	Provided	Comments/Proposals
Executive Summary	Y	
Introduction / Background	Y	
Proposed development	Y	
proposed land uses	Y	
existing land uses	Y	
context with surrounds	Y	
Vehicular access and parking	Y	
access arrangements	Y	
public, private, disabled parking set down/pick up	Y	
Service vehicles (non-residential subdivisions only)	Y	
access arrangements	Y	
on/off-site loading facilities	Y	
Traffic volumes and vehicle types (non-residential subdivisions only)	Y	
daily or peak traffic volumes	Y	
type of vehicles (eg cars, trucks)	Y	
Traffic management on frontage streets	Y	
Public transport access	Y	
nearest bus/train routes	Y	
nearest bus stops/train stations	Y	
pedestrian/cycle links to bus stops/ train station	Y	
Pedestrian access/facilities	Y	
existing pedestrian facilities within the subdivision (if any)	Y	
proposed pedestrian facilities within subdivision	Y	
existing pedestrian facilities on surrounding roads	Y	
proposals to improve pedestrian access	Y	
Cycle access/facilities	Y	
existing cycle facilities within the subdivision (if any)	Y	
proposed cycle facilities within subdivision	Y	
existing cycle facilities on surrounding roads	Y	
proposals to improve cycle access	Y	
Site specific issues	Y	
Safety issues	Y	
identify issues	Y	
remedial measures	Y	

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

transport • engineering • placemaking

PJA

Appendix B

Proposed Site Layout

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

contact@pja.com.au

pja.com.au

DEVELOPMENT SUMMARY		16 Storeys
Total Site Area	2370.0 m²	
Zoning	Mixed Use R100	
Allowable Plot Ratio	N / A	
Proposed Plot Ratio	2.21 m²	
Proposed Total Plot Ratio Area	5226 m²	

UNIT SUMMARY

Unit Type		Unit Area m2	No. of Units	%	Total Plot Ratio Area m2
STUDIO	TYPE A	34	11	10	374
STUDIO	TYPE B	34	11	10	374
STUDIO	TYPE C	36	11	10	396
1 BED / 1 BATH	TYPE D	50	1	1	50
1 BED / 1 BATH	TYPE E	55	1	1	55
1 BED / 1 BATH	TYPE F	51	12	11	612
1 BED / 1 BATH	TYPE G	50	12	11	600
1 BED / 1 BATH	TYPE H	51	12	11	612
1 BED / 1 BATH	TYPE J	50	11	10	550
1 BED / 1 BATH	TYPE K	51	11	10	561
2 BED / 1 BATH	TYPE L	68	11	10	748
2 BED / 2 BATH	TYPE M	73	1	1	73
2 BED / 2 BATH	TYPE N	73	1	1	73
2 BED / 2 BATH	TYPE P	73	1	1	73
2 BED / 2 BATH	TYPE Q	75	1	1	75
TOTALS			**108**	**100**	**5226**

CARPARKING REQUIRED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Required 1 BED / 1 BATH + STUDIO	93 X 0.75		70
Resident Required 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Required		1 bay per 4 up to 12 dwellings	4
		1 bay per 8 for 13 and above	12
TOTALS			**101**

CARPARKING PROPOSED

Unit Type	Calc.	Ratio	Total Car Bays
Resident Proposed STUDIO	11 X 0.0		0
Resident Proposed STUDIO	22 X 1.0		22
Resident Proposed 1 BED / 1 BATH	60 X 1.0		60
Resident Proposed 2 BED / 1 & 2 BATH	15 X 1.0		15
Visitor Proposed		x30 scooter bays enable -6 bays concession (SPP7.3)	10
TOTALS			**107**

BICYCLE PARKING CALCULATIONS

Unit Type	Calc.	Ratio	Total Bikes Required	Total Bikes Provided
Resident		4.5m² Stores Provided (allows for bicycle parking)	108	108
Residential Visitor	108 /8	1 bike per 8 Apts	14	25

SCOOTER BAYS

Resident Scooter Bays Proposed	30

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

DEVELOPMENT TABLE

REV A

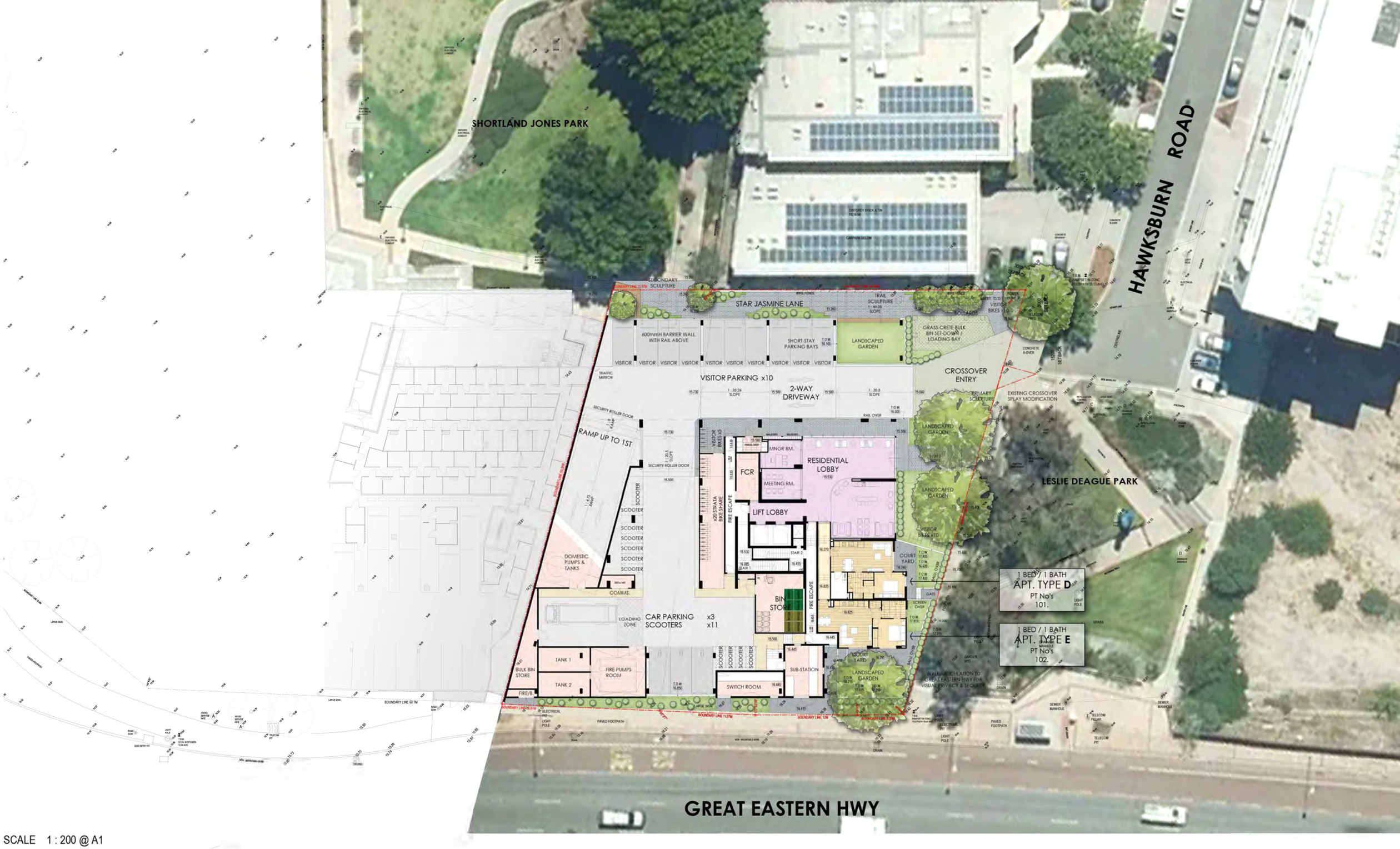
Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS
Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK TBL
15.05.2025



SCALE 1 : 200 @ A1
SCALE 1 : 400 @ A3

0 5 10 20m

NORTH

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

GROUND FLOOR PLAN
REV A

Lot 888, 2 Hawksburn Road,
RIVERVALE. SPRINGS.

16 STOREY RESIDENTIAL DEVELOPMENT
COMPRISING 108 APARTMENTS

finbar
developing better lifestyles

CHANG
ARCHITECTS

Level 4
181 Adelaide Tce
East Perth
WA 6004
T: (08) 9481 8988
E: admin@changarchitects.com.au
W: www.changarchitects.com.au

SK 01
15.05.2025

transport • engineering • placemaking

PJA

UNITED KINGDOM

BIRMINGHAM

Park Point
17 High Street
Longbridge
Birmingham
B31 2UQ

T: +44 121 475 0234

BRISTOL

Brew House
Jacob Street
Tower Hill
Bristol
BS2 0EQ

T: +44 117 929 8856

CAMBRIDGE

Nine Hills Road,
Cambridge
CB2 1GE

T: +44 1223 869949

LONDON

G.03
Wenlock Studios
50-52 Wharf Road
London
N1 7EU

T: +44 20 7253 8902

MANCHESTER

8 Brewer Street
Hilton Square
Manchester
M1 2EU

T: +44 161 242 1162

READING

The Aquarium
King Street
Reading
RG1 2AN

T: +44 118 956 0909

AUSTRALIA

MELBOURNE

Level 7
575 Bourke Street
Melbourne
VIC 3000
Australia

T: +61 370 330 210

PERTH

Level 27
St Martins Tower
44 St Georges Terrace
Perth
WA 6000
Australia

T: +61 370 330 210

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

contact@pja.com.au

pja.com.au

ATTACHMENT 12 – Acoustic Report

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

Lot 888, 2 Hawksburn Rd, Rivervale 6103

Acoustic Report - Development Application

Project No.	P02016
Revision	003
Issued	29 May 2025
Client	Finbar

E-LAB Consulting

Where science and engineering inspire

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Document QA and Revisions

ISSUE	DATE	COMMENTS	ENGINEER	REVIEWER
1	21/05/2025	Issue for DA	Imran Khan	Teresa D Nguyen
2	22/05/2025	Issue for DA	Imran Khan	Teresa D Nguyen
3	29/05/2025	Issue for DA	Imran Khan	Teresa D Nguyen
4				

Confidentiality:

This document contains commercial information which has been prepared exclusively for the use by The Principal. The document in its entirety is confidential. No information contained in this document may be released in part or whole to any third party without the approval of the Author or The Principal.

Authorised by:

E-LAB Consulting

Imran Khan | National Technical Director

Acoustics & Vibration

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Table of Content

1 INTRODUCTION 1

1.1 DOCUMENT PURPOSE 1
1.2 RELEVANT DOCUMENTS 1

2 PROJECT SITE 2

2.1 SITE DESCRIPTION 2
2.2 NOISE SURVEY 2

3 PROJECT CRITERIA 4

3.1 ROAD NOISE - STATE PLANNING POLICY 5.4 4
3.2 INTERNAL NOISE LEVELS 5
3.3 ACOUSTIC SEPARATION & INTERNAL SOUND INSULATION 5
3.4 NOISE EMISSIONS – WA ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997 8

4 TRAFFIC NOISE INTRUSION - SPP5.4 12

4.1 MODELLING INPUTS 12
4.2 NOISE MODELLING RESULTS 13

5 NOISE INTRUSION ASSESSMENT 14

5.1 EXTERNAL FACADE 14

6 NOISE EMISSIONS 16

7 CONCLUSION 17

APPENDIX A NOISE MODELLING CHECKLIST 18

APPENDIX B FAÇADE NOISE MAPS 20

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

1 INTRODUCTION

1.1 DOCUMENT PURPOSE

E-Lab Consulting has been commissioned by Finbar to undertake an acoustic assessment for the proposed multi-storey residential apartment development at Lot 888, 2 Hawksburn Road, Rivervale, WA 6103.

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

- Noise Intrusion to the project from external noise sources (road traffic from Great Eastern Highway and Graham Farmer Freeway) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

1.2 RELEVANT DOCUMENTS

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

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

2 PROJECT SITE

2.1 SITE DESCRIPTION

The proposed project site is situated within a predominantly residential area, with a concentration of commercial developments along its northeastern boundary. From a transport infrastructure perspective, the site lies in close proximity to two major traffic corridors: Great Eastern Highway to the east and Graham Farmer Freeway to the south .Nearest noise sensitive receivers and the noise logging location are shown in Figure 1.

The project location is within the trigger distance of State Planning Policy 5.4 - Road and Rail Noise due to its proximity to Great Eastern Highway and Graham Farmer Freeway.

Figure 1: Project Location and nearest noise sensitive receivers

Source: City of Belmont Intramaps

2.2 NOISE SURVEY

Un-attended noise logging was carried out on site to ascertain the noise levels at project site and to determine the noise levels from Great Eastern Highway to assist with the SPP5.4 acoustic model calibration on the project. Noise logging was carried out between 1st May and 7th May 2025.

2.2.1 INSTRUMENTATION

The equipment used for the noise survey is detailed below:

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

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

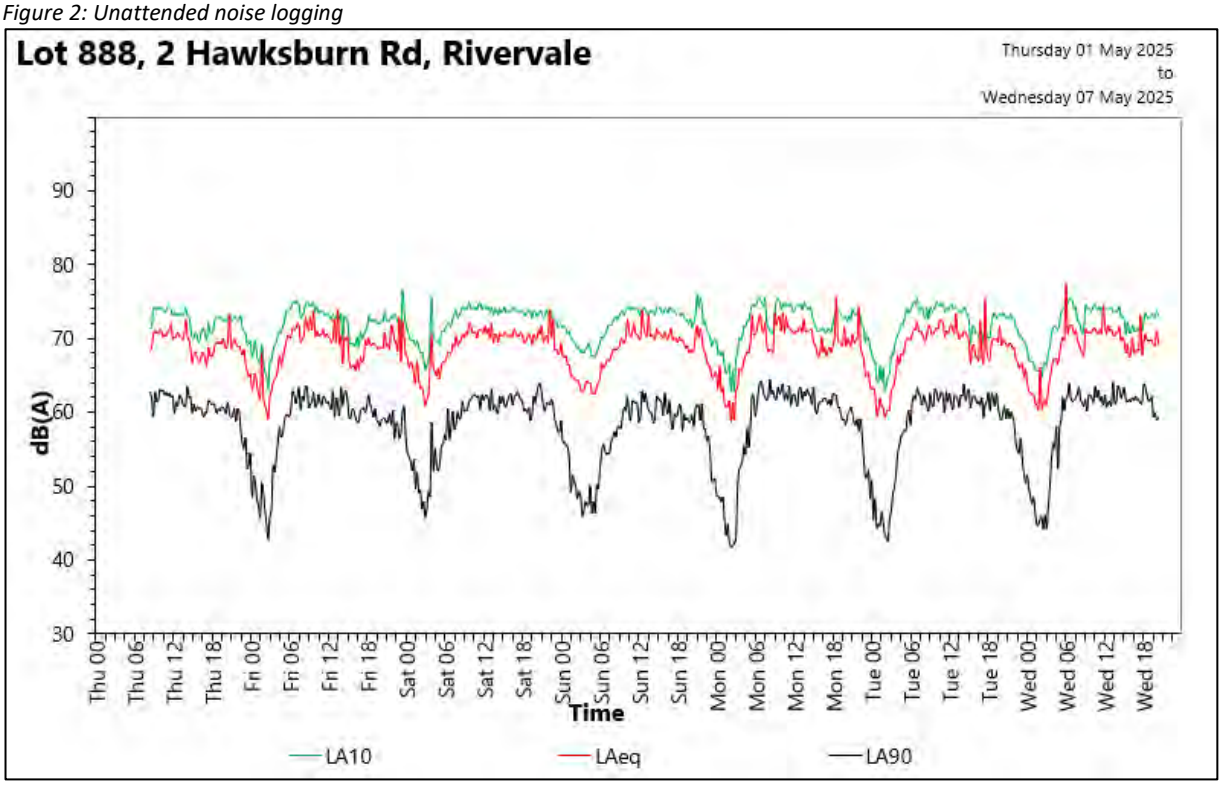
CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

2.2.2 Measurement Summary

Noise data from the logger is presented in a graph shown in Figure 2. Average L_{Aeq} noise levels for weekdays during the measurement period are detailed below.

- Day time (6 Am – 10Pm) 70 dB(A)
- Nighttime (10Pm – 6Am) 66 dB(A)

Figure 2: Unattended noise logging



CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

3 PROJECT CRITERIA

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

3.1 ROAD NOISE - STATE PLANNING POLICY 5.4

The project site lies within the SPP5.4 trigger zone for Great Eastern Highway and Graham Farmer Freeway, as shown in Figure 3. The SPP 5.4 establishes the indoor and outdoor noise criteria that apply to a noise sensitive land use due to noise emissions from road and rail transport.

Figure 3: Project Location and SPP 5.4 Zone

Source: Department of Planning, Lands and Heritage)

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

Table 1: State Planning Policy 5.4 Criteria

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

SPP5.4 requires assessment of traffic impact for future traffic volumes for the next 20 year. Where predicted noise levels are exceeding the noise targets, mitigation measures are needed to meet the noise targets. The

policy requires outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines.

3.2 INTERNAL NOISE LEVELS

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

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

Table 2: Project internal noise targets – residential spaces

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

3.2.1 Rain Noise

There is no mandatory guidance in relation to internal noise limits due to rain noise. However, it is recommended that the internal noise levels are designed not to exceed the Internal ambient noise levels in Table 2 by 5dBA, for a rainfall of 15mm/hr.

3.3 ACOUSTIC SEPARATION & INTERNAL SOUND INSULATION

3.3.1 NCC Criteria – Residential Spaces (Class 2 Building)

Inter-Tenancy and Common Walls and Floors Noise Requirements

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

The internal wall and floor airborne sound insulation matrix provided in Table 3 presents the sound transmission and insulation requirements of the deemed-to-satisfy provisions for inter-tenancy and common walls.

Table 3: Internal wall and floor sound insulation matrix - deemed-to-satisfy provisions

	INTERNAL WALL AIRBORNE SOUND INSULATION – DEEMED TO SATISFY PROVISIONS				
SOLE-OCCUPANCY UNIT SPACE 1	SOLE-OCCUPANCY UNIT/COMMON SPACE 2				
		Habitable Room	Wet Area	Public Corridor or Stairs	Plant Room or Lift Shaft
	Habitable Room	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$ Discontinuous Construction	$R_w \geq 50$	$R_w \geq 50$ Discontinuous Construction

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

	Wet Area	$R_w + C_{tr} \geq 50$ Discontinuous Construction	$R_w + C_{tr} \geq 50$	$R_w \geq 50$	$R_w \geq 50$ Discontinuous Construction
	INTERNAL FLOOR AIRBORNE SOUND INSULATION – DEEMED TO SATISFY PROVISIONS				
	Habitable Room	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$
	Wet Area	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$
	Public Corridor or Stairs	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	-	-
	Plant Room or Lift Shaft	$R_w + C_{tr} \geq 50$	$R_w + C_{tr} \geq 50$	-	-

The internal wall and floor airborne sound insulation matrix provided in Table 4, presents the verification requirements for the performance solution pathway.

Table 4: Internal wall sound insulation matrix – performance solution verification requirements

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

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

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

Intra-Tenancy Walls

It should be noted that intra-tenancy walls do not have any specific acoustic performance requirements within the NCC, other than service riser. The following is noted:

- Where walls are not full height it will require the wastewater pipe work within the non-habitable spaces treated to meet R_W+C_{tr} 40 requirement.

  Where there are open bulk heads from non-habitable spaces to habitable spaces it will require the bulk head closed with a single layer plasterboard (min. 10mm thick, min weight 7.2kg/m^2)

Internal Riser Walls

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

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Apartment Entry Doors

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

Inter-Tenancy and Common Floor / Ceilings Impact Requirements

Inter-tenancy and common floors/ceilings must be installed to meet the requirements of the National Construction Code (NCC) 2019, together with an additional uplift for impact noise.

The internal floor/ceiling sound insulation matrix provided in Table 5 presents the sound transmission and insulation requirements of the deemed-to-satisfy provisions for inter-tenancy and common walls.

Table 5: Internal floor/ceiling impact sound insulation matrix - deemed-to-satisfy provisions

INTERNAL FLOOR/CEILING IMPACT SOUND INSULATION – DEEMED TO SATISFY PROVISIONS					
SOLE-OCCUPANCY UNIT/COMMON SPACE BELOW	SOLE-OCCUPANCY UNIT/COMMON SPACE ABOVE				
		Habitable Room	Wet Area	Public Corridor or Stairs	Plant Room or Lift Shaft
	Habitable Room	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$
	Wet Area	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$	$L_{n,w} \leq 62$

The internal floor/ceiling sound insulation matrix provided in Table 6 presents the verification requirements for the performance solution pathway.

Table 6: Internal floor/ceiling sound insulation matrix – performance solution verification requirements

INTERNAL FLOOR/CEILING SOUND INSULATION – PERFORMANCE SOLUTION VERIFICATION REQUIREMENTS					
SOLE-OCCUPANCY UNIT/COMMON SPACE BELOW	SOLE-OCCUPANCY UNIT/COMMON SPACE ABOVE				
		Habitable Room	Wet Area	Public Corridor or Stair	Plant Room or Lift Shaft
	Habitable Room	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$
	Wet Area	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$	$L_{nT,w} \leq 62$

3.4 NOISE EMISSIONS – WA ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

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

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

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

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

City of Belmont and Town of Victoria Park online mapping system (with respective Local Planning Schemes) have been used to ascertain land use. Based on these maps, the influencing factor at the nearest noise sensitive receivers has been calculated, the nearest noise sensitive receiver has been identified as detailed below and shown in Figure 4 and Figure 5.

- **3 Homelea Ct, Rivervale 6103 WA.**

3.4.1 Influencing Factor

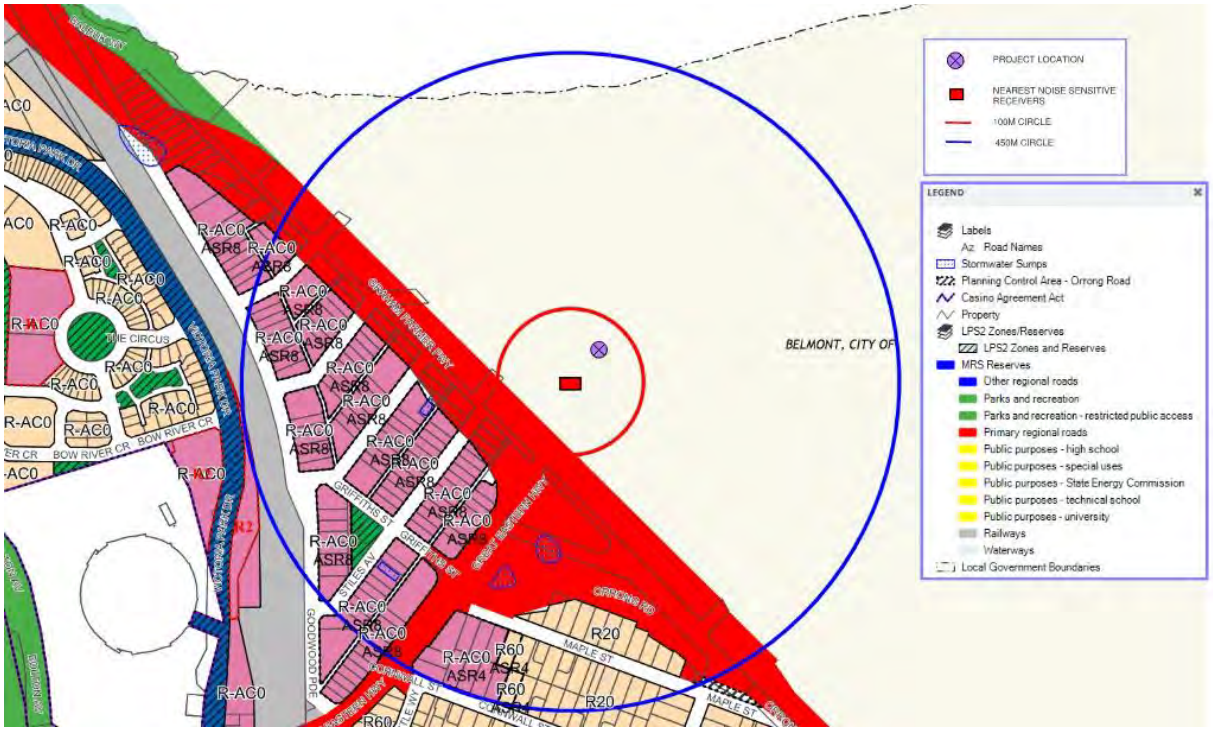
The influencing factor for results from identifying major roads, commercial and industrial areas for the nearest noise sensitive receivers is detailed in Table 8. The zoning maps used for the calculation of influencing factor showing the land use types has been presented in Figure 4 and Figure 5.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Figure 4: City of Belmont's zoning maps for the project and surrounding areas

Source: City of Belmont Intramaps

Figure 5: Town of Victoria Park's zoning maps for the project and surrounding areas



Source: Town of Victoria Park Intramaps

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA). Table 7 Presents the traffic data of the nearby roads.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Table 7: Traffic Data (Main Roads WA)

ROAD	WA EPNR CLASSIFICATION	ANNUAL AVERAGE DAILY TRAFFIC VOLUMES / YEAR
Great Eastern Highway (South of Abernethy Rd)	Major Road	60,406 (2021 -22)
Graham Farmer Freeway (At Great Eastern Hwy Bridge)	Major Road	92,444 (2021-22)

Table 8: Influencing factor (IF) noise sensitive receiver

NOISE SENSITIVE RECIEVERS	COMMERCIAL	INDUSTRIAL	ROAD	INFLUENCING FACTOR
3 Homelea Ct, Rivervale	0 % within 100m radius 3 % within 450m radius	0 % within 100m radius 12 % within 450m radius	Great Eastern Hwy and Graham Farmer Fwy within 100m	7 dB

3.4.2 Assigned Noise Levels – Noise Sensitive Receivers

Table 9 summarises the assigned levels at the nearest noise sensitive receivers. All noise emissions from the development are below the assigned level criteria for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building.

Table 9: Assigned levels

TYPE OF PREMISES RECEIVING NOISE	TIME OF DAY	ASSIGNED LEVEL (DB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	52	62	72
	0900 to 1900 hours Sunday & public holidays	47	57	72
	1900 to 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	42	52	62
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

3.4.3 Noise Character Adjustments

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

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 10.

Table 10: Noise character adjustment

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

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

3.4.4 Mechanical Services Noise Emissions

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

4 TRAFFIC NOISE INTRUSION - SPP5.4

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

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

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

4.1 MODELLING INPUTS

4.1.1 Topography & Ground Absorption

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

4.1.2 Road Traffic

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

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

This algorithm considers the following parameters:

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

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

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

The modelled and observed average daily traffic volumes for 2025 and 2045 were sourced from Main Roads Western Australia (MRWA), Reference No. 43296. This data pertains to traffic on Great Eastern Hwy and Graham Farmer Fwy.

SPP 5.4 requires that all noise assessments account for changes in traffic volumes anticipated over the next 20 years. The traffic volume projections provided by MRWA were utilized for this purpose. Table 11 summarises the current and projected future traffic volumes used in the assessment.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Table 11: Traffic Volumes – Current & Future

ROAD	YEAR	DAILY VEHICLE COUNT	DAYTIME VEHICLE VOLUME / HR	NIGHTTIME VEHICLE VOLUME / HR	PERCENTAGE OF HEAVY VEHICLE	SPEED
Great Eastern Hwy	Current 2025	70,488	4057	696	Day – 3% Night – 3%	60 km/hr
Great Eastern Hwy	Future 2045	85,709	4934	846	Day – 3% Night – 3%	60 km/hr
Graham Farmer Fwy	Current 2025	97,886	5635	967	Day – 9% Night – 7%	80 km/hr
Graham Farmer Fwy	Future 2045	101,388	5836	1001	Day – 9% Night – 7%	80 km/hr

4.1.3 Model calibration

The noise model for the current year was calibrated using data obtained from the noise logging. A correction factor of -1.5 dB was applied to eliminate the discrepancy between the actual noise logger data and model predictions.

4.2 NOISE MODELLING RESULTS

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

- Day-time scenario 73 dB(A)
- Night-time scenario 66 dB(A)

Predicted noise levels on the facades (façade noise maps) are provided in Appendix B. The facade sections facing Great Eastern Hwy and Graham Farmer Fwy are projected to experience noise levels exceeding the 'noise target' values outlined in SPP5.4. Noise intrusion assessment and recommendations for façade to meet the internal noise levels are provided in section 5.0.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

5 NOISE INTRUSION ASSESSMENT

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

5.1 EXTERNAL FACADE

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

5.1.1 External Glazing, Solid Façade

The noise intrusion has been calculated for all façade elements, which is relative to their surface area. Based on the highest predicted noise levels for road traffic, preliminary required façade performance is presented in Table 12.

Table 12: Acoustic Facade Categories & Glazing Arrangements

FAÇADE ORIENTATION	FACADE TYPE	ELEMENT CONFIGURATION	REQUIRED ACOUSTIC RATING (R_w, C_{tr})
Southeast (facing Great Eastern Hwy)	Glazing - Studio	6mm glass /12mm air space /12.38mm laminated glass	$R_W+C_{tr} \geqslant 35$ (42, -7)
	Solid Facade	9mm fibre cement cladding+ 13mm Fyrchek plasterboard + 76mm double steel studs with insulation and 20mm gap + 2 layers of 13mm Fyrchek plasterboard	$R_W+C_{tr} \geqslant 58$ (68, -10)
Northeast and Northwest	Glazing	6mm glass /12mm air space /6.38mm laminated glass	$R_W+C_{tr} \geqslant 33$ (38, -5)
	Solid Facade	9mm fibre cement cladding+ 92mm steel studs with insulation + 10mm standard plasterboard	$R_W+C_{tr} \geqslant 46$ (34, -12)
Facing Rowe Ave	Glazing	6mm glass /12mm air space /6mm glass	$R_W+C_{tr} \geqslant 29$ (36, -7)
	Solid Facade	6mm fibre cement cladding+ 92mm steel studs with insulation + 10mm standard plasterboard	$R_W+C_{tr} \geqslant 42$ (31, -11)

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

5.1.2 Roof

Although rain noise control is not a mandatory requirement under the NCC, it has been considered in this assessment to ensure a satisfactory level of acoustic amenity for future occupants. The assessment is based on a representative rainfall rate of 15 mm/hour, which is appropriate for residential dwellings in non-tropical regions of Australia. An internal noise criterion of no more than 5 dB(A) above the AS 2107 recommended internal noise levels during such rainfall has been adopted.

The proposed roof construction on this project is a 250mm bubble deck slab with slab with R1.1 40mm rigid panel fixed to underside of concrete soffit + R3.5 bulk fiberglass insulation on suspended 10mm plasterboard ceiling.

The above construction is adequate to control rain noise break-in to the apartments below.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

6 NOISE EMISSIONS

Mechanical services will be expected to comply with the respective WA EPNR criteria at the nearest noise sensitive receivers for all periods of the day. At this stage no information has been provided regarding mechanical service equipment selection.

Typically, this data is not available at the development application phase and review of mechanical equipment is conducted during the design phase prior to the issue of Building Permit.

Noise sources that shall be considered are:

- Mechanical Plant
- Fire pump rooms

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

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

7 CONCLUSION

This acoustic assessment has been prepared by E-LAB Consulting in support of a Development Application (DA) made to City of Belmont for the proposed multi-storey residential apartment development at Lot888, 2 Hawksburn Road, Rivervale, WA 6103.

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

- Noise Intrusion to the project from external noise sources (road traffic from Great Eastern Hwy and Graham Farmer Fwy) in accordance with State Planning Policy 5.4 – Road and Rail Noise
- Noise emissions from the development impacting noise sensitive receivers in accordance with WA Environmental Protection (Noise) Regulations 1997

To assess each of the acoustic considerations for the proposed development, noise criteria has been established in Section 3 in accordance with the following documents:

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

A road traffic noise assessment has been conducted, and the minimum recommended external façade construction has been specified to comply with internal noise level criteria. Predicted noise levels at the building façades were calculated using the 3D noise modelling software package SoundPLAN v9.0.

Regarding mechanical noise emissions, a comprehensive noise assessment will be undertaken following receipt of the complete mechanical equipment schedule and prior to the issuance of the Building Permit. Appropriate acoustic treatments shall be incorporated to ensure compliance with the applicable assigned noise limits at the nearest noise-sensitive receivers.

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Appendix A Noise Modelling Checklist

CHECKLIST ITEM		ACTION
Road traffic input data - Current		
Road name	Great Eastern Hwy 2025	
	16-hr daytime road traffic volume	60166
	Percentage of heavy vehicles (daytime)	3
	8-hr night-time road traffic volume	10322
	Percentage of heavy vehicles (night-time)	3
Road pavement	Dense Graded Asphalt	
Road traffic heights	Have the road emissions sources been modelled at the following heights?	
	Light and heavy vehicle tyre-road height at +0.5 m	Y
	Heavy vehicle engine height at +1.5 m	Y
	Heavy vehicle exhaust height at +3.6 m	Y
Traffic speed	What is the modelled road posted (signal) traffic speed?	60 km/h

CHECKLIST ITEM		ACTION
Road traffic input data - Future		
Road name	Great Eastern Hwy 2045	
	16-hr daytime road traffic volume	73159
	Percentage of heavy vehicles (daytime)	3
	8-hr night-time road traffic volume	12550
	Percentage of heavy vehicles (night-time)	3
Road pavement	Dense Graded Asphalt	
Road traffic heights	Have the road emissions sources been modelled at the following heights?	
	Light and heavy vehicle tyre-road height at +0.5 m	Y
	Heavy vehicle engine height at +1.5 m	Y
	Heavy vehicle exhaust height at +3.6 m	Y
Traffic speed	What is the modelled road posted (signal) traffic speed?	60 km/h

CHECKLIST ITEM		ACTION
Road traffic input data - Current		
Road name	Graham Farmer Fwy 2025	
	16-hr daytime road traffic volume	83552
	Percentage of heavy vehicles (daytime)	9
	8-hr night-time road traffic volume	14334
	Percentage of heavy vehicles (night-time)	7
Road pavement	Open Graded Asphalt	
Road traffic heights	Have the road emissions sources been modelled at the following heights?	
	Light and heavy vehicle tyre-road height at +0.5 m	Y
	Heavy vehicle engine height at +1.5 m	Y
	Heavy vehicle exhaust height at +3.6 m	Y
Traffic speed	What is the modelled road posted (signal) traffic speed?	80 km/h

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

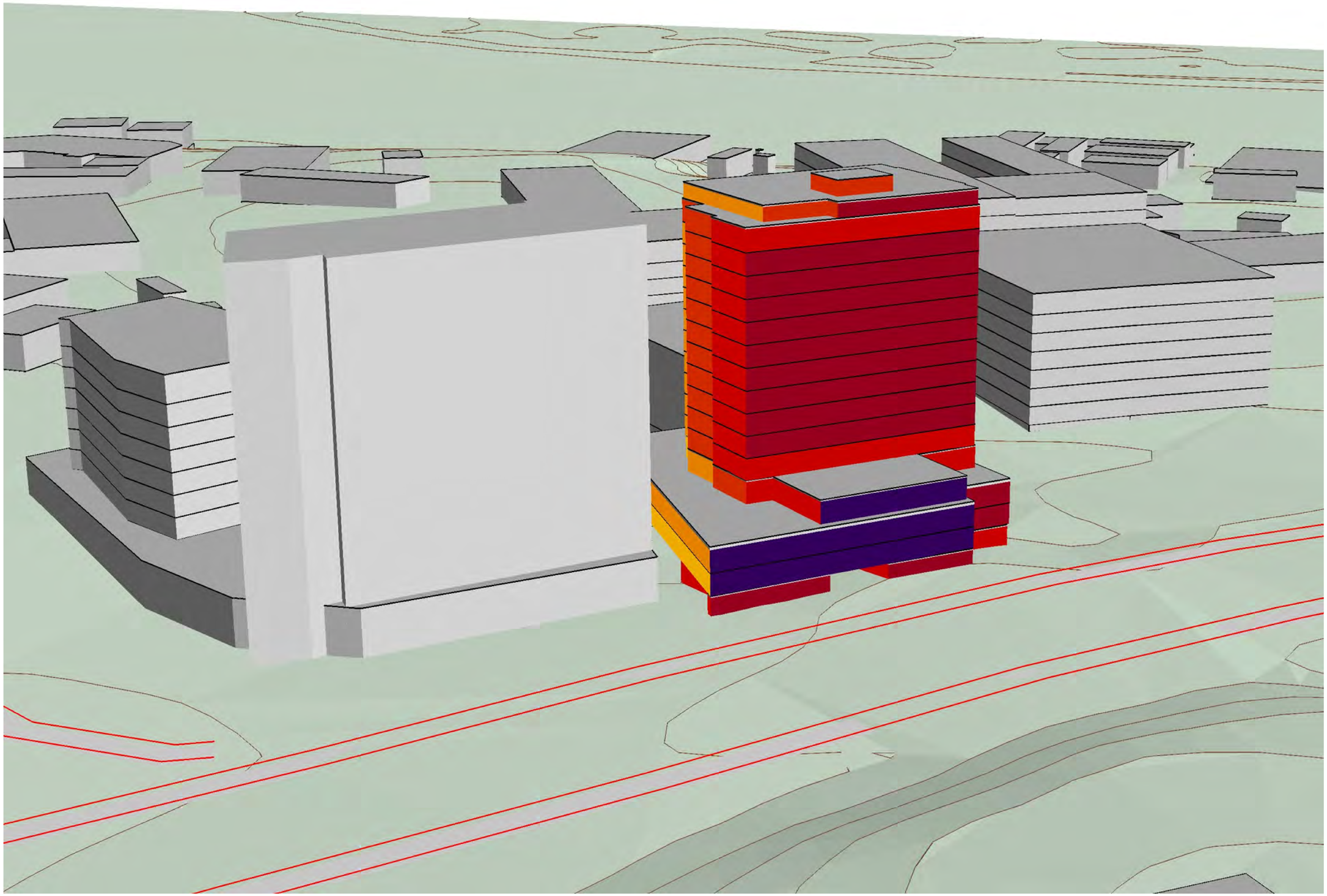
CHECKLIST ITEM		ACTION
Road traffic input data - Future		
Road name	Graham Farmer Fwy 2045	
	16-hr daytime road traffic volume	86548
	Percentage of heavy vehicles (daytime)	9
	8-hr night-time road traffic volume	14846
	Percentage of heavy vehicles (night-time)	7
Road pavement	Open Graded Asphalt	
Road traffic heights	Have the road emissions sources been modelled at the following heights?	
	Light and heavy vehicle tyre-road height at +0.5 m	Y
	Heavy vehicle engine height at +1.5 m	Y
	Heavy vehicle exhaust height at +3.6 m	Y
Traffic speed	What is the modelled road posted (signal) traffic speed?	80 km/h

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

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

Appendix B **Façade Noise Maps**

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025



E-LAB CONSULTING

ISSUE	DATE	STATUS
1	16/05/2025	Issue for Information

LEGEND

Facade Noise Level - $L_{eq,16hour}$ dB(A)

- <= 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- 58 - 61
- 61 - 64
- 64 - 67
- 67 - 70
- 70 - 73
- 73 - 76
- 76 - 79

NOTES

PROJECT
LOT 888, 2 HAWKSBURN ROAD, RIVERVALE 6103

PROJECT NO.
P02016

ARCHITECT
CHANG ARCHITECTS

CLIENT
FINBAR

SCALE
NTS

STATUS
ISSUE FOR DA

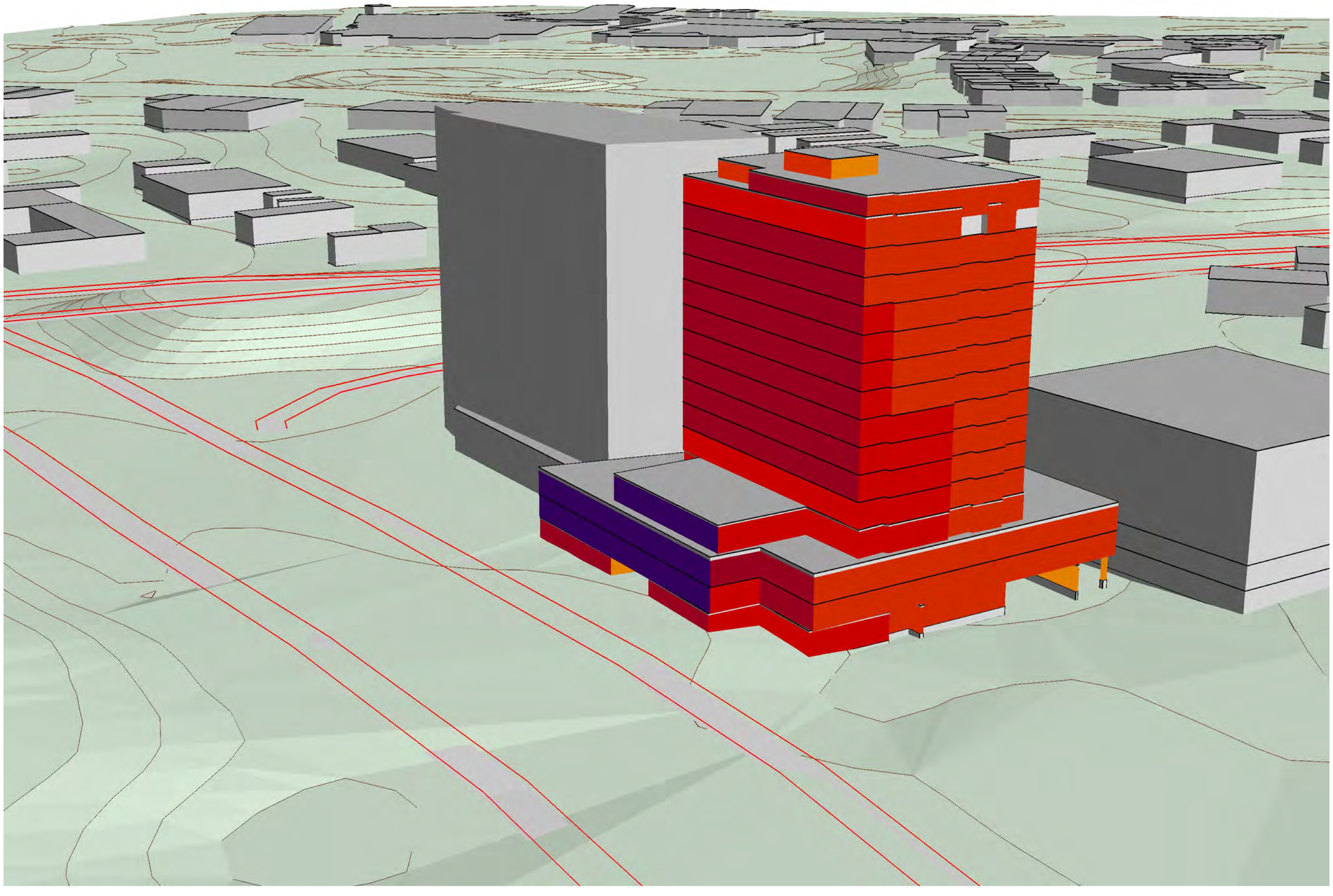
DRAWING
2045 FACADE NOISE LEVELS - DAYTIME

VIEW 1 (Southeast)

DISCIPLINE
ACOUSTICS

DRAWING NUMBER	REVISION
AC-DWG-100-01-01	001

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025



E-LAB CONSULTING

ISSUE	DATE	STATUS
1	16/05/2025	Issue for Information

LEGEND

Facade Noise Level - $L_{eq,16hour}$ dB(A)

- <= 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- 58 - 61
- 61 - 64
- 64 - 67
- 67 - 70
- 70 - 73
- 73 - 76
- 76 - 79

NOTES

PROJECT
LOT 888, 2 HAWKSBURN ROAD, RIVERVALE 6103

PROJECT NO.
P02016

ARCHITECT
CHANG ARCHITECTS

CLIENT
FINBAR

SCALE
NTS

STATUS
ISSUE FOR DA

DRAWING
2045 FACADE NOISE LEVELS - DAYTIME

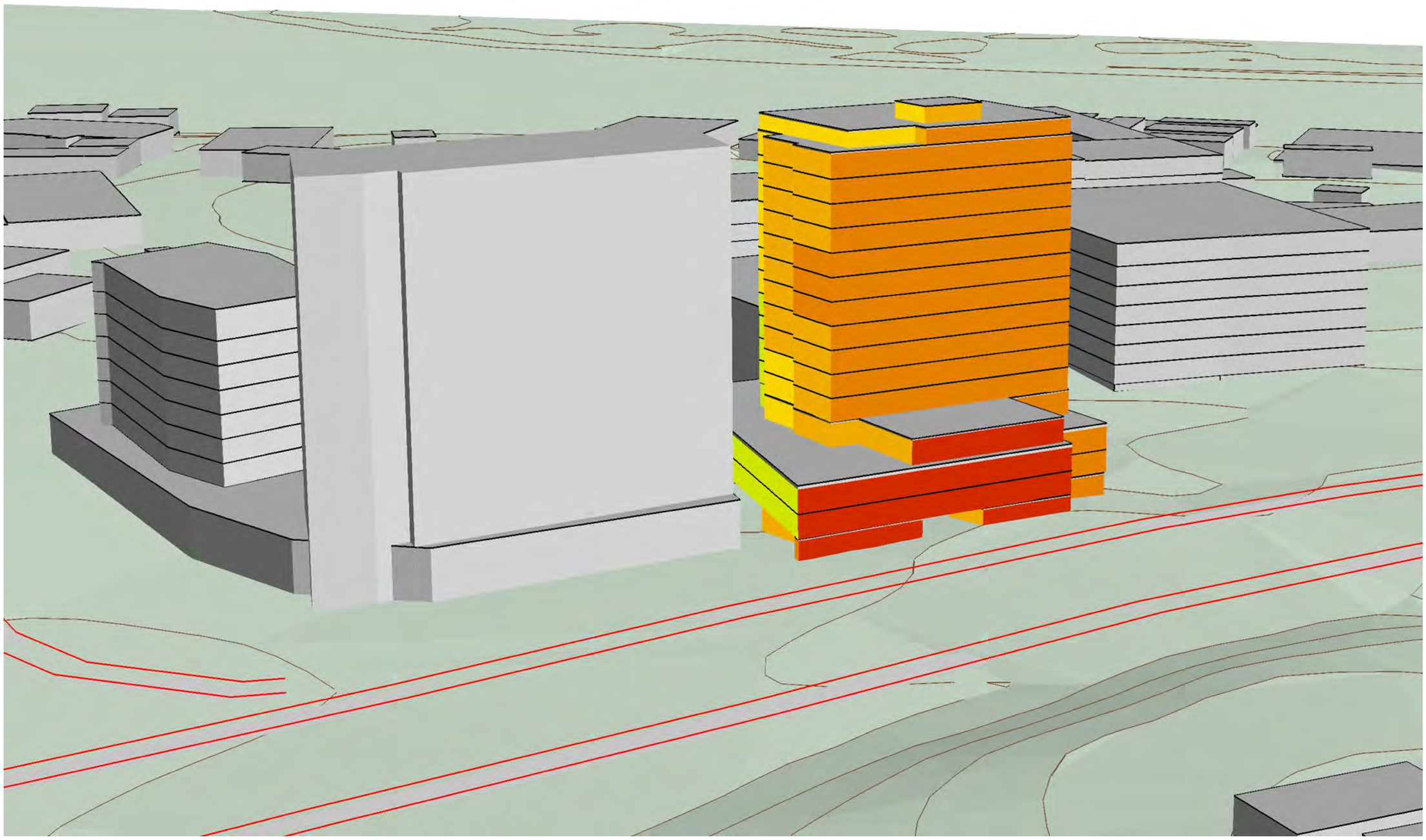
VIEW 2 (Northeast)

DISCIPLINE
ACOUSTICS

DRAWING NUMBER
AC-DWG-100-01-01

REVISION
001

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025



E-LAB CONSULTING

ISSUE	DATE	STATUS
1	16/05/2025	Issue for Information

LEGEND

Facade Noise Level - $L_{eq,9hTot}$ dB(A)

- <= 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- 58 - 61
- 61 - 64
- 64 - 67
- 67 - 70
- 70 - 73
- 73 - 76
- 76 - 79

NOTES

PROJECT
LOT 888, 2 HAWKSBURN ROAD, RIVERVALE 6103

PROJECT NO.
PQ2016

ARCHITECT
CHANG ARCHITECTS

CLIENT
FINBAR

SCALE
NTS

STATUS
ISSUE FOR DA

DRAWING
2045 FACADE NOISE LEVELS - NIGHT TIME

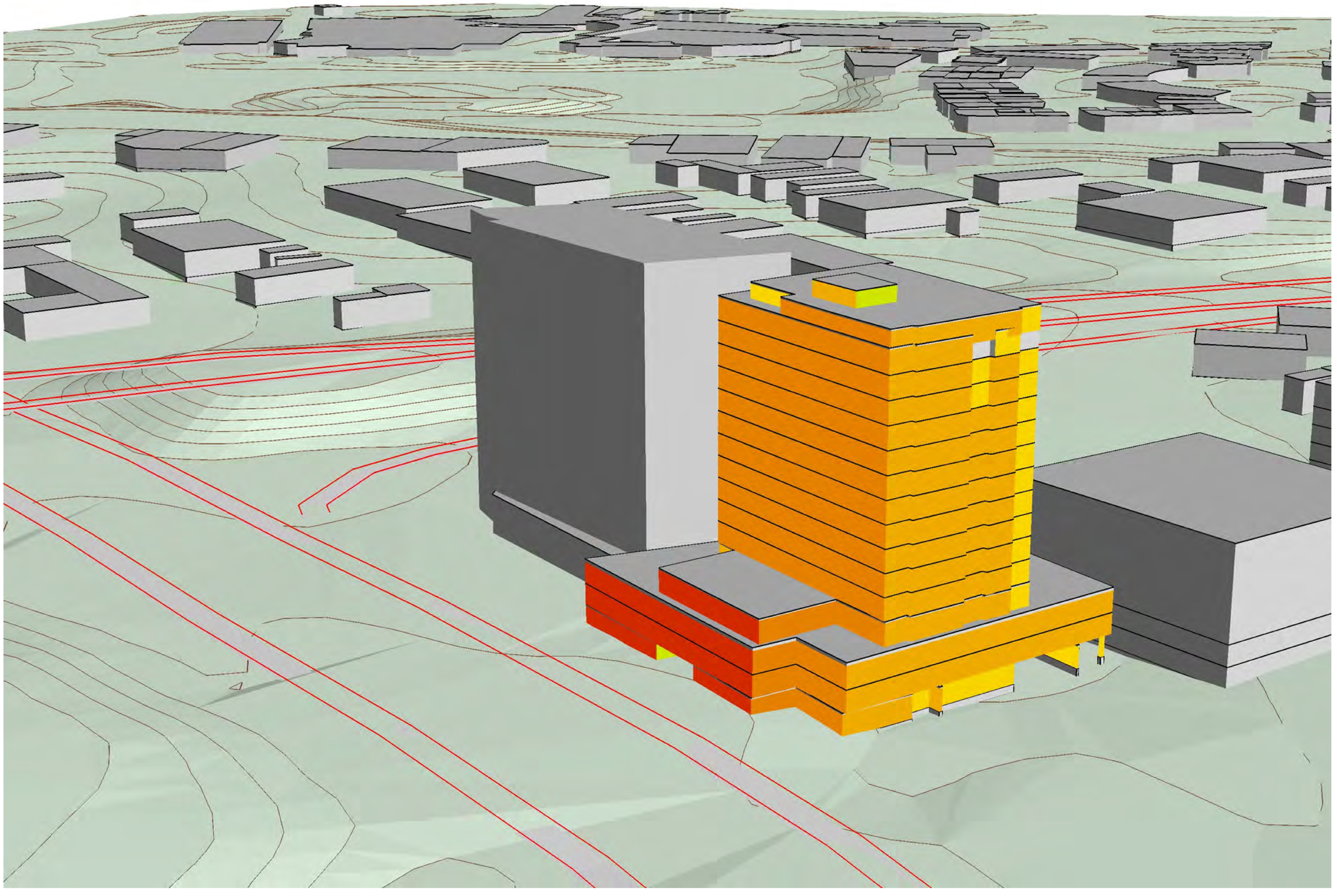
VIEW 1 (Southeast)

DISCIPLINE
ACOUSTICS

DRAWING NUMBER
AC-DWG-100-01-01

REVISION
001

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025



E-LAB CONSULTING

ISSUE	DATE	STATUS
1	16/05/2025	Issue for Information

LEGEND

Facade Noise Level - $L_{eq,9-10pm}$ dB(A)

- <= 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- 58 - 61
- 61 - 64
- 64 - 67
- 67 - 70
- 70 - 73
- 73 - 76
- 76 - 79

NOTES

PROJECT
LOT 888, 2 HAWKSBURN ROAD, RIVERVALE 6103

PROJECT NO.
P02016

ARCHITECT
CHANG ARCHITECTS

CLIENT
FINBAR

SCALE
NTS

STATUS
ISSUE FOR DA

DRAWING
2045 FACADE NOISE LEVELS - NIGHT TIME

VIEW 2 (Northeast)

DISCIPLINE
ACOUSTICS

DRAWING NUMBER
AC-DWG-100-01-01

REVISION
001

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

CITY OF BELMONT
RECEIVED
17/07/2025
Application No: 314/2025

ATTACHMENT 13 – Waste Management Plan

Lot 888 (No. 2) Hawksburn Road, Rivervale – 108 Multiple Dwellings

LG Reference: **314/2025**
DAP Reference: **DAP/25/02942**

WASTE MANAGEMENT PLAN

Project Type:	**108 Apartments**
Client:	**Finbar Group Ltd**
Project Address:	**2 Hawksburn Road, Rivervale**
Date:	**May 2025**

DALLYWATER CONSULTING

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

REPORT COMMISSIONED BY:

Finbar Group Limited
Scott Cameron - General Manager, Project Coordination
Level 6, 181 Adelaide Terrace, East Perth WA 6004
P: (08) 6211 3316
E: scott@finbar.com.au

REPORT PREPARED BY:

Dallywater Consulting
Principal - Nahrel Dallywater
Senior Consultant - Gordon Houston
122 Patersonia Road
Chittering WA 6084
P: 0427 137 503
E: gordiebh@gmail.com

© September 2025, Dallywater Consulting – All Rights Reserved
This Version 3: 17 September 2025
Previous Version 2: 26 May 2025

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

DISCLAIMER
Any representation, statement, opinion or advice, expressed or implied in this publication is made in good faith, but on the basis that Dallywater Consulting is not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever, which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect to any representation or statement of advice referred to herein.

TABLE OF CONTENTS

1 EXECUTIVE SUMMARY 4
2 INTRODUCTION 5
2.1 The Development 5
Table 1: Number and Size of Residential Apartments 6
2.2 Onsite Waste Management 6
3 LOCAL GOVERNMENT WASTE MANAGEMENT REQUIREMENTS 8
3.1 Waste Management Guidelines 8
3.2 Waste Generation 8
Table 2: Waste Generation Rates 8
3.3 Bin Store Requirements 8
3.4 Bin Presentation 8
3.5 Waste Capacity 8
Table 3: Estimated Weekly Material Volumes 8
3.6 Number of Bins 9
Table 4: Required Bin Capacity 9
3.7 Summary 9
4 BIN STORAGE AND MANAGEMENT 10
4.1 Bin Store and Washdown Area 10
4.2 Bin Store Specifications 11
4.3 Amenity 11
4.4 Bin Management 11
4.5 Bin Presentation and Collection 11
4.6 Signage 11
5 WASTE MANAGEMENT RESPONSIBILITIES 15
5.1 Building Owners/Management 15
5.2 Waste Management Staff 15
5.3 Residents 15
6 REFERENCES 16

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

1 EXECUTIVE SUMMARY

Finbar is applying to the City of Belmont (the "City") to develop a property known as 2 (Lot 888) Hawksburn Road, Rivervale. The development consists of 108 studio, one and two-bedroom residential apartments.

As part of the Development Approval process, the proponent is required to submit a Waste Management Plan (WMP) for the development to the City. Finbar employed the services of waste specialists Dallywater Consulting to investigate the City's requirements in this regard and to develop this WMP.

Based on the use of contemporary waste generation rates, it is proposed that the following initiatives will be implemented for the solid waste servicing at Lot 888 Hawksburn Road, Rivervale:

- Residents will have access to 140 or 240 litre general waste, FOGO and recycling wheelie bins provided in bin rooms on each floor of the development;
- Those bins will be serviced as required and material consolidated in the main bin stores by dedicated facility staff;
- Use of 240 litre bins for consolidation of the FOGO material; and
- Use of 1100 litre bins for consolidation of the general waste and recycling material; and
- Twice weekly collection of the general waste material and weekly collection of the recycling and FOGO material.

The City has advised the following requirements for bins to cater for the three material streams each week;

- FOGO - Ten 240 litre bins serviced weekly;
- General waste – Six 660 litre bins serviced two times per week; and
- Recycling – Six 1100 litre bins serviced weekly.

A bin store and washdown area has been provided to accommodate those bins.

Review

The above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the FOGO, general waste and recycling material generated by all aspects of the facility are in place and are maintained.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

DEFINITIONS

140: A 140 litre FOGO, general waste or recycling receptacle used by domestic residences within a local government municipality to deposit materials to be removed by the local government or a collection contractor.

240: A 240 litre FOGO, general waste or recycling receptacle used by domestic residences within a local government municipality to deposit materials to be removed by the local government or a collection contractor.

660: A 660 litre general waste or recycling receptacle used by domestic residences and commercial premises within a local government municipality to deposit materials to be removed by the local government or a collection contractor.

1100: An 1100 litre general waste or recycling receptacle used by domestic residences and commercial premises within a local government municipality to deposit materials to be removed by the local government or a collection contractor.

FOGO (service): Food Organics and Garden Organics - a local government collection service for food and garden organic material.

General waste: Any recyclable and non-recyclable discarded solid, semi-solid, liquid or contained gaseous materials not accepted by the local government's FOGO and recycling collection services.

Recycling: Any material accepted by the local government's recycling collection service.

Strata Council: A council comprising lot owners in the strata company, with the responsibility to exercise the duties and powers of the strata company for the benefit of all proprietors.

Strata Management: For the purposes of this document, the selected legal entity charged with responsibility for the soft services of the built structure (i.e. waste management, cleaning, landscaping, security and other similar human-sourced services) on behalf of the Strata Council and residents of the building.

Waste: Any recyclable and non-recyclable discarded solid, semi-solid, liquid or contained gaseous materials not accepted by the local government's FOGO and recycling collection services.

Waste Minimisation: A process to minimise the amount of waste requiring disposal via hierarchical activities such as behaviour and product modification, waste avoidance, reduction, reuse and recycling.

Total Waste Stream: The combined FOGO, general waste and recyclables generated.

2 INTRODUCTION

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

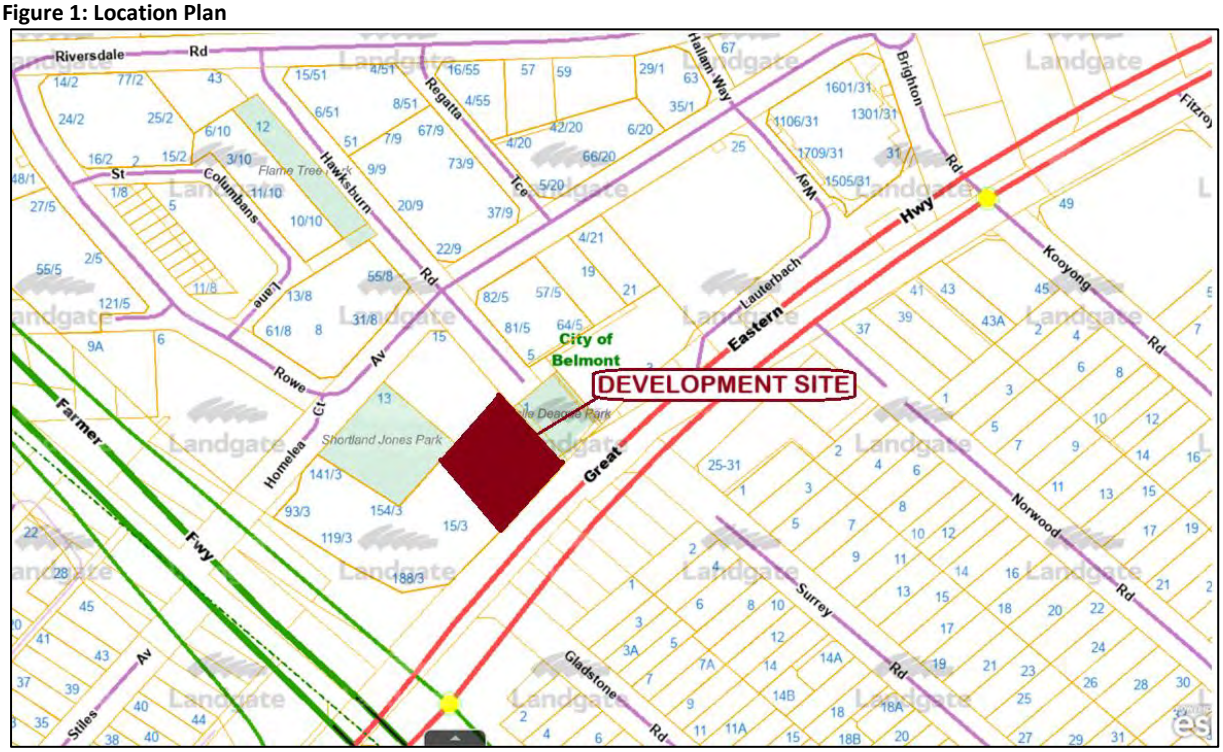
2.1 The Development

Finbar is applying to the City of Belmont (the "City") to develop a property known as 2 (Lot 888) Hawksburn Road, Rivervale. The development consists of 108 studio, one and two-bedroom residential apartments.

©Dallywater Consulting 2025 (All Rights Reserved)

As part of the Development Approval process, the proponent is required to submit a Waste Management Plan (WMP) for the development to the City. Finbar employed the services of waste specialists Dallywater Consulting to investigate the City's requirements in this regard and to develop this WMP.

Figure 1: Location Plan



Source: www.landgate.wa.gov.au 2025

Table 1: Number and Size of Residential Apartments

UNIT TYPE	Number
Residential Apartments	
1 Bed	93
2 Bed	15
Total Residential Apartments	**108**

A site plan of the development is included on the following page.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

2.2 Onsite Waste Management

The following provisions have been made for FOGO, general waste and recycling on the site:

- **Residential Apartments**
  - The residents will have access on each floor to a Bin Room in which they can deposit separated FOGO, recycling and general waste materials into 140 or 240 litre bins provided for those materials.
  - Full bins will be removed and replaced with empty bins as required and contents of the collected bins will be emptied into bins in the main residential bin store by Building Management staff or contractors.
  - Residents will not have access to the main bin store or washdown area.
- **Bin Store**
  - The main bin store is located on the ground floor adjacent to the substation and opposite the service bay.
  - Bins from the bin rooms will be brought to this store and emptied by staff into 240 litre bins for the FOGO material or larger (e.g. 1100 litre) receptacles for the general waste and recycling.
- **Hardwaste/Bulky Items**
  - Properties such as this one can utilise the City's services for hard and bulk waste. This involves the

©Dallywater Consulting 2025 (All Rights Reserved)

delivery of a 15m3 hook lift bin to the property for residents to dispose of items twice per year.

- A hard/bulky waste store has been provided for the temporary storage of items too large to be placed in the general waste or recycling bins and for material destined for the hardwaste cleanup service. This store is sited immediately adjacent to the service vehicle bay on the ground level.
- Tenants will be required to organise their own immediate disposal of large or bulky items not suitable for disposal to this store if the bulk waste collection is not due.
- Material will only be able to be placed in this area with the cognisance of the Strata Management.

- **Waste Collection**
  - If practical, the proponent will use the City's rear load general waste and recycling collection services. FOGO may be collected by a rear load service, or those bins could be presented to the kerbside for collection by the City's sideload service.

Figure 2: Site Plan

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

3 OCAL GOVERNMENT WASTE MANAGEMENT REQUIREMENTS

3.1 Waste Management Guidelines

For this project, the City provided the criteria for solid waste management for these types of multi-unit developments.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

3.2 Waste Generation

The City requirements for the provision of waste storage for this MUD are as follows:

- 240 litre receptacles are the preferred option for the storage and collection of FOGO material.
- General waste and recycling can be collected in 660 and 1100 litre receptacles respectively;
- Council's current waste collection arrangements will allow one recycling and FOGO collection per week, and up to two general waste collections per week; and
- FOGO, general waste and recycling receptacles are to be provided in sufficient numbers to cater for the waste generation requirements detailed in the following tables.

The following table demonstrates the weekly generation rates to be applied for the FOGO, general waste and recycling per unit for the development.

Table 2: Waste Generation Rates

Apartment Size	No. of Apartments	FOGO /unit/week	General Waste /unit/week	Recycling /unit/week
		m^3	m^3	m^3
1-bed	93	0.015	0.06	0.04
2-bed	15	0.025	0.10	0.06
TOTAL	**108**			

3.3 Bin Store Requirements

The City's requirements for bin storage are as follows:

- Should be adequate to house all bins with sufficient area to manoeuvre the bins.
- Be provided with a permanent water supply and drainage to sewer with washdown facilities.
- Out of sight and well screened from public areas.
- Design is to be consistent with the development.
- Be easily accessible to allow for the removal of the receptacles.
- The bin store should be fitted with a bin lifter to assist staff with emptying of smaller bins into the larger bins.

3.4 Bin Presentation

- For the FOGO 240 litre bins, whether they are serviced internally via a rear-load service or are presented to the kerb for side-lift servicing is to be negotiated with the City;
- Larger bins are to be retrieved and returned to the stores by collection operators as soon as is practicable after they have been serviced; and
- Bins are to be accessible such that there is unobstructed access for the collection vehicle and the vehicles' operators at the time of servicing.

3.5 Waste Capacity

Based on the above requirements, the weekly storage capacities required for FOGO, general waste and recycling from the proposed development are detailed in the following table.

Table 3: Estimated Weekly Material Volumes

Apartment Size	No. of Apartments	FOGO	General Waste	Recycling	FOGO	General Waste	Recycling
		m^3/unit/week	m^3/unit/week	m^3/unit/week	m^3	m^3	m^3
1-bed	93	0.015	0.06	0.04	1.40	5.58	3.72
2-bed	15	0.025	0.10	0.06	0.38	1.50	0.90
TOTAL	**108**				**1.77**	**7.08**	**4.62**

©Dallywater Consulting 2025 (All Rights Reserved)

3.6 Number of Bins

Based on the estimated volumes of materials, the number of 240 litre FOGO bins and the larger 660 litre general waste and 1100 litre recycling receptacles required to cater for the weekly volumes for this development are detailed in the following table. Note that the bin figures have been rounded up.

Table 4: Required Bin Capacity

	FOGO	General waste	Recycling
Weekly Generation	**1.77m³ /week**	**7.08m³/week**	**4.62m³/week**
Bins/Week			
No. of 240 litre receptacles/week	7.38	n/a	n/a
No. of uncompacted 660 litre receptacles/week	n/a	10.72	n/a
No. of uncompacted 1100 litre receptacles/week	n/a	n/a	4.20
TOTAL BINS	**8 x 240s**	**11 x 660s**	**5 x 1100s**

3.7 Summary

From the above table, with weekly FOGO, general waste and recycling collections, eight 240 litre FOGO bins, eleven 660 litre general waste bins and five 1100 litre recycling bins will be required. However, the City advised that its current waste servicing arrangements will allow up to two general waste collections per week.

Therefore, the following number of bins would be required to cater for the three material streams at 2 Hawksburn Road, Rivervale:

- FOGO - Eight 240 litre bins serviced weekly;
- General waste – Six 660 litre bins serviced two times per week; and
- Recycling – Five 1100 litre bins serviced weekly.

This will require room in the bin store and washdown area to accommodate the nineteen bins.

It is noted that during the preparation of this plan, the City provided the following advice[1]:
"The Plans and Waste Management Plan shall show that the bin store can hold the following:

- *6 x 660L (emptied 2 x per week) - Waste*
- *6 x 1100L Emptied weekly - Recycling*
- *10 x 240L Emptied weekly – FOGO"*

Based on that advice, the following number of bins would be required to cater for the three material streams each week;

- FOGO - Ten 240 litre bins serviced weekly;
- General waste – Six 660 litre bins serviced two times per week; and
- Recycling – Six 1100 litre bins serviced weekly.

This will require room in the bin store and washdown area to accommodate the twenty-two bins.

The bin store is large enough to manage both scenarios, as demonstrated in Figure 3 on the following page.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

[1] Email: N Reddy, City of Belmont – 8/9/2025: RE: Request for Information - 314/2025 - 2 Hawksburn Rd, Rivervale - DAP Application for 108 Multiple Dwellings - PTS Town Planning

©Dallywater Consulting 2025 (All Rights Reserved)

4 BIN STORAGE AND MANAGEMENT

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

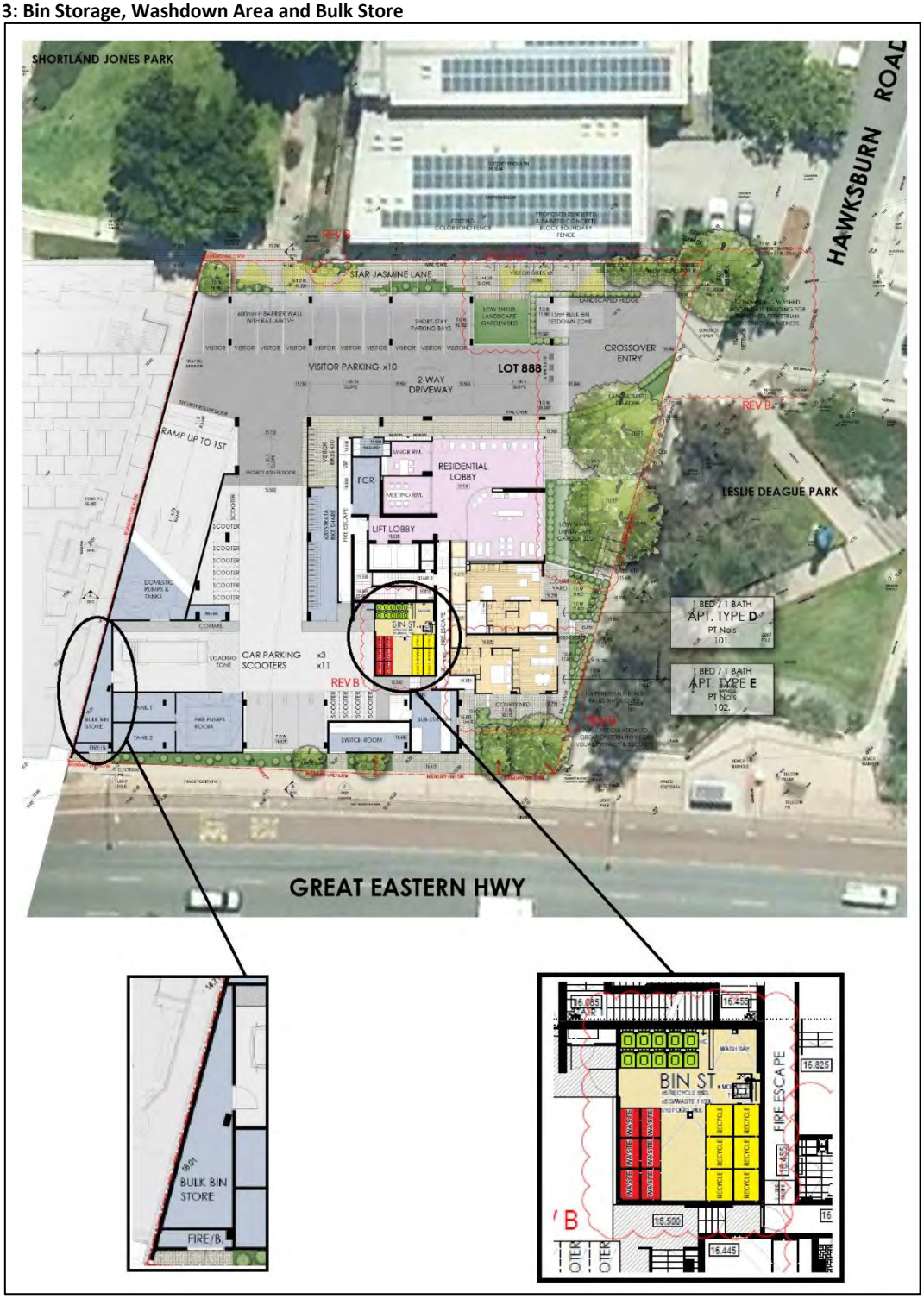
4.1 Bin Store and Washdown Area

The main bin store is located on the ground floor of the development, adjacent to the service area, which is accessible from the main entrance driveway and immediately opposite the Service Bay/Loading Zone.

A Bulk Store has also been provided on the Ground Floor for the placement of hard and bulky waste prior to its removal. Use of this store will require the approval of and coordination by the Building Management.

Figure 3 depicts the locations of the various areas demonstrates that the City's bin scenario can be accommodated in the store and are depicted in Figure 3 below.

Figure 3: Bin Storage, Washdown Area and Bulk Store



4.2 Bin Store Specifications

The main bin store has been designed to meet the City's specifications as follows;

- Is of sufficient size to be able accommodate receptacles and a bin lifter;
- Self-closing gates or doors are to be fitted;
- Construction is to be of brick, concrete, corrugated compressed fibre cement sheet or other suitable impervious material;
- Includes a tap connected to an adequate supply of water and a floor waste connected to the public sewer;
- The floor is to be smooth and impervious and evenly graded to the floor waste; and
- All accesses/corridors will be of sufficient width (and ramps of suitable fall) to allow for easy and safe access for the removal of all receptacles and, in the case of the Hard/Bulky Waste Store, larger items.

4.3 Amenity

The main store has been designed so that it;

- is well ventilated to prevent escape of smells;
- can be kept thoroughly clean and disinfected; and
- is consistent with the overall aesthetics of the development.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

4.4 Bin Management

Strata Management staff or other nominated personnel/contractors will manage waste throughout the facility and as such, will be aware of the expectations regarding use of the bins and store.

Those staff will be responsible for ensuring that the bins on the apartment levels are monitored daily and full bins are serviced as required. A plan of a typical floor bin room is included at Figure 4.

Those staff will also monitor the usage of the bins to ensure residents are disposing of material correctly.

4.5 Bin Presentation and Collection

Collection of bins will be as per the following arrangements (See Figure 5):

- Subject to discussion with the City's waste personnel, FOGO bins will either be serviced (emptied) onsite from the bin store via rear-load collection vehicle or be brought to the kerbside for servicing by the City's side-load vehicle.
- Once emptied, all bins would be returned to the store and cleaned as required.
- Bins serviced at the kerbside would be presented to the street and returned to the store by Strata Management staff.
- Other than where the arrangements result in the FOGO bins being serviced at the kerbside, all servicing of the bins will occur from within the development, directly from the internal bin store.
- Collection vehicle operators will retrieve the bins from the store, transfer them to the collection vehicle, empty them and then return them to the store. Assistance with this arrangement may be provided by facility staff upon negotiation with the Strata Management.

Strata Management waste management staff will ensure that;

- bins are accessible such that they can be emptied without obstruction by the City (or its contractor) or commercial collection contractors;
- if negotiated between the collection contractor and Strata Management, personnel are made available to assist with the movement of the residential bins to the collection vehicle.

For the City's bi-annual bulk waste collection service, a set down zone has been provided for their 15m^3 bulk bin adjacent to the crossover entry at the front of the site (see Figure 6).

4.6 Signage

Best practice facility bin management and material separation signage will be installed to the bin store area.

©Dallywater Consulting 2025 (All Rights Reserved)

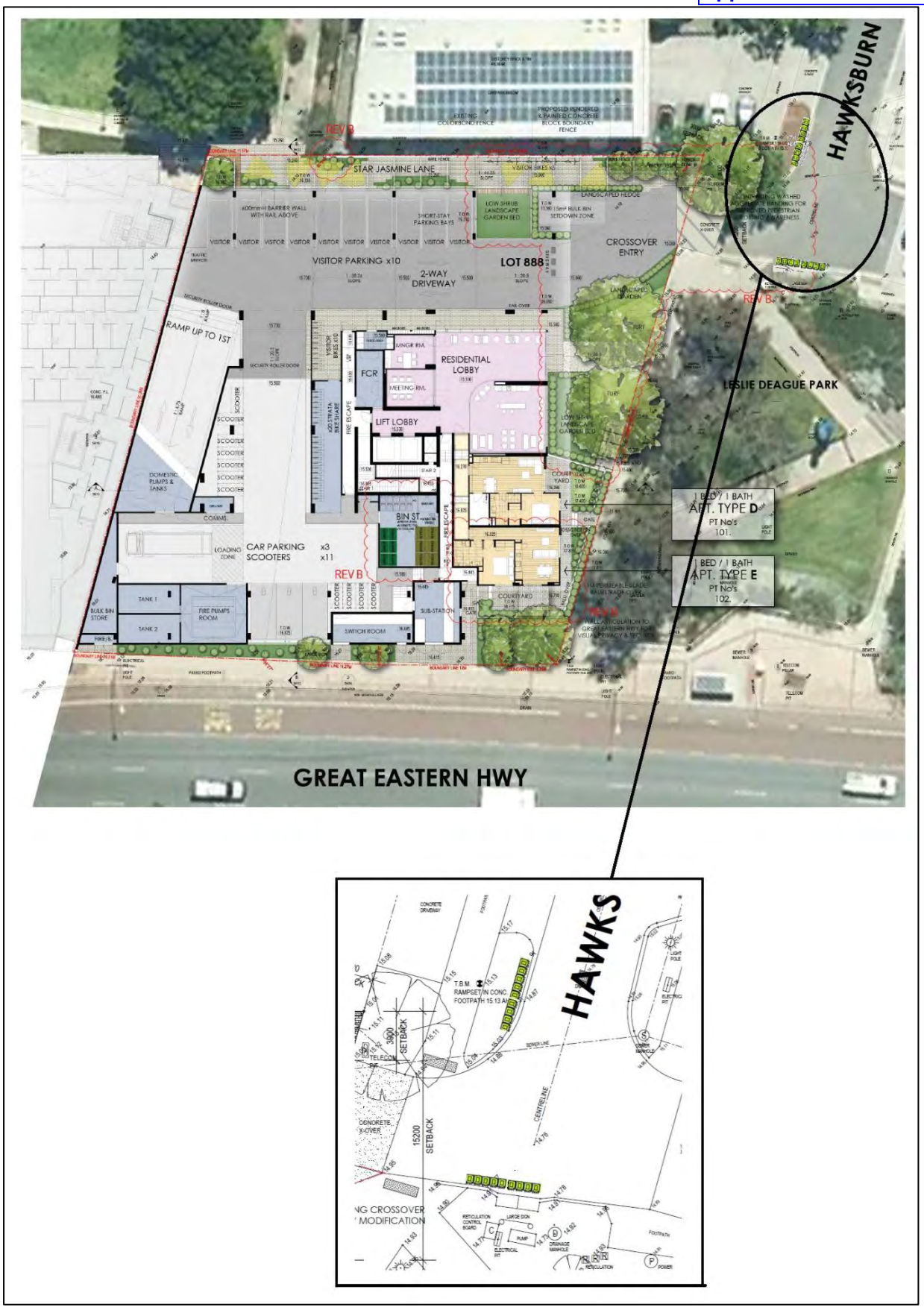
Figure 4: Bin Rooms - Residential Floors

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

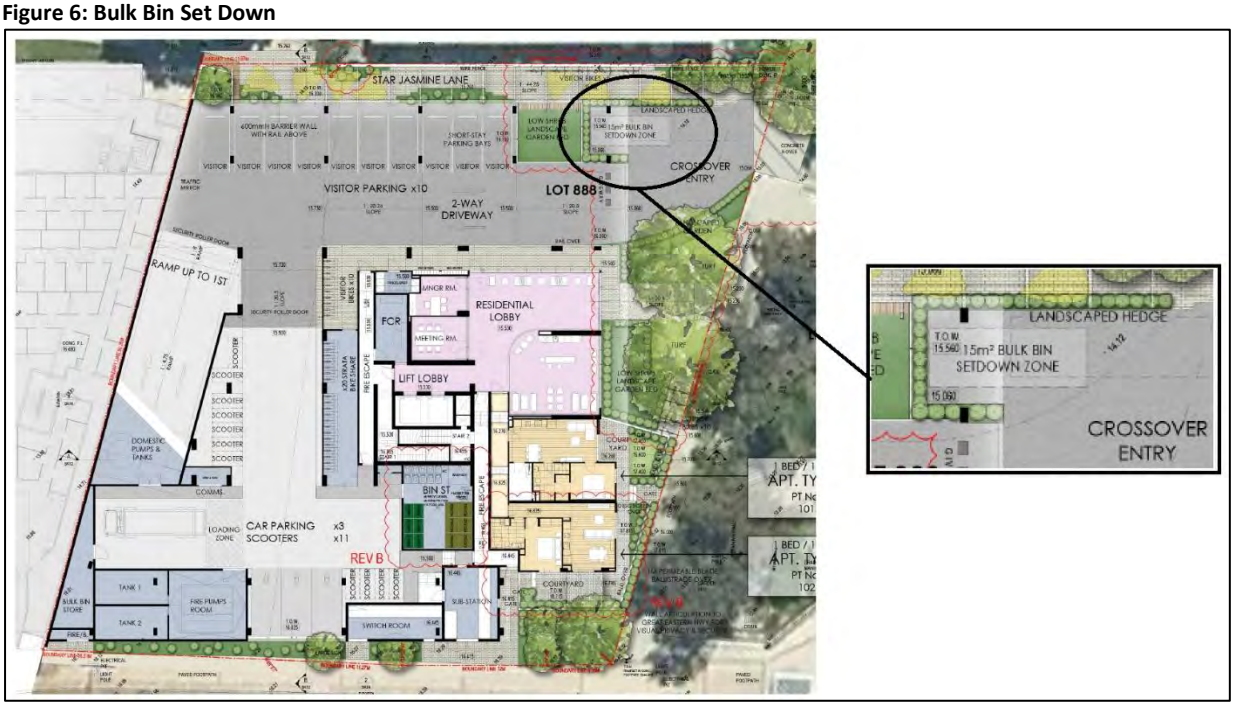
City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

Figure 5: Potential Street Presentation of FOGO Bins if Required



©Dallywater Consulting 2025 (All Rights Reserved)

Figure 6: Bulk Bin Set Down



City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

5 WASTE MANAGEMENT RESPONSIBILITIES

5.1 Building Owners/Management

The Strata Council (Owners) and Strata Management will have responsibility for ensuring that the residential waste management activities are appropriately conducted and that residents meet their waste management responsibilities.

The Strata Management will allocate responsibility for all waste management activities to a Grounds person, Building Caretaker or Cleaner (Waste Person). This position will be responsible for the management of waste throughout the complex and they will be trained in all facets of the role.

5.2 Waste Management Staff

At a minimum, the waste personnel will undertake the following bin servicing and waste management functions;

- Regular inspection and replacement of full bins to all residential floors;
- Transfer of material in smaller bins to the larger 1100s using the bin lifter as required;
- Regular cleaning of bins, bin rooms and the bin and bulk stores;
- Ensuring access to all bins on collection days;
- Supervising timely return of bins to bin stores after collection; and
- Assistance with bin movement for operators (if required and negotiated).
- If required, presenting bins to the street on collection days, and returning the bins to the store after collection has occurred.

In addition, the education of incoming residents will be a priority for these staff.

In the future, with the initial assistance of waste management experts, training of staff to implement Waste Minimisation Plans for the residential components of the development may be explored. The plans could provide recommendations on, and include specific actions for;

- the segregation of specific recycling materials from the comingled stream; and
- implementation of waste reduction initiatives such as eWaste recycling and clothing recycling.

5.3 Residents

All residents would be instructed via the Strata Management of the various waste requirements. This would include direction on the use of the bin facilities and expectations of the managing body with regards to any recycling or waste diversion.

In the absence of any other individual arrangement with the waste personnel (or Strata Management), residents (and their contractors) would be responsible for the immediate removal and disposal off-site of any waste unsuitable for placement in the bins. This would include large bulky waste and electronic items and waste from any building maintenance activities.

It is envisaged that the development of a Waste Minimisation Plan mentioned above would include the production of educational literature suitable for residents (including for inductions) and recommendations for signage relevant to the internal function of the bin rooms and other waste management facilities.

It is suggested that the Strata Management or tenancy management entity include specific tenant/resident responsibilities for management and separation of the waste streams in any occupancy (e.g. rent or lease) agreements.

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

6 REFERENCES

- WALGA - *Multiple Dwelling Waste Management Plan Guidelines*

City of Belmont
AMENDED PLANS
RECEIVED 23/09/2025
Application No: 314/2025

©Dallywater Consulting 2025 (All Rights Reserved)

PART D – CITY OF FREMANTLE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Henderson Street, No.10 (Lots 374 & 375), Fremantle - 6 Storey Hotel Development including restaurant/cafe, small bar and shop land uses at ground level – DAP/25/02940

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part D – Item 3.1 - HENDERSON STREET, NO. 10 (LOTS 374 & 375), FREMANTLE – FOUR (4) - SIX (6) STOREY HOTEL DEVELOPMENT INCLUDING RESTAURANT/CAFE, SMALL BAR AND SHOP LAND USES AT GROUND LEVEL

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Fremantle
Applicant:	Lateral Planning
Owner:	Spicer Street Pty Ltd
Value of Development:	$50 million
Responsible Authority:	City of Fremantle
Authorising Officer:	Chloe Johnston, Manager City Planning
LG Reference:	DAP005/25
DAP File No:	DAP/25/02940
Application Received Date:	18 July 2025
Report Due Date:	24 October 2025
Application Statutory Process Timeframe:	90 Days (plus 21 day extension)
Attachment(s):	1. Amended Development Plans Amended Development Plans - 10 Henderson - 25 September 2025 - DAP005-25.pdf 2. Applicant Planning Report 2.0 Planning Report.pdf 3. Applicant Architectural Design Report 4.0 Architectural Design Report.pdf 4. Landscape Concept Design 5.0 Landscape Concept Design.pdf 5. Acoustic Report 6.0 Acoustic Report.pdf 6. Environmentally Sustainable Design Report 7.0 Environmentally Sustainable Development Report.pdf 7. Updated Heritage Impact Statement Updated Heritage Impact Statement (25 September 2025).pdf 8. Transport Impact Statement 9.0 Transport Impact Statement.pdf 9. Updated Waste Management Plan Updated Waste Management Plan (25 September 2025).pdf 10. Universal Access Report 11.0 Universal Access Report.pdf 11. Schedule of Public Submissions Public Submission Schedule - 10 Henderson - DAP005-25.docx

	12. Combined DAC Minutes (DR1-DR2) DAC Minutes Combined (DR1-DR2) - 10 Henderson.pdf 13. CoF Heritage Impact Statement heritage impact REV 1- 10 Henderson - DAP005/25 - six storey hotel.docx 14. HCWA Heritage Advice HCWA Advice - Adjacent Six Storey Hotel Development - 10 Hend.pdf 15. Applicant response letter to City's Further Information Request (includes response to DAC advice) Applicant Response Letter to Further Information Request Items - Lateral Planning.pdf

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/25/02940 is appropriate for consideration as "Hotel", "Small Bar", "Restaurant/Cafe" and "Shop" land uses and compatible with the objectives of the zoning table in City of Fremantle Local Planning Scheme No. 4;

2. **Approve** DAP Application reference DAP/25/02940 and accompanying plans (Cover Page – Rev B, DA1101 – Rev B, DA1102 – Rev B, DA1210 – Rev B, DA1211 – Rev B, DA1212 – Rev B, DA2200A – Rev B, DA2200B – Rev B, DA2201 – Rev B, DA2202 – Rev B, DA2203 – Rev B, DA2204 – Rev B, DA2205 – Rev B, DA2206 – Rev B, DA3200 – Rev B, DA3201 – Rev B, DA3202 – Rev B, DA3203 – Rev B, DA3206 – Rev B, DA3207 – Rev B,) in accordance with in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of City of Fremantle Local Planning Scheme 4, subject to the following conditions:

Conditions

Validity / Works Forming Part of Approval

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. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.

3. This approval does not relate to any proposed work(s) located outside of the cadastral boundaries of the subject site including the adjacent Henderson

Street and William Street road reserves, with the exception of awnings for weather protection. Any required or proposed works within these road reserves will be subject to separate approval and agreement from the City of Fremantle.

4. Notwithstanding condition 3 above, prior to the lodgement of a building permit application, suitable arrangements and agreement with the City of Fremantle is to be made with regard to the design and construction of the two (2) indicative pick-up/drop-off bays (and any necessary associated works) within the William Street road reserve.

   Prior to the occupation of the development hereby approved, the two (2) pick-up/drop-off bays (and any necessary associated works) are to be constructed to the satisfaction of the City of Fremantle.

   All costs associated with the design and construction of the parking bays are to be borne by the proponent.

Materials / Finishes

5. Prior to the lodgement of a Building Permit application for the development hereby approved, final details of the external materials, colours and finishes of the proposed development, including a physical sample board or materials, is to be submitted and approved to the satisfaction of the City of Fremantle, on the advice of the City's Design Advisory Committee.

6. Prior to the lodgement of a Building Permit application for the development hereby approved, design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the City of Fremantle. All piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters, other plant and bin storage areas must be integrated into the design of the building and located to minimise any visual and/or noise impact on the occupants of nearby properties and screened from view from the street.

Stormwater

7. Prior to lodgement of a Building Permit application, storm water disposal and management plans, details and calculations must be submitted for approval by the City of Fremantle and thereafter implemented, constructed and maintained to the satisfaction of the City of Fremantle.

Landscaping / Tree Planting

8. Prior to the occupation of the development, the approved landscaping plan (dated 13 May 2025, prepared by See Design Studio) shall be completed in accordance with the approved plans or any approved modifications thereto and be maintained for the life of the development, to the satisfaction of the City of Fremantle.

Lighting

9. Prior to the lodgement of a Building Permit application for the development hereby approved, an outdoor lighting plan must be submitted and approved by

the City of Fremantle. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties, with all measures to be maintained for the life of the development.

Access / Parking

10. Prior to the occupation of the development hereby approved, any redundant crossovers shall be removed and the verge and kerbing reinstated to the City's specifications, at the expense of the applicant and to the satisfaction of the City of Fremantle.

11. Prior to occupation of the development hereby approved, all bicycle parking/racks shown on the approved plans shall be provided to the satisfaction of the City of Fremantle and must be installed and thereafter be maintained for the life of the development, to the satisfaction of the City of Fremantle.

12. Prior to the occupation of the development hereby approved, bicycle parking and loading bays shall be maintained and available for loading, access and circulation on an ongoing basis to the satisfaction of the City of Fremantle.

13. Prior to the issue of a Building Permit for the development hereby approved, end of trip facilities shall be provided, to the satisfaction of the City of Fremantle as follows (at a minimum):

    - 2 male and 2 female (or 4 unisex) shower facilities for the non-residential uses, and four (4) lockers.

    Prior to occupation of the development the approved end of trip facilities must be installed and thereafter be maintained for the life of the development, to the satisfaction of the City of Fremantle.

Management Plans

14. Prior to the lodgement of a Building Permit application, a Demolition and Construction Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:

    a) Use of City car parking bays and/or road reserves for construction related activities;
    b) Protection of infrastructure and street trees within the road reserve;
    c) Security fencing around construction sites;
    d) Gantries;
    e) Access to site by construction vehicles;
    f) Contact details;
    g) Site offices;
    h) Noise - Construction work and deliveries;
    i) Sand drift and dust management;
    j) Waste management;
    k) Dewatering management plan;
    l) Traffic management;

m) Works affecting pedestrian areas;
n) Asbestos removal management plan;
o) Dilapidation reports of nearby properties;
p) Appropriate strategies, on advice of the Heritage Council of WA, for the protection of heritage buildings and monitoring of potential movement through excavation and compaction works, and the movement of heavy machinery, and
q) Any other matter deemed to be relevant by the City of Fremantle.

The approved Demolition and Construction Management Plans shall be adhered to throughout the demolition of the existing building on site and construction of the new development , to the satisfaction of the City of Fremantle.

15. The approved Waste Management Plan (prepared by Talis, dated 16 May 2025) must be implemented at all times to the satisfaction of the City of Fremantle. Additionally, no waste collection is to occur prior to 0700hrs or after 1900hrs on any day.

16. Prior to the occupation of the development hereby approved, the landowner is to provide a delivery/servicing management plan detailing the timing and frequency of deliveries, and how these are to be coordinated to mitigate any potential traffic and/or amenity related issues, inclusive of pedestrian safety, to the satisfaction of the City of Fremantle.

Deliveries for the building are to be undertaken in accordance with the approved delivery management plan for the life of the development, to the satisfaction of the City of Fremantle.

Heritage / Archaeology

17. Prior to the commencement of development, dilapidation surveys, by a suitably qualified professional, are to be prepared for the four State Registered heritage places in the immediate vicinity of the development, to the satisfaction of the City of Fremantle, on the advice of the Heritage Council of Western Australia.

18. Prior to lodgement of a Building Permit and/or Demolition Permit application for the development hereby approved, an archaeological investigation is to be undertaken by a suitably qualified person at the applicant's expense and a copy of the report of that investigation is submitted and approved by the City of Fremantle.

19. Prior to the lodgement of a building permit, an interpretation plan is to be completed to the satisfaction of the City of Fremantle and is to include the design of interpretive elements and/or artworks that shall be integrated into the publicly accessible areas of the new building and surrounding landscaped areas (i.e. 'Spicer Lane').

Acoustics / Noise

20. Prior to the lodgement of a Building Permit application for the development hereby approved, details of how the recommendations contained in the Acoustic Report (prepared by Herring Storer Acoustics, dated May 2025) are to

be implemented, are to be submitted to, and approved by the City of Fremantle.

Prior to occupation of the development, evidence on how the measures have been constructed, implemented and tested shall be provided for approval by the City of Fremantle. All measures shall be maintained for the life of the development.

21. Prior to the lodgement of a Building Permit application for the development hereby approved, the design and materials of the development shall demonstrate compliance with the requirements set out within City of Fremantle policy LPP 2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within 'Area 2'.

Easements

22. Prior to occupation of the development hereby approved, an access easement is to be placed on the certificate(s) of title of the subject site specifying public (vehicle and pedestrian) access rights for the continuation of Paddy Troy Mall on the western portion of the land to the satisfaction of the City of Fremantle.

Sustainability

23. Prior to the lodgement of a building permit application, a Green Star 'Designed' assessment from the Green Building Council of Australia (GBCA) demonstrating that the building's design has been assessed and is on track to achieve a minimum 4 Star Green Star Certified rating; OR, a Sustainable Design Assessment Report prepared by a practicing Green Star Accredited Professional (GSAP) as equivalence, is to be submitted to, and approved by the City of Fremantle.

24. Prior to occupation, a Green Star 'Certified' rating with certification from the Green Building Council of Australia (GBCA) confirming the building's design and construction achieve a minimum 4 Star Green Star Certified rating; OR a Sustainable Design Assessment Report prepared by a practicing Green Star Accredited Professional (GSAP) as equivalence, is to be submitted to, and approved by the City of Fremantle.

Public Art

25. Prior to the occupation of the development hereby approved, the owner shall:

    a) Contribute a monetary amount equal in value to one percent of the estimated development cost or otherwise approved by the City in accordance with the policy, as indicated on the Form of Application for Planning Approval, to the City of Fremantle for development of public art works and/or heritage works to enhance the public realm in accordance with LPP 2.19: *Contributions for Public Art and/or Heritage Works* and to the satisfaction of the City of Fremantle. Based on the estimated cost of the development being $50 million dollars the contribution to be made is $500,000.00;

    OR,

b) Alternatively, the Council may waive the requirement for the public art/heritage work(s) monetary contribution in cases where the approved development incorporates public art work(s) to the same value specified above and the public art work(s) is located in a position clearly visible to the general public, either on the site of the development or within a crown reserve adjoining or near to the development site. Any such public artwork proposal is to be developed in accordance with the City's Public Art Policy 2010 - 2015 and the City's Percent for Art Guidelines, and approved by the City of Fremantle.

Prior to occupation of the development, the public art proposal shall be implemented, and thereafter maintained for the life of the development, to the satisfaction of the City of Fremantle.

26. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice Notes

i. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.

ii. The applicant is advised of the requirement to prepare a 'Planning Condition Schedule' that outlines how each of the above conditions have been addressed, with specific reference to plans and/or other supporting documentation where relevant and share this with officers to assist City officers in the process of clearance of relevant conditions.

iii. The applicant will need to submit an application for request for condition clearance and the pay the requisite fee to commence this process.

iv. The applicant/owner is advised that a verge bond deposit fee must be paid prior to the issue of a demolition permit or building permit. The applicant is advised to contact the City's Engineering Department who can assist with this process on 9432 9999.

v. The owner is advised that an obstruction permit may be required from the City for any future obstruction of the Henderson Street and/or William Street road reserves. An application for obstruction permit can be found via www.fremantle.wa.gov.au.

vi. Prior to commencement of development the existing trees within the road reserve and on site trees to be retained, shown on the approved plans shall be protected through the implementation of a Tree Protection Zone for protection during construction. Additional information with regard to the tree protection zone requirements can be found here: https://www.fremantle.wa.gov.au/residents/trees-and-verges.

vii. If the development utilises an air-handling system as defined in AS 3666, which uses water or other liquids to operate, humidify, clean, maintain, heat or cool the air, the system must apply for, and obtain, approval for the air-handling system, water system or cooling tower, from the City of Fremantle as required under the *Health (Air-handling and Water Systems) Regulations 1994*. For further information contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

viii. The premises must comply with the *Food Act 2008*, regulations and the Food Safety Standards incorporating AS 4674-2004 *Design, construction and fit-out of food premises*. Detailed architectural plans and elevations must be submitted to Environmental Health Services for approval prior to construction. The food business is required to be registered under the *Food Act 2008*. For further information contact Environmental Health Services on 9432 9999 or via health@fremantle.wa.gov.au.

ix. It is recommended that the applicant engages the City's Environmental Health department to determine their obligations in obtaining an alfresco dining permit. The City's Environmental Health department can be contacted on 9432 9999 or alternatively via email at health@fremantle.wa.gov.au.

x. Effective measures shall be taken to stabilize sand and ensure no sand escapes from the property by wind or water in accordance with the City's Prevention and Abatement of Sand Drift Local Law.

xi. If construction works involve the emission of noise above the assigned levels in the *Environmental Protection (Noise) Regulations 1997*, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an *Application for Approval of a Noise Management Plan* must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.

Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.

xii. All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended), such as:

a. mechanical service systems like air-conditioners, exhaust outlets, motors, compressors and pool filters;
b. vehicles;
c. amplified acoustic systems; and
d. patron noise.

It is advised to seek the services of a competent acoustic consultant to assist the applicant to address the potential noise impacts on noise sensitive receivers.

xiii. The proponent must make application to the WA Department of Health's Chief Health Officer for any new aquatic facility under regulation 5 of the *Health*

(Aquatic Facilities) Regulations 2007 using the construction, alteration, or extension of an aquatic facility application form (Word 212KB) form. A Building Permit cannot be issued for the aquatic facility, until the WA Department of Health has granted approval for the Facility. For further clarification please contact the City's Environmental Health Section on 9432 9999 or via health@fremantle.wa.gov.au for further information.

xiv. The proponent must:

a. make application to Environmental Health Services via Form 1 - *Application to construct, alter or extend a public building* as a requirement of the *Health (Public Buildings) Regulations 1992*;
b. once construction has been completed, make application to Environmental Health Services via Form 2 - *Application for a public building certificate*; And
c. once construction has been completed, complete and submit Form 5 - *Certificate of Electrical Compliance for a Public Building* to Environmental Health Services.

Note that Section 1 does not apply to or in relation to building work, as defined in the *Building Act 2011* section 3, for which a building permit is required under that Act.

For further information and a copy of the application form contact Environmental Health Services on 9432 9999 or via health@fremantle.wa.gov.au.

xv. The applicant is strongly advised that given the subject sites proximity to existing
live music and entertainment venues, all future operators and clients of the Hotel should be informed that they will be subject to noise and activity. Appropriate measures should be undertaken via construction methodology, internal fit out and education/advertising to ensure a robust response to the existing and ongoing noise from the City Centre.

xvii. The proponent is required to comply with *the Health (Air-handling and Water Systems) Regulations 1994* by applying to install the water system for the Development. The Application must be accompanied with:

- details of the type of water system: and
- plans of the design of the water system.

xviii. With regards the final archaeological report, it should include:

a. a brief summary of the subject site, including a study background of the property referencing the evidence upon which the investigation has been requested;
b. description of the site investigations carried out, including location and dimensions of any exploratory dig(s) undertaken;
c. all detailed recordings of any findings of archaeological artefacts through surveyed measurements, drawings, documented descriptions and/or photographs, all portrayed upon a site plan(s) when appropriate;

d. an analysis of the historical archaeological (including built environment) evidence with the archival documentation (e.g. maps, photographs, documented past use); and
e. an archaeological conservation plan including recommendations for heritage interpretation, if warranted.

Please refer to the City of Fremantle's Local Planning policy LPP2.7 for additional supporting information.
http://www.fremantle.wa.gov.au/development/planning-policies.

Please contact the City's Heritage Department on 9432 9999 of alternatively planning@fremantle.wa.gov.au for any further queries on this matter.

xix. The applicant is advised that any signage or changes in land use may be subject to a separate application for planning approval.

xx. The applicant is advised that with respect to assessment of the proposed Public Art proposal, the City of Fremantle will refer to its Public Art Policy 2010 - 2015 and the City's Percent for Art Guidelines. The developer, their artists, architect and other designers should also use the Policy and Guidelines to help them successfully integrate appropriate artwork and develop the proposal. The proposal will also be referred to the City's public art Selection Panel to review the proposal ahead of approval (refer City's Percent for Art Guidelines).

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Central City Zone
Local Planning Scheme	Local Planning Scheme No. 4 (LPS4)
Local Planning Scheme - Zone/Reserve	City Centre Zone
Use Class and permissibility:	Hotel – A Small Bar – A Restaurant – D Shop – P *
Lot Size:	1392m^2
Existing Land Use:	Public Car Park
State Heritage Register	Site is not individually listed but adjacent to the following heritage listed places: • *No. 7-41 Henderson Street, Fremantle (commonly referred to as 'the Warders Cottages').* • *No. 74 South Terrace, Fremantle, being the Fremantle Markets building; and,* • *No. 45 Henderson Street, Fremantle, being the former Fremantle Police Station and Courthouse.*

	• *64 South Terrace, Fremantle, being the former Freemasons Hotel (currently Sail and Anchor)*
Local Heritage	☐ N/A ☒ Heritage List (Historic / Archaeological) ☒ Heritage Area (Central Fremantle)
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposed development of the subject site is for a four (4) – six (6) storey, 150 guest room Hotel with ground and first floor hotel amenities and additional Restaurant/Cafe, Small Bar and Shop land uses and tenancies across the ground floor.

The proposal includes the following:

- A 150 guest room Hotel with frontages to Henderson and William Streets comprising:
  - Entry courtyard
  - Reception (157m^2)
  - Meeting / Event Room (207m^2)
  - Hotel Administration (57m^2)
  - Hotel kitchen, luggage, linen and other service/utility rooms
  - First floor pool, landscaped courtyard and terrace for hotel guests
  - First floor guest gym (70m^2)
  - Utility, storage, staff and service facilities across ground floor
- A new landscaped public pedestrian laneway connecting Henderson Street and Paddy Troy Mall ('Spicer Lane').
- A large (340m^2) food and beverage ('Restaurant/Café' or 'Small Bar') tenancy at ground floor.
- Three (3) commercial tenancies ('Shop', Restaurant/Café and/or Small Bar) tenancies along 'Spicer Lane', 34m^2, 84m^2, 74m^2 respectively.
- Restored portion of Paddy Troy Mall connecting to William as a publicly accessible street, retaining public vehicle access to the remainder of Paddy Troy Mall to the south-west of the site at all times (secured via easement).
- Nil on-site parking proposed and two (2) indicative 'pick-up/drop-off' bays shown in William Street road reserve (subject to separate approval and City agreement).
- 13 visitor bicycle parking racks proposed within 'Spicer Lane'.

- 7 secure store staff bicycle parking racks and end-of-trip facilities provided at ground floor.
- 67m^2 loading/servicing bay at ground floor, accessed via Paddy Troy Mall from William Street.
- Pedestrian access to the development is facilitated via Henderson, William Street and 'Spicer Lane'.

Amended development plans and documentation were submitted on 25 September 2025, providing the following:

- Commercial tenancies along Spicer Lane reorganised to provide central service access to the internal waste storeroom for improved access to this facility for these tenancies.
- 13 visitor bicycle parking racks proposed within 'Spicer Lane'.
- Increased awning extent across Henderson, William and 'Spicer Lane' frontages, awning depth increased to 2m (previously 1.2m).
- Reception area increased from 135m^2 to 157m^2.
- Hotel Amenity (Meeting/Event space) area increased from 186m^2 to 207m^2.
- Updated overshadowing diagrams/analysis (within Attachment 1).
- Applicant response letter to City's Further Information Request (Attachment 15).
- Updated Heritage Impact Statement (updated to state that the heritage limestone wall material, previously removed from the subject site and stored (pursuant to development approval ref. DA0471/21), is to be reinstated in the interpretive proposals for 'Spicer Lane' (as opposed to the 'Level 1 Guest Podium Garden' previously proposed).
- Updated Waste Management Plan (updated to cover new access to bin store directly from 'Spicer Lane' for tenancies along this frontage).

Development plans of the proposal can be found at **Attachments 1** and the application is accompanied by the following supporting reports:

- Planning Report (**Attachment 2**)
- Architectural Design Report (**Attachment 3**)
- Landscape Concept Design(**Attachment 4**)
- Acoustic Report (**Attachment 5**)
- Environmentally Sustainable Design Report (**Attachment 6**)
- Updated Heritage Impact Statement (**Attachment 7**)
- Transport Impact Statement (**Attachment 8**)
- Updated Waste Management Plan (**Attachment 9**)
- Universal Access Report (**Attachment 10**)
- Applicant response letter to City's Further Information Request (**Attachment 15**)

It should be noted the works proposed to the footpaths and public realm adjacent the development shown on the development plans along Henderson and William Street are to be treated as indicative only at this stage and do not form part of this

application. These works are subject to further resolution, agreement and approval by the City of Fremantle.

Background:

In 2010, the subject site was identified as one of 12 key strategic sites within the inner east end of the Fremantle City Centre that Council acknowledged were underutilised and could be more intensively redeveloped. It was recognised that economic and social development objectives would need to be properly balanced against the need to protect and enhance the built form character. At the time, Council recognised that there was "a need for increased retail and commercial activity, greater high grade office accommodation and significant increases in local resident population within the Fremantle CBD".

A number of strategic development sites within the city centre were reviewed and a set of site-specific development principles based on land use, built form (building heights, setbacks etc.), design and parking were established. The purpose of the principles was to achieve the Council's objectives for increased retail and commercial activity and residential population, while protecting those areas of the city centre where existing heritage and built form character should be retained and enhanced. This work informed Amendment 49 (18 January 2013) to the City's LPS4 which introduced site specific development standards for the new sub-area 1.3.2 that comprised the 12 strategic sites. The subject site sits across sites 10a and 10b within sub-area 1.3.2 and is therefore subject to these primary development controls.

The site the subject of this development proposal, comprises two lots, being Lot 374 and Lot 375 (forming No. 10) Henderson Street, Fremantle, with a total area of approximately 1392m^2. The site is bound by William Street to the north, Henderson Street to the east, Paddy Troy Mall to the west and the Metropolis nightclub (52 South Terrace) and Old Shanghai Food Court (2 Henderson Street) to the South.

The surrounding area is characterised by predominantly commercial building and land uses with the exception of some residential grouped dwellings to the south-east of the site (7-17 Henderson Street, part of the former 'Warders Cottages'). The height of surrounding buildings varies between two-storey (Warders Cottages) to five-storeys (FOMO Building and Car Park). The building heights of a number of existing developments within the surrounding local context are outlined as follows:

- Five-storey *FOMO* building: 22.5m façade height to William Street; 26.1m to the top of the central plant.
- Five-level *FOMO* multi-storey car park: 15.5m above ground level to roof canopy; 14.5m to outer barrier
- Two-storey *Warders Cottages* buildings (7-29 Henderson Street): 5.6m external wall height; 7.4m to roof ridge.
- Five-storey recently constructed 'Garde' Hotel (45 Henderson Street): 19.43m upper parapet height.
- Single storey *Old Shanghai* building (2 Henderson Street): 6.4m to majority of façade to Henderson Street; 7.7m max façade feature height).
- Two-storey *Sail and Anchor* building (64 South Terrace): 11.8m façade height to Henderson Street.

- Two-storey *Fremantle Technical College* building (41 South Terrace): 12m to majority of façade to Henderson Street; 15.1m max façade feature height.
- Two-storey *Fremantle Malls* buildings (35 William Street): 9m façade height.
- Three-storey *Federal Hotel* building (23 William Street): 14.7m façade height to William Street.

The subject site originally contained the former 'Spicers Australia' building, constructed in 1899. The original four-storey high (approx. 21m façade height to William Street) building featured the locally renowned red-brick construction, evident throughout Fremantle's heritage buildings, in addition to the explicitly detailed front façade with white paint and limestone features (refer images of the former building in the Architectural Design Report at **Attachment 3**). The original Spicers building was demolished in September 1970.

With the recent demolition of the former *Pine Warehouse Building,* the subject site currently comprises an at-grade public car park (managed by Wilson Parking) and provides public pedestrian and vehicle access to the adjacent Paddy Troy Mall on western side of the site.

The subject site is adopted under the City's Heritage List with a Historic / Archaeological listing for a remnant limestone heritage wall that has since been dismantled (refer application ref. DA0471/21, discussed below) and the possible archaeological value of the wider site. It also abuts or is nearby to the following State Heritage Registered places at:

- No. 7-41 Henderson Street, Fremantle (commonly referred to as 'the Warders Cottages');
- No. 74 South Terrace, Fremantle, being the Fremantle Markets building;
- No. 45 Henderson Street, Fremantle, being the former Fremantle Police Station and Courthouse; and
- 64 South Terrace, Fremantle, being the former Freemasons Hotel (currently Sail and Anchor).

Furthermore, the subject site falls within the Central Fremantle Heritage Area which is a prescribed heritage area under the City's LPS4.

In terms of planning history for the site, the following applications are most relevant:

- DAP004/21 - Six Storey Hotel Development (117 rooms) with Restaurant, Small Bar and Reception Centre Uses plus a Basement Level Carpark (Approval granted by Metro Inner JDAP on 23 September 2022)

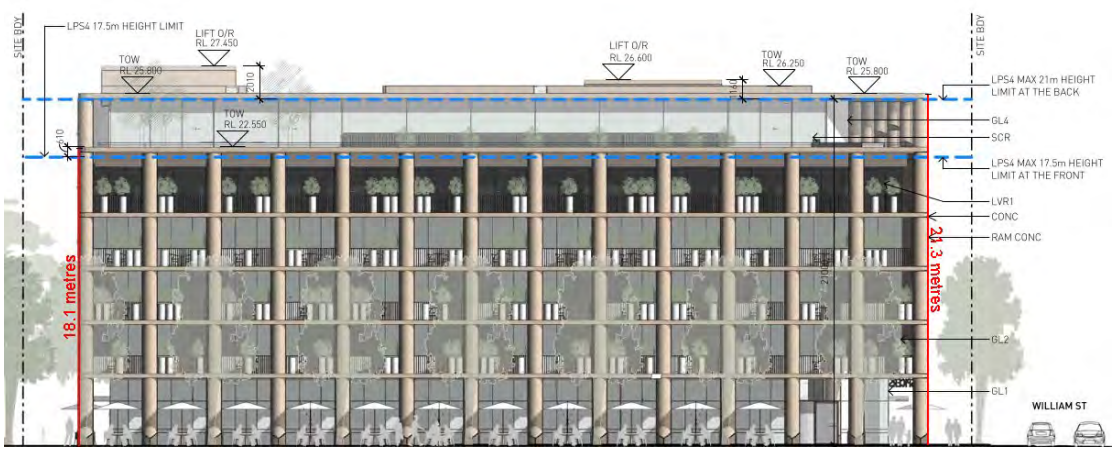
- DA0471/21 - Demolition of Existing Building and Heritage Wall (Wall to be Dismantled and Materials Stored for Future Re-Use on Site) and Change of Use to Temporary Public Carpark. *(Approval Granted by CoF Planning Committee, 2 March 2022)*

- DAP80010/13 - Demolition of Existing Building and Development of a Five Storey Office & Retail Development. (*Approval Granted by JDAP, 12 March 2014).*

It is acknowledged that the abovementioned extant development approval for the six-storey Hotel development (ref. DAP004/21) has not come forward. However, it is worth noting this application also provided conditional approval for development of a building of a comparable and greater scale to that proposed in this application. The previously approved development comprised a part five-storey building fronting Henderson Street (façade height 18.1m) and a part six-storey building (façade height 21.3m), setback 9.1m from Henderson Street, with an overall roof height of 21.7m, as depicted in the approved northern and eastern elevations in the figures below:

Figure 1. Northern elevation (William Street) of previously approved development on the subject site (DAP004/21):

Figure 2. Eastern elevation (Henderson Street) of previously approved development on the subject site (DAP004/21):



The other recent application for the subject site (ref. DA0471/21 - granted by the City's Planning Committee on 2 March 2022) granted approval for the demolition of the former *Pine Warehouse* building on the site and conditioned the careful dismantling of the heritage wall materials for safe storage and future re-use in an interpretive artwork on the site in connection with redevelopment of the site and it is expected these heritage wall materials are to be re-used as an integral part of any public art/ heritage interpretation proposals for the proposed development, subject of this application

Legislation and Policy:

The legislative framework and policy base providing for the assessment and determination of the subject application is as follows:

1. Metropolitan Region Scheme (MRS);
2. *Planning and Development (Local Planning Schemes) Regulations 2015* (WA);
3. City of Fremantle Local Planning Scheme No. 4 (LPS4)

Planning and Development (Local Planning Schemes) Regulations 2015 (WA):

- Schedule 2, Part 8, Clause 64 – Advertising applications;
- Schedule 2, Part 9, Clause 66 – Consultation with other authorities;
- Schedule 2, Part 9, Clause 67 – Matters to be considered by local government;
- Schedule 2, Part 9, Clause 68 – Determination of applications;
- Schedule 2, Part 9, Clause 70 – Form and date of determination;

City of Fremantle LPS4 Provisions

The development site is located within and subject to Schedule 7 – Local Planning Areas (Development Requirements) of LPS4. Specifically, the site is within Local Planning Area 1 (City Centre), Sub Area 1.3.2 of Schedule 7 which provides some of the key development controls over the subject site.

Furthermore, the following Scheme provisions are considered the most relevant in the consideration of the planning application:

- Schedule 7 – Local Planning Area 1 City Centre – Sub Area 1.3.2.
- Table 1 – Zoning;
- Table 2 – Parking requirements;
- Clause 3.2.1(b) – Objectives for the City Centre Zone;
- Clause 4.7.3 – Relaxation of Parking requirements;
- Schedule A (13B) – Archaeological Investigation;
- Clause 11.8 – Design Advisory Committee.

State Government Policies

- SPP 7: Design of the Built Environment
- SPP 3.5: Historic Heritage Conservation

Local Planning Policies

The following local planning policies are relevant to assessment of the application;

- Local Planning Policy 1.1 – Planning Refunds, Amendments and Community Consultation (LPP 1.1)
- Local Planning Policy 1.6 – Heritage Administration and Procedures (LPP 1.6)
- Local Planning Policy 1.9 – Design Advisory Committee & Principles Of Design (LPP 1.9)

- Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines (LPP 2.3)
- Local Planning Policy 2.19 – Contribution for Public Art/and or Heritage Works (LPP 2.19);
- Local Planning Policy 2.13 – Sustainable Building Design Requirements (LPP 2.13);
- Local Planning Policy 2.24 – Waste Management Plans (LPP2.24);
- Local Planning Policy 3.1.5 – Precinct 5 (LPP 3.1.5); and,
- Local Planning Policy 3.6 – Heritage Protected Places Built Form and Land use

Consultation:

Public Consultation

The application was advertised to the public from the 31 July 2025 until 29 August 2025 by means of letters to owners/occupiers of properties within a 200m radius of the site, a sign on the site frontage, the City's MySay webpage and notices in the press. A 'Talk to a Planner' session was also held on the 19 August 2025 at the City's library.

In response, the City received a total of 19 submissions over the course of the consultation period: 14 (74%) in objection and 5 (26%) in support.

Full details of the public submissions can be found at **Attachment 11**, applicant responses to these comments can be found in **Attachment 15** of this report.

The key issues and/or comments raised in the submissions (summarised) are discussed below and/or elsewhere in this report as indicated in the following table:

Issue Raised	**Officer comments**
The building will have an adverse impact upon the heritage area and the significance and setting of heritage places within local area.	Detailed comments from the City's heritage officer can be found at **Attachment 13** and the Heritage Council of Western Australia's advice can be found at **Attachment 14** and are discussed in greater detail in the following sections of this report.
The height, bulk and scale of the development are inconsistent with the surrounding development context and will have an adverse impact upon the character of the area.	Detailed comments on the building height, bulk and scale are provided within the Design Advisory Committee section and officer assessment section of the report below.
Detailed comments on elements of design including windows, façade treatments and materiality are provided in the schedule of submissions at **Attachment 11.**	Detailed comments on the building design are provided within the Design Advisory Committee section of the report below.

The nil on-site parking provision will place further stress on existing public parking facilities and reduce parking availability and options in the surrounding area which is already at capacity most of the time.	Detailed comments on car parking are provided in the officer comment section below.
By approving a hotel right next to established music venues, it will result in complaints from guests that will impact these venues and impact the music entertainment that brings vibrancy to the City.	The hotel use is deemed a sensitive land use with respect to noise. Noise attenuation measures are required to be implemented in the design of the proposal to mitigate noise impacts from existing, surrounding venues as is discussed in greater detail within the following sections of the report and the Acoustic report at **Attachment 5**

Further discussion on the above comments can be found in the following sections of this report as outlined in the table above.

Referrals/consultation with Government/Service Agencies

Heritage Council of Western Australia

The application was required to be referred to the Heritage Council as the proposal is located adjacent or within proximity to buildings on the State Heritage Register, being:

- Nos. 7-41 Henderson Street, Fremantle (commonly referred to as 'the Warders Cottages');
- No. 64 South Terrace, Fremantle, being the Sail and Anchor Hotel
- No. 74 South Terrace, Fremantle, being the Fremantle Markets building;
- No. 45 Henderson Street, Fremantle, being the former Fremantle Police Station and Courthouse.

The Heritage Council resolved that the proposal has been considered in the context of the adjacent State Registered places and the following advice is given:

Findings

- The referral is for a proposed six-storey hotel building at 10 Henderson Street, Fremantle. A previous proposal for a six-storey hotel on this site was supported by the Heritage Council in July 2022.
- The development site is in the immediate vicinity of four State Registered heritage places - *Warders' Cottages (fmr)*, *Sail and Anchor Hotel*, *Fremantle Markets*, and *Fremantle Court House (Fmr) & Police Station Complex*.
- The development site sits outside of the Fremantle Prison World Heritage List Buffer Zone.
- The development has the potential to impact the fabric of the adjacent heritage buildings through the possible effects of vibrations and ground

movement due to excavation and compaction works, and the movement of heavy machinery.

- The proposed development is not considered to detract from the wider setting or heritage significance of the State Registered heritage places. Specifically, the visual relationship between the separate components, of *Warders' Cottages (fmr)* and other places in the Fremantle Convict Establishment are not detrimentally impacted.
- The visual impact of the development is mitigated by the ground floor colonnade and the setback of the bulk and scale from the corner portion of the building which will permit glimpses of the eastern elevation of *Warders' Cottages (fmr)* from William Street.

Advice

The proposal, in accordance with the plans submitted, is supported subject to the following conditions:

1. Dilapidation surveys, by a suitably qualified professional, are to be prepared for the four State Registered heritage places in the immediate vicinity of the development site prior to any works being undertaken.
2. The Construction Management Plan for the development is to include appropriate strategies for the protection of the heritage buildings and monitoring of potential movement through excavation and compaction works, and the movement of heavy machinery.

Fremantle Port Authority

The site is located within Area 2 of the Fremantle Port buffer area. In accordance with LPP2.3, the Fremantle Port Authority (FPA) was advised of the development proposal.
The FPA provided the following comments in relation to the proposal:

"As the site is located within Area 2 of the Fremantle Port Buffer could the requirements of the City's Local Planning Policy 2.3 Port Buffer Area Design Guidelines be applied."

The guidelines contain specific conditions of approval that are to be applied to developments within Area 2, of which it is recommended that a condition of approval be imposed requiring the development comply with those requirements.

<u>CoF Local Heritage Impact Assessment</u>

Full details of the City's Heritage Impact Assessment can be found at **Attachment 13** with the conclusions of this assessment provided below.

<u>Warders Cottages</u>

The Heritage Council of Western Australia has assessed the impact of this development on the Warders Cottages and has found that the new building does not detract from the wider setting of the Warders Cottages, or

overshadow these buildings and it does not intrude into the minor view of the cottages from William Street. The proposed development was supported on the condition that a dilapidation survey for the Warders Cottages was carried out prior to the commencement of construction and that these buildings and other nearby State Heritage listed places are adequately protected and monitored for damage during construction.

Previously the City of Fremantle has supported the redevelopment of this site with a six storey development which stepped down to five stories on the Henderson Street frontage opposite the Warders Cottages as it was found to have little impact on the heritage value of these important buildings or the Buffer Zone of the Fremantle Prison. The revised scheme will have a similar but slightly reduced impact on the setting of the Warders Cottages because it will step down an extra floor to four floors opposite the Warders Cottages.

The City of Fremantle is composed of different precincts with distinctive built-form character which derives from their specific historical development. Retaining and enhancing the character of these different precincts enhances the heritage values of the place as a whole and provides a richer townscape. The proposed development at 10 William Street has a scale and modern built form character which is considered appropriate for the western side of Henderson Street which was largely redeveloped in the Post-War Era and has a different character to the Convict Grant precinct which contains the Warders Cottages.

10 Henderson Steet, heritage wall and historic interpretation

While the new building is considered acceptable because it will have minimal impact on the heritage values of the Central Fremantle Heritage Area and the adjacent Warders Cottages, the proposed interpretation for the removed heritage wall is not acceptable as it has been substantially reduced in scale and quality and will make very little contribution to the public realm.

Following the demolition of the heritage wall, approved under DA0471/21, the salvaged material has been stored off site awaiting reuse in an interpretive artwork. The Interpretive artwork is a condition of the planning approval for DA0471/21. Previous development applications for this site have proposed building an interpretive gabion wall on the south side of Henderson Lane where the artwork can make a major contribution to the public realm. In this application the artwork is proposed to be constructed in the private Guest Garden on the podium level where it will not contribute to the public realm. The wall is very modest in size compared to earlier designs.

During the demolition of the Pine Warehouse the side wall of the adjacent building was revealed to be an historic limestone wall which will add to the heritage character of Henderson/ Spicer Lane. While this may require a redesign of the proposed heritage interpretation it should not stop the public laneway being used as an interpretation site for this element. There are many opportunities for interpretation to be included in the laneway and it could be

incorporated into elements described on the landscape plan as sculptural seating walls, informal seating and garden beds.

The original Public Art Plan also discuss the design and construction of a historic interpretive artwork. In this application this artwork is described as a 'small plaque' in the Arrival Garden at the William Street entrance to the Hotel. While this is a reasonable location for this artwork it is much smaller than the original concept and will make little impact on the public understanding of the multilayered history of this place.

The public art and heritage interpretation in this project needs to be reinvestigated and developed in a new Interpretation Plan and the interpretive elements and public art integrated into the built fabric of the building and its landscape.

RECOMMENDATIONS:

The works proposed in this application are acceptable with conditions as they will have only a minor impact on the heritage values of the 10 Henderson Street, the adjacent Warders Cottages at 7 – 17, 19 – 29 and 45 Henderson Street, and the Central Fremantle Heritage Area.

Conditions of approval are recommended requiring an archaeological investigation to be undertaken by a suitably qualified person in accordance with LPP1.6 and a Heritage Interpretation Plan be developed (that includes the reinstatement of the limestone heritage wall materials within Spicer Lane), should DAP be of the mind to approve the application.

Design Review Panel Advice

The applicant engaged with the City's Design Advisory Committee (DAC) a total of 2 times, once prior to lodgement of the application (in March 2025) and once following the lodgement of the application in August 2025.

Full details of both DAC meeting minutes can be found at **Attachment 12** to this report. The latest DAC meeting minutes (DR2 - August 2022) had the following comments, final recommendations and concluding remarks on the proposal against the design generally and each of the 10 Principles of Design within LPP1.9 (Design Advisory Committee & Principles of Design) and SPP7- Design of the Built Environment:

Strengths of the Proposal:

- *The Panel supports the proposed uses on the site and appreciates the additional information provided since DR1.*

Design Quality Evaluation Against Design Principles – DAC Meeting 2	
Principle 1 - Context and Character:	DAC Comments:

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	*a. The Panel reinforces earlier comments that the proposed Spicers Lane will be a positive contribution to the locality.* *b. The Panel reinforces earlier comments about the proposed eroded corner, noting that this does not enhance the urban character of the place.* *c. The Panel reinforces earlier comments regarding the proposed colonnade, noting that its truncated ends and the placement of fire hydrants do not consider its integration with the surrounding urban context and limit its potential to connect with surrounding tenancies.* *d. The Panel again questions why the historical references and analysis do not extend to include pre-colonial history.* *e. The Panel notes that the significant scale of the building and proposed prefabricated concrete exterior rely on rhythm and proportion to fit in with the surrounding context.* *f. The Panel again questions whether the proposal would benefit from introducing a basement level to provide space for some parking and servicing, freeing up space at ground level.* DAC Recommendations: *1. Continue to develop the character of Spicers Lane as an urban space that supports public use, activation and movement.* *2. Consider reviewing the massing to better address the corner of Henderson and William streets.* *3. Consider and further explore the colonnade as an urban element that engages with the public realm, both within and beyond the boundaries of the site.* *4. Consider how pre-colonial history of the site and surrounding context could be interpreted and integrated in the scheme.* *5. Consider how the monolithic concrete exterior can be further developed to contextualize the scale and material qualities of the proposal, through the articulation of depth, detail, shading etc* 6. *Consider the possibility of introducing a basement level for services and the provision of some on-site parking.*
Principle 2 - Landscape Quality	DAC Comments:

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	*a. The Panel questions the need to remove all the existing mature trees from the site.* *b. The Panel notes that the covered entry of the hotel presents a great opportunity for landscaping, but is currently restricted and confined.* *c. The Panel notes that there is little landscape consideration for William St and Paddy Troy Mall and that the primary landscaped interface on Henderson St is on the public realm beyond the site boundary.* *d. The Panel notes that the landscape proposition only just meets the deep soil requirements for the site.* *e. The Panel questions why some of the proposed tree species (shademaster and elm) along Spicers Lane are not endemic.* DAC Recommendations: *1. Consider whether existing mature trees could be retained.* *2. Consider reviewing the hotel entry/arrival courtyard to strengthen its legibility, further exploring its scale and landscaping potential, and connection to the public realm.* *3. Consider landscape opportunities along Paddy Troy Mall and on William Street and the retention of mature trees.* 4. *Consider introducing additional deep soil zones that enhance and support endemic ecologies in favour of introduced species.*
Principle 3 - Built Form and Scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	DAC Comments: *a. The Panel supports the placement of public and hotel amenities along Spicers Lane, William and Henderson streets but comments on the lack of engagement with Paddy Troy Mall (PTM), noting that the proposal does not even provide a footpath along PTM.* *b. The Panel points out that the shadow study diagrams provided appear to be incorrect and are also truncated, not illustrating the full extent of overshadowing.* *c. The Panel notes that the majority of hotel rooms face onto Paddy Troy Mall and that the larger mass on this northern side overshadows other parts of the scheme. The lack of engagement with this aspect of the scheme means that the majority of hotel rooms*

	essentially face a rear service lane and overshadow hotel amenities on the podium level. DAC Recommendations: *1. Consider reviewing the perimeter functions at ground level, potentially exploring setting back from the boundaries of the site to create more activation, especially focusing on Paddy Troy Mall to the north in order to contribute to its urban nature.* *2. Correct and provide new shadow study diagrams.* *3. Consider whether the massing could be redistributed to reduce overshadowing, address the corner, and provide better outlook for hotel rooms.*
Principle 4 - Functionality and Build Quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	DAC Comments: *a. The Panel notes that the hotel lounge/meeting space does not address Paddy Troy Mall, turning its back to it.* *b. The Panel notes that hotel staff offices are located deep in the plan and will have no natural light or ventilation, while EOT facilities and services are on PTM.* *c. The Panel questions how the servicing of the tenancies along Spicers Lane will be managed.* *d. The Panel notes that the western end of the podium deck has been allocated to private suites, preventing access and limiting the engagement and connection with Spicers Lane below.* e. *The Panel notes that drop-off provisions for the hotel and DFES hardstand require major changes to traffic movement on William St and also impact on the functionality of Paddy Troy Mall by blocking it in the event of an emergency.* DAC Recommendations: *1. Consider reviewing the functions located along Paddy Troy Mall to encourage activation and engagement with the public realm.* *2. Consider ways to improve staff facilities by replanning of the ground floor, also improving activation of Paddy Troy Mall.*

	3. *Consider how the single sided tenancies along Spicers Lane will be serviced.* 4. *Consider how the podium level could better engage with the ground floor, especially along Spicers Lane.* 5. *Consider providing sufficient drop-off zones to cater for a 200+ room hotel and verify DFES requirements for the hardstand location and positioning.*
Principle 5 – Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	DAC Comments: a. *The Panel questions whether operable windows, thermal bridging and passive ventilation are going to be incorporated or are just 'being explored'.* b. *The Panel seeks clarification on how Water Sensitive Urban Design principles will be applied.* c. *The Panel questions the lack of shading devices and depth for windows.* d. *The Panel seeks clarification on whether the proposed 5 star greenstar rating is aspirational or as constructed.* e. *The Panel seeks clarification on whether any other carbon reduction measures are being pursued in the proposed construction.* DAC Recommendations: 1. *Clarify the commitment to provide ESD measures.* 2. *Clarify how WSUD principles will be applied.* 3. *Clarify whether the indication to achieve 5 star Greenstar will be 'as constructed'.* 4. *Clarify the commitment to any carbon reduction measures during construction.*
Principle 6 - Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy*	DAC Comments: a. *The Panel notes that Universal Access and parking have been deferred to the public realm, requiring significant changes to William St.* b. *The Panel notes that only one UAT and no other services are provided for the four tenancies along Spicers Lane.* DAC Recommendations: 1. *Consider whether UA parking/drop-offs should be provided on site.*

	2. *Consider improving the provision of services for the tenancies.*
Principle 7 – Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	DAC Comments: *a. The Panel notes that the hotel entry point, through the courtyard, is not very legible from the street or public pavement and that the arrival and hotel guest experience is compromised by the open roof and questionable.* *b. The Panel points out that the urban quality and legibility of Paddy Troy Mall is undefined.* DAC Recommendations: *1. Consider ways of improving the front-of-house experience for hotel guests and the legibility of the main entry/reception point. Look at ways of better integrating the hotel entry with the surrounding context.* *2. Consider ways of improving and defining the spatial and functional quality of Paddy Troy Mall to make it part of the urban realm through public activation, landscaping etc.*
Principle 8 – Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	DAC Comments: *a. The Panel raises concerns about the location and safety of the DFES hardstand and its impact on pedestrian movement and Paddy Troy Mall.* DAC Recommendations: *1. Consider reviewing the DFES hardstand position to minimize impact on the surrounding urban framework.*
Principle 9 – Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	DAC Comments: *a. The Panel notes that no parking is provided on site and that the drop-off bays are deferred to the public realm, requiring significant changes to William St.* *b. The Panel notes that Paddy Troy Mall is degraded due to servicing and design, rather than upgraded.* DAC Recommendations: *1. Review the decision to provide no parking and drop-oofs on site and/or clarify how the community will benefit from the proposed changes to William St*

	2. *Consider ways to improve Paddy Troy Mall so that it becomes a continuation of the pedestrian network and not simply a service lane.*
Principle 10 – Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	DAC Comments: a. *No specific comments were made relating to this Principle.* DAC Recommendations: 1. *Refer recommendations for Principle 1, 2 and 5 above.*
Concluding Remarks: *The Panel acknowledges the additional information provided but notes that the majority of the recommendations made at DR1 were not addressed meaningfully prior to applying for Development Approval.* *The Panel reiterates that many aspects of the proposal remain unresolved and could be further developed to improve the way the building relates to the context and character of the surroundings. In particular, better resolution of the ground level functions and spatial definition should be considered and refined, to address the adjacent urban condition, to clarify and define the entry and urban connection of the hotel and surrounding urban fabric, and to improve and contribute to the quality of Paddy Troy Mall. The overall massing and organization of the podium should also be explored further with particular attention to the scale and quality of the urban surroundings, and the improvement of environmental factors such as aspect, shadowing solar penetration, natural ventilation and landscaping.* *The Panel encourages more specific engagement with the surrounding context to ensure that the proposal responds to the characteristics of the site.*	

In response to the above advice, the applicant provided amended development plans that included the following changes:

- Commercial tenancies along Spicer Lane reorganised to provide central service access to the internal waste storeroom for improved access to this facility for these tenancies.
- Increased awning extent across Henderson, William and 'Spicer Lane' frontages, awning depth increased to 2m (previously 1.2m).
- Updated overshadowing diagrams/analysis (within Attachment 1)

Further written justification from the applicant in response to DAC comments in relation to massing, built form, ground plane activation, Paddy Troy Mall engagement, landscaping, façade treatments, parking and legibility elements, have also been provided within the applicant's response letter to City's Further Information Request (Attachment 15).

While officers acknowledge the amended development plans have not provided a substantial design response to the recommendations of the DAC advice and some of these elements remain unresolved, the proposed development is generally considered to be of generally good design and quality, importantly, the proposal responds effectively to the Sub-Area requirements and design guidance and objectives for the site provided within LPP3.15 (Precinct 5 Design Guidelines), as discussed in detail in the assessment section below, and delivers on a key objectives

for high levels of activation across the William Street, Henderson Street and 'Spicer Lane' frontages of the building.

It is generally accepted that full details of materials and treatments for the building are to be developed in detailed design and a condition of approval is recommended requiring, final details of the external materials, colours and finishes of the proposed development to submitted to the City for approval, on the advice of the City's Design Advisory Committee.

There is also an expectation from the City that the public realm adjacent the development (Henderson Street and William Street road reserves) will be improved following development, with collaboration and proportionate contribution from the landowner, to deliver an improved public realm across these frontage that also interacts and integrates with the active frontages of the development.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy Section of this report. The following matters have been identified as key considerations for the determination of this application:

- P&D Regs (LPS) - Clause 67 – Matters to be considered by local government;
- Zone Objectives and Land Use;
- Schedule 7: LPA1 Sub-Area 1.3.2 Development Requirements;
- LPP3.15 – Precinct 5 Design Guidelines;
- Car, Bicycle Parking and Traffic; and
- Heritage Impact.

These elements, and any other relevant matters, are discussed below.

<u>P & D Regs (LPS) Clause 67 – Matters to be considered by local government</u>

The decision maker is also required to have due regard to the matters specified in clause 67 of *the Planning and Development Regulations (Local Planning Scheme) 2015* (P and D regs).

The specific provisions of Cl.67 of the P and D regs which relate to this assessment include:

(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located; and
(m) the compatibility of the development with its setting, including —
(i) the compatibility of the development with the desired future character of its setting; and
(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
(n) the amenity of the locality including the following —
(i) environmental impacts of the development;
(ii) the character of the locality;

(iii) social impacts of the 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;

Each of these above matters to consider, will be discussed in detail below.

Zone Objectives and Land Use

The objectives for the City Centre zone are set out in Clause 3.2.1(b) of the City's LPS4, which are stated as follows;

(i) provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses, and

(ii) comply with the objectives of local planning area 1 of schedule 7,

(iii) conserve places of heritage significance the subject of or affected by development.'

The land use permissibility of each proposed use, as per the LPS4 Table 1 – Zoning, within the City Centre zone is outlined as follows:

- Hotel ('A' – discretionary with advertising);
- Restaurant/Café ('D' – discretionary);
- Small Bar ('A' – discretionary with advertising);
- Shop ('P' – permitted)

The proposal is considered to address the objectives of LPS4 for City Centre zone, as the development would provide a Hotel and other incidental and complimentary land uses (Restaurant, Small Bar, Shop) which are consistent and appropriate within the region-serving role and tourist destination that is the Fremantle City Centre.

The proposed uses are also expected not to cause any unreasonable impact upon the amenity of any nearby residential uses (7-17 Henderson Street, part of the former Warders Cottages) in terms of overshadowing (refer discussion within the Building Height section of this report below) or in terms of noise. The applicant's supporting Acoustic Report (**Attachment 5**) provides additional recommendations to further mitigate any potential noise impacts through design and material solutions. These recommendations are to be implemented and secured through a recommended condition of approval. It should be noted this Acoustic Report also provides similar recommendations to mitigate any potential noise impacts upon the future Hotel guests within the development from other late night music venues nearby the subject site, including Metropolis Fremantle and the Sail and Anchor public house.

An assessment of the proposals impact upon the heritage significance of the site and adjacent or nearby heritage assets is discussed in greater detail in the following sections of the report

On the basis of the above, the proposal is considered to satisfy the objectives of the City Centre and the land uses are considered appropriate and acceptable in principle, subject to compliance with other policy provisions, as evaluated below.

Schedule 7: Local Planning Area 1, Sub Area 1.3.2 Development Requirements

Building Height

The development site is located within Local Planning Area 1 (LPA1) – City Centre (as per Schedule 7 of LPS4) and is subject to the specific building height controls set out in Sub Area 1.3.2 of that local planning area.

More specifically, the subject site is identified at 'Site 10a' and 'Site 10b' pursuant to Schedule 7. The delineation between the two site areas is measured at a distance 20m from the site boundary to Henderson Street. The diagram below, adapted from the scheme demonstrates the separation between the two site areas that make up 10 Henderson Street (the subject site):

Some additional discretionary height may be permitted for where development is deemed to satisfy criterion (i) & (ii) within the Sub-Area 1.3.2 building height provisions, as follows:

(i) the portion of the building exceeding the permitted building height being sufficiently setback from the street facade so as to not be visible from the street(s) and/or public open space(s) adjoining the site; and,

(ii) the design of the portion of building exceeding the permitted building height being integrated with the design of the overall building.

The City Centre Strategic Sites Working Group informed Amendment 49 to the City's LPS4 which the created sub-area 1.3.2 development controls. In regard to heights proposed, the working group generally based the recommended maximum frontage heights on a 1:1 height to street width ratio. They considered this the ideal ratio from an urban design point of view as it provides a comfortably enclosed space for a person in the street while also allowing good sunlight access. Most streets in the area around the strategic sites are between 15 to 26 metres wide, while west end streets are narrower at 12 to 15 metres wide.

It is noted that the heights prescribed for the subject site (10a & 10b) that were advertised in the Amendment 49 provisions were modified at final adoption before being finalised. An excerpt of the officer comments from the final adoption report is provided as follows:

Concern was raised about the impact of development at Area 10 on the Henderson Street former warder's cottages. In consideration of this concern, it is recommended that the permitted and setback building heights of Area 10 be modified so as to present a consistent 14m (3 storey) frontage to the Henderson Street Mall, rather than the current 'step down' from 17.5m to 14m (4 storeys to 3 storeys). The site is to be divided generally north-south at a point 20m westward from the common boundary to Henderson Street Mall. The area adjoining Henderson Street Mall shall be labelled Area10a with permitted building height of 14m and setback building height of 17.5m. The area westward of the 20m line will be Area 10b, with permitted building height of 17.5m and setback building height of 21m.

The above provides some background as to how the final prescribed baseline and discretionary building heights were decided upon for sites 10a and 10b that the proposed development sits across.

The following tables provide an evaluation of the compliance of the proposed building height within baseline and discretionary building heights provided for sites 10a and 10b within Sub-Area 1.3.2 (all building heights measured from above the existing natural ground level (RL 4.44):

Site 10a			
Element	Permitted	Provided	Discretion Sought
Permitted building height	17.5m	22.5m	+5m
Building height which may be permitted subject to the development satisfying parts (i) & (ii) of Sub Area 1.3.2	21.0m	22.5m	+1.5m
Rooftop plant and Minor Projections	4m above (21m)	24.6m	Nil
	Not to exceed 10% roof area of building	16.5% cover (225.9m^2/1367m^2 (16.5%)	6.5% (88m^2)

Site 10b			
Element	**Permitted**	**Provided**	**Discretion Sought**
Permitted building height	14.0m	15.6m	+1.6m
Building height which may be permitted subject to the development satisfying parts (i) & (ii) of Sub Area 1.3.2	17.5m	15.6m	Nil
Rooftop Plant and Minor Projections	4m above (17.5m)	17.2m	Nil
	Not to exceed 10% roof area of building	16.5% cover (225.9m^2/1367m^2 (16.5%)	6.5% (88m^2)

Further to the above tables, the images in figures 3 and 4 below show where building height discretion is sought for the development from the William Street (northern)

elevation across sites 10a and 10b as well as from the Henderson Street (eastern) elevation (areas exceeding the prescribed baseline building heights shown yellow and areas exceeding the discretionary building heights shown red):

Figure 3. Proposed Northern (William Street) Elevation:

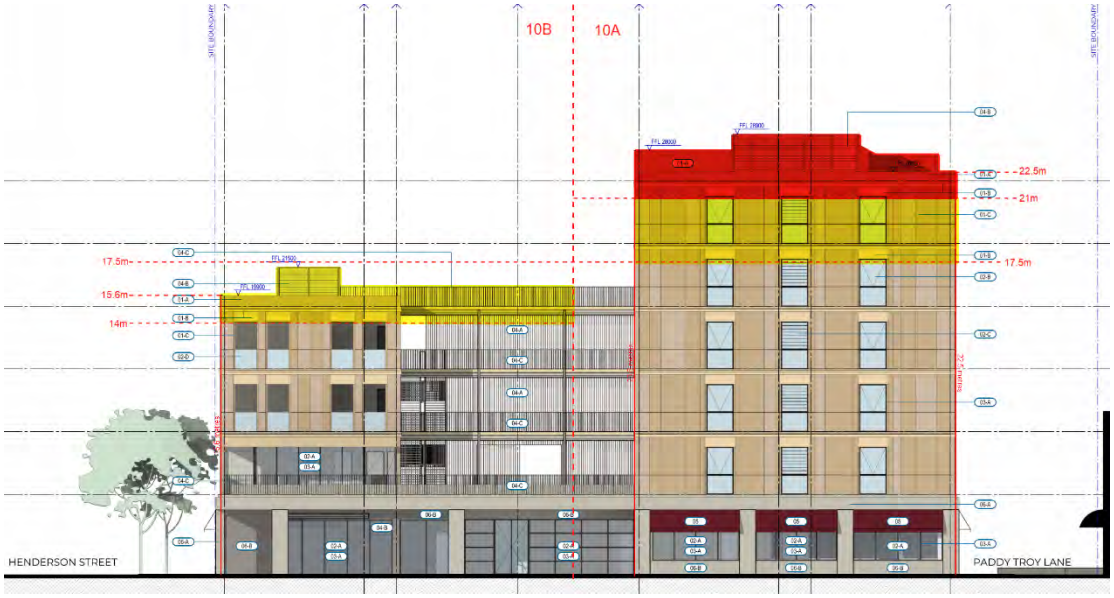


Figure 4. Proposed Eastern (Henderson Street) Elevation:

The proposal is seen to satisfy criterion (ii) of the Sub-Area 1.3.2 discretionary height limit provisions as the elements of additional height are integrated well into the proposal and of a height and scale appropriate for the site and surrounding context of development. However, with respect to criterion (i), it is noted that portions of the additional building height along the Henderson Street and William Street frontages will be visible from these public streets and therefore the proposals do not satisfy this criterion to allow the additional discretionary building heights where it is to be visible from these streets.

The definition of visible from the street is outlined in schedule 1 of LPS4 which reads as follows:

will be based on an assumed line of sight measured at a perpendicular angle to the boundary of the development site and the street or public open space, at an assumed point of 1 metre less than the street width and 1.6 metres above ground level. An area of public open space will be considered to have an assumed street width of 20 metres for the purpose of this definition.

William Street road reservation is 15m and the below diagram shows the element of the proposed building which exceeds 17.5m which will fall within the visible from the street angle.

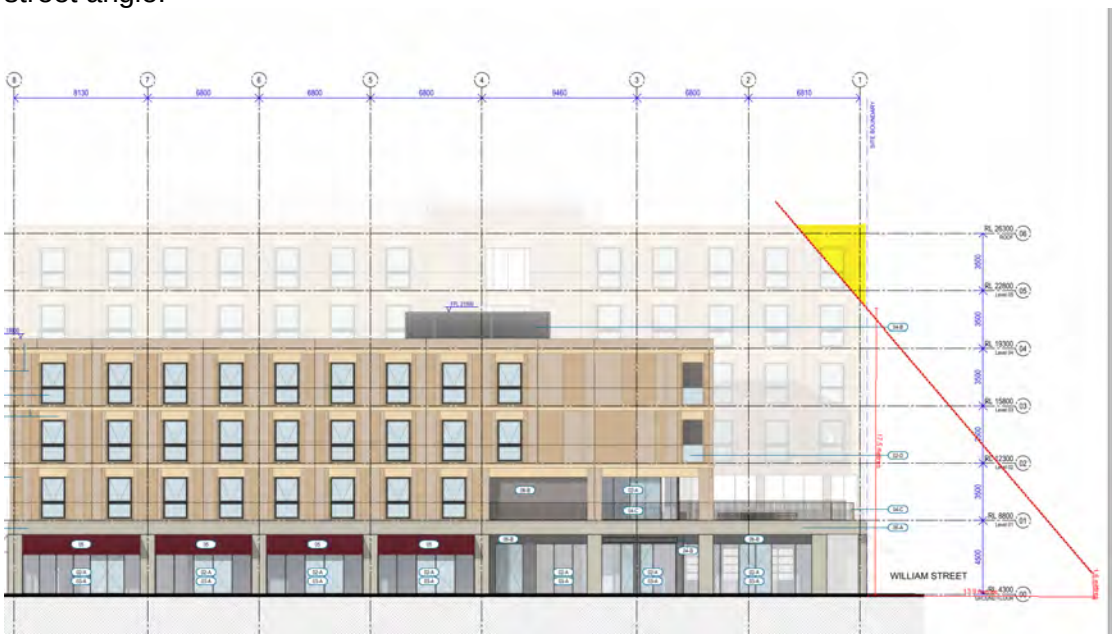


Figure 5- Shows portion of building within defined line of sight

As such, given the proposal seeks variations to building heights above the Sub-Area 1.3.2 provisions, this additional building height has been considered under clause 4.8.1 of the City's LPS4, which provides:

'Where sites contain or are adjacent to buildings that depict a height greater than that specified in the general or specific requirements in schedule 7, Council may vary the maximum height requirements subject to being satisfied in relation to all of the following;

(a) the variation would not be detrimental to the amenity of adjoining properties or the locality generally,

(b) degree to which the proposed height of external walls effectively graduates the scale between buildings of varying heights within the locality,

(c) conservation of the cultural heritage values of buildings on-site and adjoining, and

(d) any other relevant matter outlined in Council's local planning policies.

The proposed height of buildings is considered to satisfy the requirements of clause 4.8.1 of the LPS4 in the following ways:

- The initial trigger of the clause relies on whether it is adjacent to a building that depicts a height greater than specified in the scheme. It is not necessary that there be multiple buildings exceeding the height requirements, and it has been previously established at SAT that the term adjacent has a wider meaning than adjoining and can include things nearby or close to the property.
- The subject site sits adjacent and opposite to the recently developed five-storey FOMO mixed-use commercial redevelopment which has a building height of 22.5m across the William Street façade (3.5m in excess of the sub-area 1.3.2 building height controls for this site, where visible from the street) and 26.1m to the top of the central plant. Similarly, the adjacent multi-storey car park sits at 15.5m above ground level to the roof canopy and 14.5m to outer barrier and the five-storey, recently constructed 'Garde' Hotel (45 Henderson Street – approx. 80m north-west of subject site) with 19.43m upper parapet height sits approximately 80m north-west of the subject site.

  These buildings, and in particular the FOMO building, that has an equivalent building height (22.5m) to the 6 storey element of the proposed development, set a precedence for building height, bulk and scale within the area and is comparable to the building height proposed.

- The design of the building provides for a graduation of building heights from the two-storey Warders Cottages on the opposite side of Henderson Street, to the four-storey (15.6m) element of the proposed development fronting Henderson Street, to the 6 storey element of the building setback 23.5m from Henderson Street and onto to the FOMO building of equivalent height on the opposite side of William Street.
- The proposal is considered not to be detrimental to the amenity of adjoining properties given almost all surrounding or nearby properties are commercial in nature with the exception of 6 residential grouped dwellings (7-17 Henderson Street, part of the former Warders Cottages) to the south-east of the subject site (As shown in green in figure 6 below). These residential properties (and hotel units) are separated from the subject site by the approximately 15m wide Henderson Street road reserve mitigating any impacts of building bulk from the development upon these properties by creating generous separation. Further, the graduated design, as discussed above, presents less bulk and building height where opposite these dwellings, with the 6 storey setback so as not to be visible from the ground floor of these dwellings.

Figure 6 – Aerial showing nearest residential properties to subject site

Similarly, as illustrated in the amended shadow study prepared by the applicant (within **Attachment 1**), it shows that these residential dwellings on the opposite side of Henderson Street will not be overshadowed by the development between 0800 and approximately 1400hrs (0% at midday) on June 21 (winter solstice, worst case scenario) meaning the proposal would be fully compliant with the Acceptable Outcomes of Volume 2 of the Residential Design Codes if being assessed under this criteria. The shadow study also identifies the overshadowing during summer months will not reach the western facing external courtyards of the Warder's Cottages. Furthermore, it is also noted that the Warder's Cottages are provided projecting balconies over the ground floor facade and roof canopies over the first floor balconies which will already overshadow the eastern facing openings of the units in the existing circumstance and the proposed development will not exacerbate this shadow.

- The 23.5m setback of the six storey element of the building from the Henderson Street frontage helps to further mitigate the potential amenity impacts discussed above as well as ensure the perceived building height only reads as four-storey, where viewed from the key public realm of Henderson Street, with the sixth level beyond the line of sight from this street.
- While the previously approved development on the subject site (ref. DAP004/21) has not progressed, it is worth noting this application was provided conditional approval for a development that comprised a part five-storey building fronting Henderson Street (façade height 18.1m) and a part six-storey building, setback 9m from Henderson Street, with a wall height of 21.36m (as depicted in the elevations of the building shown in the background section of this report). The proposed building subject of this

application will have a building height, for the element fronting Henderson Street, one storey or 2.5m less than the previously proposed development which is considered to improve the

- It is also acknowledged former 'Spicers Australia' building that existed on the subject site was a relatively significant and imposing four-storey (approx. 21m) building that fronted William Street with a nil setback in the local context at the time. Historical imagery found in the applicant's Architectural Design Report at **Attachment 3** shows the previous building was one of the largest buildings in the local area with a significant height and scale within the streetscape. This demonstrates that, historically, the subject site has comprised buildings of comparable height and scale to that proposed as part of this application.
- As outlined in the Heritage Council of Western Australia and City of Fremantle Heritage Impact Assessment advice above (see full details at **Attachments 13 and 14)**, the proposed development is not considered to detract from the wider setting or heritage significance of the State Registered heritage places. Specifically, the visual relationship between the separate components, of Warders' Cottages (fmr) and other places in the Fremantle Convict Establishment are not detrimentally impacted. The proposed development at 10 Henderson Street is considered to have a scale and modern built form character which is considered appropriate for the western side of Henderson Street which was largely redeveloped in the Post-War Era and has a different character to the Convict Grant precinct which contains the Warders Cottages. The visual impact of the development is also mitigated by the ground floor colonnade and the setback of the bulk and scale from the corner portion of the building which will permit glimpses of the eastern elevation of *Warders' Cottages (fmr)* from William Street.

  As such, the proposal is considered acceptable from a heritage perspective as it will have only a minor impact on the heritage values of the Warders Cottages, 10 William Street and the Central Fremantle Heritage Area generally.
- As outlined in the height tables above, the proposed plant level and other minor projections are well below the maximum heights allowable for rooftop plant but exceed the allowed rooftop cover area. In reviewing the proposal the rooftop lant is of a slim profile and are setback at minimum of 5m from facades of building so as not to be visible from the public realm.

On the basis of the above, the discretions sought are not considered excessive and the additional building height is deemed to be acceptable within the overall high-quality design of the proposal and is therefore supported under clause 4.8.1 of the LPS4.

Minimum Façade Height

Sub Area 1.3.2 prescribes that all development will have a minimum façade height of 10m where fronting public streets of public open spaces. The proposed development achieves this with façade heights of 15.6m to Henderson Street and 22.5m to William Street.

Front Elevation and Minimum First Floor Height

Clause (g) of Sub Area 1.3.2 provides that the ground floor level must be no greater than 600mm above the level of adjacent footpaths and that the first-floor level must be at least 4.5m above the level of adjacent footpaths.

The ground level of the proposed development is to match the level of adjacent footpaths and the first floor level is a minimum of 4.5m above the adjacent footpaths, achieving the objective of the appearance of double storey height ground level.

Minimum Street Setbacks

Clause (h) of Sub Area 1.3.2 prescribes a minimum street setback of nil to all streets other than Queen Street and the proposal achieves this by proposing a nil street setback to both Henderson Street and William Street.

Minimum Side and Rear Setbacks

Clause (h) of Sub Area 1.3.2 prescribes minimum side and rear setbacks of nil for all sites. The proposal achieves this by retaining the public vehicle access to Paddy Troy Mall on the western side of the development and a pedestrian connection from Paddy Troy Mall to Henderson Street on the southern side of the development which are objectives of the Precinct 5 guidelines specific to this site, as discussed in more detail below.

LPP3.1.5 – Precinct 5 Design Guidelines

The subject site is located within the 'Area A - Gold Rush Mixed Use Influence' of Precinct 5 as described in LPP3.1.5. An evaluation of the proposal against relevant design guidelines from this policy is provided is provided below:

Area A Specific Guidelines (summarised):

a. *Zero front setback and will also usually have zero setbacks on their side boundaries.*
b. *Buildings are either symmetrical or designed as an asymmetrical composition containing symmetrical elements within it.*
c. *Ground floor shops have a ceiling height of around 4 metres. Original shopfronts provide views into the building to give interest to passers-by and make the building's function apparent.*
d. *Facades commonly include rendered detailing and unpainted tuck-pointed brick walls*
e. *All have verandahs or canopies that span the full depth of the footpath and are consistent in height.*

The proposed development is considered to address and be consistent with the above points, having nil building setbacks, an asymmetrical design composition with symmetrical elements and a ground floor ceiling height of 4.5m with active uses and glazing provided to all street frontages, including the proposed 'Spicer Lane' landscaped pedestrian connection on the south side of the building.

Amended plans were also submitted that have increased the extent of awnings across Henderson, William and 'Spicer Lane' frontages and increased the awning

depth to 2m (previously 1.2m) for greater weather protection for pedestrians or alfresco areas.

Clause 5.1 (Primary Streets) guidelines (summarised):

1. *Lower levels of the development should be designed to reinforce the significance of the primary streets*

2. *Active ground floor that creates activity beyond traditional retail hours, of which are multiple tenancies.*

3. *Multiple ground level tenancies shall be provided and with their main public pedestrian entry directly from and level with the primary street.*

4. *Ground floor frontages are to be predominantly glazed or open to the street.*

5. *No vehicle access, blank walls and/or service areas should be located on primary street frontages if alternative locations are available.*

6. *Weather protection along footpaths for pedestrians shall be provided.*

7. *Footpath widths are to be maximised along primary streets.*

8. *Any area where the building is setback from the front lot boundary shall be designed and treated as part of the adjacent pedestrian domain*

As the proposed development addresses both William and Henderson Street equally, with the primary entry courtyard from William Street, the building, in effect is considered to have two primary street frontages.

With regard to weather protection some pedestrian covering is proposed to the corner of Henderson Street and William Street with the remaining frontage along Henderson Street to include retractable awning covers to the ground floor commercial tenancies. However, a small section of William Street façade is not to include any weather protection device leaving a 24.5m uncovered footpath between the subject site and the neighbouring western properties existing awning cover. Whilst not covering the entire William Street frontage there is considered to be an appropriate level of awning cover to assist with pedestrian movements during wet periods of the year

Overall the development is considered to address and be consistent with the above points by providing active ground floor uses (Restaurant/Café, Small Bar, Shop) across all street frontages and the ‘Spicer Lane’ that will create activity beyond standard business hours, provides multiple ground floor uses with access direct and level with the pedestrian footpath(s) and fully glazed ground floors to street frontages (including ‘Spicer Lane’). All vehicle access/servicing areas are screened from the public streets to the rear of the building (accessed via Paddy Troy Mall) and all proposed active ground floor uses provide direct access and interaction with the surrounding public realm including the proposed landscaped ‘Spicer Lane’ pedestrian connection at the southern side of the building.

Major Off-Street Pedestrian Routes

The policy states that *'provision of the major off-street routes that are accessible by the public at the general locations as shown in Figure 4 is strongly encouraged in new development'*

The proposal delivers and contributes to one of the major off-street pedestrian routes identified in the policy by providing a pedestrian laneway on the southern side of the building (refer 'Spicer Lane' on ground floor plan) which will create a direct pedestrian connection from the existing Paddy Troy Mall route straight through to Henderson Street and the Fremantle Market entrance beyond. This new pedestrian laneway is also to be landscaped and provide active uses at the ground floor of the building that open to, and are accessed directly from the proposed laneway.

Other key elements of LPP3.1.5 (built form & legibility, building height, design quality, environmentally sustainable design and amenity) are discussed in detail elsewhere in this report and otherwise generally considered acceptable.

Car, Bicycle Parking and Traffic

Car and Bicycle parking is required in accordance with Table 2 of the City's LPS4.

The following table evaluates the proposals compliance with the parking requirements of Table 2 of the City's LPS4 for the various land uses proposed throughout the development:

Car Parking			
Element	**Required**	**Provided**	**Shortfall**
Hotel (150 rooms)	1 bay per bedroom (150 bays required)	Nil	150 bays
Restaurant/Cafe (390m^2 total)	1 bay per 5m^2 dining area (78 bays required)	Nil	78 bays
Reception Centre (Functions)	1 bay per 5 seats	Nil	18 bays

(186m^2 total, 92 seats)	(18 bays required)		
Shop (220m^2 NLA)	1 bay per 20m^2 NLA (11 bays required)	Nil	11 bays
TOTAL REQUIRED: 257		**Nil**	**257 Bays**
Service/Delivery Bays	1 service/storage area bay for each Hotel, Restaurant, Bar and Reception Centre use (4 required)	Single (1), 67sqm, service/loading/delivery bay on western side of building accessed via paddy troy mall for all waste and other servicing/deliveries for building and uses.	**3 Bay shortfall, however, bigger bay provided, further discussion below.**
Bicycle Parking			
Element	**Required**	**Provided**	**Shortfall**
Hotel (150 rooms)	class 1: 1 per 25m^2 bar floor area and 1 per 100m^2 lounge and beer garden class 3: 1 per 25m^2 bar floor area and 1 per 100m^2 lounge and beer garden *NB. bicycle parking per restaurant use below as F&B tenancies separate from Hotel*	**TOTAL:** **7 Class 1/2 bays in secure store at ground level for staff; and** **13 Class 3 bays within Spicer Lane for visitors (per amended plans)**	**Complies**

Function Room (Reception Centre) (92 Seats)	class 3: 1 per 30 seats or 1 per 100 people accommodated (3 class 3 bicycle bays required)		
Restaurant/Cafe (390m^2 total)	class 1 or 2: 1 per 100 m^2 class 3: 2 visitor bays (4 Class 1, 2 Class 3 bicycle bays required)		
Shop (220m^2)	class 1: 1 per 300m^2 gla class 3: 1 per 500m^2 gla (1 Class 1, 1 Class 3 bicycle bays required)		

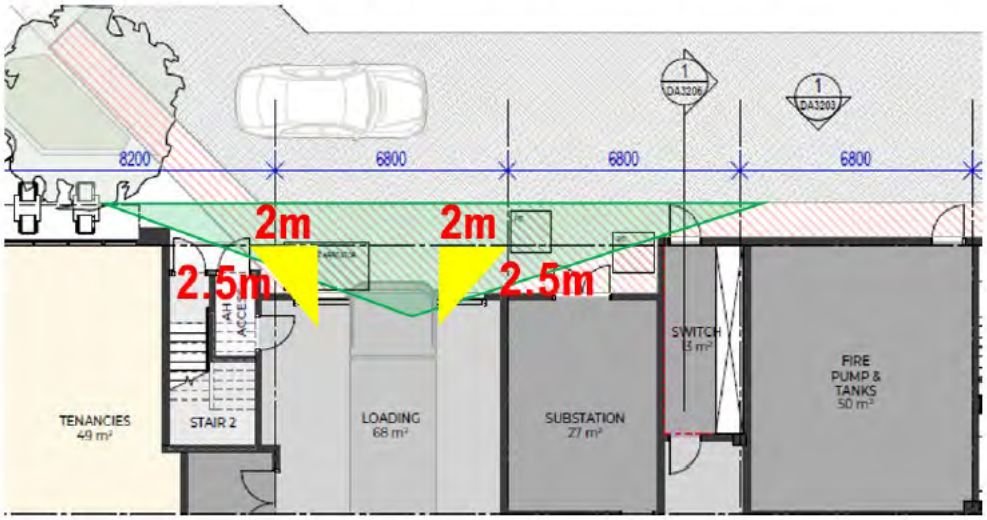
	TOTAL REQUIRED: **5 Class 1 bays;** **6 Class 3**		
End-of-Trip Facilities			
Item	**Required**	**Provided**	**Shortfall**
End-of-Trip Facilities	Up to the first 10 bicycle racks required: One male and one female shower (or 2 unisex) required for every 10* Class 1 or 2 bicycle racks required = 1 male and 1 female required (*Calculations rounded up to the nearest 10) Plus one locker for every class 1 or 2 bike rack.	1 male showers, 1 female showers plus 1 universal access unisex toilet/shower (UAT) at ground level 16 lockers also provided within EoT facilities	**Nil - Complies**

In accordance with the above, it is noted sufficient bicycle parking and end-of-trip facilities are to be provided, however, nil (0) on-site car parking is provided for any of the proposed land uses, representing a significant on-site car parking discretion in accordance with Table 2 requirements (257 bay shortfall).

The applicant was requested to reconsider the provision of on-site parking as well as pedestrian safety and the following responses were provided (summarised – full detail in **Attachment 15**):

- *A basement level for parking is not feasible for the project.*
- *Hotel operator has had extensive engagement with the design team, who has confirmed there is no requirement for on-site parking.*
- *City indicated a policy preference to discourage additional car parking in the city centre as part of the prior Development Application, noting existing provision of public parking and extensive public transport.*
- *Site benefits from direct access to the FOMO parking structure, street parking and public transport. Discussions are underway with the car park operator of the FOMO car park regarding potential lease of bays for staff.*
- *Guest drop-off will be accommodated within Henderson Street, with potential upgrades to William Street offering additional guest drop-off / pick-up areas. Fiveight will continue to engage with the City on the potential William Street upgrades.*
- *We note that while the loading bay is not subject to AS2890.1, the sightline triangle provides a useful guide to ensure the loading bay has adequate sight distance to observe pedestrians within Paddy Troy Mall:*

The approximate sight triangle from the loading bay is demonstrated below.



It should be noted that the applicant's reference to a policy preference to discourage additional parking in the city centre in the previous Development Application, is related to the previous application proposal to provide fee paying *public parking* as part of the development (at basement level) which was not supported because the City's Integrated Transport Strategy 2015 that acknowledged an oversupply of off-street public parking in central Fremantle with a preference for public parking to be provided on the periphery of the central city so that private vehicles would not be required to drive through the centre of the city to access parking. A public car park would typically result in significantly more bay turnover than a Hotel where guests park for long periods, noting this area is close to hospitality and tourism uses. This approach is considered to minimise the impact of private vehicles on the high amenity, pedestrian priority of the city centre. Notwithstanding, the provision of some on-site parking for staff and accessible parking was previously supported by officers (with a condition recommended to convert any proposed on-site *public parking* bays to on-site parking for the development uses) as it is for this development.

There are however other examples of hotels (e.g. Hougoumont on Bannister Street) and many restaurants and shops within central Fremantle that do not provide any on-site parking and also rely on alternative transport options or existing public parking

facilities of which the site benefits from too, with multiple facilities within a walkable catchment of the subject site (outlined below).

What is considered particularly important for the Hotel use is a drop-off/pick-up bay for guests. The applicant indicates on plans, two (2) pick-up/drop off bays for guests within the William Street road reserve which includes an accessible bay (refer 'Ground Floor Plan – Ultimate Condition). There is in-principle support from the City for the proposed pick-up/drop-off bays in the William Street road reserve, however, this will require separate approval and agreement from the City with regard to final design and delivery of these bays. All costs associated with the design and delivery of these bays (and any other necessary associated works within the road reserve) are to be borne by the developer and secured by an appropriate condition of approval to ensure the necessary bays are provided.

Further to the above considerations, clause 7.4.3 of the LPS4 allows Council to consider a relaxation of parking requirements under the following criterion:

(i) the availability of car parking in the locality including street parking,

(ii) the availability of public transport in the locality,

(iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces,

(iv) any car parking deficiency or surplus associated with the existing use of the land,

(v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory,

(vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement,

(vi) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation,

(viii) any other relevant considerations.

In light of the above, the car parking shortfall is generally considered acceptable pursuant to clause 4.7.3 for the following reasons:

- Due to the nature of the primary land use proposed (Hotel), it is not expected that all guests will travel to and from the site by means of a private car, particularly if no free bays are provided on site. Rather, it is expected that many guests will use other alternative forms of transport such as the readily available multiple public transport and/or taxi/ride-share options available within the City centre. Alternatively, they may simply chose to book at another accommodation option that provides parking.

- There are other examples of hotels in the City without any on-site parking Other individual restaurants and bars within the Fremantle City centre do not in most circumstances provide on-site parking for their exclusive use and it is considered this principle is appropriate to apply here for the reasons listed

below. Furthermore, it is also expected that some of the patrons of the proposed restaurants/bars within the development will also be guests of the hotel therefore will not be increasing demand for parking for the wider public.

- The subject site is located within the Fremantle City Centre which has an excellent level of public transport accessibility. The site benefits from proximity to the Fremantle train station and bus depot services (480m from site), and multiple regular Transperth bus services along South Terrace, High Street and Adelaide Street (all within 250m of the site).

- Being located in the City centre, the site benefits from excellent walkability and cyclability from all areas of central Fremantle

- The site benefits from proximity to numerous public parking facilities within a walkable catchment (400m) of the site, including:

    - FOMO carpark (William Street, opposite subject site) – 250+ bays
    - Various City of Fremantle car parks and street parking – 500+ bays
    - Wilson Parking 'Victoria Quay' – 400+ bays
    - Wilson Parking 'Cantonment Street' – 250+ bays
    - Wilson Parking 'Essex Street' – 100+ bays
    - Norfolk Street Parking – 24 bays
    - Secure parking bay (Collie Street) – 250+ bays;

On the basis of the above, the parking shortfall is considered acceptable

With respect to service/loading/delivery bay provisions and intended arrangements from the large (67m^2) bay accessed from Paddy Troy Mall at the rear of the building, including pedestrian safety considerations, a condition of approval is recommended requiring a Delivery/Service Management Plan. The plans shall detail the timing and frequency of deliveries and how these are to be coordinated to mitigate any potential traffic and/or amenity related issues, inclusive of pedestrian safety, to the satisfaction of the City of Fremantle.

Heritage Impact Assessment

Part 3 of the Deemed Provisions prescribes the matters to which the Council is required to afford due regard in considering a proposal. Included amongst these matters are any potential impacts that a proposal may have on the heritage values of an existing place and/or area.

LPP1.6 requires a heritage assessment to be prepared by a qualified for any proposal that may impact any heritage place and/or area listed on the State Heritage register or the City's Heritage List. Further to this requirement, the applicant has provided a Heritage Impact Assessment (prepared by Griffiths Architects) at **Attachment 7**).

The subject site is also located within the Central Fremantle Heritage Area and is within proximity to the following listed heritage places:

- Nos. 7-41 Henderson Street, Fremantle (commonly referred to as 'the Warders Cottages').
- No. 74 South Terrace, Fremantle, being the Fremantle Markets building;

- No. 45 Henderson Street, Fremantle, being the former Fremantle Police Station and Courthouse; and
- 64 South Terrace, Fremantle, being the former Freemasons Hotel (currently Sail and Anchor)

As detailed in the comments from the Heritage Council and the City's Heritage team above, the proposed impact of the development upon the heritage significance and/or setting of these heritage places has been assessed and found to be acceptable. The proposal is therefore not seen to be to the detriment of the significance of the cultural heritage value of heritage places within the locality or the heritage area generally, subject to appropriate conditions of approval that will be recommended should DAP be of the mind to approve the application.

Notwithstanding the above, while the new building is considered acceptable because it will have minimal impact on the heritage values of the Central Fremantle Heritage Area and the adjacent heritage listed places, the proposed interpretation for the removed heritage wall is not acceptable as it has been substantially reduced in scale and quality and will make very little contribution to the public realm.

Following the demolition of the heritage wall, approved under DA0471/21, the salvaged material has been stored off site awaiting reuse in an interpretive artwork. The interpretive artwork, using these materials, formed a condition of the planning approval for DA0471/21. Previous development applications for this site have proposed building an interpretive gabion wall on the south side of the building, within 'Spicer Lane', where the artwork can make a major contribution to the public realm. In this application the artwork is proposed to be constructed in the private Guest Garden on the podium level where it will not contribute to the public realm.

During the demolition of the Pine Warehouse the side wall of the adjacent building was revealed to be an historic limestone wall which will add to the heritage character of the proposed 'Spicer Lane'. While this may require a review for the proposed heritage interpretation it should not stop the public laneway being used as an interpretation site. site for this element. There are opportunities for interpretation to be included in the laneway and could be incorporated into elements described on the landscape plan as sculptural seating walls, informal seating and garden beds.

It was also noted that the historic interpretive artwork proposed in the previous Public Art Plan is proposed to be a 'small plaque' in the Arrival Garden at the William Street entrance to the Hotel. The proposed plaque is not considered to impact on the public understanding of the history of this place.

As such, a condition of approval is recommended, that requires a more comprehensive heritage interpretation plan to be developed to the satisfaction of the City of Fremantle which is to include the design of interpretive elements (including the historic limestone wall materials that were dismantled) and integrate these into public areas of the new building, in particular, the publicly accessible, landscaped, 'Spicer Lane'.

<u>LPP2.19 – Contribution for Public Art/and or Heritage Works</u>

The proposed development is required to adhere to the provisions contained within Council's LPP2.19 Contributions for Public Art and/or Heritage Works which requires

the proponent to contribute a monetary amount equal in value to one per cent of the estimated total development cost, for the development of public art work(s) and/or heritage works to enhance the adjacent public realm. Alternatively, council may waive the requirement for the public art/heritage work(s) monetary contribution in cases where the approved development incorporates public art work(s) to the same value specified above and the public art work(s) is located in a position clearly visible to the general public, either on the site of the development or within a crown reserve adjoining or near to the development site. Any such public artwork proposal is to be developed in accordance with the City's Public Art Policy 2010 - 2015 and the City's Percent for Art Guidelines, and approved by the City of Fremantle.

No details of any public art concept have been submitted with the application though it is considered there are opportunities to deliver good public art outcomes should the proponent choose to deliver public art on site, particularly within the 'Spicer Lane' to the south of the building.

A condition of approval has been recommended requiring the applicant to develop and deliver a public art proposal or, alternatively, contribute a monetary amount equal in value to one per cent of the estimated total development cost, for the development of public art work(s) by the City, in accordance with LPP 2.19.

LPP 2.13 – Sustainable Building Design

The development is subject to LPP 2.13 which requires all development to be designed and constructed to demonstrate:

a) *A rating not less than 4 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool, or its equivalent demonstrated through a report provided by a suitability qualified professional*.*

   **This may include a One Planet Living Action Plan that is certified by Bioregional Australia or a One Planet Living Integrator.*

The applicant has provided an Environmentally Sustainable Design Strategy, prepared by LCI Consultants (**Attachment 6**) that demonstrates that the proposed development is targeting a 5 Star Green Star Buildings rating, exceeding the 4 Star minimum requirement outlined in the policy. This rating is to be pursued using the relevant tool under the Green Building Council of Australia framework, supported by sustainability consultants.

A condition of approval requiring compliance with LPP2.13 is therefore recommended to ensure the requirements of the policy are achieved for the proposal.

Public Realm Improvements Adjacent Development

The works proposed to the footpaths and public realm adjacent the development shown on the development plans along Henderson and William Street are to be treated as indicative only at this stage. These works are subject to further resolution and agreement with the City of Fremantle and it is expected that the developer should contribute appropriately to their delivery once designs are finalised.

Given the number of developments, both recent and upcoming, that are occurring in the area and the potential loss of revenue the removal of public parking bays will result in, the City is working through various urban design scenarios that will provide

a public benefit. At the time of writing the report, this had not been resolved, but the City can confirm, the applicant is working with officers to identify needs and constraints for all parties to deliver appropriate public realm outcomes.

LPP 1.6 Archaeological Investigation as a Condition of Planning Approval

A previous heritage assessment prepared by the City's Heritage team for the site specifies that there is reasonable evidence of archaeological material being present at the subject site. Specifically, the following comments were made:

> *'The 1974 aerial photo shows that the site with the exception of the Pine Warehouse and associated remnant limestone wall became and has remained a carpark since the demolition. Demolition and subsequent redevelopment of a site usually requires excavation of the site. This means that any remnants of the structures and archaeological findings are likely to be lost. In this instance and given the subject site has been a carpark it is more likely that the site [will] reveal archaeological remnants and so an archaeological investigation should be undertaken. [It] is likely to provide information that is of historic and social heritage significance.'*

On the basis of the above advice, a condition of approval requiring an archaeological investigation to be undertaken is recommended in pursuant to LPP1.6.

Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines (LPP2.3)

The site is contained within Fremantle Port Buffer Area 2. In accordance with the referral advice received from FPA, it will be recommended that a condition of planning approval be imposed requiring the development to comply with the built form requirements within Fremantle Port Buffer Area 2 as prescribed by LPP2.3.

The policy requires additional design and construction features such as enhanced insultation, window glazing and plant treatments to better manage potential impacts and risks that include, but are not necessarily limited to, public risk, noise and odour for areas surrounding the Port.

'Spicers' Project Development Deed

The City entered into a contractual agreement with Sirona Capital in May 2013 for the sale of the former 'Spicers' property as part of the Walyalup Koort Project.

This contractual agreement was in the form of the Spicer Development Deed (SDD). In late 2018, the property settled to Sirona and was then immediately sold on to the Spicer Purchaser (being Fiveight).

The condition of approval of the sale was that Fiveight was required to enter into a development deed on substantially the same terms as that between the City and Sirona Capital. These terms include (in summary):

- The registration of an 8.0m wide easement on the Title to ensure a connection between William Street and Paddy Troy Mall (and will not be re-aligned or challenged through a development application process).

- Any staging of the development will need to include (at a minimum) 2,600sq.m of GFA fronting Henderson Street and not less than 50% of any approved development of the site.

It is considered that all key terms have been considered and achieved as part of this development application and an appropriate condition of approval is recommended to secure the abovementioned easement for a connection between William Street and Paddy Troy Mall, as discussed further below.

Access to Paddy Troy Mall

The subject site currently includes a vehicle driveway that provides access to Paddy Troy Mall. The mall provides access to a number of buildings fronting William Street, High Street and South Terrace. Inspection of the certificate of title for the subject site indicates that there are no formal rights or easements available protecting this access.

A number of tenancies in the adjoining Paddy Troy Malls building directly adjoin the subject site and rely on this existing driveway for vehicle and pedestrian access. As noted above, it was also outlined in the Spicers Project Development Deed that any development will provide the registration of an easement on the Title to ensure a connection between William Street and Paddy Troy Mall remains to maintain the current vehicle and pedestrian access.

The proposal includes the maintenance of this driveway and continued public access to the mall and adjoining buildings and a condition of approval requiring the provision of an access easement over this area to formalise these arrangements and provide both pedestrian and vehicle access at all times, is recommended.

Universal Access

Clause 1.6.1 (s) of the City's LPS4 aims to ensure universal access to buildings, spaces, services and facilities is provided for all people.

The applicant has provided a Universal Access Statement prepared by Resolve Group (**Attachment 10**) that has informed the design of the building and seeks to ensure the development approval documentation can proceed to building permit / certification and deliver a universally accessible building in accordance with relevant requirements of the National Construction Codes (NCC).

The universal access statement is supported and the building design is seen to achieve the aim of clause 1.6.1 (s) of the City's LPS4.

Noise

In assessing the development proposal, it is noted that the proposed land use will be developed in an established City Centre location which includes, among other activities, a Nightclub and other licenced venues which may generate a reasonable level of noise. The applicant has provided an acoustic report prepared by Herring Storer Acoustics (**Attachment 5**) which addresses the amenity of the guests of the Hotel and advises consideration of built form measures to ensure adequate noise protection from these existing uses and established entertainment venues.

The City's Environmental Health team have reviewed the report and support the recommendation that all glazing should have a minimum Rw rating in the order of Rw 27 dB, to comply with the Fremantle Sound Attenuation Policy. Furthermore, the report also refers to ingress of low frequency noise (considered to be the most disturbing) and recommends that, to achieve the decibel levels, at 63Hz and 125Hz, proposed by the Department of Water and Environmental Regulation (DWER) noise branch, "high performance double glazing would be needed to be utilised in the development, noting that both the glass and frame component would need to meet this performance requirement." Officers therefore propose a condition that secures this recommendation and high performance double glazing and framing is be utilised across all openings/elevations.

It is noted that the site also sits within the Fremantle Port Authority Referral Area 2 as discussed above. Being a noise sensitive land use (hotel), all recommended noise mitigation measures outlined in Local Planning Policy 2.3 - Fremantle Port Buffer Area Development Guidelines, will also be required to implemented in full.

Accordingly, appropriate conditions of approval are recommended to ensure the applicant incorporates all such noise attenuation measures in the development of their detailed drawings to form part of a building permit application and these measures are thereafter implemented in full.

State Planning Policy 7.0 - Design of the Built Environment

An assessment has been conducted against the design principles of SPP7.0. As mentioned above, the City's DAC have also reviewed the proposal with consideration to these design principles.

While officers acknowledge that the amended development plans have not provided a substantial design response to the recommendations of the DAC, the proposed development is generally responsive to and appropriate for the site, importantly, the proposal responds effectively to the Sub-Area requirements and design guidance and objectives for the site provided within LPP3.15 (Precinct 5 Design Guidelines).

As discussed in detail in the assessment section above, the development is considered to deliver on several key objectives for high levels of activation across the William Street, Henderson Street and 'Spicer Lane' frontages of the building, whilst significantly improving pedestrian movements / linkages and general legibility of the immediate area.

The development is considered to broadly meet the design principles of SPP 7.0 as follows:

- Context and character – The proposal has provided a reasonable design response to the site and will not detract from the heritage significant eastern adjacent properties or the character and amenity of the surrounding area.
- Landscape quality – A distinctive landscaping approach has been suggested on site, with conditions of approval to secure its implementation. The proponent is also proposing to contribute to the public realm, with negotiations ongoing in relation to the Henderson Street frontage and future tree planting and landscaping.
- Built form and scale – The scale, massing and height of the development has been assessed in the report above, and is supported with consideration to the local planning framework.

- Functionality and build quality – Minor improvements have been made to the proposal with consideration to the needs of a Hotel operator and the feedback provided through design review.
- Sustainability – The applicant is targeting a green star rating.
- Amenity – The proposal provides a variety of uses and activities on ground level, and offers other opportunities on upper floors.
- Legibility – New connections are proposed through the site via Spicers Lane to ensure ongoing legibility for the broader public to unique and growing areas of the City.
- Safety – The proposed development has offered a reasonable approach to safety, with traffic movements and thoroughfares allowing safe movement through the site.
- Community – The mix of uses proposed offers additional life to this part of the City Centre, and key connections along Paddy Troy Mall and the proposed Spicers Lane are included for the benefit of the general public.
- Aesthetics – With consideration to key heritage buildings and the surrounding context, the proposed development was reviewed through Design Review with no specific objections or comments of support offered.

Overall, the amended proposal is generally accepted that full details of materials and treatments for the building are to be developed in detailed design and a condition of approval is recommended requiring, final details of the external materials, colours and finishes of the proposed development to submitted to the City for approval.

Conclusion:

The proposal is for the construction of a six-storey hotel development (150 rooms) with additional restaurant/cafe, small bar and shop uses at No. 10 (Lots 374 & 375) Henderson Street, Fremantle. The proposal has been assessed against the provisions of the City's LPS4 and relevant Local Planning Policies and found to be acceptable under the policy framework and worthy of approval.

It is considered that the proposal generally complies with the provisions of LPS4 and with regards to the discretionary building height matters relating to Schedule 7 and relaxation of on-site parking bays the proposal, these variations are considered reasonable and able to be supported in this city centre location and under the policy framework.

It is also considered that the proposal either complies with the requirements of Council's Local Planning Policies, meets the discretionary criteria or otherwise will be subject to the imposition of a number of conditions so as to satisfy the requirements of a number of those policies.

This development is considered to align with strategic objectives of the Fremantle City centre and represents a transformational shift of development in the locality that will bring an increase in the number of people working, recreating and visiting the City's centre.

Therefore, it is recommended that the application be approved, subject to appropriate conditions.

Drawing No	Sheet Title
DEVELOPMENT APPLICATION	
0 GENERAL	
00 Cover Sheet	
DA0000	COVER PAGE
1 OVERALL ARRANGEMENT	
11 Site Plan, Grid and Setout	
DA1101	SITE PLAN - CURRENT TRAFFIC CONDITION
DA1102	SITE PLAN - ULTIMATE TRAFFIC CONDITION
12 Plans	
DA1210	SHADOW STUDY DIAGRAMS - WINTER SOLSTICE
DA1211	SHADOW STUDY DIAGRAMS - AUTUMN EQUINOX
DA1212	SHADOW STUDY DIAGRAMS - SUMMER SOLSTICE
2 GENERAL ARRANGEMENT	
22 Floor Plans	
DA2200A	Floor Plan : GROUND FLOOR PLAN - CURRENT CONDITION
DA2200B	Floor Plan : GROUND FLOOR PLAN - ULTIMATE CONDITION
DA2201	Floor Plan : LEVEL 01 PLAN
DA2202	Floor Plan : LEVEL 02 PLAN
DA2203	Floor Plan : LEVEL 03 PLAN
DA2204	Floor Plan : LEVEL 04 PLAN
DA2205	Floor Plan : LEVEL 05 PLAN
DA2206	Floor Plan : ROOF PLAN
3 GENERAL ARRANGEMENT	
32 Elevations and Sections	
DA3200	Elevations : NORTH ELEVATION
DA3201	Elevations : EAST ELEVATION
DA3202	Elevations : SOUTH ELEVATION
DA3203	Elevations : WEST ELEVATION
DA3206	Sections : SHORT SECTION
DA3207	Sections : LONG SECTION

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
COVER PAGE

Project no.
160977

Scale

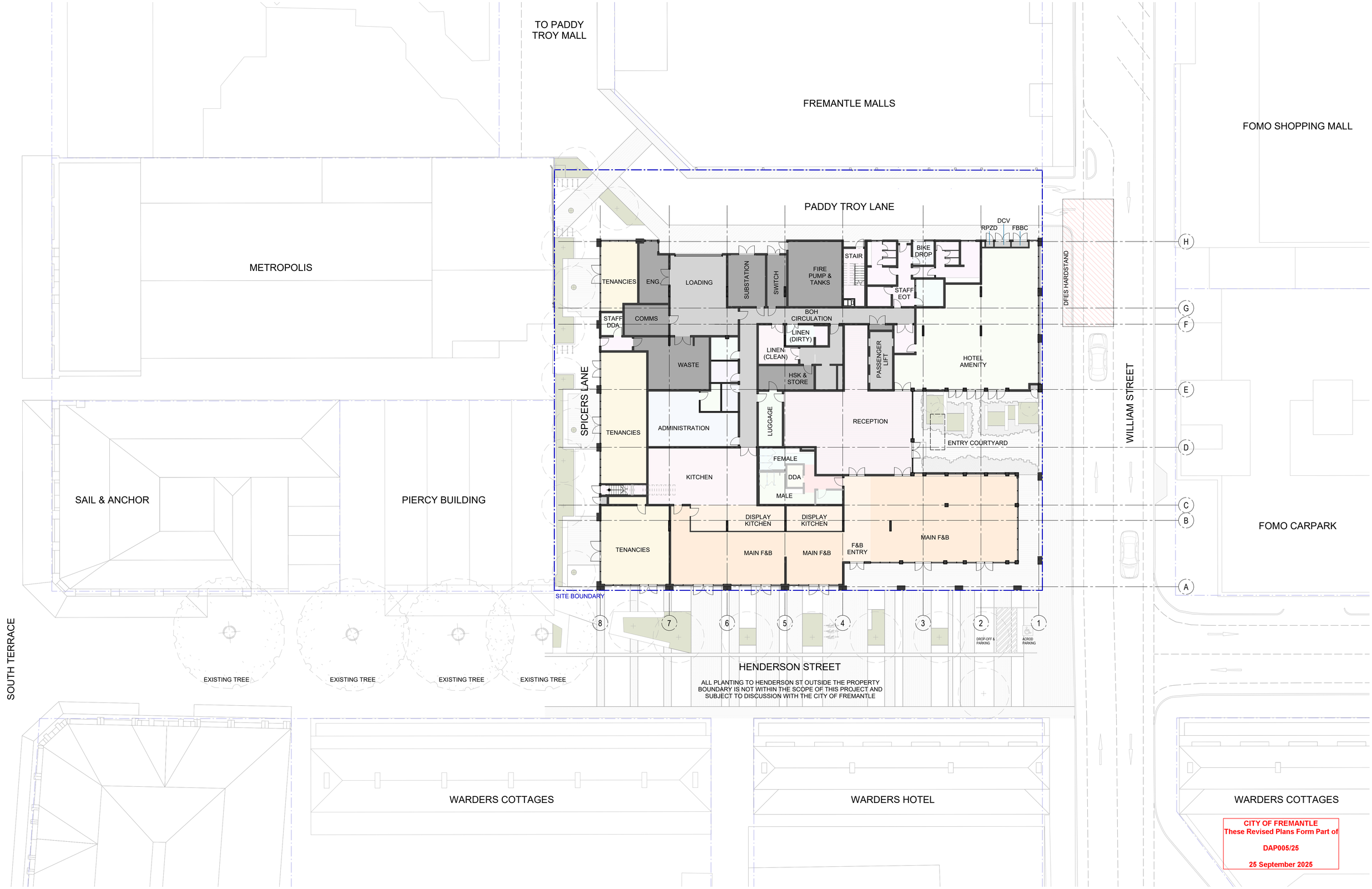
Sheet size
A1

© Woods Bagot

Sheet no.
DA0000

Revision
B

Date
23/09/25



CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SITE PLAN - CURRENT TRAFFIC CONDITION

Project no.
160977

Sheet no.
DA1101

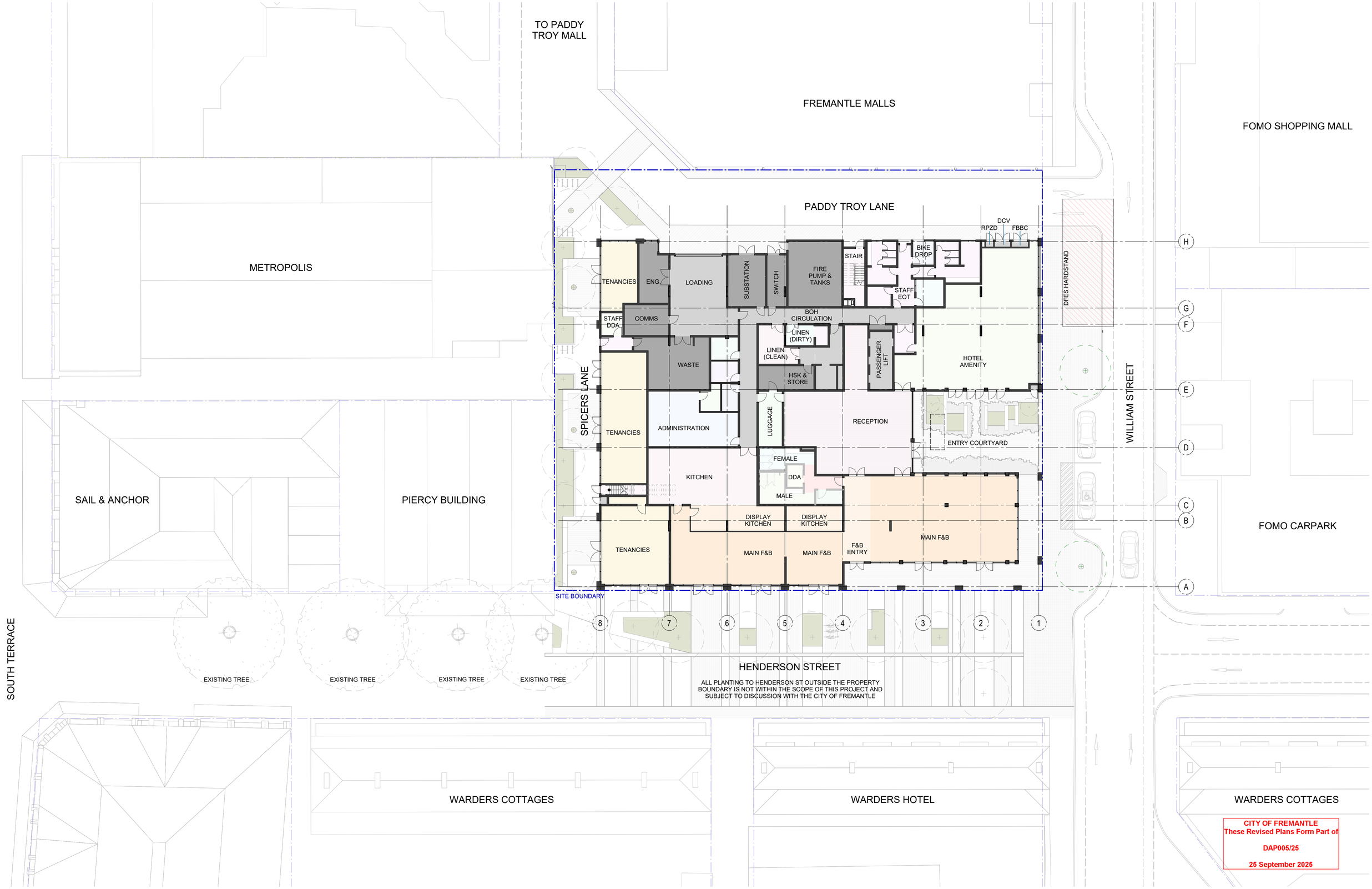
Scale
1 : 200

Revision
B

Sheet size
A1

Date
23/09/25

© Woods Bagot



CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SITE PLAN - ULTIMATE TRAFFIC CONDITION

Project no.
160977

Scale
1 : 200

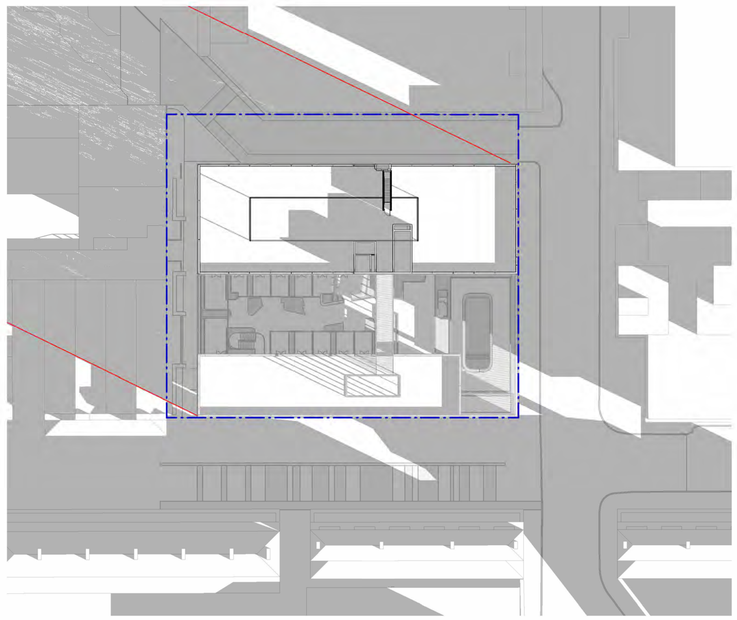
Sheet size
A1

Sheet no.
DA1102

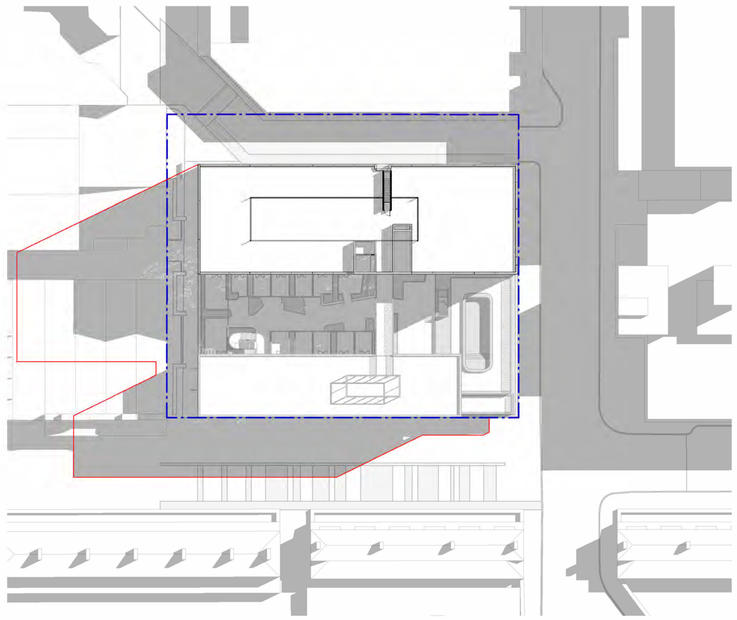
Revision
B

Date
23/09/25

© Woods Bagot



1 WINTER SOLSTICE - JUNE 21ST - 8 AM



2 WINTER SOLSTICE - JUNE 21ST - 12 PM

3 WINTER SOLSTICE - JUNE 21ST - 4 PM

NOTE:
RED LINE DENOTES THE SHADOW CAST OF THE PROPOSED BUILDING
WITHOUT SURROUNDING CONTEXT CONTRIBUTING TO THE SHADOWS.

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SHADOW STUDY DIAGRAMS - WINTER SOLSTICE

Project no.
160977

Scale
1 : 500

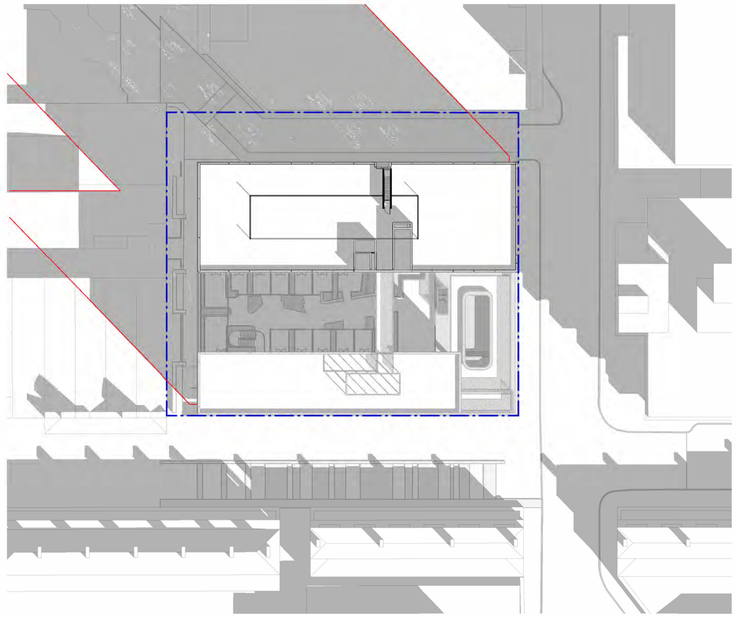
Sheet size
A1

Sheet no.
DA1210

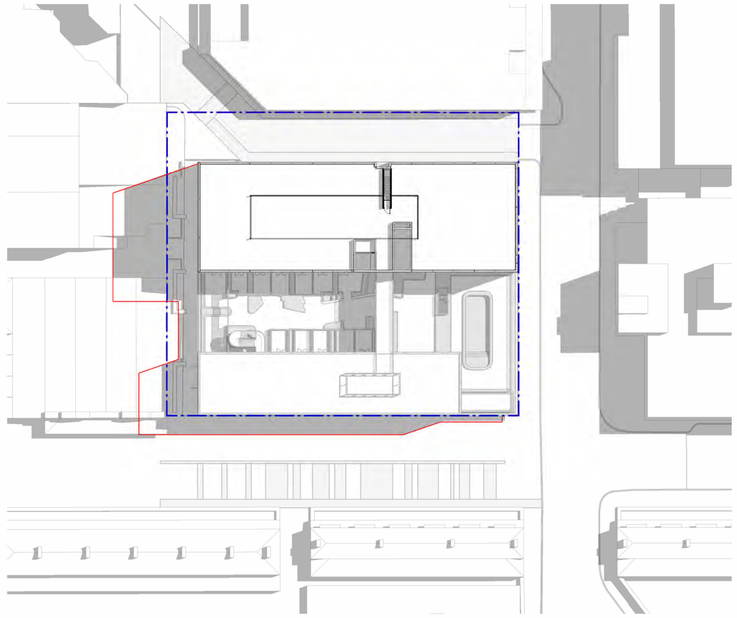
Revision
B

Date
23/09/25

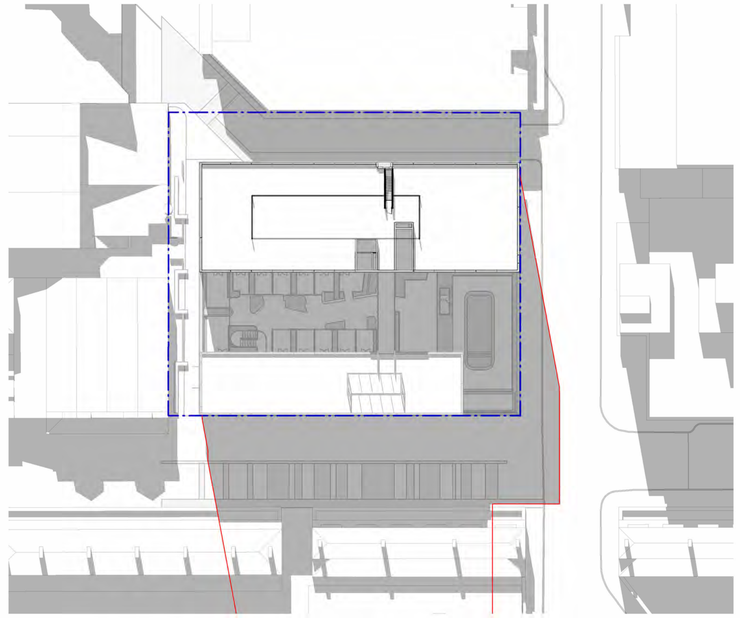
© Woods Bagot



1 AUTUMN EQUINOX - MARCH 21ST - 8 AM



2 AUTUMN EQUINOX - MARCH 21ST - 12 PM



3 AUTUMN EQUINOX - MARCH 21ST - 4 PM

NOTE:
RED LINE DENOTES THE SHADOW CAST OF THE PROPOSED BUILDING
WITHOUT SURROUNDING CONTEXT CONTRIBUTING TO THE SHADOWS.

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SHADOW STUDY DIAGRAMS - AUTUMN EQUINOX

Project no.
160977

Scale
1 : 500

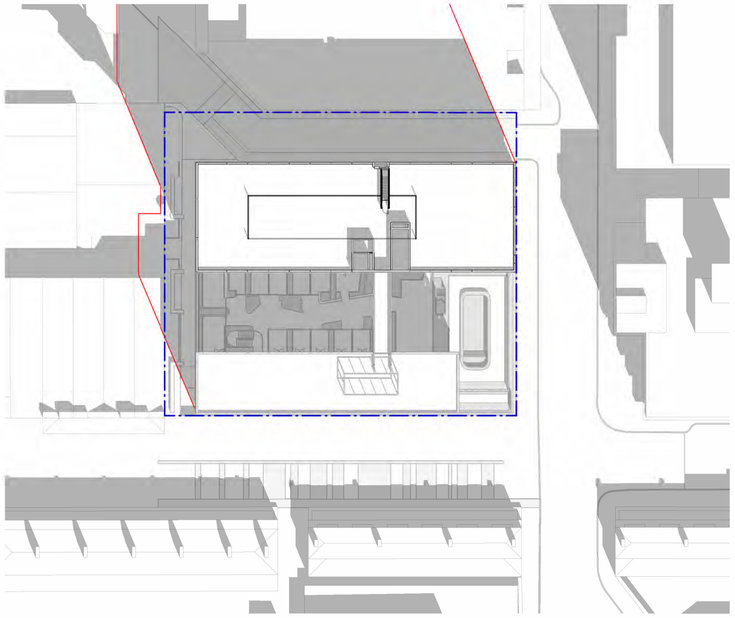
Sheet size
A1

© Woods Bagot

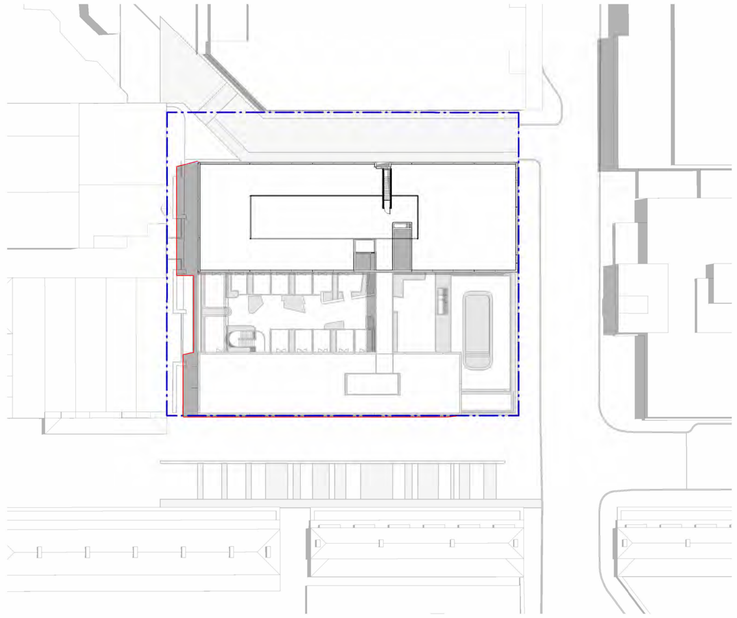
Sheet no.
DA1211

Revision
B

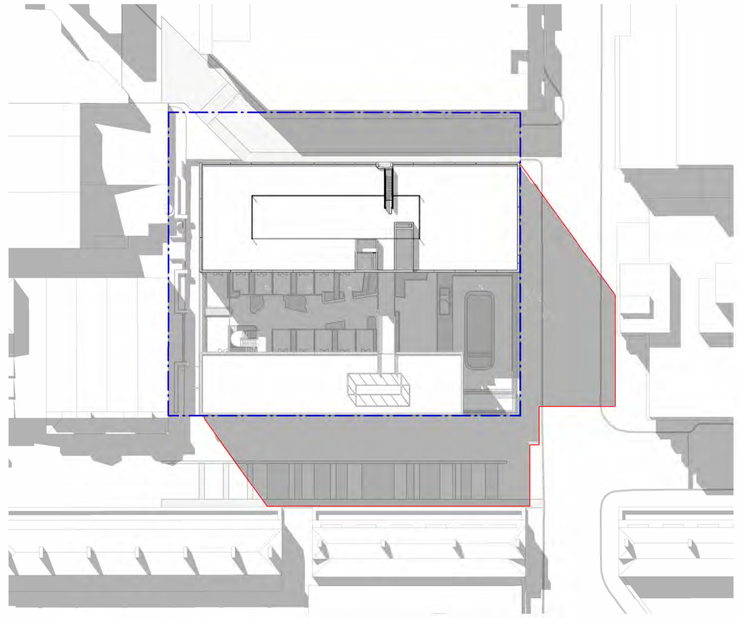
Date
23/09/25



1 SUMMER SOLSTICE - DECEMBER 21ST - 8 AM



2 SUMMER SOLSTICE - DECEMBER 21ST - 12 PM



3 SUMMER SOLSTICE - DECEMBER 21ST - 4 PM

NOTE:
RED LINE DENOTES THE SHADOW CAST OF THE PROPOSED BUILDING
WITHOUT SURROUNDING CONTEXT CONTRIBUTING TO THE SHADOWS.

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SHADOW STUDY DIAGRAMS - SUMMER SOLSTICE

Project no.
160977

Scale
1 : 500

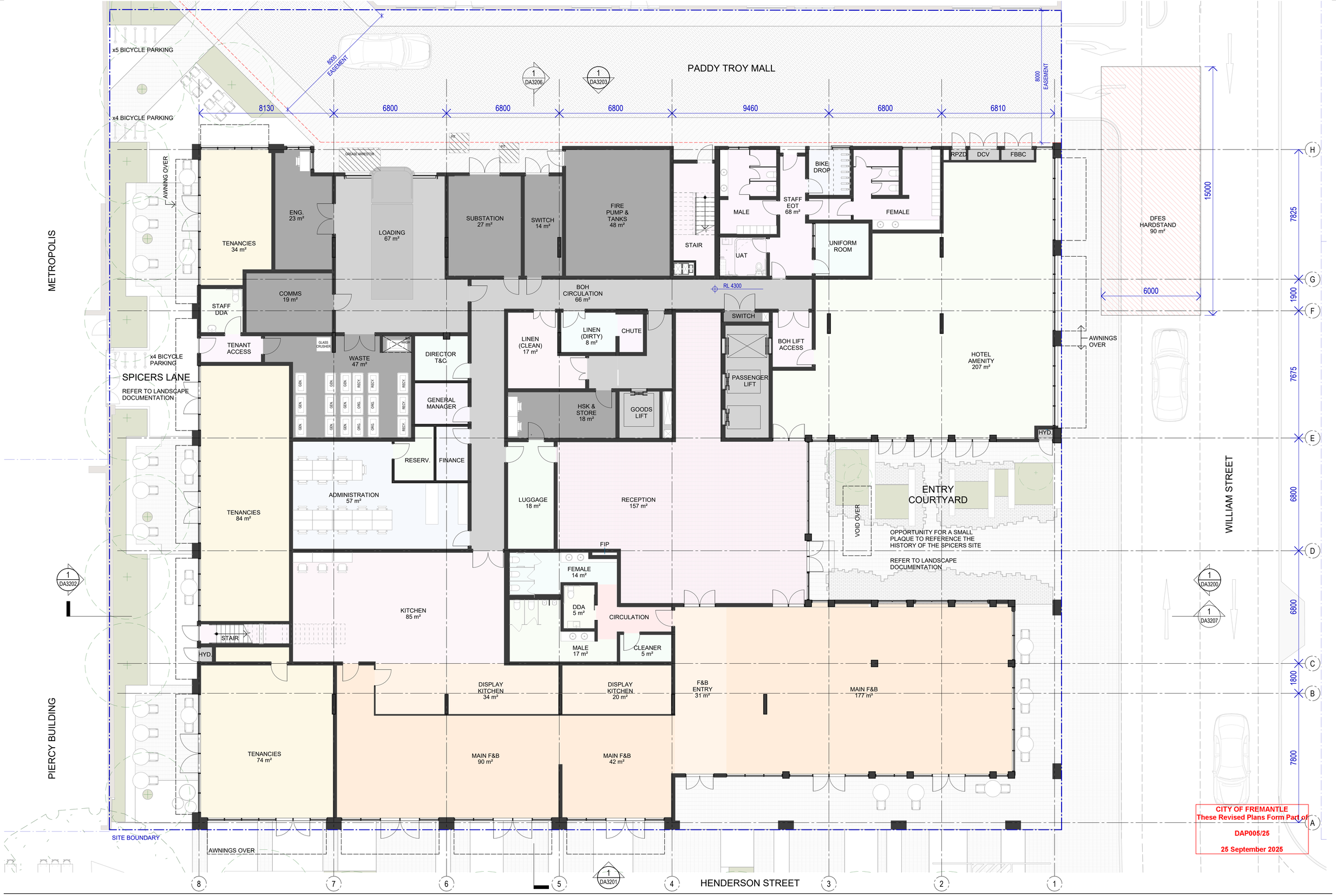
Sheet size
A1

© Woods Bagot

Sheet no.
DA1212

Revision
B

Date
23/09/25



CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
GROUND FLOOR PLAN - CURRENT CONDITION

Project no.
160977

Scale
1 : 100

Sheet size
A1

© Woods Bagot

Sheet no.
DA2200A

Revision
B

Date
23/09/25

PADDY TROY MALL

x5 BICYCLE PARKING

x4 BICYCLE PARKING

8000 EASEMENT

8130 | 6800 | 6800 | 6800 | 9460 | 6800 | 6810

8000 EASEMENT

1 DA3206

1 DA3203

METROPOLIS

AWNING OVER

TENANCIES 34 m²

ENG. 23 m²

LOADING 67 m²

SUBSTATION 27 m²

SWITCH 14 m²

FIRE PUMP & TANKS 48 m²

GREASE ARRESTOR

FIT

FIT

STAIR

MALE

STAFF EOT 68 m²

BIKE DROP

FEMALE

UAT

UNIFORM ROOM

RPZD

DCV

FBBC

6000

15000

DFES HARDSTAND 90 m²

COMMS 19 m²

STAFF DDA

BOH CIRCULATION 66 m²

RL 4300

SWITCH

LINEN (CLEAN) 17 m²

LINEN (DIRTY) 8 m²

CHUTE

BOH LIFT ACCESS

HOTEL AMENITY 207 m²

AWNINGS OVER

TENANT ACCESS

GLASS CRUSHER

WASTE 47 m²

BIN WASH

DIRECTOR T&C

GEN.

REC'Y

REST

ORG

x4 BICYCLE PARKING

SPICERS LANE

REFER TO LANDSCAPE DOCUMENTATION

GENERAL MANAGER

HSK & STORE 18 m²

GOODS LIFT

PASSENGER LIFT

HYD.

RESERV.

FINANCE

ADMINISTRATION 57 m²

LUGGAGE 18 m²

RECEPTION 157 m²

ENTRY COURTYARD

VOID OVER

OPPORTUNITY FOR A SMALL PLAQUE TO REFERENCE THE HISTORY OF THE SPICERS SITE

REFER TO LANDSCAPE DOCUMENTATION

WILLIAM STREET

TENANCIES 84 m²

FIP

FEMALE 14 m²

KITCHEN 85 m²

DDA 5 m²

CIRCULATION

MALE 17 m²

CLEANER 5 m²

1 DA3202

1 DA3200

1 DA3207

DROP OFF BAYS

STAIR

HYD.

DISPLAY KITCHEN 34 m²

DISPLAY KITCHEN 20 m²

F&B ENTRY 31 m²

MAIN F&B 177 m²

PIERCY BUILDING

TENANCIES 74 m²

MAIN F&B 90 m²

MAIN F&B 42 m²

SITE BOUNDARY

AWNINGS OVER

1 DA3201

HENDERSON STREET

H | G | F | E | D | C | B | A

7825 | 1900 | 7675 | 6800 | 6800 | 1800 | 7800

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
GROUND FLOOR PLAN - ULTIMATE CONDITION

Project no.
160977

Scale
1 : 100

Sheet size
A1

© Woods Bagot

Sheet no.
DA2200B

Revision
B

Date
23/09/25

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 01 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2201

Revision
B

Date
23/09/25

© Woods Bagot

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 02 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2202

Revision
B

Date
23/09/25

© Woods Bagot

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 03 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

© Woods Bagot

Sheet no.
DA2203

Revision
B

Date
23/09/25

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 04 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2204

Revision
B

Date
23/09/25

© Woods Bagot

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 05 PLAN

Project no.
160977

Scale
1 : 100

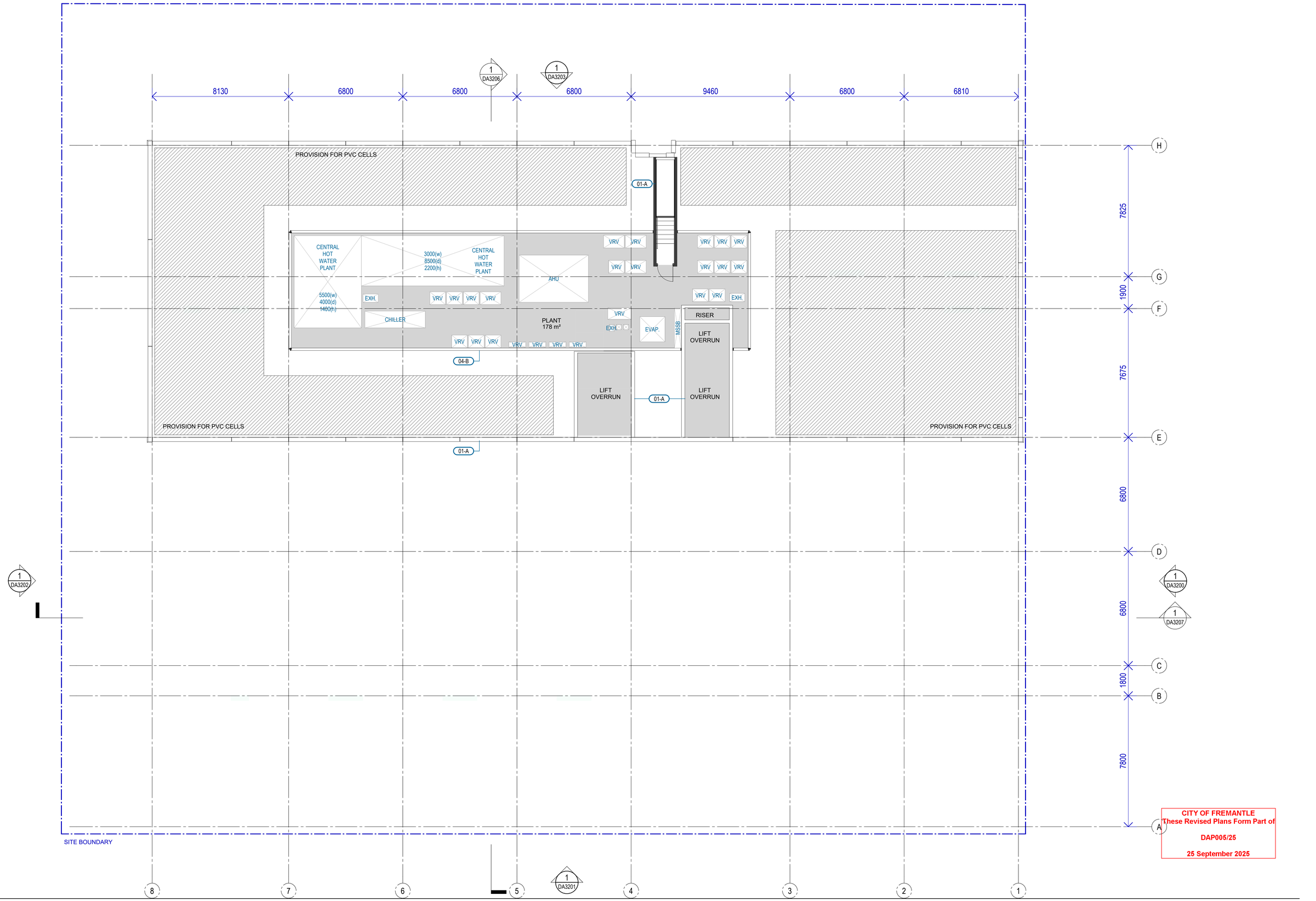
Sheet size
A1

Sheet no.
DA2205

Revision
B

Date
23/09/25

© Woods Bagot



CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
ROOF PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2206

Revision
B

Date
23/09/25

© Woods Bagot

LEGEND

01-A	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE A
01-B	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE B
01-C	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE C
02-A	DOUBLE GLAZING
02-B	DOUBLE GLAZING - AWNING WINDOW
02-C	DOUBLE GLAZING - LOUVRE WINDOW
02-D	GLASS BALUSTRADE
03-A	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE A
03-B	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE B
04-A	POWDER COATED METAL SCREENING - TYPE A
04-B	PLANT SCREENING - POWDER COATED METAL LOUVRE - TYPE B
04-C	POWDER COATED METAL BALUSTRADE - TYPE C
05	AWNING
06-A	PRECAST CONCRETE
06-B	RENDERED/TILED FINISH

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
NORTH ELEVATION

Project no.
160977

Scale
1 : 100

Sheet size
A1

© Woods Bagot

Sheet no.
DA3200

Revision
B

Date
23/09/25

LEGEND

01-A	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE A
01-B	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE B
01-C	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE C
02-A	DOUBLE GLAZING
02-B	DOUBLE GLAZING - AWNING WINDOW
02-C	DOUBLE GLAZING - LOUVRE WINDOW
02-D	GLASS BALUSTRADE
03-A	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE A
03-B	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE B
04-A	POWDER COATED METAL SCREENING - TYPE A
04-B	PLANT SCREENING - POWDER COATED METAL LOUVRE - TYPE B
04-C	POWDER COATED METAL BALUSTRADE - TYPE C
05	AWNING
06-A	PRECAST CONCRETE
06-B	RENDERED/TILED FINISH

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
EAST ELEVATION

Project no.
160977

Scale
1 : 100

Sheet size
A1

© Woods Bagot

Sheet no.
DA3201

Revision
B

Date
23/09/25

LEGEND

01-A	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE A
01-B	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE B
01-C	TEXTURED PRECAST PIGMENTED CONCRETE - TYPE C
02-A	DOUBLE GLAZING
02-B	DOUBLE GLAZING - AWNING WINDOW
02-C	DOUBLE GLAZING - LOUVRE WINDOW
02-D	GLASS BALUSTRADE
03-A	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE A
03-B	POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE B
04-A	POWDER COATED METAL SCREENING - TYPE A
04-B	PLANT SCREENING - POWDER COATED METAL LOUVRE - TYPE B
04-C	POWDER COATED METAL BALUSTRADE - TYPE C
05	AWNING
06-A	PRECAST CONCRETE
06-B	RENDERED/TILED FINISH

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SOUTH ELEVATION

Project no.
160977

Scale
1 : 100

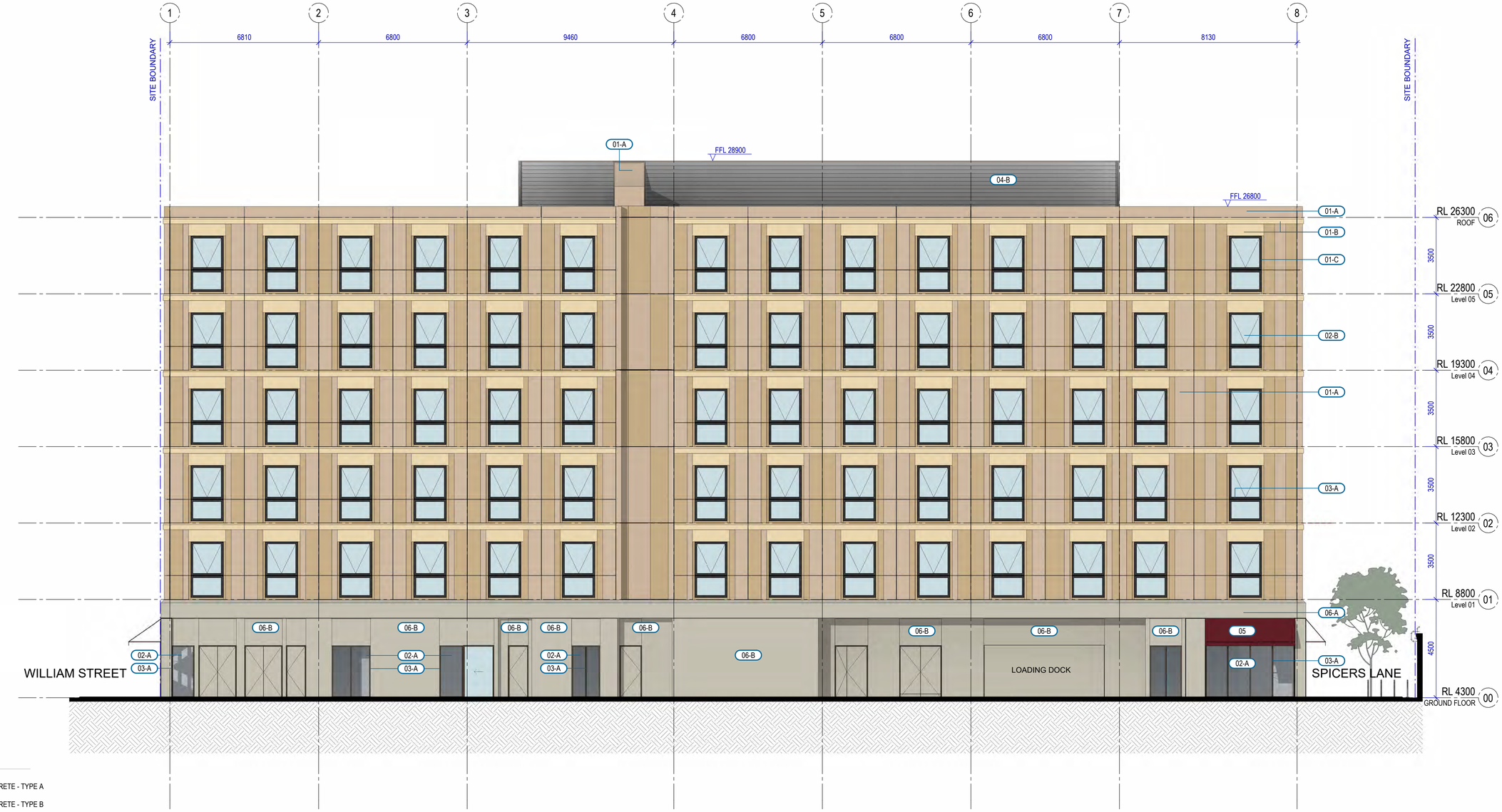
Sheet size
A1

© Woods Bagot

Sheet no.
DA3202

Revision
B

Date
23/09/25



LEGEND

- 01-A TEXTURED PRECAST PIGMENTED CONCRETE - TYPE A
- 01-B TEXTURED PRECAST PIGMENTED CONCRETE - TYPE B
- 01-C TEXTURED PRECAST PIGMENTED CONCRETE - TYPE C
- 02-A DOUBLE GLAZING
- 02-B DOUBLE GLAZING - AWNING WINDOW
- 02-C DOUBLE GLAZING - LOUVRE WINDOW
- 02-D GLASS BALUSTRADE
- 03-A POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE A
- 03-B POWDER COATED FRAMING TO DOUBLE GLAZING - TYPE B
- 04-A POWDER COATED METAL SCREENING - TYPE A
- 04-B PLANT SCREENING - POWDER COATED METAL LOUVRE - TYPE B
- 04-C POWDER COATED METAL BALUSTRADE - TYPE C
- 05 AWNING
- 06-A PRECAST CONCRETE
- 06-B RENDERED/TILED FINISH

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP005/25
25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
WEST ELEVATION

Project no.
160977

Scale
1 : 100

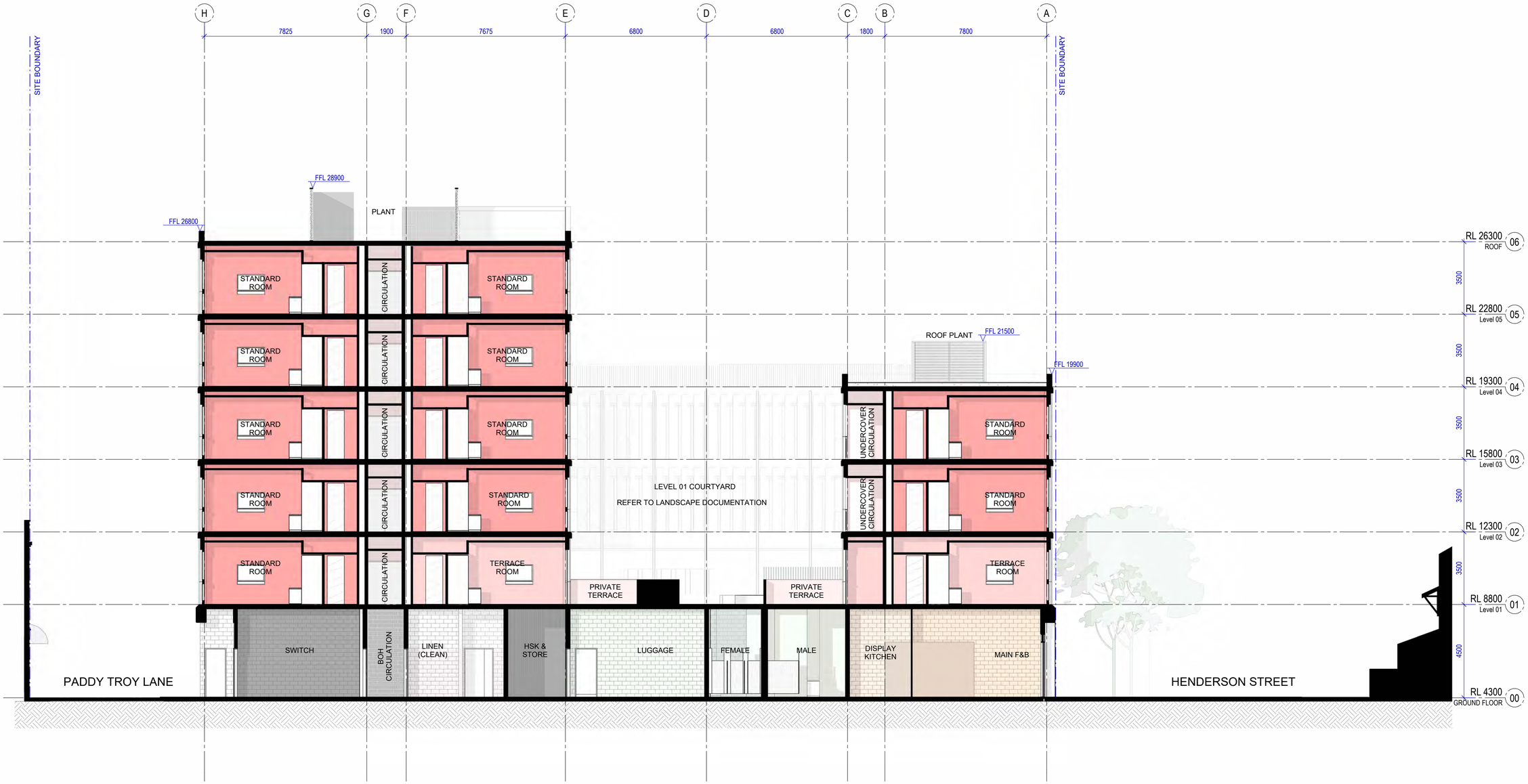
Sheet size
A1

© Woods Bagot

Sheet no.
DA3203

Revision
B

Date
23/09/25



CITY OF FREMANTLE
These Revised Plans Form Part of

DAP005/25

25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
SHORT SECTION

Project no.
160977

Scale
1 : 100

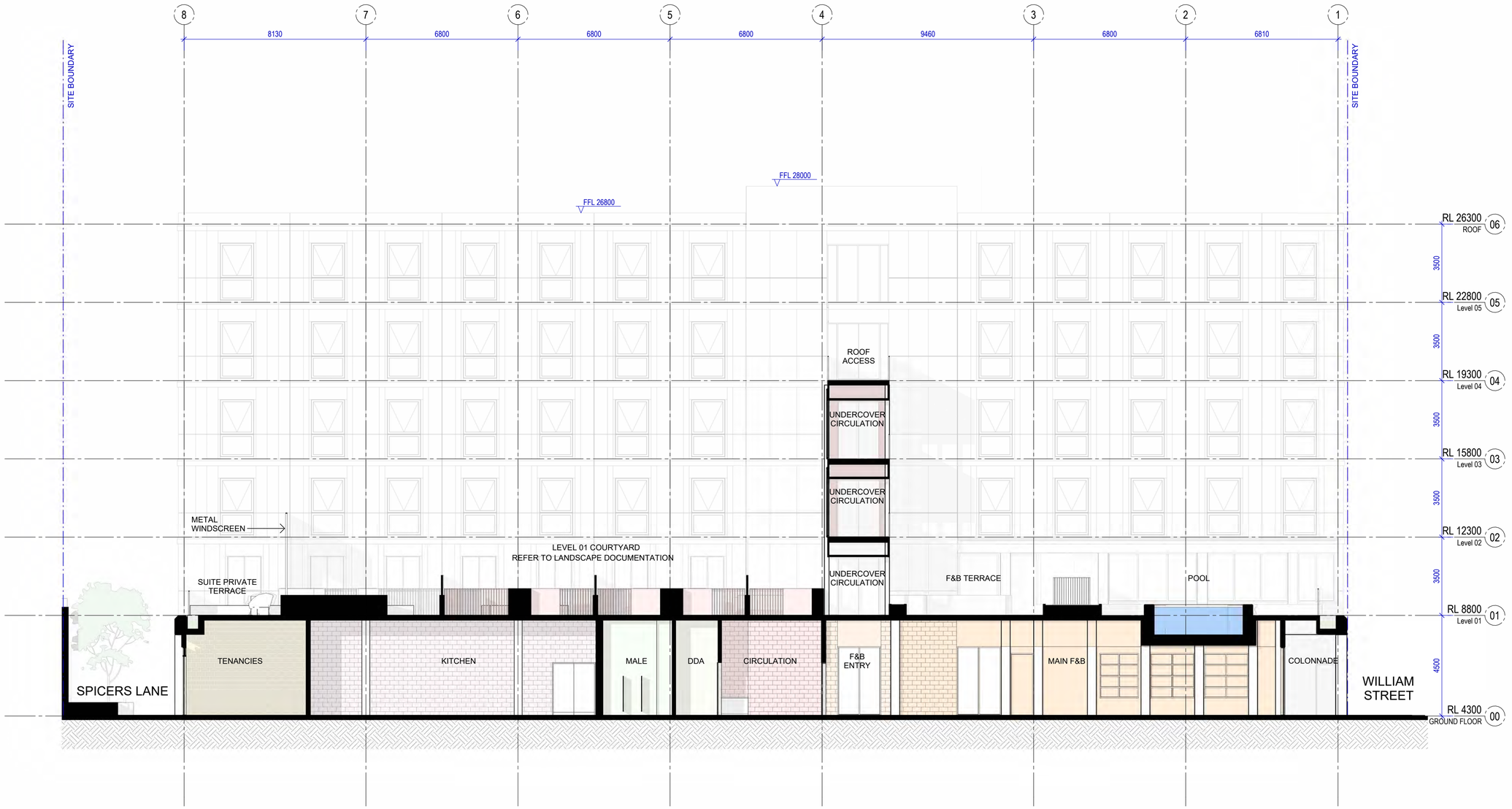
Sheet size
A1

© Woods Bagot

Sheet no.
DA3206

Revision
B

Date
23/09/25



CITY OF FREMANTLE
These Revised Plans Form Part of

DAP005/25

25 September 2025

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LONG SECTION

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA3207

Revision
B

Date
23/09/25

© Woods Bagot

Application for Development Approval

Spicers Hotel, Fremantle

No. 10 (Lots 374 & 375) Henderson Street
Fremantle

LATERAL
PLANNING

Document Control

Reference	0396
Location	Perth
Client	Spicer Street Pty Ltd
Document Title	Application for Development Approval
Document File Name	0396 20250509R dh.docx
Document Date	27 May 2025
Document Version	V1.2
Author	Daniel Hollingworth

Contents

1.0 Introduction 1

2.0 Site Description and History 2

2.1 Location and Context 2

2.2 Cadastral Information 4

2.3 Site History 5

3.0 Description of Proposed Development 6

3.1 Guest Rooms 7

3.2 Hotel Amenities 8

3.3 Ground Level Commercial Tenancies and Spicers Lane 9

4.0 Town Planning Considerations 10

4.1 State Planning Policy 7.0; Design of the Built Environment 10

4.2 Metropolitan Region Scheme 11

4.2.1 Zoning 11

4.3 City of Fremantle Local Planning Scheme No. 4 11

4.3.1 Zoning 11

4.3.2 Land Use Permissibility 12

4.3.3 Local Planning Sub-Area 1.3.2 13

4.3.4 Car Parking 15

4.3.5 Bicycle Parking 17

4.4 Local Planning Policies 18

4.4.1 Local Planning Policy 3.1.5; Precinct 5 18

4.4.2 Local Planning Policy 2.26; Tree Retention 23

4.4.3 Local Planning Policy 2.13; Sustainable Buildings Design Requirements 23

4.4.4 Local Planning Policy 1.6; Heritage Assessment and Protection 24

5.0 Technical Considerations 25

5.1 Landscape Concept 25

5.2 Acoustic Impact Assessment 26

5.3 Environmentally Sustainable Design Strategy 27

5.4 Heritage Impact Statement 28

5.5 Transport Impact Statement 28

5.6 Waste Management Plan..... 29
5.7 Universal Access Statement..... 29

1.0 Introduction

Lateral Planning acts on behalf of Spicer Street Pty Ltd (**Client**), the proponent of the enclosed Application for Development Approval for No. 10 Henderson Street, Fremantle (**Site**).

This Town Planning Report (**Report**) has been prepared in support of the enclosed Application for Development Approval (**Application**) which proposes to construct a 6-storey, 150-room hotel with ground level amenities and commercial uses (**Proposed Development**).

The Proposed Development has an estimated cost of construction of $35 million. As such, the Application is an 'opt-in' application for determination by the Metro-Outer Development Assessment Panel (**DAP**).

The Application seeks approval for the construction of a six-storey hotel, comprising 150 guest rooms, a range of high-quality hotel amenities, and four ground-floor commercial tenancies. Designed by Woods Bagot, the proposal delivers a contemporary, contextually sensitive response that enhances the character of the surrounding heritage precinct while transforming an underutilised site into a vibrant, pedestrian-focused destination. The development has been carefully designed to align with anticipated public realm upgrades to Henderson and William Streets, supporting future pedestrianisation and increased public realm activity. With active frontages on all sides—including the proposed Spicers Lane—the development contributes to Fremantle's urban fabric through high-quality architecture, a strong public interface, and a focus on sustainability, accessibility, and local character.

The development team which has assisted in preparing the Application is listed below:

DISCIPLINE	COMPANY
Client	Fiveight
Architect	Woods Bagot
Town Planning	Lateral Planning
Landscape Architect	See Design
Sustainability	LCI Consultants
Heritage Architect	Griffiths Architects
Traffic Engineer	Flyt
Acoustic	Herring Storer Acoustics
Waste	Talis
Universal Access	Resolve

Table 1: Project Team

2.0 Site Description and History

2.1 Location and Context

The Site is located in the City of Fremantle, approximately 15 kilometres south-west of Perth. The general locality is accessible to private vehicle via Stirling, Canning and Leach Highways and Cockburn Road and extensive public transport service.

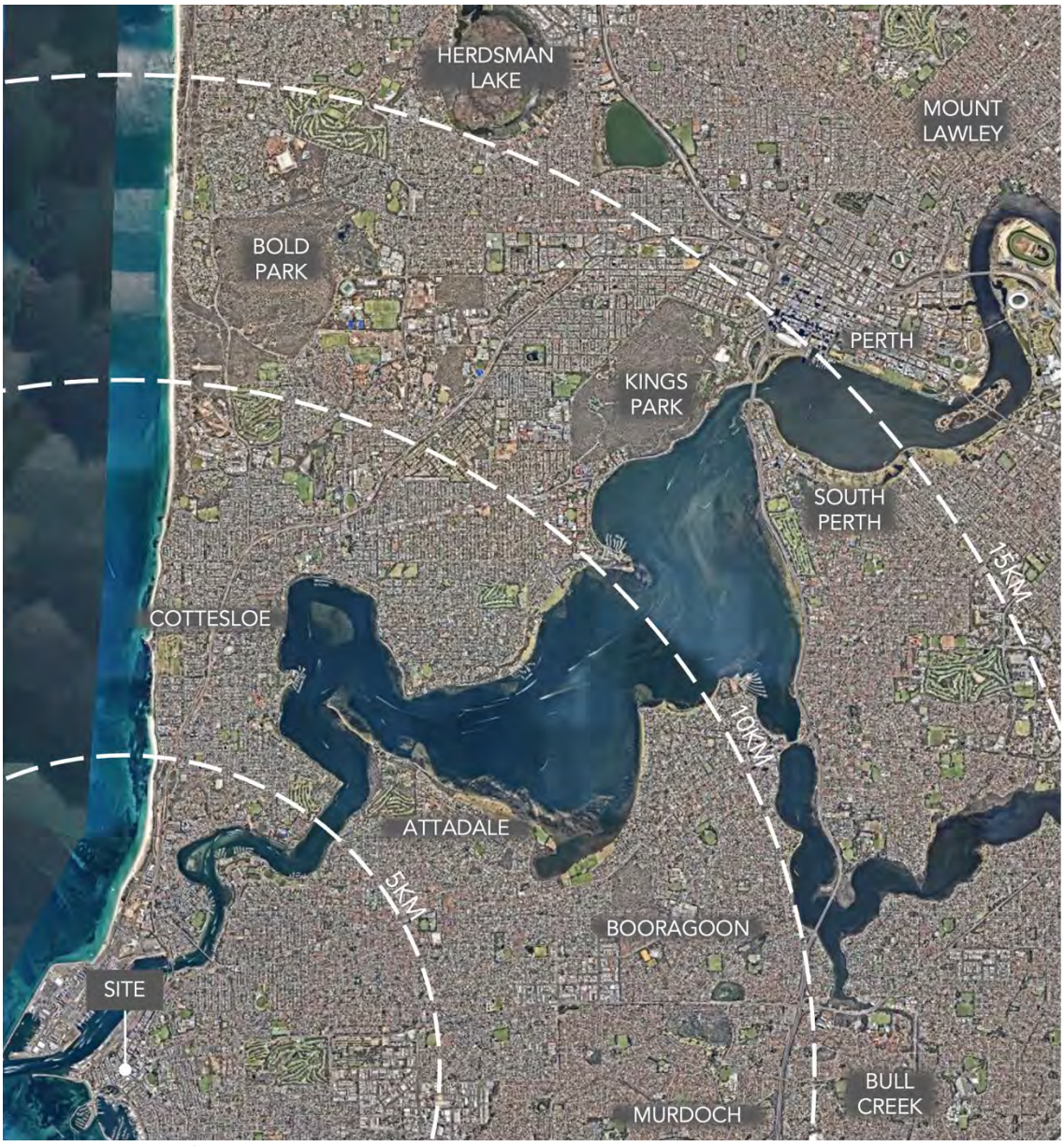


Figure 1: Regional Location

The Site is prominently located at the intersection of Henderson Street and William Street, fronting heritage-listed streetscapes to the east and north. Metropolis Fremantle (formerly the Kings Theatre) is located immediately south of the Site. Situated in the heart of the historic Fremantle City Centre, the site is just 300 metres from the World Heritage-listed Fremantle Prison and 85 metres west of Fremantle Oval.

Directly east of the site are the State Heritage-listed Warders' Cottages, which form part of the UNESCO World Heritage Buffer Zone associated with the Australian Convict Sites (Fremantle Prison). To the south lies the iconic Fremantle Markets and the historic Sail and Anchor Hotel (formerly the Freemasons Hotel), both of which have contributed to more than 120 years of continual site activation. Together with the subject site, these key landmarks front the highly pedestrianised Henderson Street Mall.

While Fremantle retains its strong cultural and historical identity, the City Centre has seen substantial revitalisation in recent years. Projects such as the adaptive reuse of the Warders' Cottages for hospitality purposes, the transformation of the Old Synagogue, the development of FOMO Freo, and the renewal of Walyalup Koort form part of a broader strategy to strengthen Fremantle's role as a vibrant destination for residents, workers, and visitors alike.

The Site is located at the western extent of the intersection of William and Henderson Streets. The Site is approximately 500m south-east of the Fremantle Train and Bus Station, which provides direct rail connection to Perth and the wider rail network.

Figure 2: Site Location

The surrounding area is predominantly characterised by commercial land uses, except for a small cluster of residential grouped dwellings to the south-east (7–17 Henderson Street), which form part of the former Warders' Cottages. Building heights in the immediate vicinity range from two to five storeys, as summarised below:

- FOMO Building (5 storeys): 22.5m façade height to William Street; 26.1m to top of central plant;
- FOMO Car Park (5 levels): 15.5m to roof canopy; 14.5m to outer barrier;

- Warders' Cottages (2 storeys): 5.6m wall height; 7.4m to roof ridge;
- Old Shanghai Building (1 storey): 6.4m general façade height; 7.7m at feature element;
- Sail and Anchor Hotel (2 storeys): 11.8m façade height to Henderson Street;
- Fremantle Technical College (2 storeys): 12m general façade height; 15.1m at feature element;
- Fremantle Malls (2 storeys): 9m façade height to William Street; and
- Federal Hotel (3 storeys): 14.7m façade height to William Street.

2.2 Cadastral Information

The Site comprises two separate allotments, legally described as follows:

- Lot 374 on Deposited Plan 22242 Certificate of Title Volume 416 and Folio 31A (multi-lot Title);
  - Registered proprietor: Spicer Street Pty Ltd. Area 1,442 m^2.
- Lot 375 on Deposited Plan 22242 Certificate of Title Volume 416 and Folio 31A (multi-lot Title);
  - Registered proprietor: Spicer Street Pty Ltd. Area 1,392 m^2.

It is intended that the lots making up the Site will be amalgamated into a single Title should the Application be approved.

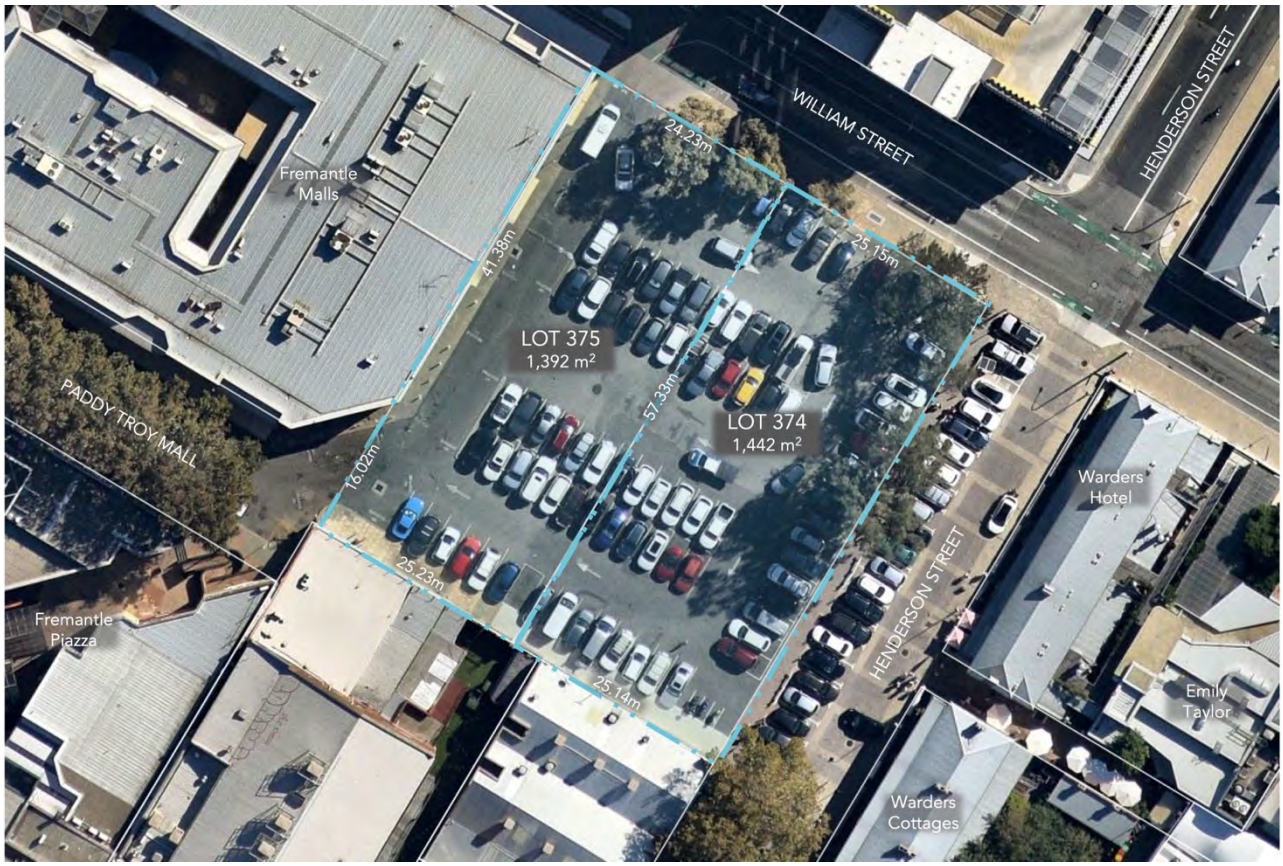


Figure 3: Site Plan

2.3 Site History

The Site is part of the inner east end of the Fremantle City Centre and has been recognised as a strategic location for redevelopment. In 2010, the City of Fremantle identified the Site as one of 12 key underutilised strategic sites within the city centre. Strategic sites were targeted for more intensive redevelopment to balance economic and social objectives with the protection and enhancement of the heritage and built form character of Fremantle.

This initiative led to the formation of a City Centre Strategic Sites Working Group, comprising community members, City officers, and elected officials. The group reviewed the planning framework and recommended site-specific principles for land use, built form, design, and parking. These principles informed Amendment 49 to the City's Local Planning Scheme No. 4 (**LPS4**), gazetted in 2013, which introduced tailored development standards for strategic sites.

Historically, the site hosted the Spicers building, which was constructed in 1899. This prominent four-storey red-brick building, featuring intricate limestone and white-painted details, was a key example of Fremantle's historic architectural character.

The Development Site now comprises an at-grade public car park (managed by Wilson Parking on behalf of Fiveight). Access into the car park is provided via William Street; the vehicle access point into the Site connects into Paddy Troy Mall. No easement is registered over the Site for the purpose of access to Paddy Troy Mall.

The site is located within the Central Fremantle Heritage Area and has archaeological potential. It is surrounded by significant heritage-listed buildings, including the Warders Cottages, Fremantle Markets, the former Fremantle Police Station, and the Sail and Anchor Hotel. These features emphasise the need to consider the manner in which development at the Development Site will integrate into Fremantle's historical and cultural context.

Several planning applications have been approved for the Development Site. In 2014, the Joint Development Assessment Panel (**JDAP**) approved a five-storey office and retail development; however, this approval has since lapsed, and the development was not realised. In 2022, the City of Fremantle granted approval for the demolition of the Pine Warehouse and heritage wall, conditioning the storage of wall materials for reuse in interpretive artwork as part of future development on the site. In 2022, the Development Assessment Panel granted approval for a six-storey hotel development (117 rooms and basement parking) with restaurant, small bar and reception centre uses. Condition approval is valid to October 2026.

3.0 Description of Proposed Development

The Application proposes the construction of a 6-storey hotel, comprising 150 guest rooms, ground and first level hotel amenities, 4 separately operated commercial tenancies and shared back of house areas.

The Proposed Development has been designed by Woods Bagot and draws on the context and history of the surrounding locality, creating an attractive, vibrant and sustainable built form outcome for an underutilised site.

The overall design direction for the Proposed Development has acknowledged the potential pedestrianisation of Henderson Street and reconfiguration of William Street, both of which would provide for an improved pedestrian and guest experience. Pedestrianisation of Henderson Street will allow for greater interaction between the Proposed Development and public realm, elevating the potential alfresco dining availability and activation. Equally, contemplated upgrades to William Street present an opportunity to improve pedestrian movement within the public realm, elevate the guest experience for the hotel and increase alfresco dining viability. The Proposed Development has been designed for present site conditional while allowing and encouraging the contemplated public realm works.

Each element of the Proposed Development is discussed at the sections below.

3.1 Guest Rooms

150 guest rooms are proposed over 6 storeys. Guest rooms are provided in two separate tower elements, located generally at the eastern and western edges of the Site. Each tower element is linked via an open walkway, providing pedestrian access to the vertical circulation core.

The eastern tower element comprises 30 guest rooms over 4 storeys; the remaining 120 rooms are provided within the western tower over 6 storeys. Standard, accessible and suite room typologies are provided throughout the proposed hotel, at each level. Typical room areas are 24 m^2 for a standard room, 35 m^2 to 42 m^2 for a suite and 28 m^2 for an accessible room. A breakdown of the guest rooms is shown at the table below.

	STANDARD ROOM	SUITE	ACCESSIBLE	TOTAL
Ground	0	0	0	**0**
First	24	3	1	**28**
Second	29	5	2	**36**
Third	29	5	2	**36**
Fourth	22	2	1	**25**
Fifth	22	2	1	**25**
Total	**126**	**17**	**7**	**150**

Table 2: Summary of Guest Rooms

The figure below shows the typical room layout for each of the typologies proposed.

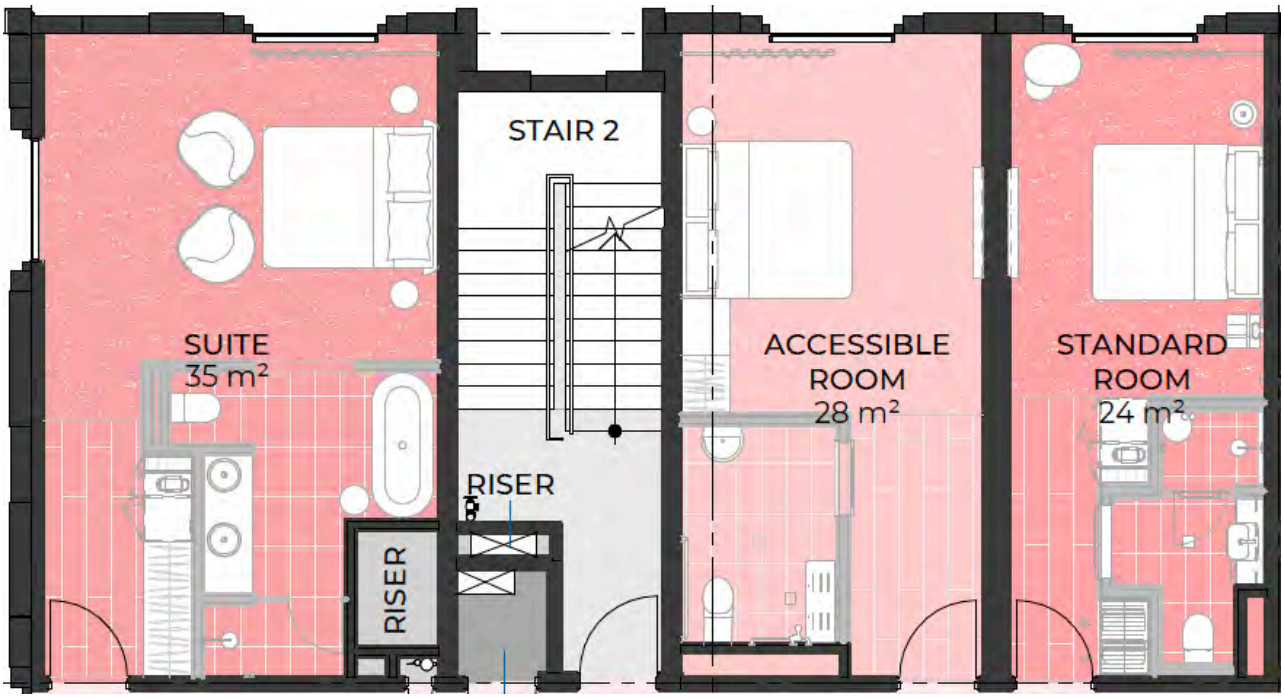


Figure 4: Typical Room Layout

3.2 Hotel Amenities

Guest amenities are provided at the ground and first levels, creating a vibrant oasis in the heart of Fremantle.

Ground level amenities are positioned on the William and Henderson Streets frontages, separated by the central arrival courtyard. A 186 m^2 flexible meeting and event space is provided at the north-western extent of the Site with a nil setback to William Street. The flexible meeting and event space could provide limited alfresco seating should the pedestrian space be increased as part of the William Street works.

A 393 m^2 food and beverage space wraps the intersection of William and Henderson Streets. The food and beverage space will provide on-site meal options for guests and the wider public. Use of the space is purposefully flexible, having the option to be divided into 3 separate areas for operational management. A 3m wide colonnade wraps the front of the food and beverage area allowing for low scale alfresco dining, linking the F&B to interact with the entry courtyard and adjacent public realm.

Figure 5: Ground Level Amenities

Upper-level amenities comprise a central landscaped open space area, food and beverage offering toward the eastern extent of the Site, pool and lounging area overlooking William and Henderson Streets and adjoining wellness / gym. Several private terraces to adjoining guest rooms are provided at the podium level.

It is proposed for the limestone wall material which was removed and stored as part of the previous planning approval to be reinstated within the communal amenity areas. There is an opportunity to install a plaque within the entry forecourt as a reference to the history of the Site.

Figure 6: Level One Amenities

3.3 Ground Level Commercial Tenancies and Spicers Lane

Four retail tenancies are provided at the southern extent of the Proposed Development, fronting the proposed Spicers Lane. The tenancies range in area from 32 m^2 to 75 m^2 and are proposed as low intensity 'shops', providing activation and surveillance of Spicers Lane.

Seating and landscaping is to be provided for the full length of Spicers Lane which connects Henderson Street to Paddy Troy Mall. Activation of Spicers Lane provides a continuous active edge, connecting into the high-quality pedestrian experience on William and Henderson Streets.

4.0 Town Planning Considerations

4.1 State Planning Policy 7.0; Design of the Built Environment

State Planning Policy 7.0 *Design of the Built Environment* (**SPP7.0**) works to improve design quality and built form outcomes in Western Australia. Importantly, SPP7.0 sets out the 10 Design Principles to be considered as part of design development. With regard to the 10 Design Principles, the Proposed Development was presented to the City's Design Review Committee on 10 March 2025 as part of our early engagement. Concluding comments of the Design Review Committee are provided below:

> *The Panel appreciates the early engagement with the Design Review process.*
>
> *The Panel encourages the Proponent to carefully consider the ground floor planning. Evaluate the provision of a basement level, in which to locate some of the servicing requirements of the building, in order to free up the ground floor and better engage with the surrounding urban fabric and public realm. Continue to develop the idea of laneways and courtyards to incorporate public space that is in keeping with the character of Fremantle.*
>
> *The Panel is supportive of the bulk and scale of the proposal on the site but encourages the Proponent to further explore how the massing relates to the surrounding context and urban fabric.*

The Proposed Development meaningfully addresses the comments of the Design Review Committee and 10 Design Principles of SPP7.0 through a finely tuned architectural response that respects and elevates the city's rich historical, cultural and urban context. Rooted in Fremantle's identity as a walkable, cosmopolitan coastal city, the Proposed Development offers a unique interpretation of place that is globally inspired but deeply local. The hotel integrates high-quality accommodation with vibrant ground-floor uses across four frontages, responding to the "context and character" and "public realm" principles by creating an active, human-scaled edge that encourages pedestrian movement and interaction. Prominent laneway connection and the carefully considered colonnade at Henderson and William Streets enhance permeability, promoting walkability and reinforcing Fremantle's urban grain.

Built form and materiality are designed to respectfully complement its heritage surroundings of the locality, including the adjacent Warders Cottages and Fremantle Markets. The use of pigmented concrete draws direct reference to the city's iconic limestone buildings, while warm-toned finishes reflect Fremantle's maritime and industrial legacy, embodying the principles of "character," "sustainability," and "aesthetics." Understanding the layered history of the Site, including its former role as home to the Detmold and Brockhoff buildings, informs the design narrative through both tangible material choices and interpretive storytelling. Sustainability is incorporated throughout the Proposed Development through enduring, robust materials, an elevated landscaped courtyard, and curated interior-exterior transitions that create thermal comfort and passive amenity.

The massing of the Proposed Development—being two distinct volumes joined by a transparent, open-air bridge—delivers a thoughtful response to the urban and heritage interfaces. The lower, eastern mass is deliberately scaled down and single-loaded to maintain a respectful relationship to the Warders Cottages, demonstrating a clear commitment to "built form and scale" and "landscape quality." The upper western mass is articulated to reduce visual bulk, while the podium-level courtyard introduces greenery and breathing space into the dense city centre. Internal landscaping offers an attractive outlook for guests and enhances the experience for pedestrians through framed views, filtered light, and visual permeability.

Ultimately, the strong alignment between the Proposed Development and Fremantle's identity delivers a proposal that is authentic, inviting, and enduring. Through high-quality design and active street engagement, Spicers Fremantle contributes positively to the public realm and wider precinct. It is a destination-within-a-destination, reflecting the Design WA principles while embodying the relaxed yet sophisticated charm that defines Fremantle.

4.2 Metropolitan Region Scheme

4.2.1 Zoning

The Site is included within the 'Central City Area' zone of the Metropolitan Region Scheme (**MRS**). Clause 22 of the MRS text sets provides that the purpose of the Central City Area zone is to:

> *provide for areas where commercial, civic, cultural, residential, service and administration serving the metropolitan region are located.*

Provision of a high-quality hotel and supporting ground level commercial uses at the Site will contribute to the commercial and cultural offering of the evolving Fremantle city centre and wider metropolitan region. The Proposed Development provides increased, high-quality short stay accommodation within Fremantle, contributing to the functionality and viability of the strategic regional centre while providing a ground plane and development scale which is reflective of the fine grain of development within the historic context.

As above, we are of the view the Proposed Development is consistent with the purpose of the Central City Area zone of the MRS.

4.3 City of Fremantle Local Planning Scheme No. 4

4.3.1 Zoning

The Site is included within the 'City Centre' zone of the City of Fremantle Local Planning Scheme No. 4 (**LPS4**). Clause 3.2.1 (b) of LPS4 provides that the objective of development within the City Centre zone is to:

(i) provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses, and

(ii) comply with the objectives of local planning area 1 of schedule 7.

(iii) conserve places of heritage significance the subject of or affected by development.

The Proposed Development contributes to role of Fremantle as a region-serving centre through the provision of short-stay accommodation that supports tourism, business travel, and general visitation. Active commercial uses at street level enhances the vibrancy of the precinct and supports a diverse range of retail, hospitality, and entertainment offerings, encouraging both day and night-time activity.

Design development has responded appropriately to the planning intent for Local Planning Area 1 of Schedule 7. Overall massing has designed to suit the scale, character, and intensity expected within the Fremantle city centre, and contributes positively to the streetscape through active frontages and pedestrian-oriented design. The built form is consistent with surrounding development patterns and supports the ongoing revitalisation of the area.

Griffiths Architects has been engaged to undertake a detailed assessment of the Site and surrounding context. The Proposed Development has been informed by this analysis, with careful consideration given to the character and significance of nearby heritage places, including the Warders' Cottages and other important elements of the Henderson Street precinct. As attached, the Heritage Impact Statement confirms that the Proposed Development provides an appropriate and respectful response to the Site setting and will contribute positively to the conservation of the historic urban fabric of Fremantle.

4.3.2 Land Use Permissibility

Permissibility of the various land uses included within the Proposed Development is determined with reference to Table 1 of LPS4. The symbols used in Table 1 have the meanings allocated at cl 3.3.3 of LPS 4. With reference to Table 1 and cl 3.3.3, the uses included within the Proposed Development have the permissibility shown below.

LAND USE	PERMISSIBILITY
Hotel	Discretionary, with advertising
Restaurant / Cafe	Discretionary
Small Bar	Discretionary, with advertising
Shop	Permitted

Table 3: Land Use Permissibility

As set out above, all uses proposed within the Proposed Development are capable of approval. Hotel and Small Bar uses are capable of approval following advertising.

4.3.3 Local Planning Sub-Area 1.3.2

Schedule 7 of LPS4 provides development provisions which are applicable to designated 'sub-areas'. The Site is included within Local Planning Area 1 (City Centre) and sub-area 1.3.2. Sub-area-specific development provisions contained at Schedule 7 of LPS4 are reproduced below, together with an assessment of the Proposed Development.

LPA 1.3.2 PROVISION	ASSESSMENT AND RESPONSE
Building Height and Setbacks	
• Site 10a (Lot 375): 21m	• 22.5m. Minor variation to permitted height proposed and considered further within this report. Minor projections are provided at roof level corresponding with critical services.
• Site 10b (Lot 374): 17.5m	• 15.6m. Minor projections provided at roof level corresponding with critical services.
Street Building Height	
Minimum (Sites 10a and 10b): 10m	4.5m to north-eastern portion of the Site, increasing to 22.5m to the north-west of the Site. Proposed street building height is reflective of the adjacent Warder's Cottages.
Boundary Setbacks	
• Minimum street setback: Nil • Maximum street setback: 2m • Minimum side and rear setback: Nil	• Nil; • N / A • Nil to effective property boundary, noting allowance for Paddy Troy Mall and Spicers Lane.

Table 4: Local Planning Area 1 Development Requirements

As indicated above, a minor variation is proposed for building height within Site 10a (Lot 375), being 1.5m. Overall building height has been averaged over the Site, noting the height of development within Site 10b (Lot 374) is lower than that permitted through the sub-area 1.3.2 provisions.

4.3.3.1 Building Height

A 1.5m building height variation is proposed for Site 10a (Lot 375); note that the proposed building height for Site 10b is approximately 2m lower than that permitted, reflecting the approach taken to reposition and average mass across the Site. Consideration of the minor height variation is permitted through cl 4.8.1.1, which states as follows:

> *Where sites contain or are adjacent to buildings that depict a height greater than that specified in the general or specific requirements in Schedule 7, Council may vary the maximum height requirements subject to being satisfied in relation to all of the following:*

a) *the variation would not be detrimental to the amenity of adjoining properties or the locality generally,*

b) *degree to which the proposed height of external walls effectively graduates the scale between buildings of varying heights within the locality,*

c) *conservation of the cultural heritage values of buildings on-site and adjoining, and*

d) *any other relevant matter outlined in Council's local planning policies.*

Having regard to the criteria set out in cl 4.8.1.1, we are of the view the proposed variation to building height is capable of approval. The Site sits within a locality which accommodates buildings of similar scale height; this development context has been comprehensively evaluated by the project team to assist in guiding the scale and site planning for the Proposed Development. Overall, the height, bulk and massing of the Proposed Development responds sensitively to its inner-Fremantle location and is considered suitable for the Site and broader locality.

The Site is immediately adjacent to the FOMO redevelopment and the accompanying multi-storey car park, which present six and five storeys, respectively, at the street interface. In recognition of the scale of existing development, the proposal adopts a comparable scale, with a six-storey maximum height and a four-storey frontage to Henderson Street. While nearby development is of a similar height, the overall mass of the Proposed Development has been broken into two slender elements, reducing the perception of building mass and off-site amenity impacts. This approach establishes a clear and effective graduation in scale between surrounding buildings and reflects a considered urban response to the evolving character of this part of the city centre.

Impact to the eastern heritage-listed properties has been minimised and managed through considered site planning. The site is approximately 16 metres from the State Heritage-listed Warders' Cottages, now adaptively reused for accommodation. A detailed heritage assessment has informed the design development of the Proposed Development, concluding that the height and siting of building mass will not compromise the cultural heritage values of the cottages or their ongoing use. Shadow modelling confirms that overshadowing will not unreasonably extend into the cottages' western-facing courtyards, preserving amenity and access to natural light.

Redevelopment of the Site offers an opportunity to strengthen the public realm and deliver more appropriate land uses for a strategic city centre location. Ground floor commercial uses will activate the Henderson Street frontage and enhance passive surveillance in an area that is already a key part of the broader pedestrian network, connecting the Fremantle Markets, Sail and Anchor, Old Shanghai, and other local destinations. In our view, the Proposed Development will reinforce the vibrancy of the locality and contribute to its ongoing role as a focal point of civic and cultural life in Fremantle.

The strategic importance of the site is further recognised in the City's D.G.F18 Paddy Troy Mall policy, which identifies redevelopment of this location as a catalyst for wider rejuvenation of the precinct. Redevelopment of the Site responds directly to this policy direction and supports the City's broader revitalisation strategy for the central area.

While the proposed building height slightly exceeds the scheme standard, the minor variation arises from a deliberate effort to deliver a high-quality and contextually appropriate development outcome. The departure from the prescribed height limit is not excessive and do not undermine the intent of the planning framework or the amenity of the adjoining public realm.

Rooftop plant equipment and lift overruns extend above the proposed building height, however, as these elements are minor in nature the projections can be considered where they do not detract from the overall amenity or design integrity of the development. The scale and location of rooftop plant has been designed to minimise visual impact, while being consistent with the character of comparable developments nearby.

Having regard to the above, the Proposed Development satisfies the relevant criteria of cl 4.8.1.1 of LPS4 and is capable of being supported. Overall design quality reflects a high standard of architectural and urban design, responds positively to heritage and contextual considerations, and contributes meaningfully to the evolution of Fremantle's central area.

4.3.4 Car Parking

Table 2 of LPS4 sets out the vehicle parking rates for new development. Prescribed vehicle parking rates are shown below having regard to the land uses proposed.

LAND USE	REQUIRED CAR PARKING BAYS
Hotel	1: 2.5 m^2 of public bar area 1: 5 m^2 of lounge /garden area 1: 1 bedroom
Restaurant / Cafe	1: 5 seats or 1: 5 m^2 dining area, whichever is the greater
Function Area	1 bay per 5 seats
Shop	1 bay per 20m^2 NLA

Table 5: Vehicle Parking Requirements

Vehicle parking required for uses not shown in Table 2 of LPS4 are determined by the City.

Notwithstanding, the Proposed Development does not include any on-site vehicle parking. Instead, it is proposed to include an off-site drop-off bay and a single accessible parking space, as illustrated in Figures 7 (existing William Street configuration) and 8 (potential future configuration) of the enclosed Traffic Impact Statement.

We understand that the City is in the early stages of progressing the reconfiguration of the trafficable area of William Street and the pedestrianisation of Henderson Street. Both potential adjustments to the traffic flow in proximity to the Site have been considered as part of the design stages of the Proposed Development.

Under the current street layout, the drop-off and accessible parking bays (with an adjoining shared space) are proposed within Henderson Street, configured as 90-degree bays. These cannot be accommodated on William Street due to the limited 3.5-metre verge width, which is insufficient to support both parking bays and a functional footpath.

However, should the City reconfigure William Street allow one-way eastbound traffic, the resulting wider southern verge would enable the construction of a dedicated embayment along the development frontage. This would allow for both the drop-off bay and accessible parking space to be relocated to William Street without compromising pedestrian access. In that event, the bays on Henderson Street would no longer be required.

As the Site is within 750 metres of Fremantle Station, guests and visitors are provided with direct rail access to Perth and connections to the broader metropolitan network. In addition, over 20 high-frequency bus routes stop within 450 metres of the site, linking Fremantle with key destinations across the region.

More than 1,460 public parking bays are available within a 400-metre radius of the development, operated by the City and private providers, with additional capacity beyond that distance. Given this high level of accessibility, both through public transport and existing public parking, the development is well-positioned to operate without dedicated on-site parking. Guests are expected to arrive primarily by taxi, rideshare and public transport, and patrons of the proposed food and beverage outlets will likely include hotel guests. Staff can access the site via public transport or nearby public parking facilities.

To further support guest and staff needs, the future hotel operator may consider a leasing arrangement with existing off-street parking providers, providing access to parking bays within the locality. Minimising on-site parking ensures flexibility while encouraging sustainable transport use in line with the central city context of the Site.

4.3.5 Bicycle Parking

Bicycle parking requirements are set out at Table 6 of LPS 4, summarised below.

LAND USE	REQUIRED BICYCLE PARKING BAYS
Hotel	1: 25 m^2 of public bar area 1: 100 m^2 of lounge /garden area (for staff) 1: 100 m^2 of lounge area (for visitors)
Restaurant / Cafe	1: 100 m^2 of public area (for visitors) 2 bays for visitors
Function Area	1 bay per 30 seats or 1 per 100 people
Shop	1 bay per 300 m^2 NLA for staff 1 bay per 500 m^2 NLA for visitors

Table 6: Bicycle Parking Requirements

Bicycle parking is proposed throughout the Proposed Development; 12 staff bays are located within a ground level, secure bike store, 2 visitor bays are proposed within Spicers Lane and additional visitor bays located within Henderson Street.

The enclosed TIA concludes that sufficient bicycle parking is provided throughout and adjacent to the Site for the anticipated demand.

4.4 Local Planning Policies

4.4.1 Local Planning Policy 3.1.5; Precinct 5

Local Planning Policy 3.1.5; *Precinct 5* (**LPP3.1.5**) sets out the detail design provisions which apply in addition to the specific development provisions provided within LPS4. LPP3.1.5 applies to the land contained within the green dashed boarder shown below. Note that the Site is included within the 'Area A – Gold Rush Mixed Use Influence' area.

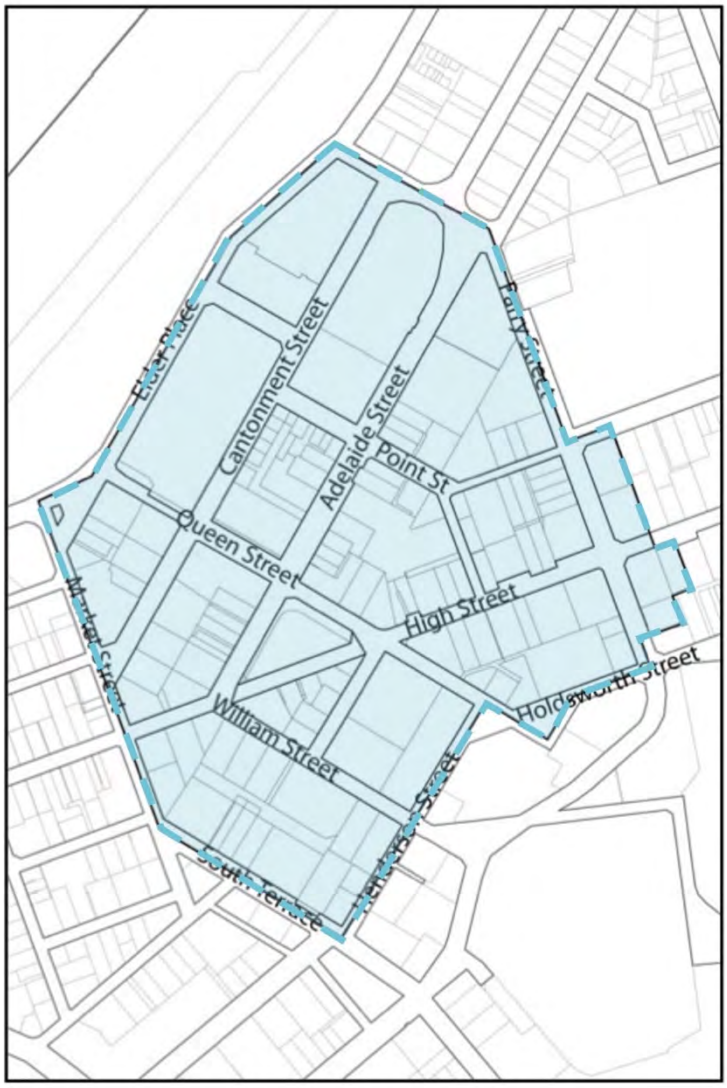


Table 7: Precinct 5 Boundary

Section 2 of LPP3.1.5 sets out the precinct vision for Precinct 5, reproduced below:

> *The precinct is the centre of the city's civic, retail, commercial and residential life which is clearly recognised through the intensity of activity and scale of development.*

The Proposed Development introduces a contemporary and high-quality built form that contributes to the evolving identity of the area while drawing upon the heritage character and urban grain that underpin Fremantle's unique sense of place. Incorporating a 150-key hotel and

activation to each of the four street frontages, the proposal supports a vibrant mixed-use precinct and encourages activity throughout the week and into the evening. Ground-level hospitality and retail tenancies facing Henderson Street and Spicers Lane enhance the pedestrian experience and reinforce the role of the precinct as a central destination for residents and visitors.

The design delivers a sensitive and innovative architectural response, respecting the surrounding heritage fabric while offering a refined contemporary expression appropriate to a civic and commercial centre. The use of durable, high-quality materials references Fremantle's industrial and portside context, aligning with the City's emphasis on environmentally sustainable and visually distinctive development. Integration of landscaped public and semi-public spaces, including the podium-level courtyard and colonnade, supports a comfortable and activated public realm. Coupled with the walkable location and proximity to key public transport nodes, the Proposed Development provides the scale, diversity, and design quality necessary to support the future of Fremantle as a thriving, sustainable urban centre.

4.4.1.1 Gold Rush Mixed Use Influence Area Desired Character

Section 4 of LPP3.1.5 establishes the desired character for Area A, which has been summarised as follows:

- New development in Area A is guided by the area's strong and cohesive gold rush-era character, formed by largely intact mixed-use buildings with ground-floor shops and upper-level commercial or residential uses, typically dating from the late 19th century.
- Key expectations for new development include:
  - **Form and siting**: Buildings should maintain a zero front and side setback, with façades abutting the rear edge of the footpath, reflecting the original lot patterns and urban form.
  - **Height and scale**: New development should respect the predominant two-storey height (with some one- and three-storey buildings), including the possibility of basements.
  - **Architectural style**: Façades should reflect the classical style seen in the precinct, with a clear hierarchy of base, middle, and top sections, and a symmetrical or carefully balanced asymmetrical composition.
  - **Materials and detailing**: Appropriate use of tuck-pointed face brickwork, rendered detailing, and concealed corrugated iron roofs behind parapets, with pediments and string courses where relevant.
  - **Shopfronts**: Ground-floor shops should include original-style shopfronts with large areas of clear glazing, framed by thin mullions and transoms, highlight windows, and a ceiling height of around 4 metres. Shopfronts should provide active frontages and visual connection with the street.

  - **Openings**: Windows should follow traditional proportions, typically double-hung sash windows about 1 metre wide, with consistent vertical and horizontal alignment based on Georgian proportioning principles.
  - **Verandahs and canopies**: All buildings should incorporate full-width verandahs or canopies at a consistent height, spanning the full depth of the footpath to maintain the established rhythm and pedestrian amenity of the streetscape.
- New development should demonstrate a careful response to this established built form, respecting the underlying geometry, materiality, and fine-grain urban character that defines Area A.

The project team has been cognisant of the desired character throughout design development, ensuring the Proposed Development is reflective of the desired development outcomes.

Importantly, the Proposed Development has been carefully designed to respond to the historic character, streetscape scale, and materiality of its surrounds. While the development adopts a contemporary architectural language, it draws on traditional Fremantle cues using pigmented concrete reminiscent of local limestone, crafted steel detailing, and warm clay tones. The building's ground floor is articulated with active frontages, fine-grain tenancy layouts, and a colonnade that references traditional verandah treatments, reinforcing the pedestrian scale and rhythm typical of historic commercial buildings. These elements ensure the development contributes positively to the established character of the precinct while offering a high-quality, modern addition.

4.4.1.2 Development Standards and Design Response

Development standards applicable to the Site, in addition to those set out within LPS4, are summarised in the table below along with an assessment of the Proposed Development.

Primary Streets

Section 5.1 of LPP3.1.5 provides the standards for development fronting primary streets (William Street). The design requirements set out at section 5.1 are summarised below:

- Lower levels must:
  - Reinforce the significance of primary streets.
  - Be designed with appropriate scale, details, materials, and finishes.
- Ground level land uses:
  - Must include a mix of active uses that extend activity beyond traditional retail hours.
  - Must not include residential uses or on-site vehicle parking.
- Tenancy design:
  - Multiple tenancies required at ground level.
  - Main public entries must be directly from and level with the primary street.
  - Wide frontages with a single use should be avoided.

- Frontage treatment:
  - Predominantly glazed or open to the street.
  - Must enhance street safety, interest, and diversity.
- Vehicle access and services:
  - Should not be located on primary street frontages if alternatives exist.
  - If required, access points must be well-integrated and minimise visual impact.
  - Crossovers to be minimised, consolidated, and shared where possible.
- Weather protection (awnings or balconies):
  - Must be continuous along all primary street frontages.
  - Integrated with building design and scaled appropriately.
  - Must provide sun and rain protection.
  - Must project at least 2.4m over the footpath.
  - Must have a clear height of 3m to 3.5m.
  - Variations only allowed in specific heritage or practical scenarios.
- Footpath widths:
  - To be maximised.
  - Setbacks on High Street and Adelaide Street to align with widened road reserve shown in Figure 5.
- Setback areas:
  - Must be designed and treated as part of the adjacent pedestrian domain.
- St Johns Church triangle in Kings Square:
  - To be reinforced as a generally green, passive space.

The Proposed Development responds positively to the primary street requirements by delivering a high-quality ground plane that reinforces the significance of William Street through fine-grain articulation, high-quality materials, and active frontages. The ground level incorporates considerable hotel amenity spaces which directly address the street, with no residential or parking uses fronting the public realm. Glazed facades, pedestrian-scaled entries, and a colonnade structure ensure visual permeability and a lively, engaging streetscape throughout the day and evening.

Vehicle access and service areas are located away from primary street frontages, from the extension of Paddy Troy Mall, minimising disruption to pedestrian priority spaces. Continuous weather protection is provided through an integrated colonnade, offering shelter and reinforcing the civic quality of the building's street edges. The design maximises footpath widths and includes generous setbacks where applicable, ensuring that any forecourt areas are treated as extensions of the public realm and contribute to a comfortable, active and accessible pedestrian environment.

Secondary Streets

Section 5.2 provides the design response required for secondary streets, being Henderson Street. Key development requirements for Henderson Street are summarised below.

- Ground level frontages may include mixed uses but must enhance the public realm through design and passive surveillance.
- Retail/commercial spaces must provide pedestrian entries directly from and level with the street.
- Weather protection (awnings or balconies) must:
  - Be integrated with the building design.
  - Be fixed, sun- and rain-protective, and project at least 2m over the footpath.
  - Maintain a consistent height of 2.75m.
  - May be varied for heritage or practical reasons.
- Vehicle entries and service areas must be well-integrated and minimise impact on street vitality.
  - Vehicle crossovers to be minimised, consolidated, and shared.
  - Ground-level parking not permitted adjacent to secondary streets.
- Ground-level residential uses must clearly define private and public space, while enabling passive surveillance and street interaction.

Site planning has recognised secondary street frontages as integral to the public realm, incorporating architectural detailing, lighting, and passive surveillance measures to ensure these edges contribute to a safe and engaging environment. Although Henderson Street is the secondary frontage, the Proposed Development maintains a high level of design quality and articulation to support a vibrant urban character.

Major Off-Street Pedestrian Routes

Section 5.3 provides the design response required for major off-street pedestrian routes (Paddy Troy Mall). Key development requirements for Paddy Troy Mall are summarised below.

- New development should support and maintain the major off-street pedestrian routes shown in the policy.
- Routes don't need to align block-to-block but must connect legibly.
- Routes must be safe (CPTED principles) and universally accessible from end to end.
- Additional pedestrian links should connect the route to any on-site public or communal spaces.
- Ground floor frontages should activate the route with passive surveillance and diverse uses; upper-level balconies are encouraged.
- Weather protection (awnings or balconies) is required adjacent to retail/commercial/entertainment uses (min. 2.75m clear height); other areas may include a mix of covered and open spaces.

- Section 7 applies where off-street links are used to justify additional building height.

The Proposed Development actively supports the role of Paddy Troy Mall as a major off-street pedestrian route by ensuring a safe, legible and universally accessible connection through the site. The development provides passive surveillance above ground level, active ground floor uses at the intersection with Spicers Lane, and visual permeability to enhance safety and vibrancy in line with CPTED principles.

Where retail and commercial uses adjoin the laneway, appropriate weather protection will be provided to ensure pedestrian comfort, and upper-level openings are incorporated to facilitate further activation. These measures reinforce the City's objective to enhance the pedestrian network and deliver a well-integrated and inviting off-street public realm.

4.4.2 Local Planning Policy 2.26; Tree Retention

Local Planning Policy 2.26; *Tree Retention* (**LPP2.26**) applies to lots included within a development area, on land zoned Industrial, or on land coded R30 and below. As such, LPP2.26 is not applicable to the Site. However, as it deals with an aspect of development which is high regarded by the proponent, consideration has been given to LPP2.26 as appropriate.

While the existing trees at the Site are not subject to the provisions of the City's tree retention policy, the development has been informed by broader objectives to prioritise tree canopy, enhance local amenity, and support environmental sustainability outcomes. Design development of the Proposed Development has given regard to these objectives, including the early integration of landscaping as a key element of the overall development strategy.

The proposal includes a well-considered landscaping plan that introduces new landscaping within the Site, contributing to long-term canopy cover and biodiversity. New plantings have been selected and located to complement the built form while also supporting neighbourhood character and passive cooling benefits. Importantly, broader streetscape upgrades to William and Henderson Streets, which incorporate new street trees, will improve pedestrian amenity, and deliver high-quality public realm treatments. Together, these measures reflect a strong alignment with the intent of the City's policy by actively enhancing the tree canopy and delivering enduring environmental and place-based development responses as part of the redevelopment.

4.4.3 Local Planning Policy 2.13; Sustainable Buildings Design Requirements

Local Planning Policy 2.13; *Sustainable Building Design Requirements* (LPP2.13) is applicable to the Proposed Development. LPP2.13 works to specify the sustainability requirements for new development.

The Proposed Development is cognisant of and responds well to the intent and objectives of LPP2.13. Sustainability has been embedded in the Proposed Development from inception; we

have targeted a 5 Star Green Star Buildings rating, exceeding the 4 Star minimum requirement outlined in the policy. This rating will be pursued using the relevant tool under the Green Building Council of Australia framework, supported by LCI Consultants.

In accordance with LPP2.13, the Application is accompanied the enclosed Environmentally Sustainable Design Strategy which outlines ow this rating will be achieved.

This commitment reflects the broader sustainability objectives of the City, supporting energy and water efficiency, improved indoor environmental quality, and sustainable operational outcomes. The project also includes features such as all-electric services, passive design responses, and green infrastructure, reinforcing Fremantle's position as a leader in low-impact, future-focused urban development.

4.4.4 Local Planning Policy 1.6; Heritage Assessment and Protection

Local Planning Policy 1.6; *Heritage Assessment and Protection* (**LPP1.6**) applies to the assessment and management of heritage places. While the Site does not contain heritage listed buildings, throughout design development close regard has been given to the wider heritage area and adjoining heritage listed properties.

The Site is surrounded by significant heritage places, including the Warders' Cottages (State heritage-listed) and is located within a precinct of strong historical value. A comprehensive heritage impact assessment has been prepared by a Griffiths Architects which has informed the design response and ensure that the Proposed Development appropriately addresses its context.

Consistent with LPP1.6 and the principles of the Burra Charter, the Proposed Development has sought to minimise adverse heritage impacts and reinforce the character of the surrounding streetscape. Overall scale and massing of the hotel has been refined to reduce bulk along the Henderson Street frontage, improve sightlines to the Warders' Cottages and re-establish a landmark presence on a site that historically accommodated the four-storey Spicers Building. Materiality, proportions, and interface treatments have been carefully considered to ensure a respectful but contemporary addition to the heritage setting.

Griffiths Architects has confirmed that the Proposed Development does not result in any adverse impacts on the significance of nearby heritage places and responds more sensitively than previous approvals for the Sute. Removal of the existing at-grade car park and introduction of high-quality built form will enhance the setting of surrounding heritage assets and contribute positively to the overall streetscape. The project has been informed by a thorough understanding of local heritage values and responds in a manner consistent with the aims of LPP1.6.

5.0 Technical Considerations

5.1 Landscape Concept

See Design Studio has prepared a comprehensive Landscape Architecture Concept for the Proposed Development, setting out the landscape approach for the entry forecourt, Spicers Lane and podium level active areas. The vision for the landscape provided as part of the Proposed Development is:

> ***Spicers Fremantle reimagined**: a place where Fremantle's creative spirit meets the relaxed vibrancy of its coastal character. The landscape design seamlessly blends heritage-inspired elements with inviting spaces for community and connection, creating an environment that celebrates discovery, sustainability, and the distinctive charm of the city. From shaded courtyards and laneway moments to thoughtful materiality and layered greenery, Spicers elevates Fremantle's soul into an experience to linger in and explore.*

The landscape strategy for the Proposed Development is an integration of the unique Fremantle aesthetic with the emerging redeveloped streetscape character. Appreciating the four active frontages surrounding the Site, the concept plan for the ground floor has a strong focus on the guest and community experience along the laneway and street facades. The plan creates diverse spaces which cater for hotel guests and the broader community, promoting social engagement, activity and flexibility.

Figure 7: Ground Floor Landscape Concept

Note that Figure 7 above is the 'ultimate' vision for the public spaces adjoining the Site, being the preferred future redevelopment of the William and Henderson Streets public spaces. The ultimate vision gives spaces back to pedestrians, enhances activation and interaction while reducing the use and priority of private vehicle usage.

The level one podium provides hotel guests with a private space to engage, relax and enjoy the energy of Fremantle. Various curated guest experiences are provided at the podium level; guestroom terraces are provided adjacent to the central landscaped spine which provides direct connectivity between the pool area and passive viewing platform above Spicers Lane. The pool area is the focus of upper-level activity which, together with the adjoining food and beverage space, will provide a vibrant edge to William and Henderson Streets below.

Figure 8: Podium Level Landscaped Amenities

5.2 Acoustic Impact Assessment

An acoustic assessment has been undertaken by Herring Storer Acoustics for the Proposed Development. The assessment evaluates the potential noise impacts associated with the operation of the hotel, including mechanical plant, patron noise, and music from proposed

indoor and outdoor function areas, in the context of the *Environmental Protection (Noise) Regulations* 1997.

Noise modelling was carried out to determine noise emissions generated and received by the Proposed Development and nearby sensitive receivers, particularly surrounding residential properties and short-stay accommodation. The assessment demonstrates that acoustic mitigation strategies are required to maintain appropriate noise levels.

To ensure compliance, acoustic treatments and management measures are recommended, as follows:

- Limiting use of outdoor function areas during sensitive evening and night-time periods;
- Installing acoustic screening or barriers to the podium-level terrace areas;
- Designing the mechanical plant areas with enclosures or barriers to reduce noise transmission;
- Ensuring speaker systems in outdoor areas are directional and volume-controlled; and
- Incorporating high-performance glazing and façade elements to limit breakout noise from internal areas.

With these treatments implemented, the predicted noise levels comply with the assigned levels of the Noise Regulations at all relevant receiver locations under typical and worst-case conditions. Additionally, the design recommendations aim to preserve acoustic amenity both on- and off-site, particularly given the hotel's location in a dense urban precinct with a mix of residential, commercial, and heritage-sensitive land uses.

The assessment concludes that the Proposed Development is capable of operating within acceptable noise limits, provided the identified mitigation measures are incorporated into the design and operational management of the hotel. Ongoing compliance can be supported through management plans addressing noise control, hours of use, and patron behaviour, ensuring the hotel integrates sensitively within the surrounding Fremantle context.

5.3 Environmentally Sustainable Design Strategy

LCI Consultants has prepared the enclosed Environmentally Sustainable Design Strategy which demonstrates that the Proposed Development exceeds national, state, and local planning requirements and pursues voluntary sustainability benchmarks that exceed minimum standards. Key targets include achieving a 5 Star Green Star Buildings rating and a NABERS Energy for Hotels rating, demonstrating leadership in energy performance, reduced operational carbon, and high indoor environmental quality.

Sustainability outcomes are supported by passive climate design, urban greening, solar PV system and the inclusion of future-focused, all-electric building services. As the design continues to evolve, the project team is committed to improving sustainability outcomes to deliver lasting

value for guests, operators, and the broader Fremantle community. The project is consistent with the City's aspirations for climate resilience, context-sensitive development, and the creation of a healthy, low-impact inner-city precinct.

5.4 Heritage Impact Statement

Griffiths Architects has assisted in guiding the site response through an identification of key heritage considerations. As is set out within the Heritage Impact Statement (attached), the Proposed Development is an improvement on the previous scheme (DAP004/21), particularly in relation to the interface with Henderson Street. The current design reduces the perceived bulk and scale by lowering the built form along the Henderson Street boundary from five to four storeys. This approach provides a more respectful transition to the heritage context and reduces visual impact from the public realm.

The proposed works do not adversely impact the heritage significance of the former 'Spicers' Building site. The heritage assessment concludes that there is no significant adverse impact on the adjacent Warders' Cottages (W1), nor on other nearby heritage places. Removal of the existing carpark and replacement with an active, architecturally considered building is expected to enhance the setting of surrounding heritage assets. The material palette is contextually appropriate and does not detract from the heritage values of the Warders' Cottages or the adjacent Fremantle Prison Buffer Zone.

The limestone wall previously removed and stored under DA0471/21 is considered for reinstatement as part of the communal hotel space, and an opportunity for a small interpretive plaque within the hotel entry courtyard will acknowledge the historical significance. Overall, the revised proposal improves the streetscape character, increases public engagement through new ground floor spaces, and enhances sightlines to the Warders' Cottages from William Street.

5.5 Transport Impact Statement

Flyt has prepared a Transport Impact Statement in support of the Proposed Development. The Transport Impact Statement concludes:

- No on-site car parking is proposed, with one drop-off bay and one accessible parking bay to be provided off-site. These are initially proposed on Henderson Street but may be relocated to William Street in a future street reconfiguration.
- The Site is highly accessible by public transport, located within 750m of Fremantle Station and within walking distance of more than 1,460 public parking bays, including 470 bays at the nearby FOMO car park.
- End-of-trip facilities will support active transport, with bicycle parking, lockers, and showers provided for staff and visitors.

- The development is expected to generate fewer traffic movements than the existing public car park it replaces, reducing traffic volumes on William Street and surrounding intersections, and having a positive net impact on the local road network.

5.6 Waste Management Plan

The Waste Management Plan prepared for Spicers Hotel demonstrates that the Proposed Development is capable of managing waste streams effectively and in accordance with the City of Fremantle requirements. The development is expected to generate approximately 16,420 litres of refuse, 9,413 litres of recyclables, and 7,038 litres of FOGO waste each week, based on the scale of hotel, food and beverage, and ancillary commercial uses on-site.

A dedicated and appropriately designed Bin Storage Area has been integrated into the ground floor layout, sized to accommodate nine 660L refuse bins, five 660L recycling bins, and four 660L FOGO bins. Waste will be collected three times per week by a private contractor, which will service bins directly from the Bin Storage Area via safe vehicle access from Paddy Troy Mall, avoiding the need to present bins to the street and maintaining the amenity of the public realm. The Bin Storage Area incorporates impervious floors, ventilation, signage, and vermin-proof access, ensuring compliance with health and operational standards.

Waste will be internally separated at source and transferred to the Bin Storage Area by staff, with colour-coded bins and signage supporting best-practice recycling and FOGO diversion. The hotel manager will be responsible for overseeing waste operations, including regular engagement with contractors and staff, monitoring of bin capacity and cleanliness, and coordinating the management of bulk or specialty waste streams such as e-waste, cooking oil, and light globes.

The waste strategy is robust, efficient, and well-integrated into the site layout, ensuring the development contributes positively to environmental outcomes while maintaining operational efficiency and a high standard of urban amenity.

5.7 Universal Access Statement

Universal access and the principles of inclusive design have been embedded in the Proposed Development through the integration of continuous accessible paths of travel, compliant building entry points, accessible common areas, and the provision of accessible sanitary facilities and rooms. These initiatives demonstrate compliance with the relevant provisions of the National Construction Code 2022 (Part D4), AS 1428.1 – 2009, and the Disability Discrimination Act 1992.

Access is provided at street level to all ground floor tenancies and hotel lobby entrances, and internal vertical circulation is facilitated by a compliant passenger lift serving all levels. Seven accessible sole occupancy units (SOUs) are included in accordance with the NCC, and key

amenities such as the gym, pool, and shared terraces have also been designed to allow equitable access.

It is demonstrated that the Proposed Development satisfies universal access requirements, subject to further verification at the detailed design stage. This approach supports the project's goal of delivering a high-quality, inclusive environment that is safe, dignified, and accessible for all users.

Spicers Hotel

W—B
WOODS BAGOT

fiveight

Our site is located in Walyalup Fremantle on Whadjuk country of the Noongar nation.

We pay our respects to their Elders past and present and recognise their ongoing care for and connection to the land that we are working on.

Cover image:
Spicers Hotel Render

W–B
WOODS BAGOT

fiveight

Please note that all renders within this report are artist impression and all images utilised are done so as reference.

Design Statement

A hotel in the heart, born with the soul of Fremantle.

Western Australia's "second city" is a cosmopolitan enclave perched on our continent's edge. Fremantle is often described as Perth's "old town" – a term that belies the true depth of its history and bright promise of its future, and ultimately ignores the fact that it is a city of its own. At just 30-minutes from the Perth CBD by rail or road, it manages to feel world's apart from the state's capital.

Walyalup Fremantle is one of Australia's oldest cities and heritage streetscapes form the backdrop to a laidback way of life. Fremantle is a town of migrants and while there are echoes of 18th-century colonial architecture, there is also a proudly Mediterranean way of life that permeates through the city.

Fremantle is decidedly cool. It's a place that creative industries, category-leading restaurants and bars, rich cultural institutions and passionate residents are proud to call home.

The Indian Ocean and the Swan River hem Fremantle in, creating a walkable city centre that can be traversed in brogues and heels, sandals or thongs without raising an eyebrow. Its luxe-meets-lackadaisical here and that's central to the charm.

Despite it feeling utterly effortless, the contemporary Fremantle way of life is no accident. Its urban evolution from traditional port town to a destination for living and recreation has been crafted by both public and private means.

Through strategic interventions, Fremantle readied itself to be a city of the 21st century. Victoria Quay serves as the latest example of the city's progressive vision for how people and places can coexist. The waterfront complex is being reimagined from a straight-laced logistics centre to a hub for knowledge and information, bringing a new suite of future workers and visitors to this destination-withina-destination.

Our emerging vision for the Spicers hotel is just that. Spicers Fremantle is a boutique leisure precinct designed to harmonise with Fremantle's unique character. Inspired by the city's historic and coastal charm, it offers a welcoming environment where visitors connect with the community, and locals feel a sense of belonging.

The hotel features 150 thoughtfully designed rooms with a pool, to be operated by a hospitality team focused on high-quality, globally inspired accommodations. The development integrates retail and F&Bs spaces across four street frontages, celebrating Fremantle's cultural and culinary diversity while fostering a vibrant connection with the neighborhood.

The site is surrounded by heritage and sits within a vibrant hub of retail, hospitality, arts and culture, active both day and night. The site is also located within walking distance to major public transport hubs and tourism hubs. The site's history as home to the Detmold and Brockhoff buildings informs the design's materiality and interpretive elements. Adjacent sites contribute to the narrative, including Fremantle Markets, The Warders Cottages, Victoria Quay, and the maritime precinct, reinforcing the project's central role in the city's historical and cultural story.

From exterior to interior, Spicers responds to the materiality of it's context. Pigmented concrete is the dominant material for the exterior of the building, chosen for its likeness to Fremantle's prominent limestone heritage buildings, ensuring the new development sits respectfully in its context. Crafted elements of metalwork and warm clay tones reference the industry of the port city and declare it's longevity. Curated moments of joy are peppered throughout the building, reminding patrons and the public of the charm of Fremantle, and that there is truly no place like it.

The design comprises two rectangular masses positioned around a landscaped courtyard on an elevated podium level. The western mass rises six levels with double-loaded hotel rooms along a central corridor, while the lower eastern mass is lower and sympethetic in its response to heritage. It features single-loaded rooms overlooking the Warders Cottages, accessed via an open corridor. The two masses are linked by an open-air bridge, enhancing openness and accessibility.

Pedestrian connectivity and integrating the precinct into the urban fabric is a key driver of the Spicers development. The buildings edges have been curated to provide dynamic activation. At ground level, the building spills out into Spicers Laneway and Henderson St. A colonnade occupies the Henderson and William St corner, promoting pedestrian connectivity and integrating the precinct into the urban fabric.

SECTIONAL PERSPECTIVE
THROUGH SPICERS LANE

A hotel in the heart, born with the soul of Fremantle.

Key Components of Spicers Hotel

1

Authentic Place

Design that responds to the place it inhabits

A physical relationship to nature, design, materiality and texture that speaks to the sea, sand and patina of Fremantle.

2

Authentic People

Design that responds to the needs of people.

A congregation point for both locals and visitors that puts everyone at ease and friendliness on show.

3

Authentic Sustainability

A revolution of process.

A set of genuine initiatives to encourage sustainable behaviour and prove that travel need not be a destructive luxury.

State Planning Policy 7.0

1. Context & Character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place

2. Landscape Quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within broader ecological context

3. Built Form & 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

4. Functionality & Build Quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefits over the full life cycle

5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes

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

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

8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviours and use

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

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

01 Context & Character

The site's history as home to the Detmold and Brockhoff buildings informs the design's materiality and interpretive elements. Adjacent sites contribute to the narrative, including Fremantle Markets, The Warders Cottages, Victoria Quay, and the maritime precinct, reinforcing the project's central role in the city's historical and cultural story.

Fremantle contains a multitude of identities – bougie, beachy, boisterous – all unified by a sense of local pride. Conveyed with a wink or smile, locals are in agreement:

"It doesn't get much better than this."

VIEW FROM MARKET LANE

Context & Character

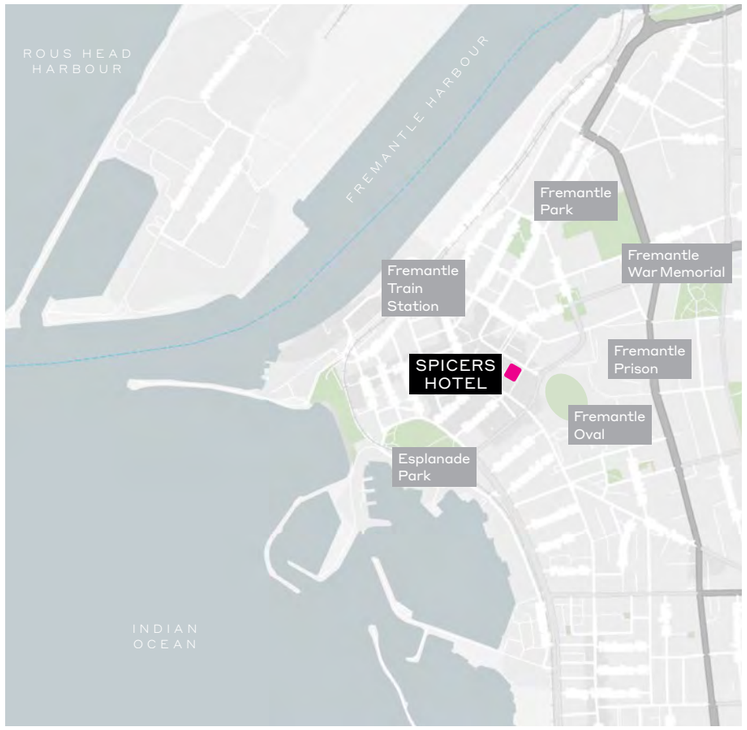
Site Location

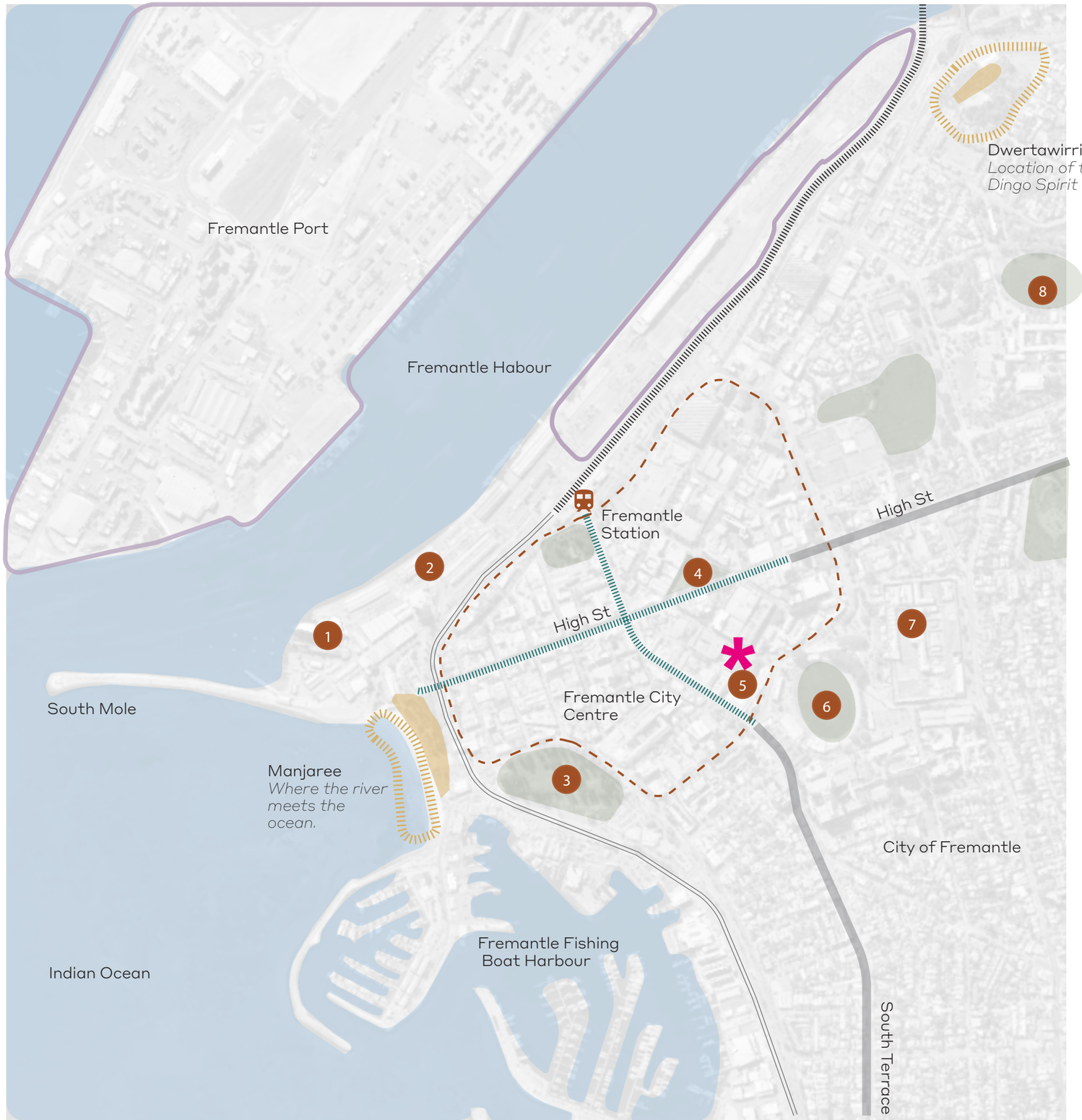
Legend

- Derbarl Yerrigan / Swan River
  Indian Ocean
- The site
- Passenger Train line
- Freight Line
- Main Tourist Strip
- Fremantle Port & Passenger Terminal
- Remnant Limestone Cliffs
- Site of Noongar Significance
- Fremantle City Centre

Places of Interest

1. WA Maritime Museum
2. Victoria Quay
3. Esplanade Park
4. Walyalup Koort
5. Fremantle Markets
6. Fremantle Oval
7. Fremantle Prison
8. Fremantle Arts Centre





Context & Character

Site Location

Legend

- Primary Vehicle Movement
- Pedestrian Circulation
- Fremantle Heritage Precinct

Food + Beverage

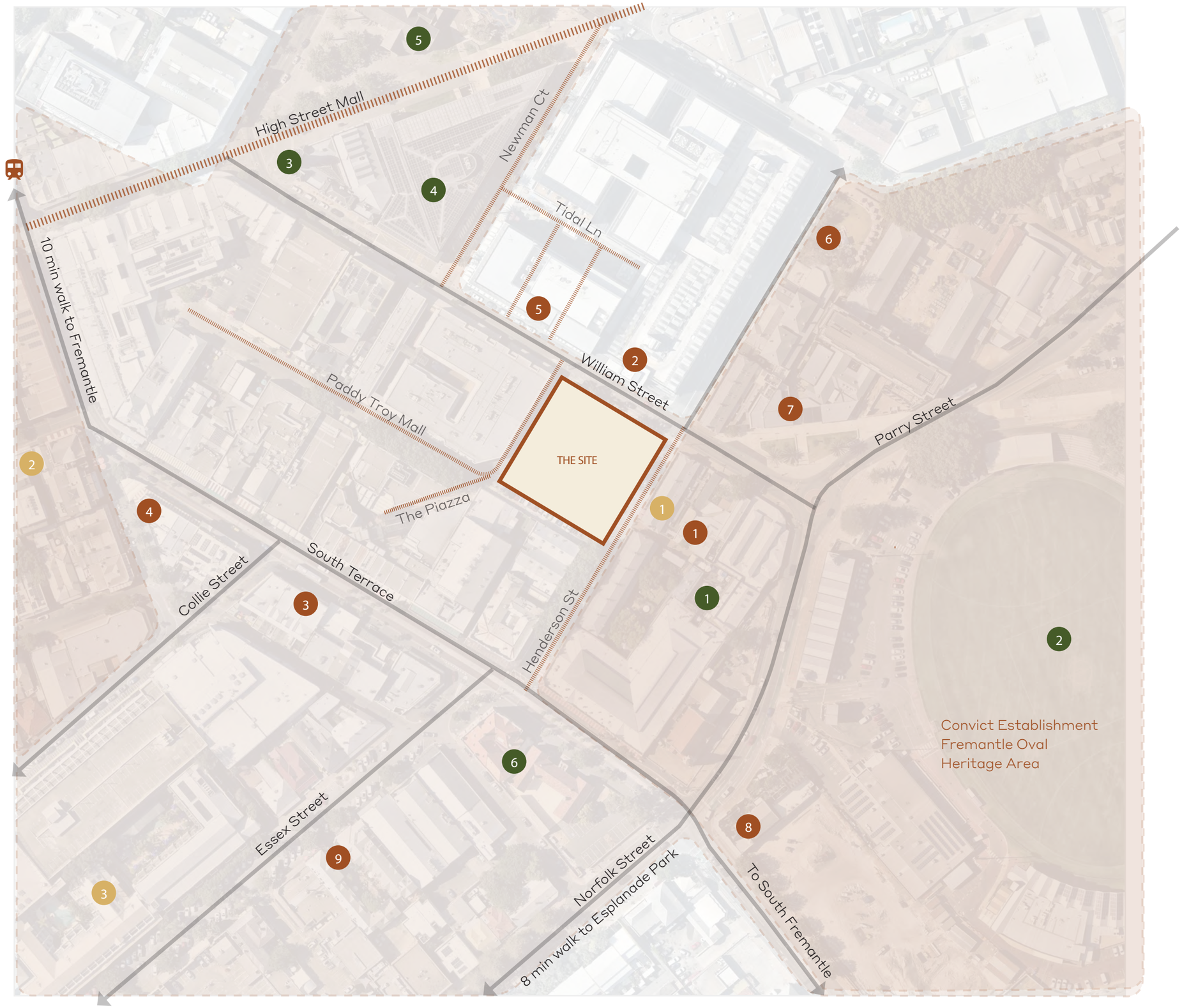
1. Emily Taylor
2. Kokomo's Skate Cafe
3. Capri Restaurant
4. Gino's
5. FOMO Freo
6. The Old Courthouse
7. Cassia Fremantle
8. Tonic + Ginger
9. Whisper Wine Bar

Hotels

1. Warders Hotel
2. Hougoumont Hotel
3. Esplanade Hotel by Rydges

Arts + Culture

1. Fremantle Markets
2. Fremantle Oval
3. Fremantle Town Hall
4. Fremantle Library
5. Walyalup Koort
6. Fremantle Technical School



The Site

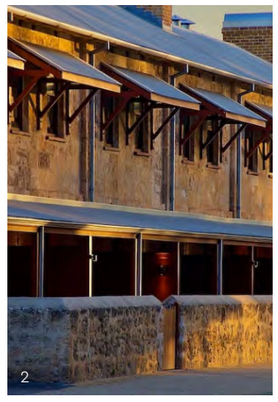
The site is located within the vibrant heart of Fremantle, near the banks of the Fremantle Harbour. The site is surrounded by heritage and sits within a vibrant hub of retail, hospitality, arts and culture, active both day and night. The site is also located within walking distance to major public transport hubs and tourism hubs.

Context & Character

Existing Spicers Site

The Spicers Site is currently a carpark with connection to Henderson St, William St and Paddy Troy Mall

1


2

3

4

5

REFERENCES

01 Henderson Street from William Street
02 Warders Cottages, Henderson Street
03 Warders Hotel, Henderson Street
04 Fremantle Markets, Henderson Street
05 Paddy Troy Lane from William Street

Context & Character

Existing Spicers Site

50,000 years ago

Whadjuk Noongar Boodjar

1852

Carters & Brockoff Commodities Store.

c. 1920, Fred Flood WA Newspaper

1898

Demolt Ltd Printing opened adjacent to Brockoff building.

c. 1952, 181PD SLWA

1907

Trading ceases at Carters & Bartram, building vacated.

1923

Carters and Bartram store demolished after the building fell into decay.

1928

Demolt became Spicers & Demolt, manufacturing stationers.

Spicers Premises, C.1952 180PD SLWA

1969

City of Fremantle acquired both sites, leasing some of the site to the neighbouring Howard Porter Motors, the majority however used as a carpark.

1970

The Spicers building was demolished and remains as a carpark.

c. 1970, Spicer building, Freotopia

2018

Both sites acquired by Fiveight for renewal.

2022

Development Application for previous scheme approved.

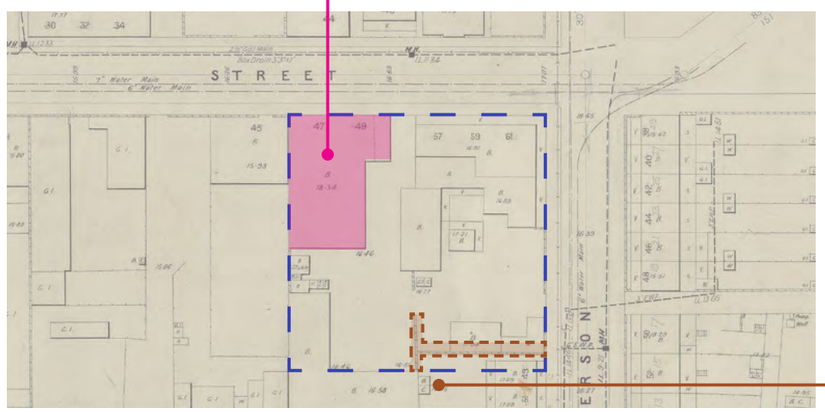
2024

Warehouse on site demolished.

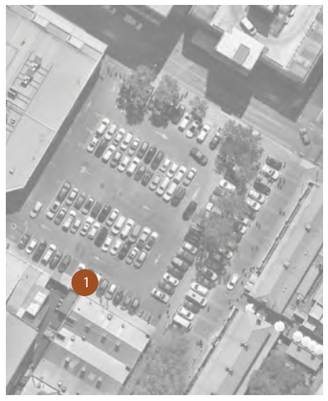
Context & Character

Spicers History

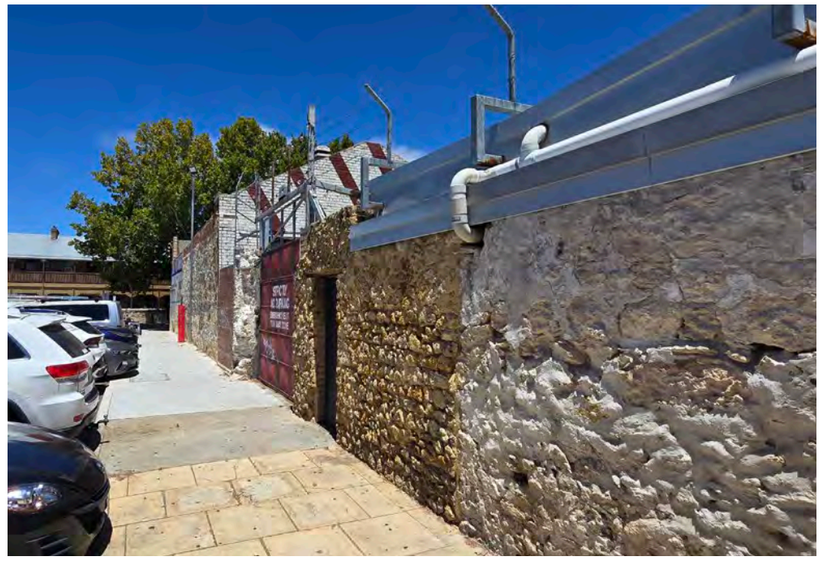
Past



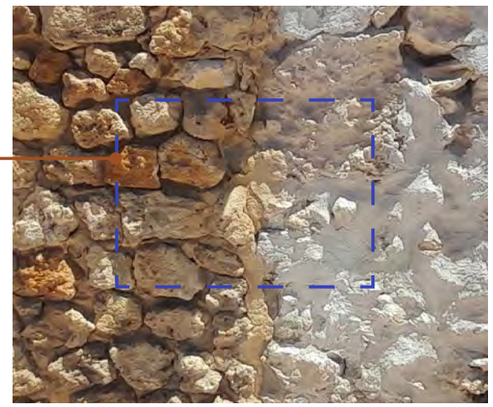
"The wall is made up of random coursed limestone, laid in lime mortar with brick quoins. Subsequent repairs have been carried out in different media"



Present Remnants of the Wall



Small interpretation panels/ signs/plaques will be incorporated at Ground level to note the site is where the former Detmold/Spicer's building 1897-1970 once sat.



Context & Character

Site Response

Context

Response

SPICERS LANE FROM HENDERSON STREET

HENDERSON STREET FROM F&B VENUE

SECTION THROUGH SPICERS LANE

VIEW FROM MARKET LANE

COMMUNITY, UNIQUELY FREMANTLE

The building encourages and amplifies the unique and quirky character of Fremantle

ACTIVATED EDGES

Edges of the building and the site are active and encourage interaction and liveliness

SCALE RESPONSE

The building form respects and seamlessly integrates into the existing built-form scale

HERITAGE CONTEXT

The built-form acknowledges and amplifies the heritage context of the site

03 Built Form & Scale

The design comprises two rectangular masses positioned around a landscaped courtyard on an elevated podium level. The western mass rises six levels with double-loaded hotel rooms along a central corridor, while the lower eastern mass features single-loaded rooms overlooking the Warders Cottages, accessed via an open corridor. The two masses are linked by an open-air bridge, enhancing openness and accessibility. The lower of the two masses is pushed back to create an eroded corner with an active pool deck alongside a public food and beverage tenancy. The pool and F&B have direct connection with the liveliness of Henderson St.

At ground level, a colonnade occupies the Henderson and William St corner, promoting pedestrian connectivity and integrating the precinct into the urban fabric.

TOWER 01 (WESTERN MASS) - 6 LEVELS

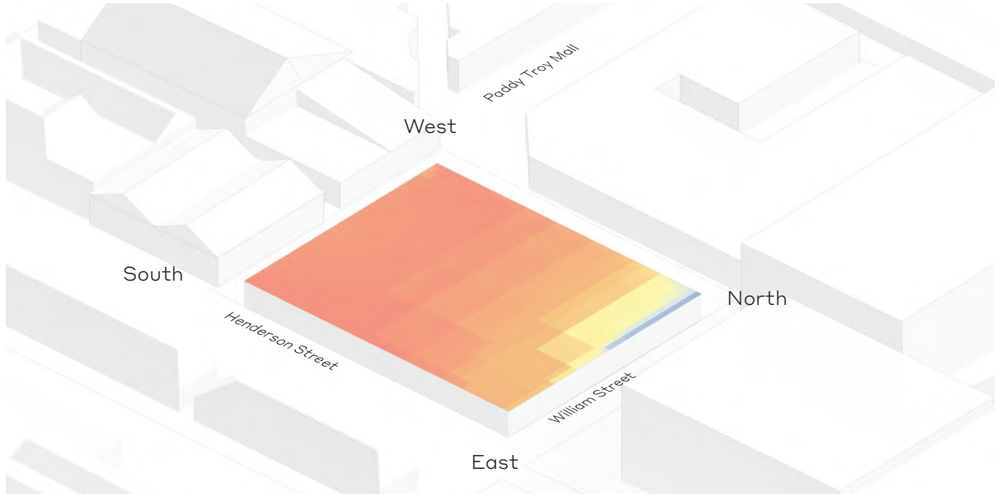
TOWER 02 (EASTERN MASS) - 4 LEVELS

"Hotels are the front door to our cities - It's nice to leave out a welcome mat"

WILLIAM

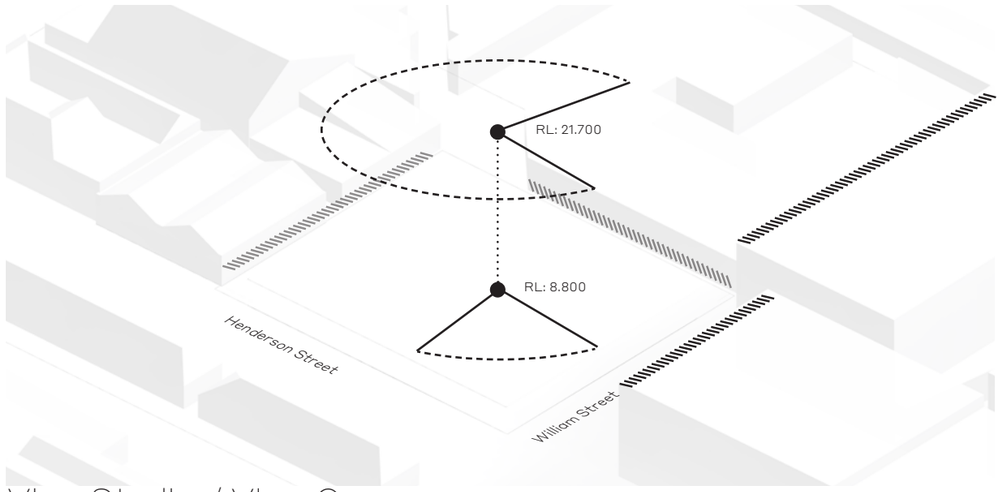
Built Form & Scale

Site Analysis



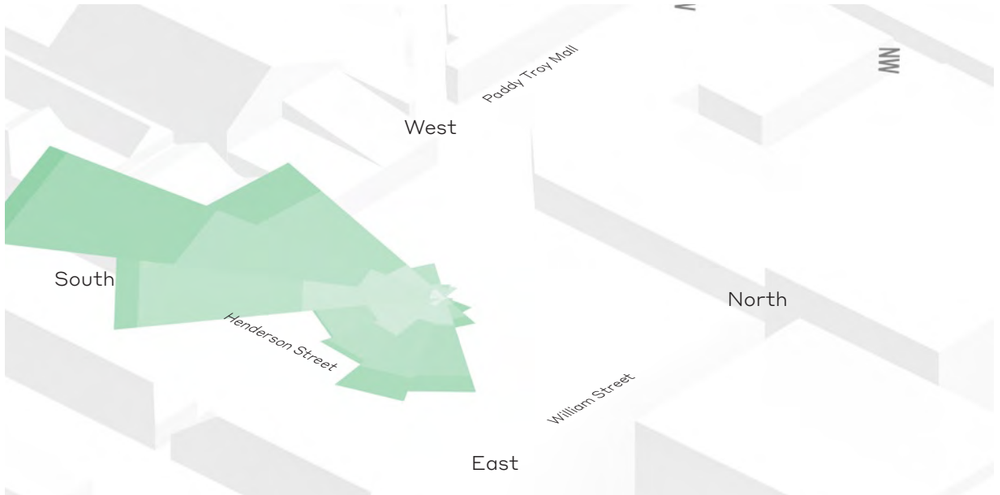
Solar Access/ Radiation

- Northern corner of site is In slight shadow from FOMO and Carpark Buildings.



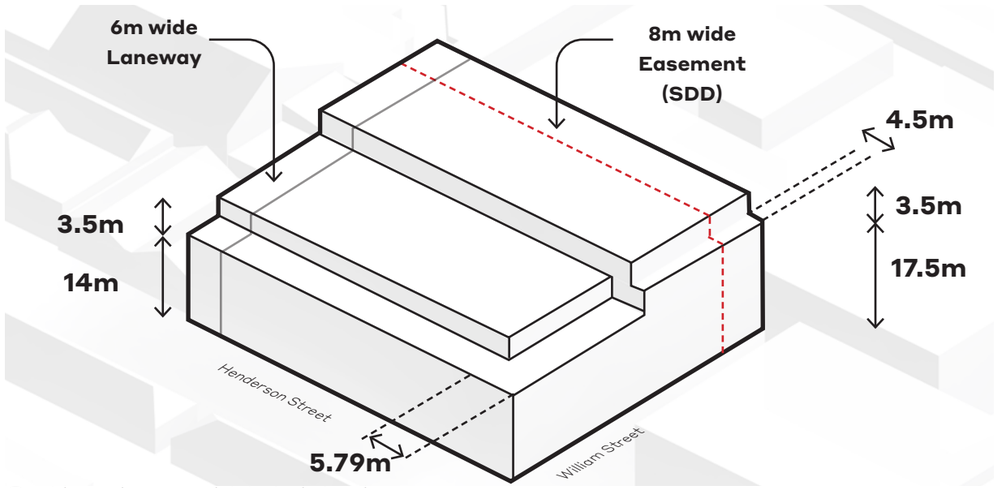
View Studies/ View Cones

- Eastern corner has views to the Fremantle Prison and Oval at 4.5m podium.
- Views to the Water and Parks , open up at a high level.
- North-East and North-West with less desirable views as looking onto Carpark.



Wind Study

- Strong winds from the south-southwest (SSW) due to lower-height buildings provide good cooling for the building but create unfavourable conditions for the pool.

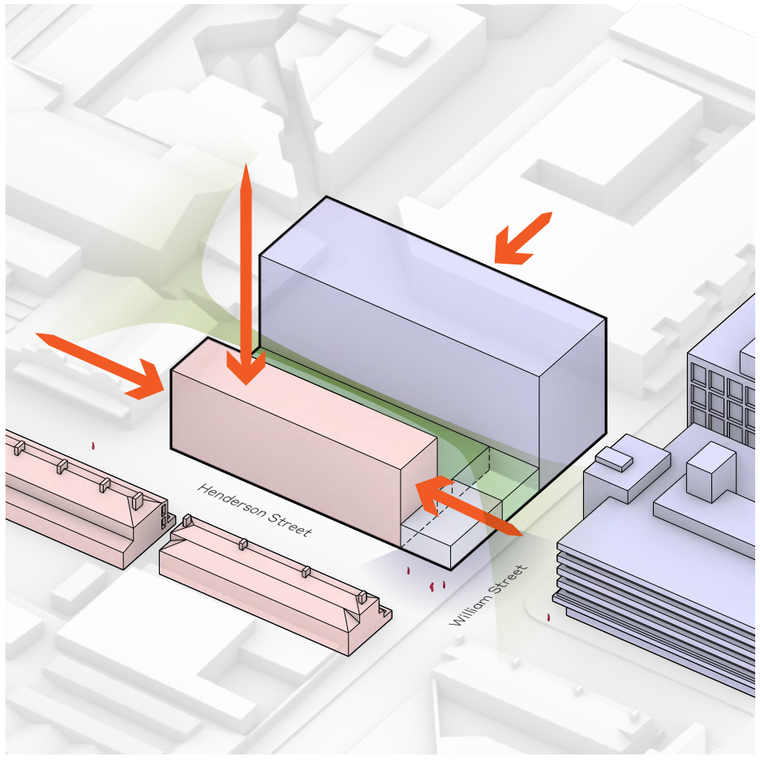


Setbacks and Height planes

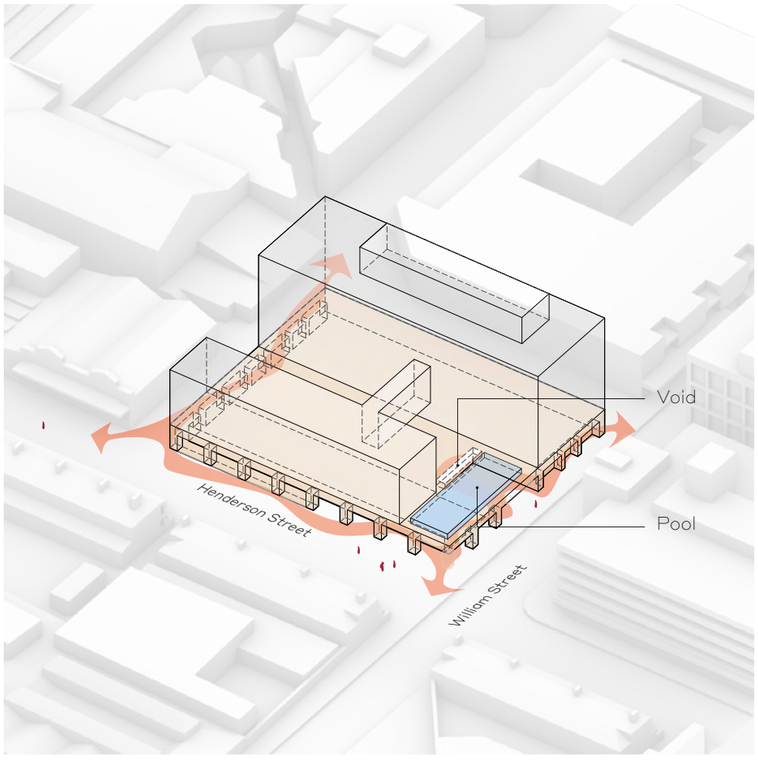
- 8m Easement on the title to ensure a connection between William Street and Paddy Troy Mall, due to Spicer Development Deed (SDD).
- Maximum height on the West, lends itself to high build up of area/mass.

Built Form & Scale

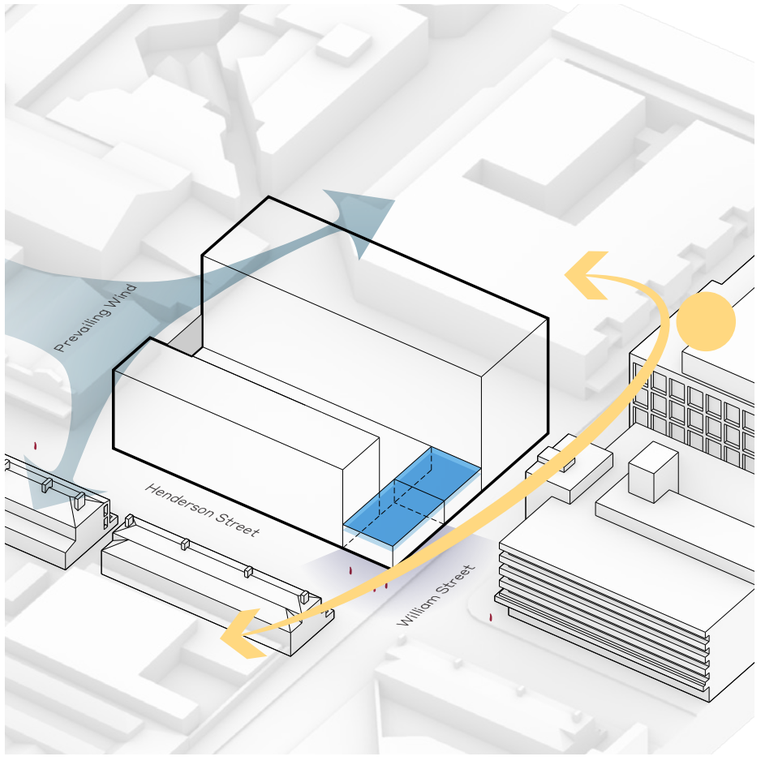
Massing



Harmonious Integration



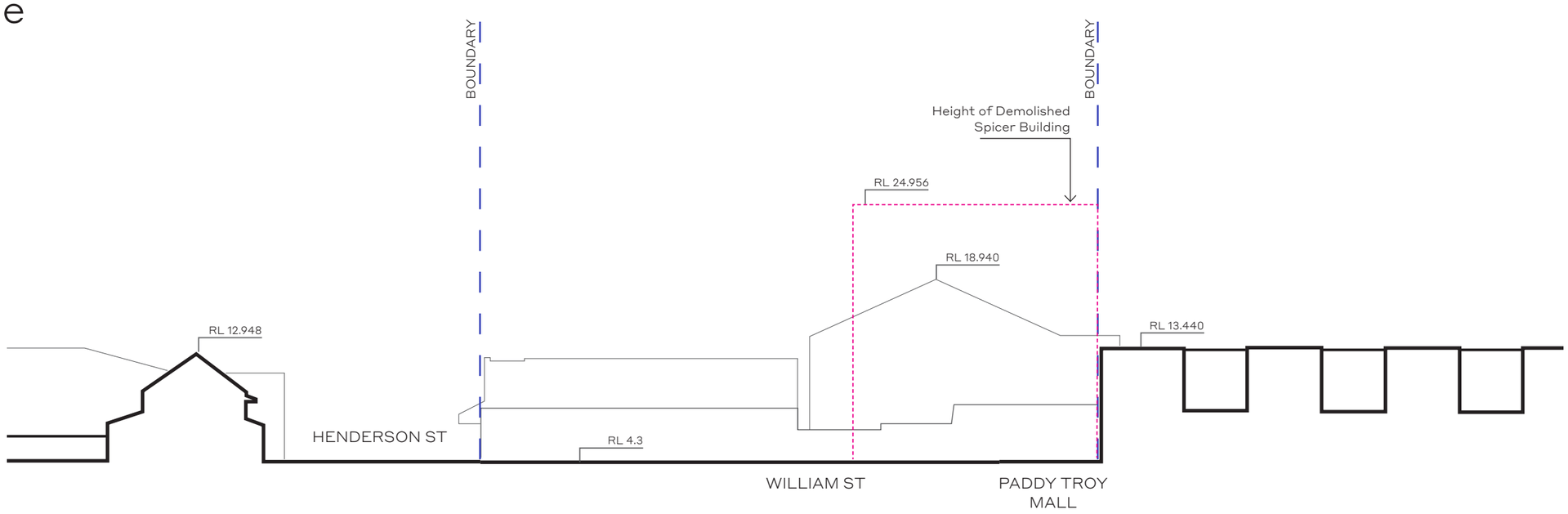
Vibrant Ground Plane



Premium Pool Location

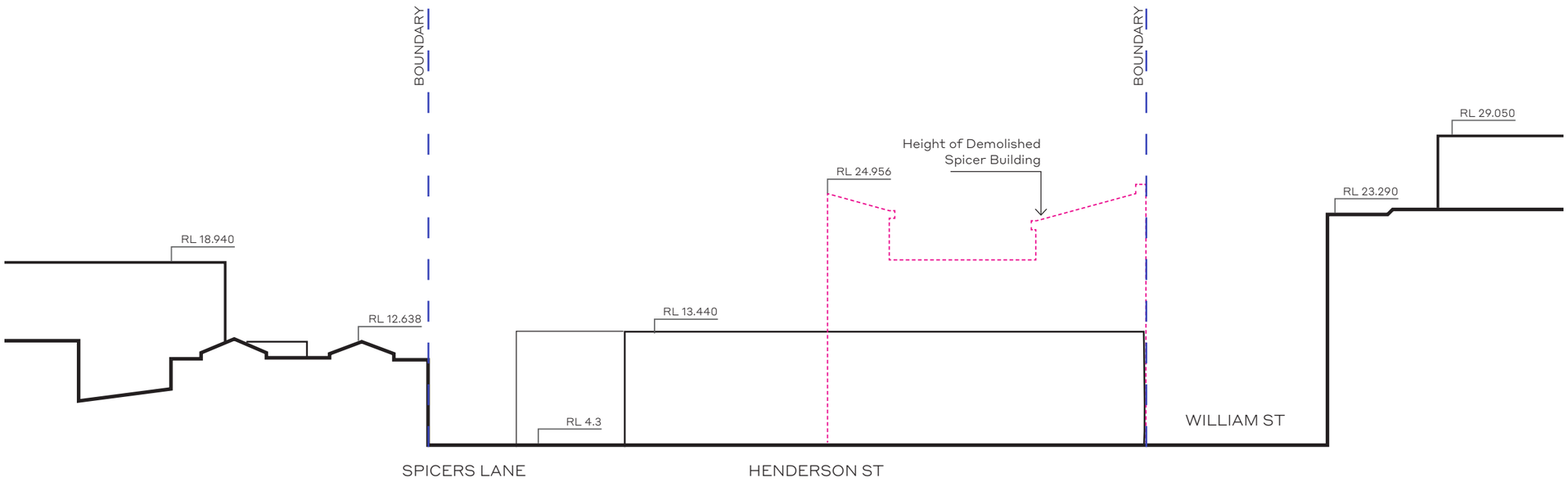
Built Form & Scale

Existing Street Scape



View from William Street

ALL HEIGHTS ARE APPROX



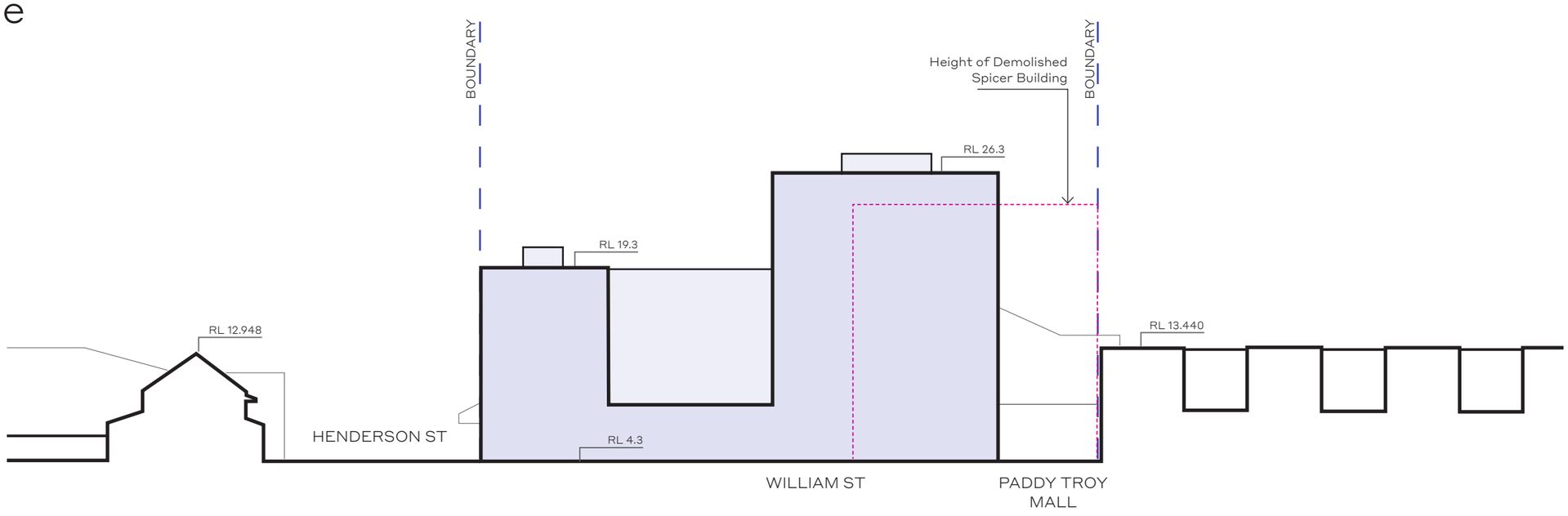
View from Henderson Street

ALL HEIGHTS ARE APPROX

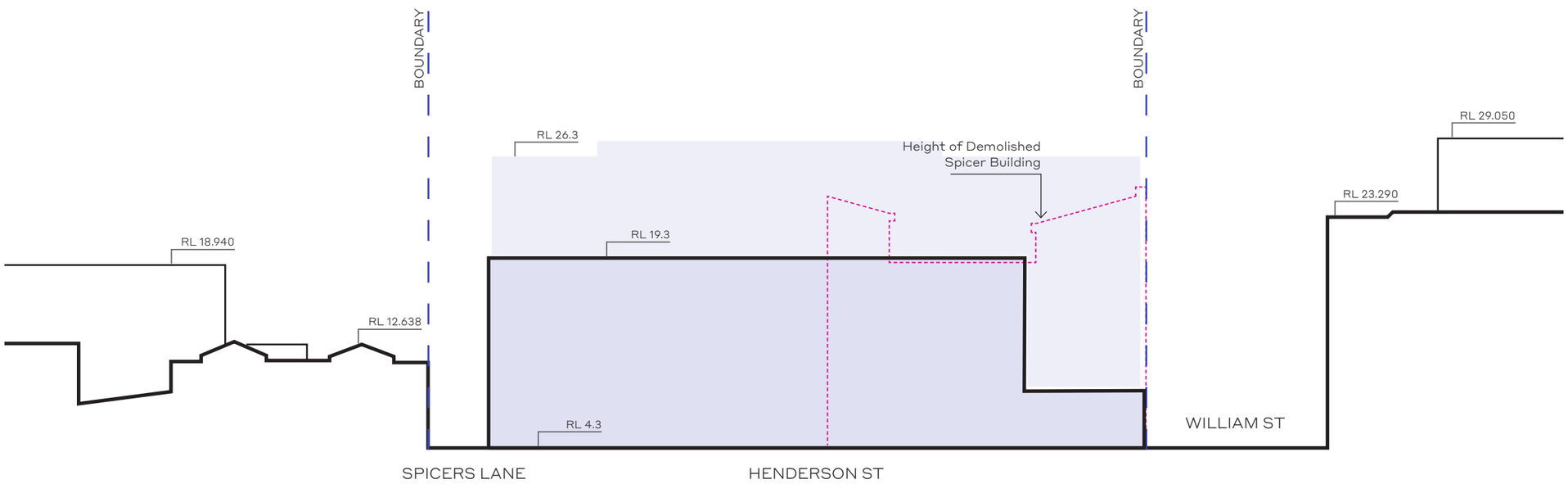
Built Form & Scale

Proposed Street Scape

View from William Street



View from Henderson Street



Built Form & Scale

Existing Streetscape

- Horizontal Datums
- Consistent Rhythm & Proportion
- Limestone Base with Timber Verandah & Cream Filigree
- Deep Window Reveals
- Cream Brick Facade with Blue Verandah
- White Concrete Base with Playful Awnings
- Distinct Horizontal & Vertical Grid
- Dark Brick Base & Playful Awnings
- Colourful Banding
- Distinct Base

VIEW FROM MARKET LANE

Sail and Anchor

Warders Cottage

FOMO Fremantle

Fremantle Markets

Warders Cottage

FOMO Fremantle

Technical School

William Street

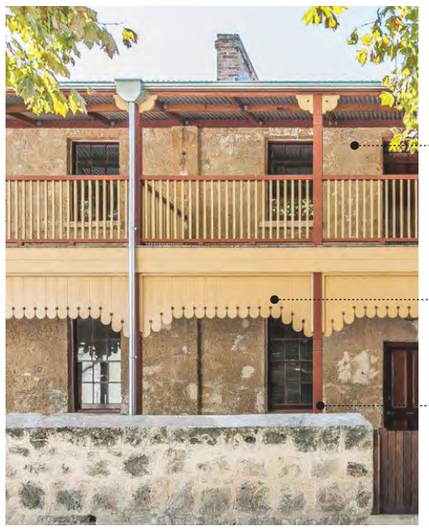
FOMO Fremantle Carparck

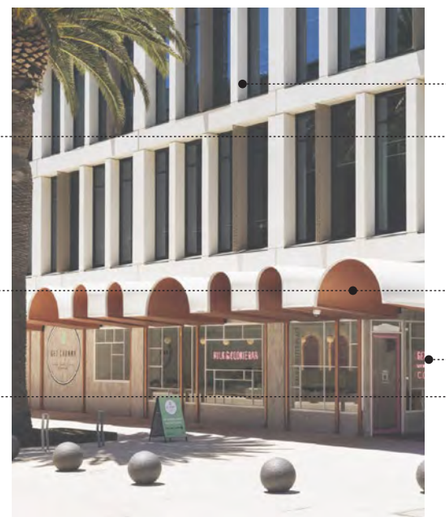
Built Form & Scale

Context Response

Drawing inspiration from the architectural elements of its surroundings, our design seeks to reimagine and elevate these features into a new and inspiring form, creating a harmonious blend of traditional and contemporary.

Context





Response

Horizontal Datums

Consistent Rhythm & Proportion

Deep Window Reveals

Distinct Horizontal & Vertical Grid

Limestone Reference

Awnings & Playful Elements

Distinct Base

Colonnade to Street

Built Form & Scale

Materiality

From exterior to interior, Spicers responds to the materiality of it's context. Pigmented precast concrete is the dominant material for the exterior of the building, chosen for its likeness to Fremantle's prominent limestone heritage buildings, ensuring the new development sits respectfully in its context. Crafted elements of metalwork and warm clay tones reference the industry of the port city and declare it's longevity. Curated moments of joy are peppered throughout the building, reminding patrons and the public of the charm of Fremantle, and that there is truly no place like it.

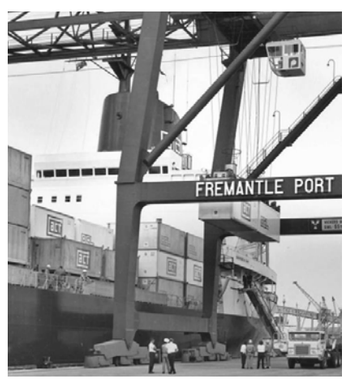
VIEW FROM WILLIAM & HENDERSON STREET CORNER

Exterior

Interior

Inspiration

Limestone
// Neutral
//Textural Feel

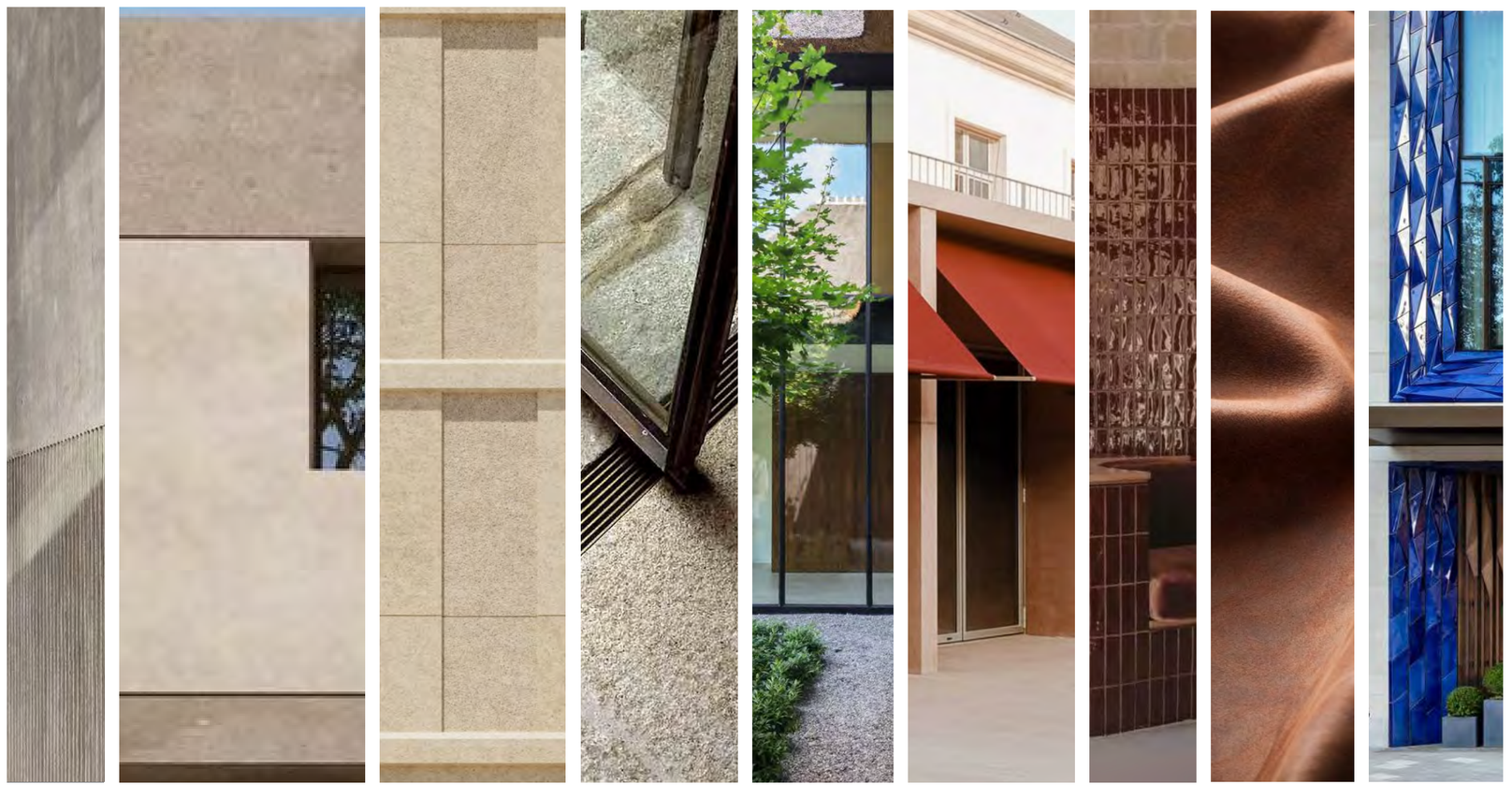


Port City
// Metal
//Grid Pattern

Clay Bricks
// Warm
//Tactile

Joy
// Charm
// Whimsy

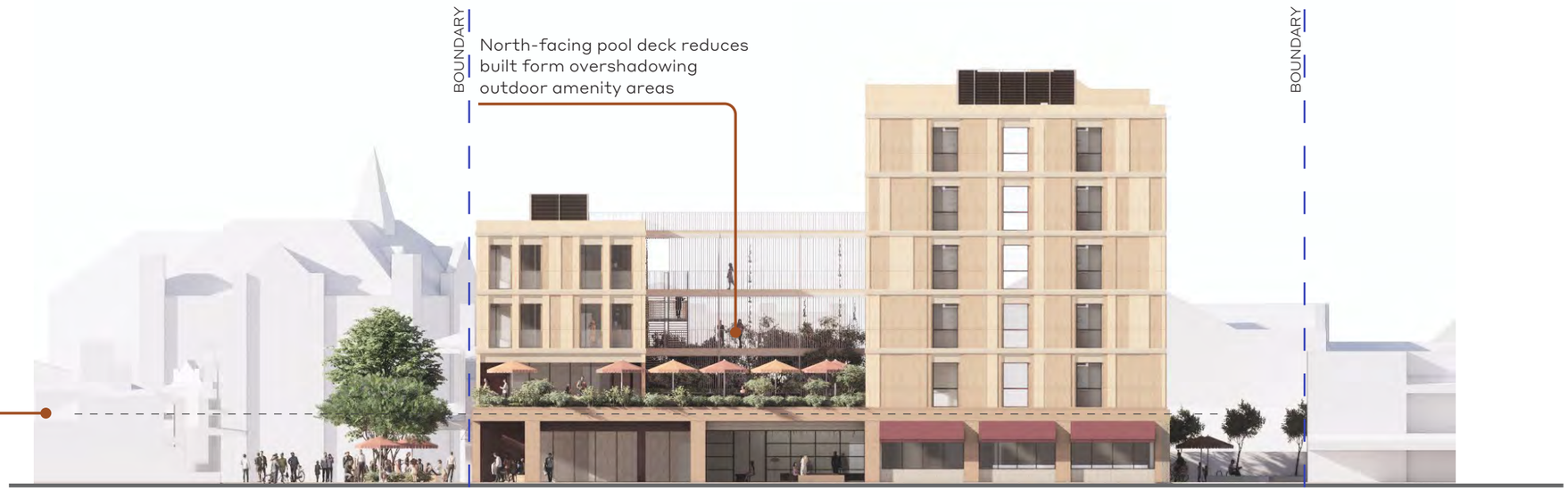
Palette



Built Form & Scale

Streetscape

Single and double height buildings along Henderson Street are responded to by reducing the hotel building mass. The Northern corner reaches 6 stories which responds to the FOMO building and carpark nearby. Colonnades and awnings at ground level create a human scale experience.



North Elevation | William Street

East Elevation | Henderson Street

Built Form & Scale

Streetscape

Single and double height buildings along Henderson Street are responded to by reducing the hotel building mass. The Northern corner reaches 6 stories which responds to the FOMO building and carpark nearby. Colonnades and awnings at ground level create a human scale experience.

South Elevation | Spicers Lane

East Elevation | Paddy Troy Lane

Built Form & Scale

Streetscape

1

2

3

REFERENCES

01 View from Football Oval
02 View West down William Street
03 View North up Henderson Street
04 View from Paddy Troy Mall

4

VIEW FROM HENDERSON STREET

04 Functionality & Build Quality

Spicers will be an authentic Fremantle experience like no other – a boutique leisure precinct where tourists feel part of the neighbourhood and locals feel proud of. It will combine a conscious approach to the environment, an effortless cosmopolitanism and historic and coastal charm to become a new landmark for the city.

Spicers hotel will offer 150-keys with a pool, operated by a globally-minded hotelier capable of introducing a new standard of accommodation to the city. Four street frontages provide opportunities for fine-grain retail that's emblematic of Fremantle's cultural and culinary landscape, ensuring that Spicers is cemented as part of daily life for locals.

World-leading sustainability concepts will function as cultural experiences that show "what's possible" from hotel design. In a part of the world that has long lent on heritage, Spicers will announce the city's future intentions through a landmark piece of contemporary architecture to guests from around the world, while respecting Fremantle's much loved heritage character.

Pigmented precast concrete is the dominant material for the exterior of the building, chosen for its likeness to Fremantle's prominent limestone heritage buildings, ensuring the new development sits respectfully in its context.

In terms of planning and functionality, the development offers the following:

x 150 Room Keys

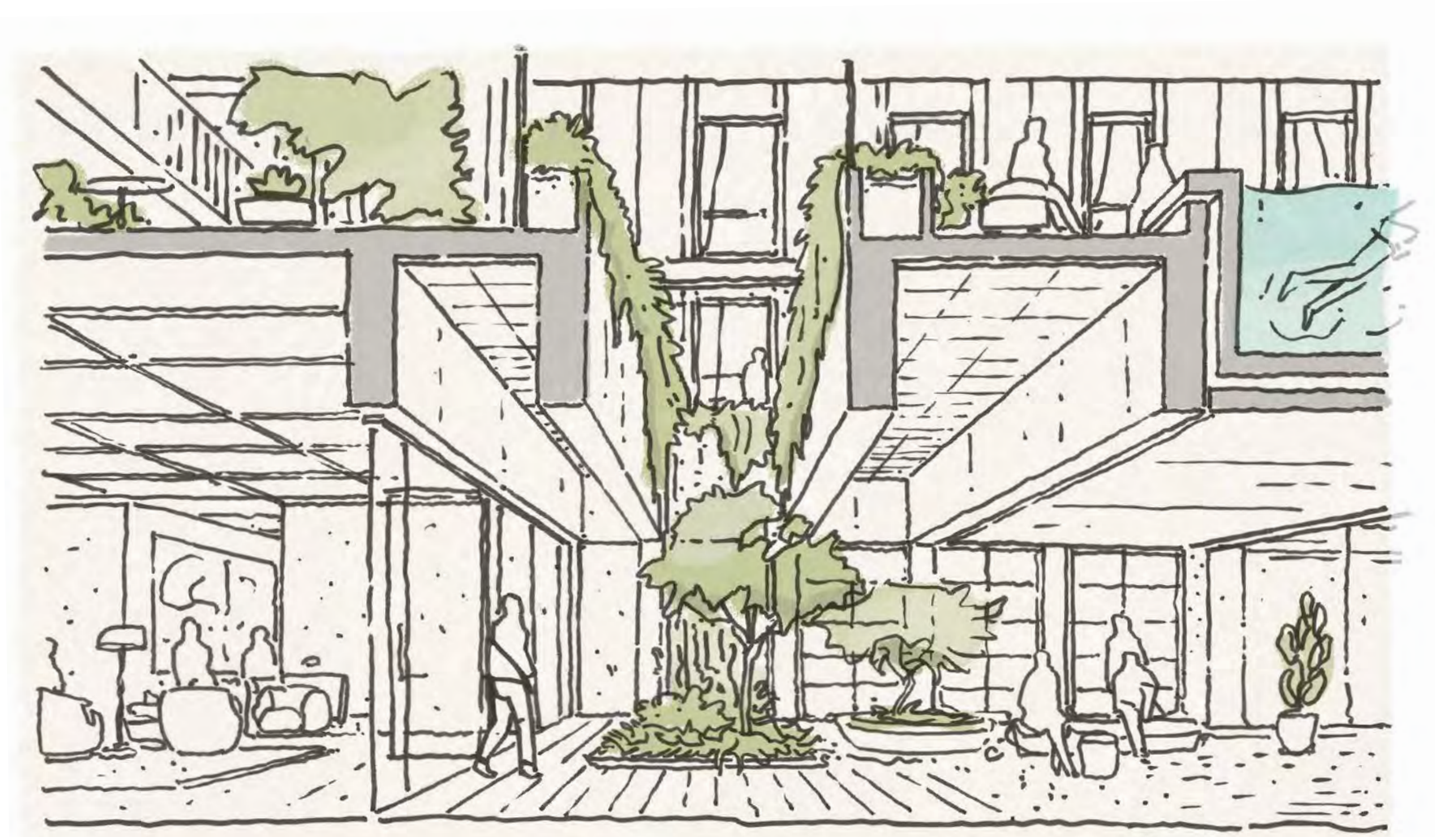
(x 126 Standard, x 17 Suite, x7 Accessible)

Private Pool, Pool F&B, Gym, Meeting & Events space

Public Laneway & Landscaping

x 3 Public F&B Tenancies

x 4 Retail Tenancies



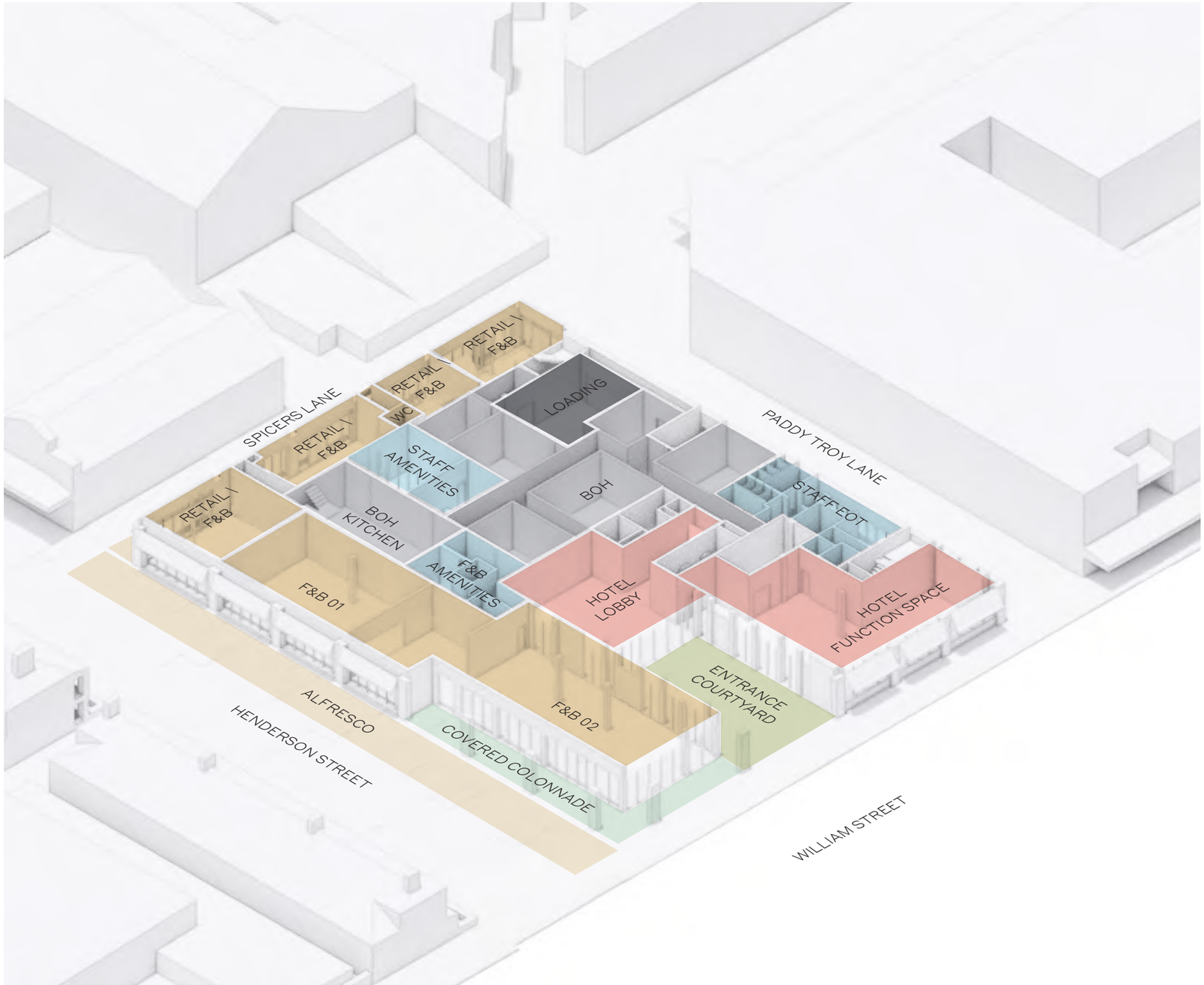
SECTIONAL PERSPECTIVE THROUGH HOTEL ARRIVAL COURTYARD

Functionality & Build Quality

Zoning | Ground Level

Retail: The proposed ground plane offers a strip of compact retail tenancies along the new Spicers Lane. There is an opportunity for these tenancies to provide authentic, fine grain retail experiences to stitch the site into the Fremantle CBD through authentic experiences that are enjoyed by both guests and residents.

Hotel: The traditional hotel lobby experience sees the city start and finish at the hotel doors. Spicers can invite Fremantle inside by providing a place for guests and visitors to relax, work and socialise. Hotel-operated spaces include bar and dining, and a flagship lounge space. There are opportunities for the building's sustainability credentials to be embodies in the experiences within the lobby.



Legend

- Hotel Lobby and Function Space
- Food and Beverage / Retail Units with dedicated WC
- Alfresco Dining Areas
- Amenities (Staff / F&B)
- BOH (Incl. BOH Kitchen)
- Loading bay

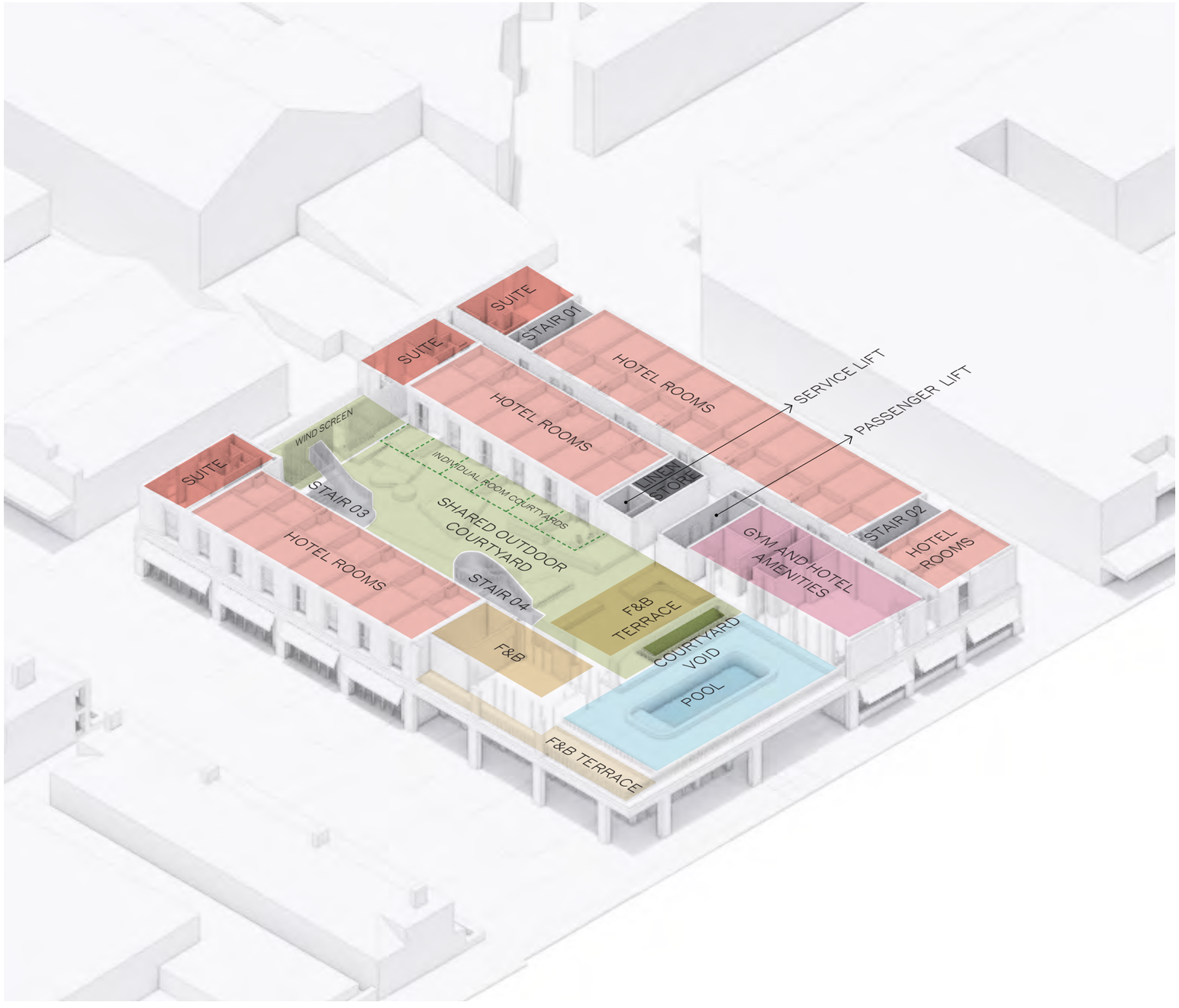
Functionality & Build Quality

Zoning | Level 1

The podium level of Spicers Hotel features an open-air landscaped courtyard with access to a pool and wellness/gym facilities. There is also a flexible F&B to service guests in the pool area.

The Level 1 courtyard combines wellness, recreation and social initiatives.

Fremantle's relative low density and flat topography mean that the level 1 podium experience has direct engagement with the street, fostering engagement, community and enabling passive surveillance for improved safety outcomes.



Legend

- Hotel Rooms and Suites
- Outdoor Courtyard
- Pool
- Gym and Hotel Amenities
- F&B and Terrace
- Stairs and Lifts

Functionality & Build Quality

Waste & Servicing | Ground

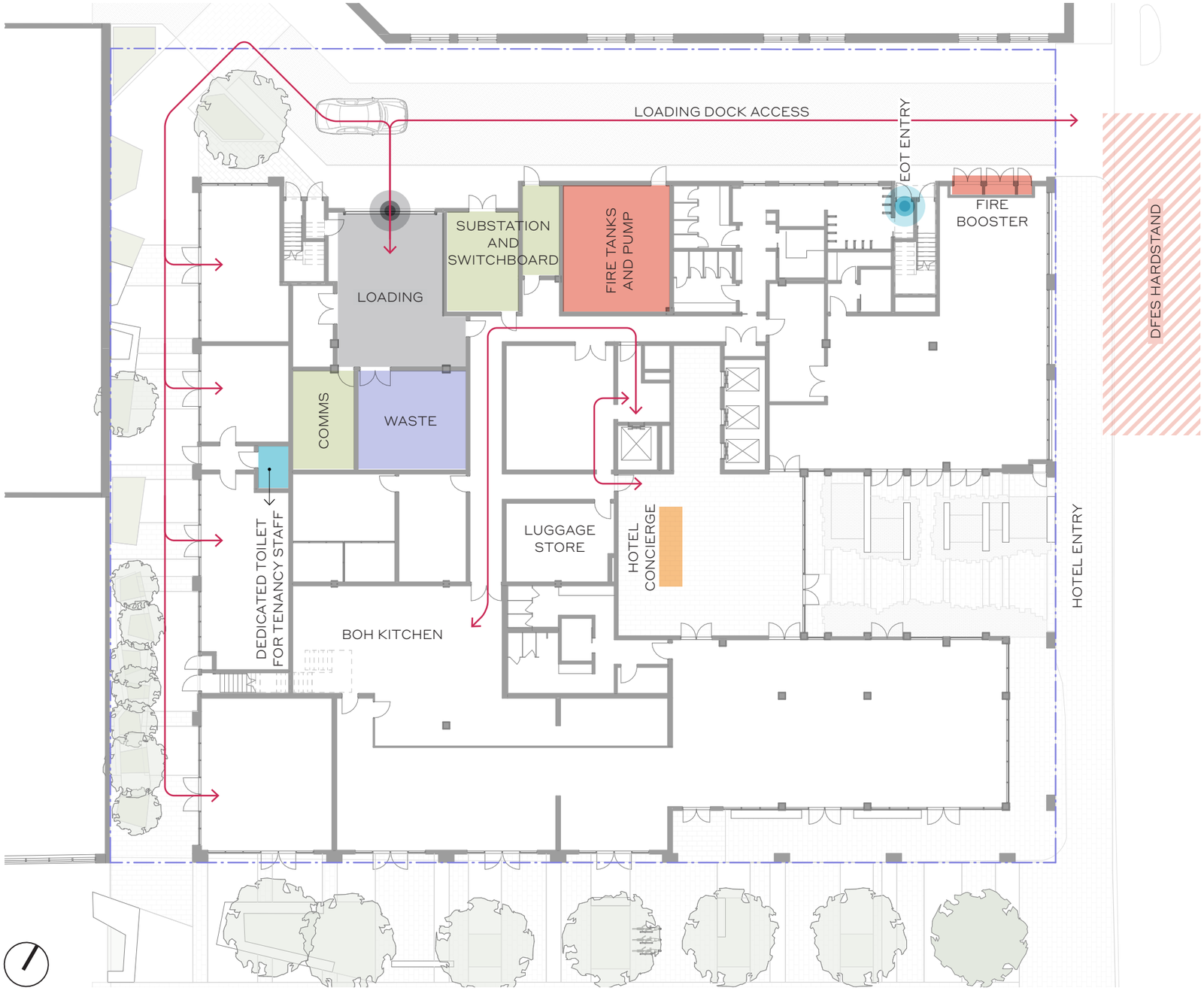
The BOH is consolidated and away from the edges of the site to maximise activation. Discreet entrance off Paddy Troy Lane enable necessary servicing.

Compact retail tenancies on Spicers lane are anticipated to produce minimal waste and will therefore access the waste and loading area via the laneway.

Hotel and F&B venues will access the loading and waste areas via BOH service corridors due to their anticipated servicing requirements.

Other necessary servicing areas such as substation, switchboard, fire tanks and pumps, and fire boosters are accessed via Paddy Troy Lane via discreet and architecturally integrated doors.

A designated area on William Street is required for a DFES hardstand in the unlikely event an emergency fire vehicle requires access.



05 Sustainability

Overview

The Spicers Hotel development is aspiring to surpass the minimum sustainability requirements as outlined below with voluntary ESD pursuits.

The governing policies the project is to adhere to:

- NCC Section J – Energy Efficiency
- Western Australia - State Planning Policy 7.0 - 5. Sustainability
- Fremantle Local Planning Scheme
- City of Fremantle Local Planning Policy 2.13

Robust & Durable Material Selection

The material palette for the proposed building is derived from the robust and durable buildings in the West End of Fremantle. The solid concrete building mass and durable metal balcony and screening structures provide a high-quality base for flexibility.

The design references the decorative parapets and stone detailing of Fremantle's West End. We propose to reuse the remnants of the now demolished limestone wall, integrating them into the design of the new building to tell the story of what came before us.

Solar Access & Radiation

The outdoor pool is strategically positioned on the northeast side of the podium to maximise morning sun exposure and protection from the prominent SW winds.

Awnings

Not only do the awnings provide way-finding opportunities, they provide solar protection from the F&Bs and tenancies, maximising energy efficiency. They also provide weather protection and opportunity for external alfresco seating.

Facade Depth

The façade is designed with a low window-to-wall ratio, which supports reduced solar heat gains and improved envelope performance.

Green Star & NABERS Target

- 5 Star Green Star Buildings (4 Star Design & As Built is the requirement within Fremantle LPS)

Wind Study

The wind environment around the development is generally suitable for pedestrian walking style activities from a comfort perspective with reference to the Lawson criteria.

Natural Ventilation

Ventilation strategy options are being explored, including operable windows in each room, as well as continuous mechanical ventilation with heat recovery.

Landscape Strategy

The landscape strategy will seek to maximise vegetated areas, particularly in currently underutilised spaces. Plant species will be selected to support pollinators and native vegetation resilience.

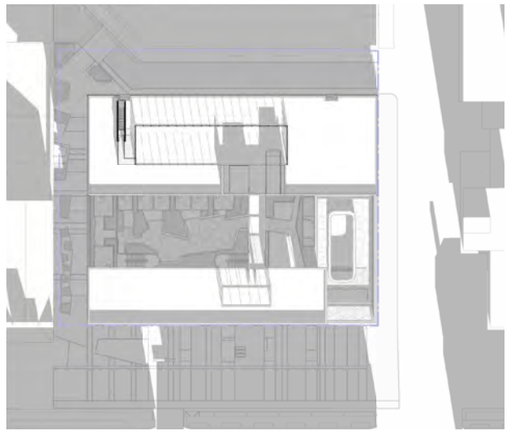
Solar Panels

Longevity/ Built to last

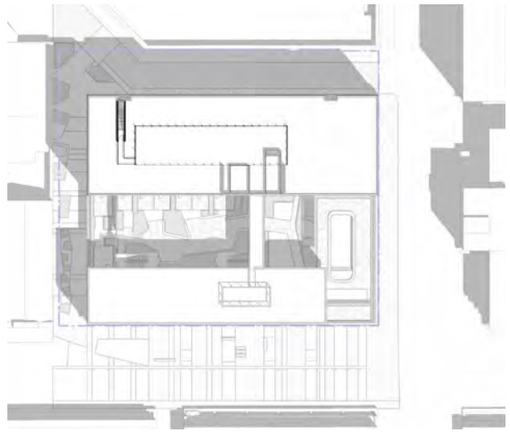
Awnings & Colonnades

Native Landscaping Palette

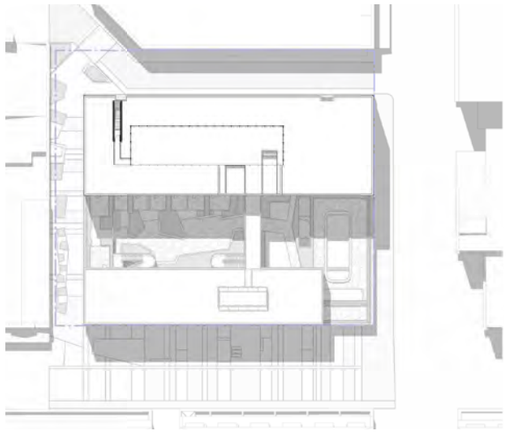
Shadow Study Diagrams



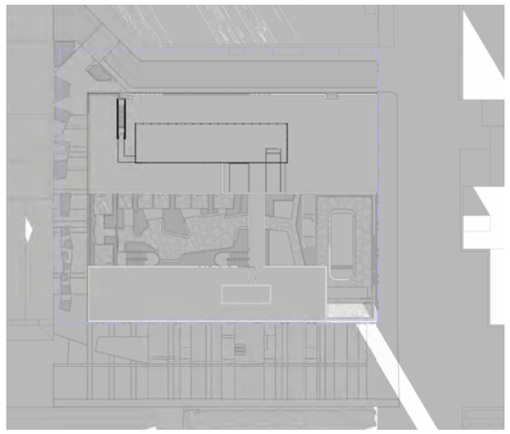
SUMMER SOLSTICE - DECEMBER 21ST - 8AM



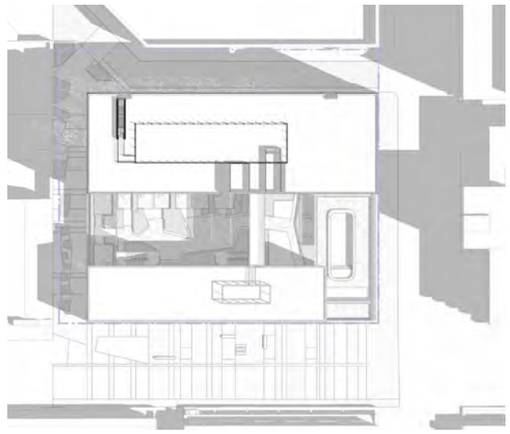
SUMMER SOLSTICE - DECEMBER 21ST -12PM



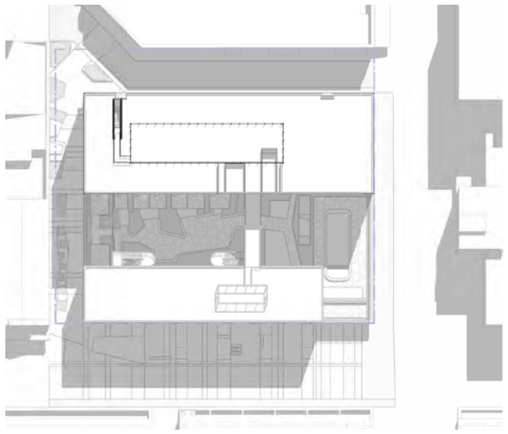
SUMMER SOLSTICE - DECEMBER 21ST - 4PM



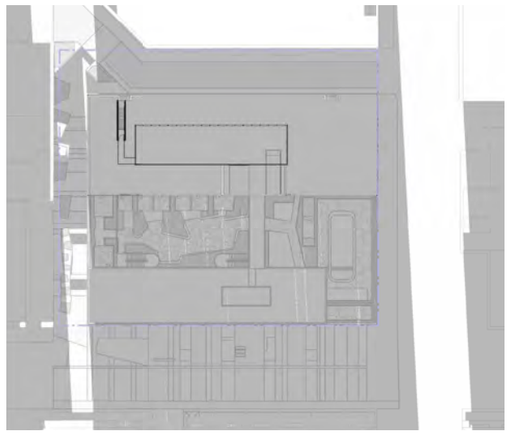
AUTUMN EQUINOX - MARCH 21ST - 8AM



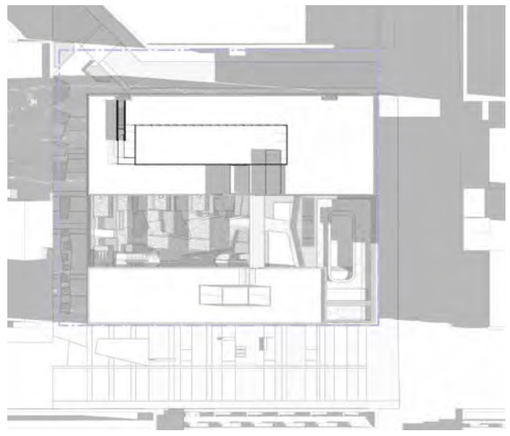
AUTUMN EQUINOX - MARCH 21ST -12PM



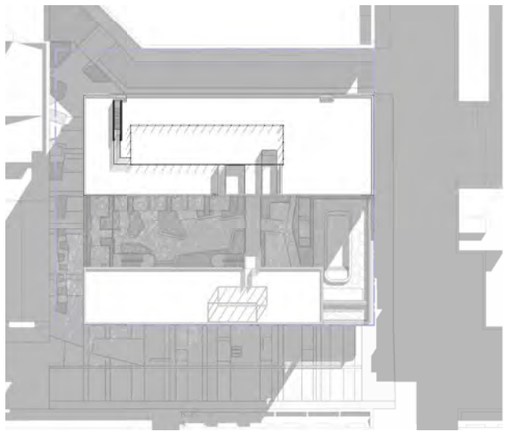
AUTUMN EQUINOX - MARCH 21ST - 4PM



WINTER SOLSTICE - JUNE 21ST - 8AM



WINTER SOLSTICE - JUNE 21ST - 12PM



WINTER SOLSTICE - JUNE 21ST - 4PM

06 Amenity

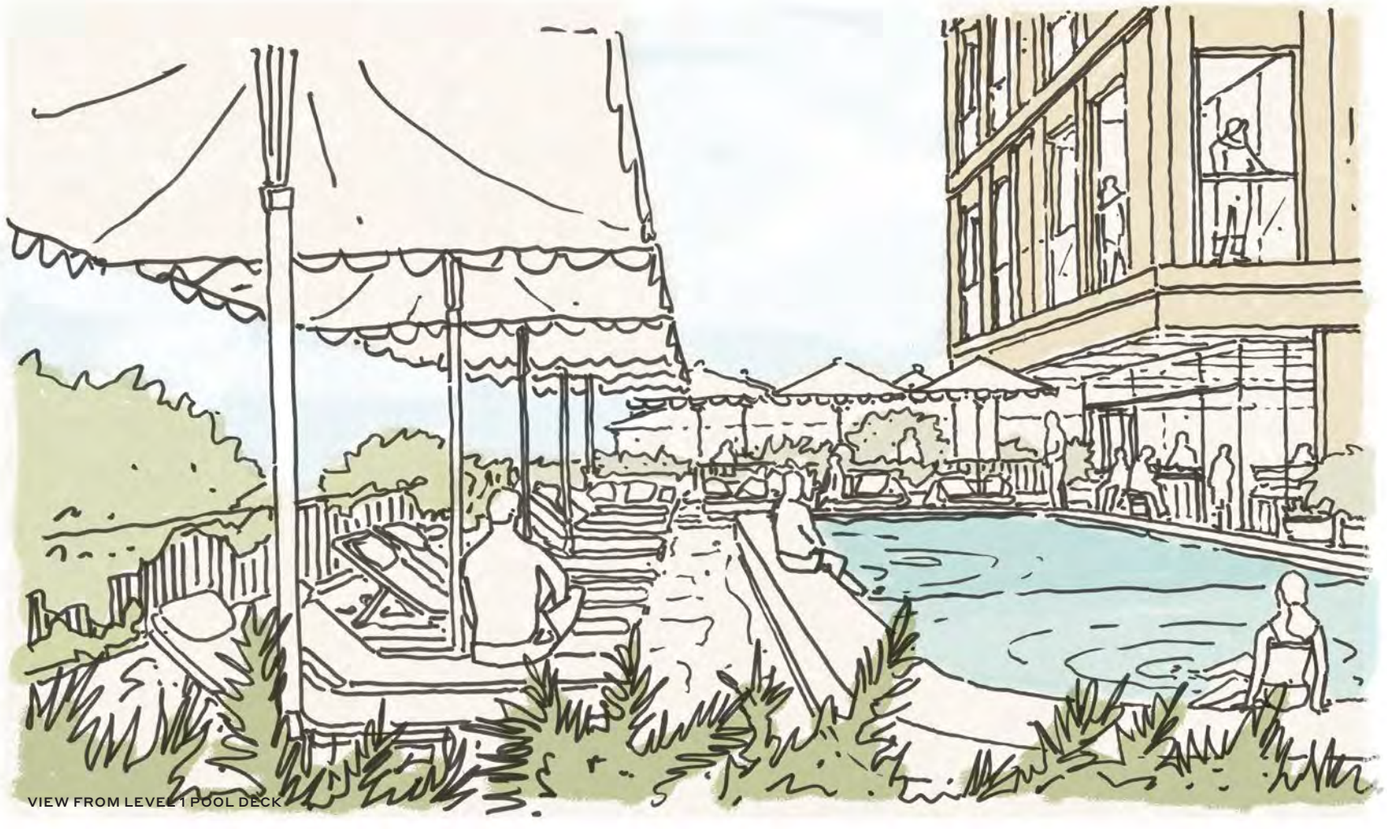
PUBLIC AMENITY

- ACTIVATED SPICERS LANE
- DIVERSE FOOD & BEVERAGE OFFERINGS
- VARIETY OF RETAIL OFFERINGS
- HOTEL LOUNGE | MEETING & EVENT SPACE
- DROP-OFF BAY FOR GUESTS

PRIVATE AMENITY

- POOL
- GYM
- LEVEL 1 COURTYARD
- PRIVATE TERRACES & BALCONIES
- EOT FACILITIES
- STAFF AMENITY

At 10 Henderson Street, Spicers is surrounded by the very best of Fremantle's many lifestyle and cultural landmarks.

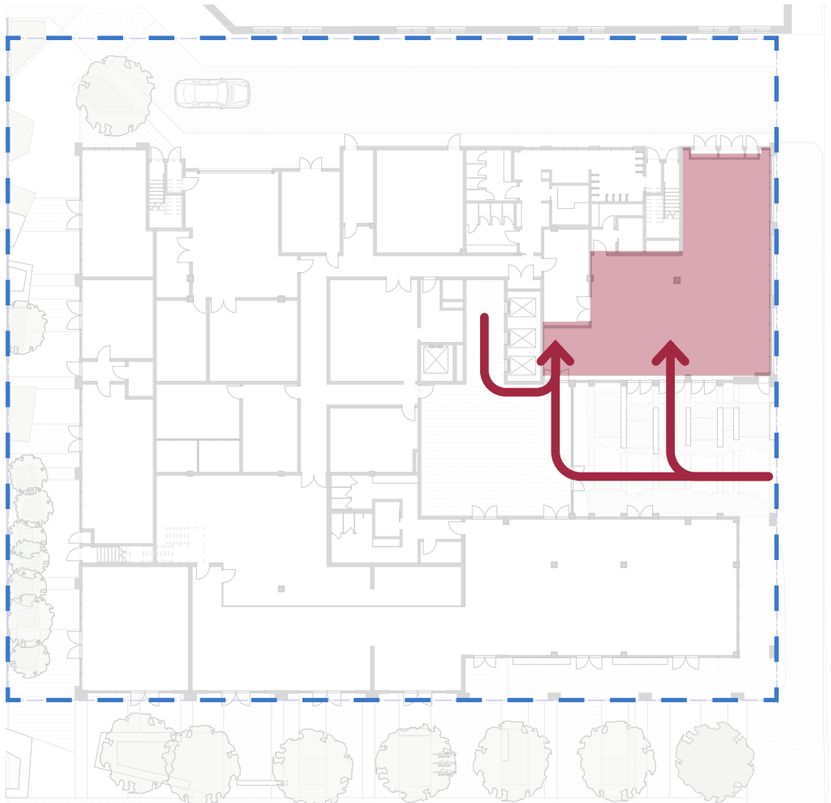


VIEW FROM LEVEL 1 POOL DECK

Amenity

Hotel Lounge | Meeting & Events

The Hotel Lounge and Meeting & Event space is located on William St, adjacent to the Entry Lobby. This space can act independently with a dedicated entrance off the Entry Courtyard but also integrate itself into the hotel with a secondary entrance. The space has it's own amenity in the way of toilets and kitchen space.



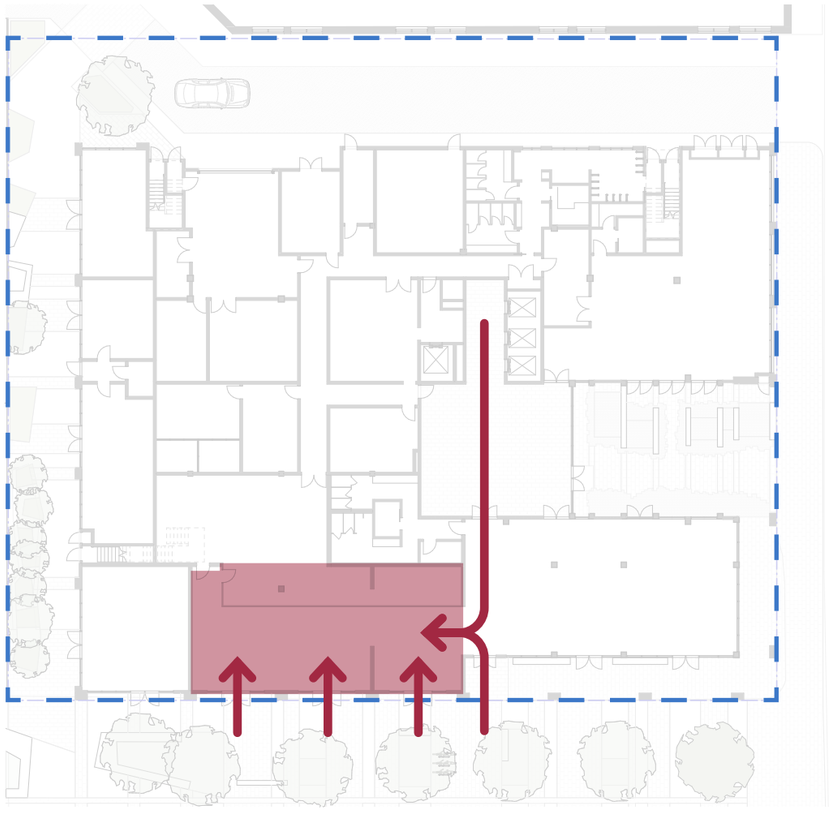
GROUND FLOOR PLAN

Amenity

Main F&B

Located directly off Henderson St, the Main F&B will offer an elevated dining experience with an integrated display kitchen. The Main F&B can operate as one large offering or be split into multiple smaller offerings.

Henderson St offers the opportunity for spill out alfresco seating as well as operable doors along the facade.

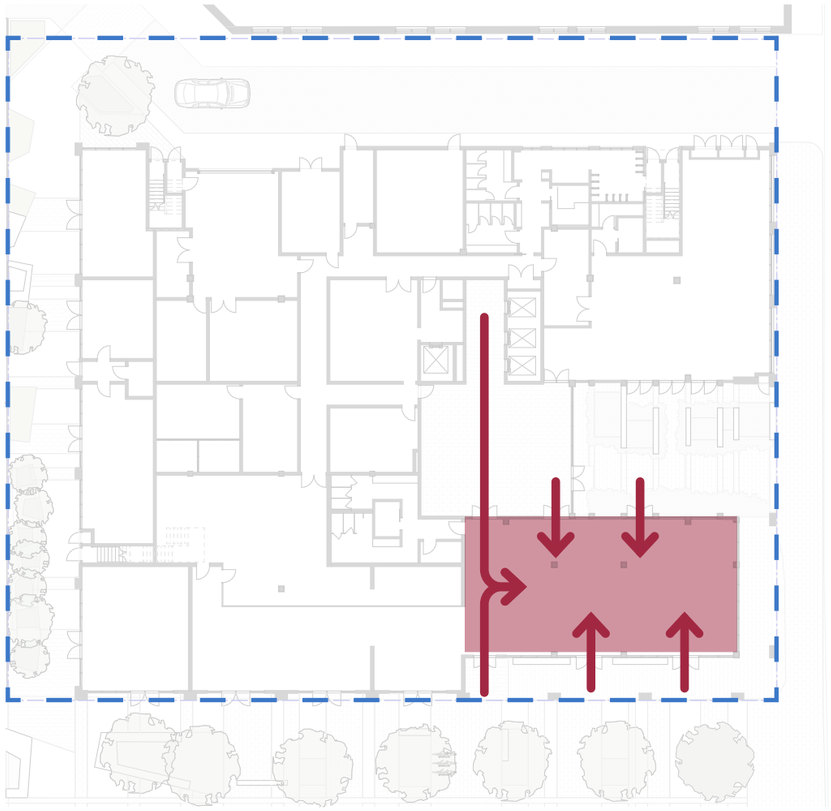


GROUND FLOOR PLAN

Amenity

F&B

Located on the corner of William and Henderson St, the F&B is activated from numerous sides. The colonnade and Entry Courtyard interface offers the opportunity for protected alfresco dining.

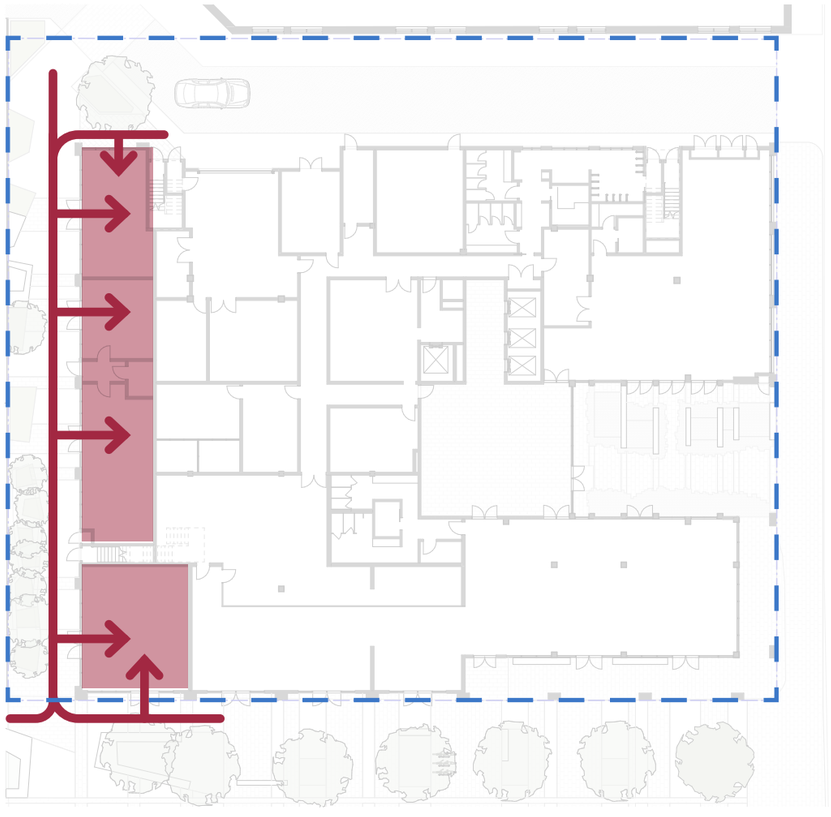


GROUND FLOOR PLAN

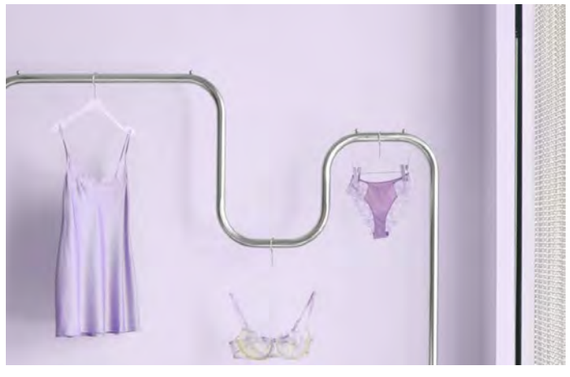
Amenity

Retail

Multiple retail tenancies provide activation to Spicers Lane and offer opportunities for increased footfall, accidental encounters and the invitation for pedestrians to sit and dwell within the Spicers site.



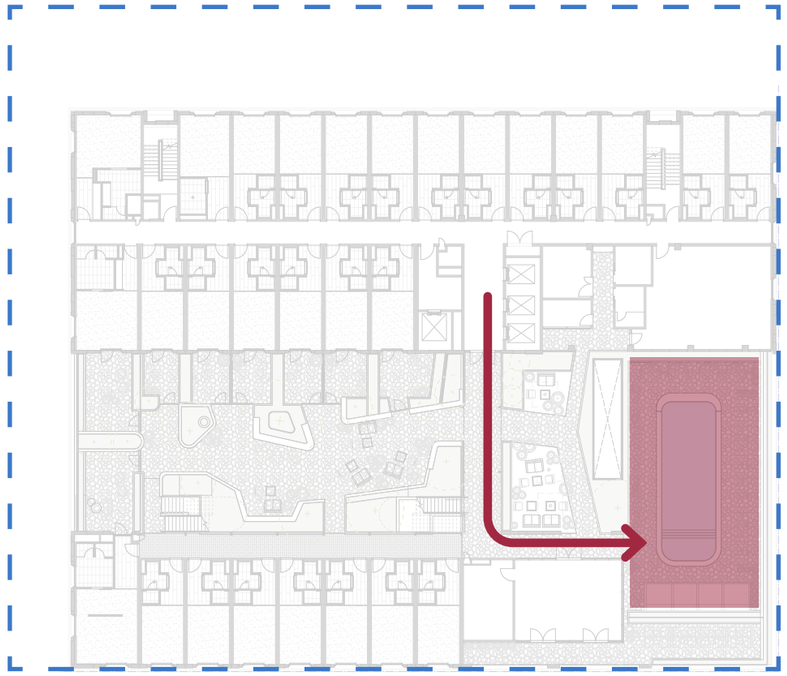
GROUND FLOOR PLAN



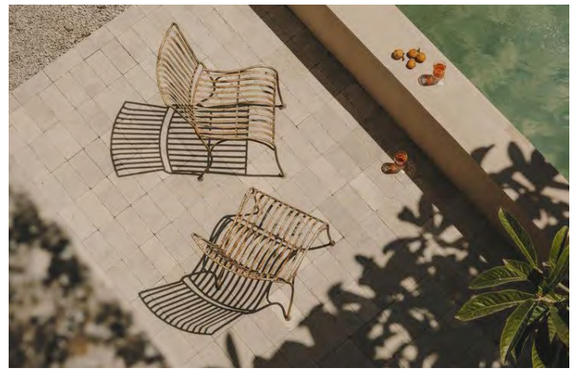
Amenity

Pool Deck

The north facing pool deck is positioned to shelter from the prevailing winds but capture as much direct sun as possible. Guests are invited to dwell and lounge in and around the pool.



LEVEL 1 FLOOR PLAN

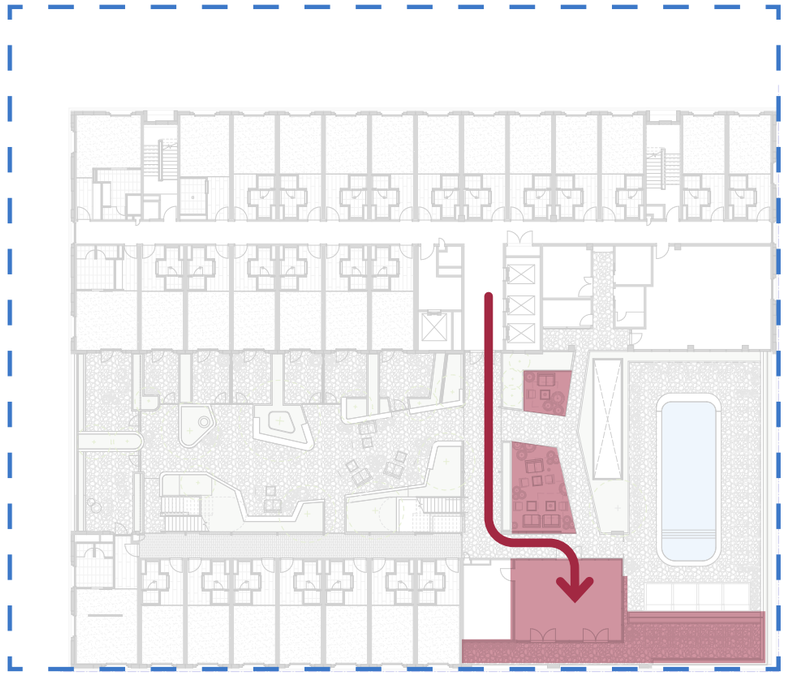


VIEW FROM LEVEL 1 POOL DECK

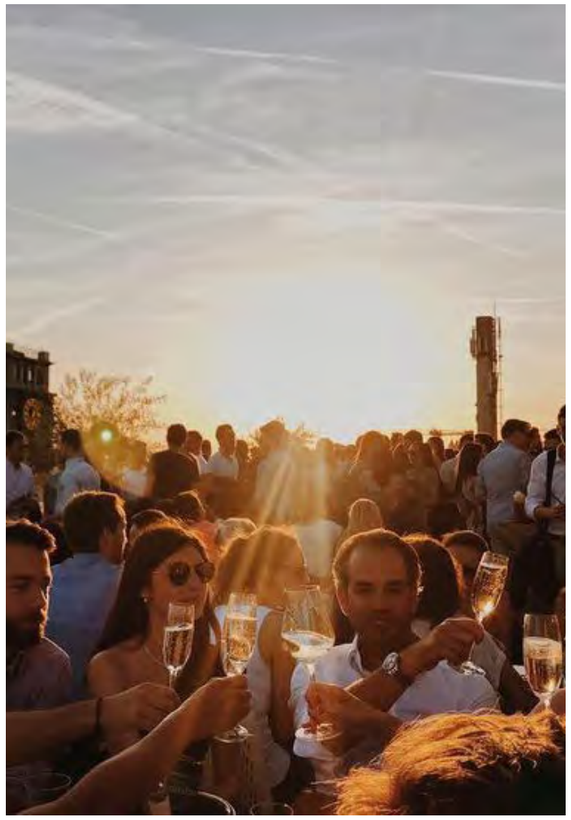
Amenity

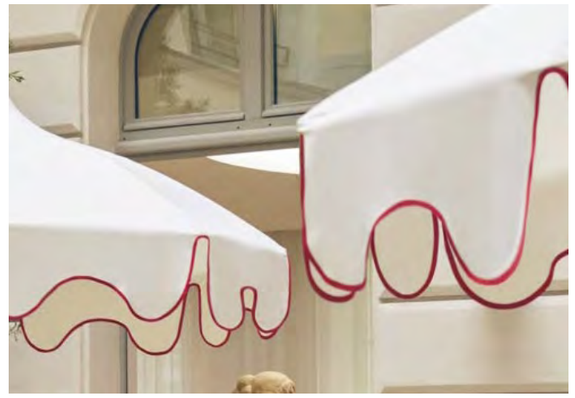
Pool F&B

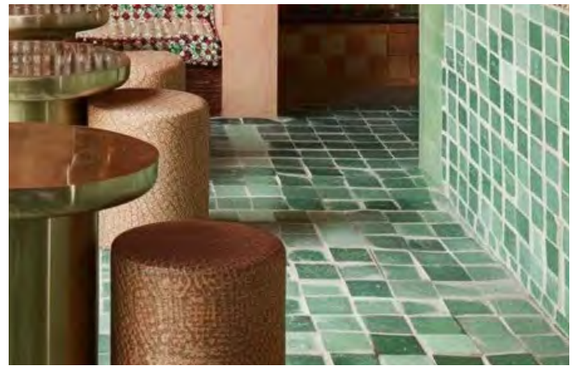
The Pool F&B provides direct outlook over the city of Fremantle towards the Warders Hotel, Fremantle Oval and the infamous Fremantle Markets. The public are invited to sit and dwell with a coffee of cocktail in-hand. The F&B has direct interface with the pool with informal spill out zones located within the courtyard.



LEVEL 1 FLOOR PLAN





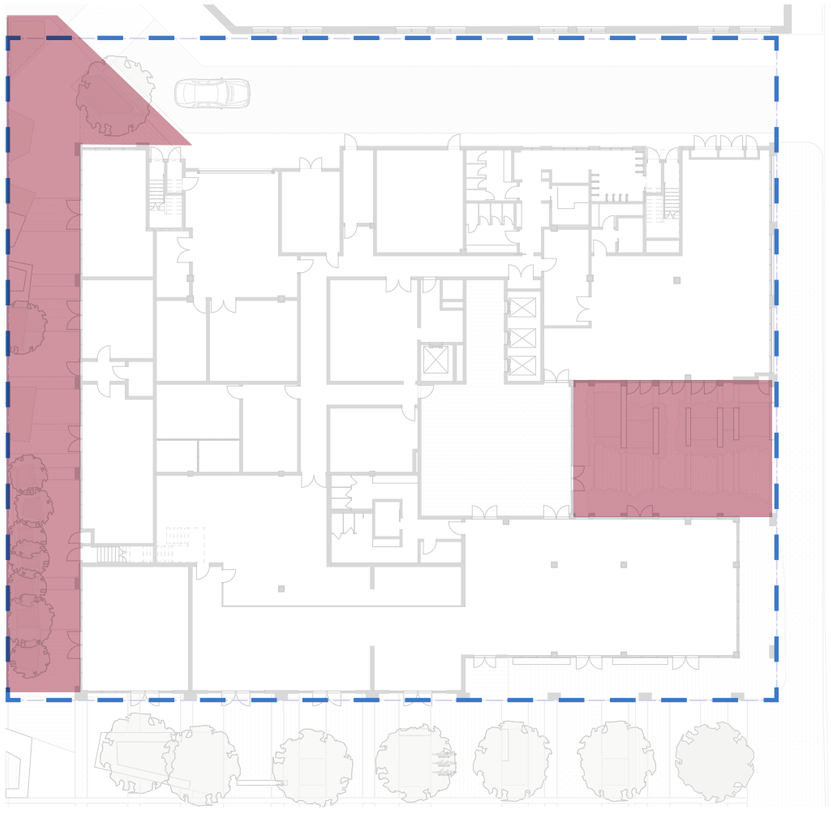


Amenity

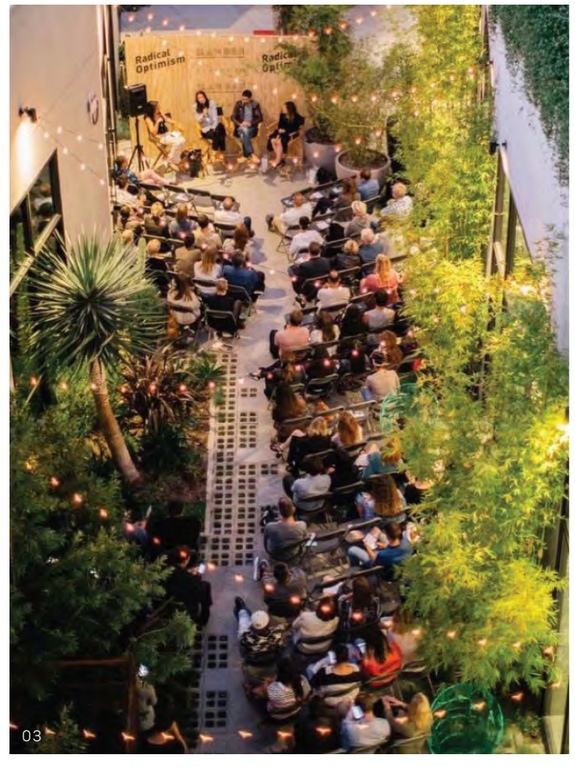
Ground Landscaping

The landscaping plan offers diverse zones that cater to both hotel guest and community needs, with a strong focus on the laneway and street facades. Key areas are designed to foster social connection, activity, and flexibility, creating spaces where the community can gather, play, and engage year-round.

Landscape to Henderson St is indicative only and extends beyond the site boundary.



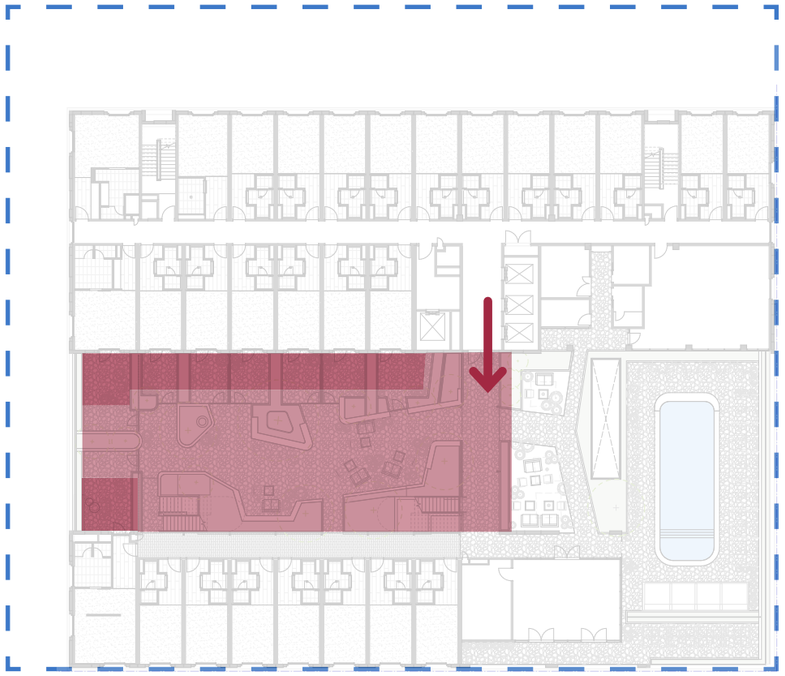
GROUND FLOOR PLAN



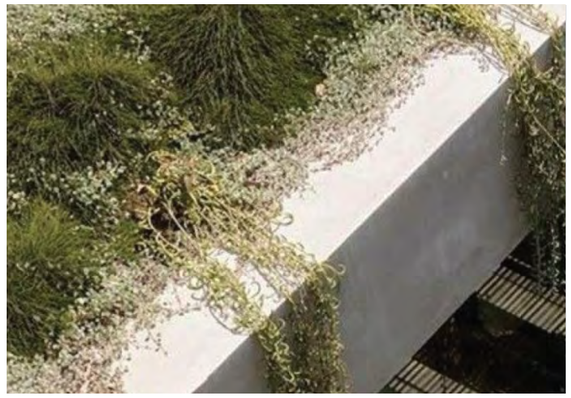
Amenity

Level 1 Courtyard Landscaping

Level 01 is for the hotel guests, to engage, relax and enjoy the sights and surroundings of Fremantle. A platform for both social interaction, and relaxation and wellness. The William St end provides opportunity to engage with the streetscape, with a vibrant pool area and food and beverage offering spilling out into a communal social space. The narrative changes as hotel guests travel through the central spine, with an increase in privacy for the central courtyard as well as private room terraces, offering intimate spaces for relaxation, or to simply watch the sunset.



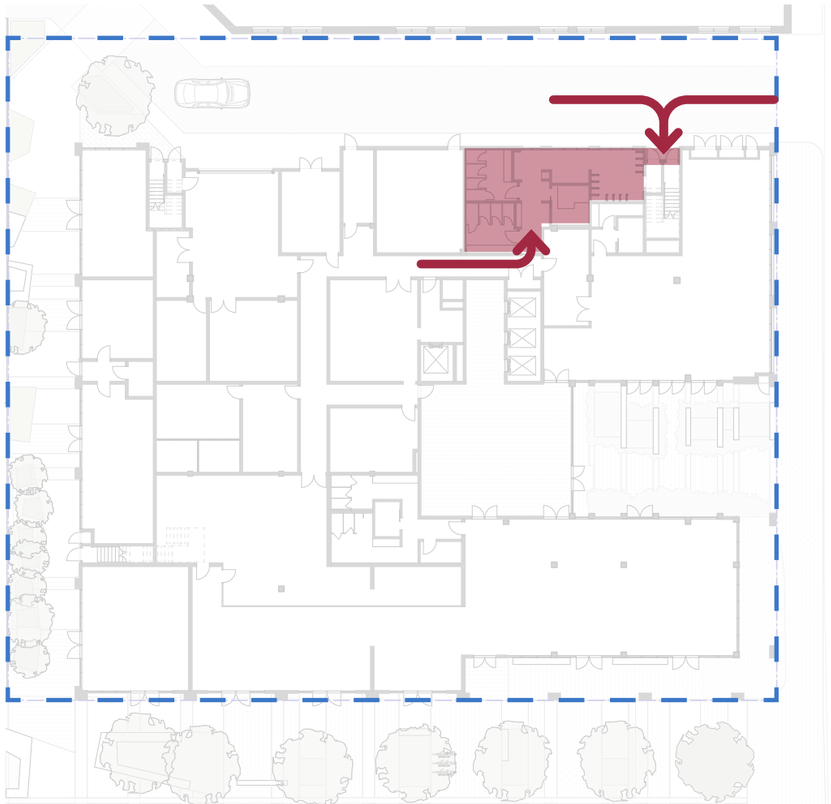
LEVEL 1 FLOOR PLAN



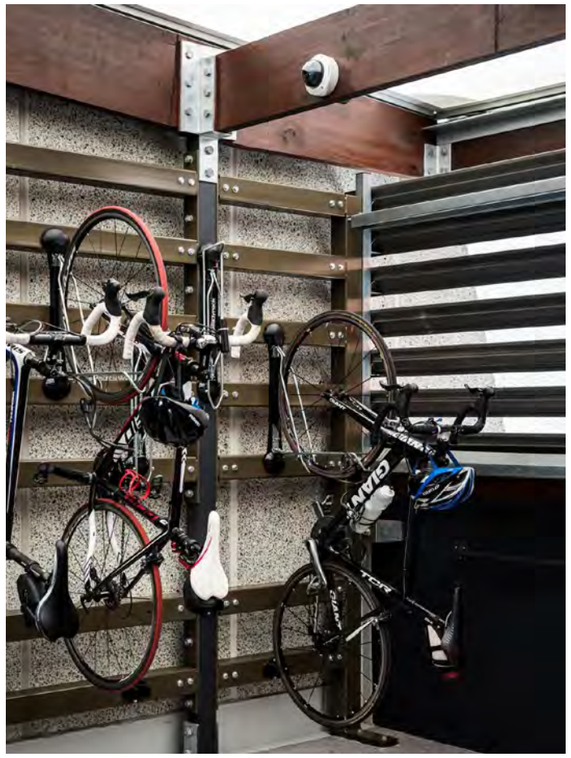
Amenity

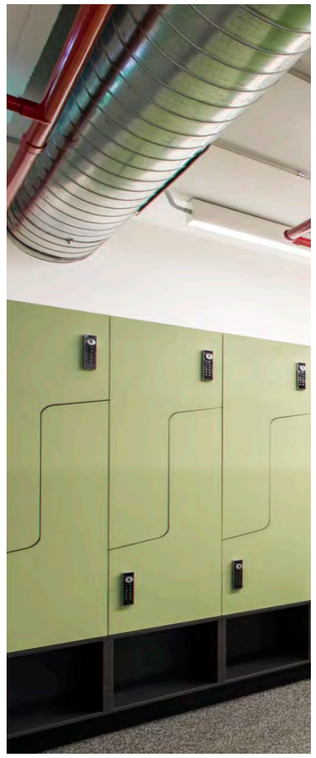
Staff EOT

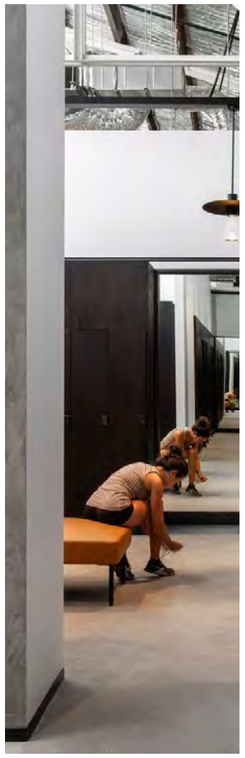
- x12 Bicycle Parking
- Easy Access from Main Road
- Cool Down Lounge
- x2 Female Showers
- x2 Male Showers
- x1 Accessible UAT
- Towel Drop



GROUND FLOOR PLAN



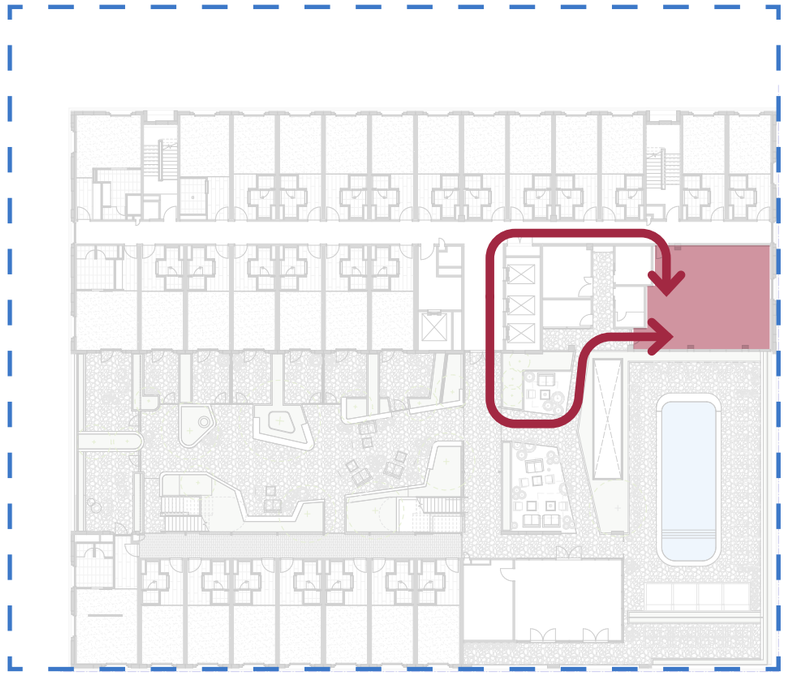




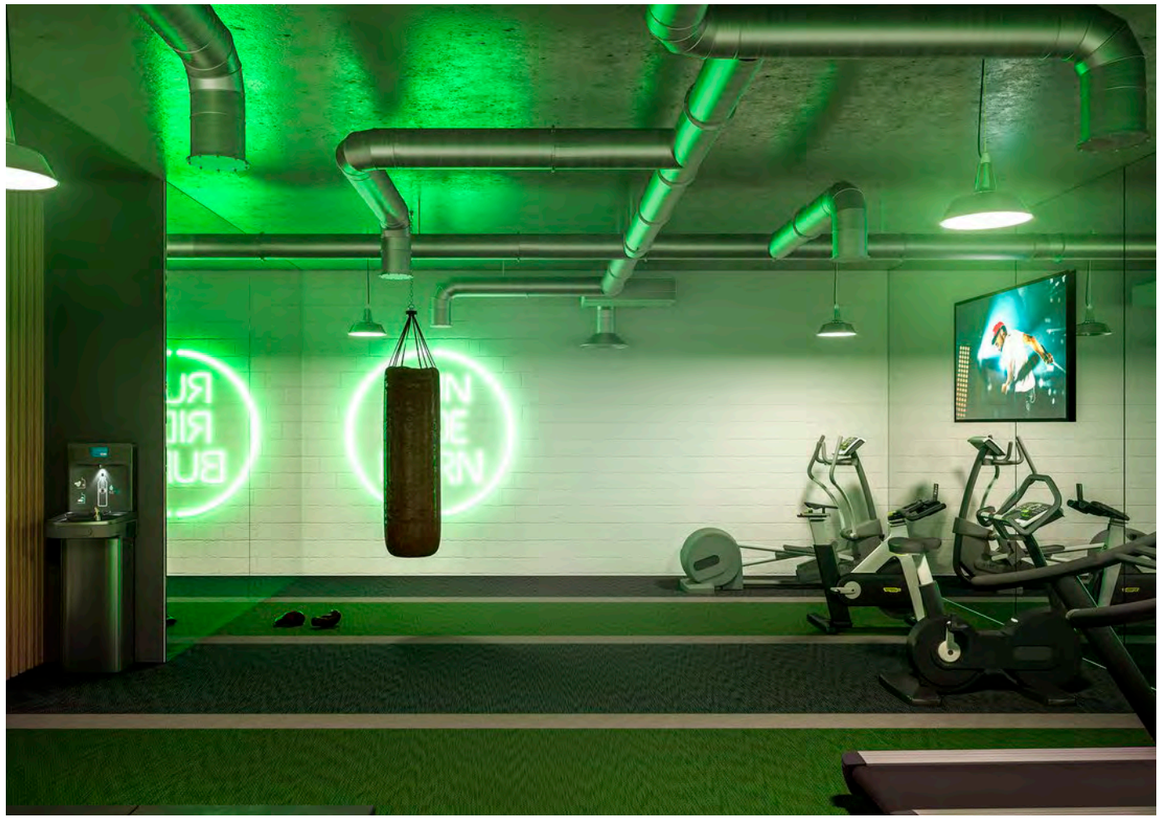
Amenity

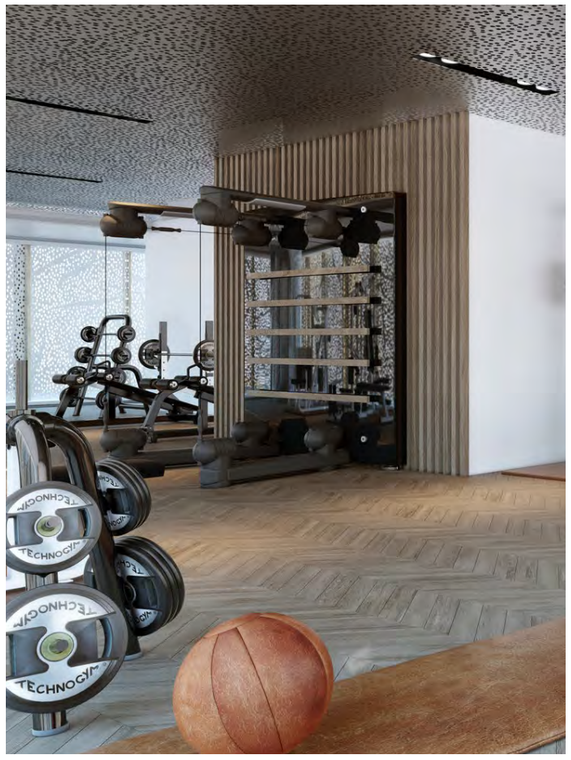
Hotel Gym

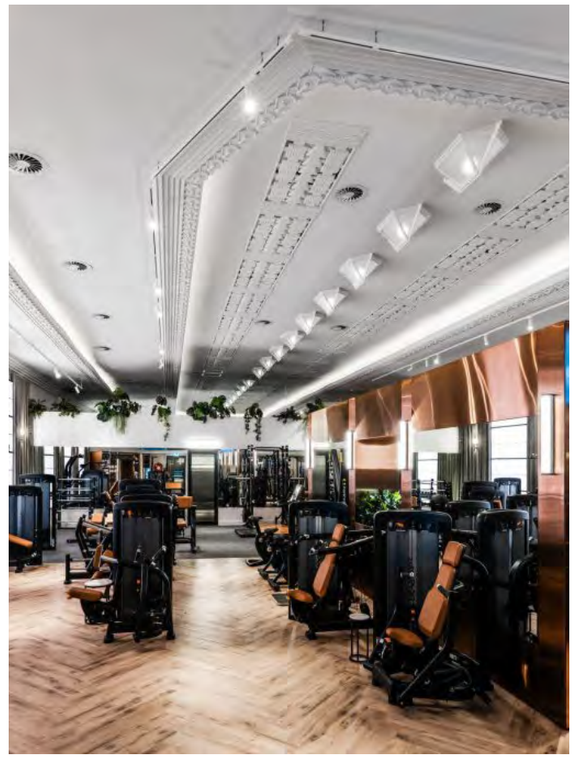
The hotel gym is located on Level 1 for all guests to use. The gym looks out over the Pool Deck with dual access from both the Level 1 Courtyard and internal corridor.



LEVEL 1 FLOOR PLAN







07 Legibility
08 Safety

How the building lands on the ground has been carefully considered. The positioning of the main entrance as well as secondary entrances have been determined to respond to immediate context as well as the desire lines of vehicles arriving to the site. Visibility in and out of the building at the ground level has been maximised through active F&B as well as Retail tenancies to Spicers Lane, Henderson and William St. The EOT has been located adjacent to activation along Paddy Troy Lane for promotion of foot traffic and passive surveillance.

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

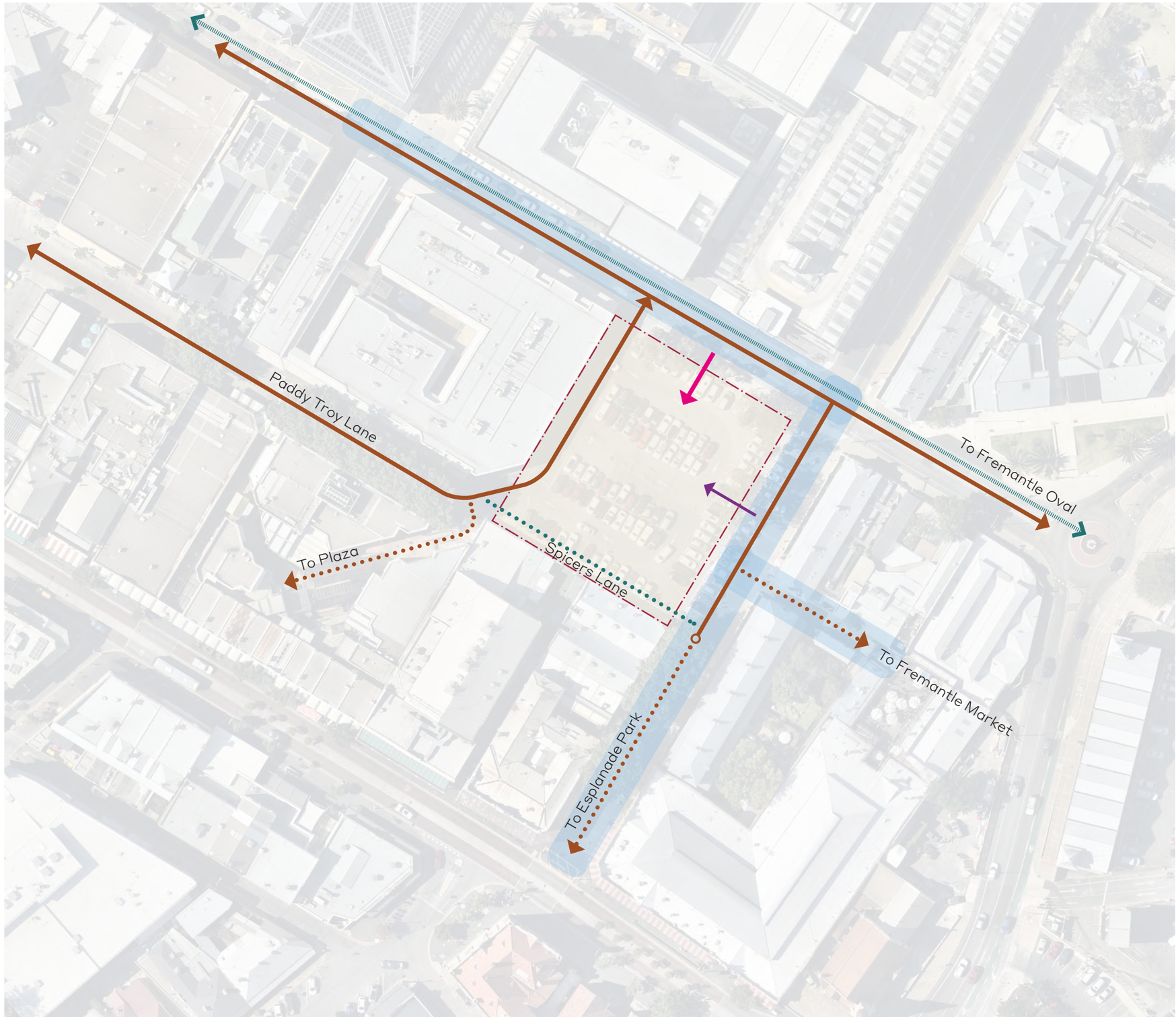
VIEW OF HENDERSON STREET FROM F&B VENUE

Legibility & Safety

Walkability

The site for Spicers Hotel sits in an important node with several terminating laneways and streets, resulting in high footfall. Footfall is further bolstered by the weekend activation of the historic Fremantle Markets and activity during football games.

The proposed Spicers Lane compliments the walkability of Fremantle and provides amenity to residents and visitors to the area. Spicers Lane provides public retail and/or F&B amenity, resulting in additional passive surveillance and improved safety outcomes day and night.

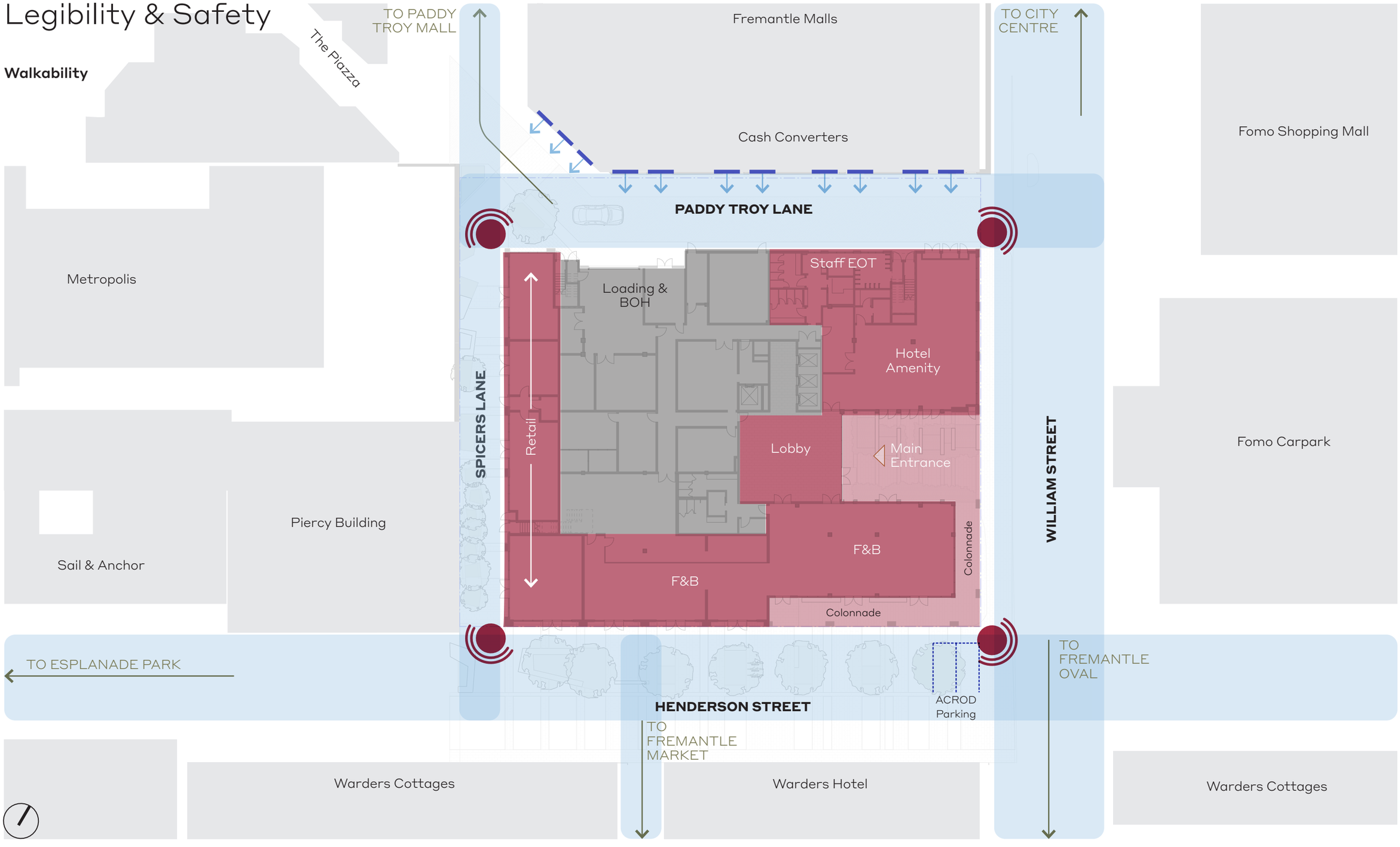


Legend

- Site
- Main Entrance
- Secondary Entrance
- Vehicle movement
- Pedestrian movement
- Proposed connection
- Cycle movement
- Connection hotspot

Legibility & Safety

Walkability



Legibility & Safety

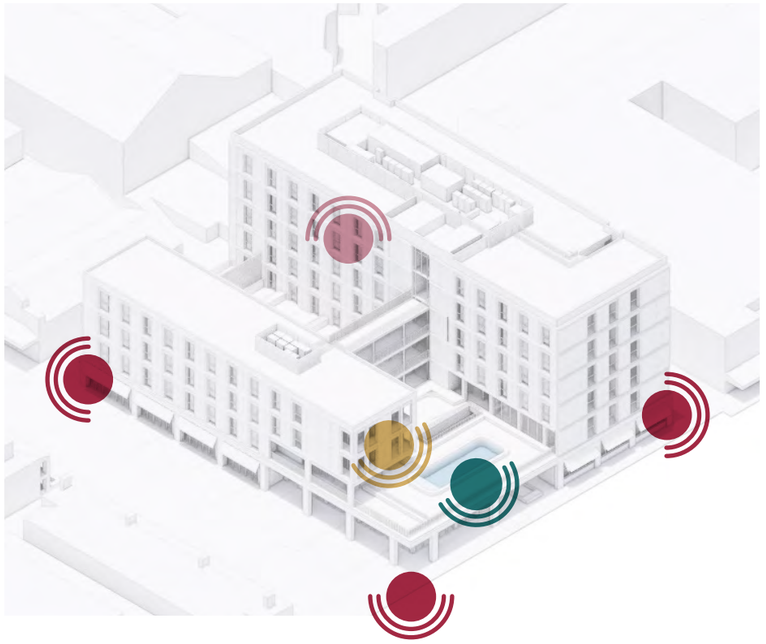
Principles

Entry Locations

Clear and legible public entry locations for intuitive wayfinding and passive surveillance. Staff entrances are dual-secure entrances to ensure safe access at all hours.

Legend

- Hotel Entrance
- F&B Entrance
- Retail Entrance
- Staff Entrance



Corner Treatment

Glazed retail or F&B tenancies have been placed on all corners of the site to ensure the ground plane has consistent passive surveillance, with the balconies and pool area providing additional activation. The colonnade opens at the corner to promote site lines from the corner of William and Henderson St.

Legend

- Passive Surveillance from Balconies
- Passive Surveillance from Tenancies
- Passive Surveillance from Pool Deck

Setbacks

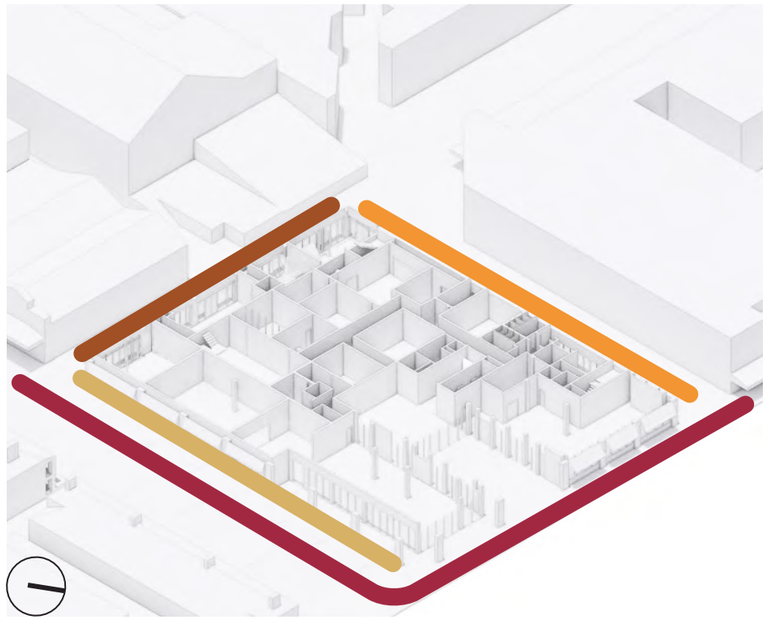
Deep setbacks to clearly define the hotel's primary entrance, with moderate and shallow setbacks to enable active edges in key areas and provide necessary public amenity.

Legend

- Deep Setback - Primary Entrance
- Moderate Setback - Spicers Lane
- Shallow Setback - Alfresco Dining
- Zero Setback
- Access Way

Legibility & Safety

Principles

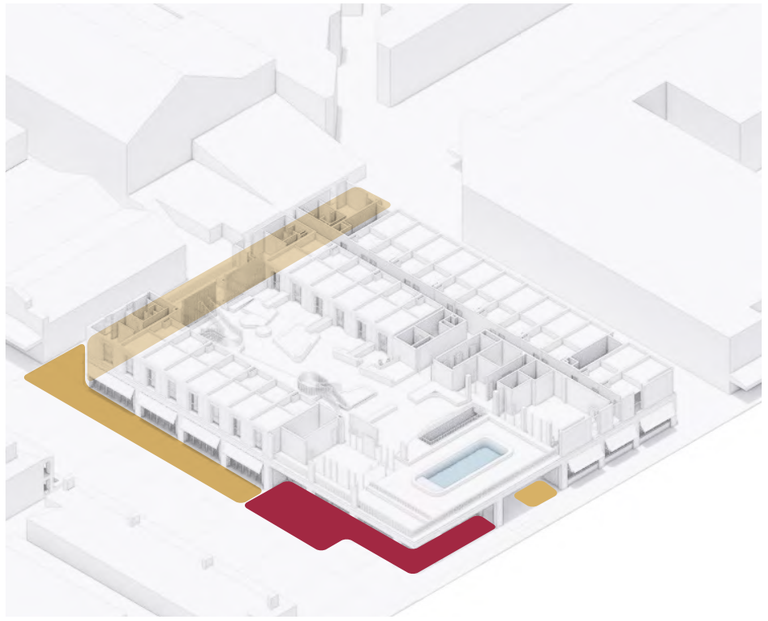


Lighting

Lighting is carefully balanced to provide atmosphere and ambiance to active edges to support retail and F&B, while brighter lights are used in select areas to promote safety.

Legend

- Alfresco Dining Lighting - Soft & Warm
- Festoon Lighting - Soft & Warm
- Street Lighting - Bright & Warm
- Laneway Lighting - Bright

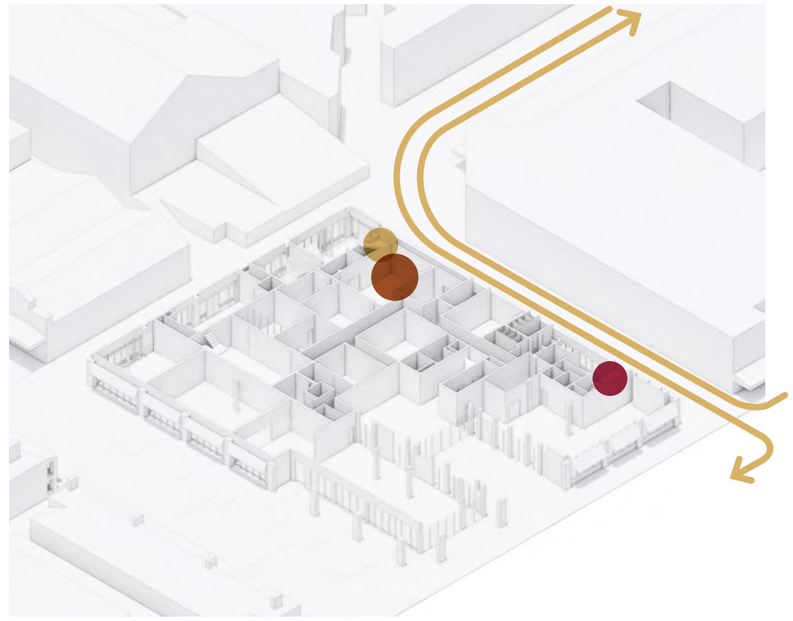


Street Furniture

Street furniture to the Hotel courtyard, Henderson Street, and Spicers Lane are integrated with landscaping, encouraging the public to sit and activate the street and providing consistent passive surveillance.

Legend

- Seating Integrated with Landscaping
- Hospitality Alfresco Dining



Paddy Troy Lane

Activating Paddy Troy Lane by placing tenancies and glazing to each corner, as well as glazing to the staff EOT and providing dual-security staff entrances to ensure safe access at all hours.

Legend

- Paddy Troy Lane Vehicular Movement
- Dual-Security Staff Entrance/Exit
- Dual-Security Staff EOT
- Secure Loading Area

02 Landscape Quality &
09 Community

The kinds of people that spend time in Fremantle – whether they live there, have traveled from Perth or are staying from further afield – are all seeking similar things. They appreciate its urban lifestyle, they are engaged by its progressive spirit and they see it as a place of opportunity.

These tenets have drawn migrants to the city for over a century, buoyed by its rich maritime industries and employment prospects. Its working class roots gave birth to a creatively-minded Bohemian set who were drawn in by the cheaper cost of living than Perth, but its status as artistic enclave itself became the drawcard.

Today's Fremantle retains this eclecticism as its streets play host to rich cultural events and destinations, supported by great amenity and authentic character. The newer cohort of residents, creative industry types and young families (who represent 45% of local households*), have moved to Fremantle thanks to the lure of this work-to-live (not live to work) mentality. This is reflected in 39% of all local residents now holding a university degree, nearly double the Western Australia average.*

Blue collar workers still make up a significant portion of the local workforce, but as Fremantle's Port transitions from a logistics hub to a knowledge hub, so too will the worker population. The trajectory for the city is that of a knowledge-based economy, supported by a healthy mix of trades, services and the creative industries.**

For tourists, the allure of the Indian Ocean has long been attractive to holiday-makers, but Fremantle is increasingly being seen as a leisure destination, where domestic business travellers set themselves up to make the short 28-minute trip into the Perth CBD by rail. When you've crossed the continent to get here, that morning commute seems inconsequential given the lifestyle tradeoffs.

* ABS, 2021
** Future of Fremantle Planning Committee, 2024

LEVEL 1 COURTYARD

Landscape Quality & Community

People & Audiences

Spicers will become an local anchor for three key audience segments:

Fremantle residents, domestic visitors and international tourists. Each holds their own expectations for cultural retail, quality hospitality and what defines a good accommodation experience. What these audiences share is a desire to embrace authentic Fremantle experiences.

Key Components of Spicers Hotel

1

Residents

"We live within walking distance of Spicers and it's become a go-to place to meet our friends after work or for a leisurely weekend lunch."

2

Domestic Visitors

"We're repeat guests and know that Spicers lives up to the hype. When work sends us to Perth, we make sure that we stay here in Freo instead of the CBD."

3

International Tourists

"We are using Spicers as our launching pad to explore Freo, as well as Greater Perth, as part of a comprehensive trip around Western Australia."

Landscape Quality & Community

Laneway Context

Laneways are a common typology in Fremantle. While in most instances they originally provided necessary off-street access to certain buildings, many have now become urban oasis, utilised as flourishing, landscaped, habitable places. Many of these laneways are privately owned, meaning they aren't always accessible. Spicers Lane is a continuation of this typology, however, the new laneway will be publicly accessible 24/7, and will provide amenity and for the community, surplus to many of the existing laneways in Fremantle. This flavour is also referenced perpendicular to Spicers Lane, with the formation of an informal laneway, starting at the Hotel Entrance Courtyard, through the pool deck and level 1 courtyard, and continuing into Spicers Lane.

Fremantle Courtyards

01. Bateman Courtyard
02. Mouat Street Courtyard
03. Ode to Sirens Courtyard
04. Cliff Street Courtyard
05. Emily Taylor Courtyard
06. Moore and Moore Courtyard

1

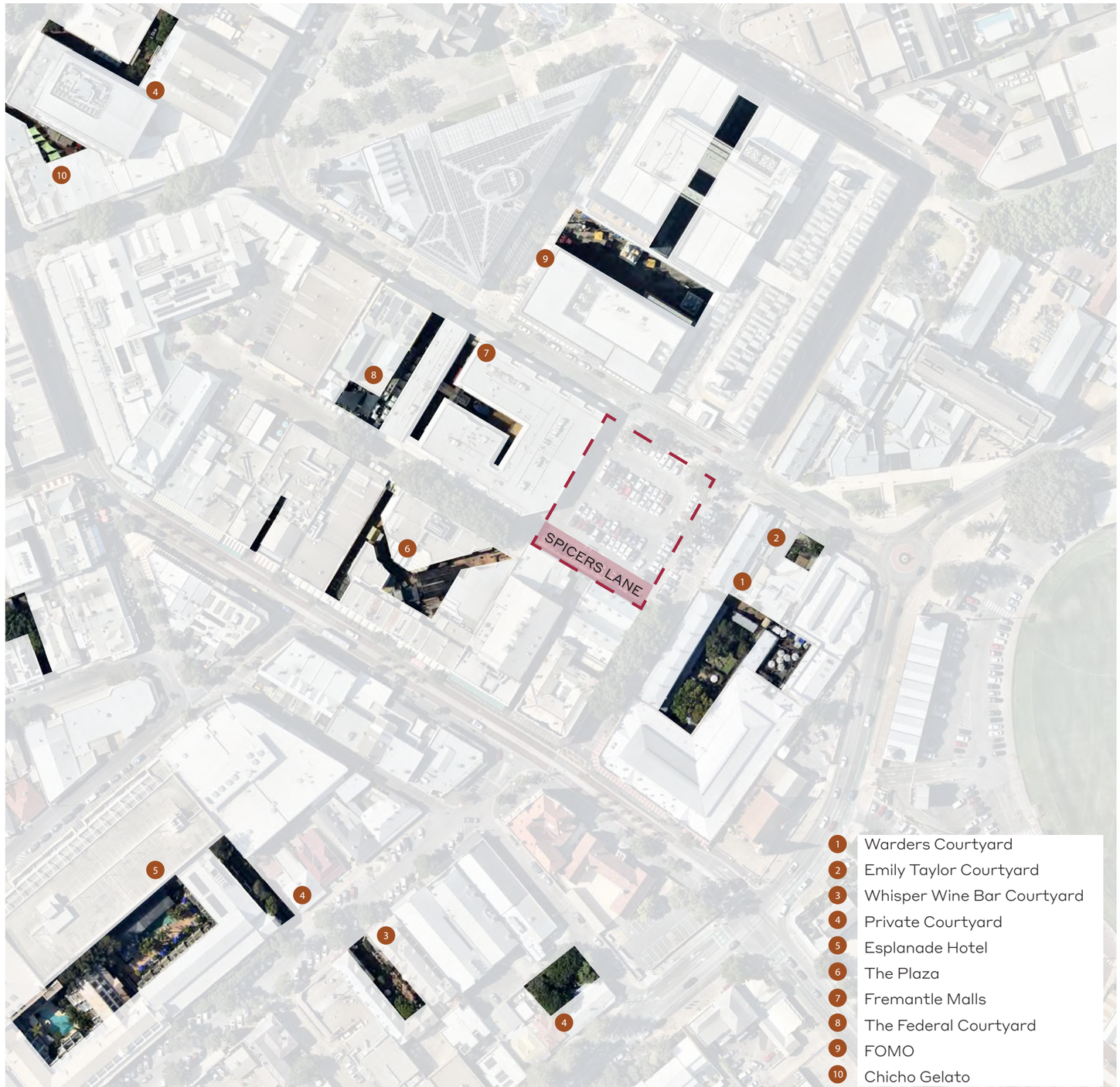
4

2

5

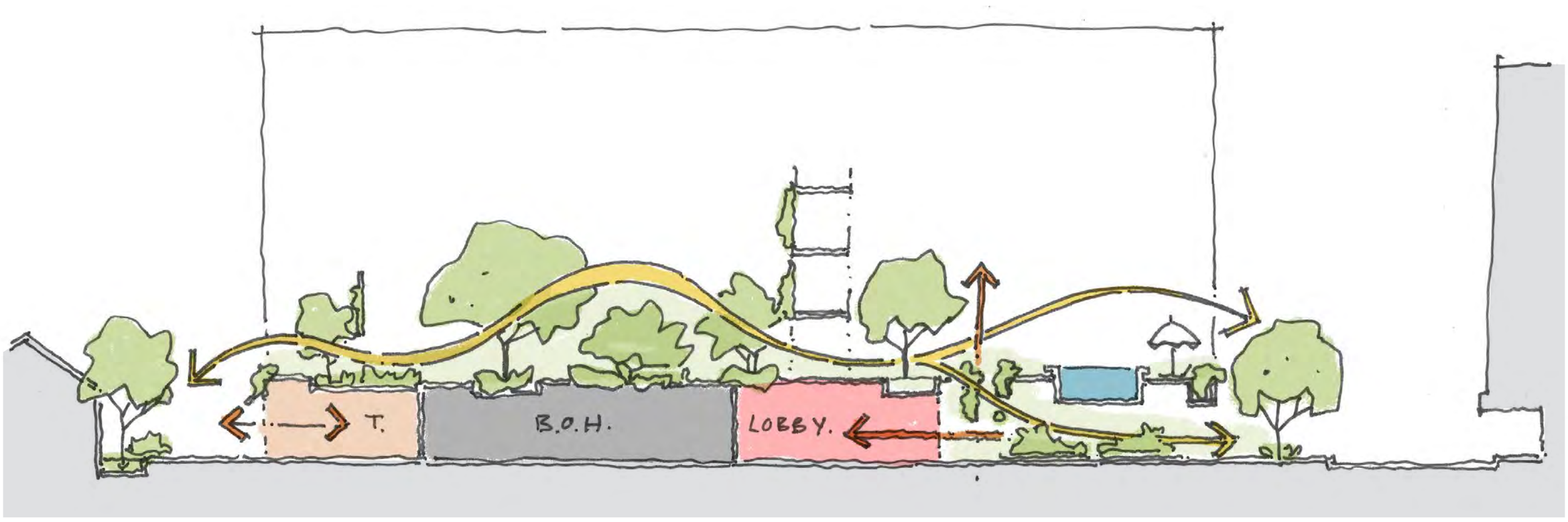
3

6



Landscape Quality & Community

Internal Laneway through Spicers Development



SPICERS LANE | LEVEL 1 COURTYARD | ENTRY COURTYARD | WILLIAM STREET

Landscape Quality & Community

Spicers Lane

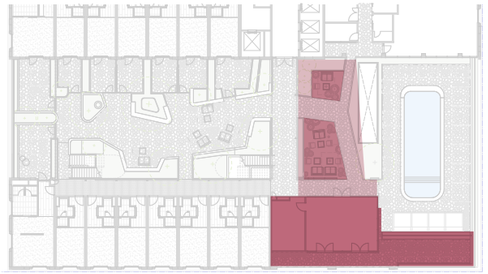
SECTIONAL PERSPECTIVE
THROUGH SPICERS LANE

SPICERS HOTEL

SPICERS LANE FROM HENDERSON STREET

Landscape Quality & Community

Pool Deck - F&B

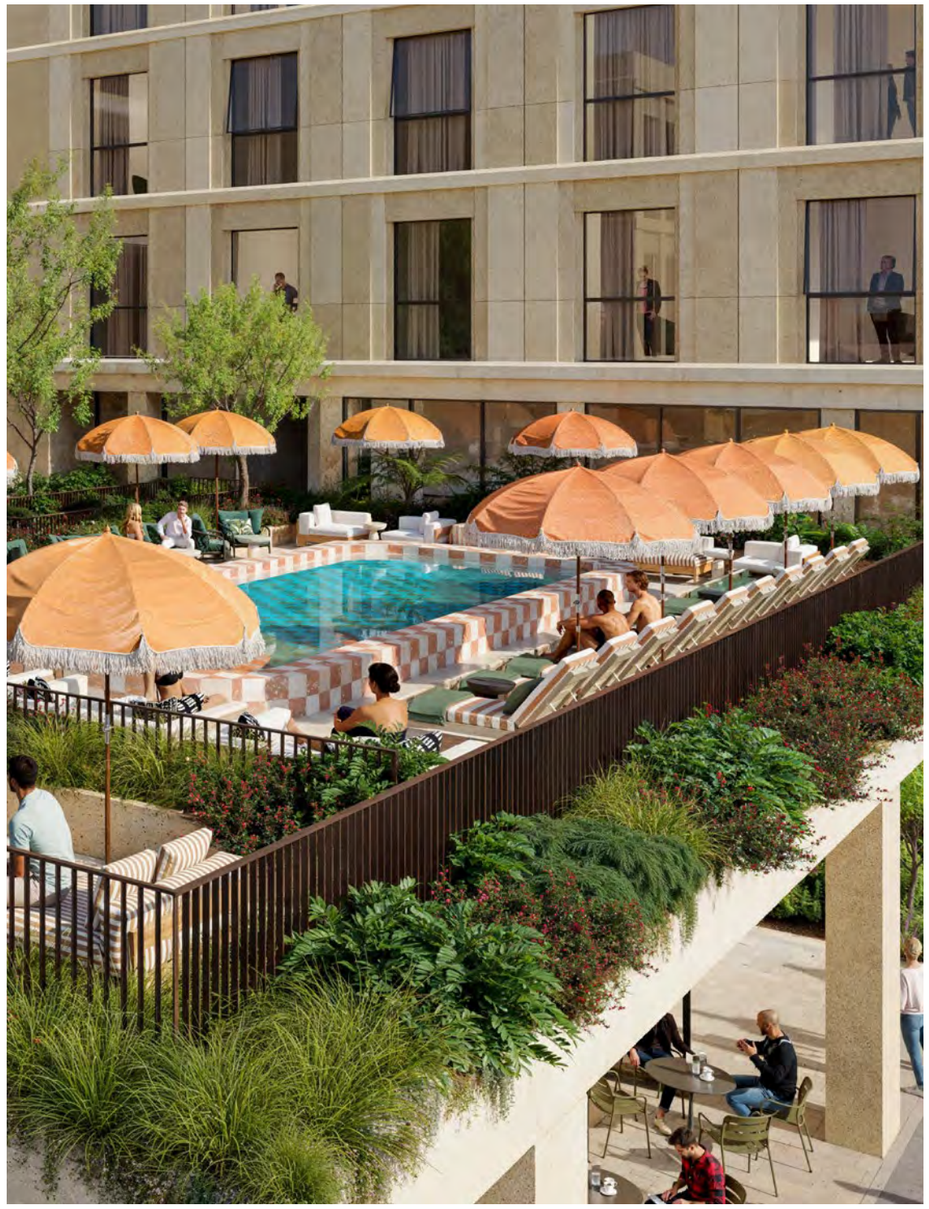


LEVEL 01 F&B

F&B SPILL OUT

A dedicated area next to the pool is dedicated to F&B spill out and provides opportunity for the public to dwell within the hotel.

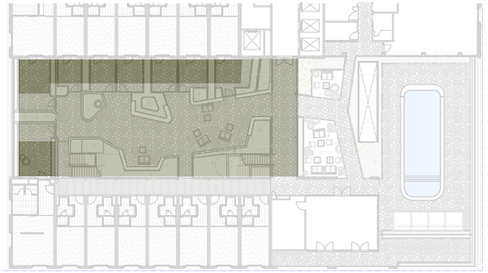
VIEW OF POOL DECK FROM LEVEL 2 CIRCULATION



Landscape Quality & Community

Level 01 Private Terraces

Courtyard

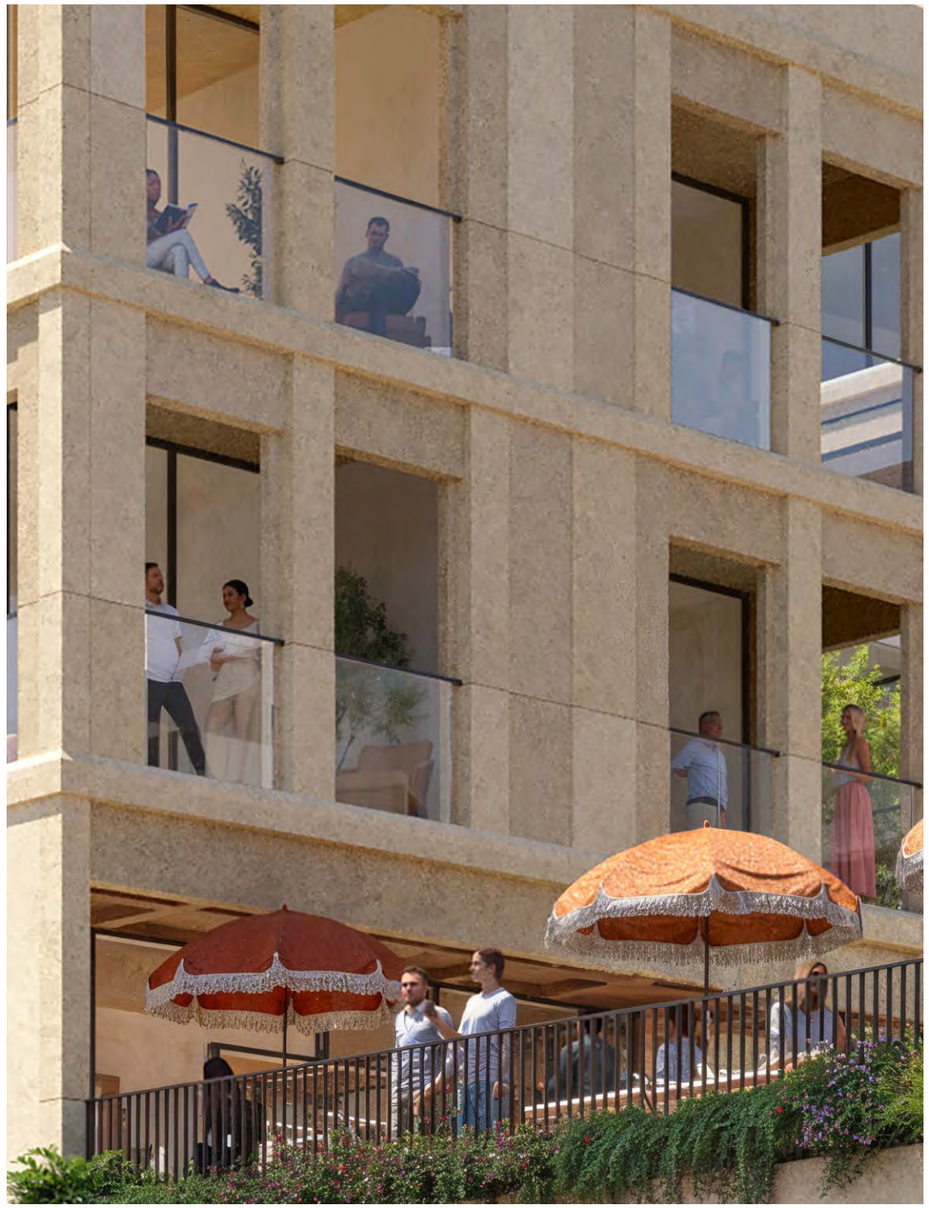


PRIVATE TERRACES

LEVEL 01 COURTYARD

The Level 01 courtyard provides opportunity for guests to meet, socialise and relax with in landscape.

SPICERS HOTEL LEVEL 01 COURTYARD



HENDERSON STREET

Landscape Quality & Community

Community

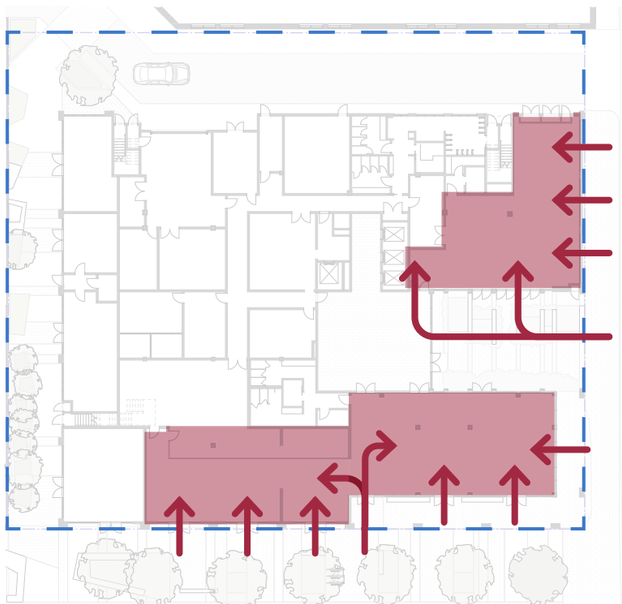
With the anticipated pedestrianisation of Henderson Street, the active edge offers deep alfresco dining for F&B venues, and future flexibility for events and other activations to the street.

The deliberate opening of the William and Henderson St corner invites pedestrians in. The positioning of the pool and associated F&B at this same corner holds the corner of the site through a social queue.

Awnings create wayfinding as well as signage opportunities to the various F&Bs and tenancies along the building's edges.

The colonnade provides sheltered seating opportunities to the F&B venues, inviting pedestrians to sit and dwell in and around the site.

VIEW FROM HENDERSON STREET



VIEW FROM HENDERSON STREET

Landscape Quality & Community

Community

VIEW TOWARDS SPICERS LANE FROM PADDY TROY LANE

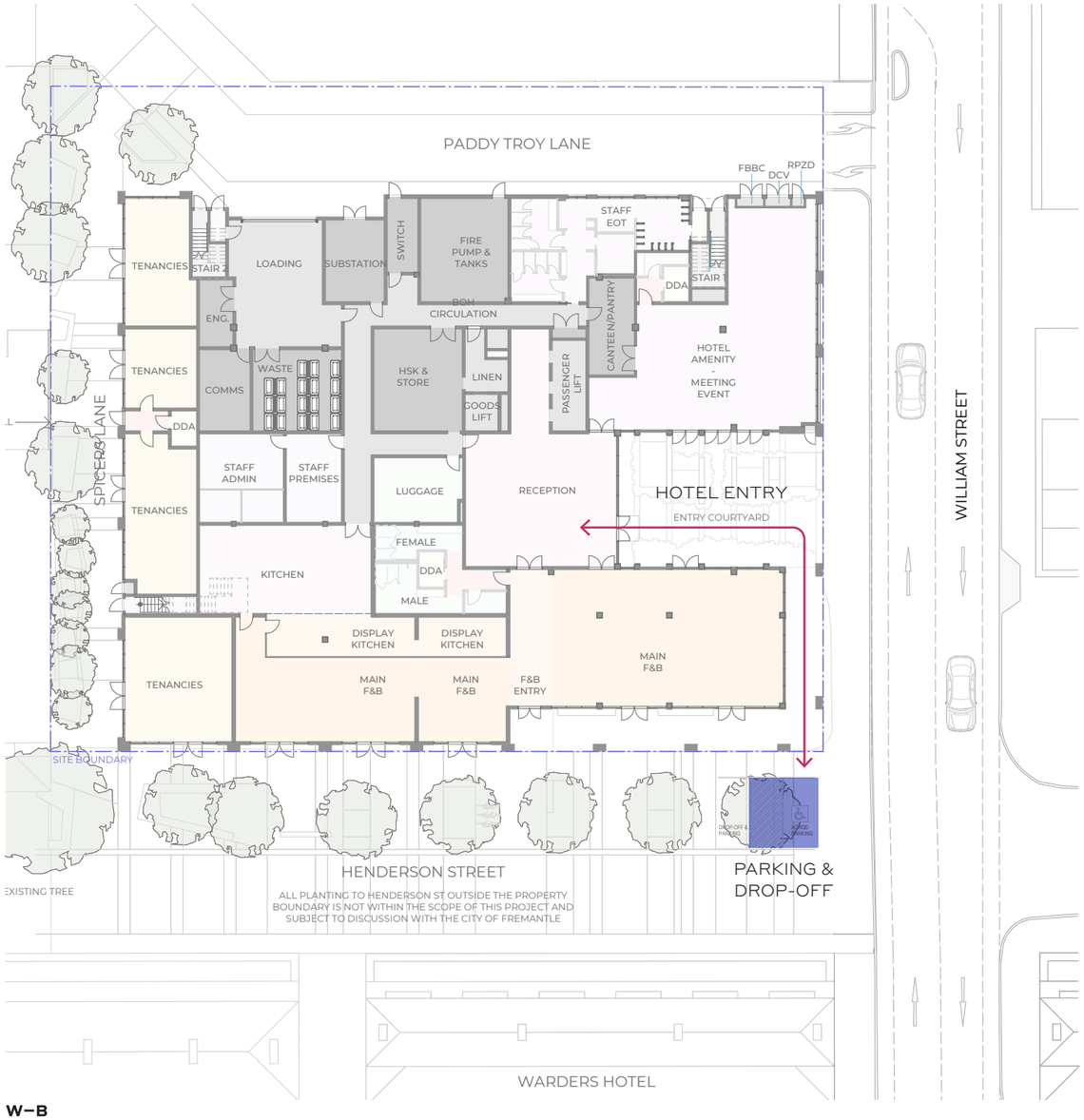
VIEW FROM SPICERS LANE

VIEW LOOKING DOWN SPICERS LANE

Landscape Quality & Community

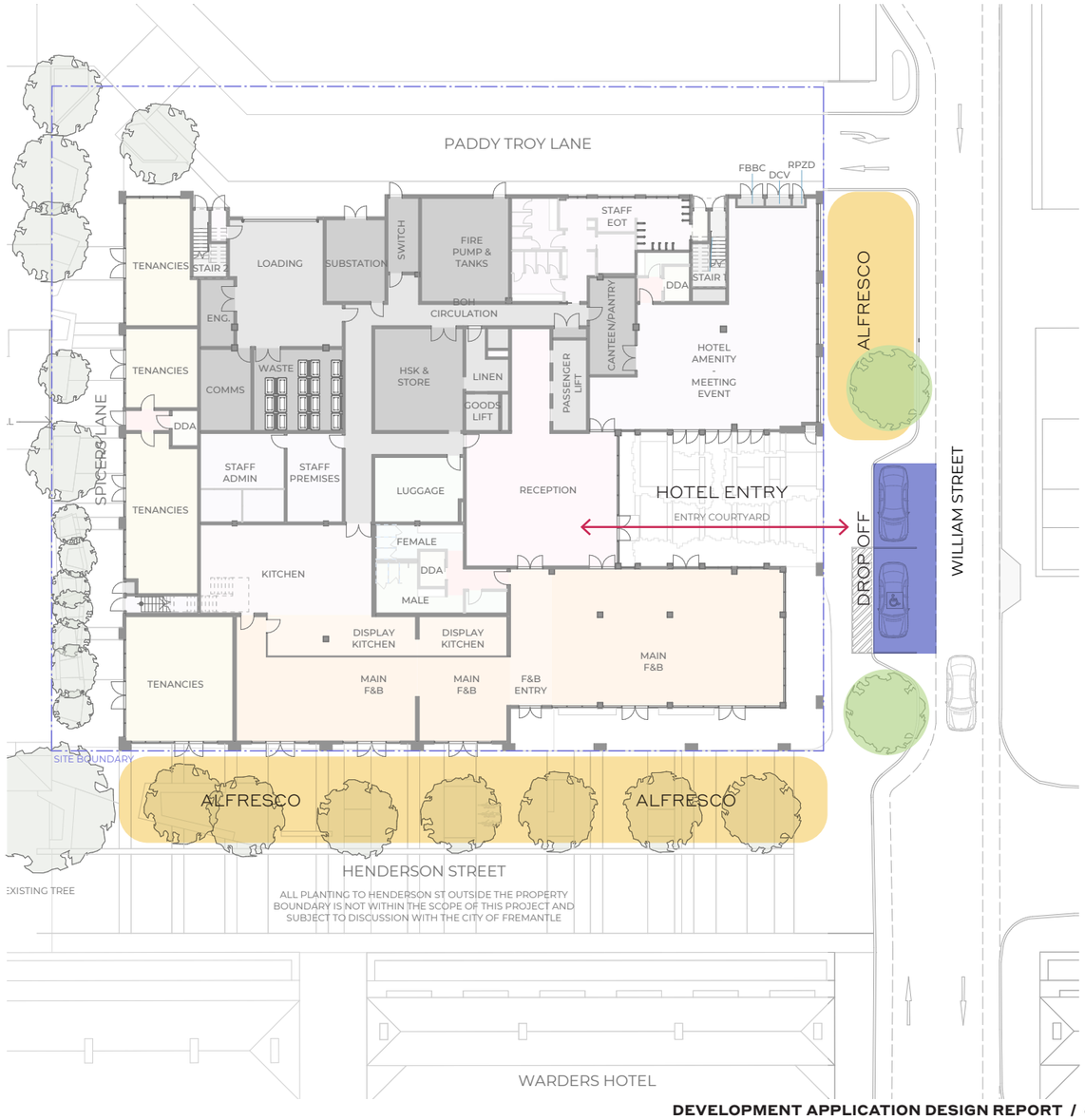
Traffic Approach - CURRENT

The current traffic scheme depicts William St as a two-way street as currently on site. The hotel drop-off bays and ACROD parking are located on Henderson St, adapting and utilising two of the existing carbays.



Traffic Approach - ULTIMATE

The ultimate traffic scheme depicts William St as a one-way street, completing the works City of Fremantle have done west of the Spicers site. The ultimate scheme will be realised if/when the City of Fremantle decides to pedestrianise Henderson St and finish the extension of the one-way traffic scheme to William St. In the ultimate scheme, the hotel's drop-off bays are located on William St along side alfresco dining and landscaping.



10 Aesthetics

The facade provides depth, scale, and colour. The variations in panel tonality provides interest throughout the facade.

The facades depth responds to solar protection and the internal planning of the hotel rooms, prioritising the guest experience.

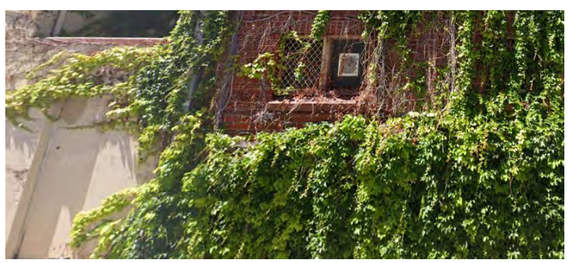
The podium is solid and grounds the building but is finer in its detailing. The change in scale speaks to a more intimate and delicate human scale appropriate to Warders Cottages and Henderson St.

A design philosophy of its place and surrounds, taking queues from the historic builtform, port, quirkiness and local pride of Fremantle.

SPICERS LANE FROM HENDERSON STREET

Aesthetics

VIEW FROM WILLIAM & HENDERSON STREET CORNER



Landscape Quality & Community

Facades

Fremantle Facades

FREMANTLE TOWN HALL

WARDERS HOTEL

FREMANTLE TOWN HALL

NEW GARDE HOTEL

Horizontality

Texture

Tone

Framing of the Window

Regularity of Window Placement

Cove/Sill Detail

Precast Quality

Clean and aligned joints

Ability to curate colour tonality & patternation

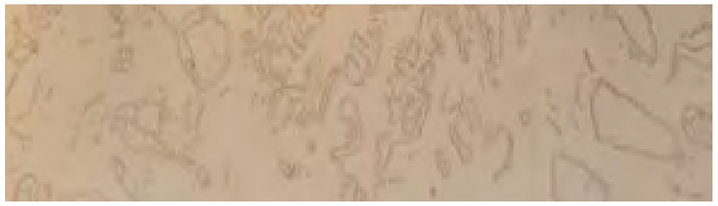
Consistent quality with natural variation across panels

Ability to change depth of panels

Composition of panels to create texture & play

*The accompanying images are an example of difference in tonality and do not reflect the colour of the facade.

Facade Quality



Embedded artwork & storytelling

Ability to create imprints

Curated texture & imperfections

Scale & interest

W—B
WOODS BAGOT

Contact

Eva Sue
Principal in Charge
Perth
Eva.Sue@woodsbagot.com
T +61 438 767 193

Charl Testa
Project Lead
Perth
Charl.Testa@woodsbagot.com
T +61 424 200 080

WOODSBAGOT.COM

PART OF THE 7C.NETWORK

FOLLOW US
facebook.com/WoodsBagot
@woodsbagot
@woods_bagot
linkedin.com/company/woods-bagot
pinterest.com.au/woodsbagot
woodsbagot

Copyright © Woods Bagot 2025
All Rights Reserved. No material may be reproduced without prior permission.
Woods Bagot Pty Ltd ABN 41 007 762 174
WA Registered Architectural Corporation 1933

SPICERS FREMANTLE

WA, 6160

Landscape Architecture

Concept Report

13.05.2025

Contents

Local Context 4

Concept Diagrams 14

Selections 26

Acknowledgment of Country

See Design Studio operates in Walyalup (Fremantle) on Whadjuk country of the Noongar nation.

We pay our respects to their Elders past and present and recognise their ongoing care for and connection to the land that we are working on.

LOCAL CONTEXT

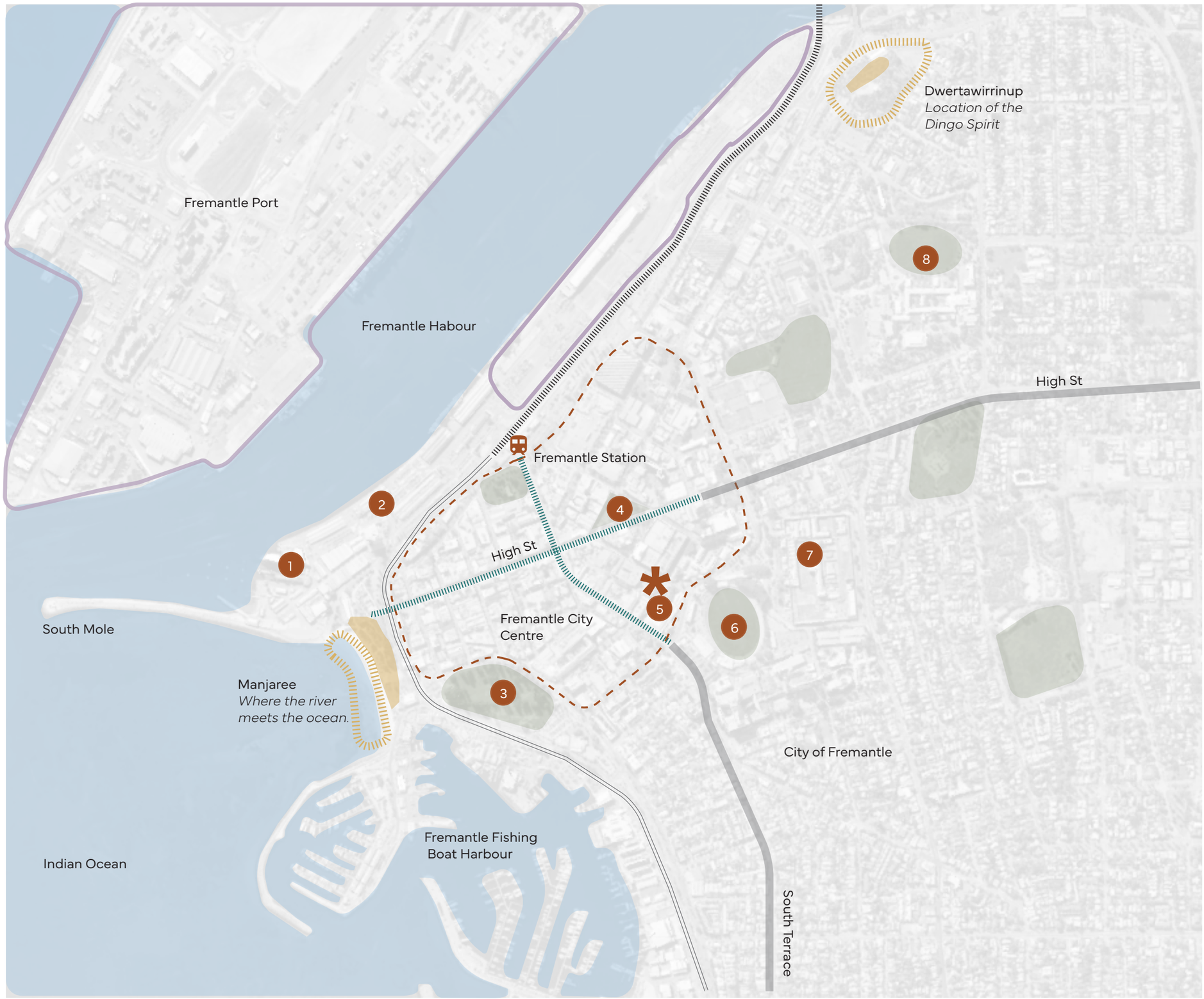
Site Context

Legend

- Derbarl Yerrigan / Swan River
  Indian Ocean
- The site
- Passenger Train line
- Freight Line
- Main Tourist Strip
- Fremantle Port and Passenger Terminal
- Remnant Limestone Cliffs
- Site of Noongar Cultural Significance
- Fremantle City Centre

Places of Interest

1. WA Maritime Museum
2. Victoria Quay
3. Esplanade Park
4. Walyalup Koort
5. Fremantle Markets
6. Fremantle Oval
7. Fremantle Prison
8. Fremantle Arts Centre



N

Local Context

The site is located within the vibrant heart of Fremantle, near the banks of the Fremantle Harbour. The site is surrounded by heritage and sits within a vibrant hub of retail, hospitality, arts and culture, active both day and night. The site is also located within walking distance to major public transport hubs and tourism hubs.

Legend

- Primary Vehicle Movement
- Pedestrian Circulation
- Fremantle Heritage Precinct

Food + Beverage

1. Emily Taylor
2. Kokomo's Skate Cafe
3. Capri Restaurant
4. Gino's
5. FOMO Freo
6. The Old Courthouse
7. Cassia Fremantle
8. Tonic + Ginger
9. Whisper Wine Bar

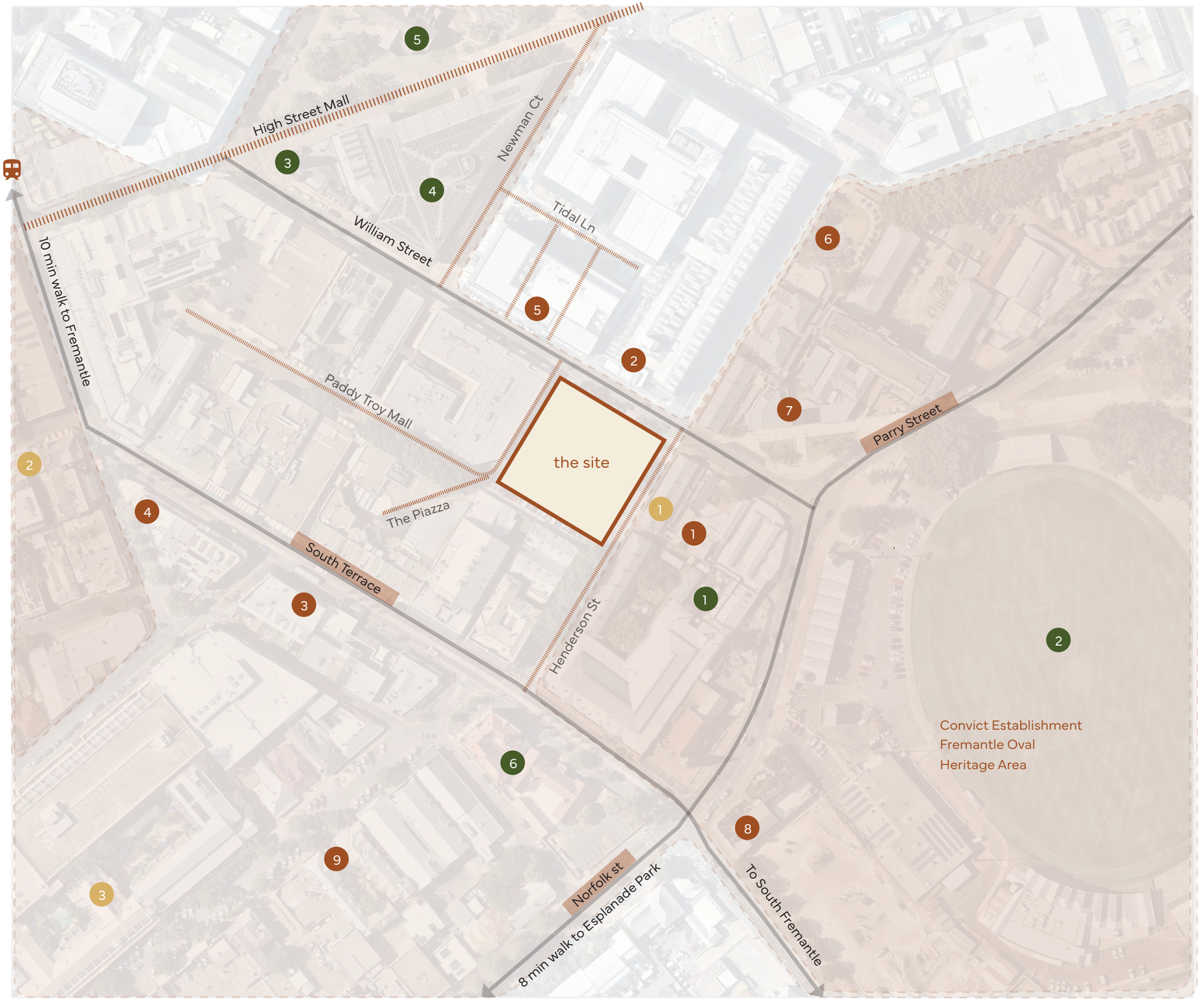
Hotels

1. Warders Hotel
2. Hougoumont Hotel
3. Esplanade Hotel by Rydges

Arts + Culture

1. Fremantle Markets
2. Fremantle Oval
3. Fremantle Town Hall
4. Fremantle Library
5. Walyalup Koort
6. Fremantle Technical School

N



Whadjuk Noongar Boodja

The Whadjuk people are the traditional owners of the Walyalup (Fremantle) area. (1)

The area around Fremantle is a significant place for the Whadjuk people. It is known as Walyalup. Before colonisation the Walyalup area was mainly inhabited in summer when fishing in the river was plentiful. (1)

The Derbal Yerrigan (Swan River) is of great significance to the Whadjuk people as being created by the Waugul, a sacred dreamtime spirit which takes the form of a snake. (2)

The mouth of the Derbal Yerrigan, where it meets the ocean is known as Majarree. (2)

''The dwerta (dingo) stands guard, looking over the river and ocean, making sure the giant spirit yondock (crocodile) is not reunited with his tail.' (3)

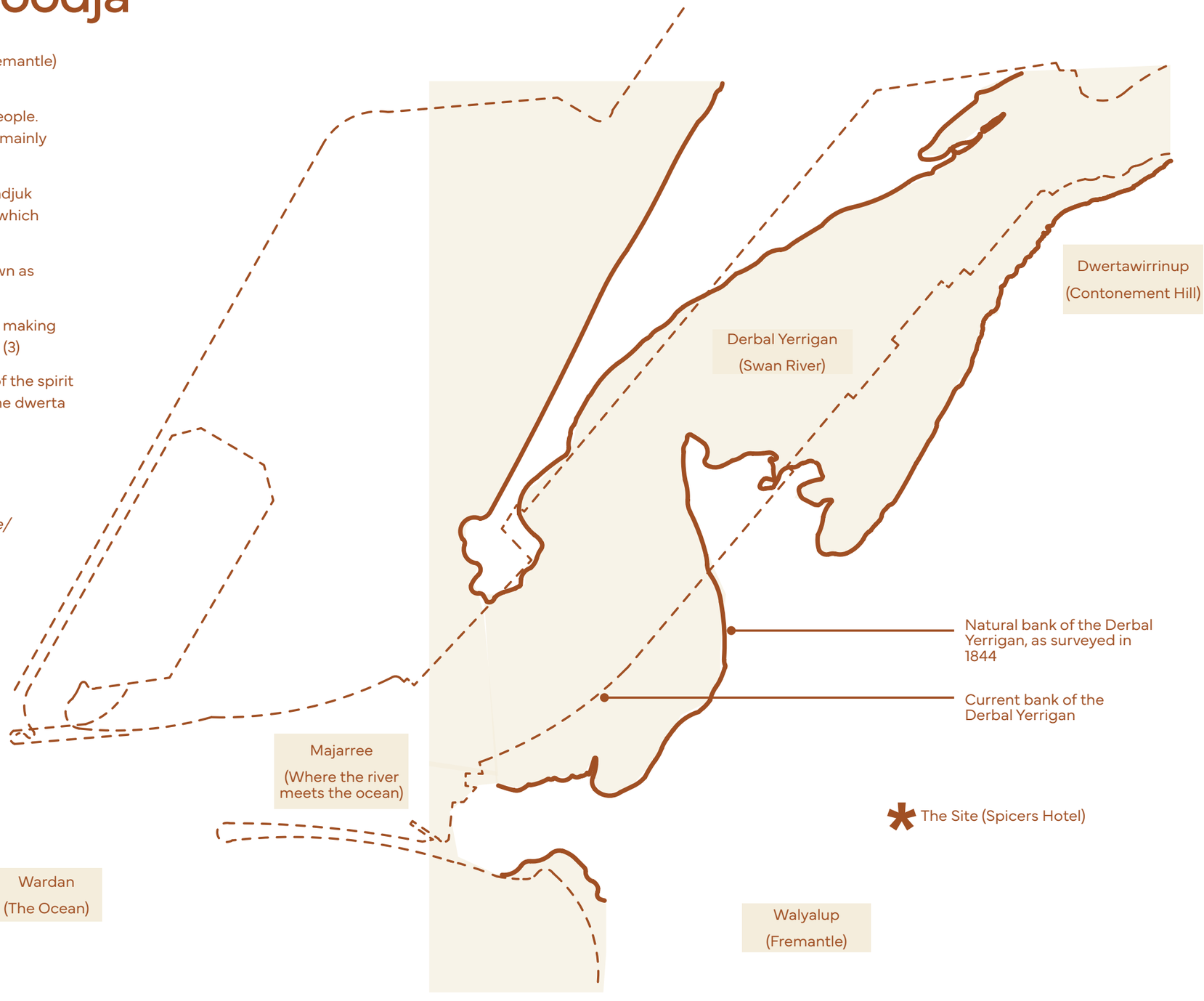
''The Waugal (Rainbow Serpent) knew that if the tail and the body of the spirit crocodile were ever reunited there would be trouble, so he asked the dwerta to watch over the coast to make sure this never happens again.'' (3)

Sources:

1.https://www.noongarculture.org.au/whadjuk/

2. https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history

3. https://www.can.org.au/place-names-walyalup



Post Settlement History

The site's history as home to the Detmold and Brockhoff buildings informs the design's materiality and interpretive elements. Adjacent sites contribute to the narrative, including Fremantle Markets, The Warders Cottages, Victoria Quay, and the maritime precinct, reinforcing the project's central role in the city's historical and cultural story.

circa 50,000 years ago

Wajuk Noongar Boodjar

1852

Carters & Brockoff Commodities Store.

c. 1920, Fred Flood WA Newspaper

1898

Demolt Ltd Printing opened adjacent to Brockoff building.

c. 1952, 181PD SLWA

1907

Trading ceases at Carters & Bartram, building vacated

1923

Carters and Bartram store demolished after the building fell into decay.

1928

Demolt became Spicers & Demolt, manufacturing stationers.

Spicers Premises, C.1952 180PD SLWA

1969

City of Fremantle acquired both sites, leasing some of the site to the neighbouring Howard Porter Motors, the majority however used as a carpark.

1970

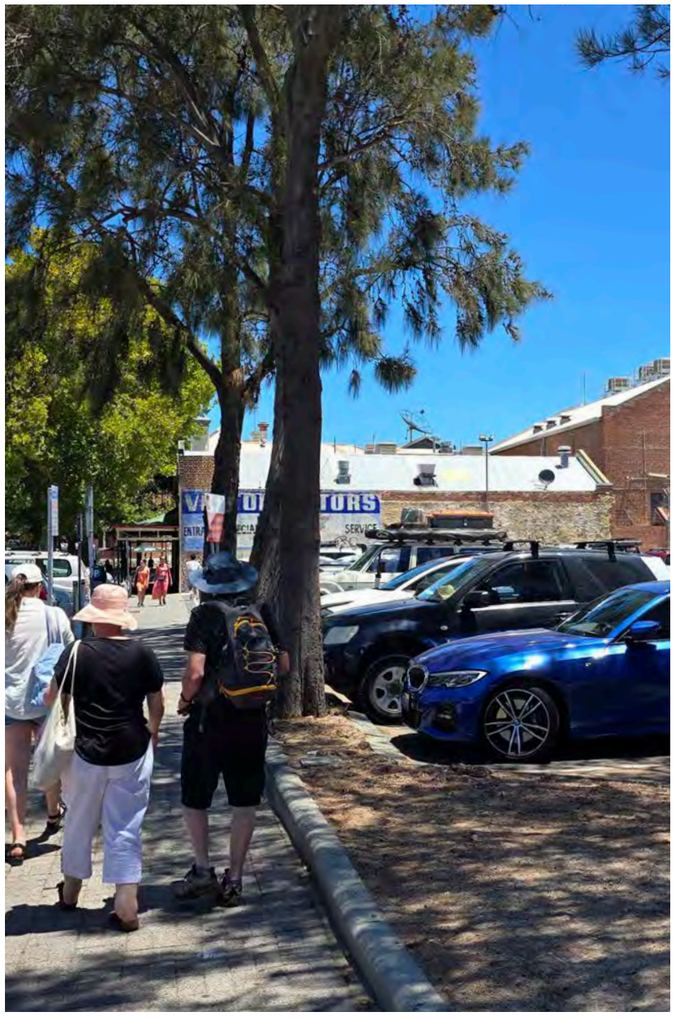
The Spicers building was demolished and remains as a carpark.

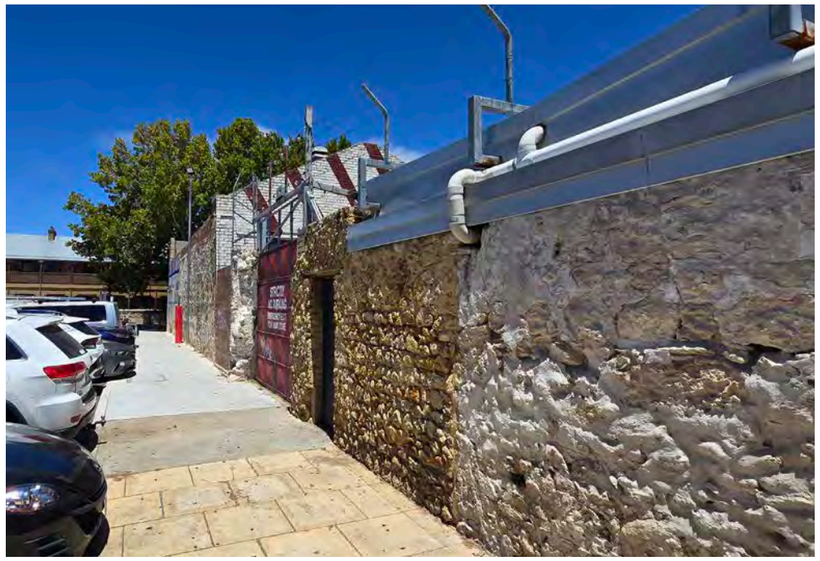
c. 1970, Spicer building, Freotopia

2018

Both sites acquired by Fiveight for renewal.

Spicers Fremantle
Existing Fabric





heritage

Broader Precinct Landscape

vibrant

Heritage

community

nature

Sun and Wind

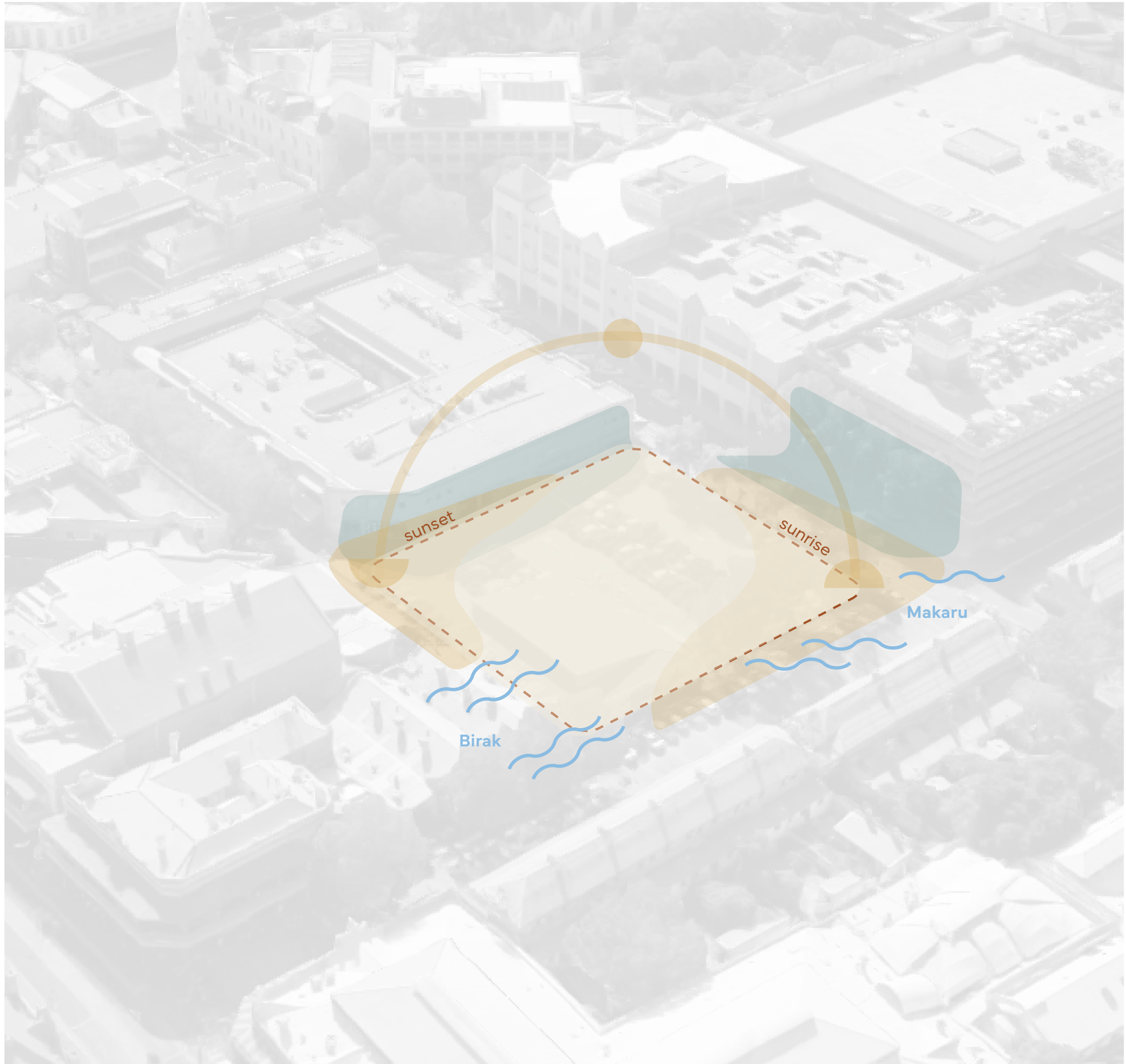
Perth's prevailing southerly wind, known as the Fremantle Doctor, is strongest in the hotter months, with part of the site protected by the neighbouring buildings. During strong afternoon southerly's wind funnels down Henderson Street. A light easterly breeze could be felt in the mornings, particularly in the winter months.

The site is sun exposed almost all year round, with morning light flooding the eastern facade.

Legend

- Wind
- Sun path
- Shadow path

N



Movement and connection

This page looks at orientation, connection and movement to understand how the site sits within and engages within the broader Fremantle area.

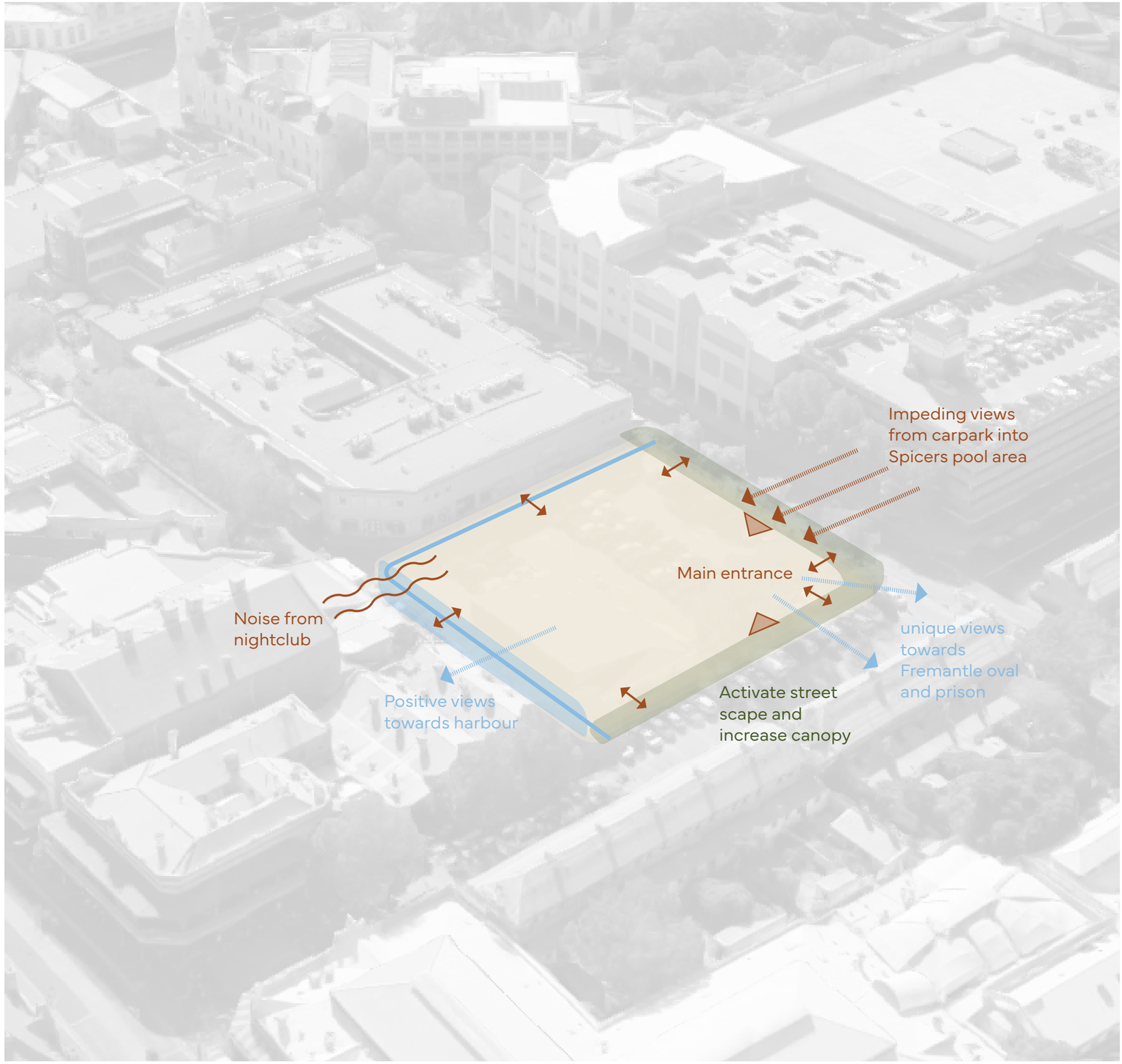
Legend

- Site
- Vehicle movement
- Pedestrian movement
- Proposed connection
- Cycle movement
- Connection hotspot

N

Opportunities and Constraints

This page introduces the zones of influence and orientation for how surrounding elements shape the design approach.



Legend

- Site
- Connection to the street
- Activated lane ways
- Heritage significance

N

CONCEPT DRIVERS

Image is for illustrative purposes only

Landscape Vision

Spicers Fremantle reimagined: a place where Fremantle's creative spirit meets the relaxed vibrancy of its coastal character. The landscape design seamlessly blends heritage-inspired elements with inviting spaces for community and connection, creating an environment that celebrates discovery, sustainability, and the distinctive charm of the city. From shaded courtyards and laneway moments to thoughtful materiality and layered greenery, Spicers elevates Fremantle's soul into an experience to linger in and explore.

Landscape Concept

Public Realm: A Layered Streetscape

At street level, the design invites movement and interaction, weaving textured materials and storytelling into a vibrant streetscape. **Shaded spaces** and **informal seating** create moments to pause, while **artful details** guide exploration. The landscape connects seamlessly with Fremantle's urban rhythm, celebrating its **history** and **creative energy**.

Upper Level: A Lush Social Escape

Above it all, the podium landscape reflects Fremantle's **relaxed yet creative spirit. Lush greenery** wraps around the pool, which becomes a centrepiece for both **relaxation** and **social energy**. **Evolving artworks**, layered textures and informal layouts bring a sense of playfulness, while subtle heritage cures and the surrounding urban fabric ground the space. It's a retreat as dynamic and distinctive as Fremantle itself.

Images are for illustrative purposes only

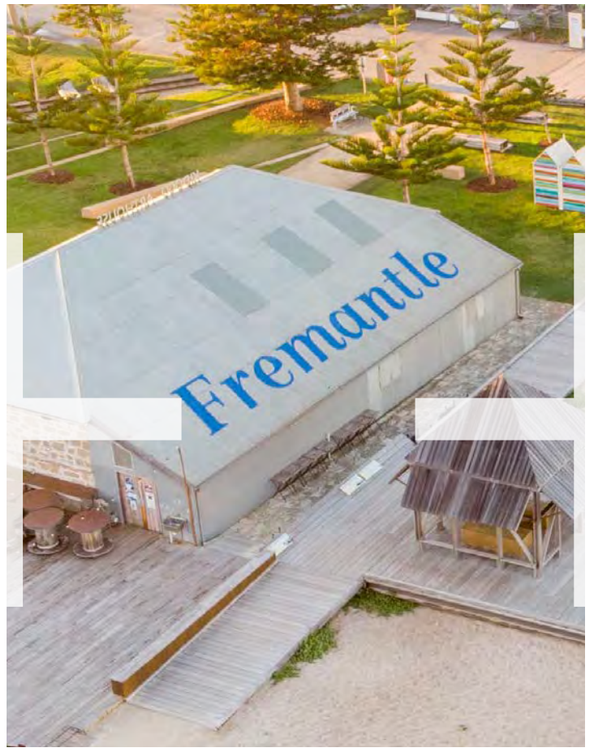
Concept Design Principles

Heritage

Connecting and livening historic narratives that make this site unique.

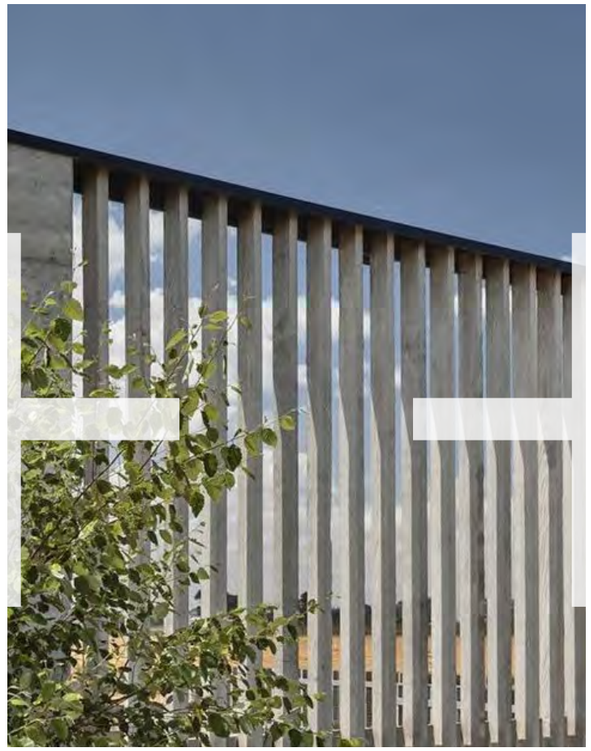
Uniquely Fremantle

Borrowing from the broader aesthetic and unique character of Fremantle to capture the sense of place.



Permeability

Street-level spaces flow naturally into Fremantle's pedestrian networks, offering inviting spots for rest, dining, and discovery.

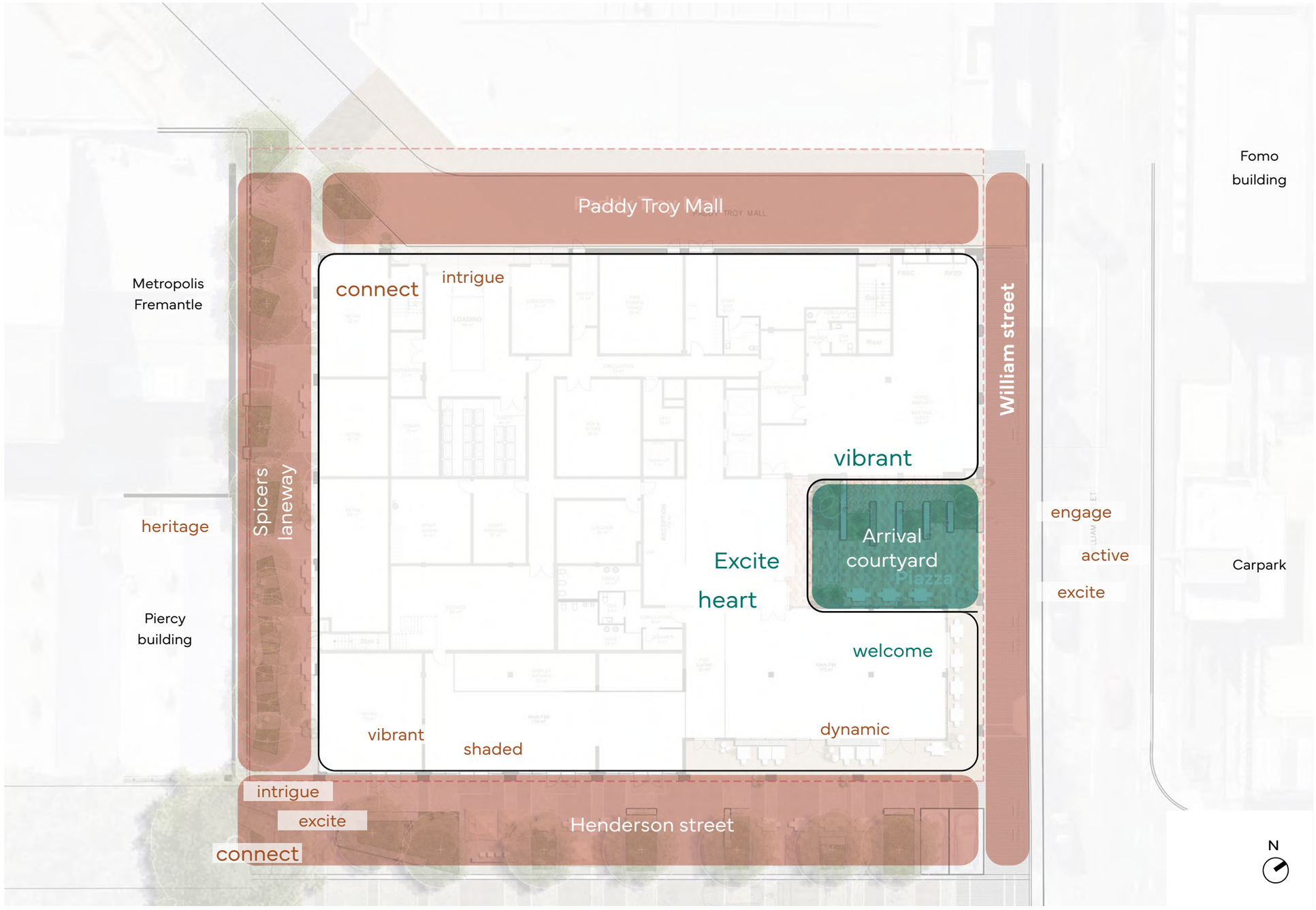


Sustainability

A thoughtful integration of native planting, water-sensitive design, and reclaimed materials ensures the landscape is both responsible and resilient.

Ground Floor - Zoning Overview

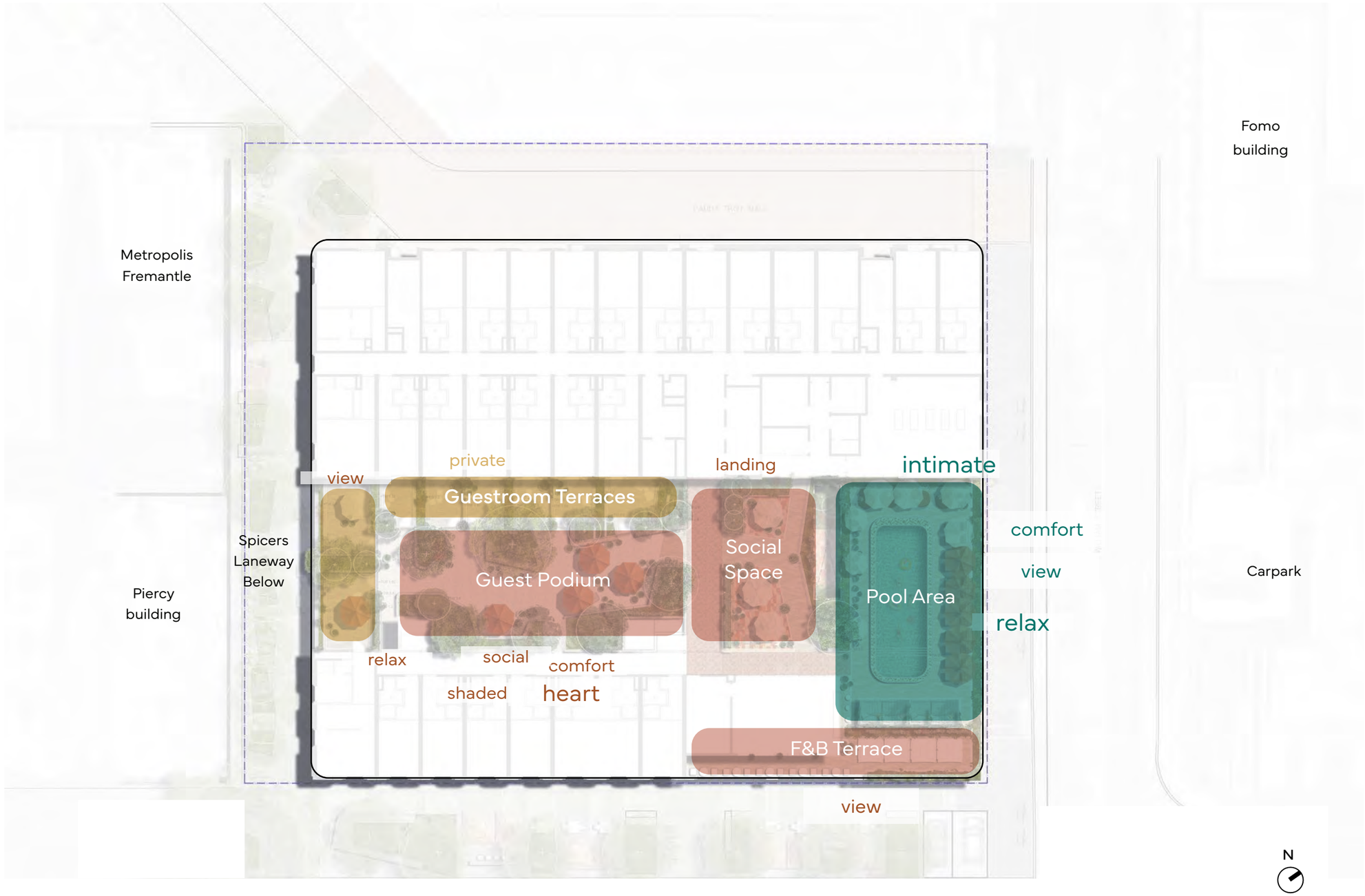
The concept plan includes diverse zones that cater to both hotel guest and community needs, with a strong focus on the laneway and street facades. These key areas are designed to foster social connection, activity, and flexibility, creating spaces where the community can gather, play, and engage year-round.



Level 01 - Zoning Overview

Level 01 is for the hotel guests, to engage, relax and enjoy the sights and surroundings of Fremantle.

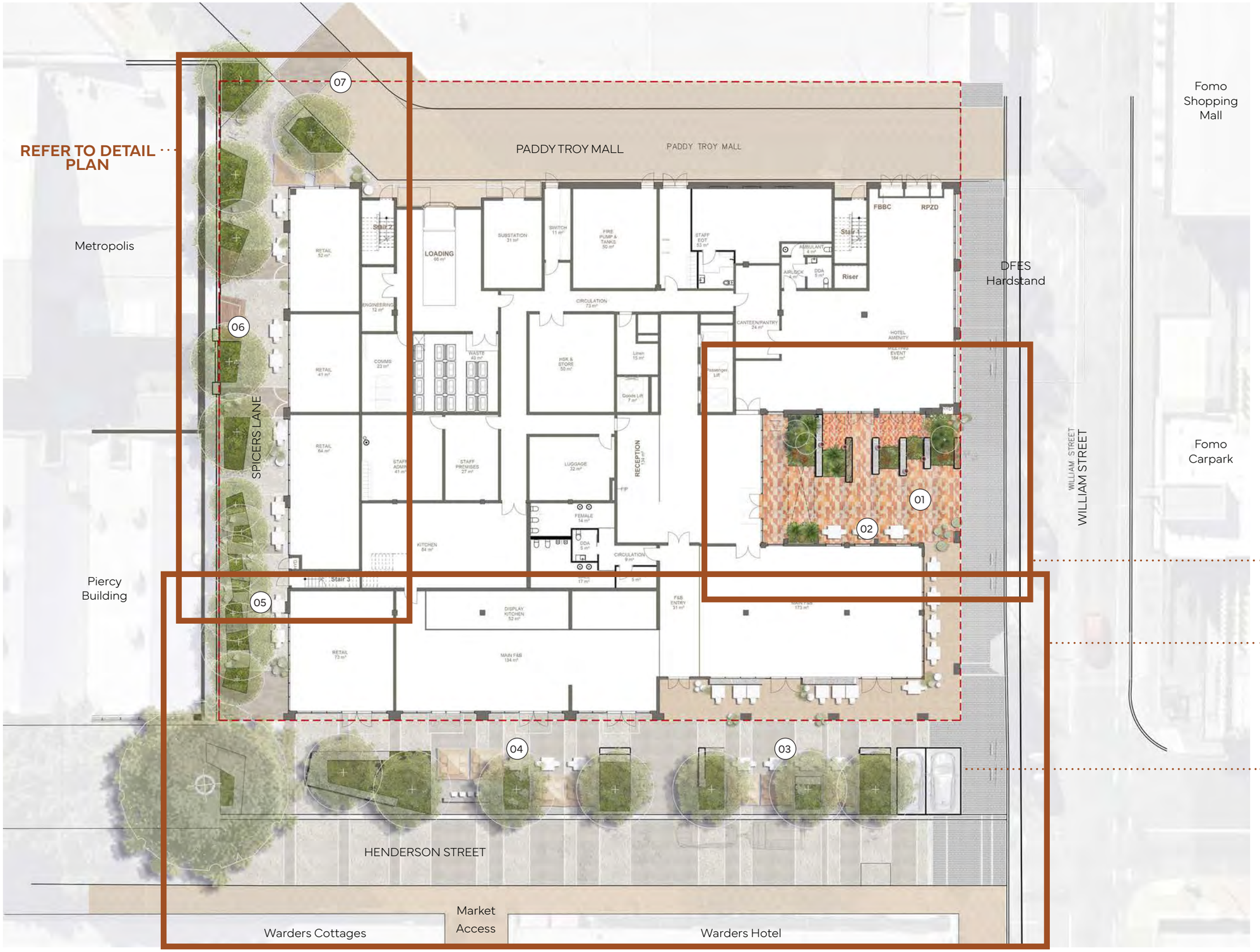
A platform for both social interaction, and relaxation and wellness. The William St end provides opportunity to engage with the streetscape, with a vibrant pool area and food and beverage offering spilling out into a communal social space. The narrative changes as hotel guests travel through the central spine, with an increase in privacy for central courtyards, offering intimate spaces for relaxation, or to simply watch the sunset.



CONCEPT DIAGRAMS

Image is for illustrative purposes only

Ground Floor Landscape Plan _ DA Plan



Legend

01 Arrival Garden
02 F&B 01 Alfresco
03 F&B 02 Alfresco
04 Shaded Seating
05 Terraced Seating
06 Shaded Retail Seating
07 Paddy Troy Mall

Note: Streetscape elements along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

N

1:300 @ A3

Ground Floor Detail Plan _ Arrival Garden

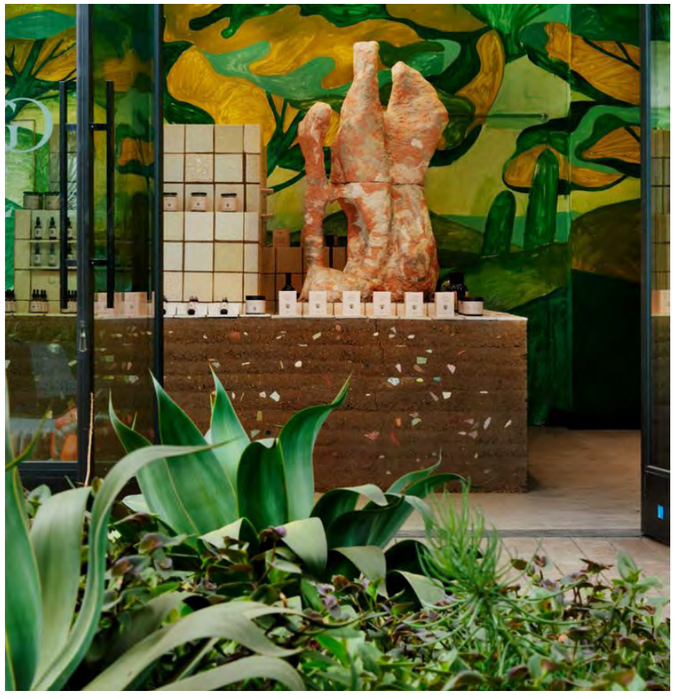
Legend

01 Feature stone boulder seats
02 Native planting bed
03 Stone clad bench seat
04 Side mounted tables
05 Alfresco spill out space
06 Feature pots
07 CoF paving to match Fomo streetscape finishes
08 Void above
09 Shade tolerant feature planting
10 Existing bike lane
11 Feature paving
12 Hotel bike rack

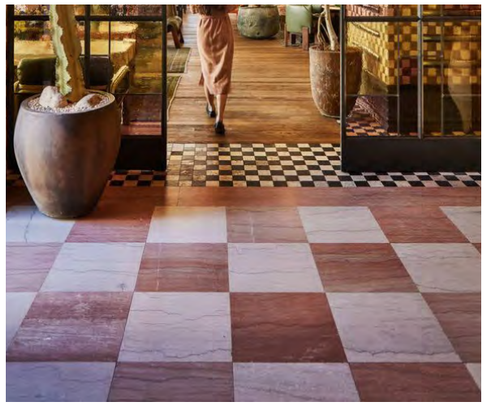
N

1:100 @ A3

Arrival
Look + Feel



welcoming



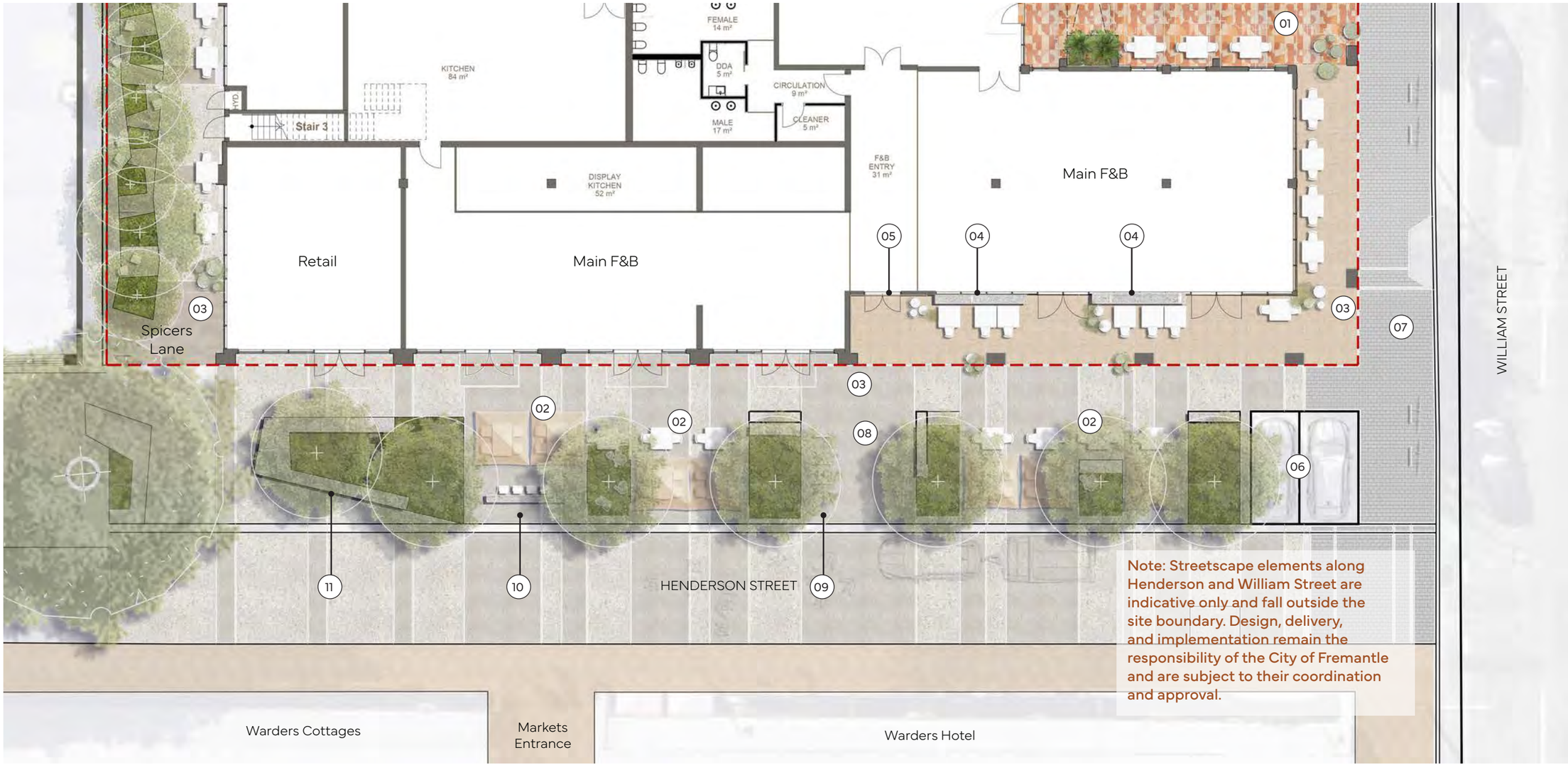
bright

inviting

Ground Floor Detail Plan _ Henderson Street

Legend

01 Arrival garden
02 F&B alfresco
03 Feature pots
04 Long bench alfresco
05 F&B Entry
06 Hotel drop off bays
07 CoF paving to match Fomo streetscape finishes
08 Exposed aggregate paving
09 Bike parking
10 Bar height bench
11 Sculptural seating wall

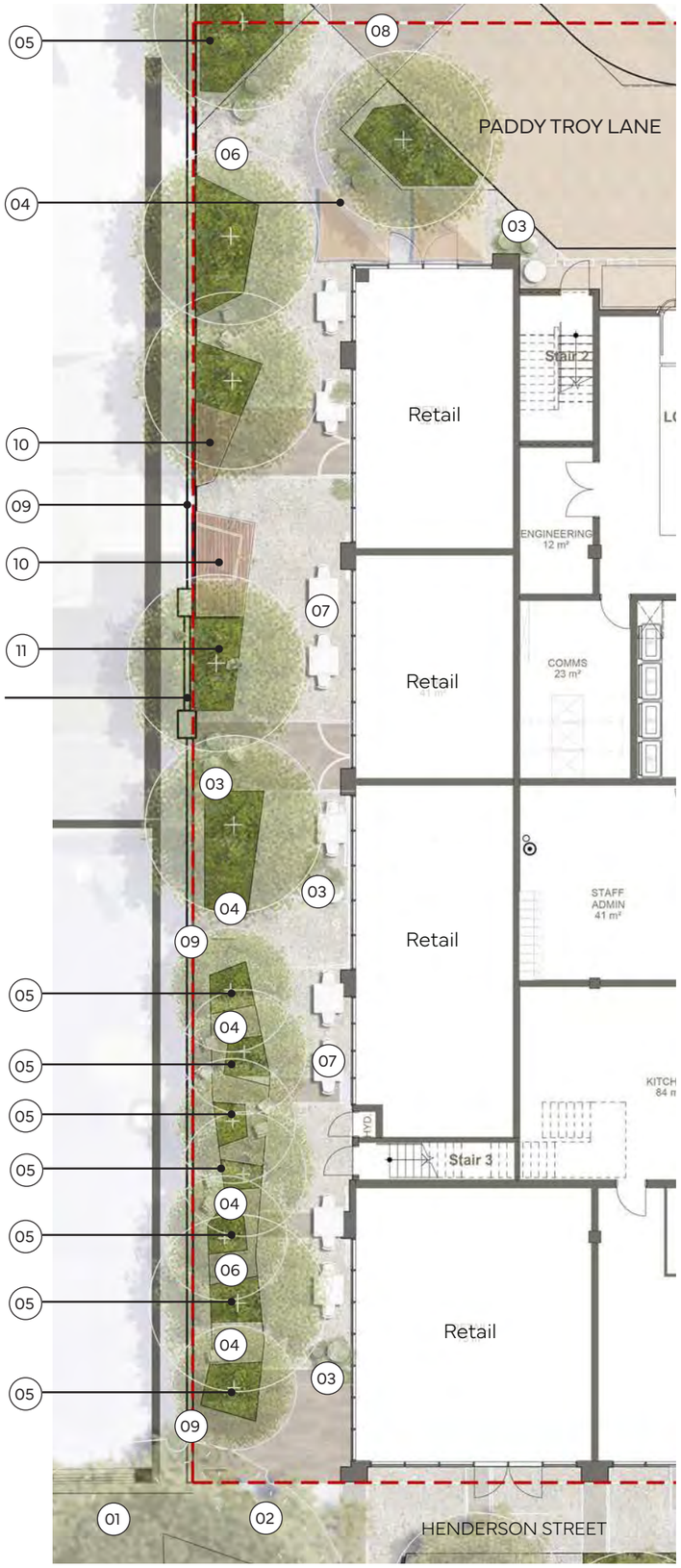


Note: Streetscape elements along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

N

1:200 @ A3

Ground Floor Detail Plan _ Spicers Lane



Gate to be replaced with limestone wall

Legend

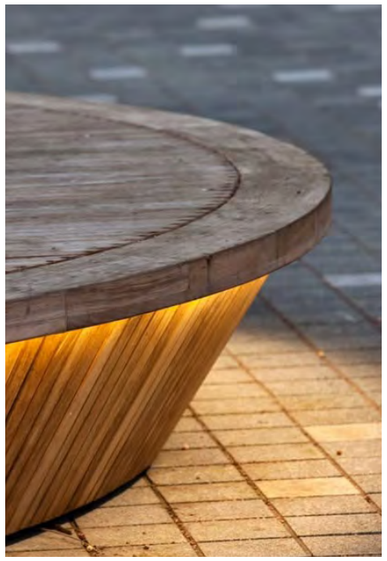
01 Existing London Plane tree
02 Henderson Street - Laneway entrance
03 Feature pots
04 Shaded informal seating
05 Low garden beds
06 Bike racks
07 Retail spill out seating
08 Pedestrian crossing
09 Exisiting feature wall
10 Sculptural seating wall
11 Raised planter

N

1:200 @ A3

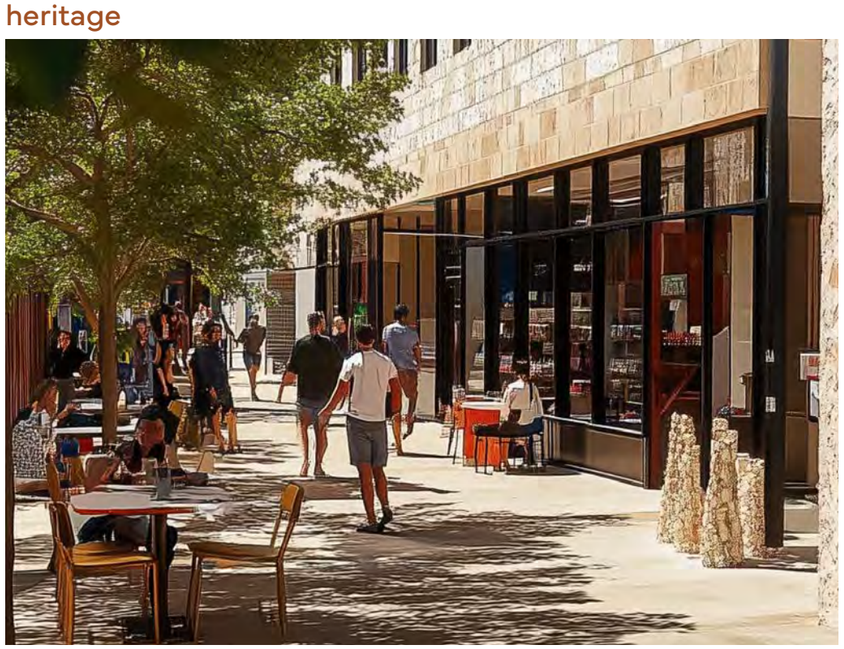
Spicers Lane
Look + Feel

green



vibrant

heritage



Ground Floor Landscape Plan _ Ultimate Vision

Legend

01 Street trees
02 Shaded informal seating
03 Cycle lane
04 Low garden beds
05 ACROD parking
07 Bike racks

Note: Streetscape elements along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

Level 01 Landscape Plan

Legend

01 Guestroom Terraces
02 Guest Podium Garden
03 Social Space
04 Pool Zone
05 F&B Terrace

Level 01 Detail Plan _ Guest Podium Garden

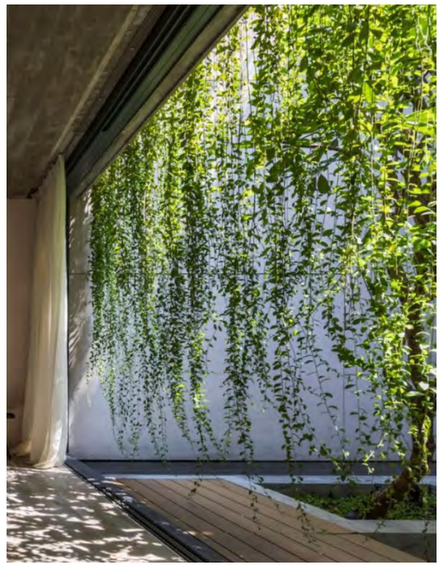
Legend

01 Covered walkway
02 Garden room terraces
03 Garden suite terraces
04 Events and social zone
05 Feature limestone wall using recovered material from site
06 Fence / gate to all garden terraces
07 Climbing plants on screen
08 Climbing plants in pots
09 Porcelain Paver
10 Limestone Paver
11 Raised planters with cascading plants

Level 01 _Guest Podium
Look + Feel

privacy

heritage



trailing plants

nature

intimacy

Level 01 Detail Plan _ Pool Zone

Legend

01 Pool (12x4m)
02 Seating height up stand
03 Poolside loungers
04 Poolside seating
05 Void to arrival zone below. Trailing plants hanging
06 Pool access gate
07 Alfresco seating area - Feature tile
08 Raised planters
09 Cover walkway with full height screen panels
10 Climbing plants on screen
11 F&B terrace seating
12 F&B terrace lounge seating
13 Raised planters with trailing plants
14 Semi enclosed cabana with planting behind
15 Limestone paving

N

1:100 @ A3

Level 01 _ Pool Zone
Look + Feel

natural tones

play

shade

vibrant

creativity

SELECTIONS

Image is for illustrative purposes only

Plant Palette

Ground Floor Streetscape: Part Shade

Westringia fruticosa ‘Grey Box’

Westringia ‘Mundi’

Banksia nivea

Myoporum ‘Yareena’

Hardenbergia ‘meema’

Liriope ‘Isabella’

Liriope ‘Evergreen Giant’

Viola hederacea

Hibbertia scandens

Philodendron ‘Imperial Green’

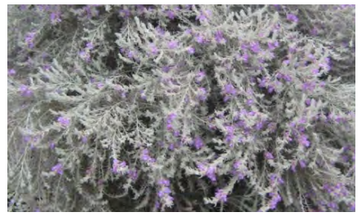
Rhaphiolepis ‘Snow Maiden’

Dichondra ‘silver falls’

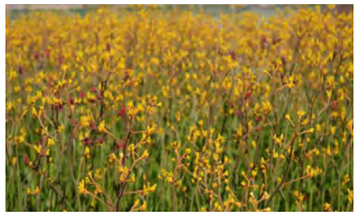
Streetscape: Full Sun / Part Shade

Acacia saligna prostrate

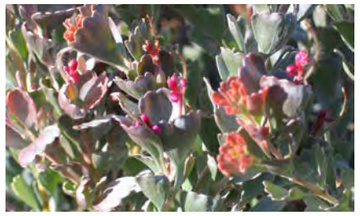
Hardenbergia ‘meema’



Eremophila ‘Spring Mist’



Anigozanthus ‘Yellow Gem’



Adenanthos cuneatus

Grevillea ‘Seaspray’

Olearia ‘Little Smoky’

Anigozanthos ‘Amber Velvet’

Myopurm parvifolium ‘yareena’

Scaevola ‘Flat Fred’

Banksia nivea

Pattersonia occidentalis

Melaleuca huegelii ‘rambler’

Calothamnus hirsutus

Leptospermum ‘Foreshore’

Lomandra ‘Tanika’

Arrrival area: Full Shade

Viola hederacea

Ajuga reptans ‘Bronze Beauty’

Lomandra ‘Little Con’

Cyathea cooperi

Dichondra ‘Silver Falls

Acanthus mollis

Blechnum ‘Silver Lady’

Philodendron ‘Rojo Congo’

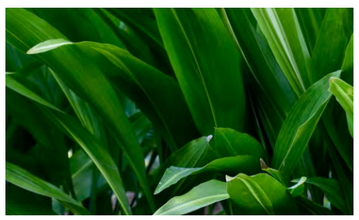
Ficus pumila

Pittosporum ‘Miss Muffet’

Liriope ‘Emerald Cascade’

Zamia furfuracea

Hibbertia scandens



Aspidistra eliator

Liriope ‘Evergreen Giant’

Monstera deliciosa

Level One: Full Sun

Myoporum insulare prostrate

Kalanchoe ‘copper spoons’

Westringia ‘mundi’

Maireana oppostifolia

Hemiandra pungens alba

Kalanchoe ‘silver spoons’

Casuraina glauca ‘cousin it’

Darwinia citriodora

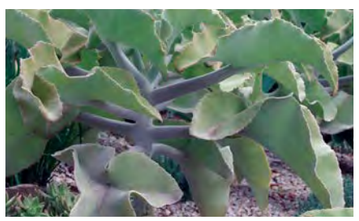
Senecio ‘blue chalksticks’

Agave ‘Blue Flame’

Liriope ‘Emerald Cascade’

Hardenbergia ‘Happy Wanderer

Dichondra ‘Silver Falls



Kalanchoe beharensis

Lomandra tanika

Oleria axillaris ‘Little Smokie’

Level One: Part Shade

Hardenbergia ‘White Out’

Viola hederacea

Liriope emerald cascade

Cycas Revoluta

Banksia ‘Roller Coaster’

Grevillea ‘mount tamboritha’

Darwinia citriodora

Zamia furfuracea

Hardenbergia ‘Sea of Purple’

Acacia cognata ‘limelight’

Liriope ‘evergreen giant’

Senecio talinoides

Hibbertia scandens

Pittosporum ‘miss muffet’

Banksia nivea

Westringia ‘grey box’

Trees

Exotic

Native

Ground Floor

Gleditsia ‘Shademaster’

Jacaranda mimosifolia

Ulmus parvifolia

Melaleuca quinquinerva

Eucalyptus foecunda

First Floor

Libidibia ferrea

Lagerstroemia ‘Natchez’

Banksia integrifolia

Planting Plan

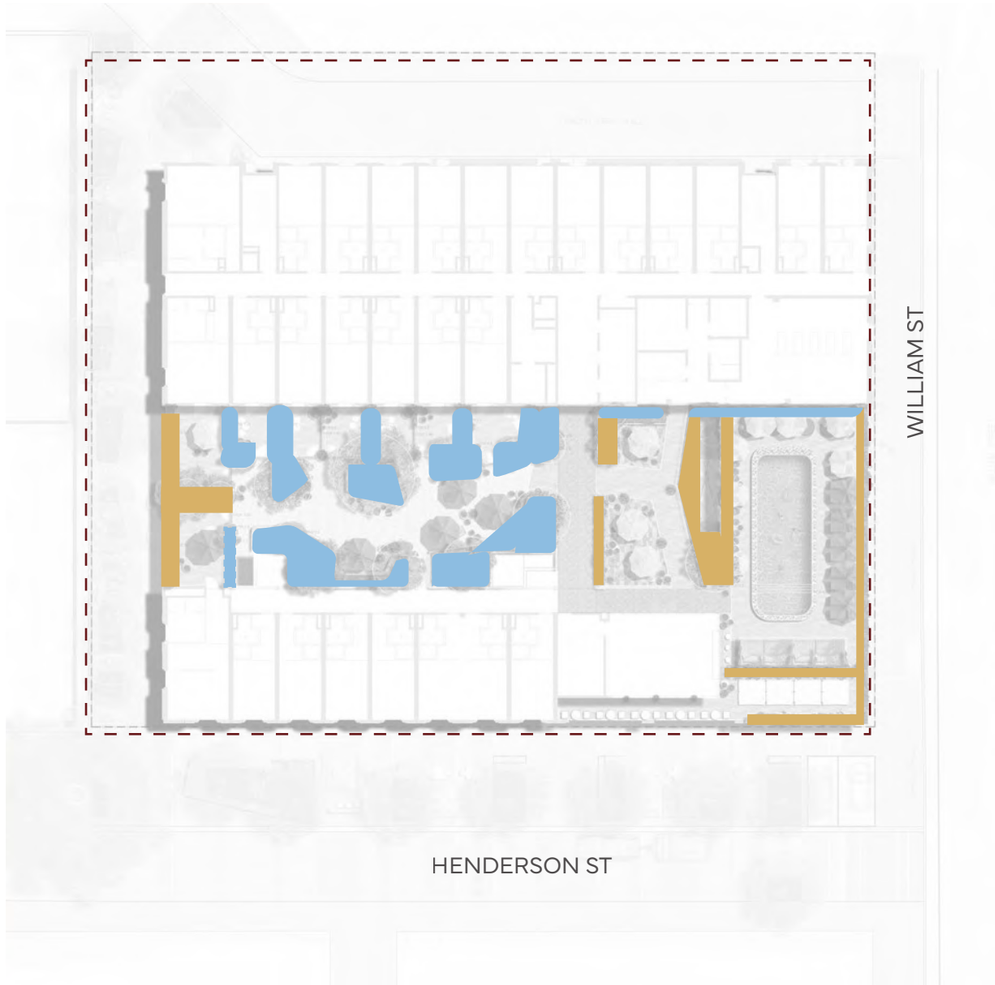
Legend

- Streetscape - Full Sun / Part Shade
- Streetscape - Part Shade
- Full Shade
- L1 - Full Sun
- L1 - Part Shade
- Out of Plot Planting

Ground Floor

Note:Planting along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

First Floor



Tree Species Location Plan

The landscape design on the ground floor includes a carefully thought out tree plan. Tree species have been selected based on their sutaibility to the Fremantle area. Whilst also providing a wind buffer from the harsh southwesterly's and shade to visitors, an increase in urban canopy provides great community benefit.

Legend

- Existing tree to be retained and protected
- Gleditsia triancanthos
- Melaleuca quinquenervia
- Ulmus parvifolia
- Eucalyptus foecunda
- Libidibia ferrea
- Lagerstroemia 'Natchez'
- Banksia integrifolia
- Exisiting tree to be removed

Ground Floor

First Floor

Note: Species selection along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

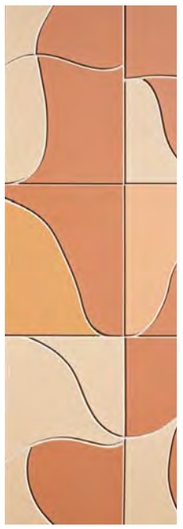
Material Palette Mood Board

The proposed palette is influenced by Fremantle's distinctive mix of coastal calm and creative energy. We've drawn on colours that feel rooted in the site, soft seafoam greens and eucalyptus tones sit alongside warm terracotta and burnt orange, referencing the red brick materiality of the original Spicers building. These hues are paired with muted greys and pale timbers that echo Fremantle's limestone streets and weathered surfaces. The result is a relaxed but character-rich combination that feels contemporary, considered, and true to the spirit of the place.

vibrant

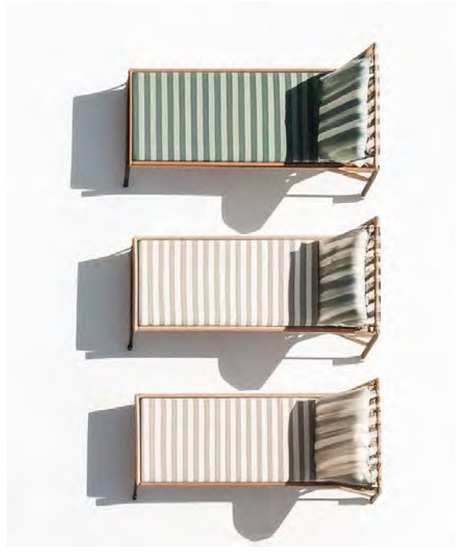
seafoam green

Heritage



limestone

nature



Fremantle Context Material Palette

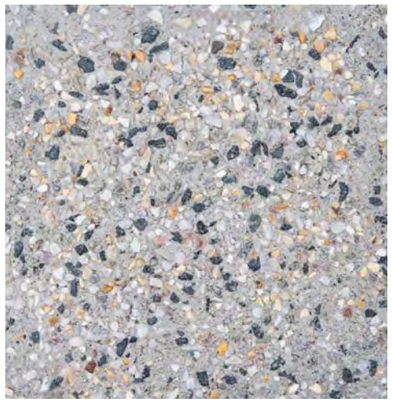
The surrounding streetscape of Fremantle consists of a mix of materiality, transformed and adapted over time. Coastal hues of limestone and sandy coloured aggregate feature through newly designed streets, presenting an opportunity to both compliment the surrounding streetscape whilst also adding vibrancy and a unique palette for the site.

assorted brick

cobble

limestone

exposed aggregate



Hardscape Materials Plan

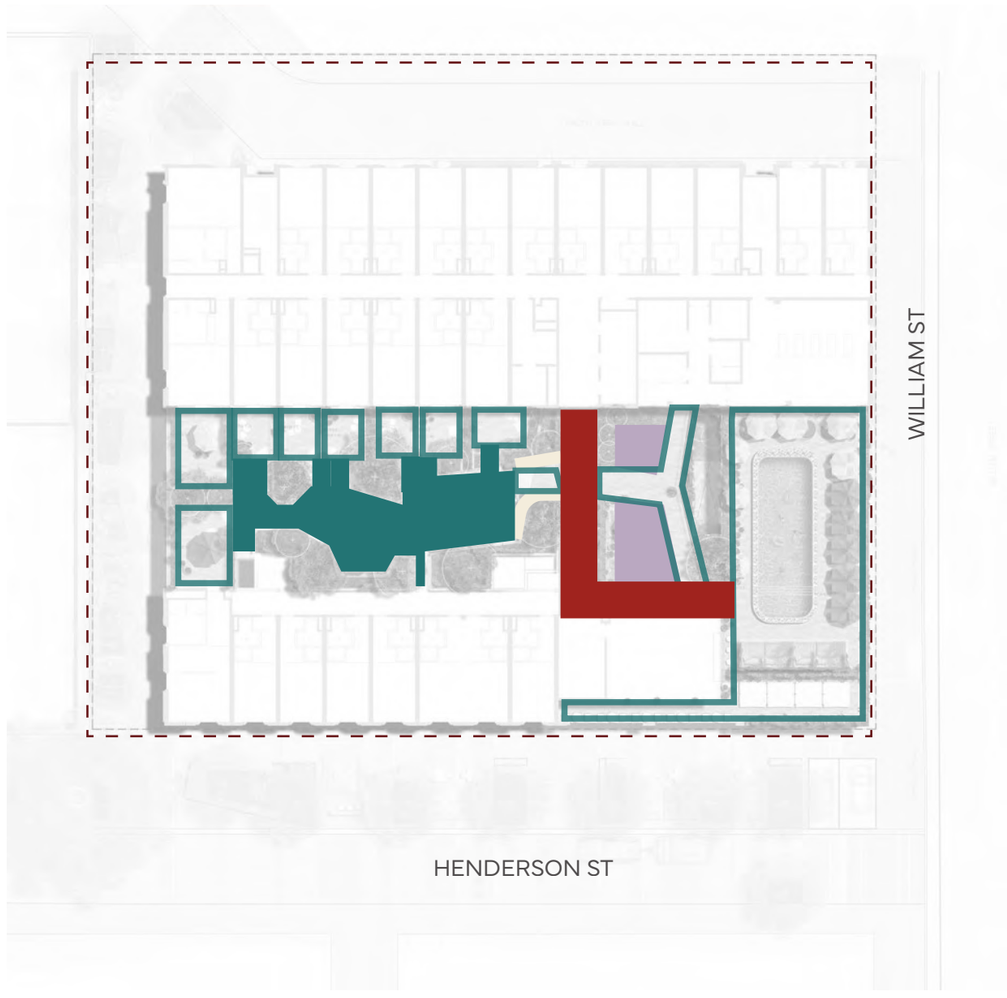
Legend

- Feature Cobble
- Exposed Aggregate Path
- CoF Paving
- Feature Tile
- Timber clad seat
- Limestone Bouldar / wall
- Stone clad walll / seat
- Limestone paver
- Porcelain paver
- Brick Paver

Note: Streetscape elements along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

Ground Floor

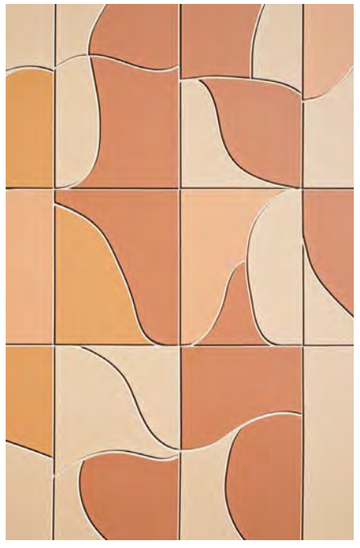
First Floor



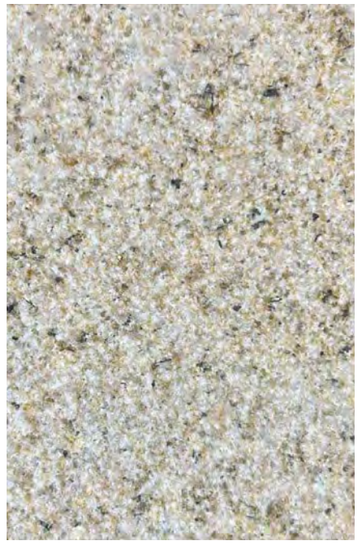
Ground Floor Material Palette

Surface Treatments

Arrival



Material: Feature Tile
Colour: TBA
Finish: TBA - Slip Resistant
Unit size: Varies



Material: Imported granite
Colour: Arjuna Gold
Finish: Flamed
Unit size: 600 x 400 x 30mm
Supplier: Bernini Stone

Spicers Lane

Material: Insitu concrete
Colour: Wattle white
Finish: Exposed

Material: Limestone Cobble
Colour: Natural
Finish: Exposed

Ground Floor Material Palette

Wall Treatments

Arrival

Material: Porcelain paver
Colour: Robusta Beige
Finish:
Supplier: Myaree Ceramics

Material: Limestone boulder
Colour: Natural
Unit size: 300-1000m diameter

Spicers Lane

Material: Hardwood timber
Colour: Natural
Finish: Oiled
Unit size: 80 x 40mm
Supplier: Mortlock Timbers

Level 1 Material Palette

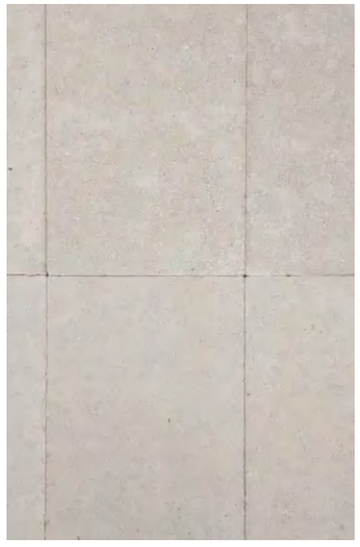
Surface Treatments

Material: Porcelain paver

Colour: Robusta Beige

Finish: Grip

Supplier: Myaree Ceramics



Material: Natural Limestone paver

Colour: Santa Teresa

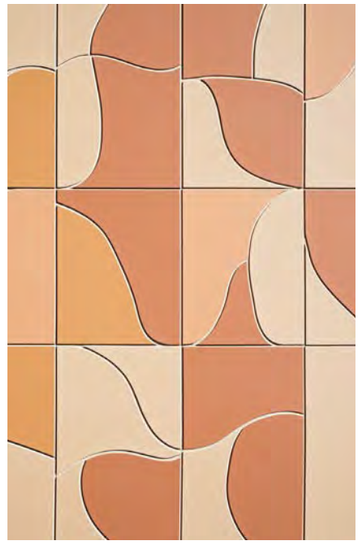
Finish: Sandblasted, exfoliated and sealed

Supplier: Bernini Stone

Material: Brick Paver

Colour: Red Tones - Varies

Unit size: Varies



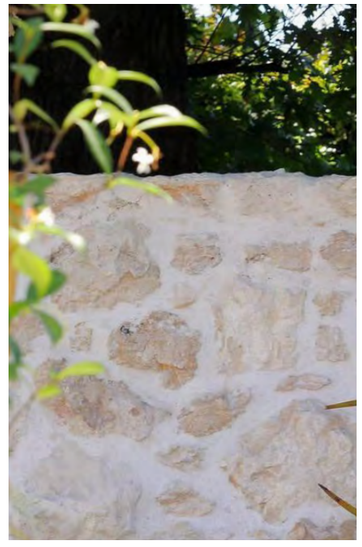
Material: Feature Tile

Colour: TBA

Finish: TBA - Slip Resistant

Unit size: Varies

Wall Treatments

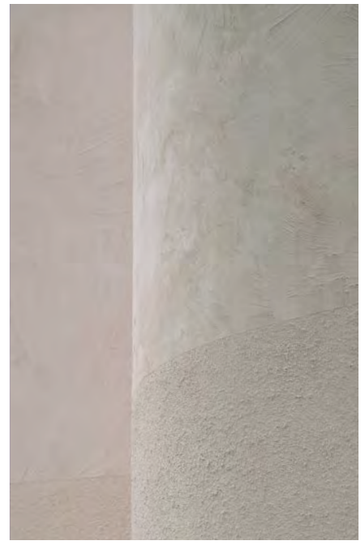


Material: Reclaimed Limestone Spalling

Finish: Flat finish to top surface

Colour: Natural

Unit size: Varies



Material: Rendered wall

Finish: Textured FInish

Colour: TBD

TECHNICAL DRAWINGS

Deep Soil_Ground and 1st Floor

The landscape design has been carefully developed in response to a number of spatial and urban constraints. Maintaining clear and accessible connections along both Paddy Troy Lane and Spicers Lane has been a key priority to support broader precinct connectivity.

As a result, opportunities for deep soil zones at ground level are limited. However, planting has been maximised across the site through a layered approach, including strategic ground-level integration and an expanded planting footprint at the podium level. This has allowed us to deliver a high level of amenity, shade, and greenery while also enhancing the quality and usability of the public realm.

Note: Planting along Henderson and William Street are indicative only and fall outside the site boundary. Design, delivery, and implementation remain the responsibility of the City of Fremantle and are subject to their coordination and approval.

PLOT AREA	SQM
Total Plot Area	2838 sqm
Site Wide DSA	103 sqm

Ground Floor

First Floor

Legend

- Deep Soil Area (DSA) Planting
- Planting on Structure (DSA) (min 1000 x 1000 mm)
- Non DSA Planting (less then 1000mm/under cover)
- Streetscape Planting (not counted towards DSA)

GROUND FLOOR	SQM
Proposed Ground Floor DSA	56 sqm
Ground Floor Planting less than 1000mm	18 sqm
Streetscape Planting DSA (Outside of Plot)	66 sqm

FIRST FLOOR	SQM
Proposed First Floor DSA	47 sqm
First Floor Planting less than 1000mm	105 sqm

IRRIGATION

Irrigation Strategy

Planting selection has been based on the specific climatic conditions throughout the proposed development. Both native and exotic water wise species are proposed to ensure low water usage whilst creating an inviting landscape for the future residence. Varied tree species (both existing and proposed) will create tree canopies increasing shade across the site allowing for the creation of new micro-climates.

Irrigation of the proposed landscape is required to meet the following;

• Maintain a vigorous healthy appearance to all planting.
• Carry out intensive care and watering of planting during the establishment period to ensure vigorous healthy growth. (The establishment period shall be not less than 3-6 months.)
• Avoid frequent dampening of the surface.
• Allow the surface of the soil to partially dry out between watering.
• Water at times of day to minimise water evaporation loss as per water corporation recommendations . Do not water during the hottest period of Summer days.
• Coordinate system to ensure water regime is approved against any state/ federal government legislation and restrictions at the time.
• Ensure system has been programmed for the precipitation requirements of the individual zones/stations with regard to types of plants.
• The infiltration rate of the soil/medium and associated physical factors seasons, evaporation, exposure and topography
• An allowance for adjustment or shut down during and after periods prolonged heavy rains.

See Design Studio
Landscape Architects

Please feel free to contact us with any inquires.

Joel Barker
0466 266 305
joel@seedesignstudio.com.au

seedesignstudio.com.au

HERRING STORER ACOUSTICS

fiveight

SPICERS HOTEL
FREMANTLE

SCHEMATIC DESIGN ACOUSTIC REPORT

MAY 2025

OUR REFERENCE: 34221-3-24461

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

DOCUMENT CONTROL PAGE

SCHEMATIC DESIGN REPORT

SPICERS HOTEL
FREMANTLE

Job No: 24461

Document Reference : 34221-3-24461

FOR

FIVEIGHT

DOCUMENT INFORMATION			
Author:	George Watts	**Checked by:**	Paul Daly
Date of Issue :	28 February 2025		

REVISION HISTORY				
Revision	**Description**	**Date**	**Author**	**Checked**
1	Revised for updated development application plans	21/4/2025	GW	
2	Revised for updated development application plans	15/5/2025	GW	

DOCUMENT DISTRIBUTION				
Copy No.	**Version No.**	**Destination**	**Hard Copy**	**Electronic Copy**
1	3	Fiveight Attn: Monica Nguyen		✓

CONTENTS

1.0	INTRODUCTION		1
2.0	CRITERIA		1
	2.1	BCA Provisions	1
	2.2	Environmental Protection (Noise) Regulations 1997	2
	2.3	Noise Ingress	4
3.0	BCA REQUIREMENTS		4
4.0	NOISE INGRESS		4
	4.1	Noise Source Identification	4
5.0	NOISE FROM DEVELOPMENT		5
	5.1	Mechanical Services	6
	5.2	Food and Beverage Tenancies	6

APPENDICES

A Development Plans

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to conduct a preliminary review of the proposed 'Spicers' hotel project in Fremantle.

The development consists of six floors of hotel, with the ground floor being food and beverage spaces, retail and hotel back of house requirements, and hotel lobby, meeting and event spaces.

The first floor includes a gym, flex space and pool area.

The balance of the development consists of hotel rooms.

A preliminary review of the proposed development indicates that the proposal is capable of meeting all relevant standards and Regulations.

2.0 CRITERIA

2.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments, and in this instance hotel rooms. Noting that if a modular construction methodology is proposed to be utilised, the separation requirements will need to be considered - and recommended to be tested – before the modules are located on site. This would also include testing the "stacking" of the system to ensure impact isolation requirements between floors are met by the proposed methodology.

The following summarises the acoustic criteria:

2.1.1 Walls

Wet to wet	$R_W + C_{tr}$ not less than 50 dB.
Living to living	$R_W + C_{tr}$ not less than 50 dB.
Wet to living	$R_W + C_{tr}$ not less than 50 dB plus discontinuous construction.
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB plus discontinuous construction.

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

2.1.2 Floors

Floors	$R_W + C_{tr}$ not less than 50 dB.
Impact Isolation	$L_{n,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{n,w}$ of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic

Consultants, (AAAC) we recommend a criteria of an $L_{n,w}$ of not more than 55 dB be adopted for a development of this type.

2.1.3 Service Risers

to Habitable Rooms $R_W + C_{tr}$ not less than 40 dB.

to Non-Habitable Rooms $R_W + C_{tr}$ not less than 25 dB.

2.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

2.1.5 Doors

Door (Connecting) R_W not less than 30 dB.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.

TABLE 2.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

From a review of the development, the influencing factor for this development would be +7 dB, based on the following :

Secondary Roads within inner circle;
South Terrace + 2 dB
Parry Ave + 2 dB

Commercial Premises within inner circle;
40% + 2 dB

Commercial Premises within outer circle;
20% + 1 dB

Total IF + 7 dB

Hence the influencing factor would be + 7 dB and the assigned noise levels would be as listed in Table 2.3.

TABLE 2.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	52	62	72
	0900 - 1900 hours Sunday and Public Holidays	47	57	72
	1900 - 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	42	52	62

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This not only includes noise

associated with mechanical services (ie air conditioning and ventilation systems), but also noise from commercial premises within the site.

2.3 NOISE INGRESS

There are several noise ingress policies that may be applicable to this development, consisting of :

Fremantle Sound Attenuation Policy
WAPC State Planning Policy 5.4 – Road and Rail Transport Noise
Fremantle Port Buffer Area Development Guidelines.
Contemplated Scheme Amendment for Northbridge Entertainment Precinct.

Both the Fremantle Sound Attenuation Policy and the WAPC State Planning Policy result in the same criteria, as listed below :

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

The Fremantle Port Policy dictates minimum construction requirements based on the proximity to the Fremantle Port.

The contemplated scheme amendment for the Northbridge Entertainment Precinct references the Department of Environment, Water, Regulation's recommendations to adopt internal design noise levels at both 63 Hz and 125 Hz for entertainment noise levels. These criteria are proposed to be applicable to the attenuation of low frequency noise associated with music.

These design levels are :

47 dB at the 63 Hz Octave Band.
41 dB at the 125 Hz Octave Band.

3.0 BCA REQUIREMENTS

The proposed development will be constructed to comply with the requirements of Part F5 of the NCC. This is recommended to include "prototype" testing – or type testing – at the place fo manufacture of the modules proposed to be utilised.

4.0 NOISE INGRESS

4.1 NOISE SOURCE IDENTIFICATION

Noise levels were recorded on Friday 28th August 2021 at approximately 11pm at the proposed development site. These noise levels are considered to remain representative of the ambient noise level environment currently in place.

At the time of the measurements, wind conditions were calm, with very little vehicle traffic impacting noise levels.

Measured noise levels were dominated by entertainment noise emanating from surrounding venues – consisting of music. Noise levels are summarised below in Table 4.1.1

TABLE 4.1.1 – MEASURED L_{Aeq} NOISE LEVEL DATA

Noise Source	Octave Band Centre Frequency (Hz) / Noise Level dB								
	63	125	250	500	1K	2K	4K	8K	dB(A)
Music – with singing from nearby venue	69	64	53	52	50	44	36	27	55
Music – Bass from Nearby Venues	70	61	50	47	45	38	30	19	51

Based on the above measurements, a preliminary façade assessment has been undertaken, which, assuming a wall system consisting of concrete/masonry (i.e. not lightweight) primarily dictates glazing requirements.

Based on the above measurements, to attain the overall internal noise level required by the Fremantle Sound Attenuation Policy and the WAPC State Planning Policy, glazing with an R_w rating in the order of R_w 27 dB is considered sufficient.

Accounting for the low frequency design criteria, which has been proposed by the DWER noise branch, the performance of the glazing would need to have a noise reduction in the 63 Hz and 125 Hz Octave Band as listed in Table 4.1.2.

TABLE 4.1.2 – 63 HZ AND 125 HZ RECOMMENDED NOISE REDUCTION

Noise Source	Octave Band Centre Frequency (Hz) / Noise Level dB	
	63	125
Required Noise Reduction	23	23

The glazing requirements would be dictated by the performance in the low frequency octave bands as listed above in Table 4.1.2. To achieved the above, high performance double glazing would be needed to be utilised in the development, noting that both the glass and frame component would need to meet this performance requirement.

Noting that if modular construction is proposed to be utilised – whatever required design criteria that is specified by the development approval of the project would be recommended to be tested at the point of manufacture of the modules to ensure that the requirements are met.

5.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant. Noise received at neighbouring premises, and premises within the development, from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

5.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of car-park ventilation fans (if needed) and air-conditioning plant. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 42 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 37 L_{A10} dB.

The mechanical services design of the development is not known at present; however, it appears that and A/C plant room is located on level 4.

Given the location of the equipment and the assigned noise level of the surrounding area, compliance with the applicable noise levels is not considered to be onerous. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project.

5.2 FOOD AND BEVERAGE TENANCIES

Noise levels associated with operations of the food and beverage tenancies on the ground floor will need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and is anticipated to be a condition of development approval.

The management of noise levels within this space will need to be considered on the basis of the style/intensity of entertainment within the space (if any), number of patrons and time of day/night that the space is intended to be used.

The times at which any openings fronting Henderson Street and William Street can be open may need to be restricted – dependent on the use of the space.

These management issues are proposed to be addressed as part of the design development phase of the project and addressing anticipated development approval conditions – noting that assuming the use of the food and beverage tenancies is typical of hotel use, compliance with the Regulations is considered highly unlikely to be onerous to achieve.

APPENDIX A

Development Plans

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
GROUND FLOOR PLAN - ULTIMATE CONDITION

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2200B

Revision
A

Date
14/05/25

© Woods Bagot

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 01 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2201

Revision
A

Date
14/05/25

© Woods Bagot

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 02 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2202

Revision
A

Date
14/05/25

© Woods Bagot

W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 03 PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2203

Revision
A

Date
14/05/25

© Woods Bagot

W—B WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 04 PLAN

Project no.
160977

Scale
1 : 100

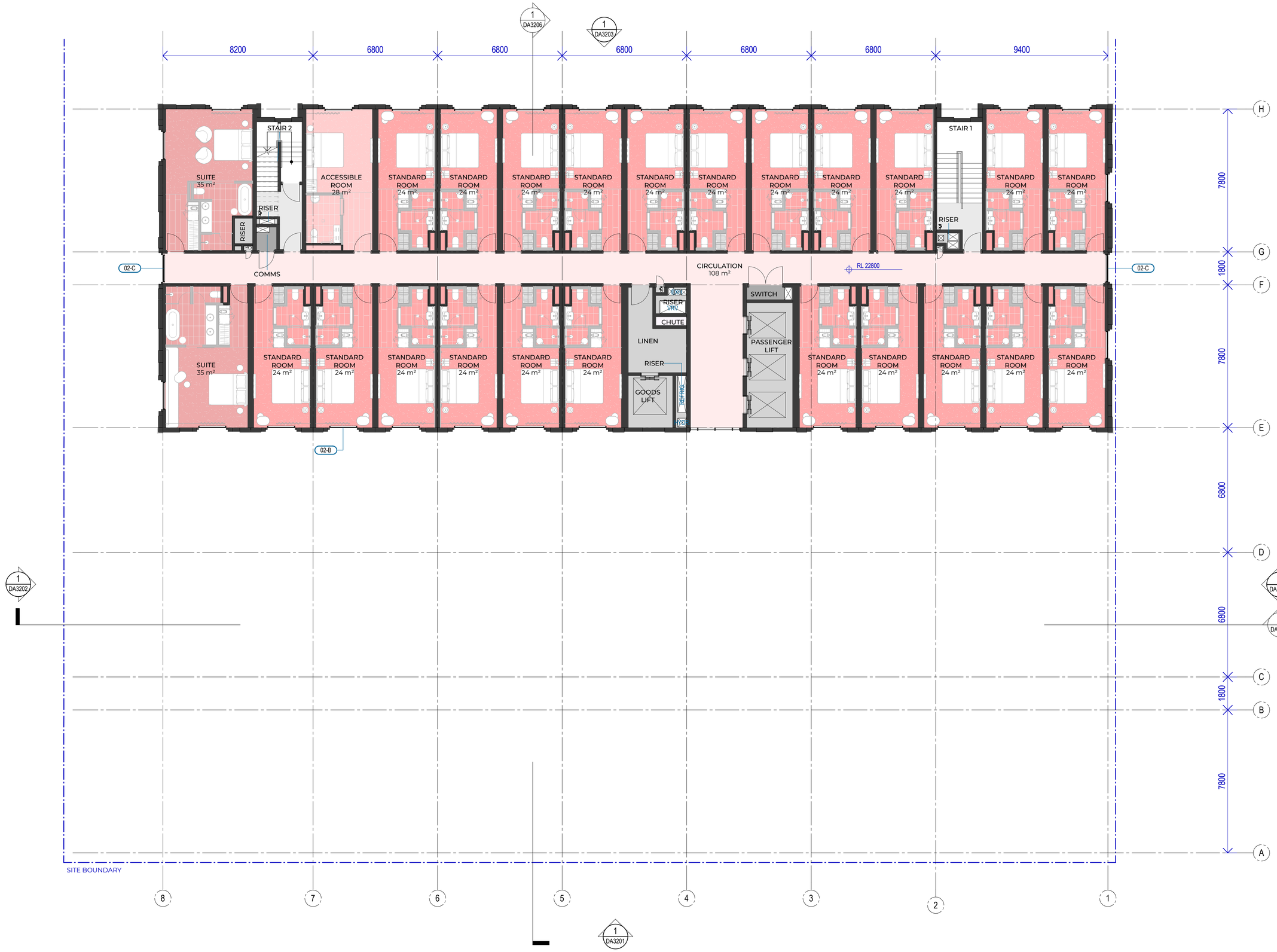
Sheet size
A1

Sheet no.
DA2204

Revision
A

Date
14/05/25

© Woods Bagot



W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
LEVEL 05 PLAN

Project no.
160977

Scale
1 : 100

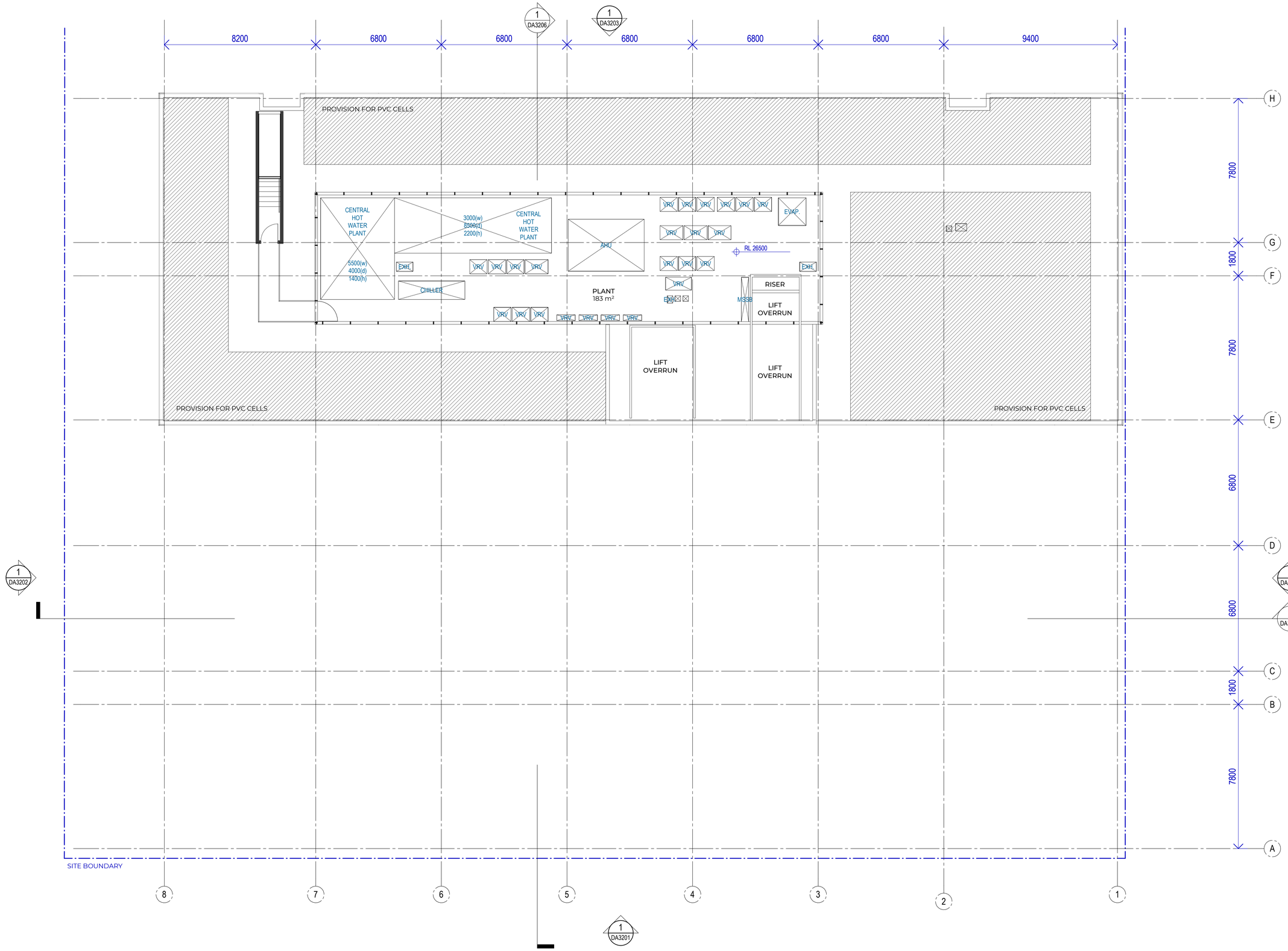
Sheet size
A1

Sheet no.
DA2205

Revision
A

Date
14/05/25

© Woods Bagot



W—B
WOODS BAGOT

Client
FIVEIGHT

Project
SPICERS HOTEL

Sheet title
ROOF PLAN

Project no.
160977

Scale
1 : 100

Sheet size
A1

Sheet no.
DA2206

Revision
A

Date
14/05/25

© Woods Bagot

Spicers Hotel – Fremantle 15/05/2025

Ecologically Sustainable Development DA Report

Prepared for

Fiveight

Melbourne
L2, 616 St Kilda Road
Melbourne, VIC 3000
P (03) 9230 5600

Sydney
L5, 73 Miller Street
North Sydney, NSW 2060
P (02) 8404 4210

Brisbane
L10/490 Upper Edward Street
Spring Hill, QLD 4000
P (07) 3831 3300

Revision Information

Project	Spicers Hotel - Fremantle
Title	Ecologically Sustainable Development – DA Report
Client	Fiveight
Prepared By	Zac Duryea

Revision Schedule

Revision	Date	Issue Name	Authorised
00	22/04/2025	Draft	Matt Williams
01	06/05/2025	DA Issue	Matt Williams
02	15/05/2025	DA Issue Update	Matt Williams

Contents

1 Introduction 4
2 Site Description 5
3 Government ESD Policy Requirements 5
3.1 NCC – Section J – Energy Efficiency 5
3.2 Western Australia - State Planning Policy 7.0 - 5. Sustainability 6
3.2.1 Climate Responsiveness 6
3.2.2 Resource Efficiency 6
3.2.3 Resilience and Adaptability 6
3.2.4 Biodiversity and Ecosystem Health 7
3.2.5 Integrated Water Management 7
3.2.6 Urban Heat Island Mitigation 7
3.3 Fremantle Local Planning Scheme 8
3.3.1 Zoning Response and Precinct Sensitivity 8
3.3.2 Sustainable Design Components 8
3.3.3 Urban Sustainability Objectives 8
3.4 City of Fremantle Local Planning Policy 2.13 8
3.4.1 Green Star Certification 9
3.4.2 NABERS Energy 9
3.4.3 Renewable Energy Systems 9
3.4.4 Water Efficiency and Reuse 9
3.4.5 Climate-Responsive and Passive Design 9
3.4.6 Materiality (Future Consideration) 10
3.4.7 WSUD and Stormwater Management 10
4 Voluntary ESD Targets 11
4.1.1 Green Star Buildings – 5 Star Target (4 Star Minimum) 11
5 Conclusion 13

1 Introduction

This ESD Development Application Report is for Spicers Hotel in Fremantle. This report is intended for distribution to Fiveight, City of Fremantle and relevant members of the project design team. The Spicers development relates to the property located at 10 Henderson Street, Fremantle, Western Australia. The current site is an on grade carpark which will be demolished and revitalised into a modern hotel with 150 rooms, a gym, conference room, food and beverage services and retail spaces. Many government policies that drive minimum expectations for ESD on the project, but the Spicers Hotel project is aspiring to surpass these with voluntary ESD pursuits.

The governing policy the project is to adhere to is:

- NCC Section J – Energy Efficiency
- Western Australia - State Planning Policy 7.0 - 5. Sustainability
- Fremantle Local Planning Scheme
- City of Fremantle Local Planning Policy 2.13

The current voluntary ESD target for Spicers is:

- 5 Star Green Star Buildings (4 Star Design & As Built is the requirement within Fremantle LPS)

This report will demonstrate how the project is currently tracking to achieve these requirements and pursuits as well as acknowledging that some items will be adopted into the project as the design progresses.

2 Site Description

The site at 10 Henderson Street, Fremantle is currently used as an open-air public car park. It is operated as a short-term parking lot (open 24/7) serving visitors to the Fremantle city centre. There are no occupied buildings on the property at present – the only "occupants" are vehicles using the ~30–40 parking bays available.

Figure 1- Aerial Photograph of Site (NearMaps - March 17, 2025)

3 Government ESD Policy Requirements

The project has four governing policies to adhere to. These include national government, state government and local council requirements and policies to align with.

- NCC Section J – Energy Efficiency
- Western Australia - State Planning Policy 7.0 - 5. Sustainability
- Fremantle Local Planning Scheme
- City of Fremantle Local Planning Policy 2.13

3.1 NCC – Section J – Energy Efficiency

The building is seeking to meet and exceed the National Construction Code (NCC) Volume 1, 2022. Section J of the NCC outlines performance requirements so that the building and its services facilitate the efficient use of energy. Currently the design has undergone a Deemed-to-Satisfy Thermal Performance review which due to its low window to wall ratio, the project complied with relatively relaxed façade performance requirements. During the detailed design stage, LCI will develop a JV3 model where thermal requirements for all the aspects of the building's envelope, such as specific glazing performance, façade & roof performance and colouring can be assessed. Currently the project is aligned with NCC2022 Section J.

3.2 Western Australia - State Planning Policy 7.0 - 5. Sustainability

State Planning Policy 7.0 outlines key sustainability principles that must be addressed in development proposals across Western Australia. While not prescriptive in a regulatory sense, these principles form a framework of policy expectations that must be demonstrated through design decisions—particularly for publicly visible, large-scale, or strategically important developments such as this one.

The list below outlines how the proposed Spicers Hotel development responds to each of the six sustainability principles listed in Section 5 of the Policy:

3.2.1 Climate Responsiveness

Policy Intent:
Designs should respond to local climate, sun path, prevailing winds, and shading, promoting passive solar performance, natural ventilation, and occupant thermal comfort.

Project Response:

- While solar access has not directly informed the overall building form, the outdoor pool is strategically positioned on the northeast side of the podium to maximise morning sun exposure and protection from the prominent SW winds.
- The façade is designed with a low window-to-wall ratio, which supports reduced solar heat gains and improved envelope performance.
- The design team is investigating minimising thermal bridging in the building fabric
- Ventilation strategy options are being explored, including operable windows in each room as well as continuous mechanical ventilation with heat recovery.
- The project acknowledges prevailing south-westerly winds (the Fremantle Doctor) and is considering how these may influence future passive ventilation strategies.

3.2.2 Resource Efficiency

Policy Intent:
Minimise resource demand throughout the building lifecycle and encourage renewable energy, low-impact materials, and efficient systems.

Project Response:

- The building is exploring a NABERS Energy rating and is targeting a 5 Star Green Star Buildings certification.
- The development will be fully electric, aside from a minimal diesel requirement for backup generation.
- High-efficiency all-electric heat pump like systems are being adopted for space heating, domestic hot water, and pool heating,
- A rooftop solar PV array will support the building's transition to low-carbon operations.

3.2.3 Resilience and Adaptability

Policy Intent:
Ensure buildings are durable and capable of adapting to future climate conditions and environmental stresses.

Project Response:

- The site is not located within designated bushfire or flood-prone areas, and therefore not subject to heightened climate risk zoning.
- Thermal resilience to heatwaves is being considered through HVAC sizing, thermal envelope performance, and design strategies targeting future climate projections.

3.2.4 Biodiversity and Ecosystem Health

Policy Intent:
Support local ecological systems through increased planting, urban habitat creation, and green infrastructure.

Project Response:

- Although the site is located in a highly urbanised context, the landscape strategy will seek to maximise vegetated areas, particularly in currently underutilised spaces.
- Plant species will be selected to support pollinators and native vegetation resilience.
- Creating habitat for larger fauna is not feasible given the site constraints, but urban ecology benefits will still be prioritised through planting diversity and design integration.

3.2.5 Integrated Water Management

Policy Intent:
Apply water-sensitive urban design principles such as rainwater harvesting, stormwater reuse and infiltration.

Project Response:

- The base design will explore water-efficient sanitary fixtures to reduce potable water demand.
- The design team is actively investigating water reuse and other WSUD strategies to enhance stormwater management and reduce runoff impacts during the next phase of design development.

3.2.6 Urban Heat Island Mitigation

Policy Intent:
Reduce localised heating through material selection, vegetation, and passive cooling strategies.

Project Response:

- The development is pursuing the Heat Resilience credit under Green Star Buildings. This includes ensuring that vertical exposed surfaces meet prescribed solar reflectance thresholds, which helps reduce solar heat absorption and supports mitigation of urban heat island effects.
- Where possible, shading, vegetation, and light-coloured materials are being integrated into external surfaces and public realm design.

3.3 Fremantle Local Planning Scheme

The City of Fremantle's Local Planning Scheme No. 4 (LPS 4) provides the statutory framework for land use and development within the municipality. While its primary focus is on zoning, land use, and development controls, the scheme includes provisions that directly and indirectly support environmentally sustainable design (ESD) outcomes, particularly for sites located within Special Control Areas such as heritage precincts, coastal foreshore zones, or areas of ecological or strategic urban value.

3.3.1 Zoning Response and Precinct Sensitivity

The design responds to the specific zoning and land use objectives of the precinct in which it resides. It is sensitive to local character and aligns with urban renewal goals through the integration of active frontages, public realm contribution, and architectural forms that support Fremantle's identity. The project addresses the urban character expectations of the precinct through its integration of active frontages along Henderson and William Streets, a publicly accessible ground floor plane, and podium articulation that complements surrounding heritage buildings. The built form respects local massing and provides a defined edge to the public realm, improving the current underutilised condition of the site. The car park that currently exists on the site provides no built character or activation, whereas the proposed development will reinforce the urban renewal objectives of the planning scheme, including enhancing pedestrian priority and cultural identity in this key part of Fremantle's core. By incorporating sensitive architectural language, the project will make a strong contribution to the revitalisation of the immediate area while achieving the strategic aims of density with amenity and contextual responsiveness.

3.3.2 Sustainable Design Components

The development is targeting a range of low-carbon and high-performance design features, including:

- A 100% electric building design with high-efficiency heat pumps
- A proposed solar PV system contributing to operational carbon reductions
- Recessed glazing and thermal insulation designed to minimise cooling loads
- Energy-efficient lighting and controls, including occupancy and daylight sensors
- Explore a NABERS Energy for Hotels Rating
- 5 Star Green Star Buildings rating target
- Reduction in Urban Heat Island effect

3.3.3 Urban Sustainability Objectives

The proposal supports broader planning goals by:

- Providing for long-term adaptability in layout and services to accommodate future upgrades
- The mechanical system will consider future climate projections for its design, particularly for ductwork sizing.

3.4 City of Fremantle Local Planning Policy 2.13

Local Planning Policy 2.13 (LPP 2.13) applies to all new commercial developments with a gross floor area (GFA) of 1,000 m² or more, and multiple dwelling developments of 10 dwellings or more. The policy establishes a clear sustainability performance threshold for new developments, aligning with Fremantle's broader commitment to climate action and urban sustainability.

Spicers Hotel exceeds the 1,000 m² threshold and is therefore subject to LPP 2.13. The policy's requirements around minimum energy and water performance, renewable energy readiness, and climate-responsive design have been addressed as part of the ESD strategy outlined below.

3.4.1 Green Star Certification

The project is targeting a 5 Star Green Star Buildings rating, exceeding the policy's requirement for a 4 Star Green Star Design & As Built certification (or equivalent). The Green Star rating will be pursued formally through the Green Building Council of Australia (GBCA) and will demonstrate outcomes across several impact categories, including Positive, Healthy, and Resilience.

This will ensure compliance with LPP 2.13 while also delivering a higher standard of sustainability performance. See section 5.2.1 for further detail

3.4.2 NABERS Energy

The project is exploring a NABERS Energy rating for hotels.

3.4.3 Renewable Energy Systems

While the final PV system size is subject to ongoing design development, the building has been designed to support rooftop solar integration where feasible. The building form has been developed primarily in response to the surrounding built context, ensuring it fits cohesively with neighbouring heritage and contemporary structures.

- Some overshadowing is present from the northern tower to the southern podium, particularly around the winter solstice, though it is not considered significant enough to prevent meaningful solar generation.
- The roof has been assessed to ensure practical PV installation is achievable, with appropriate consideration for structure, services coordination, and safe maintenance access.
- The overall building services strategy supports operational carbon reduction, with the design committed to a fully electric solution compatible with both on-site and off-site renewable energy sources.

3.4.4 Water Efficiency and Reuse

The project will explore implementing the following:

- Water-efficient plumbing fixtures and fittings across all guest rooms and amenities, selected to meet or exceed WELS 4–5 Star ratings.
- An investigation into water reuse systems, with feasibility studies underway to explore water reuse.
- Opportunities for efficient landscape irrigation will be considered during detailed landscape design, in line with water-sensitive urban design (WSUD) best practices.

3.4.5 Climate-Responsive and Passive Design

The project is targeting several key passive design strategies that respond to Fremantle's warm-temperate climate:

- Glazing is recessed into the building façade to provide passive solar control without compromising heritage considerations.
- Thermal bridging mitigation is under active investigation, including potential detailing consistent with Passive House principles.

- High-performance façade, building sealing, and acoustic insulation will be optimised to support both occupant comfort and energy efficiency.
- The building is 100% electric, avoiding the use of fossil fuels for hot water, heating, and cooking, and future-proofing the site against grid decarbonisation.

3.4.6 Materiality (Future Consideration)

While material selection is currently under development, the project team will consider low carbon, recycled, and locally sourced materials where feasible. This will support Green Star credit achievement in the Materials category and align with LPP 2.13's encouragement of resource-efficient construction.

3.4.7 WSUD and Stormwater Management

- The project will investigate stormwater management strategies in line with Fremantle's urban water goals.
- Integration of permeable surfaces, rainwater reuse infrastructure, or landscape-based filtration systems will be explored during detailed landscape design.

4 Voluntary ESD Targets

Although not mandatory requirements to the project, the Spicers Hotel project aspires to be recognised for its above industry standard commitment to sustainability. As previously mentioned, the project is targeting the following rating:

- 5 Star Green Star Buildings

4.1.1 Green Star Buildings – 5 Star Target (4 Star Minimum)

The project is targeting formal certification under the Green Star Buildings rating tool developed by the Green Building Council of Australia (GBCA), which sets aspirational benchmarks for sustainable design and construction across key impact areas including energy use, resilience, occupant health, and materials. While Fremantle Local Planning Policy 2.13 requires a minimum 4 Star Green Star – Design & As Built rating (or equivalent), this project will exceed that requirement by pursuing a 5 Star Green Star Buildings rating, demonstrating best-practice outcomes across environmental and social sustainability criteria. The certification will validate the project's high-performance outcomes in energy efficiency, indoor environmental quality, carbon reduction, and occupant experience, contributing meaningfully to Fremantle's broader sustainability goals and the climate resilience of the built environment. This new tool includes targets that directly address the UN Sustainable Development Goals and encourages ambitious building design to significantly reduce the impact the built environment has on aggravating climate change. This new tool aligns to meet the Paris Agreement on climate change, create clear expectations for new buildings and ensures transparency in supply chains to ensure complete understanding of materials and products used in the project.

The Green Star Buildings rating system assessing buildings through the following categories:

Points are awarded for a building project's ability to secure as many credits as possible from each category. Each credit targets the environmental impact of a specific design feature. The total number of points awarded determines if the level of certification. All projects require the minimum expectations to be fulfilled. On top of these, a 4 Star building requires 15 points, while a 5 Star building requires 35 points. See below Table 1 which shows the 4 & 5 Star pathways broken down per category.

Table 1 - Green Star Points per Category

	Points Available	4 Star Strategy	5 Star Strategy
Responsible	17	3	8
Healthy	14	0	6
Resilient	8	1	2
Positive	30	12	14
Places	8	3	3
People	9	3	5
Nature	14	0	2
Sub-total	100	22	40
Leadership	10	0	0
Total	110	22	40

This table is indicative of level of outcome that the project will pursue but exact selection of credits may change through the design and construction process.

5 Conclusion

The proposed Spicers Hotel development at 10 Henderson Street demonstrates a clear and proactive commitment to environmental sustainability. The design integrates both compliance with national, state, and local planning requirements and a suite of voluntary sustainability targets that position the project above regulatory minimums. By targeting a 5 Star Green Star Buildings rating and exploring a NABERS Energy for Hotels rating, the project showcases leadership in energy efficiency, operational carbon reduction, and indoor environmental quality. These initiatives are complemented by strategies in passive climate responsiveness, urban greening, and future-proofed all-electric services. As the design progresses, the project team remains committed to refining and enhancing sustainability outcomes, ensuring that the final built form delivers long-term value for both future occupants and the Fremantle community. This ESD strategy supports the broader city goals of climate resilience, heritage-sensitive development, and the creation of a healthy, low-impact urban precinct.

Job No. 25108

The 'Spicers' Site Development

'Spicers' Hotel

Heritage Impact Statement

Prepared for
Fiveight

September 2025

Griffiths Architects

Griffiths Architects

ABN 28 678 339 743

1/315 Rokeby Road, Subiaco

Western Australia 6008

Telephone 08 9381 1666

mail@griffithsarchitects.com.au

www.griffithsarchitects.com.au

Cover: Spicers Premises c1952, with the Federal Hotel beyond 236 181PD SLWA. Bolton and Sons, Coachbuilders (later Howard Porter Motors) is the to the right.

Revision History

Date of this revision: 23 September 2025

Document	Version	Author	Status	Date	Distribution
HIS	06	Griffiths Architects	Final v3	23/09/2025	Fiveight
HIS	05	Griffiths Architects	Final v2	17/06/2025	Fiveight
HIS	04	Griffiths Architects	Final	05/05/2025	Fiveight
HIS	03	Griffiths Architects	Draft	22/04/2025	Fiveight
HIS	02	Griffiths Architects	Draft	07/04/2025	Fiveight
HIS	01	Griffiths Architects	Draft	01/04/2025	Fiveight

Contents

Introduction	2
Summary	2
Heritage Listings	3
Location	4
Background	6
Statements of Significance	12
Conservation Policy	13
Proposals	14
Impacts and Mitigation	16
Conclusion	17
References	17
Photographs	20

Introduction

This Heritage Impact Statement (HIS) accompanies the scheme that forms part of the development application for the proposed hotel development at the site of the former 'Spicers'/ William Detmold Building at 10 Henderson Street, Fremantle, which has William Street as its northern boundary. The HIS is a planning requirement due to the local heritage listing of the site within the City of Fremantle's Local Heritage Survey place number 20880 adopted 18 September 2000. The listing relates to limestone features only. The HIS examines the heritage impacts of the development on *W1 Warders' Cottages* on the opposite side of Henderson Street, which are included in the World Heritage Listing curtilage for Fremantle Prison, National and State heritage lists. *Warders' Cottages W3* and the *Fremantle Markets* lie further west, and these places are both on the State Register, as is the *Freemasons Hotel* (Sail and Anchor).

Since the last iteration, the locally listed limestone wall has been removed and the material put into storage. The proposed development provides indicative areas for where the limestone wall can be reinterpreted and interpretation on the history of the site can be presented within communal and public spaces.

The 2016 Conservation Management Plan (CMP) for the Warders' Cottages is the guiding document for development adjacent to this place, though it does not deal in detail with development external to the cottages. Other development framework documents include Fremantle's Local Planning Scheme No 4 and related policies that cover all other aspects of planning on the site.

The 'Spicers' Site currently accommodates the Paddy Troy Mall public carpark managed by the Wilson Parking. The 'Spicers' site is currently accessed from William Street.

In this document, places included in State or Federal heritage registers are italicized in the text.

Fiveight have demolished a warehouse located on the site under a previous development application. The proposal includes the relocation of the salvaged material from the limestone wall of the demolished warehouse for a limestone wall interpretation along Spicers Lane in the public realm.

The requirement for the reinstatement of the wall as generally described above formed a condition of the previous development approval to demolish the warehouse.

Summary

This assessment was based on Woods Bagot's drawing set dated 23/09/2025 and See Designs Studio's drawing set dated 22/09/2025.

There is no adverse impact on the identified heritage values for the site of the former 'Spicers' Building from the proposed works. The demolished four-storey building was seen as a major landmark within

the townscape following its construction in 1899, and the re-introduction of a structure to the current carpark could act to revive the site as a landmark within the modern Fremantle townscape.

An evaluation of the impact of the proposals on *Warders' Cottages W1,* directly east of the site on Henderson Street also concludes that there is no significant adverse heritage impact on them.

Other heritage sites in the vicinity are also not impacted by the development.

In fact, the construction of a well-designed building on the site removes the negative impact of a derelict carpark in the setting of significant heritage places.

A previous design scheme was approved for the site (DA Reference DAP004/21).

The proposed design in this application provides an improved outcome from the previous design by reducing the bulk and scale of the Henderson Street by reducing the number of storeys along this boundary from five storeys in the previous scheme to four storeys in the current design and setting back the fifth and sixth storey northward to the boundary along Paddy Troy Mall.

The expression of the materiality of the hotel is sympathetic within the immediate context and does not impact on the significant heritage values of the Warder's Cottages or the Fremantle Prison Buffer Zone adjacent.

The limestone wall material removed and stored as part of DA0471/21 will be reinstated along the new Spicer's Lane within the public realm. The entry courtyard to the hotel will provide opportunity for a small plaque to reference the history of the Spicers site.

Overall, the proposed design is an improvement to the streetscape and provides increased public interaction with the ground floor public spaces from the previous design scheme

Location

The development site, which includes the site of the former 'Spicers' Building, is a rectangular site occupying the corner of a city block within the commercial and civic centre of Fremantle. This block is contained by William Street and Henderson Street to its north and east respectively, Metropolis Fremantle (fmr Kings Theatre) to the south, and a series of retail buildings known as the Fremantle Malls to the west that were completed by 1983.

Located across Henderson Street to the east are the *Warders' Cottages W1 and W3*, with *W2* a little further north. *W1* has recently been adapted for a boutique hotel and bar (Emily Taylor), *W3* is strata titles housing and *W2* is currently being adapted for re-us as an extension of the Emily Taylor.

The areas to the east side of Henderson Street fall within the Fremantle Prison World Heritage List Buffer Zone and *W1* and *W2* are on the National Heritage List.

The warehouse building to the south-east of the 'Spicers' site development once housed a pine/wood store and was most currently used as marketplace for Australian souvenirs and other memorabilia.

Henderson street has been closed off to traffic at the southern end, serving as a pedestrian mall between the *Fremantle Markets* and the *Sail & Anchor* (former Freemasons' Hotel), with the northern end being used as a public carpark. The public domain is tired and is likely that the whole of the southern end of Henderson Street will be upgraded in the foreseeable future.

The retail areas to the west and south-west of the site contain a number of laneways which provide pedestrian connections between the site, South Terrace and William Street. Across William Street to the north are a number of newly constructed office buildings, typically housing a number of government departments. Further west of these buildings is the site of the *Fremantle Town Hall*, *Saint John's Anglican Church*, and the New Fremantle Civic Centre.

Figure 01: Aerial photograph of the site of the former 'Spicers' building, with site curtilage outlined in red. The Warders' Cottages are denoted by W#. Google Maps 2021.

Heritage Listings

Heritage Listings for the Warders' Cottages adjacent to the development site include:

National Heritage List		01 Aug 2005
State Register of Heritage Places 00877	Permanent Entry	30 Jun 1995
City of Fremantle Heritage List		08 Mar 2007

Heritage listings concerning site of the former 'Spicers' site include the following for the remaining limestone garden wall:

City of Fremantle Heritage List 20880	08 Mar 2007

Background

Historic Context

There are two contexts to consider in this development area. The first is the Warders' Cottages east of the site and the second the remnant limestone wall that runs to the south of the 'Spicers' site development, and through part of the 'Spicers' hotel.

The following historical context is based on a chronology of the site of the former 'Spicers' Building drawn from the 2007 Limestone Wall Research by Kristy Bizzaca.

Warders' Cottages

With the foundation of the Swan River Colony for the purposes of free settlement, Fremantle became the main port of entry to the capital of Perth. The first surveys of the townsite were completed by Surveyor General John Septimus Roe in this year with additional surveys carried out in 1833 and in 1836.

The first of the convict ships arrived at Fremantle on 1 June 1850 under the direction of Captain Edmund Henderson, Royal Engineer and Comptroller General of Convicts.

In 1851, the Colonial Government allocated Fremantle Lots 150, 151, 152, 175, 176, 177 and 178 on a rise to the east of the townsite for use by the Convict Establishment. This grant incorporated all the land to the north-east and south east of the land upon which the Spicer's buildings were later built. The first range of cottages was W1 which was completed in 1851. Though it is contested these six cottages were designed to house two families in each cottage. It was noted that the Convict Finance Board suggested further fireplaces be installed upstairs so that two families might live in each place, rather than building further cottages.

There were complaints from the outset associated with a lack of privacy and poor conditions. Subsequently kitchens were added to improve facilities. They were intended for depot staff only.

In January 1868, the *Hugemont;* the last convict ship arrived; ending the transportation era, though the last of the convicts was not discharged until the first years of the 20th century.

Further improvements were made by moving the privies further away from the accommodation. In the meantime, the prison population declined until the place became the Colonial prison in 1888. Warders transferred from Imperial to Colonial service in the first years after the handover.

Henderson drew up the plans for the Convict Establishment in 1851 with construction on the prison and associated buildings commencing in 1852. Other structures built as part of the complex included two-storey terraced quarters for the warders and their families on what became Henderson Street. The main core of the convict establishment was completed by 1859.

First Terrace W1, 19-29 Henderson Street was completed in 1851; Second Terrace W2, 33-41 Henderson Street c.1853; and Third Terrace W3, 7-17 Henderson Street in 1858).

Two families lived in each cottage and complaints were frequent. Warders were required to live there until 1947 when they were permitted to live elsewhere. Following closure of the prison, State Housing adapted them for their clients, but after 20 years, it was determined that they places were unsuitable for their clients. All were disposed of and W1 and W3 adapted for alternative use. In 2016, ownership

was transferred to the Heritage Council and basic conservation works were completed prior to all the Warders' Cottages being offered for sale.

In 2020 works were completed to convert Warders' Cottages 1 into the Warders Hotel, Emily Taylor (restaurant) and Gimlet (small aperitif café operating in one of the *Warders' Cottages*.

Fremantle Prison was inscribed in the World Heritage List in August 2010 as part of a serial listing of convict sites for its outstanding universal values in relation to the transportation of convicts.

Transportation gave the struggling colony its first economic impetus for growth and for the realisation of public works. The impact of transportation was profound.

Limestone Wall/'Spicers' Site Development

As with many cycles of the economy in Western Australia, the next economic surge after the end of transportation was driven by minerals.

> The discovery of gold in the 1880s and 1890s had a significant impact on the development of Western Australia. Like other areas, Fremantle was transformed as a result of the gold boom and the huge increase in population due to the goldrushes.
>
> The enormous expansion in commerce and trade subsequent to the goldrushes made it necessary to carry out improvements to the existing Fremantle harbour. From 1901, the Fremantle Inner Harbour became the principal port of the state. With this, major maritime firms such as the P & O Line established their main offices in Fremantle's commercial district (now known as the west end) and it's streets became lined with newly built warehouses and business premises, banks and hotels, and public buildings like churches, schools and the town hall.
>
> It was during this period of economic prosperity that London-based manufacturing stationers, William Detmold Ltd, opened a branch of the company in Fremantle in c. 1894. Soon after, Detmold's secured its first government contract and this would prove its main source of business over time. Over the next few years, the growth of the business was such that it moved from its small rooms in the Club Hotel to Cliff Street and then finally to William Street in 1897/1898.
>
> On 4 October 1898, Spicer Brothers Ltd (a company affiliated to Detmold's) was registered as the owner of Lots 374 and 375 at the corner of William and Henderson Streets in Fremantle.
>
> A description of the William Street premises in the 1901 *Twentieth Century Impressions of WA* is as follows:
>
> But with the introduction of new machinery and the enormous increase in business, the firm decided to build premises of its own, and the photograph reproduced in this work (Figure 02) coveys some idea of the extensive building opened in August 1899, and which contains three stories, ground floor, and basement, with a frontage of 65 feet by 100 feet in depth.
>
> Detmold's was well known for its accounting books, ledgers and general bookbinding and the Fremantle store became a centre for the production of envelopes of every sizes. The firm also supplied stationery and printing machinery to places around the state.
>
> A 1916 sewerage plan shows further detail of the buildings located at the property (figure 03). The four-storey brick premises erected in 1899 is numbered 47 – 49 William Street with associated outbuildings to the rear. The William Street business operated under the name of Spicer and Detmold by 1930-1931.

Figure 02: 'Spicers' Premises. Ca.1952, with Howard Porter Motors to the right. *236, 180PD SLWA.*

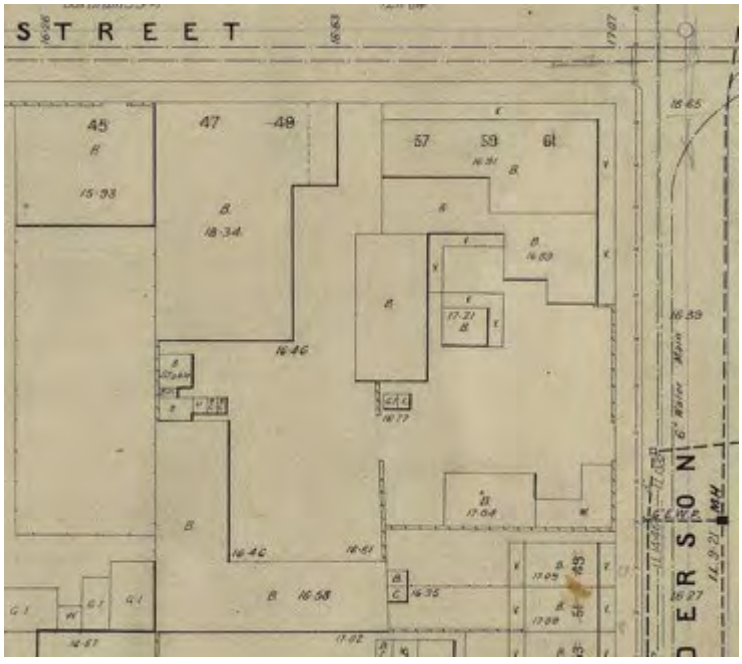


Figure 03: Metropolitan Sewer Map 2051, 'Spicers' Building shown as 47-49 William Street. *SROWA 1916.* 45 was Howard Porter Motors, previously Bolton and Sons, Coachbuilders.

By the early 1950s, the structures to the corner of the property at Henderson and William Streets had been removed.

Figure 02: Aerial Photograph of St Johns or Kings Square, 'Spicers' Building visible at the top of the image. Ca. 1957. *543 Fremantle Library.*

On 25 March 1969, the land at the corner of William and Henderson Streets was transferred into the ownership of the City of Fremantle. By the 1960s, Spicer's Paper company had other facilities around Perth in places such as Northbridge and Queen's Park and it is likely that its Fremantle premises no longer suited its needs.

The minutes of the Fremantle Council for March state the intention of the municipality to use the site for car parking purposes. This decision was part of a broad approach by local government authorities at the time due to the increase of private ownership of motor vehicles post World War Two.

During 1969, the Council approved a short-term lease of the former Spicer's buildings to the neighbouring Howard Porter Motors dealership as well as agreed to open portion of the site for car parking during peak periods.

In preparation for the eventual demolition of the former Spicer's buildings, the Fremantle Council accepted the tender of the WA Salvage Co. for $6,388 for the demolition of the former Spicer's buildings in August 1970. This work began in September with plans for the new car park to be operational from December.

The only structure left on the site was the eastern section of the large c. 1960s warehouse/store room, which incorporated the limestone wall. The stone wall effectively became the western elevation of the building. Diagrammatic evidence shows the c. 1960s warehouse/store room (former Pine Warehouse) as having brick walls to the remaining elevations with an asbestos saw-tooth roof above and two drive-way entries to the north.

> From the late 1980s, the c. 1960s former Spicer's warehouse was occupied by The Pine Warehouse (or The Pine Shop) as retail and commercial premises. Alterations were made to the Henderson Street elevation to provide customer access.
>
> The limestone wall at The Pine Warehouse was identified as having value as part of a survey of 19th century walls and steps in Fremantle prepared in 1986.
>
> As a result of its inclusion in this survey, the place was subsequently adopted as part of the City of Fremantle Municipal Heritage Inventory in October 2000.
>
> This categorizes the place as an archaeological site and recommends that, prior to any development occurring, it be the subject of an archaeological survey and interpretive signage.

The survey simply identified limestone walls and did not attempt to evaluate their significance.

In the early 1970s the five-storey carpark, office and Myer buildings were constructed on the block bounded by Henderson, Williams, Queens Streets and Newman court. These buildings changed the scale of buildings from several smaller warehouse style buildings to large modern buildings. While the carpark remains today the Myer building has been adapted and the office building demolished to allow for the new FOMO Fremantle a mixed used development completed in 2020.

Physical Evidence

The *Warders' Cottages* description is taken from the heritage assessment

> Warders' Cottages (fmr) consist of three distinct limestone buildings comprising: First Terrace (W1), 19-29 Henderson Street (1851); Second Terrace (W2), 33-41 Henderson Street (1853); and, Third Terrace (W3), 7-17 Henderson Street (1858).
>
> The three, two storey, terrace buildings are located on the south-east side of Henderson Street. Each terrace is set back about 1.5 metres from the 1000 mm high limestone wall that runs against the footpath along the north-west boundary of the site.
>
> First Terrace runs from the footpath on the south-west side of William Street to the lane that leads from Henderson Street to the market. The front boundary wall has six gateways. The front façade of First Terrace faces across the pedestrianised part of Henderson Street to a ground level car park. The north-east and south-west boundaries of the rear yard are edged by limestone walls. The yard is divided along its width by timber picket fences, the lines of which coincide with the party walls of each house within the terrace.[1]
>
> The north-east end of Second Terrace is against the edge of a lane that separates it from the Magistrates Court House. The south-west end of the building is on the edge of the footpath beside William Street. The front boundary wall has three gateways providing access to pairs of houses. The front façade of Second Terrace faces the multi-storey car park located on the north-west side of Henderson Street, between William and Queens Street. The south wall of the rear yard is cranked to

[1] Since this description was written the cottages have been adapted for the Emily Taylor, a hotel and restaurant. The buildings were conserved and the gardens completely redeveloped.

follow the line of the Fairbairn Street Ramp. The rear yard is divided by profiled steel sheet fencing to provide three irregularly shaped yards, one for each pair of houses.

Third Terrace runs from Market Lane to the Fremantle Market building that continues around to South Terrace. The front boundary wall has six gateways. The front façade of Third Terrace faces across a paved open area to a single storey building, which serves as a food hall. The north-east wall of the

yard is largely formed by the rear wall of the former wash house. The yard is divided along its width by corrugated fibrous cement sheeting fences, the lines of which coincide with the party walls of each house within the terrace.

External form and style, and details of each of the buildings varies. Third terrace is different in appearance from Second Terrace and First Terrace but, because of their rectangular forms and simple repetition of symmetrical elements, all three share the broad characteristics of the Victorian Georgian style (c. 1840 – c. 1890).[2]

[2] These were adapted for strata titled residences by the then State Heritage Office.

Statements of Significance

To assist in assessing heritage impacts, the significance of each of the potentially impacted sites, the *Warders' Cottages* and the 'Spicers' site, need to be understood. The statements of significance for each place follows.

In respect to the *Warders' Cott*ages that are in the buffer zone, the impacts to be considered are contextual and include what impact change might have on views to and from the Fremantle Prison.

Fremantle Prison

The following values are taken from the Australian Heritage Database entry for the National Heritage List for Fremantle Prison. Two sets of Cottages are included in the listing. Where the cottages are referenced, they appear in bold type in the values.

> Criterion A – Events, Processes
>
> The National Heritage values are expressed though the elements comprising the Fremantle Prison convict era complex, including the 1859 main cell block, chapel and wards, yards and refractory cells; perimeter walls, gatehouse complex and prison officer residences on the Terrace; service buildings and hospital; Fairbairn Street ramp access tramway, and the three terraces built as **Warders Cottages, 7-17, 19-29 and 31-34 Henderson Street**. Other elements which express National Heritage values include the western workshops (1900); new division (1907) and conversion of service buildings to female division and eastern range (1899-1909)
>
> Criterion B – Rarity
>
> Fremantle Prison has outstanding heritage value to the nation as an exceptionally intact architectural ensemble due to 133 years of continuous use as a prison. The National Heritage values are expressed though the elements comprising 1859 main cell block, chapel and wards, yards and refractory cells; perimeter walls, gatehouse complex and prison officer residences on the Terrace; service buildings and hospital; Fairbairn Street ramp access tramway, and the three terraces built as Warders Cottages**, 7-17, 19-29 and 31-34 Henderson Street.** Other elements which express National Heritage values include the western workshops (1900); new division (1907) and conversion of service buildings to female division and eastern range (1899-1909)

'Spicers' Site

The 'Spicers' Building site has a good deal less significance. The following statement of significance is drawn from the Limestone Wall Research Project (2007) and the 2009 Griffiths Architects Heritage Assessment.

> The *site of the former Spicer's* building has cultural significance for the following reasons:
>
> The limestone wall, together with the c. 1960s building (now The Pine warehouse), has historic significance for its association with manufacturing stationers William Detmold Ltd, later known as Spicer's Paper Industries. The company operated from the site from 1897/1898 up to c. 1969. Although demolished, the

company's four-storey William Street premises was a major landmark in the Fremantle townsite from the time of its construction in 1899;

The place has some social significance as is evidenced by its inclusion in the City of Fremantle Municipal Heritage Inventory; and,

The limestone wall, together with the c. 1960s building (now The Pine warehouse) and the larger Henderson and William Streets car park, has the potential to reveal archaeological information about human occupation of the site.

Conservation Policy

Warders' Cottages

The *Warder's Cottages* are an adjacent site which has a dedicated conservation plan, *Warders' Cottages, Henderson Street, Fremantle: Conservation Management Plan Update* 2016.

The key policy statements are noted as :

Warders' Cottages should be conserved with minimal change to the exteriors and interiors of the buildings.

Interiors may be adapted, guided by the policy in the following sections, and with due regard to the assessed significance of the place. Generally, intrusive elements have been removed in the 2015-16 conservation works campaign.

The setting of the cottages should also be conserved in a way that retains and reveals the significance of the place and respects its landmark qualities.

Determining an appropriate use for the place, and managing the changes required to implement such use, is a good way to ensure the ongoing conservation of the place and its heritage values.

The second policy refers to context.

In terms of specific policies, the plan goes on to comment

Policy 14 Significant views of the Warders' Cottages (fmr) should be retained, and not obstructed by future development or landscaping. Principal views are of the front elevations, but the side elevations to William Street are also of significance.

This policy framework is concerned with views to the place and is generally inward looking thereafter. The CMP update has virtually nothing to say about the broader development context and offers no guidance.

'Spicers' Site

The 'Spices' Site had buildings on it for many years prior to the construction of this substantial building. In 1970, the building was demolished, possibly leaving the basement or part of it, and random rubble limestone wall relating to a previous development on the eastern boundary.

An extensive survey of limestone walls was completed for Fremantle in 2007. In 2009, Griffiths Architects undertook a Heritage Assessment of the site of the former 'Spicers' building, and the limestone wall at the site boundary.

The study noted the future development of the site and the prospect of the wall being disturbed.

The study concluded that the limestone wall should be substantially retained and conserved and integrated into a future development.

It noted that the wall has been penetrated in at least one location and recognized that future development solutions may require partial removal.

The study did not anticipate site amalgamation and the construction of a building across the whole amalgamated site.

Local Planning Policy 2.20: Discretion to Vary Local Planning Scheme Site or Development Requirements for Heritage Purposes

This policy allows for scheme variation in support of heritage outcomes but given the scale and importance of the remaining wall, and the plans to relocate the material from which it is made, it is hardly likely that the provision of this policy would apply.

Proposals

A) Demolition

The warehouse that was on the site has been demolished as part of a previous development approval DA 0471/21 and the significant limestone wall material was salvaged and store off site for reuse in the redevelopment of the site.

The current asphalt carpark will be demolished to develop the hotel.

B) Construction

The proposed works for the current proposal to the 'Spicers' site development includes:

Ground floor accommodating a reception accessed from William Street, lift lobby, food and beverage offerings along Henderson Street, a hotel meeting/event room on William Street and retail premises along Spicers Lane. William and Henderson Streets and Spicers Lane are entirely focused on forms of activation. Back of house is located centrally and along the vehicular road Paddy Troy Mall which provides access to the rear of properties fronting William Street and South Terrance.

The first-floor hotel accommodation is placed either side of a central courtyard space with pool located at the eastern end. Along the Paddy Troy Mall boundary runs a bank of hotel rooms with a hallway providing separation to another bank of hotel rooms adjacent. At the southeast corner of this block is located the lifts, hotel BOH spaces, pool plant, communal bathrooms and the wellness/gym space. A bank of hotel rooms is located at the western corner of the Henderson Street boundary with hotel guest food and beverage area located east of these hotel rooms.

The second and third floor comprise a repeating pattern where a bank of hotel rooms runs along the Paddy Troy Mall boundary with a hallway providing separation to another bank of hotel rooms adjacent and a bank of hotel rooms along the southern boundary and over the food and beverage area below. An undercover walkway connects the north and south hotel banks on both levels and two external staircases on the northern side of the Henderson hotel block provide compliant fire egress.

The fourth floor repeats the pattern of the northern hotel room bank while the southern bank is the roof top of the southern with plant equipment set back from the edges of the roof.

Finally, the fifth floor repeats the pattern of the northern hotel room bank.

There is plant on the roof of the northern hotel back, set back from street frontages and designed to visually recede.

The building aesthetic comprises a pattern of square columns and a simple limestone look façade with recessed windows and balconies. Glazed walls at ground level provide glimpsed sightlines to the historic Warder's Cottages from William Street.

The proposed building will be of a similar scale to the Henderson Street 5-storey carpark and the FOMO Fremantle buildings to the north-west of the site. The building will also be of a similar scale to the demolished former 'Spicers' building and will bring back the sense of the Henderson and William Street corner being a landmark

Refer to the drawing set for more detail.

Along with the architecture of the hotel, there will be the re-presentation of the limestone wall at ground level within the public realm of Spicers Lane, and interpretation of the Detmold Spicer story within the hotel entrance which is accessible to the public.

C) Conservation

The recovered limestone will be reinstated along Spicers Lane at towards the Henderson Street entrance. This will give the fabric of the wall a good deal of visual prominence within the public realm. The requirement for the reinstatement of the wall as generally described above formed a condition of development approval of DA0471/21.

Impacts and Mitigation

A review of the development against the National Heritage Lists value that apply to the *Warders' Cottages* follows:

Heritage Values	Potential Impact Analysis	Degree and Intensity of Impacts and Mitigation
The National Heritage values are expressed through the elements comprising the Fremantle Prison convict era complex, including the 1859 main cell block, chapel and wards, yards and refractory cells; perimeter walls, gatehouse complex and prison officer residences on the Terrace; service buildings and hospital; Fairbairn Street ramp access tramway, and the three terraces built as **Warders' Cottages, 7-17, 19-29 and 31-34 Henderson Street**. Other elements which express National Heritage values include the western workshops (1900); new division (1907) and conversion of service buildings to female division and eastern range (1899-1909)	There is no direct impact on this value, other than the fact that the new building is to face the two storey W1 Cottages at 19-29 William Street.	The impact is on visual presentation. The proposal changes the immediate context within which the significant Warder's Cottage's sits, from an open space which is vehicular dominate and not pedestrian friendly to a building of similar scale with the adjacent carpark/FOMO buildings with increased ground floor activation and pedestrian friendly pathways. The proposal does not overshadow the cottages or impact the views. The shift is confined to the experience of the vista along William Street, which will now be contained by two buildings of a similar scale, and the experience of Henderson Street which has been characterised by a vacant site and low scale warehouse since the 1970s. The impacts simply change the experience without impact on heritage values. The revised design is an improvement on the previous design by reducing bulk and scale along Henderson and William Streets and provided improved views to the Warder's Cottages by use of glazed walls at the ground level.

Fremantle Prison has outstanding heritage value to the nation as an exceptionally intact architectural ensemble due to 133 years oof continuous use as a prison. The National Heritage values are expressed though the elements comprising1859 main cell block, chapel and wards, yards ad refractory cells; perimeter walls, gatehouse complex and prison officer residences on the Terrace; service buildings and hospital; Fairbairn Street ramp access tramway, and the three terraces built as **Warders' Cottages, 7-17, 19-29 and 31-34 Henderson Street.** Other elements which express National Heritage values include the western workshops (1900); new division (1907) n conversion of service buildings to female division and eastern range (1899-1909)	There is no direct impact on this value, other than the fact that the new building will face the two storey W1 Cottages at 19-29 William Street.	The impact is on visual presentation. The proposal changes the immediate context within which the significant Warder's Cottage's sits, from an open space which is vehicular dominate and not pedestrian friendly to a building of similar scale with the adjacent carpark/FOMO buildings with increased ground floor activation and pedestrian friendly pathways. The shift is confined to the experience of the vista along William Street, which will now be contained by two buildings of a similar scale, and the experience of Henderson Street which has been characterised by a vacant site and low scale warehouse since the 1970s. The impacts simply change the experience without impact on heritage values. The revised design is an improvement on the previous design by reducing bulk and scale along Henderson and William Streets and provided improved views to the Warder's Cottages by use of glazed walls at the ground level.

Conclusion

The proposed design in this application provides an improved outcome from the previous design by reducing the bulk and scale of the Henderson Street by reducing the number of storeys along this boundary from five storeys in the previous scheme to four storeys in the current design and setting back the fifth and sixth storey northward to the boundary along Paddy Troy Mall.

There is no adverse impact on the identified heritage values for the site of the former 'Spicers' Building from the proposed works. The demolished four-storey building was seen as a major landmark within the townscape following its construction in 1899, and the re-introduction of a structure to the current carpark could act to revive the site as a landmark within the modern Fremantle townscape.

An evaluation of the impact of the proposals on *Warders' Cottages W1,* directly east of the site on Henderson Street also concludes that there is no significant adverse heritage impact on them.

Other heritage sites in the vicinity are also not impacted by the development. In fact, the construction of a well-designed building on the site removes the negative impact of a derelict carpark in the setting of significant heritage places.

The expression of the materiality of the hotel is sympathetic within the immediate context and does not impact on the significant heritage values of the Warder's Cottages or the Fremantle Prison Buffer Zone adjacent.

The limestone wall material removed and stored as part of DA0471/21 will be reinstated within the public realm of Spicers Lane. The entry courtyard to the hotel will provide opportunity for a small plaque to reference the history of the Spicers site.

Overall, the proposed design is a significant improvement to the streetscape and provides increased public interaction with the ground floor public spaces and improved sightlines to the Warders Cottages from William Street in the revised design.

References

Griffiths Architects. Heritage Assessment: Spicer's Warehouse Site Boundary 8-10 Henderson Street, Fremantle, 2009.

Bizzaca, Kristy. Research Project - Limestone Wall, Former Spicer's Site, Henderson Street, 2007.

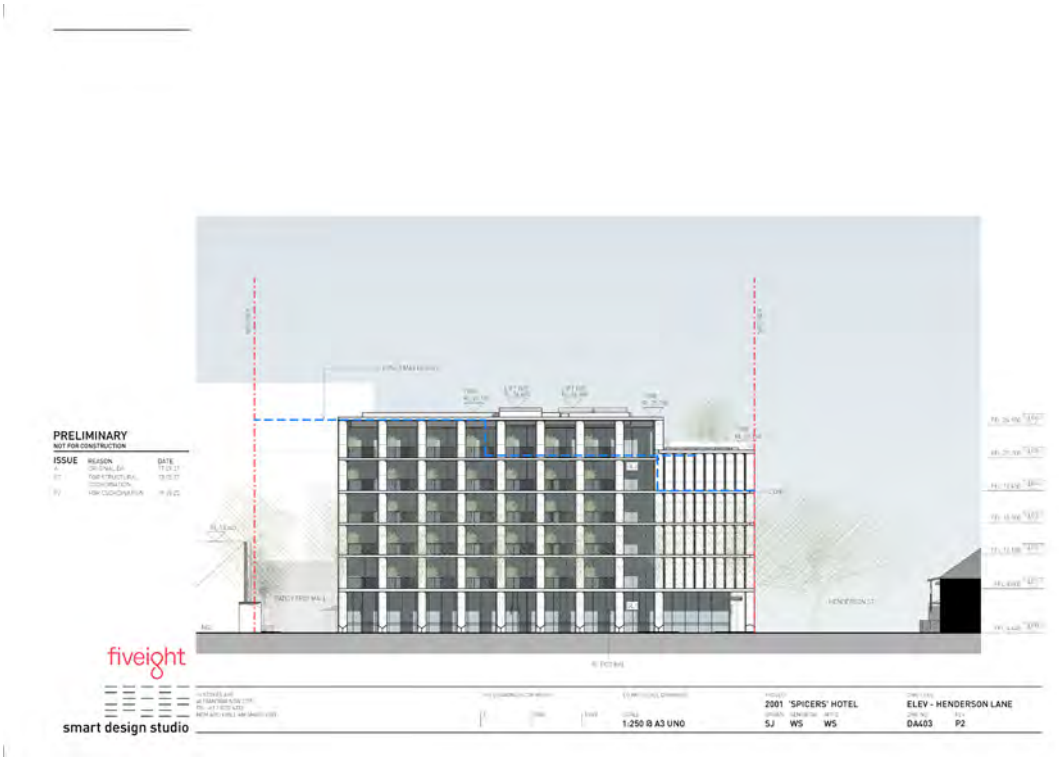
State Heritage Office. Warders' Cottages Conservation Plan Update, 2016

Heritage Council of Western Australia. Register of Heritage Places – Assessment Documentation: Warders' Cottages (fmr), 2001

Wood-Bagot, drawing set dated 23 September 2025

See Design Studio, Spicers See Design Landscape Architecture DA Report, drawing set dated 22 September 2025

Previous proposal and current proposal



Section of the proposed development in the previous development approval DAP004/21

Section of the proposed development in this development approval application.

Photographs

Photograph 1: View from the roundabout at the intersection of Williams and Parry Streets looking towards the 'Spicers' site development. *Warders' Cottages 1* (Emily Taylor) can be seen on the left. *Griffiths Architects 2021.*

Photograph 2: View from Henderson Street looking towards the 'Spicers' site development, the Warders' Cottages 2 can be seen on the left and the 5-storey carpark to the right. *Griffiths Architects 2021.*

Photograph 3: View from Williams Street looking towards *Fremantle Oval*. The 'Spicers' site development is to the right and the current 5 storey carpark to the left. The Warders' cottages 1 and 2 can be seen where Henderson Street intersects. *Griffiths Architects 2021.*

Photograph 4: View from the South Terrace end of Henderson Street Pedestrian Mall towards the 'Spicers' site development. *The Sail and Anchor* is to the left and *Fremantle Markets* to the right. *Griffiths Architects 2021.*

Photograph 5: View from the Henderson Street Pedestrian Mall towards the 'Spicers' site development. The 'Old Shanghai' food hall is to the left and *Warders' Cottages 2* to the right. Griffiths Architects 2021.

Photograph 6: View looking down Henderson Street Pedestrian Mall. The 'Spicers' site development to the left and the *Warders' Cottages 1* (Emily Taylor) is to the right. *Griffiths Architects 2021.*

Spicers Hotel Fremantle

TRANSPORT IMPACT STATEMENT

PROJECT	Spicers Hotel Fremantle			
FILE NAME	81113-949-FLYT-TRS-0002			
Revision	**Description**	**Originator**	**Review**	**Date**
0	Draft	CAS	MDR	21/4/2025
1	Issued	CAS	MDR	25/04/2025
2	Updated with revised drawings	CAS	MDR	15/05/2025

Contents

1. Introduction 5

1.1 Development Introduction 5

1.2 Transport Impact Statement 5

1.3 Report Structure 6

2. Proposed Development 7

2.1 Development Site 7

2.2 Proposed Development 8

3. Vehicle Access and Parking 10

3.1 Proposed Parking 10

3.2 Paddy Troy Mall 11

3.3 Existing Off-site Parking 12

3.4 Required Car Parking 14

4. Provision for Service Vehicles 16

4.1 Deliveries 16

4.2 Rubbish Collection 16

4.3 Swept Path Analysis 17

5. Daily Traffic Volumes 18

5.1 Existing Land Use 18

5.2 Trip Generation of Proposed Use 18

5.3 Trip Distribution 19

5.4 Traffic Impact 19

6. Surrounding Street Network 20

6.1 Network 20

6.2 William Street 21

6.3 Henderson Street 23

6.4 Paddy Troy Mall 24

6.5 Intersections 25

7. Public Transport Access 27
7.1 Existing Services 27
8. Pedestrian Access and Amenity 31
8.1 Existing Pedestrian Network 31
8.2 Development Proposals 32
9. Cycle Access and Amenity 34
9.1 Existing Cycle Network 34
9.2 Proposed Cycle Network 35
9.3 Development Proposals 36
9.4 Cycling Requirements 37
10. Site Specific Issues 38
10.1 Crash History of Surrounding Road Network 38
11. Summary and Conclusions 39
11.1 Transport Assessment 39

Item	Response
Local Government	City of Fremantle
SWALSC Region	Whadjuk
Site	10 Henderson Street Fremantle
Street Frontage	William Street, Henderson Street, Paddy Troy Mall
Development Type(s)	Hotel
Relevant Planning Scheme	City of Fremantle Local Planning Scheme No. 4
Nearest Train Station	Fremantle Station: 500m straight line distance, 750m walking distance
Nearest Bus Routes	Routes 511, 512, 513, 520, 530, 531, 532, 548, 549 and 999 along South Terrace (230m walk); routes 160, 500, 502 and 915 along High Street (350m walk); routes 107, 111, 148, 149, 158, 910 and 998 along Adelaide Street (450m walk)
Walk Score Ratings	Walk score: 97, Transit score: 70
Access Crossovers	No crossover proposed
Parking Provision	None on-site 1 off-site accessible bay and 1 drop off bay on Henderson Street (existing street configuration) and embayed on William Street in an ultimate configuration
Motorcycle/ Scooter Parking	No provision
Bike Racks (Internal)	Bike parking facility with capacity for 12 bikes at ground level accessed via Paddy Troy Mall
Servicing	On-site loading, waste and recycling collection accessed via Paddy Troy Mall
Trip Generation	42 trips in the AM peak hour and 61 trips in the PM peak hour; predicted traffic generation of hotel use is less than traffic associated with car park

1. INTRODUCTION

1.1 Development Introduction

This Transport Impact Statement has been prepared by Flyt in support of the proposed hotel development at 10 Henderson Street in Fremantle. The site is within the City of Fremantle and as indicated by the South West Aboriginal Land and Sea Council website, the site sits within the Whadjuk Region.

The location of the proposed development is shown in Figure 1.

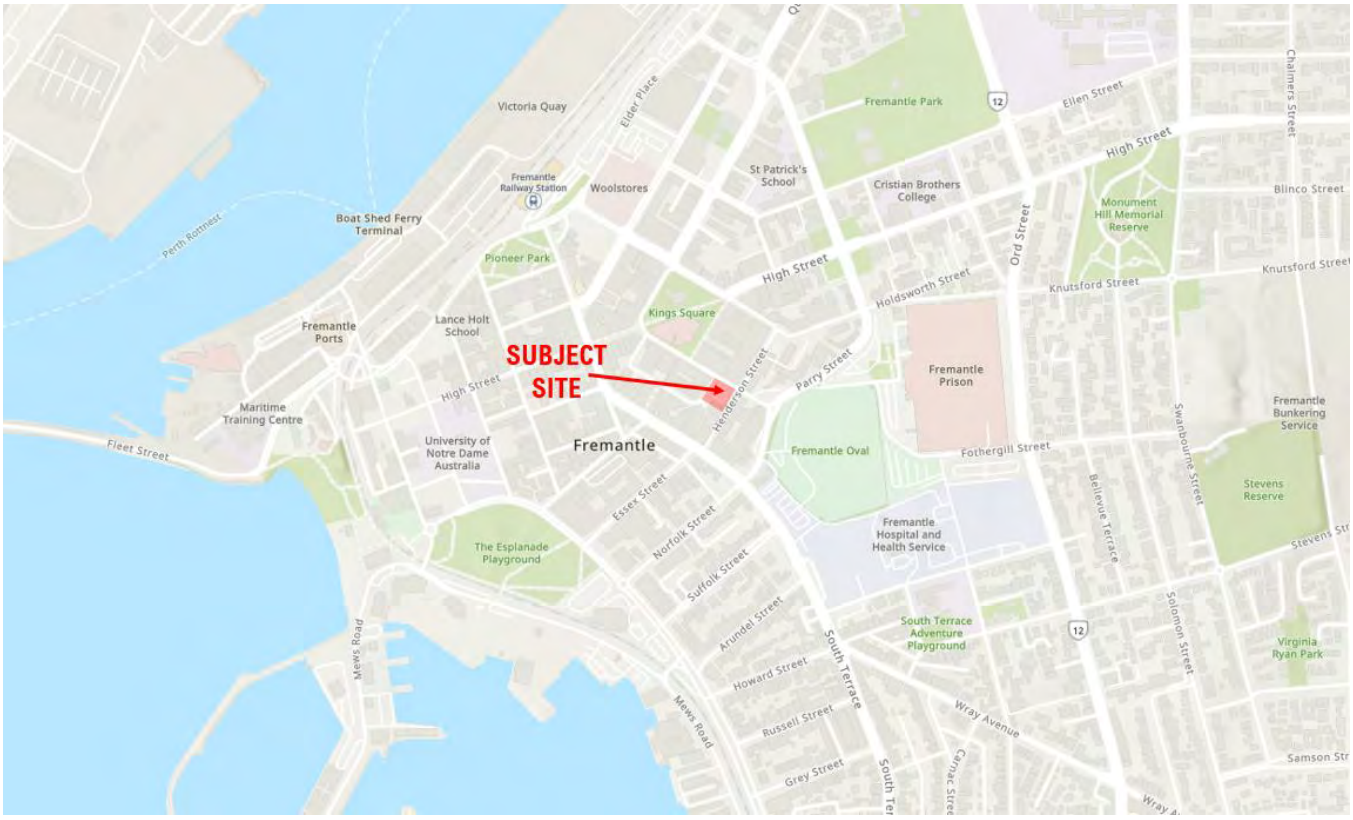


Figure 1 Development site context within City of Fremantle (source: City of Fremantle mapping)

1.2 Transport Impact Statement

This Transport Impact Statement (TIS) has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required, and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

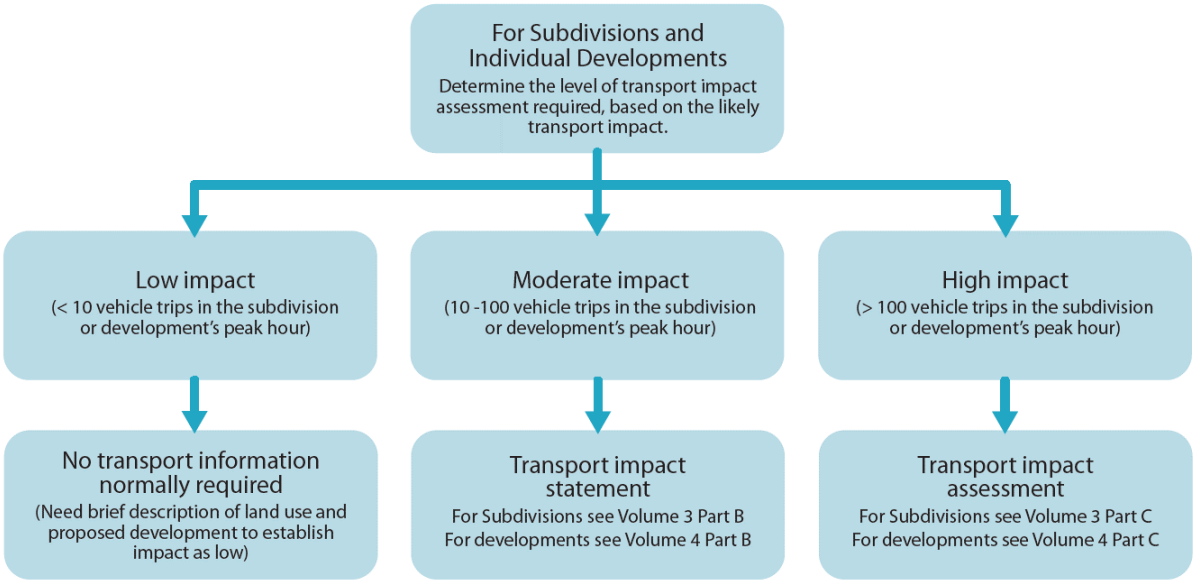


Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)

As set out in Section 5.1, the traffic attributable to the proposed development has been determined to have a moderate impact with less than 100 vehicle trips per hour, therefore the required level of assessment is a TIS.

1.3 Report Structure

The report is structured as required by the WAPC's Transport Impact Assessment Guidelines 2016 (Volume 4 – Individual Developments), with the following items addressed:

- Development proposal
- Vehicle access and parking
- Daily traffic volumes
- Surrounding street network
- Public transport access
- Pedestrian access/amenity
- Cycle access/amenity
- Site specific issues and safety
- Summary.

2. PROPOSED DEVELOPMENT

2.1 Development Site

The subject site, shown in Figure 3, has frontage to William Street to the north and to Henderson Street to the east. The site is occupied by a 91 bay public car park operated by Wilson Parking. The western section of the site includes a portion of Paddy Troy Mall. The site is zoned 'Central City Zone' under the City of Fremantle's Local Planning Scheme No. 4 (LPS 4) as shown in Figure 4.

Figure 3 Aerial image of site (source: Metro Map)

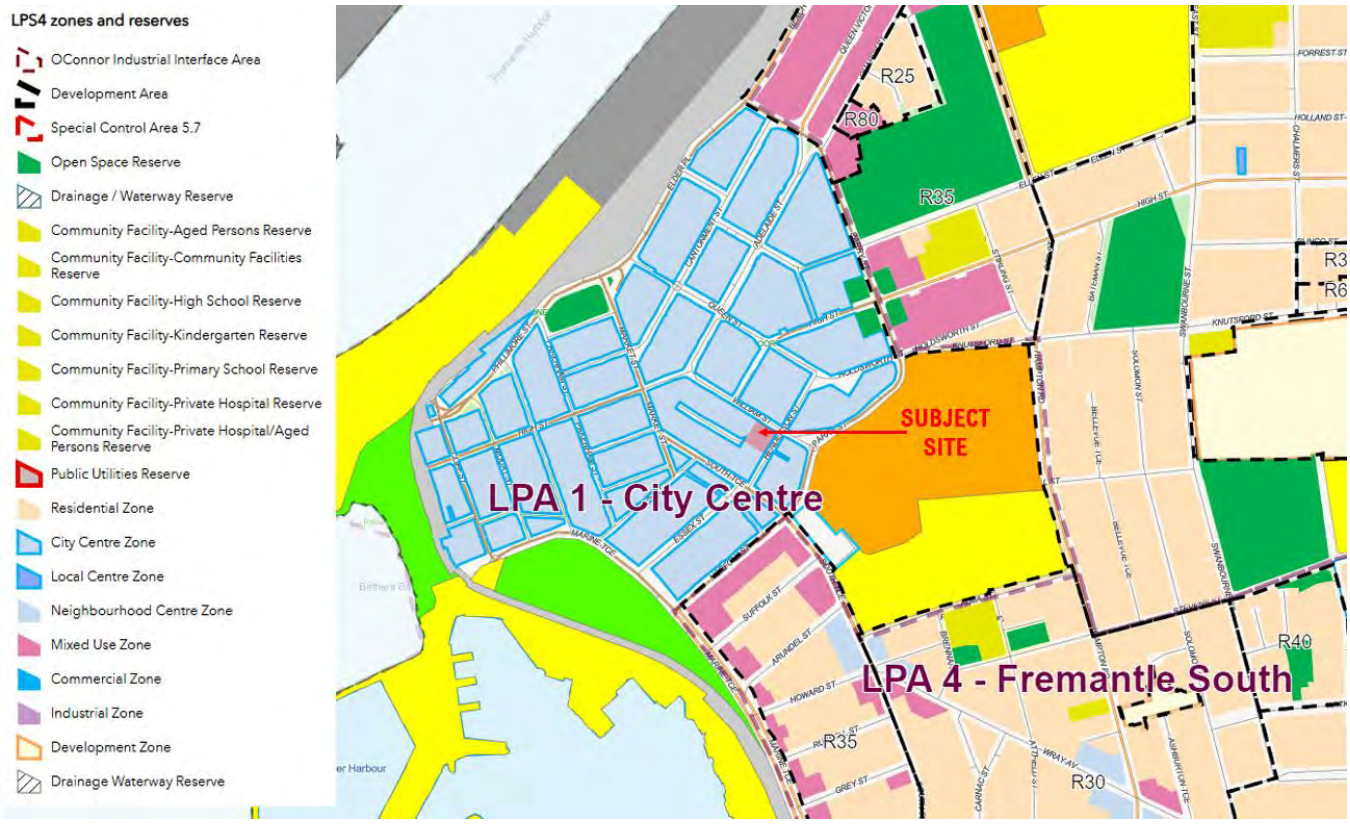


Figure 4 City of Fremantle Local Planning Scheme No. 4 (source: City of Fremantle)

2.2 Proposed Development

The proposed development includes the following:

- 150 guest rooms
- 389m^2 food and beverage
- 217m^2 retail
- 186m^2 hotel amenity/ meeting space
- Creation of Spicers Lane, a new pedestrian laneway along the site's southern boundary connecting Henderson Mall to Paddy Troy Mall
- Restoring the section of Paddy Troy Mall through the site as a public street, Paddy Troy Lane, 5.5m wide with a 2.5m wide footpath on the western side
- Ground floor loading dock for deliveries, waste and recycling accessed via Paddy Troy Lane
- End of trip facilities including parking for 12 bikes, 12 lockers, 2 male showers, 2 female showers plus one universal access shower

A development site plan displaying the proposed development at ground floor level is shown in Figure 5. This shows the development in the context of the current configuration of William Street. Plans have also been developed showing the development site in the context of a potential future (ultimate) configuration of William Street as one-way eastbound with additional verge and footpath width. This is shown in Figure 6.

The current and ultimate configurations of William Street are discussed further in Section 6.2.

Figure 5 Ground floor plan with current William Street configuration (source: Woods Bagot)

Figure 6 Ground floor plan with possible ultimate configuration of William Street (source: Woods Bagot)

3. VEHICLE ACCESS AND PARKING

3.1 Proposed Parking

The development does not propose to provide any on-site vehicle parking. It is proposed to locate one drop off bay and a single accessible parking space off-site as shown in Figure 7 (for the current configuration of Wiliam Street) and Figure 8 (for the ultimate configuration of William Street).

Within the existing street configuration, the drop off bay and accessible parking space (with an adjacent shared space) are proposed to be located within Henderson Street, as 90 degree bays. These bays are not proposed for William Street given the existing 3.5m verge width along the development frontage is not sufficient to accommodate these bays and a footpath.

A potential future (ultimate) reconfiguration of William Street to one way eastbound traffic flow would increase the width of the William Street southern verge. This would allow the construction of an embayment along the William Street frontage to include a drop off bay and the accessible parking bay without compromising the width of the footpath. In this scenario the bays along Henderson Street would no longer be required.

Figure 7 Proposed location of drop off bay and accessible parking space in existing William Street configuration (source: Woods Bagot)

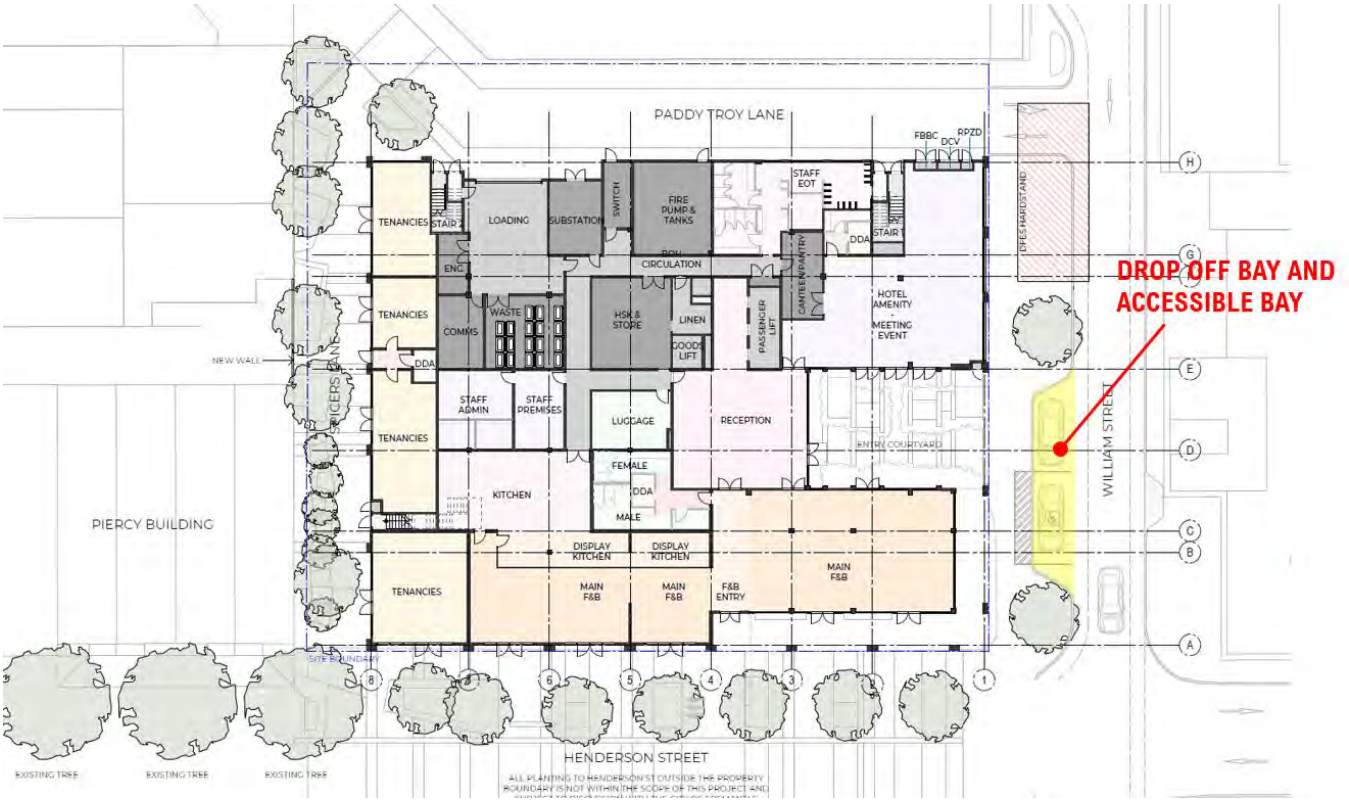


Figure 8 Proposed location of drop off bay and accessible parking space in ultimate William Street configuration (source: Woods Bagot)

3.2 Paddy Troy Mall

The north-south section of Paddy Troy Mall is part of the development site and will be restored as a public street to provide a 2.5m footpath and 5.5m for vehicles. Post development traffic volumes along Paddy Troy Mall are expected to be significantly lower than those currently experienced, with peak period observations by Flyt indicating approximately 90% of existing traffic volumes are associated with the public car park. Post development traffic volumes along Paddy Troy Mall are estimated at 20 vehicles in the peak hour.

The eastern 1m of Paddy Troy Mall will be painted with single direction hatching to advise caution to vehicles as doors to the fire pump room and switch room will open directly to the street. Doors for the emergency stairs and substation will be recessed into the building and therefore set back from the street.

Adequate sight distance is required to allow vehicles exiting from the Paddy Troy Mall to observe and avoid vehicles travelling along William Street and any pedestrians travelling along the William Street southern footpath. For a travel speed of 40 km/h, a safe intersection sight distance of 73m is required along William Street to the east and west. This is achieved as demonstrated in Figure 9.

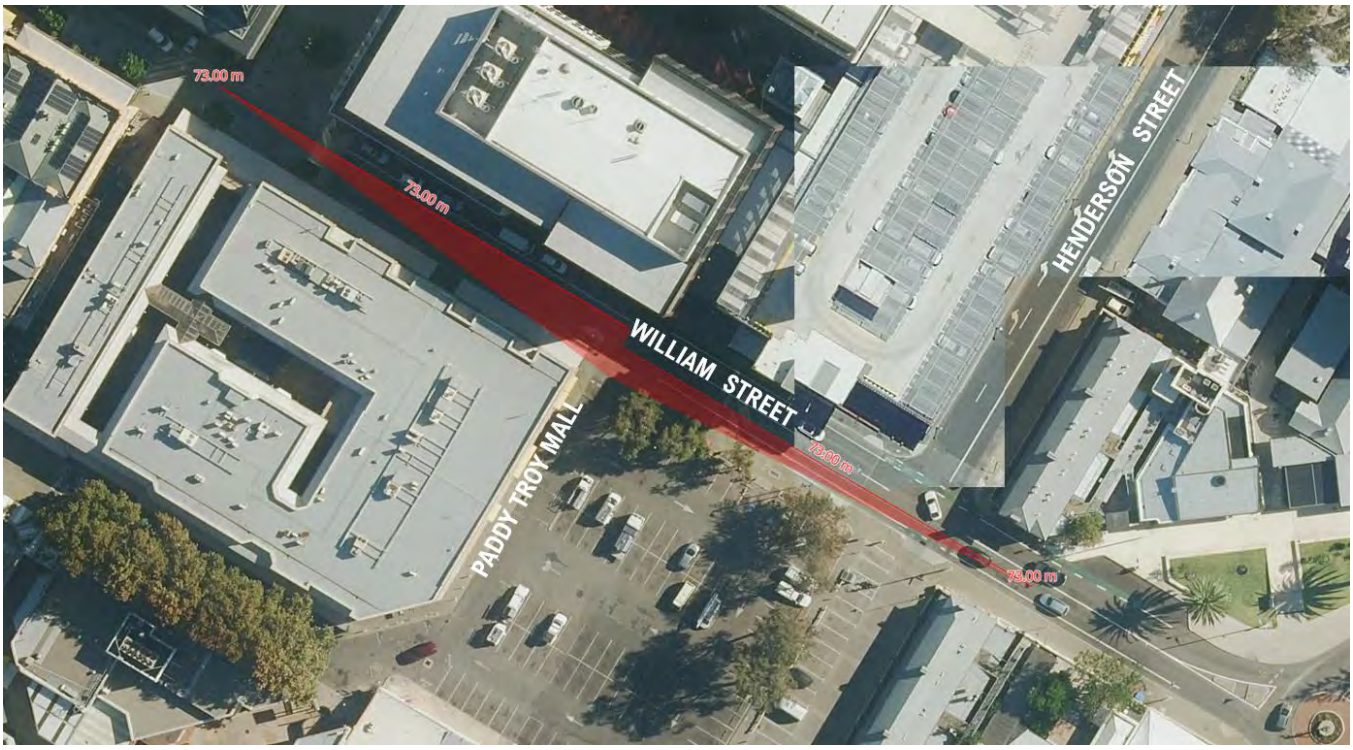


Figure 9 Required 35m sightlines from development crossover

For pedestrian sightlines, AS 2890.1 Figure 3.3 requires a site triangle of 2m wide and 2.5m deep in advance of the property boundary. The area of the site triangle is achieved, as shown in Figure 10.

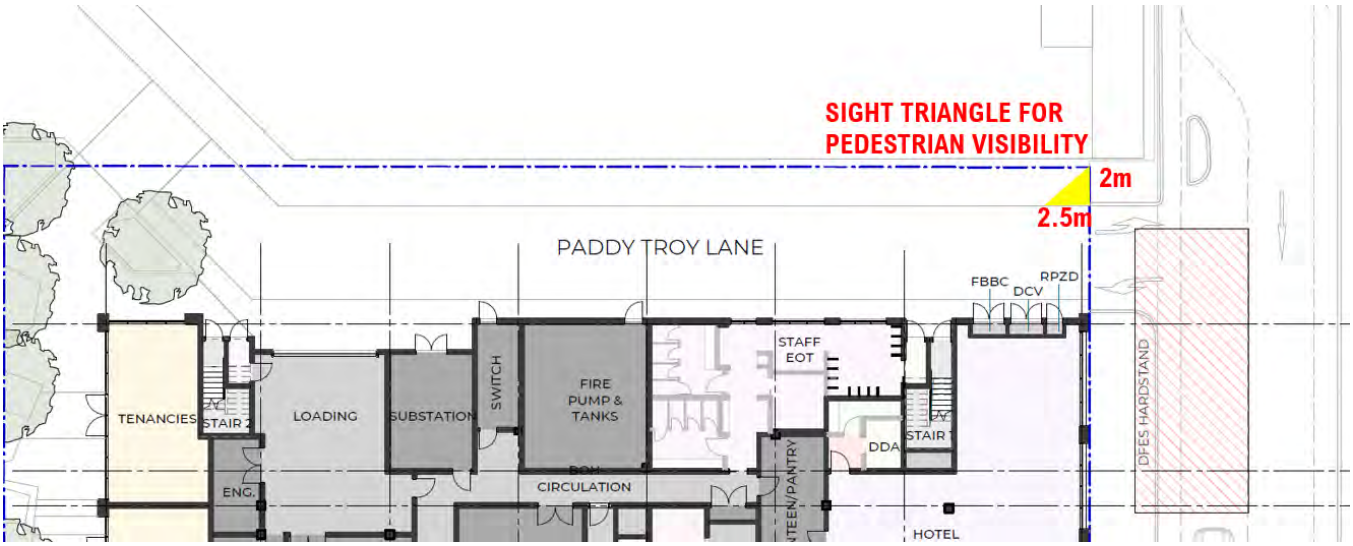


Figure 10 Required sight triangle for pedestrian visibility

3.3 Existing Off-site Parking

William Street has parking bays along its northern side. Kerbside space is dedicated to metered parking (eleven 2 hr bays), loading zones (40m in total) and accessible parking (2 bays), as shown in Figure 11. Henderson Street currently has twenty 90 degree metered parking bays and 2 motorcycle bays (with a 1 hr limit).

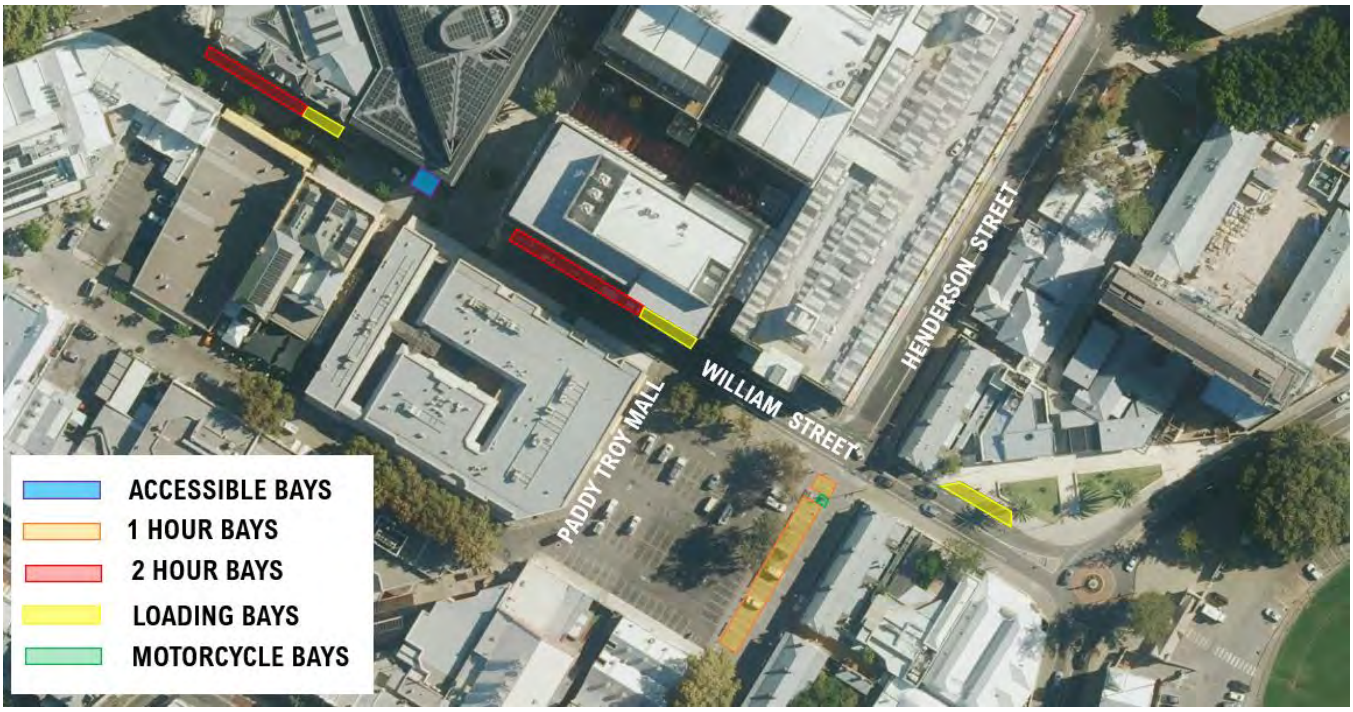


Figure 11 William Street and Henderson Street on-street bays

The FOMO multi storey car park, operated by Secure Parking, is located on the opposite side of William Street to the development site. The car park has 470 bays and is open from 5am to midnight Monday to Thursday, and 5am to 2am on Friday, Saturday and Sunday. Vehicle access is from Henderson Street, approximately 65m north of William Street, and pedestrian access is via William Street (directly opposite the development site) and Queen Street.

There are 10 City of Fremantle car parks holding more than 640 bays within a 400m walk of the development site, as follows and shown in Figure 12:

- No. 1 Parry Street – 172 bays
- No. 29 Fremantle Prison – 98 bays
- No. 10 Fremantle Oval – 65 bays
- No. 16 Markets – 15 bays
- No. 16A Norfolk Close – 11 bays
- No. 4 Queen Street – 26 bays
- No. 56 Norfolk Street – 20 bays
- No. 43 Essex Street Cinema – 13 bays
- No. 20 Essex Street – 27 bays
- No. 11 Esplanade – 196 bays

Figure 12 City of Fremantle off-street car parks (source: City of Fremantle)

There are also a further two public car parks within a 400m walking distance of the site, DRIVO Essex Street with more than 100 bays, and the Collie Street car park operated by Secure with more than 250 bays.

3.4 Required Car Parking

The parking requirements for the development site can be sourced from the City of Fremantle's LPS 4 as outlined in Table 1.

Table 1 Required car parking rates

Land Use	Car Parking Requirements	Required Bays	Proposed Bays
Hotel – 150 rooms	1 bay per room 1 bay per 2.5m² public bar area 1 bay per 5m² of lounge	150	1 accessible bay 1 drop off bay
Restaurant – 389m²	1 bay per 5m²	78	
Function area – 186m² (92 seats)	1 bays per 5 seats	18	
Shop – 217m²	1 bay per 20m² NLA	11	

The development does not propose to provide any on-site vehicle parking and therefore falls short of the standard requirements outlined in the City of Fremantle's LPS 4. The City of Fremantle has applied discretion in previous development applications where the parking provision does not meet the requirements of LPS 4, in particular where there is a large supply of public parking and public transport available in the locality.

The Fremantle Station platform is a 750m walking distance from the proposed development's front door, with direct services between Fremantle and Perth City, and onwards to Midland. Mandurah, Armadale, Airport, Ellenbrook and Yanchep line services are accessed via a transfer at Perth Underground.

Bus routes 107, 111, 148, 158, 160, 500, 502, 511, 512, 513, 520, 530, 531, 532, 548, 549, 910, 915, 998 and 999 all have bus stops within a 450m walking distance of the development's front door. These routes provide access between Fremantle and Perth Busport, East Perth, Claremont Station, Como, Bull Creek Station, Murdoch Station, Cockburn Central Station and Rockingham Station. Circle routes 998 (clockwise) and 999 (anticlockwise) pass through Fremantle Station as part of their 3 hour circular route of major destinations including Claremont Station, Murdoch University, Fiona Stanley Hospital, Curtin University, Belmont Forum, Ascot Racecourse, Morley Bus Station, Stirling Station, QEII Medical Centre and UWA.

There are more than 1,460 public parking bays in car parks operated by the City of Fremantle and private companies within a 400m walking distance (approximately 6 minutes at a walking speed of 1.1m/s) of the site. More bays are available a further distance away.

Further reasons in support of the provision of no on-site parking bays include:

- Most guests will travel to and from the site by taxi/ride share instead of private car.
- Many of the patrons of the proposed on-site restaurants and bars will be guests of the hotel.
- The Fremantle City Centre is highly walkable and very safe for cyclists, making the proposed hotel accessible for these modes.
- Staff are able to use public transport or if they travel by private vehicle they can use existing public car parks.
- The lack of on-site parking has been accepted by potential hotel operators.

The hotel operator may choose to consider an arrangement with Secure Parking where some parking bays within the FOMO car park are leased and available for the staff or hotel guests.

4. PROVISION FOR SERVICE VEHICLES

A 9.8m long x 6.8m wide loading dock is proposed in the south western corner of the site, as shown in Figure 13. The loading dock is recessed 2m back from Paddy Troy Lane, which allows the loading dock to accommodate the largest possible vehicle whilst limiting the roller door width to 5.5m. The overhead clearance is 3.5m.

Figure 13 Proposed loading dock (source: Woods Bagot)

4.1 Deliveries

The loading dock and Paddy Troy Mall can accommodate a medium rigid vehicle (MRV) which is 8.8m long with a 5m wheelbase. This MRV design vehicle is typical of many trucks which service hotels, including laundry, food deliveries and beverage deliveries.

Vehicles will drive along Paddy Troy Mall in forward gear before reversing into the loading dock in a single manoeuvre. Service vehicles will exit the loading dock in forward gear.

An 8.8m MRV can be accommodated within the loading dock with the roller door closed; however, for greater access to the truck's rear doors the roller door should remain open. Allowing a 2m clearance behind the truck would see the front of the truck extending 1m into the recessed area.

4.2 Rubbish Collection

As per the Waste Management Plan prepared by Talis, the development will be serviced by a private waste contractor, using an 8m long refuse truck. The bin store is adjacent to the loading dock. Refuse vehicles will drive along Paddy Troy Mall in forward gear before reversing into the loading dock in a single manoeuvre. Once the bins have been emptied the refuse vehicles will exit the loading dock in forward gear.

As the refuse trucks require 2m clearance at the rear of the vehicle, the loading dock's roller door should remain open, allowing the front of the truck to extend into the recessed area.

4.3 Swept Path Analysis

The swept paths of an 8.8m MRV representing a typical hotel delivery truck and a 7.98m long rubbish collection truck are shown in Figure 14.

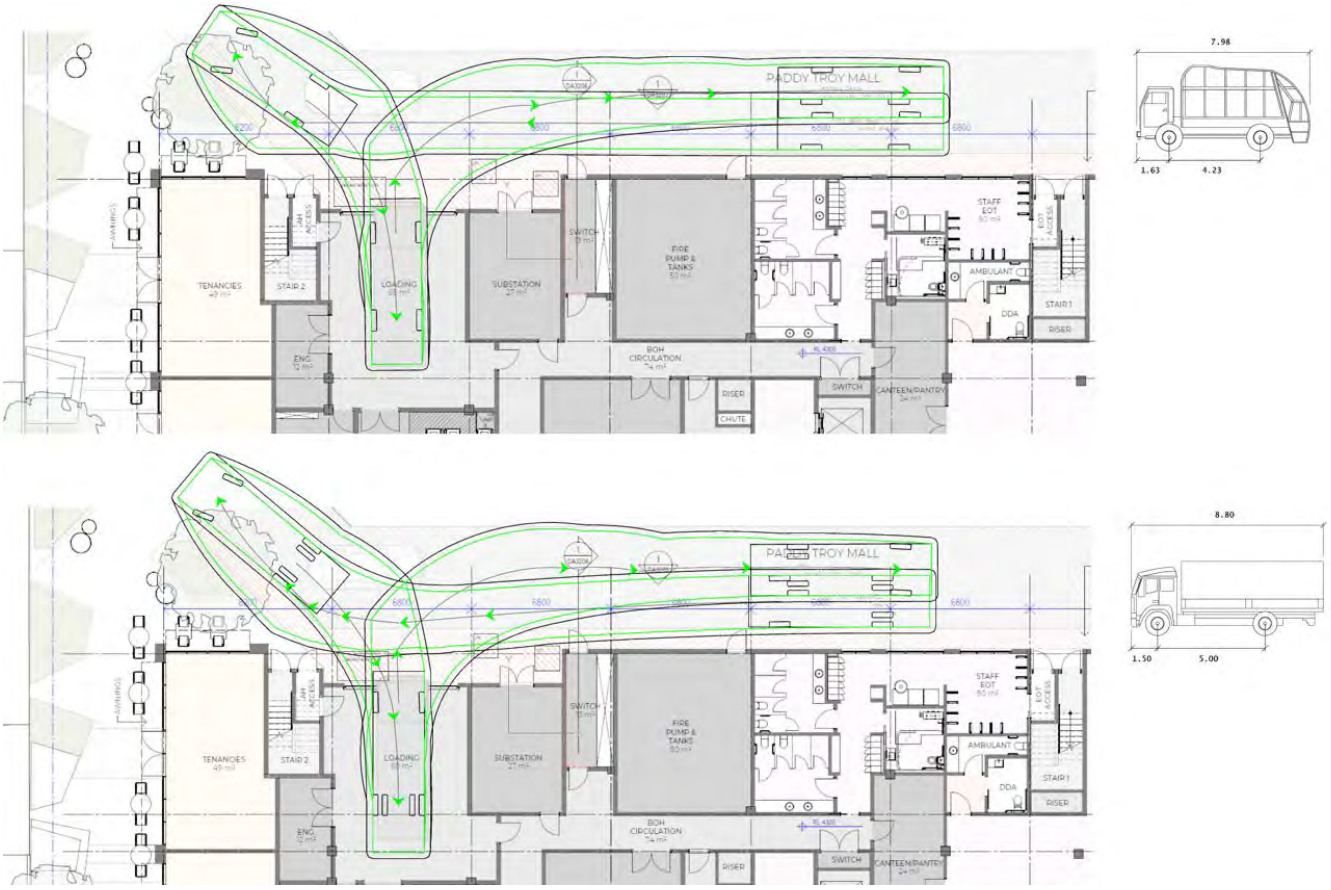


Figure 14 Swept path of 8m long refuse truck and 8.8m long MRV in and out of loading dock

5. DAILY TRAFFIC VOLUMES

5.1 Existing Land Use

The site is currently occupied by a 91 bay public car park operated by Wilson Parking, which is accessed via Paddy Troy Mall.

Vehicle movements into and out of Paddy Troy Mall and the car park were observed on Wednesday April 9th during the road network PM peak hour, between 4:30PM and 5:30PM. As shown in Table 2, there were 163 vehicle movements associated with the car park in the PM peak hour, with more vehicles entering the car park than leaving it, and 20 vehicle movements along the section of Paddy Troy Mall parallel to William Street.

Table 2 Vehicle movements into and out of Paddy Troy Mall and existing car park Wednesday April 9th, 2025

Location	Vehicles IN	Vehicles OUT	Total
Paddy Troy Mall Intersection	91	92	183
Wilson Car Park	85	78	163
Paddy Troy Mall	5	15	20

Vehicles were observed using the car park to turn around (perhaps having entered William Street by mistake) and entering the car park as an agreed pick up location before exiting.

5.2 Trip Generation of Proposed Use

The proposed hotel development includes the following:

- 150 guest rooms
- 389m^2 food and beverage
- 217m^2 retail
- 186m^2 hotel amenity/ meeting space

Trip rates for hotels vary, depending on the provision of on-site parking bays and hotel occupancy. Hotel trip rates sourced from the New South Wales Roads and Maritime Services "Guide to Traffic Generating Developments" suggest a peak hour trip rate of 0.4 vehicle trips per hotel room, based on every hotel room having access to a parking bay and an overall occupancy rate of 85%. Surveys conducted by Flyt at hotels in Perth with no on-site parking and limited off-site parking reveal lower peak hour trip rates of 0.09 trips per room in the AM peak hour and 0.13 trips per room in the PM peak hour. This includes trips by taxi and ride share drop off and collection.

Trips rates for retail are extracted from the WAPC's Transport Impact Assessment Guidelines Volume 5 – Technical Guidance, while rates to the food and beverage and meeting space/ function area were based on surveys undertaken by Flyt at cafes, restaurants and bars within the South Perth Activity Centre.

The resulting peak hour trip rates, separating into entry and exit movements, are shown in Table 3.

Table 3 Peak hour trip rates

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Hotel	0.06	0.03	0.06	0.07
Restaurant	4.51	4.12	5.02	3.21
Function Area	4.51	4.12	5.02	3.21
Retail	2	0	4	4

Table 4 summarises the peak hour trip generation for the proposed land hotel uses.

Table 4 Forecast additional peak hour trips

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Hotel – 150 rooms	9	5	9	11
Restaurant – 390m^2 (assume 50% use by hotel guests)	9	8	10	6
Function area – 185m^2 (92 seats) (assume 50% use by hotel guests)	4	4	5	3
Retail – 220m^2	4	0	9	9
Total	**26**	**16**	**32**	**29**

The proposed development is forecast to generate 42 trips in the AM peak hour and 61 trips in the PM peak hour. This is significantly lower than the trips generated by the existing car park in operation on the site, with the proposed hotel development predicted to generate 100 fewer trips than the existing car park in the PM peak hour.

5.3 Traffic Impact

The proposed development is forecast to generate 42 trips in the AM peak hour and 61 trips in the PM peak hour, significantly lower than the trips generated by the existing car park in operation on the site. The net impact on William Street and its intersections with Paddy Troy Mall and Henderson Street will be positive, with less overall traffic.

6. SURROUNDING STREET NETWORK

6.1 Network

The subject site has frontage to William Street and Henderson Street and includes a portion of Paddy Troy Mall. The road hierarchy surrounding the development is shown in Figure 15.

Figure 15 Road hierarchy surrounding development site (source: Main Roads WA)

The road hierarchy is determined by Main Roads WA in conjunction with local authorities. The role of each type of road is described below.

Primary Distributors: Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes, and all are State Roads. These routes are managed by Main Roads WA.

District Distributor A: Urban area roads - Carry traffic between industrial, commercial, and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They typically have traffic volumes above 8,000 vehicles per day. They are managed by Local Government.

District Distributor B: Urban area roads - Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them

around 1.5 kilometres apart. They typically have traffic volumes above 6,000 vehicles per day. They are managed by Local Government.

Local Distributor: Urban roads that carry traffic within a cell and link District Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They typically have traffic volumes up to 6,000 vehicles per day. They are managed by Local Government.

Access Roads: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They typically have traffic volumes up to 3,000 vehicles per day. They are managed by Local Government.

The speed zoning is illustrated in Figure 16.

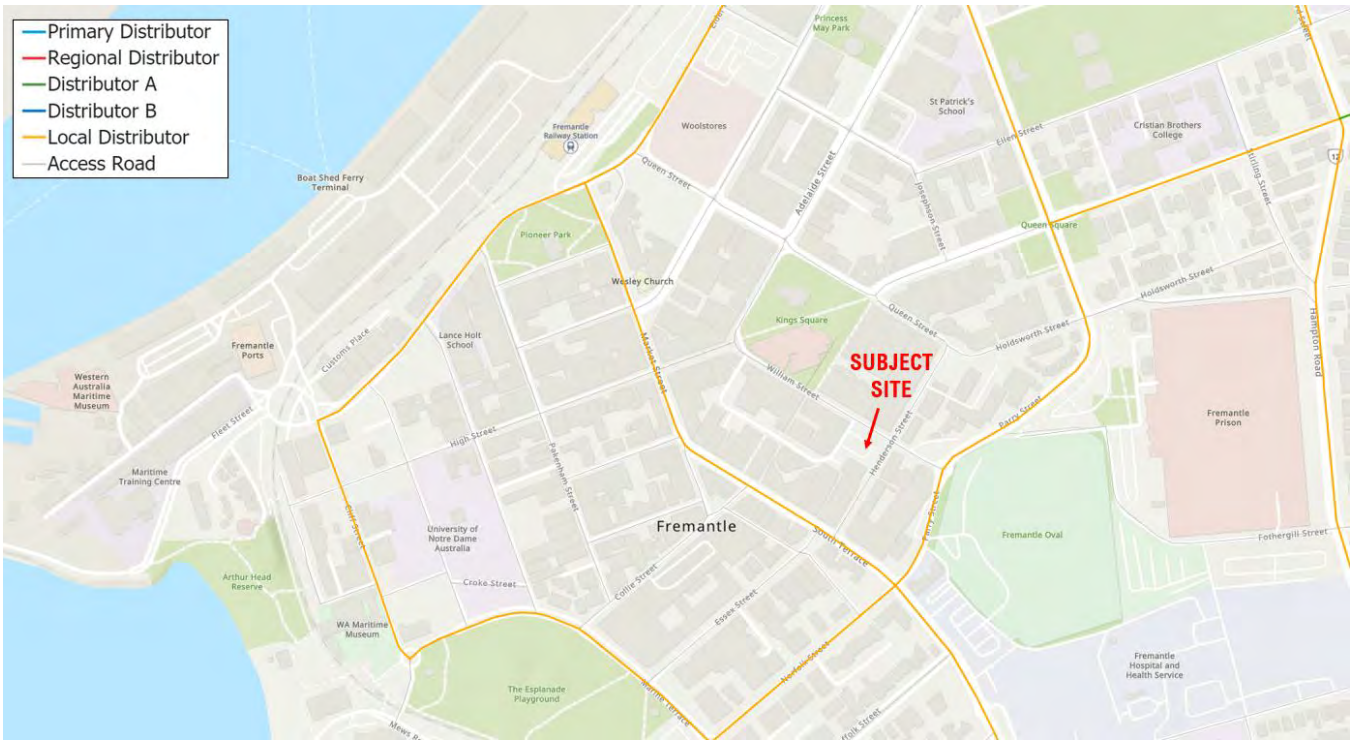


Figure 16 Speed zoning surrounding development site (source: Main Roads WA)

6.2 William Street

William Street is an access street running between Adelaide Street/High Street Mall and Parry Street, within a 15m road reserve. The speed limit is 40 km/h. Between Paddy Troy Mall and Parry Street, William Street is two-way, with 1.25m wide cycle lanes and 3.5m wide traffic lanes in each direction. The verge along the development frontage on the southern side of William Street is 3.5m wide, and it is brick paved. A typical cross section of William Street between Paddy Troy Mall and Henderson Street is shown in Figure 17.

Figure 17 William Street west of Paddy Troy Mall looking east (source: Flyt)

West of Paddy Troy Mall, William Street operates with one-way eastbound traffic flow. Between Newman Court and Paddy Troy Mall, William Street is configured with a 2.8m on-street parking lane, a 4.8m traffic lane and a 1.25 contra flow bike lane, as shown in Figure 18.

Figure 18 William Street east of Newman Court Mall looking east (source: Flyt)

Between Adelaide Street/High Street Mall and Newman Court, William Street is configured with a 3.0m on-street parking lane, a 3.5m traffic lane and a 3.5m zone with street trees, street lighting, on-street bike parking and footpath extensions in some places, as shown in Figure 19.

Figure 19 William Street east of Newman Court Mall looking west (source: Flyt)

The City of Fremantle's longer term vision for William Street east of Paddy Troy Mall is to create a pedestrian focused space, which could involve extending the one-way eastbound traffic flow east of Paddy Troy Mall.

Currently vehicles travelling westbound along William Street west of Henderson Street must turn into Paddy Troy Mall. From here they can access the existing public car park, and the loading zones and private car parks to service the rear of properties along South Terrace, William Street and the High Street Mall. A vehicle travelling westbound along William Street by mistake can turn into Paddy Troy Mall and then use the existing car park aisles to turn around and enter William Street eastbound from Paddy Troy Mall. Once this development commences construction the car park will close, and vehicles travelling westbound along William Street by mistake will have to perform a u-turn or 3 point turn somewhere along Paddy Troy Mall. Therefore, the City of Fremantle's vision for William Street is required to avoid vehicles driving into a dead-end in Paddy Troy Mall.

6.3 Henderson Street

Henderson Street is currently a two-way street constructed within a 15m road reserve between Queen Street/ Holdsworth Street and South Terrace. It is classified as an Access Road with a 40km/h speed limit. The southern portion of Henderson Street between William Street and South Terrace is pedestrianised. Along the development frontage Henderson Street is constructed as a 7.4m two-way road, with twenty-one 5.4m deep ninety degree parking bays and a 2.2m path on the western side. A typical cross section is shown in Figure 20.

Figure 20 Henderson Street, south of William Street looking south (source: Google Street View)

The City of Fremantle is planning to pedestrianise the section of Henderson Street south of William Street, with the 21 ninety degree parking bays to be removed. Some on-street loading may be retained, although this is subject to further investigation and consultation.

6.4 Paddy Troy Mall

Paddy Troy Mall is a laneway servicing the rear of properties along South Terrace, William Street, and the High Street Mall. It is a no through road and has on-street loading zones and provides access to private car parks. The section of Paddy Troy Mall parallel to William Street is constructed within a 15m road reserve. The north-south section of Paddy Troy Mall is not within a road reserve and is instead within Lots 374 and 375. It is constructed as a 6m wide two-way roadway with a 2.5m brick paved footpath on the western side. A typical cross section is shown in Figure 21.

Figure 21 Paddy Troy Mall south of William Street looking north (source: Flyt)

Vehicle movements into and out of Paddy Troy Mall and the car park were observed on Wednesday April 9th during the road network PM peak hour, 4:30PM and 5:30PM. During this time, 20 vehicle movements were observed at Paddy Troy Mall which were not associated with the existing car park.

6.5 Intersections

Intersections in the vicinity of the development are listed below and shown in Figure 22.

- William Street / Henderson Street — priority controlled four-way intersection
- William Street / Paddy Troy Mall — priority controlled T-intersection with no left turn from Paddy Troy Mall into William Street, all traffic must turn right into William Street
- William Street / Parry Street — roundabout controlled T-intersection

Figure 22 Key Intersections surrounding development site (source: MetroMap)

7. PUBLIC TRANSPORT ACCESS

7.1 Existing Services

The site is located within close and convenient access to frequent high standard public transport services. The site's main entry is within a 750m walking distance (10 minutes) of the Fremantle Station train platform.

Fremantle Station is also served by bus routes 107, 111, 148, 158, 160, 502, 511, 512, 513, 520, 532, 548, 910, 915, 998 and 999. The public transport network is shown in Figure 23.

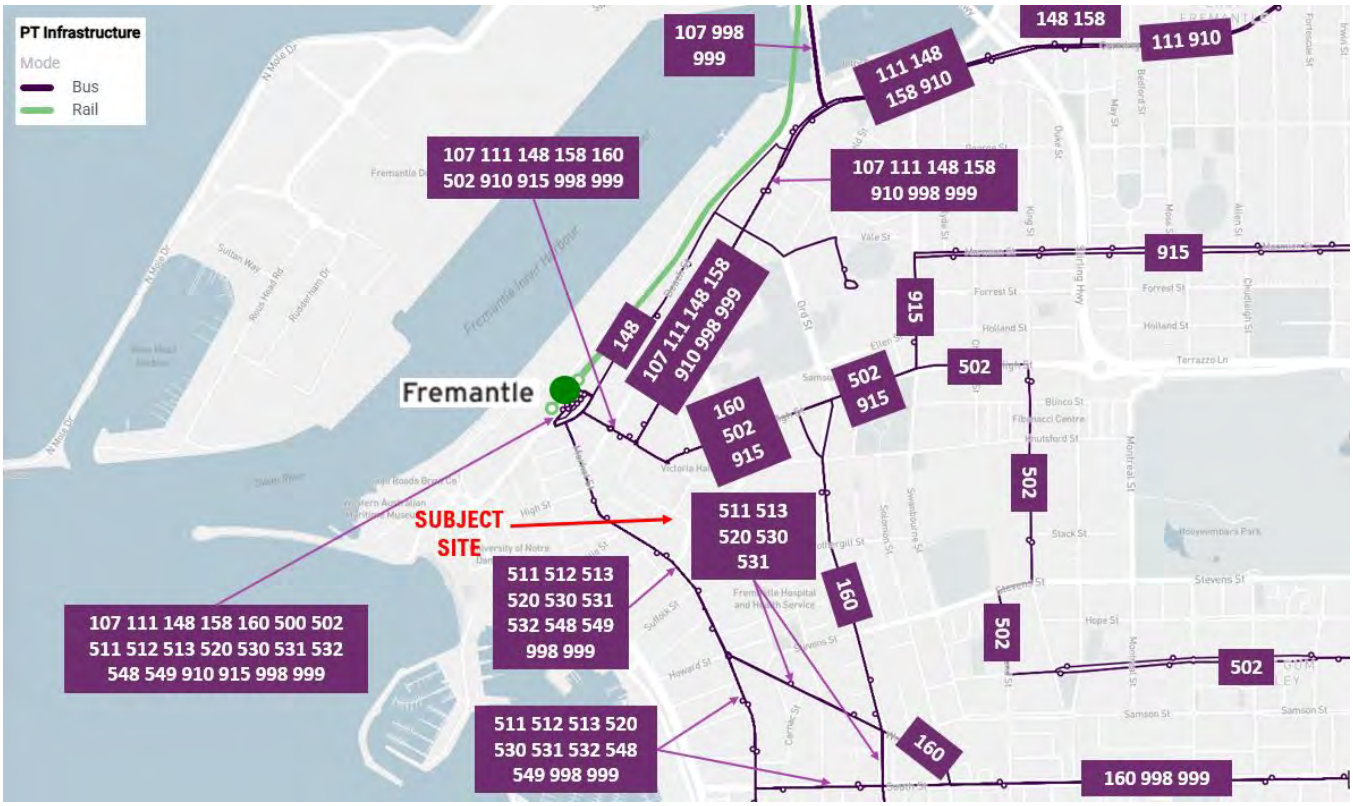


Figure 23 Adjacent public transport

The bus routes run between Fremantle and various destinations such as Perth Busport, East Perth, Claremont Station, Como, Bull Creek Station, Murdoch Station, Cockburn Central Station and Rockingham Station. Circle routes 998 (clockwise) and 999 (anticlockwise) pass through Fremantle Station as part of their 3 hour circular route of major destinations including Claremont Station, Murdoch University, Fiona Stanley Hospital, Curtin University, Belmont Forum, Ascot Racecourse, Morley Bus Station, Stirling Station, QEII Medical Centre and UWA.

Detailed bus service information is provided in Table 5, while the closest bus stops to the development site are shown in Figure 21. Bus stops for all services are within a 450m walking distance of the site.

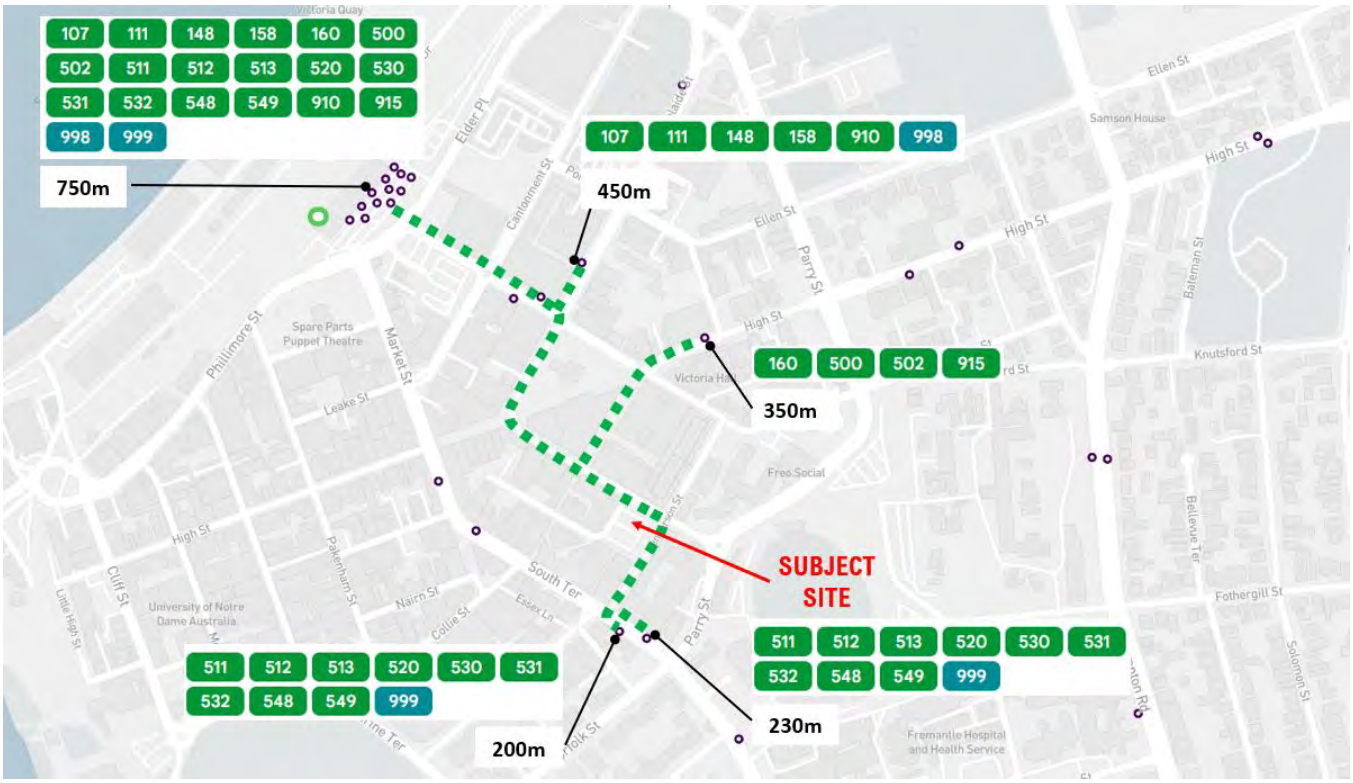


Figure 24 Closest bus stops

Table 5 Summary of bus services

Route	Description	Weekday Services	Saturday services	Sunday / public holiday services
107	To Claremont	17 services, 7:06am to 6:18pm AM peak hr: 24 minute frequency PM peak hr: 30 minute frequency	10 services, 8:22am to 5:19pm hourly frequency	4 services, 11:17am to 5:17pm 2 hourly frequency
111	To East Perth	18 services, 5:46am to 8:50am AM peak hr: 10 minute frequency PM peak hr: No services	No services	No services
148	To Como	13 services, 8:23am to 6:33pm AM peak hr: 30 minute frequency PM peak hr: 30 minute frequency	8 services, 7:01am to 5:28pm 90 minute frequency	4 services, 9:00am to 4:58pm 2 hourly frequency
158	To Perth	13 services, 5:22am to 4:58pm AM peak hr: 15 minute frequency PM peak hr: No services	No services	No services
160	To East Perth	21 services, 5:49am to 10:04pm AM peak hr: 40 minute frequency PM peak hr: 30 minute frequency	16 services, 5:52am to 10:02pm hourly frequency	13 services, 6:52am to 8:02pm hourly frequency
502	To Bull Creek	44 services, 5:30am to 11:01pm AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	16 services, 7:07am to 11:00pm hourly frequency	14 services, 8:07am to 9:31pm hourly frequency

Route	Description	Weekday Services	Saturday services	Sunday / public holiday services
511	To Murdoch	31 services, 6:18am to 10:52pm AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	15 services, 6:43am to 10:17pm hourly frequency	13 services, 7:42am to 8:18pm hourly frequency
512	To Murdoch	18 services, 6:25am to 5:58pm AM peak hr: 30 minute frequency PM peak hr: 40 minute frequency	No services	No services
513	To Murdoch	29 services, 6:36am to 10:22pm AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	15 services, 7:24am to 10:53pm hourly frequency	13 services, 7:26am to 9:20pm hourly frequency
520	To Cockburn Central Station	38 services, 6:14am to 11:14pm AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	17 services, 7:18am to 11:11pm hourly frequency	16 services, 7:20am to 10:13pm hourly frequency
530	To Cockburn Central Station	40 services, 6:23am to 11:36pm AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	18 services, 6:42am to 11:33pm hourly frequency	16 services, 7:45am to 10:35pm hourly frequency
531	To Cockburn Central Station	22 services, 6:14am to 6:15pm AM peak hr: 20 minute frequency PM peak hr: 20 minute frequency	13 services, 7:05am to 7:01pm hourly frequency	12 services, 7:07am to 6:04pm hourly frequency
532	To Cockburn Central Station	57 services, 6:08am to 10:41pm AM peak hr: 10 minute frequency PM peak hr: 15 minute frequency	48 services, 5:48am to 11:42pm 15 minute frequency	42 services, 6:49am to 10:42pm 15 minute frequency
548	Rockingham Station	22 services, 6:08am to 7:54pm AM peak hr: 40 minute frequency PM peak hr: 25 minute frequency	12 services, 7:39am to 6:39pm hourly frequency	10 services, 8:39am to 5:49pm hourly frequency
549	Rockingham Station	42 services, 6:30am to 12:24am AM peak hr: 15 minute frequency PM peak hr: 20 minute frequency	34 services, 6:54am to 12:5apm 30 minute frequency	31 services, 7:24am to 11:24pm 30 minute frequency
910	To Perth	100 services, 4:27am to 12:05am AM peak hr: 10 minute frequency PM peak hr: 12 minute frequency	67 services 5:20am – 12:05am 15 minute frequency	57 services 6:02am – 10:57pm 15 minute frequency
915	Bull Creek Station	77 services, 5:30am to 11:32pm AM peak hr: 10 minute frequency PM peak hr: 12 minute frequency	60 services 6:50am – 11:26pm 15 minute frequency	53 services 7:36am – 10:29pm 15 minute frequency
998	Clockwise	78 services, 5:17am to 11:05pm AM peak hr: 12 minute frequency PM peak hr: 15 minute frequency	49 services 6:12am – 10:39pm 15 minute frequency	29 services 6:42am – 10:39pm 30 minute frequency

Route	Description	Weekday Services	Saturday services	Sunday / public holiday services
999	Anti-clockwise	75 services, 5:35am to 11:52am AM peak hr: 11 minute frequency PM peak hr: 12 minute frequency	53 services 6:49am – 11:52pm 15 minute frequency	52 services 6:49am – 10:56pm 15 minute frequency

Fremantle Station is the terminus of the Fremantle line, as shown in Figure 25 with direct services between Fremantle and Perth City, and onwards to Midland. Mandurah, Armadale, Airport, Ellenbrook and Yanchep line services are accessed via a transfer at Perth Underground. Fremantle Station is the busiest station on the Fremantle line, with an average of 4,170 daily boardings (as of March 2024).

On a weekday, there are 79 train services (with 2 additional late night services on Friday) travelling between Perth and Fremantle, and 79 services (plus a further 3 late night services on Friday) travelling from Fremantle to Perth. Train services run every 15 minutes at most times and every 30 minutes after 10.00pm.

Figure 25 Fremantle line stations (source: Transperth)

8. PEDESTRIAN ACCESS AND AMENITY

8.1 Existing Pedestrian Network

The immediate surrounds of the development site have a high level of pedestrian connectivity and amenity resulting from the following:

- All streets have footpaths on both sides
- High quality public realm
- Areas specifically dedicated to non-vehicle access
- Excellent opportunities for passive surveillance.

The pedestrian network is displayed in Figure 26.

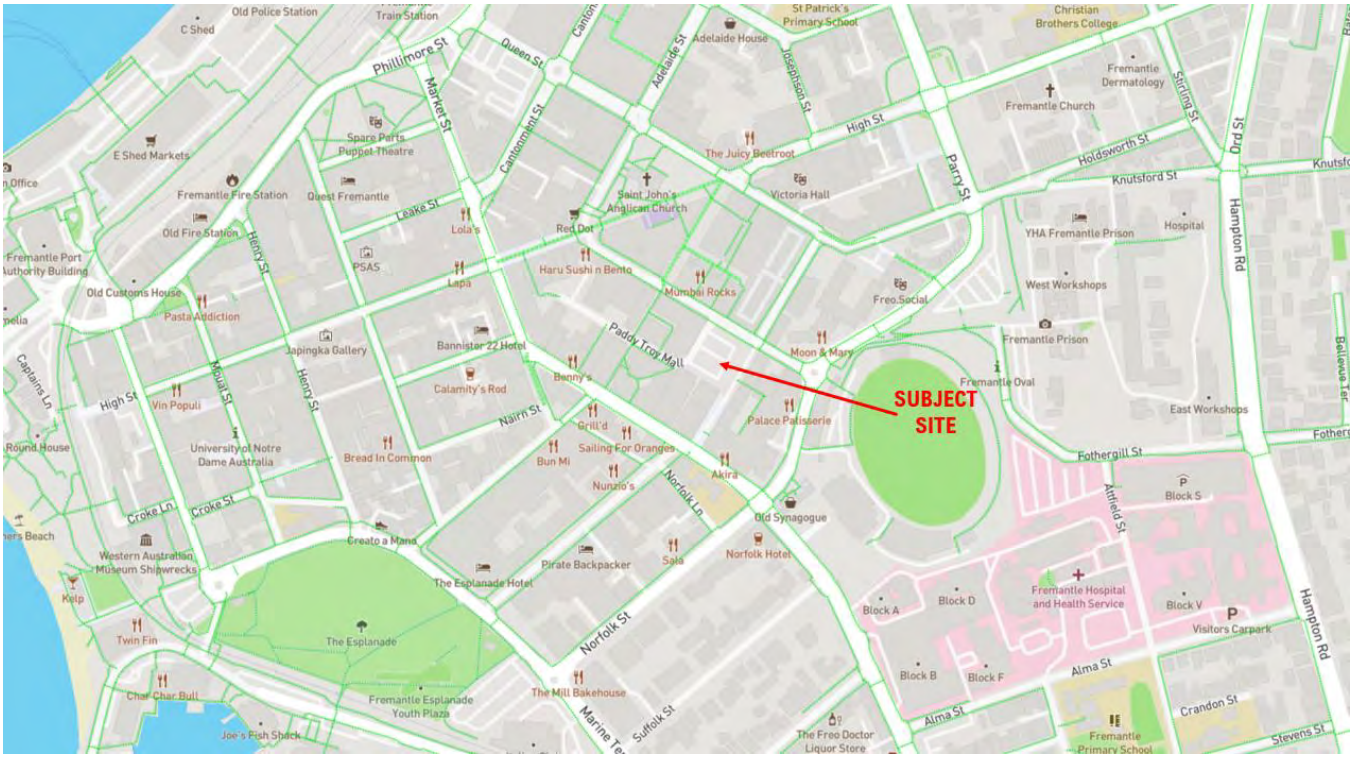


Figure 26 Pedestrian network (source: Your move)

The Walk Score walkability assessment tool considers the development site to be a "Walker's Paradise", with a walk score of 97 out of 100. For this site Walk Score considers that daily errands do not require a car. The 15 minute walkable catchment is shown in Figure 27, and includes retail, museums, cafes, restaurants, Fremantle Library, Walyalup Civic Centre, Fremantle Oval and services associated with the Fremantle City Centre.

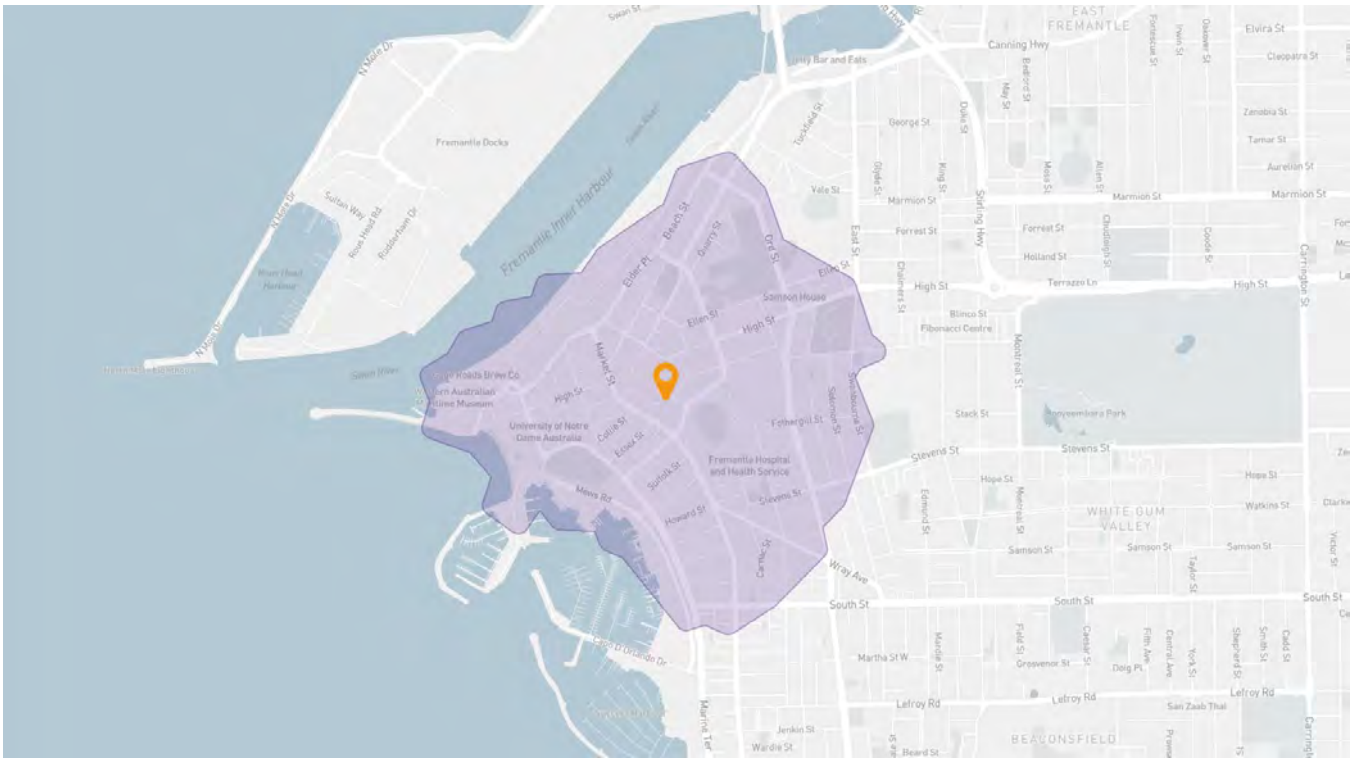


Figure 27 Walkable catchment in 15 minutes (source: Planwisely)

8.2 Development Proposals

The proposed development includes the creation of a new pedestrian laneway along the site's southern boundary connecting Henderson Mall to Paddy Troy Mall.

The main pedestrian access for the hotel lobby is proposed from the William Street footpath, while there will be access to the food and beverage tenancies directly from Henderson Street, as shown in Figure 28.

Figure 28 Proposed location of pedestrian access (source: Woods Bagot)

9. CYCLE ACCESS AND AMENITY

9.1 Existing Cycle Network

The site has a high level of cycle accessibility, with the existing cycle network shown in Figure 29. William Street currently has 1.25m wide on-street cycle lanes between Parry Street and Paddy Troy Mall.

Given the low travel speeds of roads within the Fremantle City Centre, most roads are suitable for on-street riding.

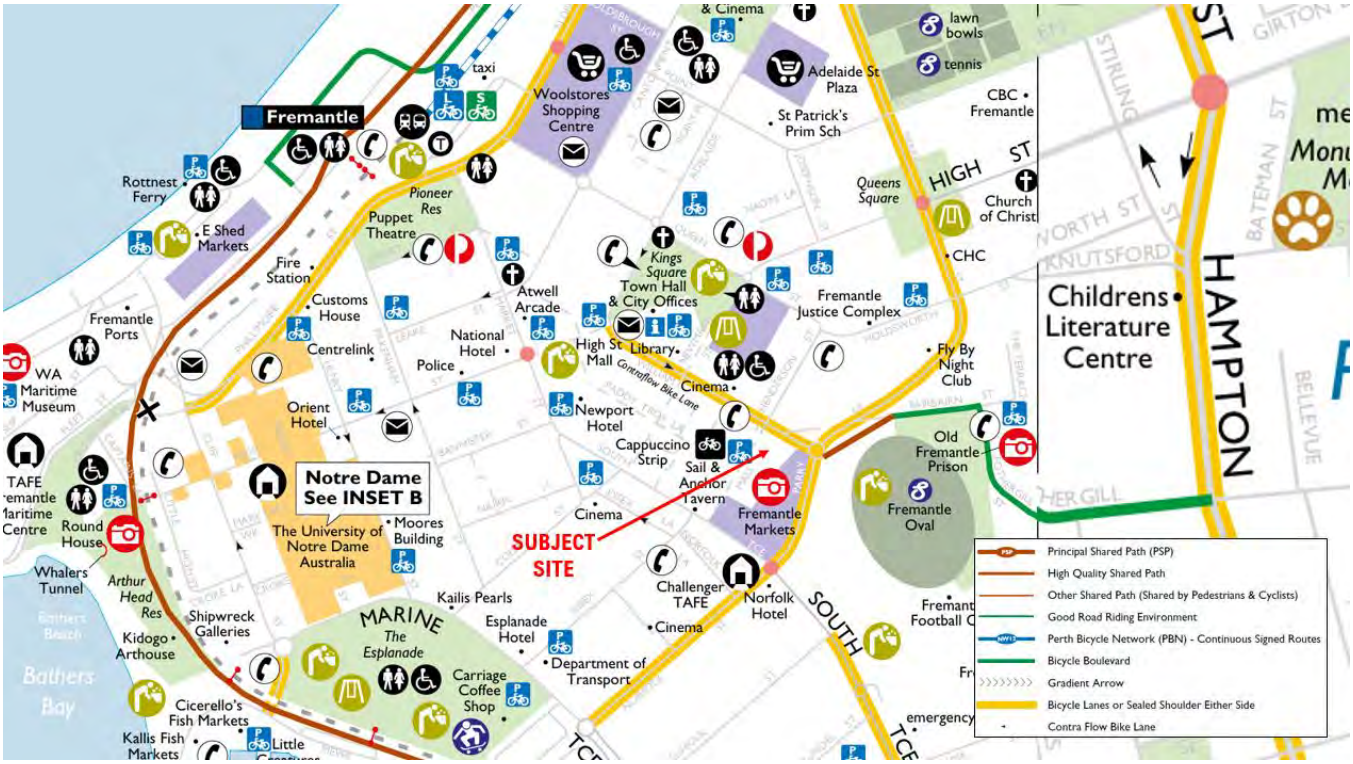


Figure 29 Cyclist network surrounding development site (source: Department of Transport)

Figure 30 shows the 15 minute catchment for travelling from the subject site by cycling. This image shows the efficiency of cycling in the area.

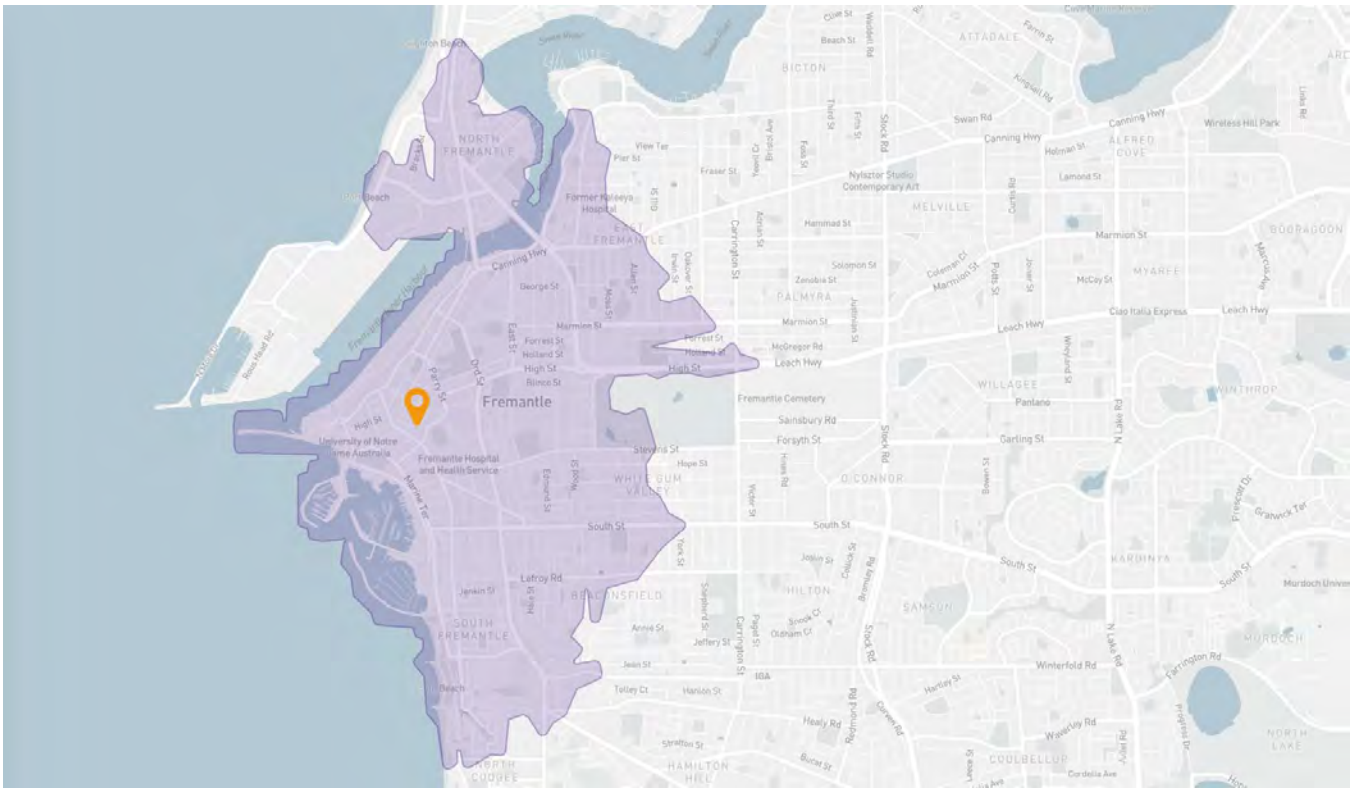


Figure 30 Fifteen minute cycling catchment (source: Planwisely)

9.2 Proposed Cycle Network

The Long Term Cycle Network (LTCN) was developed by the Department of Transport (DoT) over a two year period in collaboration with 33 local government authorities in Perth and Peel. A plan of the LTCN in the vicinity of the development site is shown in Figure 31.

Figure 31 Long Term Cycle Network (source: Department of Transport)

In the vicinity of the development site, Parry Street is identified as a secondary route, while Market Street/South Terrace is identified as a local route. Parry Street currently has on-street cycle lanes which is considered as needing some improvement to meet the required provision for the LTCN. Market Street is currently a low speed street where cycling is encouraged on-street, with large bike logo pavement markings within the traffic lane. This treatment is appropriate for a local route.

Under the City of Fremantle Bike Plan, William Street, Henderson Street and their surrounds are identified as within the low speed city centre zone. While no cycle specific treatments are recommended, the low speed environment is safe for on-road cycling.

9.3 Development Proposals

The development proposes a secure bike storage compound with capacity for 12 bikes, to be located at ground floor level. The end of trip facilities with 12 lockers, 2 male showers, 2 female showers plus one universal access shower is located next to the bike parking compound. The bike compound is accessed from Paddy Troy Mall, as shown in Figure 32.

It is proposed to locate visitor parking bays along Spicers Lane and within Henderson Street (outside of the development site boundary).

Figure 32 Proposed bike parking and end of trip facilities (source: Woods Bagot)

9.4 Cycling Requirements

The minimum bike parking requirements for the development can be sourced from the City of Fremantle's LPS 4 as outlined in Table 6.

Table 6 Required bike parking rates

Land Use	Bike Parking Requirements	Required Bays	Proposed Bays
Hotel – 150 rooms	1 bay per 25m^2 public bar floor area and 1 bay per 100m^2 of lounge for staff 1 bay per 25m^2 public bar floor area and 1 bay per 100m^2 of lounge for visitors		12 staff bays in secure compound 2 visitor bays along Spicers Lane, visitor bays within Henderson Street
Restaurant – 390m^2	1 per 100m^2 public area for staff 2 bays for visitors	4 staff bays 2 visitor bays	
Function area – 185m^2 (92 seats)	1 per 30 seats or 1 per 100 people accommodated for visitors	3 visitor bays	
Shop – 220m^2	1 per 300m^2 NLA for staff 1 per 500m^2 NLA for visitors	1 staff bay 1 visitor bay	

The proposed bike provision is adequate, although some of the proposed visitor bicycle parking bays are outside of the development site.

10. SITE SPECIFIC ISSUES

10.1 Crash History of Surrounding Road Network

In the five-year period ending December 31st 2024, there were no reported crashes at the intersections of William Street with Paddy Troy Mall or Henderson Street. During the same time period there were seven reported crashes at the roundabout controlled intersection of William Street with Parry Street; three rear end crashes (where a vehicle drives into the back of another vehicle), two right turn through crashes (where a vehicle turns right in front of an oncoming vehicle) one right angle crash (where a vehicle drives into the side of another vehicle) and one associate with a parking manoeuvre. All crashes involved property damage only.

For streets along the development site frontage, there were two midblock crashes along Henderson Street, one associated with a parking manoeuvre and another Hit Pedestrian which was a casualty crash requiring medical treatment. There was also a midblock Right Angle crash along the William Street frontage.

The locations of the reported crashes are illustrated in Figure 33.

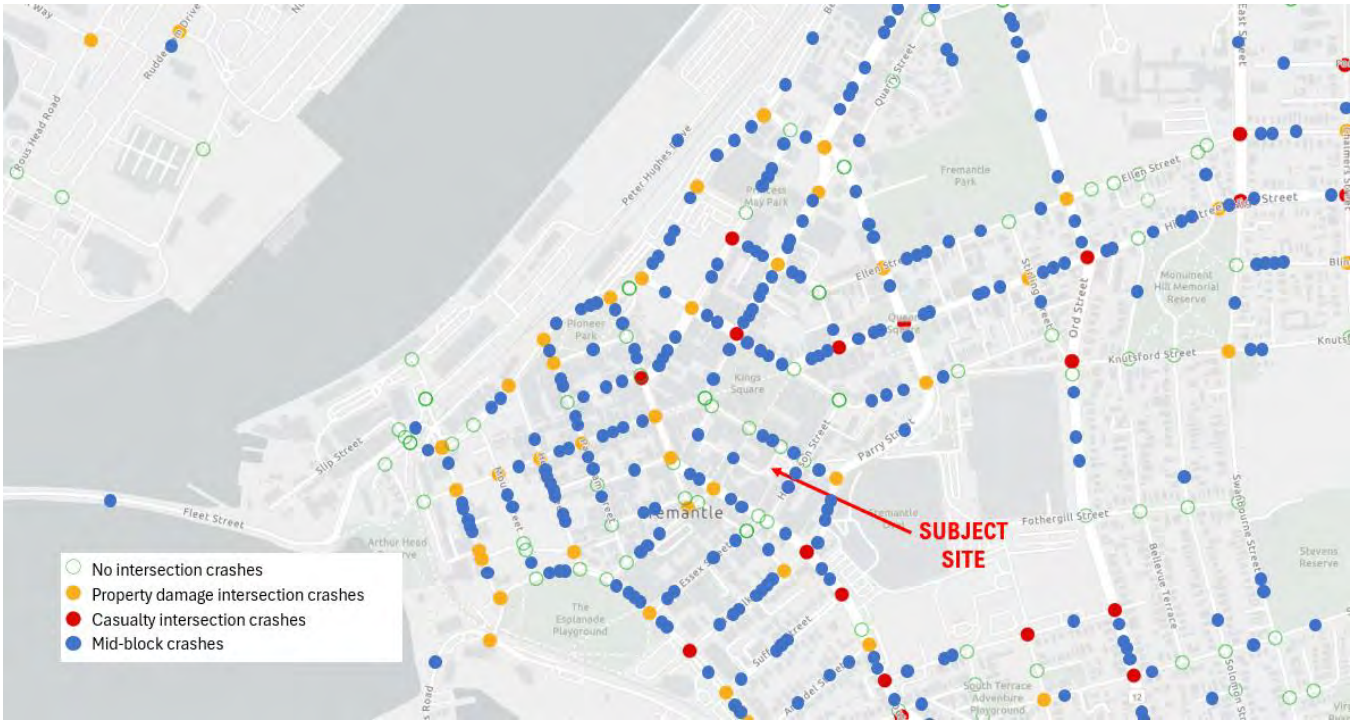


Figure 33 Five Year Crash History (source: Main Roads WA)

11. SUMMARY AND CONCLUSIONS

11.1 Transport Assessment

This Transport Impact Statement has been prepared in support of the proposed hotel at 10 Henderson Street in Fremantle.

The proposed development includes the following:

- 150 guest rooms
- 389m^2 food and beverage
- 217m^2 retail
- 186m^2 hotel amenity/ meeting space
- Creation of Spicers Lane, a new pedestrian laneway along the site's southern boundary connecting Henderson Mall to Paddy Troy Mall
- Restoring the section of Paddy Troy Mall through the site as a public street, Paddy Troy Lane, 5.5m wide with a 2.5m wide footpath on the western side
- Ground floor loading dock for deliveries, waste and recycling accessed via Paddy Troy Lane
- End of trip facilities including parking for 12 bikes, 12 lockers, 2 male showers, 2 female showers plus one universal access shower

The development does not propose to provide any on-site vehicle parking. It is proposed to locate one drop off bay and a single accessible parking space off-site. Within the existing street configuration, the drop off bay and accessible parking space (with an adjacent shared space) are proposed to be located within Henderson Street, as 90 degree bays. A potential future reconfiguration of William Street to one way eastbound traffic flow would increase the width of the William Street southern verge. This would allow the construction of an embayment along the William Street frontage to include a drop off bay and the accessible parking bay without compromising the width of the footpath. In this scenario the bays along Henderson Street would no longer be required.

There are more than 1,460 public parking bays in car parks operated by the City of Fremantle and private companies within a 400m walking distance of the site (a walking time of approximately 6 minutes), including 470 bays at the FOMO multi storey car park located on the opposite side of William Street to the development site.

The site is located within close and convenient access to frequent high standard public transport services. The site's main entry is within a 750m walking distance (10 minutes) of the Fremantle Station train platform. Fremantle Station is also served by bus routes 107, 111, 148, 158, 160, 502, 511, 512, 513, 520, 532, 548, 910, 915, 998 and 999.

The immediate surrounds of the development site have a high level of pedestrian connectivity and amenity.

The site has a high level of cycle accessibility, with most roads within the Fremantle City Centre suitable for on-street riding given the low travel speeds of roads.

Note that due to the highly accessible public transport and public car parking in close vicinity, this allows justification for no staff car parking on-site. However, the hotel operator may consider entering into a lease agreement with the nearby FOMO car park.

The proposed development is forecast to generate 42 trips in the AM peak hour and 61 trips in the PM peak hour. This is significantly lower than the trips generated by the existing car park in operation on the site, with the proposed hotel development predicted to generate 100 fewer trips than the existing car park in the PM peak hour.

The net impact on William Street and its intersections with Paddy Troy Mall and Henderson Street will be positive, with less overall traffic.

Waste Management Plan

10 Henderson Street, Fremantle

Prepared for Spicers Street Pty Ltd

24 September 2025

Project Number: WMP24138

DOCUMENT CONTROL					
Version	**Description**	**Date**	**Author**	**Reviewer**	**Approver**
1.0	First Approved Release	5/05/2025	EB	DP	DP
2.0	Second Approved Release	16/05/2025	RH	JL	RH
3.0	Third Approved Release	24/09/2025	AB	DP	AB

Approval for Release

Name	**Position**	**File Reference**
Ann Brouwer	Project Manager – Waste Management Plan Lead	WMP24138-02_Waste Management Plan_3.0
Signature		

Copyright of this document or any part of this document remains with Talis Consultants Pty Ltd and cannot be used, transferred or reproduced in any manner or form without prior written consent from Talis Consultants Pty Ltd.

Executive Summary

Spicers Street Pty Ltd is seeking development approval for the proposed hotel development located at 10 Henderson Street, Fremantle (the Proposal).

As part of a development application to the City of Fremantle (the City), the submission of a Waste Management Plan (WMP) is required that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	16,420	660	Nine	Three times each week	Private Contractor
Recycling	9,413	660	Five	Three times each week	Private Contractor
FOGO	7,038	660	Four	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will reverse into the Proposal and exit in forward gear via Paddy Troy Mall.

The hotel manager will oversee the relevant aspects of waste management at the Proposal.

Table of Contents

1 Introduction 4
1.1 Objectives and Scope 4
2 Waste Generation 5
2.1 Proposed Tenancies 5
2.2 Waste Generation Rates 5
2.3 Waste Generation Volumes 6
3 Waste Storage 7
3.1 Internal Transfer of Waste 7
3.2 Bin Sizes 7
3.3 Bin Storage Area Size 7
3.4 Bin Storage Area Design 8
4 Waste Collection 10
4.1 Bulk and Speciality Waste 11
5 Waste Management 12
6 Conclusion 13

Tables

Table 2-1: Waste Generation Rates 5
Table 2-2: Estimated Waste Generation 6
Table 3-1: Typical Bin Dimensions 7
Table 3-2: Bin Requirements for Bin Storage Area 8

Diagrams

Diagram 1: Bin Storage Area
Diagram 2: Waste Collection Point

Figures

Figure 1: Locality Plan

1 Introduction

Spicers Street Pty Ltd is seeking development approval for the proposed commercial development located at 10 Henderson Street, Fremantle (the Proposal).

As part of a development application to the City of Fremantle (the City), the submission of a Waste Management Plan (WMP) is required that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by William Street to the north, Henderson Street to the east, commercial developments to the south and Paddy Troy Mall to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse, recyclables and FOGO) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the number of hotel rooms and the floor area (m^2) of the commercial tenancies at the Proposal. The Proposal consists of the following:

- Hotel Rooms – 150 beds;
- Retail/F&B – 49m^2;
- Retail/F&B – 32m^2;
- Retail/F&B – 61m^2;
- Retail/F&B – 75m^2;
- Hotel Amenity/Meeting Event – 186m^2;
- Main F&B – 341m^2;
- Level 01 F&B – 48m^2; and
- Level 01 Wellness/Gym – 70m^2.

2.2 Waste Generation Rates

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Melbourne Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	* FOGO Generation Rate
Hotel Rooms	Hotel/Motel	3.5L/bed/day	5L/bed/day	1.5L/bed/day
Retail/F&B	Café	210L/100m^2/day	200L/100m^2/day	90L/100m^2/day
Hotel Amenity/ Meeting Event & Level 01 Wellness/Gym	Office	7L/100m^2/day	10L/100m^2/day	3L/100m^2/day
Main F&B & Level 01 F&B	Restaurants	462L/100m^2/day	200L/100m^2/day	198L/100m^2/day

**FOGO has been assumed as 30% of the refuse waste generation rate, based on industry specific waste composition data*

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the Proposal will generate 16,420L of refuse, 9,413L of recyclables and 7,038 of FOGO each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Number of Beds/ Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Hotel Rooms	150 Beds	3.5L/bed/day	525
Retail/F&B	49m^2	210L/100m^2/day	720
Retail/F&B	32m^2	210L/100m^2/day	470
Retail/F&B	61m^2	210L/100m^2/day	897
Retail/F&B	75m^2	210L/100m^2/day	1,103
Hotel Amenity/Meeting Event	186m^2	7L/100m^2/day	91
341	232m^2	462L/100m^2/day	11,028
Level 01 F&B	48m^2	462L/100m^2/day	1,552
Level 01 Wellness/Gym	70m^2	7L/100m^2/day	34
		Total	**16,420**
Recyclables			
Hotel Rooms	150 Beds	5L/bed/day	750
Retail/F&B	49m^2	200L/100m^2/day	686
Retail/F&B	32m^2	200L/100m^2/day	448
Retail/F&B	61m^2	200L/100m^2/day	854
Retail/F&B	75m^2	200L/100m^2/day	1,050
Hotel Amenity/Meeting Event	186m^2	10L/100m^2/day	130
Main F&B	232m^2	200L/100m^2/day	4,774
Level 01 F&B	48m^2	200L/100m^2/day	672
Level 01 Wellness/Gym	70m^2	10L/100m^2/day	49
		Total	**9,413**
FOGO			
Hotel Rooms	150 Beds	1.5L/bed/day	225
Retail/F&B	49m^2	90L/100m^2/day	309
Retail/F&B	32m^2	90L/100m^2/day	202
Retail/F&B	61m^2	90L/100m^2/day	384
Retail/F&B	75m^2	90L/100m^2/day	473
Hotel Amenity/Meeting Event	186m^2	3L/100m^2/day	39
Main F&B	232m^2	198L/100m^2/day	4,726
Level 01 F&B	48m^2	198L/100m^2/day	665
Level 01 Wellness/Gym	70m^2	3L/100m^2/day	15
		Total	**7,038**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, smaller internal bins will be available throughout the Proposal for the source separation of refuse and recycling. These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins.

Kitchen caddies will also be available in the F&B tenancies and kitchen for the source separation of FOGO. These caddies will be collected by staff/cleaners and deposited directly into the dedicated 660L lime green lidded FOGO bins in the Bin Storage Area, as required.

Staff/cleaners will access the Bin Storage Area via the Loading Dock or the tenant access corridor off Spicers Lane. Internal servicing may be conducted outside of main operational hours to mitigate disturbances to visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist staff/cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse, recyclables and FOGO three times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

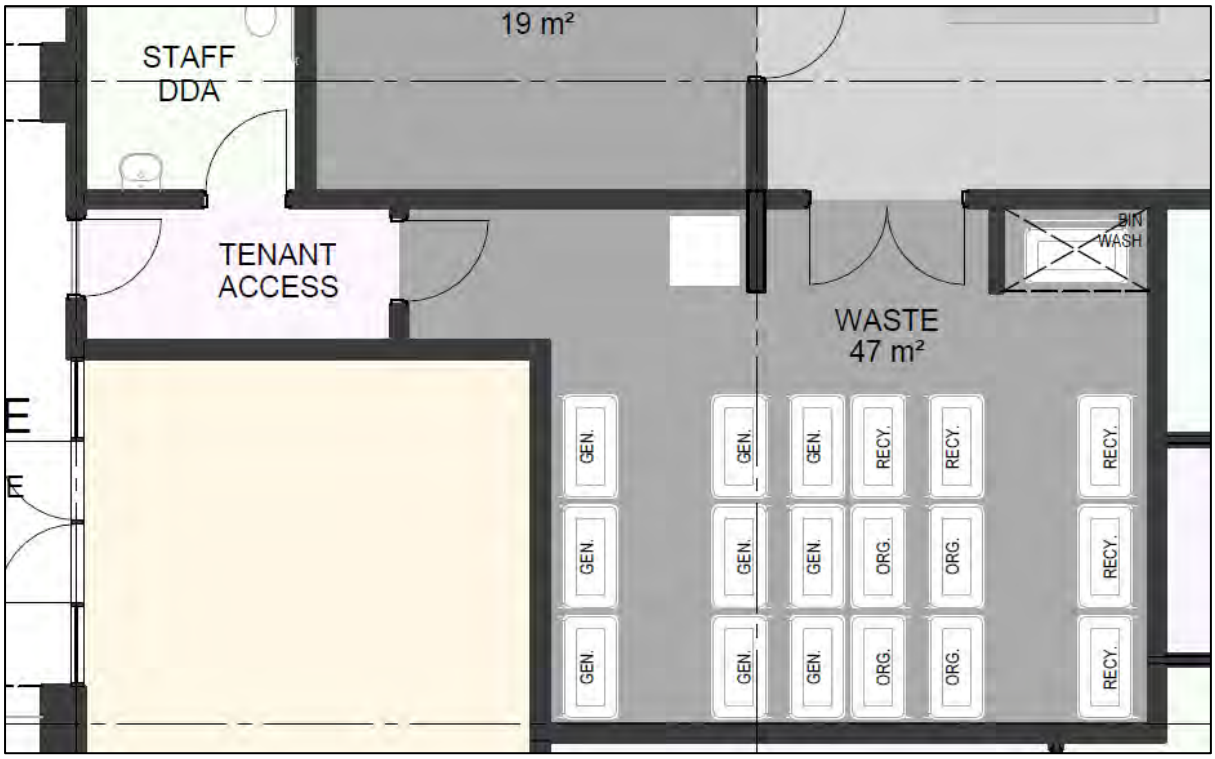
- Nine 660L refuse bins;
- Five 660L recycling bins; and
- Four 600L FOGO bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	15,897	23	9	5
Recycling	8,915	14	5	3
FOGO	6,813	10	4	-

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming three collections each week of refuse, recyclables and FOGO.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;

- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the hotel manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide nine 660L bins for refuse, five 660L bins for recyclables, and four 660L bins for FOGO.

The private contractor will collect refuse, recyclables and FOGO three times a week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Paddy Troy Mall and turn into the Proposal in reverse gear, pulling up adjacent to the Bin Storage Area for servicing, as seen in Diagram 2.

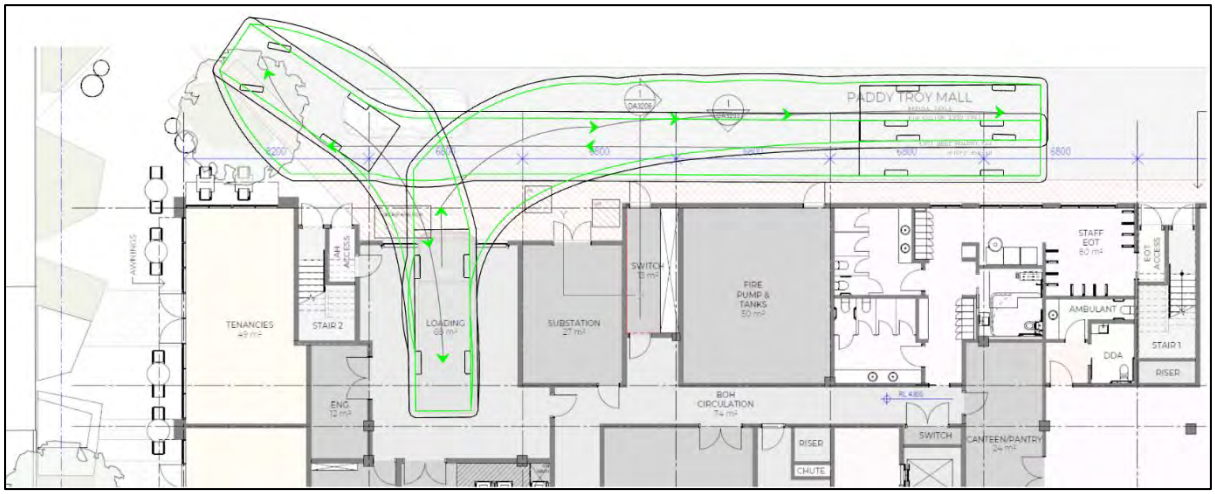
Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Paddy Troy Mall moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

The ability for the private contractor's rear loader waste collection vehicle to access the Proposal in a safe manner has been assessed by Flyt, refer Diagram 2 below.

Diagram 2: Waste Collection Point



4.1 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Refurbishment wastes from fit outs;
- Mattresses;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. Specialty waste collection will be monitored by the hotel manager who will organise their transport to the appropriate waste facility, as required.

5 Waste Management

A hotel manager will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Rotating full and empty bins within the Bin Storage Area to ensure commercial tenants will always have access to forward facing bins for easy disposal of waste;
- Ensure all staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff and cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for the storage of refuse, recyclables and FOGO, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal.

The above is achieved using:

- Nine 660L refuse bins, collected three times each week;
- Five 660L recycling bins, collected three times each week; and
- Four 660L FOGO bins, collected three times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will reverse into the Proposal and exit in forward gear via Paddy Troy Mall.

The hotel manager will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Lease

© Talis Consultants Pty Ltd ("Talis") Copyright in the drawings, information and data recorded in this document ("the information") is the property of Talis. This document and the information are solely for the use of the authorised recipient and this document may not be used, transferred or reproduced in whole or part for any purpose other than that which it is supplied by Talis without written consent. Talis makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

0 2 4 6 8 10 km

LOCALITY

10 Henderson Street
Fremantle WA 6160

Spicers Street Pty Ltd

N 0 5 10 15 20 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:500

Prepared:	E Jackson	Date:	29/11/2024
Reviewed:	A Brouwer	Revision:	A
Project:	WMP24138		

talis consultants

Figure 01

Data source: Roads, Cadastre - Landgate, 2024. Imagery: Nearmap, 2024.

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2024\WMP24138 - Spicers - 10 Henderson Street, Fremantle\GIS\Maps\WMP24138 - Spicers - 10 Henderson St, Fremantle\WMP24138 - Spicers - 10 Henderson St, Fremantle.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

HEAD OFFICE
604 Newcastle Street,
Leederville, WA 6007

NSW OFFICES
Nowra
76 Bridge Road,
Nowra, NSW 2541

Newcastle
58 Cleary Street,
Hamilton, NSW 2303

QLD OFFICE
Brisbane
35 Boundary Street,
South Brisbane, QLD 4101

P: 1300 251 070 | E: enquiries@talisconsultants.com.au

ABN 85 967 691 321

Universal Access Statement

To	Monica Nguyen – Fiveight	Pages	3
CC	Charl Testa – Woods Bagot Brittany Dalziell – Woods Bagot		
Subject	Spicer's Hotel, Fremantle – Universal Access Statement		
From	Shane Barr – Resolve Group		
Date	06 May 2025		

Purpose:

Resolve Group has been engaged to review the project DA drawings and provide a Universal Access Statement demonstrating the proposals consideration of universal access principles and obligations of the National Construction Code and associated legislation.

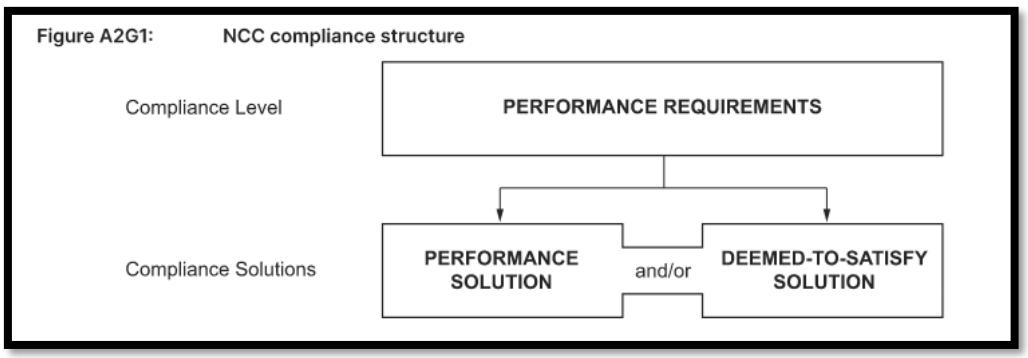
The advice below is in support of the submission to City of Fremantle.

Legislation:

This advice is based on the requirements of Part D4 (Access for People with a Disability) of the National Construction Code (NCC) 2022, Disability Discrimination Act 1992 (DDA) and referenced Australian Standard AS 1428.1 – 2009.

As per A2G1, compliance with the NCC is achieved via complying with the governing provisions and compliance with the Performance Requirements; the Performance Solutions may be satisfied by one of the following methods:

(a) Performance Solution
(b) Deemed-to-Satisfy Solution
(c) A combination of (a) and (b).



NCC Design Requirements:

A continuous accessible path of travel shall be provided to enable safe, dignified and equitable access by all people, including those with a disability.

As per Section 6 of AS1428.1-2009, a continuous accessible path of travel shall not include a step, stairway, turnstile, revolving door, escalator, moving walk or other impediment.

Furthermore, the minimum unobstructed height of a continuous accessible path of travel shall be 2000mm or 1980mm at doorways, and unless otherwise specified (such as at doors, curved ramps and similar), the minimum unobstructed width of a continuous accessible path of travel shall be 1000mm.

The proposed building design combines with external accessways to facilitate accessible links between the building and the public domain.

Universal access to and within the building has been considered as follows:

- Compliant pedestrian access to the ground floor hotel lobby can be achieved via the main 'hotel reception' entrance on the western side of the ground floor, with direct access from William Street at street level.
- Compliant pedestrian access to the ground floor retail and F & B tenancies can be achieved via multiple entries around the perimeter of the building at ground floor, with direct access from Henderson Street to the south and Spicer's Lane to the west, at street level.
- An accessway is generally provided throughout the ground floor (Class 6 parts) to areas and spaces normally used by occupants.
- The accessway extends through each storey of the building by means of an electric passenger lift, which is required to comply with the provisions of NCC Clause E3D8 and AS1735.12.
- An accessway is generally provided throughout the Level 1 – Level 5 (Class 3 parts) to the entry of each SOU, to and within rooms and spaces to be used in common by residents, i.e., to the pool deck area, gymnasium and Level 1 terrace.
- A total of seven (7) accessible SOUs have been proposed in accordance with the provisions of D4D2 and Table D4D2b.
- Unisex accessible toilet facilities which are capable of achieving compliance with F4D6 have been provided at strategic locations where necessary through the building.
- The building design is to incorporate stairs, landings, lifts, pavement gradients, circulation spaces and accessible paths of travel in accordance with AS 1428.1 - 2009 and the requirements of NCC Part D4.

Conclusion:

It is our opinion that the proposed development is capable of achieving compliance with the requirements of AS 1428.1 - 2009 and Part D4 of the BCA.

As such, the development is capable of meeting universal access principles and the obligations of the Disability Discrimination Act 1992 on the basis that a continuous accessible path of travel will be provided to enable safe, dignified and equitable access by all people, including those with a disability.

A complete review of detailed design drawings, when available, are required to be undertaken to ascertain complete compliance with the design details and specifications of AS1428.1-2009.

Should you have any queries in regard to this advice, please do not hesitate to contact me on 0456-114-857 or via email at *shane.barr@resolvegroup.com.au*.

Yours sincerely,

Shane Barr
Level 1 Building Surveyor - BSP 2566

Schedule of Public Consultation Submissions – 10 Henderson – 6 Storey Hotel – DAP005/25

Date Commenced: 31 July 2025

Date Ended: 29 August 2025

Total Submissions Received: 19 Submissions

Consultation Method: Letters 200m radius, signs on site, MySay webpage, Talk to a Planner, Press Notice

Ref#	Comments
1.	Executive Summary: The new plans appear to be a lower quality proposal than the current plans, but with a 30% increase in the number of rooms. The Fremantle Society believes there are still major issues with the proposed bulk and scale, and the unsympathetic form, which needs to be further broken up. Background: A huge effort was made by the Fremantle Society to engage in the process to get a good outcome for the Spicer site for the 2022 proposal. There were years of advocacy for the site from the year 2000, newspaper articles on its history, and responses to the first iteration of plans for a hotel by meeting officers, councillors, the proponent's architect in Sydney, submissions and presentations to the proponent Andrew Forrest, the council, and JDAP. We also worked closely with former director of planning xxx, former city heritage architect xxx, and experienced heritage architect xxx. The gist of our efforts was to emphasise the need for a hotel that fitted the site and its context in the heart of a heritage town very close to world famous heritage. The xxx was very disappointed back then in 2022 to see yet again planning officers recommending approval for something that was clearly detrimental to Fremantle, and the situation was only save partially by various councillors condemning the officers' report and seeking changes. It seems the planning department is clearly not the independent expert group it should be in a world famous heritage town like Fremantle, and the recent shocking City Plan is more evidence of outside influences from people like the mayor. Assessment: Much of what was said 3 years ago is relevant today and it is hoped the officers make use of the submissions from back then. We have attached a few documents we believe are still relevant to the new submission being dealt with now. The Design Statement from the proponent applauds the city's "progressive vision" for Victoria Quay with what has recently been developed there, omitting to mention that the projects in question were led by Fremantle Ports, who were quite prepared to listen to the Fremantle Society, unlike Fremantle Council, and who actually scrapped one set of architect's plans for Victoria Quay after suggestions for improvements from the Fremantle Society. The Design Statement referenced the new developments at Victoria Quay as laudable but omitted to mention that all the new development is contained within the footprint of the existing heritage sheds, with no extra height sought or granted. The proponent states that the proposed hotel is designed to "harmonise with Fremantle's unique character," yet the proposal is unlike, certainly in bulk and scale, anything ever built in Fremantle except the woolstores on the edge of the town. How does destroying the human scale of that precious area offer "a welcoming environment"? The proponent states that the proposed hotel "sits respectfully in its context." The previous iteration and this one fail to do that with 6 storeys plus roof clutter in huge massing in a context of one, two and three storey neighbours of national heritage significance. Diagonally across the road is the new 4 storey Guards hotel and a walk around that shows just how the context there has not been dealt with and that the new building is one storey too high. The proponent references the adjacent car park ("responds to carpark") as though that is a precedent and officers should be aware of council officer efforts going back to 2006 and earlier trying to make sure that no future development followed that line of using the unsightly overscaled car park as a precedent. Parking: There is now a serious shortfall of parking and adequate basement parking should be provided. Quality: Planning staff should consider ways the billionaire owner of this site can give Fremantle a high quality product, and not the cheapened version we now seem to be getting.

	Request: It is appreciated that the state government seeks to further and further reduce community and council involvement in the planning process, but we ask that the planning department consider having a submission made at the actual JDAP meeting by the CEO, senior staff, or ideally the mayor, that stands up for Fremantle for a change and the values articulated by councillors previously and which will in many cases be pertinent with the new iteration.
2.	This is an excellent proposal, much better than the initial one and I strongly support it. Fremantle needs more people to stay overnight, to boost our economy, so this will add 150 rooms, in addition to the already approved pod hotels and the soon to open Garde hotel.
3.	"Yet another hotel right next door to music venues that will complain about the noise and attempt to shut them down or restrict social activities. Please stop approving hotels in Freo's entertainment strip! Six stories high is way too much for that location."
4.	Windows From the Application for Development Approval: “Windows should follow traditional proportions, typically double-hung sash windows about 1 metre wide, with consistent vertical and horizontal alignment based on Georgian proportioning principles.” Pictured in the Application: These windows are not double hung sash windows based on Georgian proportions. “Sash” windows have moveable panels that slide vertically. “Georgian” windows typically have six glass panes in each sash and are never awning style. Georgian proportions are never full length from the floor. They start about 90cm above the floor and open upwards. Therefore, the windows in the design are the opposite of what they proport to be. The proposed full-length windows with block-out curtains are not befitting of Fremantle nor are they stylish. They belong in suburban 4x2 houses built circa 1985. They do not allow for privacy unless the curtains are completely drawn, which even in the above drawing, looks untidy. Block out curtains and full-length windows always look dowdy, dusty and dated:

Conversely, actual sash windows in Georgian style look smart, timeless and elegant:

If the building is to blend into Fremantle, and not be a demolition job in 20 or 30 years (sadly this is a reality in Perth, see: Kings Hotel on Pier Street or Rendezvous Hotel in Scarborough), why not walk the talk?

Suggestion: Have windows that are actually “traditional”, “Georgian” and have “sashes” rather than just say those words and do the opposite.

Proposed Façade

Is this a data centre? No, apparently it’s a HOTEL. Why does the William Street frontage resemble the dreary government building known as Fremantle Hospital?

Architectural cues should not be taken from Fremantle Hospital. Rather, they should be taken from the Savoy:

In essence, the façade should be less institutional and more beautiful.

Below is new build from architects in Charleston, Virginia (a similarly architectural heritage city

as Fremantle):

Such a façade is less imposing and more inviting than what is being proposed. It is more mindful and demure.

Suggestion: Beautify the building's façade. Why not copy or take inspiration from the original, now-demolished Spicers Building? It's more in keeping with Fremantle's beloved goldrush era buildings.

Height

While the reduction to 4 storeys on the Henderson Street side is welcomed, I don't think there should be any allowance (variation) for more height. This building doesn't need more height or bulk.

Materials

As stated in the Development Application:

"Spicers responds to the materiality of its context. Pigmented concrete is the dominant material for the exterior of the building, chosen for its likeness to Fremantle's prominent limestone heritage buildings, ensuring the new development sits respectfully in its context."

How does pigmented concrete "respond" to the sandstone walkway of Market Lane, the limestone of the Warden's Cottages or clay bricks of the adjacent Percy Building or nearby Fremantle Markets? The only "pigmented concrete" in the vicinity is the brutalist-esque FOMO Parking Garage, which no building should emulate.

Celebrated and valued buildings in WA are made from local materials:

Above: Rough textured Rottnest limestone (Old Perth Fire Station)

	  Above: Donnybrook Sandstone at WA Health Department offices Whereas “textured pigmented concrete” is more at home on Perth’s Freeways: Suggestion: Coloured concrete “chosen for its likeness to limestone” is not limestone. It will look inferior. Use local materials, not imitations, even if it means shrinking the building to make up for the added expense. Final Thoughts While the architects use words like character, authentic and historic, how these elements are incorp orated into the proposed Spicers Hotel remains to be seen. The proposed material is inauthentic (dyed concrete), the windows do not conform to a Georgian tradition whatsoever, and its façade resembles a data centre – a far cry from the Fremantle’s decorative heritage buildings. I encourage the architects to re-consider these plans so that they truly harmonise with the surrounds, by using real materials (even if it’s just the façade) rather than building yet another boxy, bulky place that could be found anywhere. The design needs to feel inclusive not gentrified to really blend with Fremantle’s welcome-allcomers vibe. Many outlets around Freo offer discounts, meals and a place to go for Fremantle’s homeless and itinerant population. Such elements work both ways as it reduces anti-social behaviour and builds community. The design as it is – boxy and commercial – will shun such people in and around the establishment and detract from Fremantle’s atmosphere. I also suggest engaging local community – perhaps by offering apprenticeships in craftsman skills like masonry, joinery and carpentry so there can be an element of community ownership and pride in the project. Let’s work together and build something to be proud of.
5.	Hi, I’m a fremantle business owner, my store is located in the Fremantle Malls just next to the proposed building site and I am concerned about this development proceedings. The parking in fremantle is already very limited and I don’t see how a hotel is more beneficial to the community than the parking, where will all of the guests be parking? This development will have a negative impact on the foot traffic for businesses in the surrounding area for several years while it is being built and will put people off coming to fremantle as there won’t be as many parking options close to the markets. In addition, there isn’t many high building in Fremantle, especially 6 stories, this seems excessive in comparison to other buildings, I doubt there is enough demand for this large of a hotel.
6.	I fully support the proposal. The Spicer’s car park has been an eye sore for years. I think the design fits in well with the surrounding architecture. Fremantle needs more hotel accommodation to support its status as the most visited destination in WA. There will be concerns re the height at six stories but I don’t share them. The original Spicer’s building that was demolished in the seventies was of similar height.
7.	Parking in Fremantle is already under pressure. The development will further reduce public parking availability in the city centre and the proposal does not include sufficient parking for patrons. 48 car bays are not sufficient for a 114-room hotel and facilities that are likely to attract other visitors.
8.	"6 storeys is too high and not appropriate for the area. Keep shops and retail on the bottom and add public accessible roof top food and beverage level for all to enjoy a rooftop at 3 storeys. "
9.	"Once again, we have a large capacity hotel, that is asking to waive all parking requirements. We have already seen this at the Essex Street Pod Hotel, and I assume the same is true for the development on Market Street (the Pod Hotel replacing Sailing for Oranges). The issue is that all of these developments ask (and are granted) waiving of the parking regulations, when parking is the number one complaint I hear preventing people from visiting Fremantle. The parking is fractured and hard to navigate, and recent developments have reduced available parking (The Police Complex, and this development, both removed parking inventory). While it is true that there is a large multi-story carpark opposite this development (which, as an aside, seems very poorly designed to me, compared to other similar structures), the issue is that each development application stands alone, and states the existing available number of parking spaces in Fremantle - without reference to the aggregate number that is being consumed by all of the new developments.

	It is a huge benefit to these developments, to waive the parking requirements. However, they should at least contribute to parking inventory. The huge number of spaces being waived (between this, the Police Precinct, the two developments on Market street, and likely others) will push Fremantle into an even worse parking situation. These developments should not get a waiving of parking requirements ""for free"" - the should contribute to a parking and development fund, specifically earmarked to ease the congestion and parking challenges they will cause. Disclaimer: I am a resident with off-street parking, who does not need to park in Fremantle. However, people are hesitant to visit me, as Fremantle has a reputation for poor parking (deserved or not). If the standard is now to waive all parking requirements for all developments, then Fremantle should actively engage in publicising Fremantle access. "
10.	Great use of land within the Fremantle CBD
11.	I don't have any real concern with the hotel or it's design. I have concerns about the lack of parking and there seems to be no provision for more to be added as part of this project. I currently work at Dept of Communities based across the road (William Street Building). The FOMO multi-storey carpark is utilised by workers based in the Newman Court North and William Street South buildings. The car park is quite busy during weekdays and is extremely busy on Fridays and weekends when the markets are open. Given that the hotel site is proposed on an existing carpark, these bays will be lost. I believe there is inadequate parking as it is in the area. The hotel should be providing suitable parking for it's guests and patrons of the retailers. If the intent is to utilise the Secure Parking site at FOMO for the hotel there will be traffic chaos in my opinion. They would be better off to demolish the Fremantle Malls next door and use this space to create more parking and retail space as part of the overall development.
12.	Please can you make the rooftop pool available to locals
13.	I like the idea of a hotel and ground floor retail on this site. It’s a pity that the architecture looks so boring especially when compared to the original Spicers building and to other historic buildings in Fremantle. If it goes ahead in its current form, Fremantle risks losing its unique identity as more and more boring architecture becomes the predominant form. I would urge a rethink on the proposed style.
14.	I am writing to express my views regarding the proposed hotel development Lots 375 & 374 (No.10) Henderson Street, Fremantle - Six (6) Storey Hotel Development including Restaurant/Cafe, Small Bar & Shop Uses - DAP005/25 Firstly, I would like to acknowledge and commend the City and the developers for seeking to enhance Fremantle’s hospitality and accommodation offerings. Quality hotels, combined with our vibrant food and beverage scene, can bring great benefit to visitors and the local economy. That said, I have concerns about the development’s location in close proximity to Fremantle’s entertainment district. These entertainment establishments have been part of the city’s character for many years and contribute to Fremantle’s unique cultural and nightlife identity. Importantly, they were here well before the proposed hotel. My concern is that hotel patrons, unaccustomed to the area’s existing late-night activity, may subsequently make noise complaints, which could put pressure on long-standing nightlife venues. To avoid this, I strongly believe the hotel should be designed and constructed in a way that anticipates and mitigates external noise, using measures such as high-grade soundproofing and appropriate building orientation. Additionally, marketing and guest information should make it clear that the hotel is located in a vibrant entertainment precinct. I support responsible growth and development in Fremantle, but it is essential that new projects respect and coexist with the established character of the area. By ensuring the hotel is built with this in mind, we can both welcome new visitors and protect the city’s existing cultural and nightlife heritage. Thank you for considering my submission.
15.	This building construction will strongly influence the existing tenants around negatively with poor transportation and noises for at least a year. Also, it will decrease the car parking availability too. 10 Henderson street has been a well known parking area with a lot traffics. If it is going to be removed, will be decrease the comfort of Fremantle visitors.
16.	I am opposed to this on several grounds. The proposed building is dull, looks like a hospital and does not suit Fremantle's vibrancy - people want to come to Fremantle because it's different from the blandness of Perth. The building is way too big for the site. It's the wrong place for a hotel, we already have a big new hotel going up a street away. Losing the carpark without any replacement parking would be a killer - not everyone coming to the area is a tourist off a ship - we need parking in Fremantle and the carpark is always full - not only on weekends but on weekdays as well. We don't want this proposed overly large unremarkable parking-gobbling building at this location and it should not be approved.

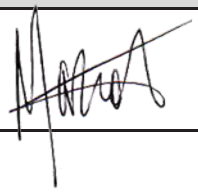
17.	Loving the design of this. Fits well with the streetscape and the design of surrounding buildings. Will be a noticeable improvement over the current ugly carpark. Plus it's bringing much needed hotel rooms to the downtown Fremantle area. The more hotel rooms available at competitive rates the better as this should hopefully help to make AirBnBs in the downtown area less profitable and return more housing stock to residents instead of being used by investors and short term visitors.
18.	"Submission on Spicer Site, Fremantle I object to the proposed development of the Spicer site because the scale of the proposed building is inappropriate for its context. It should reference the warders' cottages across the street and the broader scale of Fremantle's historic buildings, not take its cues from the multi-storey car park to the north. This is a shameful built legacy to leave to historic Fremantle."
19.	"I am all for for this submission. I downloaded and looked at the plans. I think the architects have done a really great job. I love the light colour facade that will blend in well with the warders cottages, and the dark colour panelling on the ground floor above the shop windows. I think this is very good for the area too, and will help invigorate the piazza malls."

Design Review Report

Project Name: 10 Henderson St, Fremantle

DR 1

10 March 2025

Design Review Report		
Subject	10 Henderson Street, Fremantle	
Date	10.03.2025	
Time	4:15 -5:00pm	
Location	City of Fremantle	
Design Reviewers	Marco Vittino Trent Woods Gian Tonossi	Panel Member – Chair Panel Member Deputy Panel Member
Proponent	Fiveight	
Project Team	Charl Testa Brittany Dalziel Philip Griffiths Dan Hollingworth Jono Marshall Monica Nguyen Brad Martin	Woods Bagot Architects Woods Bagot Architects Heritage Architect Lateral Planning Seedesign Fiveight Fiveight
Planning Authority	City of Fremantle	
Staff	Chloe Johnson Erik Dybdahl	Manager Development Approvals Principal Statutory Planning
Stakeholders	None	
Declarations	None	
Briefings		
Relevant Authorities Project Team	The Planning Officer made a presentation to the Committee. The Applicant made a presentation to the Committee.	
Design Review Report endorsement		
Reviewer's signature	Marco Vittino 	

Introductory Comments		
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due rear to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm, Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.		
Design quality evaluation		
Strengths of the Proposal		• The Panel appreciates the early engagement, pointing out that comments will focus on the Design Quality principles presented (1, 2, and 3) and not the remaining Principles. • The Panel appreciates the 3D physical model as a way of testing and evaluating the massing and bulk of the proposal within the surrounding physical context.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) The Panel appreciates the context & character analysis. b) The Panel is supportive of the expressed interest in Laneways and Courtyards to establish a connection with the surrounding fabric, suggesting further investigation and depth may be required to strengthen this idea. The Panel highlights that this is currently proposed as an edge condition and that there may be opportunities to extend the idea deeper into the scheme by making the perimeter more permeable. c) The Panel supports the preliminary material palette proposed. d) The Panel questions why the historical references and analysis do not extend to include pre-colonial history. e) The Panel is unclear about the inclusion /exclusion of vehicles on the site, pointing out that in some images cars appear to populate Henderson St whilst in others this street seems pedestrianized. f) The Panel is supportive of the proposed Spicers Lane, its relationship to the heritage of the site and its potential as an active laneway between Henderson St and Paddy Troy Mall. g) The Panel comments on the proposed colonnade, pointing out that it presents itself as heavy and monumental, terminating awkwardly at both ends.
Recommendations		**1. Continue to engage with and referencing of the surrounding context, trying to establish a clear narrative that informs the design outcome.** **2. Continue to develop the idea of laneways and courtyards as a way of connecting this site to the surrounding context.** **3. Continue to work with the proposed material and visual references to develop and refine the aesthetic qualities of the project.** **4. Consider also engaging with the pre-colonial history of the site and surrounding context.** **5. Develop and clarify how vehicles will access the site, considering guest access, servicing, pick-ups and drop-offs etc. Consider working further with the CoF to coordinate an urban proposition that is in keeping and contributes to their broader, long term vision.** **6. Consider and further explore the colonnade as an urban element that engages with the public realm, both within and beyond the boundaries of the site.**
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

		a) The Panel appreciated and supports the idea of the laneway and courtyard and the potential of these elements to introduce landscaping and spatial intimacy. b) The Panel is generally supportive of the Landscape Quality images and proposed deep planting zone along Spicers Lane, pointing out that additional landscape zones will help with activation at ground level. c) The Panel comments on the proposed location of the Hotel amenities (pool and terrace) but points out that the pool will be directly opposite the multi-level carpark and the terrace on Level 1 often shaded by the western block of the hotel. d) The Panel notes that there appear to be a lot of discrepancies and inconsistencies between landscape and architectural drawings.
Recommendations		1. Continue to work with the landscape architects to develop an integrated landscape proposal, maximizing opportunities for deep-soil and on-structure planting that relate to both public and private spaces. 2. Evaluate the proposed location of the pool and outdoor amenities for the hotel, verifying privacy issues, urban quality and environmental factors.
Principle 3 Built form and scale		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a) The Panel notes that there appear to be a lot of discrepancies and inconsistencies between drawings and images. b) The Panel supports the lower height along Henderson St but is unsure about the decision to erode the corner to locate the pool, noting that this creates an urban void that is at odds with the surrounding urban fabric and scale. c) The Panel comments on the scale of the colonnade and hotel entry, noting the images don't appear to correspond to the hard-line drawings, and seeks clarification about the height of the ground floor and the presence of a large void at the entry to the hotel. d) The Panel comments on the reference image of the previously developed scheme (2022), pointing out that the depth of facades and inclusion of balconies and on-structure planting were positive attributes that have been lost and replaced by more compressed facades, less greenery and a reduced depth and shadow, also limiting the potential for rooms to be naturally ventilated and engage with the urban surroundings.
Recommendations		1. Ensure that drawings are coordinated and consistent with 3-d images, models and renders. 2. Consider the corner (Henderson and William) and its contribution to the surrounding urban condition and evaluate the decision to subtract it from the massing. 3. Further develop the idea of the colonnade, consider the possibility of extending it further and ensure that it relates to the surrounding pedestrian movement patterns. 4. Further explore opportunities to introduce more depth to the facades through balconies or deep reveals, with the potential to naturally ventilate rooms and further engage with the surrounding context.
Principle 4 Functionality and build quality		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a) Although this Principle was not specifically addressed as part of this Design Review, the Panel points out that the proposal currently shows no parking provision and appears to be compromised at ground level in terms of servicing, access, deliveries and circulation.
Recommendations		1. Engage with and develop servicing requirement early
Principle 5 Sustainability		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) As this Principle was not addressed as part of this Design Review, the Panel made no specific comments related to Sustainability.
Recommendations		1. None
Principle 6 Amenity		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) Although this Principle was not specifically addressed as part of this Design Review, the Panel made the following early recommendations related to Amenity:

Recommendations		1. Ensure that noise attenuation is considered early, especially given the proximity of hotel rooms to the Metropolis night club. 2. Ensure that hotel guests can be easily picked up or dropped off by taxi services. 3. Consider whether any parking for hotel guests, staff, F&B should be integrated
Principle 7 Legibility		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) As this Principle was not addressed as part of this Design Review, The Panel made no specific comments related to Legibility.
Recommendations		None
Principle 8 Safety		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behavior and use.*
		a) As this Principle was not addressed as part of this Design Review, The Panel made no specific comments related to Safety.
Recommendations		1. None
Principle 9 Community		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) Although this Principle was not addressed specifically as part of this Design Review, The Panel made the following recommendations related to Community.
Recommendations		1. Reconsider the location of hotel functions such as meeting and conference rooms adjacent to the public realm as these will not help with activation and community engagement.
Principle 10 Aesthetics		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) As this Principle was not addressed as part of this Design Review, The Panel made no specific comments related to Aesthetics.
Recommendations		1. Refer recommendations for Principle 1 above.

Concluding Remarks

The Panel appreciates the early engagement with the Design Review process.

The Panel encourages the Proponent to carefully consider the ground floor planning. Evaluate the provision of a basement level, in which to locate some of the servicing requirements of the building, in order to free up the ground floor and better engage with the surrounding urban fabric and public realm. Continue to develop the idea of laneways and courtyards to incorporate public space that is in keeping with the character of Fremantle.

The Panel is supportive of the bulk and scale of the proposal on the site but encourages the Proponent to further explore how the massing relates to the surrounding context and urban fabric.

Design Review Report

Project Name: 10 Henderson St, Fremantle

DR 2

11 August 2025

Design Review Report		
Subject	10 Henderson Street, Fremantle	
Date	11.08.2025	
Time	2:30 -4:00pm	
Location	City of Fremantle	
Design Reviewers	Marco Vittino Trent Woods Gian Tonossi	Panel Member – Chair Panel Member Deputy Panel Member
Proponent	Fiveight	
Project Team	Charl Testa Brittany Dalziel Philip Griffiths Dan Hollingworth Jono Marshall Monica Nguyen Brad Martin	Woods Bagot Architects Woods Bagot Architects Heritage Architect Lateral Planning Seedesign Fiveight Fiveight
Planning Authority	City of Fremantle	
Staff	Justin Lawrence Gina Binet	Coordinator Statutory Planning Heritage Project Officer
Stakeholders	None	
Declarations	None	
Briefings		
Relevant Authorities Project Team	The Coordinating Officer made a presentation to the Committee. The Applicant made a presentation to the Committee.	
Design Review Report endorsement		
Reviewer's signature	Marco Vittino	

Introductory Comments		
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due rear to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm, Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.		
Design quality evaluation		
Strengths of the Proposal		• The Panel supports the proposed uses on the site and appreciates the additional information provided since DR1.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) The Panel reinforces earlier comments that the proposed Spicers Lane will be a positive contribution to the locality. b) The Panel reinforces earlier comments about the proposed eroded corner, noting that this does not enhance the urban character of the place. c) The Panel reinforces earlier comments regarding the proposed colonnade, noting that its truncated ends and the placement of fire hydrants do not consider its integration with the surrounding urban context and limit its potential to connect with surrounding tenancies. d) The Panel again questions why the historical references and analysis do not extend to include pre-colonial history. e) The Panel notes that the significant scale of the building and proposed prefabricated concrete exterior rely on rhythm and proportion to fit in with the surrounding context. f) The Panel again questions whether the proposal would benefit from introducing a basement level to provide space for some parking and servicing, freeing up space at ground level.
Recommendations		**1. Continue to develop the character of Spicers Lane as an urban space that supports public use, activation and movement.** **2. Consider reviewing the massing to better address the corner of Henderson and William streets.** **3. Consider and further explore the colonnade as an urban element that engages with the public realm, both within and beyond the boundaries of the site.** **4. Consider how pre-colonial history of the site and surrounding context could be interpreted and integrated in the scheme.** **5. Consider how the monolithic concrete exterior can be further developed to contextualize the scale and material qualities of the proposal, through the articulation of depth, detail, shading etc** **6. Consider the possibility of introducing a basement level for services and the provision of some on-site parking.**
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) The Panel questions the need to remove all the existing mature trees from the site. b) The Panel notes that the covered entry of the hotel presents a great opportunity for landscaping, but is currently restricted and confined. c) The Panel notes that there is little landscape consideration for William St and Paddy Troy Mall and that the primary landscaped interface on Henderson St is on the public realm beyond the site boundary. d) The Panel notes that the landscape proposition only just meets the deep soil requirements for the

		site. e) The Panel questions why some of the proposed tree species (shademaster and elm) along Spicers Lane are not endemic.
Recommendations		1. Consider whether existing mature trees could be retained. 2. Consider reviewing the hotel entry/arrival courtyard to strengthen its legibility, further exploring its scale and landscaping potential, and connection to the public realm. 3. Consider landscape opportunities along Paddy Troy Mall and on William Street and the retention of mature trees. 4. Consider introducing additional deep soil zones that enhance and support endemic ecologies in favor of introduced species.
Principle 3 Built form and scale		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a) The Panel supports the placement of public and hotel amenities along Spicers Lane, William and Henderson streets but comments on the lack of engagement with Paddy Troy Mall (PTM), noting that the proposal does not even provide a footpath along PTM. b) The Panel points out that the shadow study diagrams provided appear to be incorrect and are also truncated, not illustrating the full extent of overshadowing. c) The Panel notes that the majority of hotel rooms face onto Paddy Troy Mall and that the larger mass on this northern side overshadows other parts of the scheme. The lack of engagement with this aspect of the scheme means that the majority of hotel rooms essentially face a rear service lane and overshadow hotel amenities on the podium level.
Recommendations		1. Consider reviewing the perimeter functions at ground level, potentially exploring setting back from the boundaries of the site to create more activation, especially focusing on Paddy Troy Mall to the north in order to contribute to its urban nature. 2. Correct and provide new shadow study diagrams. 3. Consider whether the massing could be redistributed to reduce overshadowing, address the corner, and provide better outlook for hotel rooms.
Principle 4 Functionality and build quality		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a) The Panel notes that the hotel lounge/meeting space does not address Paddy Troy Mall, turning its back to it. b) The Panel notes that hotel staff offices are located deep in the plan and will have no natural light or ventilation, while EOT facilities and services are on PTM. c) The Panel questions how the servicing of the tenancies along Spicers Lane will be managed. d) The Panel notes that the western end of the podium deck has been allocated to private suites, preventing access and limiting the engagement and connection with Spicers Lane below. e) The Panel notes that drop-off provisions for the hotel and DFES hardstand require major changes to traffic movement on William St and also impact on the functionality of Paddy Troy Mall by blocking it in the event of an emergency.
Recommendations		1. Consider reviewing the functions located along Paddy Troy Mall to encourage activation and engagement with the public realm. 2. Consider ways to improve staff facilities by replanning of the ground floor, also improving activation of Paddy Troy Mall. 3. Consider how the single sided tenancies along Spicers Lane will be serviced. 4. Consider how the podium level could better engage with the ground floor, especially along Spicers Lane. 5. Consider providing sufficient drop-off zones to cater for a 200+ room hotel and verify DFES requirements for the hardstand location and positioning.
Principle 5 Sustainability		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) The Panel questions whether operable windows, thermal bridging and passive ventilation are going to be incorporated or are just 'being explored'.

		b) The Panel seeks clarification on how Water Sensitive Urban Design principles will be applied. c) The Panel questions the lack of shading devices and depth for windows. d) The Panel seeks clarification on whether the proposed 5 star greenstar rating is aspirational or as constructed. e) The Panel seeks clarification on whether any other carbon reduction measures are being pursued in the proposed construction.
Recommendations		1. Clarify the commitment to provide ESD measures. 2. Clarify how WSUD principles will be applied. 3. Clarify whether the indication to achieve 5 star Greenstar will be 'as constructed'. 4. Clarify the commitment to any carbon reduction measures during construction.
Principle 6 Amenity		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) The Panel notes that Universal Access and parking have been deferred to the public realm, requiring significant changes to William St. b) The Panel notes that only one UAT and no other services are provided for the four tenancies along Spicers Lane.
Recommendations		1. Consider whether UA parking/drop-offs should be provided on site. 2. Consider improving the provision of services for the tenancies.
Principle 7 Legibility		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) The Panel notes that the hotel entry point, through the courtyard, is not very legible from the street or public pavement and that the arrival and hotel guest experience is compromised by the open roof and questionable. b) The Panel points out that the urban quality and legibility of Paddy Troy Mall is undefined.
Recommendations		1. Consider ways of improving the front-of-house experience for hotel guests and the legibility of the main entry/reception point. Look at ways of better integrating the hotel entry with the surrounding context. 2. Consider ways of improving and defining the spatial and functional quality of Paddy Troy Mall to make it part of the urban realm through public activation, landscaping etc.
Principle 8 Safety		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behavior and use.*
		a) The Panel raises concerns about the location and safety of the DFES hardstand and its impact on pedestrian movement and Paddy Troy Mall.
Recommendations		1. Consider reviewing the DFES hardstand position to minimize impact on the surrounding urban framework.
Principle 9 Community		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) The Panel notes that no parking is provided on site and that the drop-off bays are deferred to the public realm, requiring significant changes to William St. b) The Panel notes that Paddy Troy Mall is degraded due to servicing and design, rather than upgraded.
Recommendations		1. Review the decision to provide no parking and drop-oofs on site and/or clarify how the community will benefit from the proposed changes to William St 2. Consider ways to improve Paddy Troy Mall so that it becomes a continuation of the pedestrian network and not simply a service lane.
Principle 10 Aesthetics		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) No specific comments were made relating to this Principle.
Recommendations		1. Refer recommendations for Principle 1, 2 and 5 above.

Concluding Remarks

The Panel acknowledges the additional information provided but notes that the majority of the recommendations made at DR1were not addressed meaningfully prior to applying for Development Approval.

The Panel reiterates that many aspects of the proposal remain unresolved and could be further developed to improve the way the building relates to the context and character of the surroundings. In particular, better resolution of the ground level functions and spatial definition should be considered and refined, to address the adjacent urban condition, to clarify and define the entry and urban connection of the hotel and surrounding urban fabric, and to improve and contribute to the quality of Paddy Troy Mall. The overall massing and organization of the podium should also be explored further with particular attention to the scale and quality of the urban surroundings, and the improvement of environmental factors such as aspect, shadowing solar penetration, natural ventilation and landscaping.

The Panel encourages more specific engagement with the surrounding context to ensure that the proposal responds to the characteristics of the site.

Heritage Impact Assessment – REV 1

Address: 10 Henderson Street, Fremantle
Application number: DAP0001/25
Proposal: Six storey hotel
Requesting officer: Erik Dybdahl
Heritage officer: Gena Binet
Date: 15/10/2025

10 Henderson Street, part of Landgate aerial photograph, 2024.

INTRODUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in DAP005/25 and the effect that they will have upon the heritage values of Fremantle Prison Fmr (Warders Cottages); Site of Former Spicer's Buildings and the Central Fremantle Heritage Area . The proposed changes include:

- Demolition of existing carpark and some excavation for footings, services etc
- Construction of 6 Storey Hotel
- Interpretation of heritage limestone wall removed 2019 - DA0471/21
- Interpretation of earlier history of site

HERITAGE LISTINGS

Heritage Place Name	Site of Former Spicer's Building
World and National Heritage	Site adjacent to the Buffer Zone of a place on the World Heritage List - Australian Convict Sites (Fremantle Prison) Site Adjacent to a place on the Australian National Heritage List – Fremantle Prison Fmr. (Warders' Cottages Henderson Street)

State Register of Heritage Places	Place not included on State Register but adjacent to a place on the State Register (Warders' Cottages Henderson Street)
City of Fremantle Heritage List	Yes
City of Fremantle Heritage Area	Central Fremantle Heritage Area
Contributory Place	Contributory Place
Local Heritage Survey	Yes
Management Category	Limestone Features
Inherit database place record	20880
Further comment	Limestone feature was disassembled for use in a future interpretive project – refer DA0471/21

RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

- N/A

Previous relevant DAs:

- DA0471/21 – Demolition of existing buildings, heritage wall and change of use
- DAP004/21 – Six storey Hotel
- DAP80010/13 – Five Storey Office and retail

Previous relevant legal dealings:

- N/A

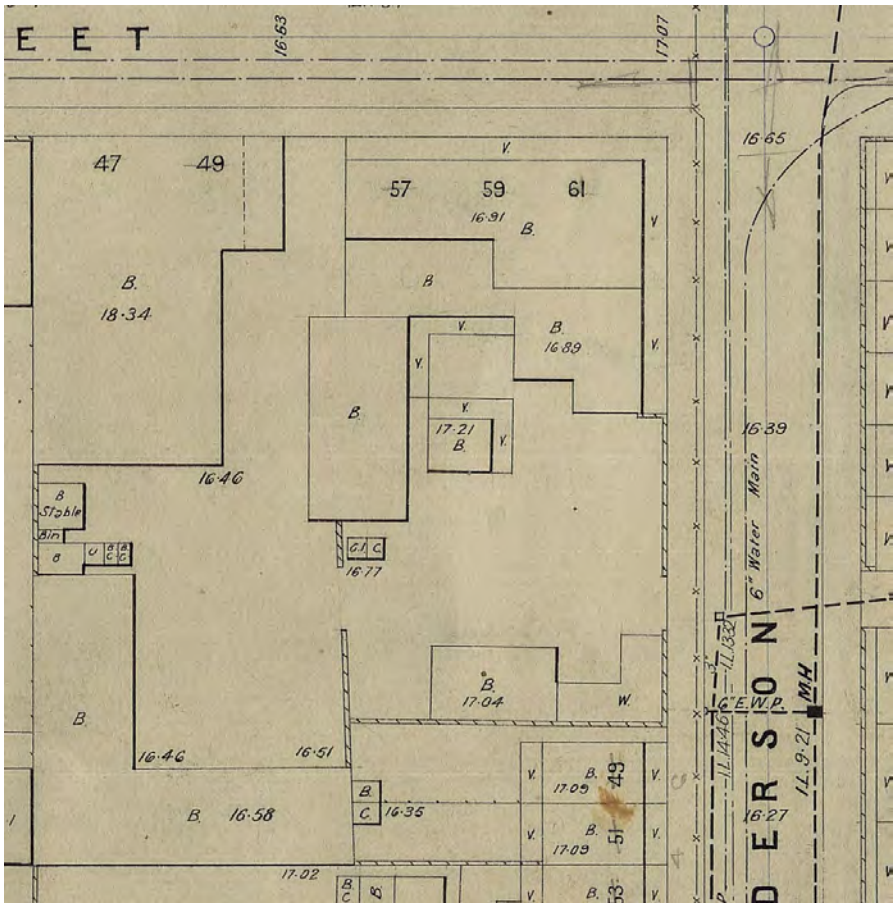
BACKGROUND

Historical Information

The Heritage Impact Statement by Griffiths Architects included in this submission provides a comprehensive summary of the documentary evidence associated with this site and surrounding heritage places. The following summary is taken from this report:

- The Warders Cottages W1, W2 & W3: These buildings were constructed on the eastern side of the Fremantle townsite during the initial development of the Convict Establishment and associated buildings on the Convict Grant (1850 and 1859). After the complex was transferred to the Colonial Government in 1888 they accommodated prison warders for Fremantle Gaol before being redeveloped for Homeswest housing in the 1990s and recently to a Hotel.
- 10 Henderson Street: In 1899 a substantial four-storey building with a basement was constructed on the western half of the site facing William Street. It was built for William Detmold Ltd who manufactured stationary products and was later known as Spicer and Detmold and then Spicers Paper Industries. In the early Twentieth Century single storey buildings were constructed behind this building. In 1969 Spicers Paper Industries sold their site to City of Fremantle who demolished most structures for a carpark. The only structure left on the site was the eastern wall of a limestone storeroom which had been incorporated into a warehouse/ showroom facing Henderson Street which had been constructed in the early 1960s (Pine Warehouse). The carpark also included vacant land on the corner of Henderson and William Street creating an 'L' shaped carpark.

The history of the eastern half of 10 William Street is not described in the Heritage Impact Statement. A historic Metropolitan Sewerage map shows that by 1913 this part of the site was covered with masonry buildings but historic aerial photographs show that these had been largely removed by 1947 and the site remained vacant until the establishment of the Fremantle Council Carpark in 1969.



10 Henderson Street, 1916
Metropolitan Sewerage Fremantle Municipality PWDWA Sheet 2051, revised 1916

William Detmold Building and outbuildings, 1957.
Part of photograph 453 Fremantle History Centre

In 1986 the rear wall of The Pine Warehouse was identified as having heritage value as part of a survey of 19th century walls and steps in Fremantle. The place was then included in the Fremantle Municipal Heritage Inventory adopted by Council in October 2000 as an archaeological site with the recommendation that "*prior to any development occurring, it be the subject of an archaeological survey and interpretive signage."*A Heritage Assessment by Griffiths Architects in 2009 included the following Statement of Significance:

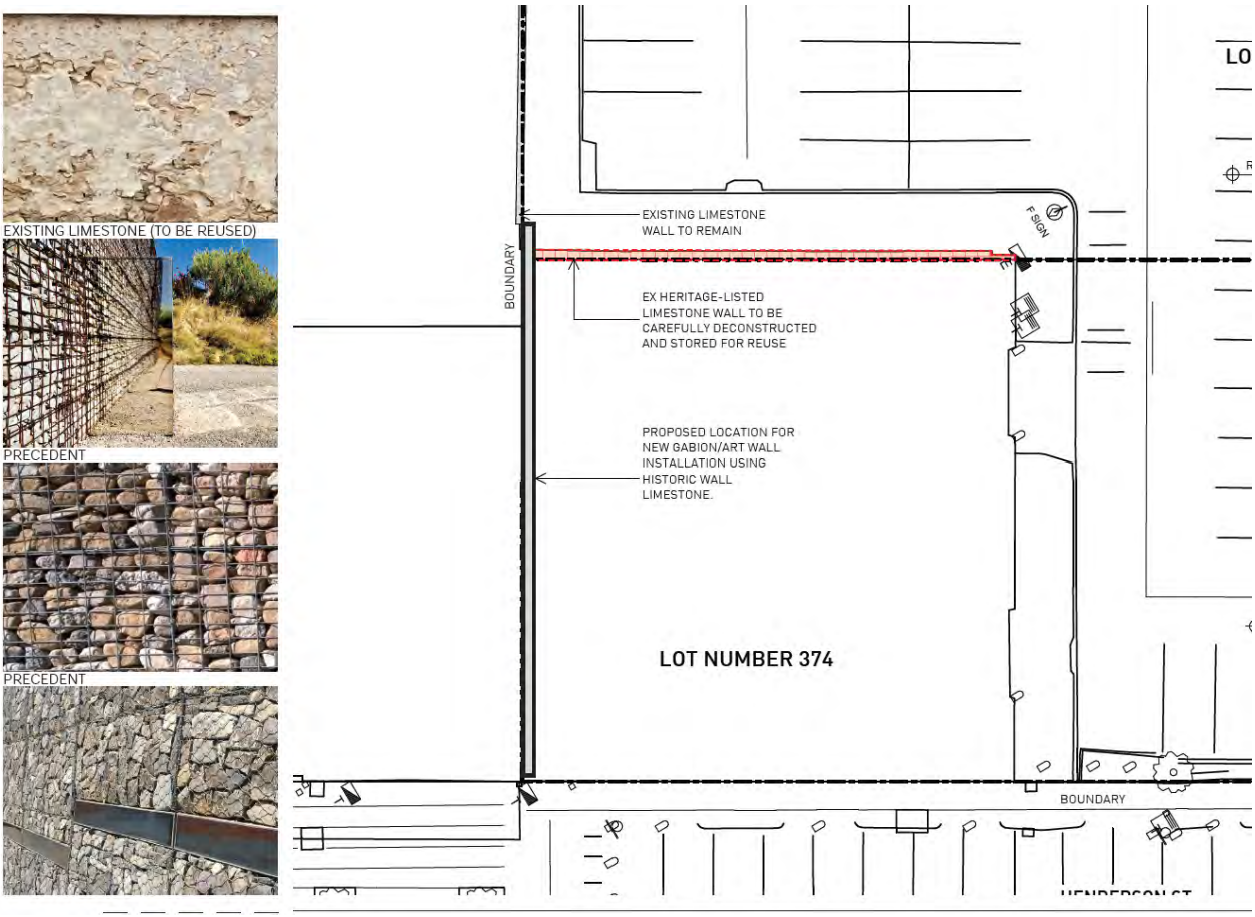
The site of the former Spicer's Building has cultural significance for the following reasons:

- *The limestone wall, together with the c. 1960s building (now The Pine warehouse), has historic significance for its association with manufacturing stationers William Detmold Ltd, later known as Spicer's Paper Industries. The company operated from the site from 1897/1898 up to c. 1969. Although demolished, the company's four-storey William Street premises was a major landmark in the Fremantle townsite from the time of its construction in 1899;*
- *The place has some social significance as is evidenced by its inclusion in the City of Fremantle Municipal Heritage Inventory; and,*
- *The limestone wall, together with the c. 1960s building (now The Pine warehouse) and the larger Henderson and William Streets car park, has the potential to reveal archaeological information about human occupation of the site.*

In May 2013 the site was sold by the City of Fremantle to Sirona Capital and later that year DAP80010/13 was approved for a five storey office and retail development by Cox Howlett Bailey however, this project was not constructed.

Perspective of five storey office and retail development DAP80010/13	William Street elevation showing massing of development

In November 2018 the site was sold to Minderoo. In 2021 DA0471/21 Demolition of existing buildings, heritage wall and change of use was approved so that the entire site could be temporarily used as a carpark pending the approval of a new scheme. The applicant argued successfully that the removal of the heritage limestone wall was necessary as it was unlikely to withstand future development works given its poor condition and that the loss of the wall could be mitigated by reusing the salvaged material as part of a public art project integrated within the future development on the site: "*it is proposed to salvage all of the sound stone from the wall for incorporation within the artwork, utilising gabion cages to make a pattern using all of this material in a grid form along the access road located along the southern boundary. The public art/wall will pay homage to the sites historic value as well as the wider connection with Fremantle"* The report also proposed other interpretive elements such as a paving patterns "to create a strong tangible link between the proposed development and the site`s history."



Proposed heritage interpretation artwork DA0471/21

In 2022 DAP0011/22 Six storey Hotel was approved for 10 Henderson Street. The proposed hotel was two stories higher on Henderson Street than the earlier scheme. The Heritage Impact Statement prepared by Griffiths Architects discussed opportunities for interpretation to mitigate the loss of the wall:

> *The artwork will include the existing limestone wall, as well as incorporating elements found in an archaeological dig of the site at the time of development. The art piece will then be designed by a local Whadjuk Noongar artist, proposing to reframe the colonial history that has dominated much of the city through a contemporary Noongar lens, providing a voice and platform for stories and culture of the original inhabitants.*

The proposed interpretive artwork was further developed in a Public Art Plan prepared by Apparatus, a public art consultant. The wall was to be located on the southern boundary of the site adjacent to 2 Henderson Street. The Public Art Plan identified two opportunities for interpretation:

- A. Heritage Limestone – to be in Henderson Lane and make use of salvaged limestone from the heritage wall. The work was to be commissioned from Whadjuk Nyoongar Artist Sharon Egan
- B. Historic Interpretation – to be in William Street, Paddy Troy Mall (within the outline of the former Spicer Building). This work was to be commissioned from Artist Jo Darbyshire.

Perspective of six storey hotel development DAP0011/22	William Street elevation showing massing of development

Physical Description

10 William Street is 'adjacent' to Warders Cottages W1, W2 and W3. These two-storey convict built limestone terrace houses are included on the National Heritage Register and are part of the Buffer Zone to the World Heritage listed place. The three blocks form a distinctive and highly significant heritage streetscape on the eastern side of Henderson Street and frame the entrance to the World Heritage listed Fremantle Prison up the ramp.

There is a distinct difference between the built form character of the eastern side of Henderson Street which was developed as part of the former Convict Grant and the western side which was developed as a traditional mixed use townscape in the late nineteenth to early twentieth century and was then substantially modified in the 1960s redevelopment of central Fremantle. On the western side of Henderson Street, the site is a transitional zone between historic commercial buildings on South Terrace, the Sail and Anchor Hotel and the Piercy Building, and modern buildings with little heritage significance such as the multi-story concrete Henderson Street Carpark (1971) and Fremantle Malls.

10 William Street is a large on grade bitumen carpark which contains no heritage buildings or structures. However, apart from the site of the former Pine Warehouse which was redeveloped in 1965, there is a high probability that archaeological material from earlier buildings and uses on site exists below ground.

Salvaged material from the deconstructed heritage wall is stored off site awaiting incorporation into the interpretive artwork. 1

Looking across site from William Street, 2025

Looking from the site towards the Warders Cottages on t e east side of Henderson Street

CONTRIBUTION OF THE PLACE TO THE CHARACTER OF THE HERITAGE AREA
Based on the documentary and physical evidence, it has been determined that the place has Little / No cultural heritage significance for its contribution to the heritage character of the Central Fremantle Heritage Area.

10 William Street is a Non-Contributory Place.

HERITAGE IMPACT COMMENTS

Warders Cottages

The Heritage Council of Western Australia has assessed the impact of this development on the Warders Cottages and has found that the new building does not detract from the wider setting of the Warders Cottages, or overshadow these buildings and it does not intrude into the minor view of the cottages from William Street. The proposed development was supported on the condition that a dilapidation survey for the Warders Cottages was carried out prior to the commencement of construction and that these buildings and other nearby State Heritage listed places are adequately protected and monitored for damage during construction.

Previously the City of Fremantle has supported the redevelopment of this site with a six storey development which stepped down to five stories on the Henderson Street frontage opposite the Warders Cottages as it was found to have little impact on the heritage value of these important buildings or the Buffer Zone of the Fremantle Prison. The revised scheme will have a similar but slightly reduced impact on the setting of the Warders Cottages because it will step down an extra floor to four floors opposite the Warders Cottages.

The City of Fremantle is composed of different precincts with distinctive built-form character which derives from their specific historical development. Retaining and enhancing the character of these different precincts enhances the heritage values of the place as a whole and provides a richer townscape. The proposed development at 10 William Street has a scale and modern built form character which is considered appropriate for the western side of Henderson Street which was largely redeveloped in the Post-War Era and has a different character to the Convict Grant precinct which contains the Warders Cottages.

10 Henderson Steet, heritage wall and historic interpretation

While the new building is considered acceptable because it will have minimal impact on the heritage values of the Central Fremantle Heritage Area and the adjacent Warders Cottages, the proposed interpretation for the removed heritage wall is not acceptable as it has been substantially reduced in scale and quality and will make very little contribution to the public realm.

Following the demolition of the heritage wall, approved under DA0471/21, the salvaged material has been stored off site awaiting reuse in an interpretive artwork. The Interpretive artwork is a condition of the planning approval for DA0471/21. Previous development applications for this site have proposed building an interpretive gabion wall on the south side of Henderson Lane where the artwork can make a major contribution to the public realm. In this application the artwork is proposed to be constructed in the private Guest Garden on the podium level where it will not contribute to the public realm. The wall is very modest in size compared to earlier designs.

During the demolition of the Pine Warehouse the side wall of the adjacent building was revealed to be an historic limestone wall which will add to the heritage character of Henderson/ Spicer Lane. While this may require a redesign of the proposed heritage

interpretation it should not stop the public laneway being used as an interpretation site for this element. There are many opportunities for interpretation to be included in the laneway and it could be incorporated into elements described on the landscape plan as sculptural seating walls, informal seating and garden beds.

The original Public Art Plan also discuss the design and construction of a historic interpretive artwork. In this application this artwork is described as a 'small plaque' in the Arrival Garden at the William Street entrance to the Hotel. While this is a reasonable location for this artwork it is much smaller than the original concept and will make little impact on the public understanding of the multilayered history of this place.

The public art and heritage interpretation in this project needs to be reinvestigated and developed in a new Interpretation Plan and the interpretive elements and public art integrated into the built fabric of the building and its landscape.

Archaeology

There have been several buildings on this site prior to the existing carpark. The Spicer Building and other structures on the corner of William and Henderson Streets were demolished in the middle of the Twentieth Century to use the site for carparking. Based on similar situations in the City of Fremantle, this site has the potential to contain archaeological material because mid-century and earlier demolition works often left the sub-surface strata relatively undisturbed. While the proposed new building does not include a basement, it is likely that the construction of the required foundations and services may result in the loss or disturbance of any surviving archaeological material.

The archaeological potential of this site and the potential impact of this development on this material needs to be investigated by a suitably qualified archaeologist and archaeological investigations carried out if required in accordance with LPP1.6. Archaeological material should be incorporated in the broader historic interpretation of this site, see comments above.

Protection of adjacent heritage buildings

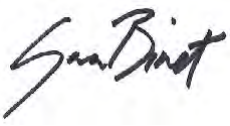
Historic masonry buildings, in particular the 1850s era convict-built Warders Cottages W1, W2 and W3 which are opposite this site, are particularly vulnerable to damage during building construction. These buildings are simple solid stone wall structures without footings and could be damaged by vibrations from nearby construction. The condition of the buildings should be recorded prior to the commencement of works, monitored during construction and any damage cause by construction processes repaired on completion of the project. This issue has also be raised by the Heritage Council of Western Australia.

RECOMMENDATIONS:

The works proposed in this application are acceptable with conditions as they will have only a minor impact on the heritage values of the 10 Henderson Street, the adjacent Warders Cottages at 7 – 17, 19 – 29 and 45 Henderson Street, and the Central Fremantle Heritage Area.

Conditions:

1. Prior to the commencement of construction, a dilapidation survey is to be completed to the satisfaction of the Heritage Council of Western Australia.
2. Prior to the commencement of construction, a methodology for the monitoring and protection of the Warders Cottages during construction of this building is to be completed to the satisfaction of the Heritage Council of Western Australia.
3. Prior to the issue of a building licence an archaeological management plan is to be completed for the entire site to the satisfaction of the City of Fremantle.
4. Prior to the commencement of construction, the archaeological investigations recommended by the Archaeological Management plan are to be undertaken and archaeological material uncovered in the investigations are to be retained for use in the historic interpretation and interpretive artworks on site.
5. Prior to the issue of a building licence, an interpretation plan is to be completed to the satisfaction of the City of Fremantle and is to include the design of interpretive elements to be integrated into public areas of the new building and landscaped areas.



Signature:
Name: Gena Binet, Senior Heritage Officer
Date: 29/08/2025

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Addressee's ref: DAP005/25
Our ref: P877, P1002, P1006, P878 - referral # 52686
Enquiries: Louise Ryan (08) 6552 4118

Chief Executive Officer
City of Fremantle
planning@fremantle.wa.gov.au

Attention: Erik Dybdahl

Dear Sir

P877 Warders' Cottages (fmr)
P1002 Sail and Anchor Hotel
P1006 Fremantle Markets
P878 Fremantle Court House (Fmr) and Police Station Complex

Thank you for referring the below proposal to the Heritage Council under the provisions of Section 73 of the *Heritage Act 2018*, due to its proximity to four State Registered heritage places.

Place Numbers	P877, P1002, P1006, P878
Place Names	Warders' Cottages (fmr), Sail and Anchor Hotel, Fremantle Markets, Fremantle Court House (Fmr) and Police Station Complex
Street Address	Various, Fremantle
Referral date	21 July 2025
Proposal Description	Proposed six storey Hotel Development at Lot 375 & 374 (No.10) Henderson Street, Fremantle

We received the following information:

Application for Development Approval – prepared by Lateral Planning dated 27 May 2025
Architectural Design Report – prepared by Woods Bagot dated May 2025
Landscape Architecture Concept Report – prepared by See Design Studio dated 13 May 2025
Heritage Impact Statement – prepared by Griffiths Architects dated June 2025
Architectural Plans – prepared by Woods Bagot dated 16 May 2025:

- DA0000 COVER PAGE
- DA1101 SITE PLAN - CURRENT TRAFFIC CONDITION
- DA1102 SITE PLAN - ULTIMATE TRAFFIC CONDITION
- DA1210 SHADOW STUDY DIAGRAMS
- DA2200A Floor Plan : GF PLAN - CURRENT CONDITION
- DA2200B Floor Plan : GF PLAN - ULTIMATE CONDITION
- DA2201 Floor Plan : LEVEL 01 PLAN
- DA2202 Floor Plan : LEVEL 02 PLAN
- DA2203 Floor Plan : LEVEL 03 PLAN
- DA2204 Floor Plan : LEVEL 04 PLAN
- DA2205 Floor Plan : LEVEL 05 PLAN
- DA2206 Floor Plan : ROOF PLAN
- DA3200 Elevations : NORTH ELEVATION
- DA3201 Elevations : EAST ELEVATION
- DA3202 Elevations : SOUTH ELEVATION
- DA3203 Elevations : WEST ELEVATION
- DA3206 Sections : SHORT SECTION
- DA3207 Sections : LONG SECTION
- SD2000 Ground Floor Demolition Plan

On 22 August 2025 the Heritage Council resolved that the proposal has been considered in the context of the adjacent State Registered places and the following advice is given:

Findings

- The referral is for a proposed six-storey hotel building at 10 Henderson Street, Fremantle. A previous proposal for a six-storey hotel on this site was supported by the Heritage Council in July 2022.
- The development site is in the immediate vicinity of four State Registered heritage places - *Warders' Cottages (fmr)*, *Sail and Anchor Hotel*, *Fremantle Markets*, and *Fremantle Court House (Fmr) & Police Station Complex*.
- The development site sits outside of the Fremantle Prison World Heritage List Buffer Zone.
- The development has the potential to impact the fabric of the adjacent heritage buildings through the possible effects of vibrations and ground movement due to excavation and compaction works, and the movement of heavy machinery.
- The proposed development is not considered to detract from the wider setting or heritage significance of the State Registered heritage places. Specifically, the visual relationship between the separate components, of *Warders' Cottages (fmr)* and other places in the Fremantle Convict Establishment are not detrimentally impacted.
- The visual impact of the development is mitigated by the ground floor colonnade and the setback of the bulk and scale from the corner portion of the building which will permit glimpses of the eastern elevation of *Warders' Cottages (fmr)* from William Street.

Advice

The proposal, in accordance with the plans submitted, is supported subject to the following conditions:

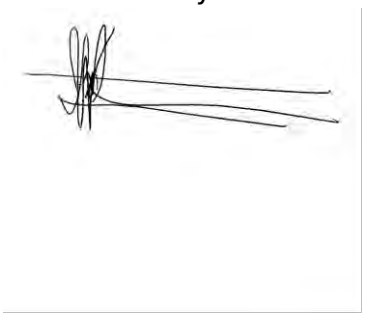
1. Dilapidation surveys, by a suitably qualified professional, are to be prepared for the four State Registered heritage places in the immediate vicinity of the development site prior to any works being undertaken.
2. The Construction Management Plan for the development is to include appropriate strategies for the protection of the heritage buildings and monitoring of potential movement through excavation and compaction works, and the movement of heavy machinery.

Please note that this advice considers State heritage matters only and does not replace the need for consideration of local heritage matters and Local Planning Polices.

Please be reminded that you are required under r.42(3) of the *Heritage Regulations 2019* to provide us with a copy of your determination within 10 days after making the decision.

If you have any queries about this advice please contact Louise Ryan at louise.ryan@dplh.wa.gov.au or on 6552 4118.

Yours sincerely



Lara Watson
A/Director, Historic Heritage Conservation
Heritage and Property Services

28 August 2025

cc: Daniel Hollingworth, Lateral Planning – daniel@lateralplanning.com.au

24 September 2025

Chief Executive Officer
City of Fremantle
151 High Street
FREMANTLE WA 6160

Attention: Erik Dybahl – Principal Statutory Planner

Dear Erik,

Response to Design Advisory Committee and Submission
Spicers Hotel; No. 10 Henderson Street, Fremantle

Lateral Planning is the Applicant of the Application for Development Approval lodged for No. 10 Henderson Street, Fremantle (reference: DAP/25/02940) (**Application**). We refer to our meeting with officers of the City of Fremantle on 19 September in which we discussed the proposed development, the response to the locality and general operator input into concept development.

As discussed, this correspondence has been prepared in specific response to:

1. Comments of the Design Advisory Committee (**DAC**);
2. Public Submissions;
3. City of Fremantle Heritage Assessment; and
4. Referral Agency Comments.

In responding to the above, rather than providing responses to individual comments / submission, we have grouped the themes of the submissions. We are pleased to provide the below and enclosed additional information to assist in your consideration of the Application.

Massing, Built Form & Corner Resolution

The DAC commented on the proposed massing of the development at the intersection of Henderson and William Streets, noting that additional guest rooms in a tower element may better address the corner.

Throughout concept development, careful consideration was given the way building mass is distributed throughout the Site. In considering building mass, it is necessary to have close regard to the City's planning framework, proximity of heritage listed properties, adjoining public spaces and guest amenity. In this regard, we have taken the design direction focus guest amenities (pool, outdoor seating, alfresco dining) at the podium level of the intersection of Henderson and

William Streets, creating a node of activation which will positively impact the adjacent pedestrian environments. Activation of the intersection will improve the sense of surveillance of the public realm, contributing to the direct connections provided at ground level.

Removing mass from the corner provides for improved user amenity through access to northern light, but has the positive offsite impacts of:

- providing an improved transition of scale from east to west;
- moving building mass away from the eastern Warders' Cottages; and
- improving solar penetration into Henderson Street.

Opening up the north-eastern corner not only enhances social activation but also maximises sunlight penetration and creates permeability in the built form. Overshadowing analysis confirms that the current configuration provides the optimal balance of sunlight access and outlook, particularly to the pool deck and street corner.

Alternative distributions of building mass were tested throughout design development, however, diminished guest amenity by orienting rooms towards less desirable outlooks (such as the multideck car park) and increased negative offsite amenity impacts. Façade articulation is being advanced through detailed precast mock-ups which incorporate variation in materiality and colour.

In the view of the project team, the massing strategy proposed for the development ensures multi-layered activation of a pedestrian-focused locality, mitigates against undesirable offsite impacts (e.g., shadow, scale, heritage interaction) and maximises guest amenity (e.g., room orientation, solar access).

Spicers Lane / Ground Plane Activation

We are aligned with the view of the DAC that Spicers Lane is a key urban element of the development, interconnecting with the established patterns of laneways throughout the locality. Spicers Lane is intended to form a key pedestrian desire line through the locality, working with William and Henderson Streets to form an active movement network.

Spicers Lane is proposed to incorporate small-format, retail and / or F&B tenancies to ensure fine-grain activation that resonates with the character of Fremantle. Alfresco dining and informal seating is positioned throughout Spicers Lane which, combined with landscape design, public art and heritage reinterpretation, will provide a dynamic pedestrian environment.

Servicing of these tenancies will be minimal, consistent with their scale, and will be accommodated consistent with existing practice across the city centre. A central service access has been provided between Spicers Lane and the internal waste storeroom which can be accessed by staff of the tenancies. The additional access allows more convenient operations while not detracting from the active edge.

The southern edge of the podium has been designed to interact with the Spicers Lane through terraces, balconies and guest-accessible areas, encouraging overlooking and vibrancy. Surface treatment will continue the Spicers Lane language across adjoining service areas to reinforce a pedestrian-oriented outcome.

Paddy Troy Mall (PTM) Engagement

We note the comments of the DAC in respect of activation of Paddy Troy Mall. Paddy Troy Mall is the established vehicle connection for servicing (within designated service zones) to commercial properties to the west of the Site. While Paddy Troy Mall does not form a part of the pedestrian desire line and limited pedestrian infrastructure is provided, the ground plane has been reviewed to treat Paddy Troy as a hybrid space where essential operations coexist with informal activation. Updated development plans have been enclosed which position staff end-of-trip facilities and back-of-house offices along Paddy Troy Mall. Where possible, glazing has been provided to office spaces.

Staff movements along the pedestrian pathway to staff bike drop-off, entry, end-of-trip facilities will generate regular activity, improving passive surveillance. The south-western tenancy is provided with a large alfresco space which further strengthens activation. Permanent tree planting within the swept paths of service vehicles is not feasible, however, landscape treatments at nodes will soften the edge. In our view, Paddy Troy Mall has been activated to the fullest extent without undermining its functionality for the Site and broader precinct as the primary service route.

Landscape, Trees & Public Realm

In respect of existing trees at the Site, arborist advice has confirmed that the retention of the existing mature trees would require significant root zone setbacks which would critically compromise the floor plate design and development generally. This outcome is consistent with the previously approved hotel concept for the Site, which also proposed tree removal.

Acknowledging the amenity which can be offered by tree planting, the landscaping plan incorporates significant planting of endemic tree species, improving the overall canopy coverage throughout the Site. Additional 'green' infrastructure (e.g., planter boxes, landscaped courtyard etc.) is provided throughout the ground and podium levels, improving the human scale enjoyment of public spaces.

The eastern arcade space is a contemporary urban gesture, providing weather protection, low-scale alfresco dining space and pedestrian engagement. Updated landscape designs are enclosed responding to the DAC comments.

Aesthetics / Façade Articulation

Comments regarding the monolithic appearance building facades has been carefully considered by the project team. Woods and Fiveight are engaging with a precast subcontractor, testing colour, aggregate and depth of precast panels to ensure texture and variation.

In an view to increase articulation and façade depth as viewed from William and Henderson Street, balconies to the suites overlooking the pool area. Awning windows are now provided to guest rooms, facilitating interaction and passive ventilation. Design elements such as concrete colour, aggregate exposure, aggregate tone, and depth are being carefully tested to ensure quality and variation across the facade.

Pigmented precast concrete has been chosen for its likeness to the prominent limestone of nearby heritage buildings, ensuring the development sits respectfully within context. The façade is designed with a low window-to-wall ratio, supporting reduced solar heat gains and improved envelope performance.

It is anticipated that a condition of development approval would be imposed requiring the submission of a colour and material palette to the City. We would welcome the opportunity the engage with the City on this level of detailed design at the appropriate time.

Shadowing & Solar / Overshadowing

Woods Bagot has prepared the enclosed updated shadow studies which incorporate a wider locality and clearer annotation of the cast shadow by the proposed development. Solar modelling has confirmed that the proposed orientation optimises solar access to the podium-level pool deck while minimising the shadow cast to the public realm.

We have undertaken a separate review of the overall mass (as indicated above) which reinforces that redistributing massing to increase north-facing rooms would significantly compromise view quality and guest amenity while not materially impacting solar performance.

Sustainability & ESD (WSUD, Green Star)

The project team is committed to sustainability leadership within Fremantle. The proposal is targeting a 5 Star Green Star Buildings certification to be achieved on an "As Built" basis ensuring delivery is independently verified post-construction. Carbon reduction initiatives which are targeted for the development include: a reduction in upfront carbon through sustainable material procurement; cement replacement in concrete mixes; construction waste recycling; use of battery-powered temporary site power; and Green Star-compliant finishes across the project. WSUD measures include infiltration of stormwater onsite, landscape integration to slow flows, and overflow connection to the City's network.

Access, Parking & Drop-off / Universal Access

While we acknowledge the DAC concerning staff and guest parking, a basement is not feasible for the project. We also note that the hotel operator has had extensive engagement with the design team, who has confirmed there is no requirement for on-site parking. We note that the City indicated a policy preference to discourage additional car parking in the city centre as part of the prior Development Application, noting existing provision of public parking and extensive public transport.

In this regard, we note that the Site benefits from direct access to the FOMO parking structure, street parking and public transport. Discussions are underway with the car park operator of the

FOMO car park regarding potential lease of bays for staff. Guest drop-off will be accommodated within Henderson Street, with potential upgrades to William Street offering additional guest drop-off / pick-up areas. Fiveight will continue to engage with the City on the potential William Street upgrades.

Servicing, Loading & DFES Hardstand

Service deliveries and waste storage / collection for small-format Spicers Lane tenancies will be minimal, undertaken via the direct access connection to the internal waste storeroom and loading dock. Back-of-house design for the hotel has been reviewed and endorsed by the operator to ensure functional operations.

DFES has reviewed the hardstand location and confirmed its acceptability, subject to detailed design at building permit stage. DFES engagement has informed booster assembly location on Paddy Troy Mall, maintaining William Street activation and overarching functional requirements for fire services.

Legibility & Entry / Guest Experience

The DAC focus on entry experience is acknowledged and supported by the project team. The main entry and landscaped courtyard are being refined in collaboration with the operator to ensure a legible transition from street to lobby. The international precedents of the operator confirm the success of this approach, which removes formal thresholds and encourages guest permeability. The courtyard will be landscaped to support public use and comfort, reinforcing the contribution and integration of the development to the public realm. Detailed design material will be provided as part of condition clearance which demonstrates entry legibility, overarching signage strategy, and guest access experience.

Functionality, Staff Facilities & Tenancy Servicing

The DAC commented on the spatial design and efficiency of back-of-house areas at the ground level. Appreciating the comments of the DAC in this regard we note back-of-house layout and staff facilities have been endorsed by the operator. Facilities will provide NCC-compliant amenities and built-in services to maximise tenant flexibility. Staff arrival to the hotel via the pedestrian path within Paddy Troy Mall ensures activation and passive surveillance at the northern end of the laneway. While reconfiguring ground floor space is limited by the need to maintain active edges elsewhere, the design team continues to explore opportunities to improve natural light to staff areas without compromising broader activation and functionality strategies.

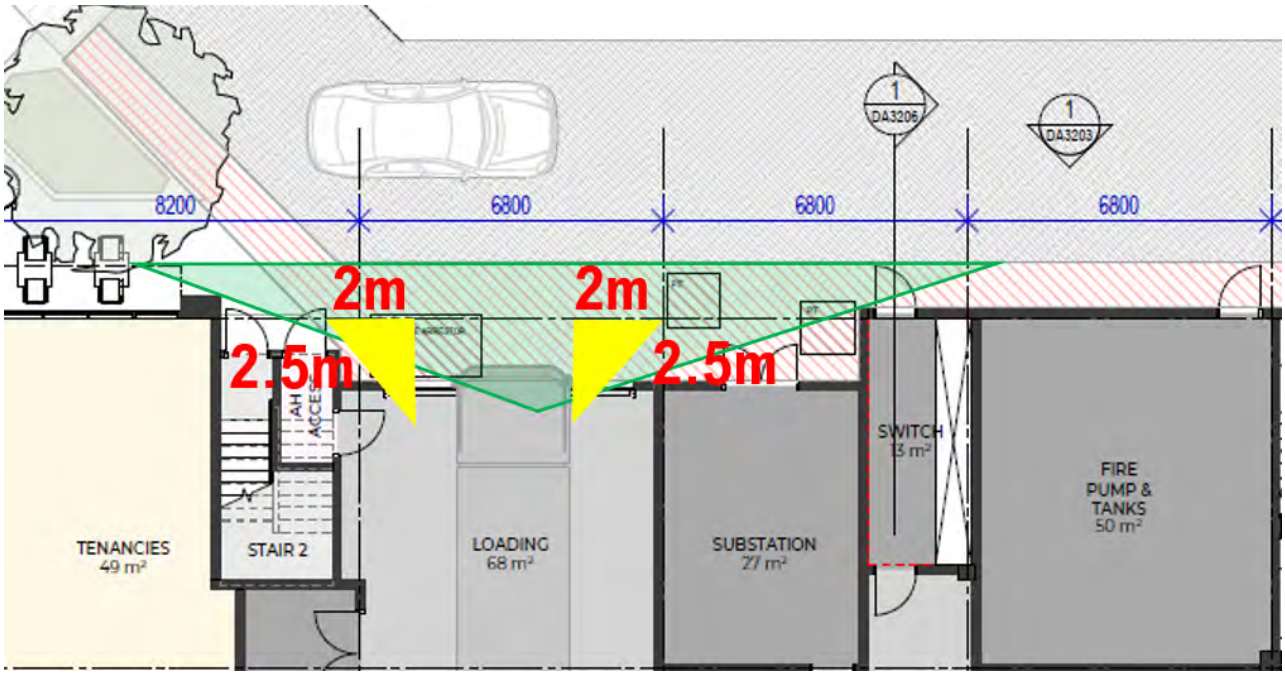
Heritage Interpretation

The DAC recommended greater integration of heritage narratives into the ground plane areas throughout the hotel. As mentioned in-person, the public art and heritage strategies will provide for a comprehensive approach to the repurposing of the former limestone wall and integration of landscape and public art. These strategies will be developed with the City as part of condition clearance.

Service Bay Vehicle Sightlines

Figure 3.3 of AS 2890.1 addresses pedestrian sightlines at a standard crossover, requiring a clear sightline of 2m wide by 2.5m deep in advance of the property boundary. We note that while the loading bay is not subject to AS2890.1, the sightline triangle provides a useful guide to ensure the loading bay has adequate sight distance to observe pedestrians within Paddy Troy Mall.

The approximate sight triangle from the loading bay is demonstrated below.



Public Submissions – Objections

We note that objections received during the advertising period generally concerned height and massing of the development, architectural character, potential loss of public parking, servicing, construction impacts and future guest interaction with existing nightlife venues.

As has been set out above, the design team has completed extensive analysis and refinement to ensure that the massing strategy minimises overshadowing and scale impacts while enhancing guest amenity. The proposed height is consistent with the planning framework and carefully steps down to respect adjacent heritage buildings. With respect to materiality and façade treatment, detailed precast mock-ups are underway to ensure depth, colour variation and texture that will avoid any sense of monotony and provide a crafted, contextual appearance.

In respect to parking, we note the City's longstanding policy objective of reducing car dependency within the city centre noting extensive public transport options. Guest drop-off and pick-up facilities will be integrated into Henderson Street to ensure functionality, with consideration given to potential future upgrades to William Street.

Active uses are proposed to Henderson and William Street and Spicers Lane, with informal activity provided to Paddy Troy Mall.

While the concerns raised are acknowledged, the project team is of the view that the development responds comprehensively to the matters raised and will deliver a design outcome that respects the Site context and meets both City and community expectations.

Public Submissions – Support

We also note the strong support received from the community, who welcomed the opportunity to see the existing car park site transformed into a high-quality, vibrant development. Supportive submissions recognised the need for additional hotel accommodation in Fremantle, the contribution this will make to the local economy and tourism, and the positive impact of active ground-floor tenancies on the streetscape and sense of place.

Submissions also acknowledged the benefits of reducing pressure on residential housing stock by providing more formal hotel accommodation, the improvement to the city's urban character through sensitive design, and the opportunities for public realm activation created through Spicers Lane and the active edges to Henderson and William Streets.

In our view, the proposed Spicers Hotel represents a significant investment in Fremantle's future, delivering a development that is respectful of the historic context and ambitious in terms of the contribution to the locality. The project carefully balances built form considerations with the preservation of heritage values, while prioritising guest amenity and experience through high-quality design, access to sunlight, and thoughtfully curated public and private spaces.

The development establishes a robust framework for public realm activation. Spicers Lane, Henderson Street and William Street will form a highly connected pedestrian network enlivened by small-scale local tenancies, alfresco dining, landscaping, and public art. The project will promote fine grain of activation, improved passive surveillance, and meaningful places for people to gather, contributing to Fremantle's identity as a vibrant, walkable city.

Integrating high-quality accommodation, dynamic ground plane uses, sustainable design measures, and interpretive heritage strategies, the Spicers Hotel will deliver a lasting positive impact for Fremantle.

Should you require any further information or clarification in relation to this matter, please contact Daniel Hollingworth on 0434 433 000.

Yours faithfully,

Daniel Hollingworth
Lateral Planning

PART E – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure