



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 22 January 2026; 9:30am
Meeting Number: MIDAP/114
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/114 - 22 January 2026 - City of Melville - City of Perth](#)

PART A – INTRODUCTION

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

PART B – CITY OF MELVILLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Canning Highway, No. 532 (Lot No. 101) Attadale 6156 - Additions and alterations to motor vehicle sales & Motor vehicle repair premises - Amendment to development approval for the addition of a motor vehicle wash facility, utilities and plant room, and associated landscaping – DAP/22/02314
5. Section 31 SAT Reconsiderations

PART C – CITY OF PERTH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 14 (No. 707) And Lot 101 (No. 725) Wellington Street And Lots 1, 2 And 66 (Nos. 484-488) Murray Street, Perth – Demolition Of Existing Structures On Lots 1 And 2 And Construction Of A 32 Level Building Comprising 159 Multiple Dwellings And Ground Floor Commercial Tenancies Fronting Murray Street, An 18 Level Mixed Use Development Comprising 113 Multiple Dwellings And Retail Tenancies Fronting Wellington Street And Refurbishment Of The Existing 'Four Points By Sheraton' Hotel – DAP/25/02947
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations



PART D – OTHER BUSINESS

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

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



DAP Members

Karen Hyde (Presiding Member)

Francesca Lefante (Deputy Presiding Member)

Andrew Howe

Cr Matthew Woodall (Part B – City of Melville)
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Cr Daniel Lim (Part B – City of Melville)

DAP Secretariat

Kristen Gray

Ashlee Kelly



PART A – INTRODUCTION

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



PART B – CITY OF MELVILLE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

- 4.1 Canning Highway, No. 532 (Lot No. 101) Attadale 6156 - Additions and alterations to motor vehicle sales & Motor vehicle repair premises - Amendment to development approval for the addition of a motor vehicle wash facility, utilities and plant room, and associated landscaping – DAP/22/02314

5. Section 31 SAT Reconsiderations

Nil.

**Part B – Item 4.1 - Canning Highway, No. 532 (Lot No. 101)
Attadale 6156 – Additions & Alterations To Motor Vehicle
Sales & Motor Vehicle Repair Premises**

**Form 2 – Responsible Authority Report
(Regulation 17)**

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Melville
Proposed Amendments:	Form 2.1 – Amendment to development approval for the addition of a motor vehicle wash facility, utilities and plant room, and associated landscaping
Applicant:	Planning Solutions (Aust) Pty Ltd
Owner:	Regalsea Investments Pty Ltd
Value of Amendment:	\$190,000
Responsible Authority:	City of Melville
Authorising Officer:	Peter Varelis – Director Planning
LG Reference:	DAP-2022-7/C
DAP File No:	DAP/22/02314
Date of Original DAP decision:	24/05/2023
Application Received Date:	17 November 2025
Application Statutory Process Timeframe:	60 Days
Attachment(s):	1. Development Plans 2. Applicant Report 3. Acoustic Note 4. Original JDAP Determination (2023) 5. COM Amendment Determination (2025) 6. MRWA Referral Response (2025)

Responsible Authority Recommendation

That the Metro Inner Development Panel resolves to:

- Accept** DAP Application reference DAP/22/02314 and accompanying plans (Attachment 1) is appropriate for consideration as Minor Amendments to the Additions and Alterations to existing Motor Vehicle Sales & Motor Vehicle Repair Premises in accordance with clause 16 of the City of Melville Local Planning Scheme No. 6;
- Approve** DAP Application reference DAP/22/02314 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause No. 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, for the proposed amendment to the approved Additions and Alterations to Motor Vehicle Sales and Motor Vehicle Repair Premises at No. 532 (Lot 101) Canning Highway, Attadale WA 6156, subject to the following conditions;

New Condition

Add the following new condition 30 to the original approval issued by the Metro Inner-South Joint Development Assessment Panel (JDAP) dated 23 May 2023 (DAP/22/02314) as follows:

30. Prior to occupation, the motor vehicle wash component of the development is required to be constructed in accordance with the specifications and recommendations set out in the approved Acoustic Note (Lloyd George Acoustics, Ref: 22087499-02 Car Wash and dated 5 November 2025) and thereafter operate in accordance with the recommendations, to the satisfaction of the City.

Amended Conditions

Amend the following conditions imposed as part of the original approval issued by the Metro Inner-South Joint Development Assessment Panel (JDAP) dated 23 May 2023 (DAP/22/02314) as follows:

4. All stormwater generated on site is to be retained on site in accordance with a plan approved in writing by the City, incorporating management of wastewater from the car wash facility. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24 hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City.
7. Prior to the initial occupation of the development, all parking bays, manoeuvring areas, driveway[s] and points of ingress and egress shall be provided in accordance with the approved plans and the relevant Australian Standards to the satisfaction of the City, and thereafter be maintained for the life of the development.
10. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under Local Planning Policy LPP1.6 Parking and Access, to the satisfaction of the City.
14. Prior to the commencement of development, a signage strategy is to be submitted to and approved in writing by the City taking into account the provisions of Local Planning Policy 2.2 Outdoor Advertising and Signage. The strategy is to demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, signage is to be installed in accordance with the approved strategy unless further development approval is obtained to the satisfaction of the City.
15. Prior to occupation of the development, an amended detailed landscaping and reticulation plan for the subject site and/or the road verge(s) adjacent to the site is to be submitted to and approved in writing by the City which is consistent with the latest approved plans which form part of this approval. The landscaping plan is to include proposed details of (but is not limited to):
 - a. The location, number and type of proposed trees and shrubs including planter size and planting density;
 - b. Any lawns to be established;

- c. Any existing vegetation and/or landscaped areas to be retained; and
- d. Any verge treatments.

The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.

New Advice Note

Add the following new advice note to the original approval issued by the Metro Inner-South Joint Development Assessment Panel (JDAP) dated 23 May 2023 (DAP/22/02314) as follows:

- b) In relation to condition 7, the applicant is advised that the two car bays (1 storage and 1 service bay) directly adjacent to the west of the car wash facility plant room are to remain free of obstruction. This may be achieved with amended plant room doors that do not swing out into these two car bays.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Melville Local Planning Scheme No.6 (LPS6)
Local Planning Scheme Zone/Reserve	Centre C4, Hislop Road Neighbourhood Centre
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Motor Vehicle, Boat or Caravan Sales 'X' use – Not permitted Motor Vehicle Repairs 'X' use – Not permitted Restaurant/Café 'P' Use (incidental)
Lot Size:	11,641m ²
Net Lettable Area (NLA):	N/A
Number of Dwellings:	N/A
Existing Land Use:	- Motor Vehicle, Boat or Caravan Sales - Motor Vehicle Repairs
State Heritage Register	No
Local Heritage	<input type="checkbox"/> N/A
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject application relates to proposed modifications to an existing Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repairs development at #532 (Lot 101) Canning Highway, Attadale. The proposed modifications to the design and land use of the development subject to this application are as follows:

1. Removal of 5 car storage bays and 5 service bays along the northern lot boundary and replacement with an automatic motor vehicle wash bay with a maximum height of 4.5m and dimensions of 4.95m (wide) and 10.47m (long); and
2. Addition of plant and equipment room to the rear of the automatic motor vehicle wash building.

The City has considered the relevant guidance in relation to DAP application amendments and the proposed development is considered appropriate for consideration as a minor amendment as it does not intensify the existing land use and provides a inherent function/service associated with the car dealership (sales and repair).

The proposed car wash facility is intended solely for use by customers who are already accessing the premises for Motor Vehicle Repairs. The facility will not be available to, or used by, external customers.



Figure 1 – Aerial photograph of subject site.

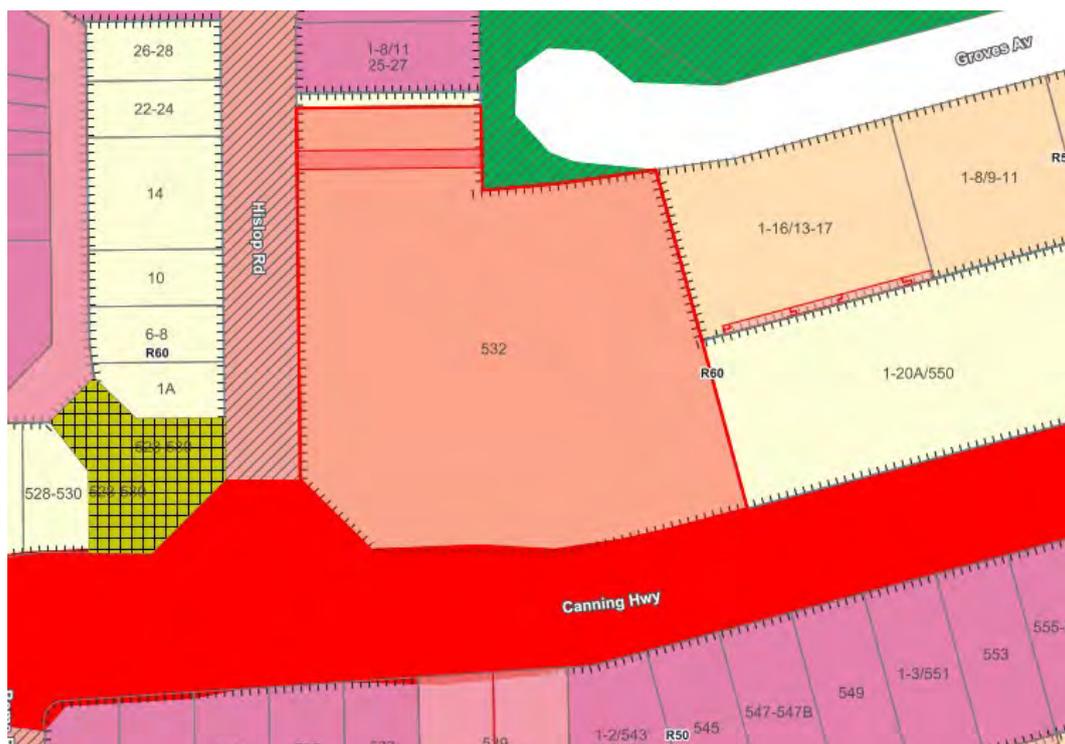


Figure 2: Local Planning Scheme 6 zoning layer of the subject site.

Background:

The subject site is within the Hislop Road Activity Centre and has an area of approximately 11,641m². The site benefits from access to the regional road network, including frontage to Canning Highway. It is also serviced by public transport, with Canning Highway designated as a high-frequency bus route and several bus stops located within a 250-metre catchment of the site.

The subject site is zoned Centre C4 under the provisions of LPS6 and is classified as a Neighbourhood Centre in the activity centre hierarchy. The development controls for the subject site are largely contained in LPS6 and Local Planning Policy 2.1 – Non-Residential Development (LPP2.1).

The development site is adjacent to a pedestrian access way (PAW) to the north and a mixed use development (with apartments) to the north of the PAW and a small portion of Mick John Reserve. Grouped dwellings and apartments are also located to the east of the site facing Groves Avenue with offices, consulting rooms and medical uses to the east of the subject site facing Canning Highway.

The site has frontage to Hislop Road and is situated opposite a petrol station on the other side of Hislop Road and a range of smaller-scale land uses typically associated with a Neighbourhood Centre, including hairdressers, cafés/restaurants and a liquor store. The properties on the southern side of Canning Highway to the subject site accommodate uses such as child-minding services, consulting rooms and residential dwellings.

A motor vehicle sales and repair premises has operated on the site since the 1960s and has undergone a number of additions and alterations over time.

In 2021, a development application was submitted for additions and alterations to the existing showroom buildings, which was approved by the DAP (reference DAP/21/02079) at its meeting on 7 December 2021, subject to conditions. In 2022, a further application was lodged to amend the 2021 approval, proposing several changes to the approved showroom development. This amendment application was also approved by the DAP at its meeting on 17 October 2022, subject to conditions.

In 2023, a new application was lodged proposing additions and alterations to existing motor vehicle sales & motor vehicle repair buildings and land uses at the premises. This new application was approved by the DAP (reference DAP/22/02314) at its meeting on 22 May 2023, subject to conditions.

In 2025, an amendment application was lodged to amend the 2023 approval proposing several minor facade changes to the approved motor vehicle sales and motor vehicle repairs at the premises. This application was approved (Attachment 4) by the City of Melville under delegation in accordance with regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

This proposed amendment subject to this application is a further amendment to the original 2023 DAP approval. The development is currently under construction as of January 2026 in accordance with the above listed development approvals.

Legislation and Policy:

Legislation

- *Planning & Development Act 2005*
- Metropolitan Region Scheme
- *Planning & Development (Local Planning Schemes) Regulations 2015*
- City of Melville Local Planning Scheme No. 6

State Government Policies

- SPP4.2: Activity Centres for Perth and Peel
- SPP7.0: Design of the Built Environment

Structure Plans/Activity Centre Plans

N/A

Local Planning Policies

- LPP1.1: Planning Process and Decision Making
- LPP1.2: Architectural and Urban Design Advisory Panel
- LPP1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments
- LPP 1.4: Provision of Public Art in Development Proposals
- LPP1.6: Parking and Access
- LPP2.1: Non-Residential Development
- LPP2.2: Outdoor Advertising and Signage Policy

Consultation:

Public Consultation

Public consultation was required and undertaken for the proposed additions to the Motor Vehicle Sales & Motor Vehicle Repair Premises for the addition of an incidental motor vehicle wash facility.

In accordance with LPP1.1 and Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, public consultation was undertaken during DAP-2022-7/B with neighbouring properties from 18 July to 1 August 2025 (14 days). Originally DAP-2022-7/B included the proposed motor vehicle wash addition/alteration subject of this application. However, this component was removed by the applicant prior to determination of that application to assist in programming construction works on site. The removal of the motor vehicle wash additions and alterations from the amendment was captured via condition 29 of the amended development approval (Attachment 5).

In accordance with LPP1.1, as the proposed motor vehicle wash additions and alterations to the existing Motor Vehicle Sales & Motor Vehicle Repair Premises had undertaken previous consultation and the current development application does not include any changes to the design or intensity of land use, no further public consultation was conducted for this amendment application.

The City undertook consultation with neighbouring properties under DAP-2022-7/B to the immediate north and east of the subject site. The letters specifically sought out public comment regarding the proposed motor vehicle wash and associated buildings proposed as a non-confirming use under Clauses 22-24 of the City's LPS6.

The City received five submissions in total with all submissions objecting to the proposal. A summary of these submissions, along with officer's comments, is tabled below:

Summary of Objections

Issue Raised	Officer's comments
Concerns regarding increased traffic, visual disruption, and a perceived change to the existing character of the immediate area.	<p>The proposed amendment is reallocating five car bays for use as part of an automatic motor vehicle wash facility to support the dealership.</p> <p>The motor vehicle wash abuts the existing PAW to the north and existing verge parking area to the east. The structure is of scale, being a maximum of 4.5m in height and the entry to the motor vehicle wash facing away from residential properties to the north across the PAW. The facility is proposed to support existing functions on site and is not anticipated to generate additional traffic beyond what is already approved for the development.</p> <p>The existing fig tree located within the verge to the east of the site further screens any visual impact to Groves Avenue.</p>

	<p>The site has historically been a motor vehicle sales and motor vehicle repairs land use since the 1960s. The addition of an automatic motor vehicle wash to support the existing land uses is considered consistent with the existing land uses on site and therefore not considered to have adverse impact on the character of the locality.</p> <p>Parking concerns are addressed in greater detail within the officer's assessment section of this report below.</p>
Concerns with Noise & Amenity Impacts	<p>The site has historically been a motor vehicle sales and motor vehicle repairs land use since the 1960s. The addition of an automatic motor vehicle wash is considered consistent with the existing land uses on site and are not considered to have adverse impact on the character of the locality.</p> <p>As a result of initial concerns received, an Environmental Noise Assessment prepared by Lloyd George Acoustics (Attachment 3) was provided which modelled noise generated from the motor vehicle wash during operation hours of 7am to 7pm Monday to Saturday. The assessment concluded that, based on the modelling undertaken, noise levels are expected to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> during operational hours.</p> <p>The assessment has been reviewed by the City's Environmental Health Department and deemed acceptable with the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i>. A condition of approval is recommended to comply with the recommendations of the Acoustic Note accordingly.</p>
Environmental Impacts – Waste and Chemicals	<p>The existing approval has imposed a condition which requires a stormwater management plan be approved by the City prior to occupation, ensuring appropriate storage of stormwater on site. It is recommended that this condition is updated to appropriately accommodate the wastewater from the motor vehicle wash on site. Please note that the waste water is not permitted to enter the City's stormwater system. Furthermore, the activities on site will need to comply with other environmental legislation in terms of preventing long term contamination of the site.</p>
Construction Impacts	<p>The existing approval has imposed Condition 11 which requires a Construction Management Plan (CMP) be approved prior to construction commencing and complied with throughout the construction period. It is noted that the CMP has been approved by the City and addresses construction impacts to ensure appropriate mitigation to minimise effects on residential properties.</p>

Referrals/consultation with Government/Service Agencies

As part of the most recent amendment under DAP-2022-7/B, the application was referred to Main Roads Western Australia (MRWA) on 14 July 2025 in relation to the proposed addition of a motor vehicle wash and associated buildings. Refer to Attachment 6 for MRWA's formal response, including the conditions recommended that have already been incorporated into the original DAP determination (Attachment 4).

As the motor vehicle wash component remains unchanged under this amendment application, no further referral to MRWA is required.

Design Review Advice

The motor vehicle wash, plant room and fire tank are in the northeastern corner of the development site, setback a substantial distance to both street frontages and are located behind the existing motor vehicle repair, motor vehicle sales and showroom buildings. As the proposed motor vehicle wash, plant room and fire tank are minor additions to the existing approved development no referral to DRP was considered necessary.

Other Advice

Environmental Health

An acoustic assessment (Attachment 3) completed by Lloyd George Acoustics was provided by the applicant as part the current application. This is required to ensure that adjoining residential properties (noise sensitive premises) are not impacted by unacceptable noise generated by the motor vehicle wash operations. This acoustic note was internally referred to the City's Environmental Health department whose assessment concluded that, based on the modelling undertaken, noise levels are expected to comply with the *Environmental Protection (Noise) Regulations 1997* during operational hours.

The City has recommended that a new condition 30 be imposed on to the original approval to ensure that the motor vehicle wash development complies with acoustic note at all times.

Road Safety

The development application was also referred to the City's Traffic and Road Safety department with comment that the two car bays (1 storage and 1 service bay) directly adjacent to the west of the car wash facility plant room are to be free of obstruction (See Figure 3 below).

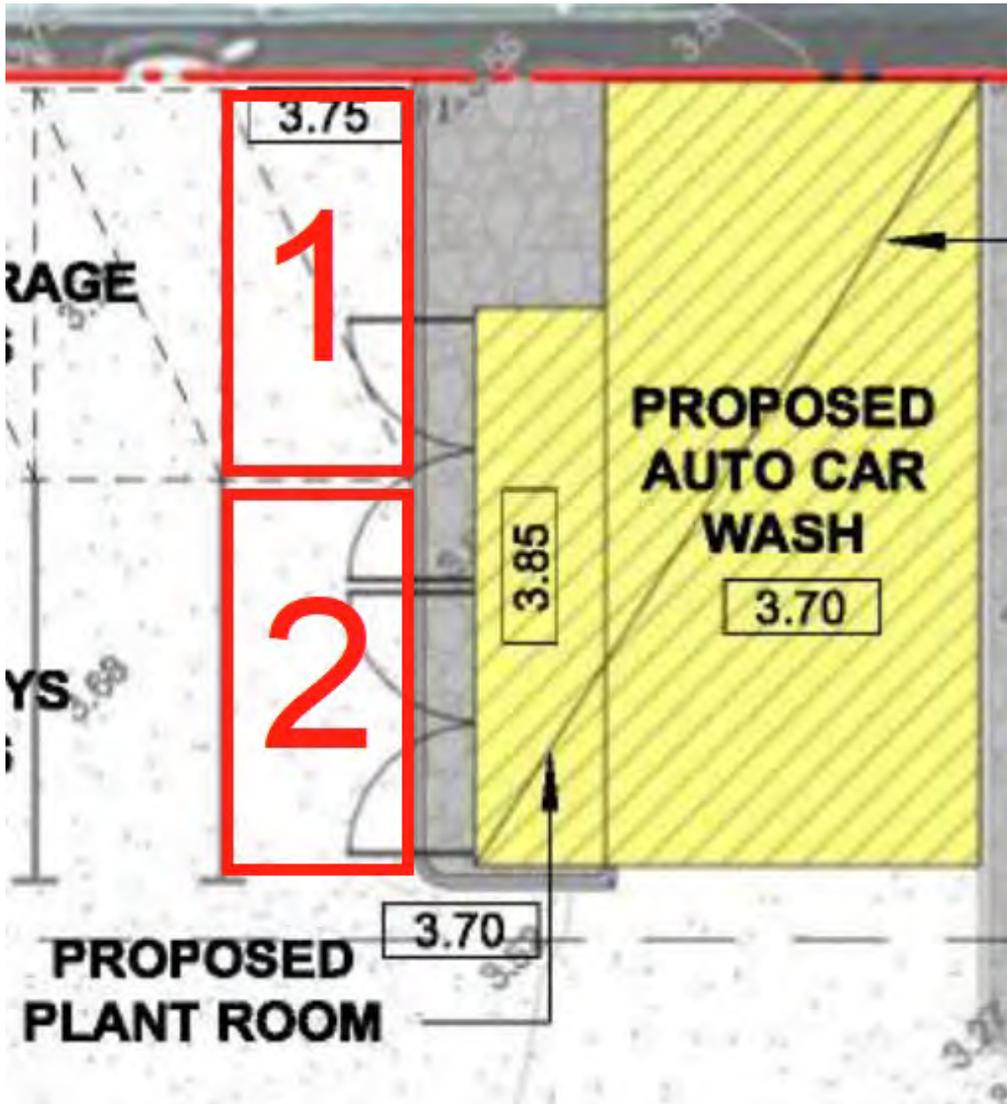


Figure 3: Shows the two car bays adjacent to the plant room (red outline and marked 1 and 2) that are required to be free of obstruction to meet Australian Standards for parking facilities.

The City has recommended that the existing Condition 7 of the original approval be amended to ensure these car bays meet the appropriate Australian Standards. To provide further guidance to the applicant on these requirements a new advice note (b) has also been recommended.

Planning Assessment:

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* lists a range of matter that require the decision maker to have due regard when considering an application for development approval. This includes requirements set out in the applicable local planning scheme and local planning policies. The provisions within the City’s LPS6 and applicable local planning policies are therefore addressed within the following assessment;

Provision	Requirement	Proposal	Assessment
<u>Land Use</u>			

<p>Table 3 of LPS6</p> <p><i>Motor Vehicle Sales</i></p> <p><i>Motor Vehicle Repair Premises</i></p>	<p>Preferred land uses are outlined within LPS6.</p> <p>Non-Conforming Uses</p>	<p>Motor Vehicle Wash facility addition to support the existing land uses.</p>	<p>Supported.</p> <p>Discussed further in the officer comment section below under Land use.</p>
<p><u>Parking</u></p>			
<p><i>LPP1.6 – Car Parking and Access</i></p>	<p>Parking for vehicles</p> <p><u>Motor vehicle sales</u> – 1 bay per 100m² of display or sale area, plus 0.5 bays per staff member 2029m² = 20 bays</p> <p><u>Motor vehicle repair (and wash)</u> – 3 bays per service bay and 0.5 bays per staff member</p> <p>28 service bays x 3 = 84 bays</p> <p>43 staff x 0.5 = 21.5 = 22 bays</p> <p>1 bay per 100m² of display or sales area = 2029m² plus 0.5 bays per staff member = 20 bays</p> <p><u>Required: 126 bays</u></p>	<p>Ground Service bays = <u>32 bays</u></p> <p>Customer parking = <u>16 bays</u></p> <p>Storage = <u>64 bays</u></p> <p>Basement: Service bays = <u>49 bays</u></p> <p>Staff parking = <u>22 bays</u></p> <p>Storage = <u>39 bays</u></p> <p><u>Total bays provided (excl storage) = 119 bays</u></p> <p>7 car bay shortfall</p>	<p>Supported</p> <p>Discussed further in the officer comment section below under Parking.</p>

Land use

Lot 101 (No. 532) Canning Highway, Attadale is zoned Centre 'C4' with a density code of 'R60' under LPS6. The proposed development will support the existing approved Motor Vehicle Sales & Motor Vehicle Repair Premises land uses under LPS6. The facility will not be open to the general public and will only support the existing dealership function and is considered not to intensify the existing approved land uses on site.

The existing land use of motor vehicle sales and motor vehicle repairs is subject to non-conforming land use rights as the existing land uses are 'X' uses under LPS6.

Clause's 22 and 23 of LPS6 provides the ability for a development application to be lodged to alter and/or extend a non-conforming use of land.

The City has assessed the proposal against the purpose and objectives of LPS6 and determined that the motor vehicle wash facility is an incidental use to the existing approved land uses. As it will not operate as a separate facility or service, it is not expected to cause any additional adverse impacts or loss of amenity within the locality. On this basis, the proposal is considered supportable.

Parking

The development proposes a further reduction of five parking spaces relative to the parking requirements set out in LPP 1.6, giving rise to a shortfall of seven car parking bays.

It is considered that the proposed shortfall in parking bays represents only a minor reduction from the originally approved application and can be supported for the following reasons:

- The original development was approved with a shortfall of 24 customer and service parking bays. Subsequent amendments approved under DAP-2022-7/B reduced employee numbers, bringing the development closer to compliance with parking requirements.
- While this amended proposal seeks a further reduction of car spaces on site, half of the car spaces that are to be removed were allocated for storage of vehicles being sold and not customers/service car spaces which in turn reduces the function of the motor vehicle sales.
- Customer car parking spaces still would have been used for motor vehicle wash purposes for hand washing of vehicles. The application provides a more automated and centralised location for this to occur to more appropriately use car parking for visitors and staff.
- The development operates more holistically as a car sales and service dealership with reciprocity and sharing of parking noting that peak demand does not overlap with the most popular sales periods usually on weekends and Wednesday evenings when servicing does not occur.

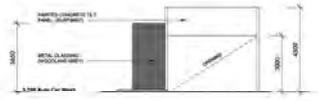
The City considers that the proposed shortfall can be supported as the nature of the activities on site and use of car parking are naturally occurring and reciprocal in nature and therefore there is an efficiency in the use of car parking that can occur as a result of their co-location. The assessment has determined that the shortfall is unlikely to result in unacceptable impact on the surrounding area.

Conclusion:

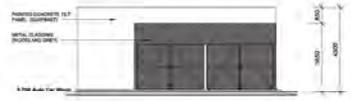
The proposed amendments to the existing approved Motor Vehicle Sales & Motor Vehicle Repair Premises to include a motor vehicle wash facility has been considered against the applicable planning framework and is consistent with the existing approved land use with the works competent being appropriate to consider as a minor amendment.

The minor additions/amendments provide functional and operational enhancements to the existing land uses approved on site with potential amenity impacts able to be either appropriately managed or mitigated through design and operations. On this basis, the

development is recommended for approval subject to new condition to enforce the acoustic note and amended conditions.



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



HISLOP ROAD (WEST) ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



PROPOSED AUTO CAR WASH AND PLANT ROOM
LOCATION - 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR - MELVILLE MOTORS



DATE: NOV 2023
REVISION: 06/24
SHEET: 53-A3
SCALE: 1/8" @ A1

PROJECT NUMBER: **8532**

Prepared by: [Name]
Checked by: [Name]
Approved by: [Name]

PS ref: 9616

12 November 2025

City of Melville
Lodged via online portal

Attention: Planning Services

Dear Sir/Madam,

**LOT 101 (532) CANNING HIGHWAY, ATTDALÉ
APPLICATION TO AMEND APPROVED DEVELOPMENT
PROPOSED ADDITION OF AN AUTOMATIC CARWASH & VARIATION IN CAR PARKING**

Planning Solutions acts on behalf of Regalsea Investments Pty Ltd, the proponent of the proposed development of Lot 101 (532) Canning Highway, Attadale (**subject site**).

We refer to the development approval granted by the Metro Inner-South Joint Development Assessment Panel (JDAP) at its meeting on 22 May 2023. This submission seeks to amend the approved development of a showroom upgrade to include an automatic carwash, plant and equipment room and to increase the height of a showroom building.

Pursuant to Regulation 17 of the *Planning and Development Regulations 2015 (DAP Regulations)*, this application seeks to amend an aspect of the development approval which does not substantially change the current development approval.

This application seeks determination under the Development Assessment Panel.

With regard to the above, please find enclosed:

1. City of Melville Development Application Form and Checklist, signed by applicant and landowner.
2. Consent Letter from owner/proponent providing consent for Planning Solutions to make the application for the proposed amendment.
3. The certificate of title and deposited plan applicable to the subject site (**Attachment 1**).
4. A copy of the current development approval and development plans (**Attachment 2**).
5. A copy of the amended development plans depicting the proposed carwash and variation to carparking layout (**Attachment 3**).
6. An Acoustic Assessment prepared by Lloyd George Acoustics (**Attachment 4**).

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

- Background
- Proposal
- Town planning considerations

SITE DETAILS

Legal description

The subject site is legally described as "Lot 101 on Deposited Plan 7649", being the whole of the land contained within Certificate of Title Volume 2161 and Folio 101.

The subject site has a total area of 11,641m².

Refer to **Attachment 1** for a copy of the Certificate of Title and Deposited Plans.

BACKGROUND

On 22 May 2023 the Metro Inner-South Joint Development Assessment Panel (JDAP) granted development approval for 'Additions and Alterations to Motor Vehicle Sales & Motor Vehicle Repair Premises' subject to conditions.

On the 8th August 2025, the City granted development approval for minor alterations to the façade of existing showroom in the south-eastern corner of the subject site. The alteration involved increasing the overall façade height from 4.19m to 5.0m.

Refer to **Attachment 2** for a copy of the previous determination letter and approved development plans.

PROPOSAL

The application seeks to simply amend the existing development approval plans to reflect changes as outlined below.

More specifically, the proposed amendment seeks to amend the approved plans to include the following changes:

- Removal of 5 car storage bays and 5 service bays along the northern lot boundary and replacement with an automatic car wash bay with a maximum height of 4.5m and dimensions of 4.95m (wide) and 10.47m (long);
- Addition of plant and equipment room, fire pump room and a fire tank to the rear of the automatic car wash;

Refer **Attachment 3** for a copy of the amended Development Application Plans.

TOWN PLANNING CONSIDERATIONS

This application is made pursuant to regulation 77(1)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which allows for an application to amend or delete conditions or amend approved plans associated with an existing development approval.

Car wash and plant equipment

The subject site currently operates under an approved approval as a Motor Vehicle Sales & Motor Vehicle Repair Premises. The proposed carwash is ancillary or incidental to the existing approved land use. The car wash facility forms part of the existing servicing and repair activities and is not available for public use.

The proposed supporting utilities and mechanical plant equipment support the carwash operation and overall site functions. The plant rooms are screened from the view of the street by the existing, approved landscaping areas and street interface treatment.

An acoustic report has been prepared to support the proposal, demonstrating that the facility will incorporate appropriate acoustic treatments in accordance with relevant noise standards, thereby minimising noise impacts on adjoining properties. Please refer to **Attachment 4**.

Car Parking

To accommodate the addition of the car wash facility on site and the Wester Power substation along the western edge of the site, a reduction of 6 car parking spaces is proposed.

The original development was initially approved with a shortfall of 24 spaces for customer and service car parking requirements. While this amended proposal seeks a further reduction of car spaces on site, half of the car spaces that are to be removed were allocated for storage of vehicles getting sold or serviced on site, and not customers/visitors car spaces. The business has determined that the number of parking bays available on site are sufficient for their operational requirements. Therefore, it is considered the proposal remains sufficient to support the operational needs of the site and is consistent with demand patterns and customer turnovers.

CONCLUSION

The proposed amendment seeks for a small addition of a car wash facility, utilities and plant rooms in support to the upgrade building services onsite, reduction of car parking and contribution of new landscaping.

We respectfully request that the Development Assessment Panel grant approval for the proposed modifications to the approved development. Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,



JULIE LU
SENIOR PLANNER

To: Melville Motors c/- Planning Solutions **From:** Matt Moyle

Attention: Julie Lu **Date:** 5 November 2025

Email: julie.lu@planningsolutions.com.au **Pages:** 2

Our Ref: 22087499-02 Car Wash

Re: **532 Canning Highway, Attadale: Car Wash Development**

Lloyd George Acoustics has been requested to provide this technical note to review the environmental noise impacts from a proposed Car Wash Development (the Proposal) to be added to an existing vehicle sales and service centre.

A DA environmental noise assessment was completed for the Vehicle sales and service centre which shares the lot as the proposal, in August 2022, Lloyd George Acoustics Reference 22087499-01. This work is therefore utilised as a basis for an assessment of cumulative noise along with the Proposal.

The Carwash building will occupy the north area of the lot, with the site plan shown in *Figure 1*.



Figure 1: Proposed Site Plan with Allied Health Building

The noise model was updated to include the proposed building and mechanical and follows the same methodology of the previous assessment including nearby sensitive receptors.

The key noise elements of the proposal include assumptions as follows:

- 2x pump/filtration plant (to be located within a fenced and roofed plant yard), assumed total of 85 dB(A) SWL.
- Plant yard roof to meet a minimum Rw 24 dB or greater, any ventilation to be on the south façade only;
- Plant yard doors to consist of overlapping sections and all air gaps to be sealed when shut;
- Car Wash unit assumed to have noise level of 94 dB(A) SWL centrally in the wash bay;
- Roof construction to meet a minimum Rw 36 dB, per proposed plans (attached);
- Wall construction around car wash to be tilt-up concrete panel, all gaps to roof sealed;
- Operations within the hours of 7.00am to 7.00pm Monday to Saturday;

Based on the above assumptions, the day time scenario is considered worst case for assessment against the Noise Regulations:

- Scenario 1: Day time combined Car wash noise with existing Sales & Service Centre – L₁₀

Table 1 present the results of the above noise modelling scenarios and assessment against the relevant assigned levels given the proposed hours of operation. The noise contour results are presented in Figure 2.

Table 1: Carwash and Car services Adjusted Levels and Assessment, dB L_{A10}

Receiver	Sales/Service Centre Noise	Carwash Noise	Adjust Total Level	Day time Assigned Noise Level	Assessment
Mixed Use - 11 Hislop Rd (GF)	35	38	40	60	Complies
Mixed Use - 11 Hislop Rd (1F)	36	48	49	50	Complies
Mixed Use - 11 Hislop Rd (2F)	36	49	49	50	Complies
543 Canning Hwy	28	49	30	53	Complies
547 Canning Hwy	32	26	34	53	Complies
Residential East 1 (1F)	27	30	42	54	Complies
Residential East 1 (1F)	30	46	40	54	Complies
Residential East 2 (1F)	21	42	36	54	Complies
Residential East 2 (1F)	26	42	41	54	Complies
Residential East 3 (1F)	38	40	39	54	Complies
Residential East 4 (1F)	37	36	44	54	Complies
Residential East 4 (1F)	38	41	39	54	Complies
Commercial East	36	30	39	60	Complies
Commercial West	40	43	45	60	Complies

It can be seen that Car wash noise levels comply at all nearest sensitive receptors which includes the cumulative noise levels with the approved sales and service centre.

In summary, the proposed Car Wash Building has been assessed by way of noise modelling and demonstrated to comply at all times with the *Environmental Protection (Noise) Regulations 1997*.

We trust the above is satisfactory. Should you require anything further, please do not hesitate in contacting us.

Regards,

Matt Moyle

Director

Lloyd George Acoustics

Figure 2 Combined Daytime Noise, First Floor (4.2m AGL), dB LA10



Predicted Noise level

- █ = 40
- █ = 45
- █ = 50
- █ = 55
- █ = 60

Legend

- Receiver
- █ Roller Door
- ✱ Mech Source
- █ Roof/Car Wash source



Scale 1:1100



Project No: 22087499
 Consultant: MM
 Date: 5/11/2025
 Algorithm: ISO 9613
 SoundPLAN Version: 8.2



Lloyd George Acoustics
 PO Box 717
 HILLARYS WA 6923
 (08) 9401 7770



LG Ref: DAP-2022-7
DAP Ref: DAP/22/02314
Enquiries: (08) 6551 9919

State Administrative Tribunal
565 Hay Street
PERTH WA 6000

Dear Sir/Madam

STATE ADMINISTRATIVE TRIBUNAL REVIEW OUTCOME – 220/2022

Property Location:	No.532 (Lot No.101) Canning Highway, Attadale
Application Details:	Additions & Alterations to Motor Vehicle Sales & Motor Vehicle Repair Premises

Please be advised that the Metro Inner-South Joint Development Assessment Panel reconsidered the above-mentioned development application, SAT ref 220/2022, pursuant to section 31 of the *State Administrative Tribunal Act 2004* on 22 May 2023.

The Notice of Determination is attached.

Yours sincerely,

DAP Secretariat

24 May 2023

Encl: Amended DAP Determination Notice
Cc: Jarrad Nightingale
REGALSEA INVESTMENTS PTY LTD
State Solicitor's Office
Mr Tom Geddes
City of Melville
Planning Appeals



Planning and Development Act 2005

City of Melville Local Planning Scheme No 6

Metro Inner-South Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No.532 (Lot No.101) Canning Highway, Attadale

Application Details: Additions & Alterations to Motor Vehicle Sales & Motor Vehicle Repair Premises

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, the Metro Inner-South JDAP, at its meeting on 22 May 2023, has reconsidered its decision dated 1 December 2022 in respect to the above application, SAT Ref. 220/2022 and has resolved to:

SET ASIDE the decision and substitute a new decision for DAP Application reference DAP/22/02314 and amended plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clauses No. 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, 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 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. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City of Melville or the Joint Development Assessment Panel.
4. All stormwater generated on site is to be retained on site in accordance with a plan approved in writing by the City. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24 hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City.
5. The removal of, or permanent covering of shopfront windows and openings and the use of reflective or heavily tinted glazing at ground floor is not permitted.



6. Visual permeability between the showroom and the street shall be maintained to the satisfaction of the City. The installation of shop fittings and fixtures on the inside of showroom windows is not permitted.
7. Prior to the initial occupation of the development, all vehicle parking bays, manoeuvring areas and points of ingress and egress shall be provided in accordance with the approved plans to the satisfaction of the City and shall be retained for the life of the development.
8. The exterior colours, materials and finishes of the development shall align with the details shown on the approved Development Plans unless otherwise approved in writing by the City.
9. Any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding streets prior to the initial occupation of the development to the satisfaction of the City.
10. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under clause 8.7 of Local Planning Policy LPP2.1 Non-Residential Development, to the satisfaction of the City.
11. A minimum of 30 days prior to the lodgement of an application for Building approval, the applicant shall submit a Construction Management Plan (CMP) to the City of Melville for approval. The CMP shall be prepared having regard to the provisions of Local Planning Policy 1.22 Construction Management Plans. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.
12. In accordance with Local Planning Policy LPP1.4 Provision of Art in Development Proposals, prior to the commencement of development, a public art proposal shall be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art shall be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. In lieu of provision of art on site, a cash in lieu contribution may be made as per LPP 1.4.
13. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place shall be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ shall be installed prior to commencement of development, in accordance with the following criteria:
 - A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
 - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing shall be located the minimum distance from the approved works that is required to complete the works.
 - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
 - The following actions shall not be undertaken within any TPZ:
 - Storage of materials, equipment, fuel, oil dumps or chemicals;
 - Servicing or refuelling of equipment or vehicles;



- Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
 - Open-cut trenching or excavation works (whether or not for laying of services);
 - Changes to the natural ground level of the verge;
 - Location of any temporary buildings including portable toilets; or
 - The parking of vehicles or machinery.
14. Prior to the commencement of development, a signage strategy shall be submitted to and approved in writing by the City taking into account the provisions of Local Planning Policy 2.2 Outdoor Advertising and Signage. The strategy shall demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage strategy will inform the future assessment of applications for signage on the development.
15. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and the road verge(s) adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include proposed details of (but is not limited to):
- (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
 - (b) Any lawns to be established;
 - (c) Any existing vegetation and/or landscaped areas to be retained; and
 - (d) Any verge treatments
- The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.
16. Prior to the initial occupation of the development, a Waste Management Plan shall be prepared in accordance with the City's Waste Management Guideline for New Developments and submitted in writing for the approval of the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.
17. The outdoor lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties to the satisfaction of the City.
18. Unless otherwise agreed, temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed within 60 days of the full occupation of the development.



19. Prior to the initial occupation of the development, bicycle parking facilities for 2 bicycles shall be provided in accordance with Australian Standard AS 2890.3, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.
20. Prior to the commencement of construction, the applicant shall provide an Environmental Sustainable Development (ESD) report, prepared by a suitably qualified consultant to the satisfaction of the City, detailing the following:
 - How the development will achieve and exceed ESD outcomes as follows:
 - Landscaping initiatives
 - The installation of a solar photovoltaic array
 - The installation of electric vehicle chargers.

The development shall be carried out in accordance with the approved ESD report, to the satisfaction of the City of Melville.
21. Prior to the commencement of development, a Transport Impact Assessment prepared by a qualified traffic consultant consistent with the requirements of the Department of Planning, Lands and Heritage Transport Impact Assessment guidelines is to be prepared and submitted to the satisfaction of the City of Melville. Any recommendations contained in the Transport Impact Assessment shall be thereafter implemented and maintained for the duration of the development.
22. Prior to the commencement of development, the applicant/owner is to submit a Hislop Road line marking plan to the City for approval. The plan is to demonstrate the painting of new line marking to the Hislop Road median area. The works shown on the approved plan shall be installed at the cost of the applicant/owner prior to the occupation of the development, to the satisfaction of the City.

Main Roads WA Conditions

23. The land required for the widening of Canning Highway, as shown on the attached extract from Land Requirement Plan 1.5105/2, is to be set aside as a separate lot for acquisition pending future road widening requirements.
24. No development or car parking, other than landscaping and signage is permitted on the land required for future road purposes, as depicted on the attached extract from Land Requirement Plan 1.5105/2.
25. In the event where private infrastructure, including any signs and existing vehicle crossovers, is contained within the widened road reservation/land requirement as detailed in the attached extract from Land Requirement Plan 1.5105/2, upon receipt of a notice from Main Roads the infrastructure is to be removed and the verge made good at the applicant's expense.
26. The redundant vehicle crossover on Hislop Road must be removed and the kerbing, verge, and footpath reinstated to the satisfaction and specifications of the City of Melville.
27. Stormwater must not be discharged into the Canning Highway reservation or the widened road reservation.
28. No waste collection is permitted from the Canning Highway road reservation.



Advice note

- a) With regard to condition 22, the applicant is advised to liaise with the City's Traffic Engineers regarding the scope of changes to the Hislop Road median.

Main Roads WA Advice Notes

- b) In reference to Condition Nos 23-25, the landowner/applicant is advised that signage and any other private infrastructure, including vehicle crossovers affected by Land Requirement Plan 1.5101/2 will need to be removed at the landowner/applicant's cost when the land is acquired.
- c) 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.
- d) The upgrading/widening of Canning Highway is not in Main Roads current four-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.
- e) No works are permitted within the Canning Highway road reservation unless Main Roads has issued a Working on Roads permit.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR: MELVILLE MOTORS

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

22-May-2023



SK021
MAR 2023
S2-A2

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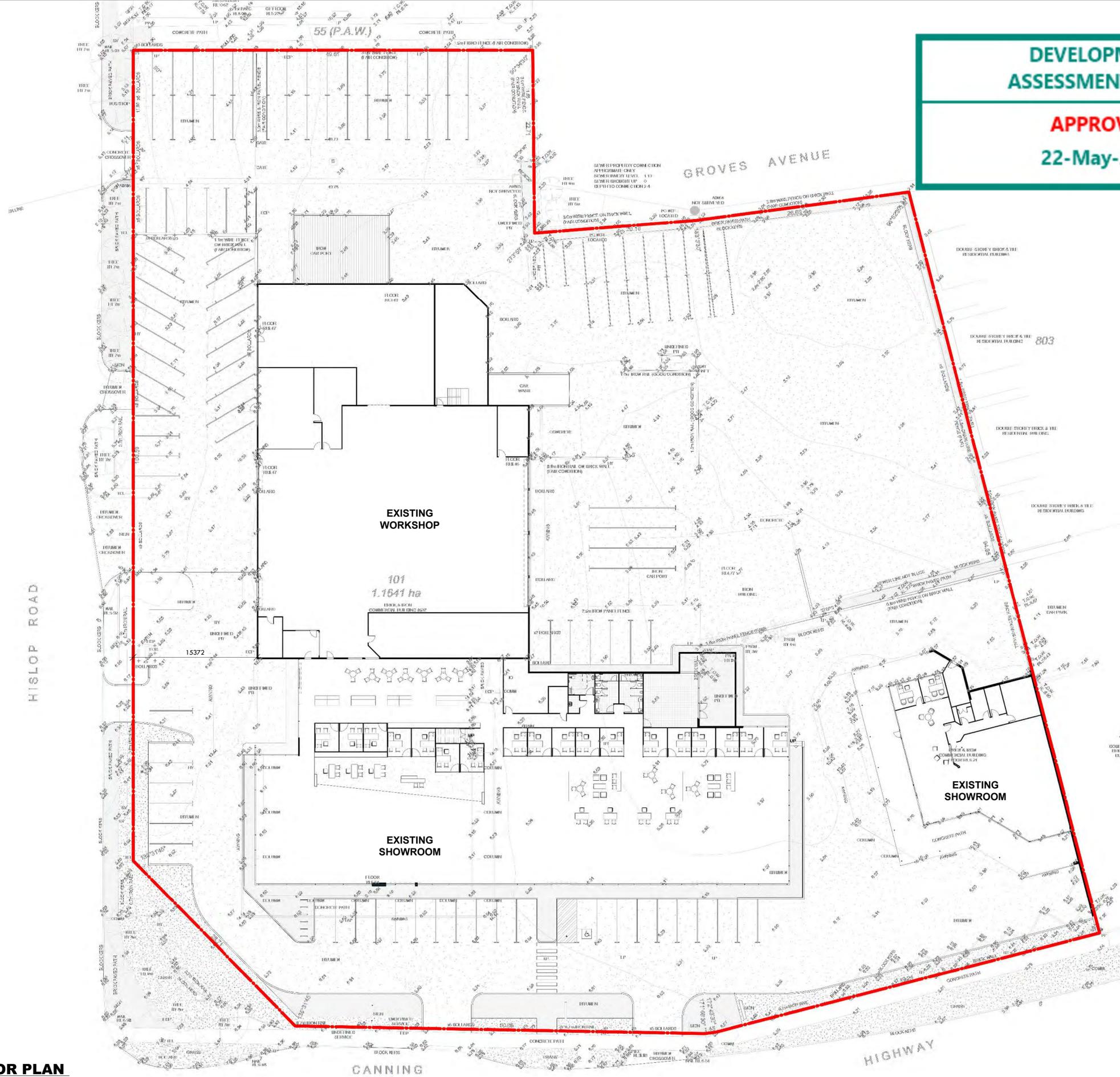


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APPROVED
22-May-2023



EXISTING - SITE & GROUND FLOOR PLAN
SCALE: 1:250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

SK021
MAR 2023
S2-A4
1:250 @ A1

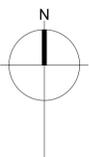
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BASEMENT FLOOR PLAN

SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

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DEVELOPMENT ASSESSMENT PANEL

APPROVED
22-May-2023

3. Car Display Areas		
a. Internal - KIA		525m ²
b. Internal - SUZUKI		293m ²
c. Internal - GWM		397m ²
d. Internal - Used Cars		216m ²
e. External Display		598m ²
Total		2,029m²

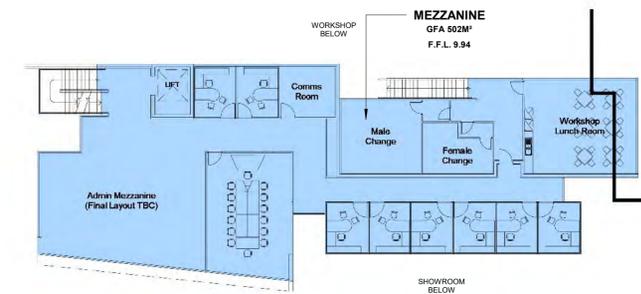
4. Carparking Required		
a. Display - 1/100m ²		5.98 Cars
b. Employees - 0.5/employee		21.50 Cars
c. Workshop - 3/Bay		90.00 Cars
Total Car required		117.98 Cars

4. Carparking Provided		
a. Service		90 Cars
b. Employee		22 Cars
c. Customer		16 Cars
Total Car provided		128 Cars

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area - GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Net Floor Area
B. Definition of Gross Floor Area is defined as:
i. GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii. GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.

Net Floor Area - NFA
A. Net Floor Area of a tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of sales if the sales are exclusive to the Tenancy.



MEZZANINE FLOOR PLAN
SCALE: 1 : 250

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	New Verge Tree			
	Existing Verge Tree			



PROPOSED - SITE & GROUND FLOOR PLAN
SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS



SK021
MAR 2023
S2-A6
As indicated @ A1



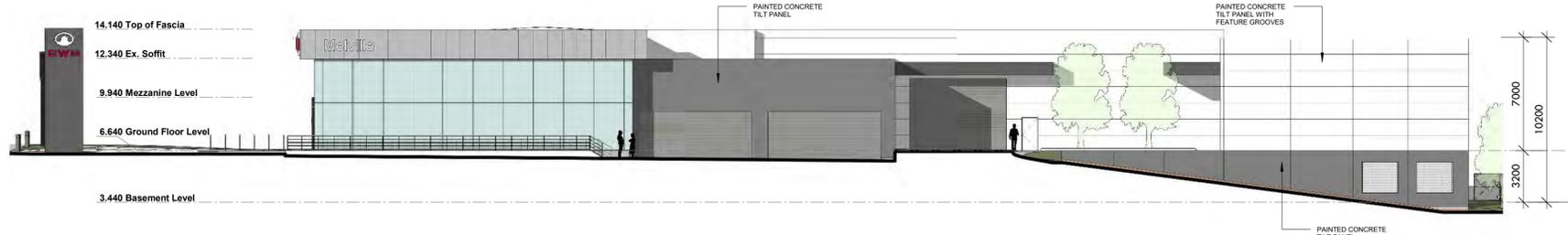
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**DEVELOPMENT
ASSESSMENT PANEL**

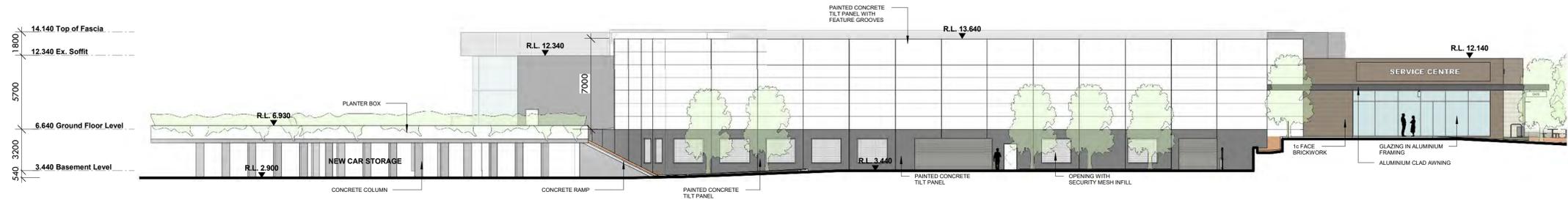
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SOUTH ELEVATION - SHOWROOM
SCALE: 1 : 200



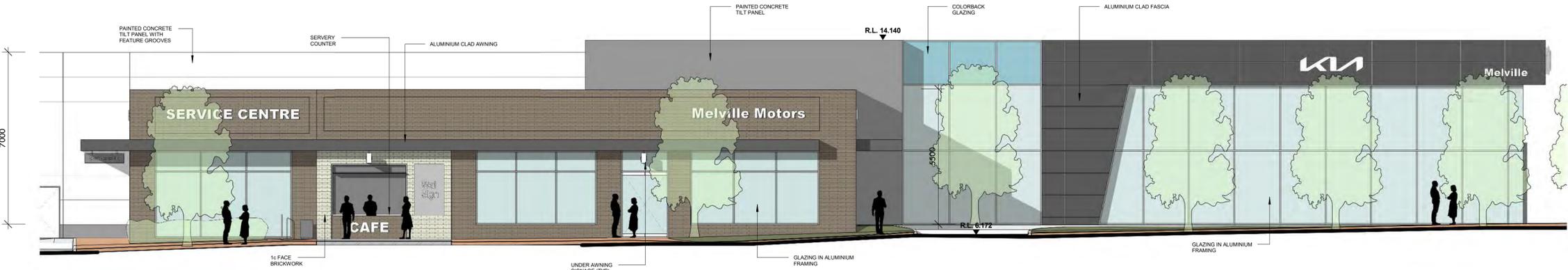
EAST ELEVATION
SCALE: 1 : 200



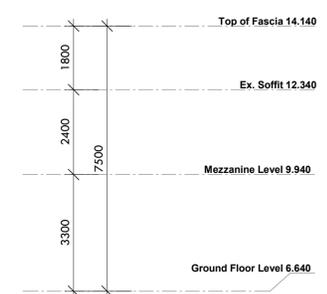
NORTH ELEVATION
SCALE: 1 : 200



HISLOP ROAD (WEST) ELEVATION
SCALE: 1 : 200



PART HISLOP ROAD (WEST) ELEVATION
SCALE: 1 : 100



PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

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S2-A7
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APPROVED

22-May-2023



PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

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DEVELOPMENT
ASSESSMENT PANEL

APPROVED
22-May-2023



PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

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DEVELOPMENT
ASSESSMENT PANEL

APPROVED
22-May-2023



PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

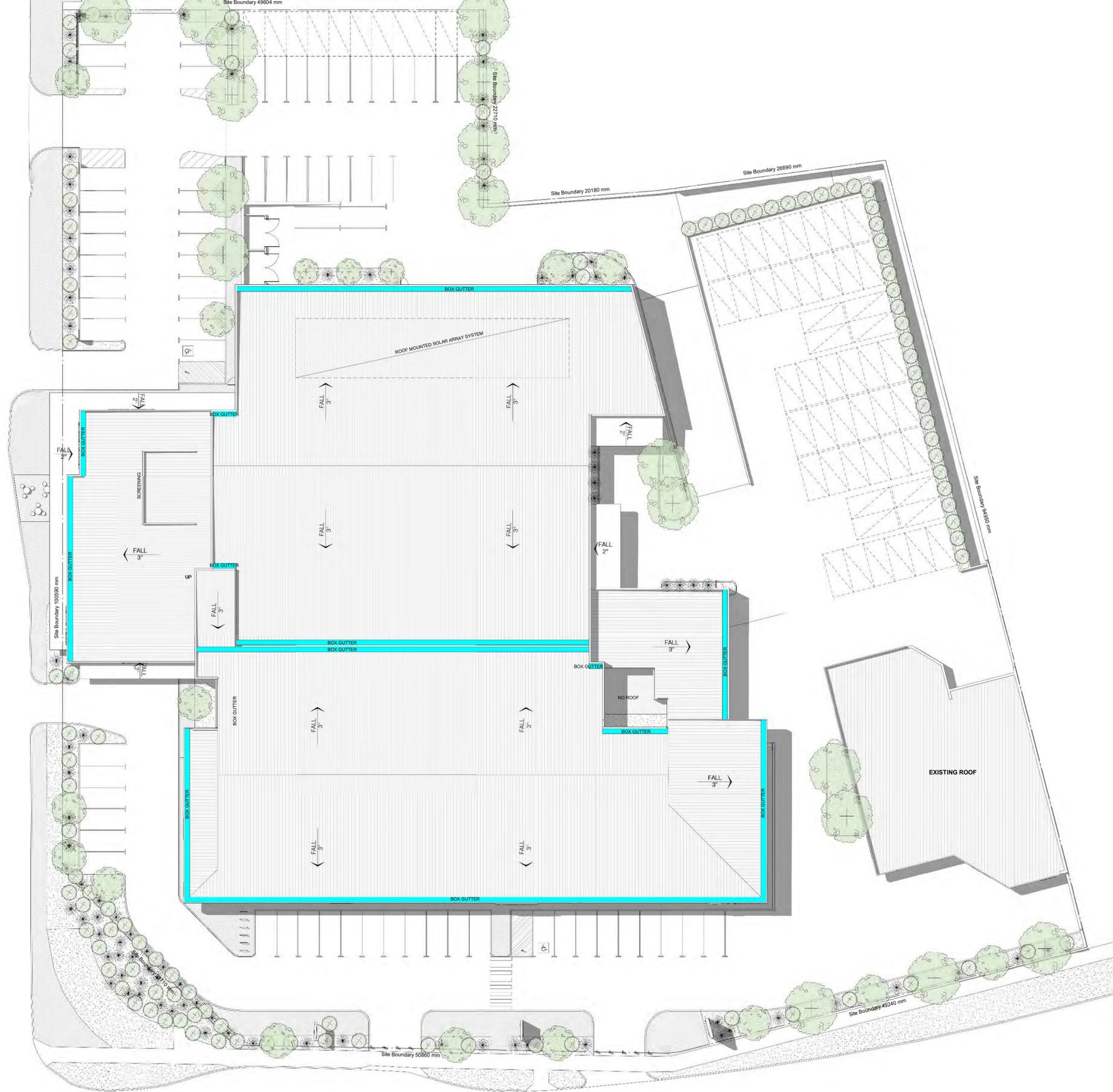
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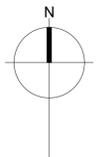
DEVELOPMENT
ASSESSMENT PANEL

APPROVED
22-May-2023

HISLOP ROAD



CANNING HIGHWAY



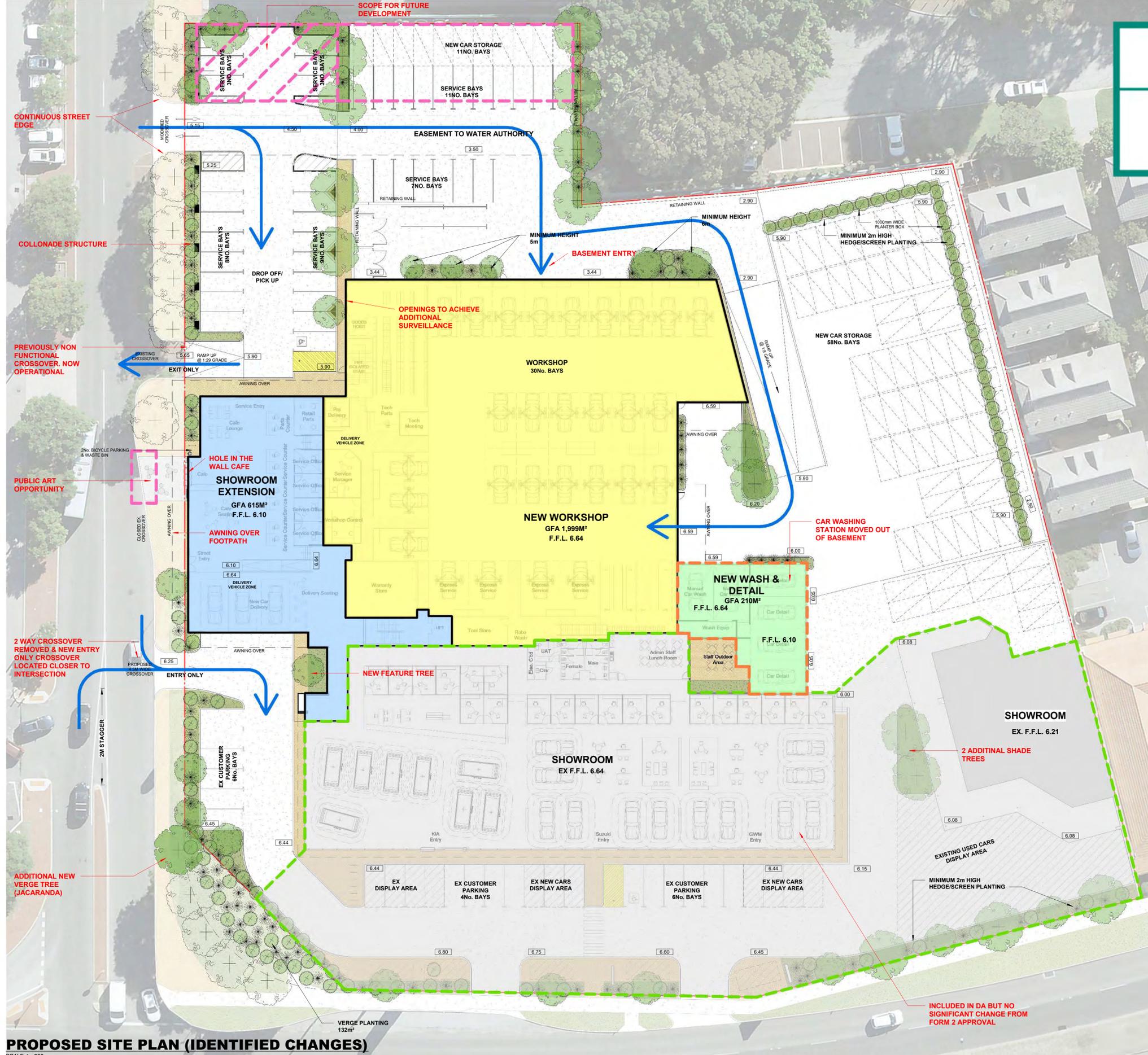
OVERALL ROOF PLAN

SCALE: 1 : 250

DEVELOPMENT ASSESSMENT PANEL

APPROVED
22-May-2023

d. Main Showroom - Proposed	1,674m ²
e. Minor Showroom - Modified	339m ²
3. Car Display Areas	
a. Internal - KIA	525m ²
b. Internal - SUZUKI	293m ²
c. Internal - GWM	397m ²
d. Internal - Used Cars	216m ²
e. External Display	598m ²
Total	2,029m²
4. Carparking Required	
a. Display - 1/100m ²	5.98 Cars
b. Employees - 0.5/employee	21.50 Cars
c. Workshop - 3/Bay	90.00 Cars
Total Car required	117.98 Cars
4. Carparking Provided	
a. Servicing	90 Cars
b. Employee	22 Cars
c. Customer	16 Cars
Total Car provided	128 Cars +10



LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	New Verge Tree			
	Existing Verge Tree			

PROPOSED SITE PLAN (IDENTIFIED CHANGES)
SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS



SK021
APR 2023
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Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

8 August 2025

Enquiries: Tom Geddes – 9364 0225
Our Reference: DAP-2022-7/B

Planning Solutions
GPO Box 2709
Perth WA 6850

Dear Sir/Madam

Amended Planning Approval

Proposed Development:	Amendment to DAP-2022-7/A
Application Number:	DAP-2022-7/B
Property Details:	Lot 101 (No. 532) Canning Highway, Attadale
Owner Details:	Regalsea Investments Pty Ltd
Applicant:	Planning Solutions
Date of Decision:	8 August 2025

We refer to your request for an amendment to Planning Approval DAP-2022-7, received by the City of Melville on 8 July 2025.

Amended Planning Approval has been **granted** under the provisions of the City of Melville Local Planning Scheme No. 6 and the Metropolitan Region Scheme.

This approval constitutes a **planning approval only**.

This Planning Approval is granted subject to compliance with the previous planning approval DAP-2022-7/A dated 27/02/2023 (including remaining conditions) and enclosed plans (referenced Site Plan and Elevations) stamped as approved on 8 August 2025 and the following additional condition of development approval:

29. The “proposed auto car wash” and “proposed plant room” as marked in RED on the approved plans are not included in this development approval.

Advice Notes

- i. Please be advised that the expiry date on the original planning approval applies.



- ii. If an applicant is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
- iii. This planning decision is confined to the authority of the *Planning and Development Act 2005* and the City of Melville Local Planning Scheme No. 6. This decision does not remove the obligation of the applicant and/or property owner to ensure that all other required approvals are first obtained, applicable State and Federal legislation is complied with, and any restrictions, easements or encumbrances are adhered to.
- iv. This planning decision relates to the development as specified on the planning application form. This approval does not infer approval of any other unauthorised development or development which has been constructed contrary to its planning approval which may be depicted on the approved plans.
- v. This approval is not permission to build. A building application may be required to be submitted and approved for this development prior to the commencement of any works on the site.

Decision Disclaimer

The City advises:

- a) It does not undertake to ascertain the validity of the signatures nor the authority of the persons nominated as owners.
- b) Where the subject land is part of a strata or survey strata scheme, the applicant must ensure that authority is obtained to carry out the development (or building work) where required, under the bylaws of the relevant strata company and any other relevant laws.
- c) This Planning Approval does not remove or modify an existing Restrictive Covenant on the property's Certificate of Title.
- d) This approval is based on the plans and information provided by the Applicant and issued in reliance on the accuracy of that information. If the information provided by the Applicant is inaccurate, you may be liable to prosecution if the development is undertaken.

If you require any further information or clarification regarding this matter, please do not hesitate to contact Liam Johnson, on 9364 0304 or via email to tom.geddes@melville.wa.gov.au.

Yours Sincerely,

Liam Johnson



City of
Melville

Senior Planning Officer

Enc



SITE CRITERIA

1. Site Area	11,641m²
a. Land Area	
2. Gross Floor Areas	
a. Workshop - Underconstruction	1,999m ²
b. Showroom Extension -Underconstruction	615m ²
c. Wash & Detail- Underconstruction	210m ²
d. Main Showroom - Underconstruction	1,674m ²
e. Minor Showroom - Underconstruction	339m ²
3. Car Display Areas	
a. Internal - KIA	525m ²
b. Internal - SUZUKI	293m ²
c. Internal - GWM	397m ²
d. Internal - Used Cars	216m ²
e. External Display	598m ²
Total	2,029m²
4. Carparking Required	
a. Display - 1/100m ²	5.98 Cars
b. Employees - 0.5/employee	21.50 Cars
c. Workshop - 3/Bay	90.00 Cars
Total Car required	117.98 Cars
4. Carparking Provided	
a. Employee	22 Cars
b. Staff/Customer	97 Cars
Total Car provided	119 Cars

It is the responsibility of the Builder / Applicant to incorporate all conditions of the Planning Approval into revised documentation submitted to support an application for a Building Permit.

PLANNING APPROVAL ONLY
THIS IS NOT A
BUILDING PERMIT

CITY OF MELVILLE
APPROVED
REF: DA-2022-7/B
DATE: 08/08/2025

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area - GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Net Floor Area
B. Definition of Gross Floor Area is defined as:
i. GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii. GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.

Net Floor Area - NFA
A. Net Floor Area of a tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of sales if the sales are exclusive to the Tenancy.

PROPOSED MODIFICATION TO EXISTING BUILDING SUBJECT TO THIS APPLICATION

PROPOSED - SITE & GROUND FLOOR PLAN
SCALE: 1:250

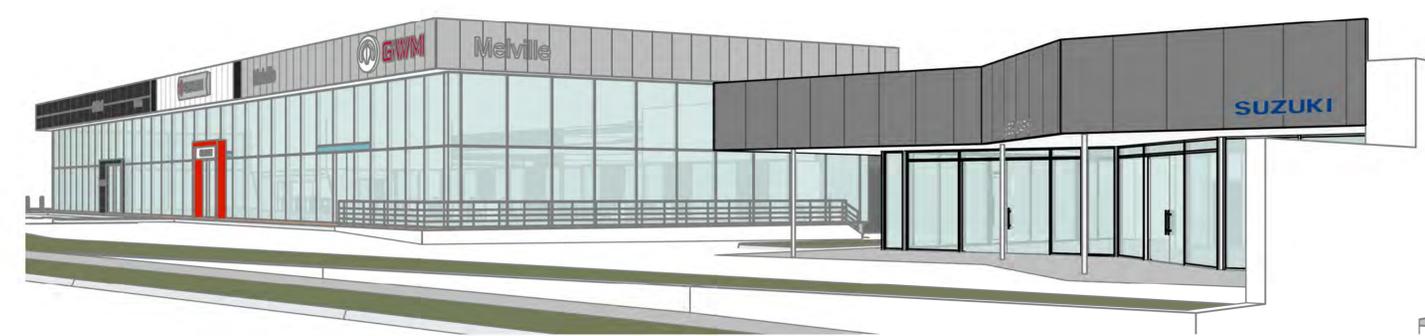
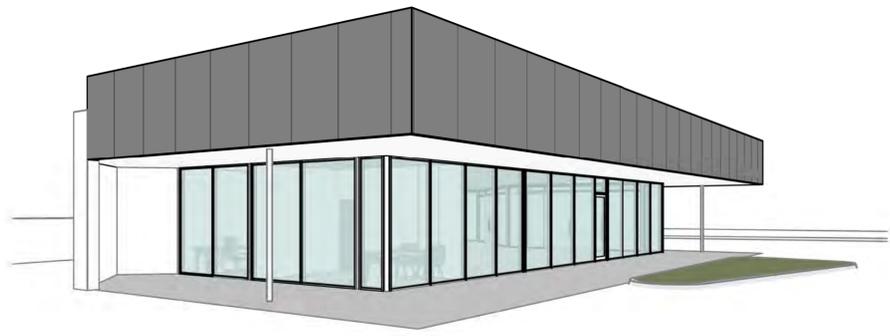
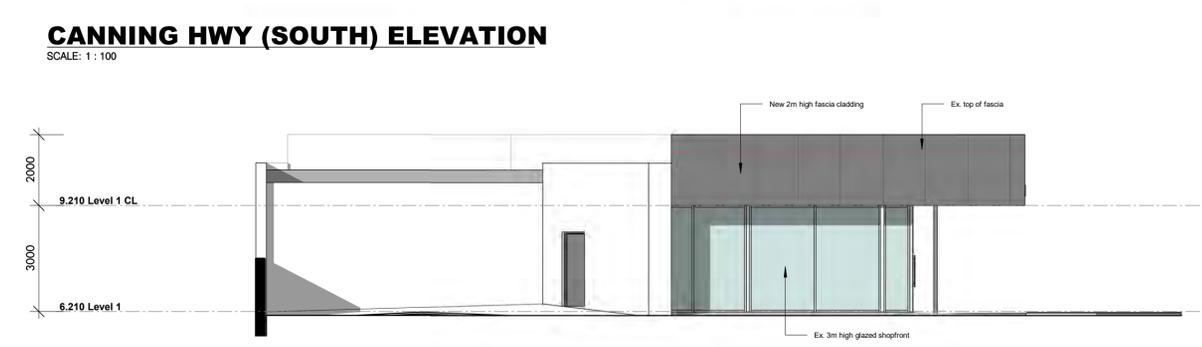
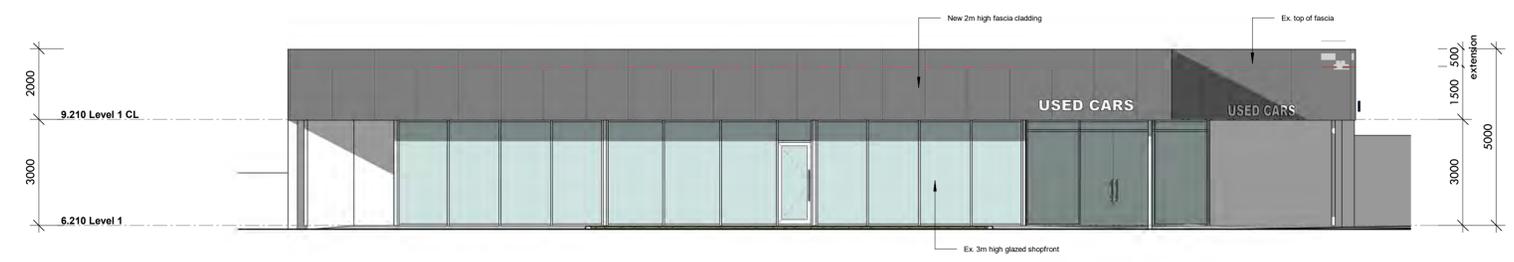
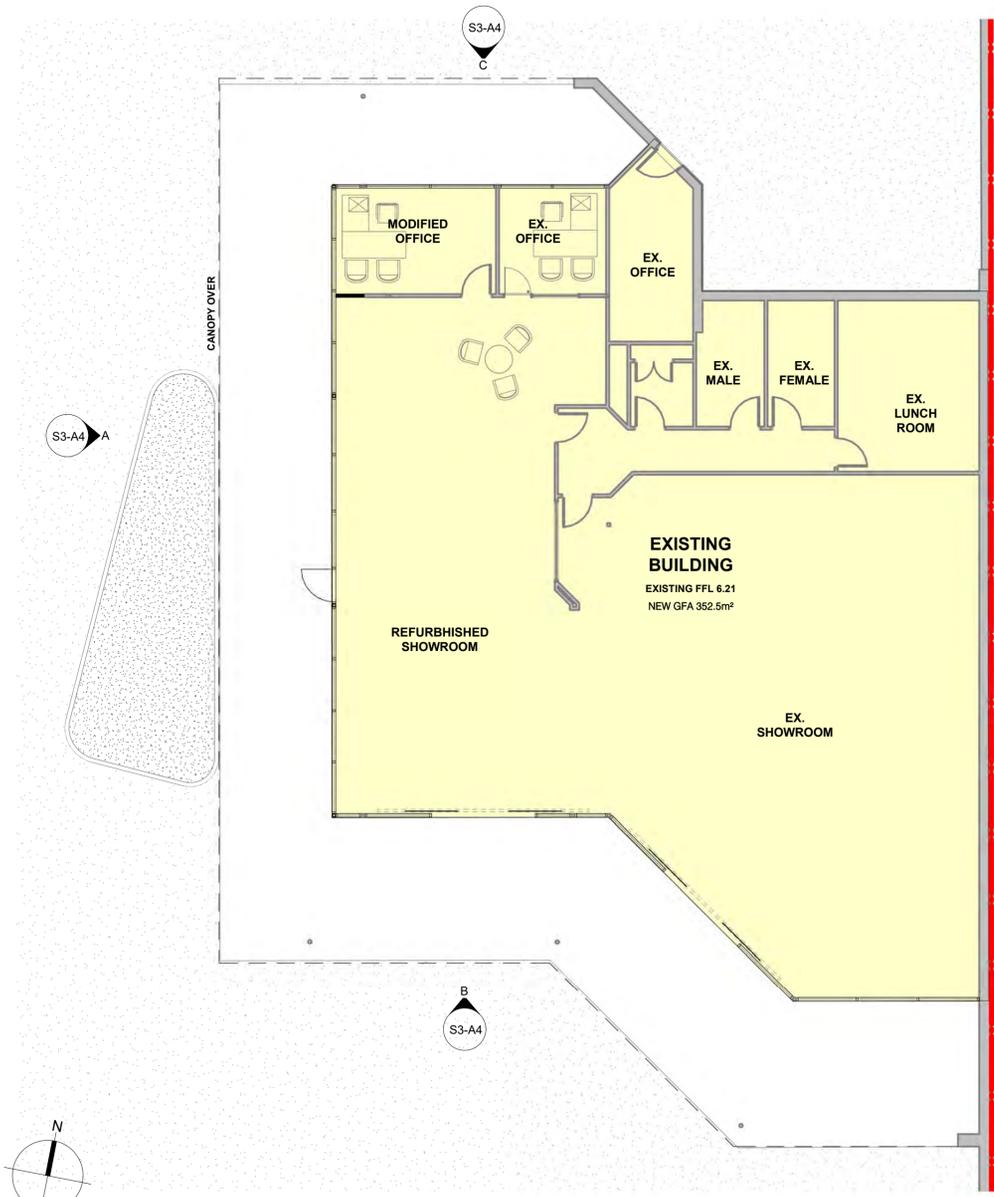
PROPOSED AUTO CAR WASH AND PLANT ROOM
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

SK024
MAY 2025
S3-A1
As indicated @ A1

8532 **meyer shircore** **55**
architects
1963 | 2018



© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



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PLANNING APPROVAL ONLY
THIS IS NOT A
BUILDING PERMIT

CITY OF MELVILLE
APPROVED
REF: DA-2022-7/B
DATE: 08/08/2025

PROPOSED AUTO CAR WASH AND PLANT ROOM
LOCATION: 532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR: MELVILLE MOTORS

SK024
JUNE 2025
S3-A4
1 : 100 @ A1

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Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



mainroads
WESTERN AUSTRALIA

Enquiries: Andrew Williams on (08) 9323 6257
Our Ref: 18/9775 (D25#717481)
Your Ref: DAP-2022-7/B
DAP Ref: DAP/22/02314

1 August 2025

Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Email: pbadmin@melville.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED AMENDMENT TO DAP/22/02314 – ADDITIONS/ALTERATIONS TO MOTOR VEHICLE SALES – LOT 101 (NO.532) CANNING HIGHWAY, ATTADALE – DAP/22/02314 / DAP-2022-7/B

In response to correspondence received on 14 July 2025, Main Roads provided conditional support for the original development application for Lot 101 (No.532) Canning Highway, Attadale in its letter dated 1 November 2022.

The proposed amendments to the previously approved plans will not impact the State Road network and therefore is acceptable to Main Roads subject to the imposition of the original conditions, being:

Conditions

1. The land required for the widening of Canning Highway, as shown on the attached extract from Land Requirement Plan 1.5105/2, is to be set aside as a separate lot for acquisition pending future road widening requirements.
2. No development or car parking, other than landscaping and signage is permitted on the land required for future road purposes, as depicted on the attached extract from Land Requirement Plan 1.5105/2.
3. In the event where private infrastructure, including any signs and existing vehicle crossovers, is contained within the widened road reservation/land requirement as detailed in the attached extracted from Land Requirement Plan 1.5105/2, upon receipt of a notice from Main Roads the infrastructure is to be removed and the verge made good at the applicant's expense.
4. The redundant vehicle crossover on Hislop Road must be removed and the kerbing, verge, and footpath reinstated to the satisfaction and specifications of the City of Melville.



mainroads
WESTERN AUSTRALIA

5. Stormwater must not be discharged into the Canning Highway road reservation or the widened road reservation.

Justification for condition

Public safety and protection of the Primary Regional Road Reserve.

6. No waste collection is permitted from the Canning Highway road reservation

Advice

- a) In reference to Condition No.'s 1, 2, and 3, the landowner/applicant is advised that signage and any other private infrastructure, including vehicle crossovers affected by Land Requirement Plan 1.5101/2 will need to be removed at the landowner/applicant's cost when the land is acquired.
- b) The upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
- c) No works are permitted within the Canning Highway Road reservation unless Main Roads has issued a Working on Roads permit.
- d) 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 Andrew Williams on (08) 9323 6257 prior to the determination of the application.

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

Yours sincerely

Chris Fudge

A/Road Access and Planning Manager



Extract from Land Requirement Plan No. 1.5105/2





PART C – CITY OF PERTH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 14 (No. 707) And Lot 101 (No. 725) Wellington Street And Lots 1, 2 And 66 (Nos. 484-488) Murray Street, Perth – Demolition Of Existing Structures On Lots 1 And 2 And Construction Of A 32 Level Building Comprising 159 Multiple Dwellings And Ground Floor Commercial Tenancies Fronting Murray Street, An 18 Level Mixed Use Development Comprising 113 Multiple Dwellings And Retail Tenancies Fronting Wellington Street And Refurbishment Of The Existing ‘Four Points By Sheraton’ Hotel – DAP/25/02947

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – LOT 14 (NO. 707) AND LOT 101 (NO. 725) WELLINGTON STREET AND LOTS 1, 2 AND 66 (NOS. 484-488) MURRAY STREET, PERTH – DEMOLITION OF EXISTING STRUCTURES ON LOTS 1 AND 2 AND CONSTRUCTION OF A 32 LEVEL BUILDING COMPRISING 159 MULTIPLE DWELLINGS AND GROUND FLOOR COMMERCIAL TENANCIES FRONTING MURRAY STREET, AN 18 LEVEL MIXED USE DEVELOPMENT COMPRISING 113 MULTIPLE DWELLINGS AND RETAIL TENANCIES FRONTING WELLINGTON STREET AND REFURBISHMENT OF THE EXISTING ‘FOUR POINTS BY SHERATON’ HOTEL

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Perth
Applicant:	PTS Town Planning Pty Ltd
Owner:	Claridges (Perth) Pty Ltd and Bonaventure (Perth) Pty Ltd
Value of Development:	\$230 million
Responsible Authority:	City of Perth
Authorising Officer:	Maria Cooke, General Manager Planning and Sustainability
LG Reference:	DAP-2025/5256
DAP File No:	DAP/25/02947
Application Received Date:	22 July 2025
Report Due Date:	9 January 2026
Application Statutory Process Timeframe:	90 Days with an addition 81 days agreed with applicant.
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan 2. Amended Development Plans (11 December 2025) 3. Perspective Plans (11 December 2025) 4. Landscape Concept Plans (25 September 2025) 5. Response from MRWA 6. Applicant’s address of State Planning Policy 7.0 Design of the Built Environment 7. Wind Impact Assessment 8. Acoustic Report 9. Applicant response to Design Review Panel Advice 10. Existing trees along Wellington Street frontage

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02947 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Perth City Planning Scheme No. 2, subject to the following conditions:

Conditions

1. The development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives received on 11 December 2025, with final details of the design including a sample board of the proposed materials, colours and finishes being submitted for approval by the City prior to applying for the relevant building permit.
2. The existing trees on the street boundary of Lot 101, No. 725 Wellington Street, Perth being retained and protected at all times, to the satisfaction of the City. Tree protection zones must be established and maintained during the demolition and construction in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites. Any modifications to the development plans as a result of the retention of the trees on site, being submitted for approval by the City prior to applying for the relevant building permit.
3. A Staging Strategy for the proposed development, detailing the proposed stages of construction and relevant condition clearance process being submitted for approval by the City prior to applying for a building permit. With each stage of the development being constructed in such a manner that the overall site has the appearance of a completed development with details of the interim treatment of future building stages.
4. The building facades being designed to mitigate potential high levels of glare or excessive solar reflection to the surrounding public realm and nearby properties to the satisfaction of the City, with final details of the façade design and a reflection assessment/report prepared by a suitably qualified consultant being submitted for approval by the City prior to applying for the relevant building permit.
5. The approved boundary walls and footings being constructed wholly within the subject lots, with the external surface of the walls being finished to complement the approved development. Final details to be submitted for approval by the City prior to applying for the relevant building permit.
6. The pedestrian link between Wellington and Murray Street being constructed as part of the directly adjacent development, either fronting Murray Street or Wellington Street, with details of the interim treatment of the undeveloped portions of the site for future building stages being submitted for approval by the City prior to applying for the relevant building permit.
7. Final details of the design, treatment of and management of the pedestrian link(s), including provision of universal access, furniture, art, lighting, security,

maintenance and litter control, together with the proposed management and maintenance of these areas being submitted for approval by the City prior to applying for the relevant building permit.

8. A final landscaping and reticulation plan, being submitted for approval by the City prior to applying for the relevant building permit. The approved landscaping is to be installed prior to occupation of the relevant development and thereafter maintained to a high standard to the City's satisfaction.
9. A final Acoustic Report and Noise Impact and Management Report that meets the City's Noise Impact and Management Report Guidance Note and addresses the recommendations outlined in the preliminary Acoustic Report prepared by Aurecon Australasia Pty Ltd dated 3 September 2025, being submitted for approval by the City, in consultation with Main Roads WA, prior to applying for the relevant building permit, with final construction plans being certified by a qualified acoustic consultant confirming the development incorporates the recommendations and can achieve compliance with the relevant noise legislation to the satisfaction of the City.
10. Certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared have been implemented is to be provided to the satisfaction of the City of Perth, prior to occupation of the development.
11. A section 70A notification pursuant to the Transfer of Land Act 1893 prepared to the City's satisfaction at the cost of the subject owner/s, being placed on the relevant title of each multiple dwelling prior to any transfer of ownership, advising prospective purchasers that *"The land is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by transport noise"*.
12. A final Wind Impact Statement, including wind tunnel model measurements, being undertaken to quantify and compare the wind conditions against acceptable pedestrian wind comfort criteria and, if necessary, including mitigation strategies to achieve compliance with the criteria, with details being submitted by the applicant for approval by the City prior to applying for the relevant building permit, with any significant design changes resulting from the amended wind impact analysis being the subject of a separate application for approval.
13. The approved Waste Management Plan prepared by Talis Consultants dated 2 September 2025, being implemented by the building manager/operator on an ongoing basis to the satisfaction of the City.
14. Final details of the vehicle entrances and adjoining ground floor level facades at Wellington and Murray Streets, to ensure activation, amenity and surveillance requirements are addressed being submitted for approval by the City prior to applying for the relevant building permit.
15. All car parking bays, loading bays, vehicle entrances, aisle widths and circulation areas complying with the Australian Standard AS2890.1, with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for the relevant building permit.

16. All redundant crossovers being removed and the verge and footpaths being reinstated in accordance with the City's specifications and to the City's satisfaction and at the expense of the developer/landowner. All new proposed crossovers being located and constructed to the City's specification and satisfaction prior to occupation of the development, with any additional works (with the exception of awnings) external to the property boundaries of the site not being approved as part of this development and being subject to a separate application(s) for approval.
17. All tandem bays located within the residential buildings and stores adjoining car parking bays being allocated to the same apartment/unit adjoining the car parking bays where possible.
18. The ground floor commercial tenancies being limited to, 'Dining' or 'Retail (General)' uses, with any other uses requiring a separate application for approval.
19. On-site stormwater disposal/management being to the City's specifications with details being submitted for approval by the City prior to applying for the relevant building permit.
20. Any proposed building plant and services including air-conditioning condensers, lift overruns, piping, ducting, water tanks, transformers, fire boosters and fire control rooms being located or screened so that they cannot be viewed from any location external to the building (including from above) and to minimise any visual and noise impact. This includes any such plant or services located within the vehicle entrance of the development, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for the relevant building permit.
21. Any signage for the development being integrated into the design of the building in accordance with the City's Signs Policy 4.6 and subject to a separate application for approval where required.
22. The existing street trees located in the road verge on Wellington Street and Elder Streets being retained and protected from damage throughout any demolition and/or construction works with tree protection zones being established and maintained during the demolition and/or construction periods in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites, to the satisfaction of the City, with the owner/applicant being liable for any damage or removal of the trees.
23. Demolition and construction management plans prepared in accordance with the City's pro-forma and requirements being submitted for approval by the City, prior to applying for the relevant demolition permit and/or a building permit.

Advice Notes

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

2. The City advises that approval has been granted to remove the street tree on Elder Street identified on the plans as tree to be removed.
3. The City advises that the other existing street trees on Wellington Street and Elder Street will not be permitted to be pruned, relocated or removed to accommodate construction works at the site, with the amenity value of the trees to be included in any works bond associated with any building permit issued by the City.
4. With regards to condition 2, the existing trees and associated protection zones being inspected by the City, or a suitably qualified person, throughout the demolition and construction works to ensure the trees are protected from disturbance.
5. With regards to condition 2, the City advises that the four trees have an approximate amenity value of \$1,545,084.61.
6. The final plans and details submitted to the City to satisfy the conditions of this approval will be verified by the City Architect and Alliance Manager Development Approvals. Any substantive changes to the approved plans will need to be made via a Form 2 process.
7. The applicant is advised that any non-residential/tenant car parking bays provided as part of the development will need to be licensed by the Department of Transport in accordance with the requirements of the Perth Parking Management Act. Development approval facilitating the construction and use of bays under relevant planning legislation should not be construed as implied approval from the Department of Transport for the future licensing and use of any car parking bays.
8. The Water Corporation advises that the proposal will require approval by the Building Services section prior to commencement of works and infrastructure contributions and/or fees may be required to be paid prior to approval being issued.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	City Centre
Structure Plan/Precinct Plan	P5 Citiplace
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Residential - Contemplated 'C' / Prohibited 'X' where it fronts the street at pedestrian level Retail (General) – Preferred 'P' Dining – Preferred 'P'
Lot Size:	9,850m ²
Existing Land Use:	Office, Hotel and Vacant Land

State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Residential, Dining, Retail (General)
Proposed Plot Ratio Area	28,654m ²
Proposed No. Storeys	32 storeys and 18 storeys
Proposed No. Dwellings	272 dwellings

Background:

The subject sites are located within the street block bound by Wellington Street to the north, Milligan Street to the east, Murray Street to the south and Elder Street to the west. The application comprises the following:

Lot 101, No. 725 Wellington Street, Perth

Approval is sought for the construction of an 18-level mixed use development comprising 113 multiple dwellings, ground level retail tenancies and 125 car parking bays on the eastern portion of the site. The site has an area of 5,160m² and is currently vacant following approval for the demolition of the 29 grouped dwellings was granted in 2019.

Lot 14, No. 707 Wellington Street, Perth

Approval is sought for the refurbishment of the existing Four Points by Sheraton Hotel building. The site has an area of 2,742m².

Lots 1 and 2, Nos. 482 – 488 Murray Street, Perth

Approval is sought for the demolition of existing structures on lots 1 and 2 and the construction of a 32-level building comprising 159 multiple dwellings, ground floor commercial tenancies and 169 car parking bays. The sites have a total area of 1,768m² and is currently occupied by two two-storey vacant commercial buildings.

A Special Control Area (SCA) over the sites being 707 and 725 Wellington Street and 482-488 Murray Street was gazetted on 13 July 2021. The SCA was created to facilitate the development of the whole SCA area in a co-ordinated manner and included provisions in relation to plot ratio and tenant car parking. The total area of the lots within the SCA is 9,850m².

A right of carriageway easement exists over the eastern portion of 725 Wellington Street providing a connection between 490 Murray Street (City of Perth Elder Street

carpark) and Wellington Street. No vehicle access from the City owned carpark is provided to Wellington Street, with the easement predominantly providing pedestrian access from the carpark.

The former City of Perth Local Development Assessment Panel (LDAP) at its meeting held 20 February 2020 granted conditional approval for the refurbishment of the existing hotel at 707 Wellington Street and construction of a 26-level office building at 725 Wellington Street and 33-level residential building comprising 155 multiple dwellings at 482-488 Murray Street. The approval included 30% bonus plot ratio comprising 20% for a new residential development and 10% for provision of public facilities (public plaza, childcare premises and public end of trip facilities).

Further development approval was granted by the City, under delegation, on 16 September 2020 which increased the number of dwellings from 155 to 159 and alterations to the lower levels for the development at 482-488 Murray Street. A time extension for the approved development was granted by the City, under delegation, on 18 March 2024 which provides for substantial commencement to occur no later than 20 February 2027.

The development fronting Murray Street and the refurbishment of the existing hotel remains unchanged from the previous development approval. The development proposed at 725 Wellington Street proposes to replace the previously approved office tower with a predominantly residential tower. The proposal does not include a request for bonus plot ratio, unlike the previous approval.

Specific details of the proposed development are as follows:

No. 707 Wellington Street, Perth

Refurbishment works are proposed to the existing Four Points by Sheraton Hotel. More specifically the upgrade works will include the following: -

- Upgrades to all external façades of the building including the installation of a new glazed window system, a rendered and painted finish to the eastern and southern elevations and stone cladding with bronze metal framing to the northern (Wellington Street) and western elevations.
- A new canopy addition to the Wellington Street front façade.
- Upgrades and an extension to the existing restaurant creating an outdoor dining area on the western side that will overlook the pedestrian link.
- The provision of a small café fronting the pedestrian link adjacent to the loading dock.

Nos. 482-488 Murray Street, Perth

Ground Floor	This level contains five retail tenancies, resident's lobby, and vehicle access off Murray Street including loading dock, bin store, maintenance, and services.
Levels 1-4	This level contains two one-bedroom multiple dwellings, 29 residential stores and 30 car bays (26 single bays and 4 tandem bays).
Level 5	This level contains 29 residential stores, 32 car bays (28 single bays and 4 tandem bays), and pump room.

Level 5 Mezzanine	This level contains 26 residential stores, and 16 single car bays.
Level 6	This level contains communal facilities including a pool, yoga pavilion, community gardens, and BBQ alfresco area.
Levels 7-19	These levels each contain seven multiple dwellings including three one-bedroom/one-bathroom dwellings (50m ² to 55m ²) with balconies (17m ² and 23m ²) and four two-bedroom/two-bathroom dwellings (82m ² and 90m ²) with balconies (27m ² and 39m ²).
Levels 20-29	These levels each contain six residential apartments including one one-bedroom/one-bathroom dwellings (50m ²) with a balcony (23m ²), four two-bedroom/two-bathroom dwellings (83m ² and 91m ²) with balconies (27m ² and 39m ²) and one three-bedroom/two-bathroom dwelling (113m ²) with a balcony (37m ²).
Rooftop Plant	This level contains the plant services.

No. 725 Wellington Street, Perth

Ground Floor	This level contains four retail tenancies and one dining tenancy, resident's and guest lobby, bicycle parking, and vehicle access off Elder Street including loading dock, bin store, maintenance, and services.
Mezzanine	This level contains 60 residential stores and 24 car bays (8 single bays and 16 tandem bays).
Level 1	This level contains 43 residential stores and 51 car bays (43 single bays and 8 tandem bays).
Level 2	This level contains 10 residential stores and 56 car bays (40 single bays and 20 tandem bays), a co-working space (119m ²) and plant room.
Level 3	This level contains communal facilities including a pool, gym, wellness centre, lounge, change rooms, private dining and BBQ areas, kitchen and gardens.
Levels 5-13	These levels each contain nine multiple dwellings including seven one-bedroom/one-bathroom dwellings (56m ² to 70m ²) with balconies (16m ²) and two two-bedroom/two-bathroom dwellings (84m ²) with balconies (26m ²).
Levels 14-17	These levels each contain eight residential apartments including five one-bedroom/one-bathroom dwellings (56m ² to 68m ²) with balconies (17m ²), three two-bedroom/two-bathroom dwellings (88m ²) with balconies (26m ²) and one three-bedroom/two-bathroom dwelling (113m ²) with balcony (35m ²).
Rooftop Plant	This level contains the plant services.

In support of the proposal, the applicant advises that:

“The proposed development involves the integrated development of the subject site and includes a private pedestrian link from Murray Street connecting to the existing

easement to Wellington Street. The proposed development can be defined by the three parts, being the hotel refurbishment, the new development fronting Murray Street and the new development fronting Wellington Street. In summary, the proposed development includes:

- o The refurbishment of the hotel façade and the activation of the pedestrian link on the western site of the hotel.*
- o The construction of a 32 level (excluding roof top plant) building fronting Murray Street accommodating 159 multiple dwellings, ground level commercial tenancies and 169 car parking bays (includes tandem bays).*
- o The construction of a 18 level building fronting Wellington Street accommodating 113 multiple dwellings, ground level retail tenancies and 126 car parking bays (includes tandem bays).*

Legislation and Policy:

Legislation

Planning and Development Act 2005 s.162

City Planning Scheme No. 2 (CPS2) Clauses 6, 26, 27, 32, 33, and 36 and the Citiplace Precinct (P5) requirements

Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 64, 67 and 68

Metropolitan Region Scheme

State Government Policies

Perth Parking Policy 2014 (PPP)

State Planning Policy 7.0 – Design of the Built Environment

Local Policies

Public Notification/Advertising Procedure (2.2)

Design of Residential Development (3.1)

Mixed Residential/Commercial Development (3.7)

City Development Design Guidelines (4.1)

Building Heights and Setbacks (4.4)

Plot Ratio (4.5)

Residential Design Policy (4.9)

Parking (5.1)

Loading and Unloading (5.2)

Bicycle Parking and End of Journey Facilities (5.3)

Consultation:

Public Consultation

The proposed development includes variations to the street building height and setback requirements of the City Planning Scheme No. 2 (CPS2). As such, the application was advertised to the owners of the surrounding properties for a period of 21 days, closing on 29 August 2025.

The properties notified included those adjacent at 67 and 69 Milligan Street, 474 Murray Street, 490 Murray Street and those in the immediate vicinity at 498-536 Murray Street, and 700 Wellington Street.

No submissions were received during the advertising period.

Referrals/consultation with Government/Service Agencies

Water Corporation

The proposal was referred to the Water Corporation to allow the identification of major design or servicing issues to be addressed by the applicant/developer. The Water Corporation provided the following comments in relation to the proposal:

Water

Reticulated water is currently available to the subject area. There is currently a 50mm meter onsite.

The applicant will be responsible for funding any costs of a water connection (meter) and make payment of the appropriate fees and charges and/or applicable Standard Infrastructure Contributions attributed to the nominated size and flow rate of the connection/s required.

The requirement for a new and/or additional fire service connection (meter) will incur additional costs, attributed to the nominated size of the connection/s required. These connections will also be subject to an agreement at the time of application.

A water connection may result in the installation of a backflow protection device. The applicant must consult a suitably qualified licensed plumbing contractor or hydraulic consultant to assess the developments requirements. The cost of the installation and ongoing testing and maintenance is the responsibility of the lot owner.

Wastewater

Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

It should be noted that existing sewerage mains are located within the subject land off Wellington St. An easement exists over the sewer main. Any portion of the proposed development which is in close proximity to this reticulated sewer mains may require structural piles to protect the sewer main in accordance to our technical guidelines. These will be required to be submitted at time of building approval.

Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience and is a holder of our current design standards.

Easement

E2456 is a legacy s27A easement, originally under a public ROW that no longer exists. WC has no assets existing or planned and developments have been completed over the easement on Lots 102 and 103 to the South of this application for Lot 101. Water Corporation can provide a consent for the surrender of easement H446211 over Lot 101 upon application by the landowner. WC current charges for consents are \$330.00 per consent.

Approval for works

Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.

Building Approval Application

The applicant is required to submit a Mixed Use application by using our online portal BuilderNet. Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans
- Hydraulic Plans – Water & Wastewater
- Trade Waste Application Form - Application forms (watercorporation.com.au)
- Trade Waste Supplement Form (Any restaurants/Cafes)

Main Roads WA

The proposal was referred to Main Roads WA due to the site's proximity to the Mitchell Freeway. Main Roads WA provided the following comments in relation to the proposal:

In response to correspondence received on 5 August 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. *Prior to the issue of a Building Permit, an acoustic report by a qualified acoustic consultant consistent with the requirements of State Planning Policy 5.4 – Road and Rail Noise is to be prepared and submitted to the satisfaction of the City of Perth in consultation with Main Roads. Any recommendations contained in the acoustic report shall be thereafter implemented and maintained for the duration of the development.*

Justification for Condition

The acoustic report is required to ensure the development is designed to address noise generated from the abutting transport corridor(s). The acoustic report prepared by Aurecon dated 7 July 2025 (ref P529316 - Revision 0) is preliminary and uncertain. The built form design (such as façade glazing) is unresolved and has not addressed State Planning Policy 5.4 – Road and Rail Noise. The acoustic report must address:

- *The requirements of State Planning Policy 5.4 and the associated WAPC Guidelines; and*
 - *Traffic noise measurements for the day, evening, night and during events at the nearby RAC Arena (this is a recommendation of the preliminary acoustic report), noise modelling, outdoor noise targets (only indoor targets stated in preliminary acoustic report) and recommended noise treatments are to be referenced in accordance with State Planning Policy 5.4 for transport noise over a 20-year period.*
2. *Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared have been implemented is to be provided to the satisfaction of the City of Perth.*

Justification for Condition

To ensure acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

3. *A notification, pursuant to Section 70A of the Transfer of Land Act 1893, is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state:*

“The lots are situated in the vicinity of a transport corridor and are currently affected, or may in the future be affected by transport noise.”

Justification for Condition

To ensure acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

Advice

- a. *In reference to Condition 1, the applicant’s acoustic consultant is advised to:*
- *Refer to ‘Main Roads Requirements for Road Traffic Noise Assessments Factsheet’ which can be found on Main Roads website at mainroads.wa.gov.au > Community, Art & Environment > Environment > Spotlight on Environment > Managing Noise Impacts; and*
 - *Contact Main Roads Transport Modelling Section to obtain the most up-to-date modelled traffic projections, to be used in the noise modelling, citing the contact name, reference number and date in the acoustic report.*

The above conditions and advice notes from Water Corporation and Main Roads WA are considered appropriate and have been included in the recommendation.

Design Review Panel Advice

The proposed development at 725 Wellington Street, Perth was considered by the City of Perth Design Review Panel (DRP) on the 9 October 2025. Noting the proposal for lots 1, 2 and 14 are identical to the previous approval which was also subject to a design review process and the DRP focused primarily on the proposed design of lot 101, 725 Wellington Street, Perth. Having considered the design of the proposed development, the Panel advised that it:

ACKNOWLEDGES the following strengths of the proposal:

- a) *A largely compliant proposal when considered against the City’s existing planning framework;*
- b) *An ambitious and integrated mixed use precinct master plan bringing a diverse range of uses to an under-utilised corner of the City.*
- c) *A through site link that provides connectivity and urban permeability as well as active and engaged commercial retail uses.*
- d) *Murray Street, Wellington Street and laneway ground floor activation, engagement, passive surveillance and streetscape response, including retail and commercial spaces.*
- e) *Laneway and plaza ground floor activation, engagement, passive surveillance and streetscape response, including retail and commercial spaces and a dedicated and legible building entry.*
- f) *Loading dock and car park entry sleeved from the public domain and accessed through a single crossover on Elder Street.*

- g) *Generous levels of natural light, view and vista, solar access and cross ventilation throughout the new buildings*
- h) *Functional and well arranged apartment planning providing high levels of amenity including generous floor to floor heights, balcony areas and resident amenities.*
- i) *Air conditioning condensers that are screened and positioned to discharge away from the occupy-able areas of the balconies.*

REQUESTS the proponent:

- a) *Consider setting the ground and podium facade of the Wellington Street building further back from the street boundary to facilitate the retention of trees of the existing mature trees. The retention of these trees will provide important residential amenity, visual relief to the built form and may assist in mitigating the inactivity within the podium facing the street.*
- b) *Consider incorporating active and occupied uses at level 1 and 2 podium of the Wellington Street building, where the floor plate engages with the proposed plaza and laneway to improve passive surveillance, streetscape activation and visual coherence to the podium.*
- c) *Review the location of the western retail unit (Unit 1) of the Wellington Street building to adjacent to the internal corridor to enable all the ground level retail units to be serviced from the internal corridor rather than the street.*
- d) *Review the location of the bike parking and end of trip facilities to ensure it is located where it can be safely and conveniently accessed via occupants and eliminate the conflict between the loading dock and other service areas.*
- e) *Review the design of the residential floors to incorporate additional window openings to amplify cross ventilation and north facing openings and add additional interest to the east and west elevations of the Wellington Street building.*
- f) *Review the landscape design for all the external spaces to ensure a high quality response is provide that creates a space where pedestrians can dwell.*
- g) *Incorporate active space at the ground floor of the Hotel building adjacent to the plaza and laneway to activate and engage with this space.*
- h) *Provide details to demonstrate the views that might be achieved from the residential dwellings over Kings Park and to the north over the city.*
- i) *Provide illustrative sections through the streetscape and the Plaza and Laneway to explore and demonstrate the relationship between ground floor uses and the public domain, including how the change in levels has been addressed.*

In response to the DRP's comments above, the applicant amended the proposal. The following sections include details of the extent to which the development plans respond to the design matters raised by the DRP.

Planning Assessment:

Land Use

The subject sites are located within the 'City Centre' use area of the Citiplace Precinct (P5) under City Planning Scheme No.2 (CPS2). The precinct is intended to be developed as the retail focus of the State providing a range of retail and related services more extensive than elsewhere in the metropolitan region. The Precinct will offer a wide range of general and specialised retail uses as well as a mix of other uses such as residential and visitor accommodation, entertainment, commercial, medical, service industry and office. The area centred on Hay and Murray Street Malls, between

William and Barrack Streets, will remain the retail focus, however, retailing and similar uses will be encouraged to expand throughout this Precinct, particularly along Hay and Murray Streets.

The sites are also located within the future 'Central Perth Neighbourhood' under the City's Local Planning Strategy (LPS) endorsed by the Western Australian Planning Commission in May 2023. The 'Central Perth Neighbourhood' is the heart of the city and the busiest day time area with the highest economic output and greatest development intensity. It has a diverse mix of uses, including Perth city's Capital City Office area and Capital City Retail area, making it a thriving capital city environment. This land use mix continues to diversify, with increasing residential and visitor accommodation and businesses such as small bars and restaurants, shared working spaces, entertainment and event venues. Further, the current residential population within the Central Perth Neighbourhood is approximately 5,672 residents, with a population target of 12,375 residents by 2036 being identified.

The application proposes a predominantly permanent residential development, and ground floor commercial tenancies. The commercial tenancies are proposed to be used for dining or retail (general) uses which when operational, will provide a service and amenity to the existing and future residents within the area. Further, the size of the tenancies proposed have an ability to cater for alternative uses in the future, should an alternative use be proposed.

Under CPS2, 'Residential' is a contemplated ('C') use, however, is prohibited where it fronts the street at pedestrian level. 'Retail (General)' and 'Dining' uses are preferred ('P') uses in the precinct.

The proposed mix of uses is considered to be consistent with the Precinct Statement of Intent noting the development is predominantly residential, which will have access to public transport and be in close proximity to additional retail and entertainment areas. The proposed dining and retail tenancies on the ground floor will provide activity and interest at the street level and support the local community. The proposed land uses were considered against the relevant matters listed in clause 67 of the deemed provisions, including site and development compatibility, and amenity impacts with the development determined to be a welcome addition to the Citiplace Precinct.

Development Requirements

New development within the Citiplace Precinct will have a nil street setback and be of a low scale along the street frontage with any additional building height being setback from all lot boundaries. Building heights should be tailored to ensure adequate levels of sunlight penetration into key pedestrian areas (i.e. Hay and Murray Streets between Milligan and Pier Streets) and public spaces (including Forrest Place, Central Park and Woodside Plaza).

Building facades will incorporate interesting architectural elements thereby contributing to a lively, colourful and stimulating environment. Shop fronts will be continuous, complementing traditional shop fronts and will provide awnings or verandahs over footpaths to provide weather protection for pedestrians.

For the purposes of calculating plot ratio, the SCA requires the lots to be treated as one site. For the purposes of calculating tenant car parking, each lot shall be treated individually, however car parking may be distributed across the SCA and used or leased by the tenants of sites in the SCA.. The proposal's compliance with the relevant

development standards of CPS2 is summarised below (note figures and description in **bold** signify non-compliance with the development standards).

482-488 Murray Street, Perth

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	Base Plot Ratio: 5:1 (49,250m ²)* *Based on all lots within the SCA	2.90:1 (28,654m ²)	Complies
Maximum Street (Podium) Building Height: Murray Street	14 metres	18 metres	Variation sought
Maximum Building Height:	No prescribed height limit	105.4 metres	Complies
Setbacks:			
<u>Murray Street (south)</u>			
- Lower Building Level	Nil	Nil	Complies
- Upper Building Level	5 metre setback up to a height of 65 metres and a 10 metre setback thereafter	5 metre setback to a height of 105.4 metres	Variation sought
<u>Side (east)</u>			
- Lower Building Level	Nil (no openings) 4 metres (with openings)	Nil (no openings)	Complies
- Upper Building Level	4 metres (up to 65 metres), 8 metres (over 65 metres)	4 metres to 6.7 metres up to 65 metres, 4 metres over 65 metres	Variation sought

<u>Side (west)</u>			
- Lower Building Level	Nil (no openings) 4 metres (with openings)	Nil (no openings) to 5 metres (with openings)	Complies
- Upper Building Level	4 metres (up to 65 metres), 8 metres (over 65 metres)	4 metres up to 65 metres and 4 metres over 65 metres	Variation sought
<u>Rear (north)</u>			
- Lower Building Level	Nil (no openings) 4 metres (with openings)	2 metres (no openings)	Complies
- Upper Building Level	4 metres (up to 65 metres), 8 metres (over 65 metres)	11 metres to 13 metres up to 65 metres and above	Complies
Car Parking:			
Commercial Tenant	26 bays (maximum) Nil bays (minimum)	Nil	Complies
Residential	232 bays (maximum)	169 bays	Complies
Bicycle Parking and End of Trip Facilities:			
Bicycle Parking	52 bays (minimum)	65 bays	Complies
End of trip facilities	Nil	Nil	Complies

725 Wellington Street, Perth

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	Base Plot Ratio: 5:1 (49,250m ²)* *Based on all lots within the SCA	2.90:1 (28,654m ²)	Complies

Maximum Street (Podium) Building Height:			
Wellington Street and Elder Street	21 metres	16.5 metres	Complies
Maximum Building Height:	No prescribed height limit	63 metres	Complies
Setbacks:			
<u>Wellington Street (north)</u>			
- Lower Building Level	Nil	1.5 to 3 metres	Complies
- Upper Building Level	5 metre setback up to a height of 65 metres and a 10 metre setback thereafter	7.2 metres up to a height of 63 metres	Complies
<u>Elder Street (west)</u>			
- Lower Building Level	Nil	51.3 metres	Complies
- Upper Building Level	5 metre setback up to a height of 65 metres and a 10 metre setback thereafter	51.3 metres up to a height of 63 metres	Complies
<u>Side (east)</u>			
- Lower Building Level	Nil (no openings)	9.9 metres	Complies
- Upper Building Level	4 metres (up to a height of 65 metres in height); 8 metres (over 65 metres in height)	9.9 metres up to a height of 63 metres	Complies

Rear (south)			
- Lower Building Level	Nil (no openings)	4 metres	Complies
- Upper Building Level	4 metres (up to a height of 65 metres in height); 8 metres (over 65 metres in height)	11.3 metres up to 63 metres	Complies
Car Parking:			
Commercial tenant	129 bays (maximum) Nil (minimum)	Nil	Complies
Residential	170 car bays (maximum)	125 car bays	Complies
Bicycle Parking and End of Trip Facilities:			
Bicycle Parking	41 bays (minimum)	41 bays	Complies
End of Trip Facilities	2 male, 2 female showers (minimum)	2 male, 2 female showers	Complies

Variations to the maximum street building height and setback requirements applicable to the development can be granted in accordance with Clause 36 of the City Planning Scheme and provided the decision maker is satisfied that:

“36(3)(c)

- (i) *if approval were to be granted, the development would be consistent with:*
 - (A) *the orderly and proper planning of the locality;*
 - (B) *the conservation of the amenities of the locality; and*
 - (C) *the statement of intent set out in the relevant precinct plan; and*
- (ii) *the non-compliance would not have any undue adverse effect on:*
 - (A) *the occupiers or users of the development;*
 - (B) *the property in, or the inhabitants of, the locality; or*
 - (C) *the likely future development of the locality.”*

Building Design and Presentation to Street

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is considered that the applicant has provided sufficient justification to

demonstrate the proposed development satisfies the ten design principles of SPP 7.0 (refer to Attachment 6 – Address of State Planning Policy 7.0 Design Principles).

The City's DRP focused on the proposed development at 725 Wellington Street, noting the other developments within the Special Control Area are identical to the application previously considered. The DRP commended the applicant for its ambitious and integrated mixed use precinct master plan bringing a diverse range of uses to an under-utilised corner of the City, a through site link that provides connectivity and urban permeability as well as active and engaged commercial retail uses, and functional and well-arranged apartment planning providing high levels of amenity including generous floor to floor heights, balcony areas and resident amenities.

The City's DRP requested that the applicant consider;

- setting the ground and podium façade of the Wellington Street building further back from the street boundary to facilitate the retention of the existing mature trees,
- incorporate active and occupied uses at level 1 and 2 of the podium to Wellington Street and to the proposed pedestrian link and laneway,
- review the ground floor configuration to service all commercial tenancies from the internal corridors and provide more convenient access to the bike store and end of trip facilities,
- review the residential floors to incorporate additional window openings to amplify cross ventilation and north facing openings; and
- review the landscape design.

The applicant has submitted a response and amended plans in response to some of the comments of the DRP. In relation to the active and occupied uses at level 1 and 2 of the podium to Wellington Street and to the proposed pedestrian link and landscaped area, amended plans were submitted which:

- Expand the co-working space on level 2 facing Wellington Street from 56m² to 119m².
- No other changes have been made to the active and occupied uses at level 1 and 2 of the podium.

The applicant in their response to the DRP comment states that *“the Wellington Street façade is highly activated by the ground level activation, co-working space, the swimming pool and podium open space and function rooms. The addition of dwellings within the podium would impact the design of the podium in terms of the requirement for additional lifts/stairs (or a dedicated access from the lifts) to the dwellings. Additional residential dwellings fronting Wellington Street will have a compromised amenity given the level of traffic on Wellington Street.*

The double height retail façade provides a high level of activation and passive surveillance to the plaza. Due to the proportion of the plaza space and viewing angles from the carpark any openings to this façade would provide little to no views of the plaza whilst negatively impacting the facing hotel rooms.”

The change to increase the co-working space will create an area which is more user friendly and enticing, ensuring that passive surveillance is provided to Wellington Street. Further, the views from the amenity area will provide additional passive surveillance to Wellington Street and the proposed pedestrian link and landscaped area adjacent the existing Hotel.

With regard to the location of the western retail unit (unit 1) adjacent to the internal corridor, the applicant has submitted amended plans which consolidate several of the smaller units into one larger unit. Whilst the configuration of the corridor remains the same, the consolidation of the units allows for internal access rather than servicing being required from the street.

The entry doors into the bicycle parking area have been amended to sliding doors allowing for easier access into and out of the store area. The applicant has advised that *“while the loading area and bicycle parking will use the same corridor, we do not consider this to be an unacceptable outcome”*.

In response to the design of the residential floors to incorporate additional window openings, the applicant has advised that *“the north-west and south-east units have been amended to provide improved solar access and natural ventilation to the living areas. The existing window positions have been staggered to add additional interest to the gable façade and further unify the precinct wide design language. No additional windows have been added to minimise impact on sustainability/envelope performance. Adding additional windows to a bedroom, may achieve cross ventilation benefits, it has a significant impact of the functionality of the bedroom”*.

The flipping of the two, two-bedroom units on each floor on the eastern and western elevations to relocate the living spaces and kitchens to the outside wall and the bedroom to the inside wall provides additional light and natural ventilation into the primary living space of these units. It is considered that this amendment will improve the internal amenity of the apartments.

With regards to reviewing the landscape design for all external spaces, a condition has been recommended which requires final details of all landscaping to be provided to the City’s satisfaction, prior to the occupation of the development.

With regards to the retention of the trees on site, these are discussed below.

Overall, it is considered that the development is contemporary in design with a variety of materials, finishes and colours being used to accentuate features of the building. The proposed building at 725 Wellington Street responds to the approved development and upgrades to the properties on the adjoining sites including the pedestrian link creating a cohesive design whilst still having an independent aesthetic. It is recommended any approval be conditioned to require the applicant to submit final details refining the remaining matters outlined above for the City’s approval at the building permit stage.

Protection of Trees

The application proposes the removal of three trees within the front setback area of 725 Wellington Street and one tree within the existing easement and proposed landscaped area.



Whilst the City acknowledges the trees are within the easement area and the private realm, the City's Local Planning Strategy identifies the review of existing planning provisions to increase the amount of landscaping on private property and improve its design and quality. Further, the Strategy acknowledges the need for the identification of significant trees worthy of special protection and introduce planning provisions to ensure their retention. The City is currently in the process of developing a Local Planning Policy in relation to address this, however at the time of this report a draft policy had not been finalised.

The City's Parks and Environmental Team have calculated the value of the trees based on the aesthetic value, locality factor, species factor, special species factor, form, condition, habitat and significance as follows:

- Tree 1 = \$311,779.53
- Tree 2 = \$292,046.64
- Tree 3 = \$408,470.64
- Tree 4 = \$532,787.80

The trees have a significant amenity value, with the proposed removal having a significant and permanent alteration to the land. On 29 May 2025, the WAPC released its most recent tree canopy data for Perth and Peel and stated that *"the leafy cover provided by a tree canopy (trees 3 metres or taller) provides significant community, environmental and economic benefits. This valuable community asset, collectively known as the 'urban forest', includes all trees across public and private land"*.

The *Planning and Development (Local Planning Schemes) Regulations 2015* Clause 67(2) requires that in considering an application for development approval, the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application. With regard to the trees, Clause 67(2)(p) states:

- (p) *whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.*

The four trees are considered to be relevant to the development that is the subject of this application, and based on their value and significance should be preserved on the site. The trees contribute meaningfully to the visual appeal, pedestrian comfort and streetscape quality and should be protected. Further it is noted that the design of the proposed development, which does not include a basement level is unlikely to be impacted by the retention of the trees, with the exception of possibly the relocation of the entry off Wellington Street, nor would the development impact on the longevity of the trees should they be retained.

The applicant in their submission states that *“the trees were considered under the previous approval(s), which remains valid and approval was granted to remove the trees”*. The argument from the applicant is not supported on the basis that, the development approval has never been acted upon. Further, the current application is a new application with the development (in particular the development at 725 Wellington Street) being assessed against the current planning provisions. It is also noted, the value placed on trees and in particular trees that have a significant impact on the amenity of the area, has been amplified in recent years.

The removal of these trees is therefore not supported, and a condition has been recommended to be imposed requiring the ongoing retention and protection of these trees.

Building Height and Setbacks

The proposed development is largely consistent with the development requirements of CPS2. It is noted that the proposed building envelope of 725 Wellington Street complies with the plot ratio, building height and setback requirements of CPS2 and the proposed alterations to the Hotel does not vary the existing approved building envelope.

The development at 482-488 Murray Street proposes variations to the podium height and setback requirements of CPS2. The overall height of the building complies with the requirements of CPS2 and local planning policy 4.4 – Buildings Heights and Setbacks (LPP 4.4) whereby there is no prescribed maximum height limit.

The developments along Murray Street within close proximity to the site vary significantly from single storey commercial complexes to multi storey residential and office buildings. As such, Murray Street features an inconsistent streetscape appearance comprising varying street building heights with varying street setbacks. The proposed variation to the street building height is minor and aligns with the development on the corner of Murray and Milligan Street at 474 Murray Street which has a street building height of 22 metres. The inclusion of residential and commercial tenancies within the podium further maximises opportunities for interaction between the public and private realm.

A variation is proposed to the street setback requirements at the upper building levels along the Murray Street facade. The variation still allows for a clear podium and tower-built form at the street frontage which aligns with developments further along Murray Street.

A variation is also sought to the upper building level side setback (west) requirement (8 metres required, 4 metres proposed). It is noted that the site to the west is a five-storey public car park and therefore there will be no adverse impacts in terms of ensuring natural light access and ventilation and privacy within and outlook from buildings and will allow for views to the city skyline to be maintained.

The street setback and lot boundary setback variations are not considered to adversely impact on the amenity of the adjoining sites, by way of bulk, overshadowing, loss of light or ventilation or any unreasonable impact on views/outlook.

Given the above, the street building height and setback variations are supported in accordance with the objectives and principles of the Building Heights and Setbacks Policy and the relevant provisions of Clause 36 of CPS2.

Noise and Amenity

The site is located within 100 metres of a 'major traffic route' (Mitchell Freeway) as identified within the Western Australian Planning Commission's State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4).

In relation to noise mitigation, the applicant submitted an Acoustic Report demonstrating the proposed development can be designed and managed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. Whilst City officers are generally supportive of the report contents and findings, it is recommended that any approval include a condition requiring a final detailed acoustic report to be submitted at the building permit stage. The report shall address detailed design matters such as mechanical equipment, communal facilities and the requirements of SPP5.4.

Staging of Development

The proposed development is expected to occur in stages with the applicant indicating the residential tower at 725 Wellington Street is likely to proceed prior to the construction of the new residential building facing Murray Street. Clarification should be provided regarding the proposed staging of the development including the likely timing of the delivery of the mid-block pedestrian link and the interim arrangements that will occur whilst construction works for the new buildings and hotel refurbishment are underway. It is considered that the staging of the development, including the delivery of the pedestrian link, can be addressed as conditions of any approval.

Conclusion:

The proposed development including the refurbishment of the existing Four Points by Sheraton Hotel, the construction of a 33-level residential tower facing Murray Street and an 18-level residential tower facing Wellington Street, pedestrian link and associated landscaped area will make a positive contribution to the revitalisation of this part of the city centre.

While the proposed Murray Street development incorporates variations to the street building height and setback development standards for the site, for the reasons outlined in the report, it is considered that if approval were to be granted, the development would be consistent with the orderly and proper planning of the locality, the Statement of Intent for the Citiplace Precinct and the Local Planning Strategy. Furthermore, it has been assessed that the non-compliances would not have any undue adverse effect on the properties in the locality or the likely future development of the locality and can therefore be supported within clause 36 of CPS2.

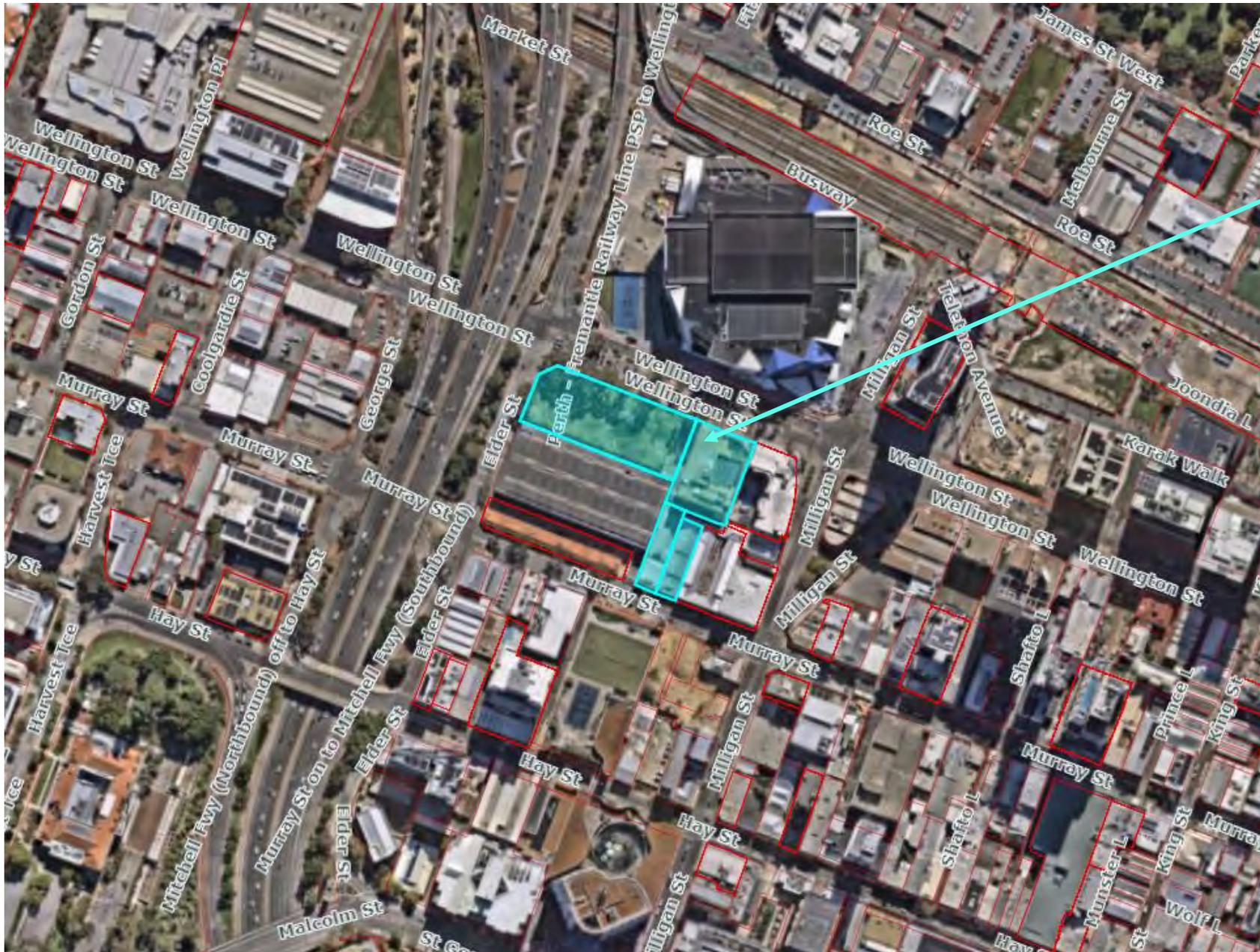
In response to the concerns of the City's DRP, the applicant provided revised plans and elevations which have addressed components of the ground floor and podium level of the building facing Wellington Street, cross ventilation and north facing openings and landscape design. It is noted that some specific design matters, as outlined in this report, will require further consideration and resolution at the detailed design stage and are recommended to be conditions as part of any approval.

The proposed removal of the four trees adjacent the Wellington Street footpath is not supported. The trees have a significant amenity value and are an important community asset. Given the proposed development is unlikely to be affected by the retention of the trees, a condition has been recommended to be imposed requiring the retention of these trees, with any minor modifications required to the development being capable of consideration prior to the submission of a building permit.

Based on the above, it is considered that the proposed development should be supported in accordance with the objectives, requirements and principles of CPS2 and its associated local planning policy framework.

Attachment 1 - Location Plan

Attachment 1 – Location Plan



707 and 725 Wellington Street and 482-488 Murray Street, Perth

Attachment 2 – Amended
Development Plans (11
December 2025)

W—B

WOODS BAGOT



Project

725 Wellington Street

Address

725 Wellington Street, Perth, 6000

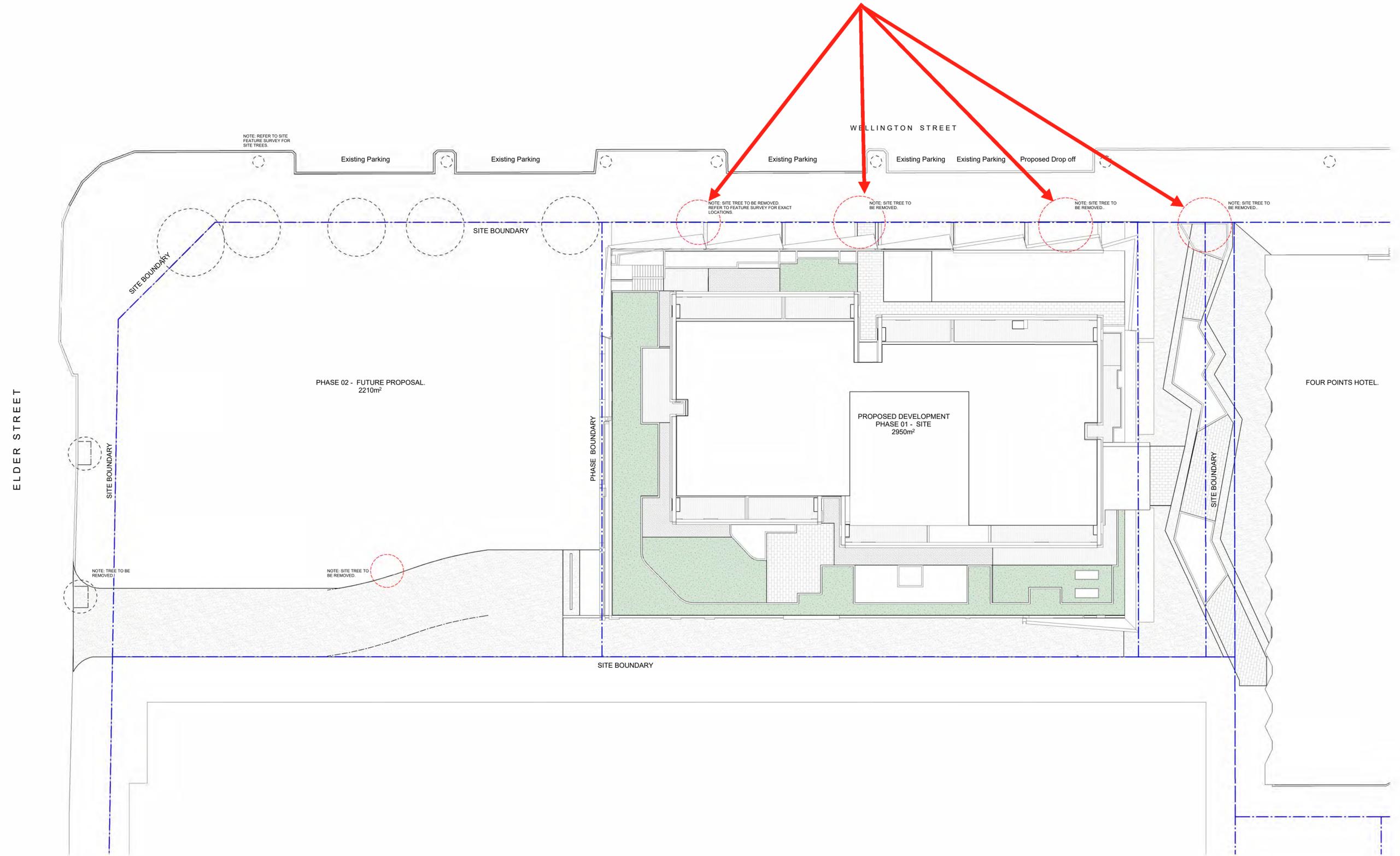
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Claridges (Perth) Pty Ltd Trust.

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Refer to condition 2



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6	SDRP Comments 02	SDRP Comments 02	09/12/2025	NOT FOR CONSTRUCTION

CITY OF PERTH. MULTISTORY
 CAR PARK.

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 725 Wellington Street

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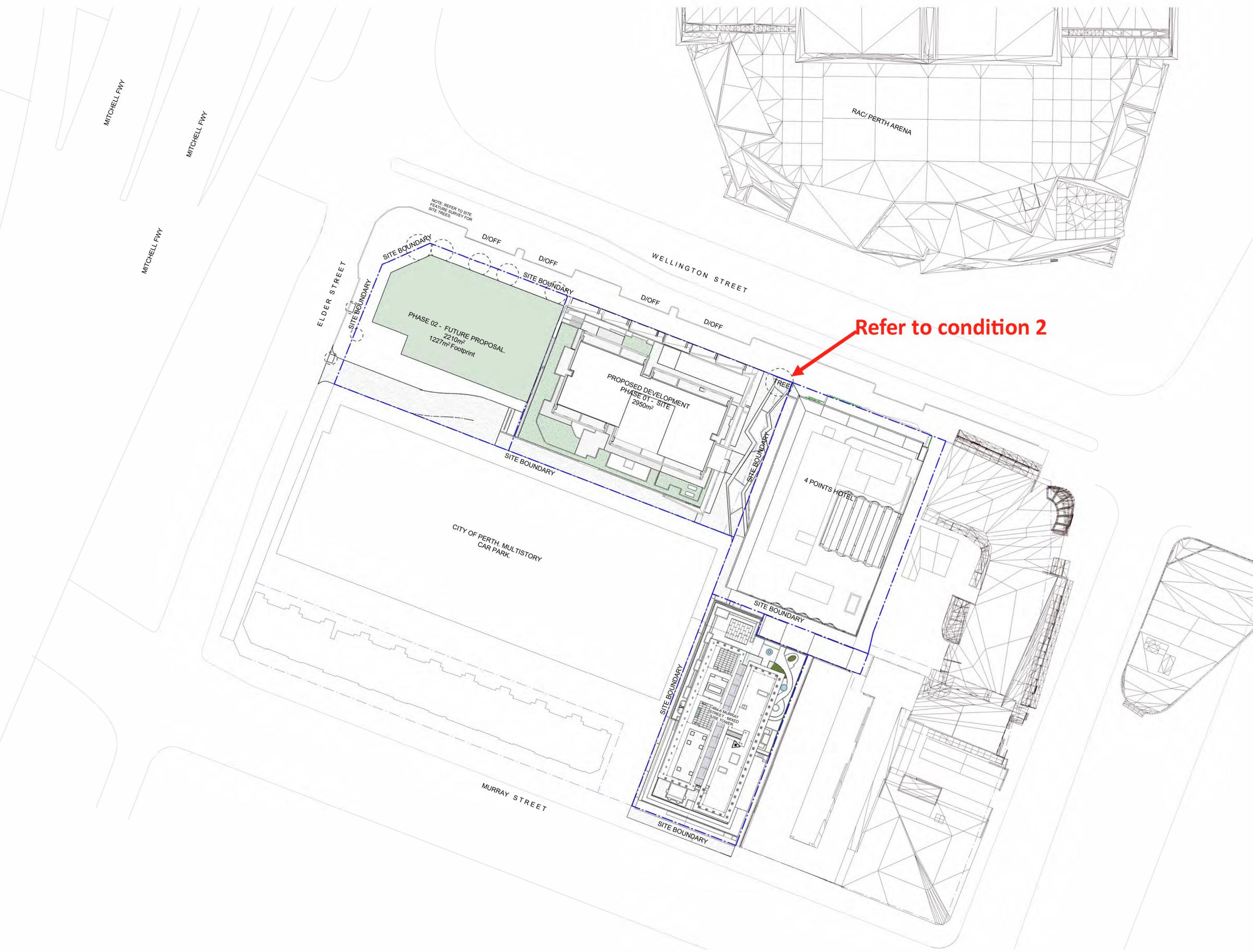
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Sheet number
A-1001
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Revision
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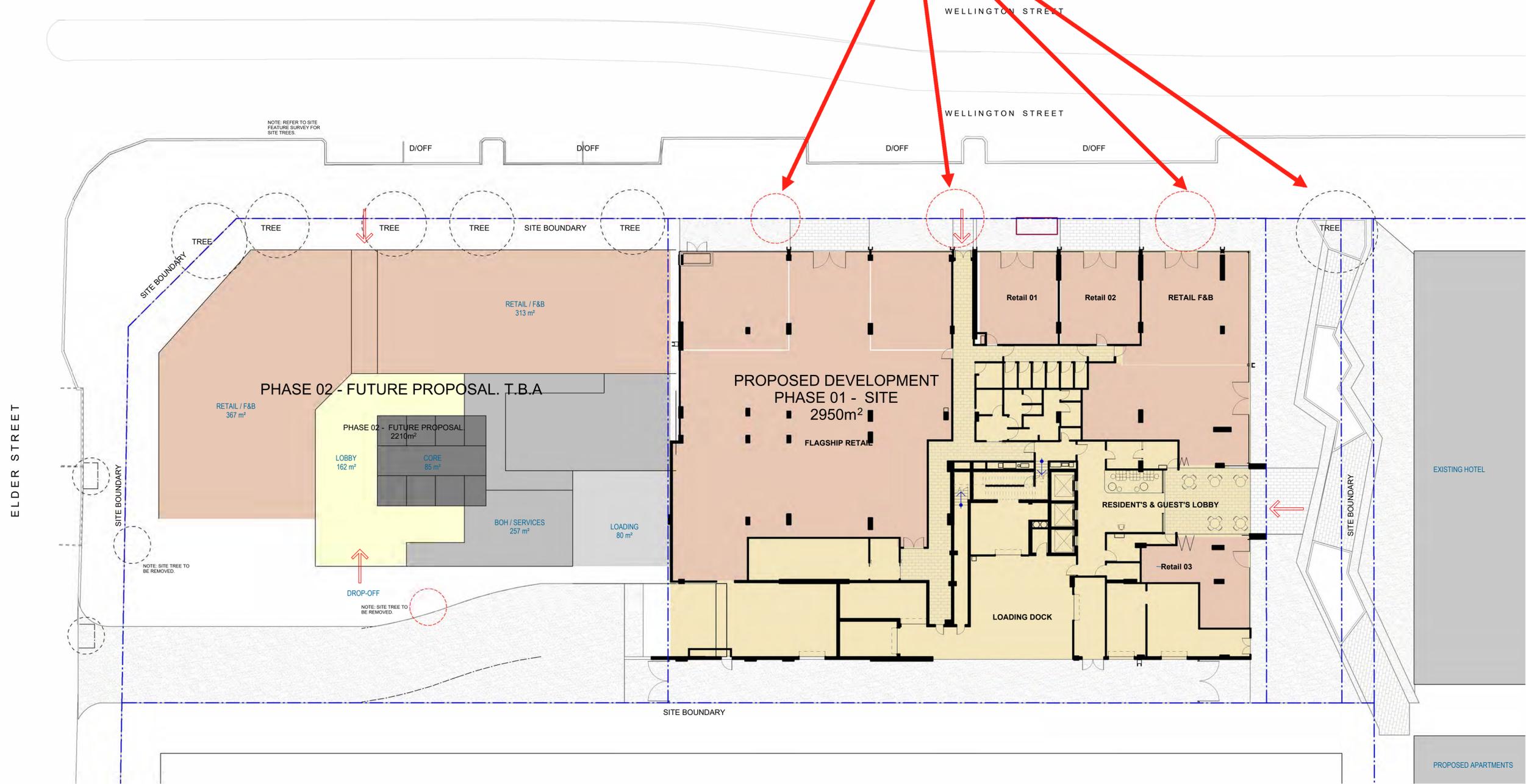
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Sheet number
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Revision
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Refer to condition 2



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5	SDRP Comments		03/11/2025	Do not scale drawings.
6	SDRP Comments 02		09/12/2025	NOT FOR CONSTRUCTION

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WOODS BAGOT

Project number
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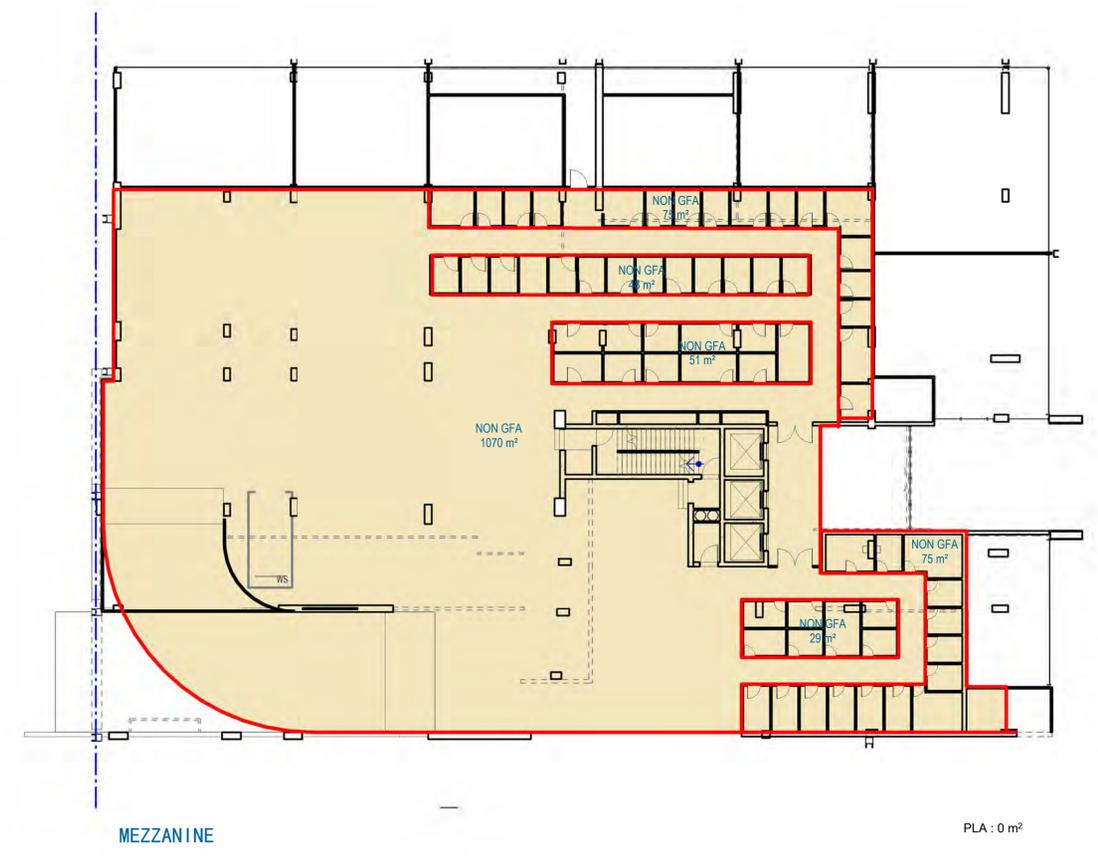
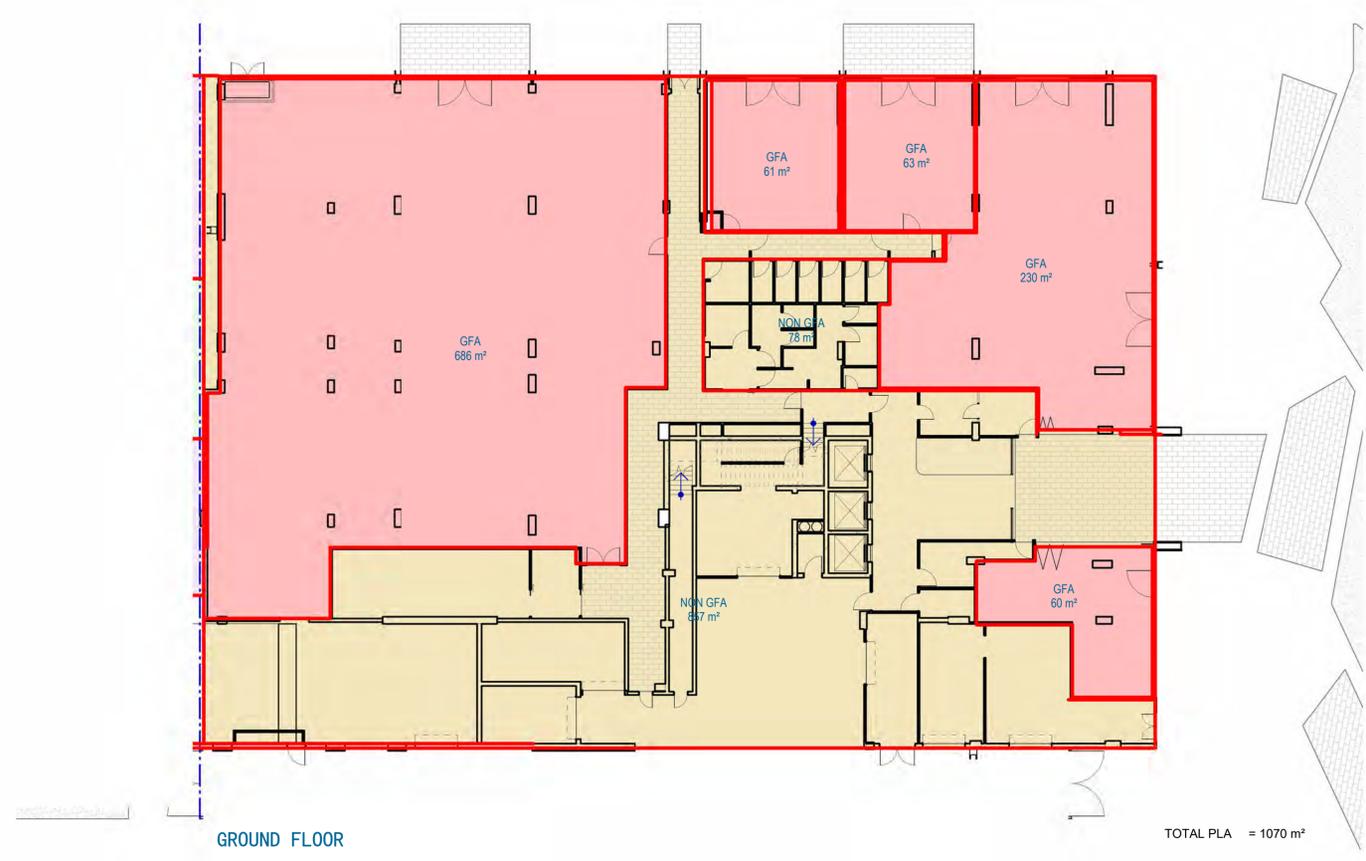
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Sheet number
A-1003

Revision
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Project number
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Checker

Approved
Approver

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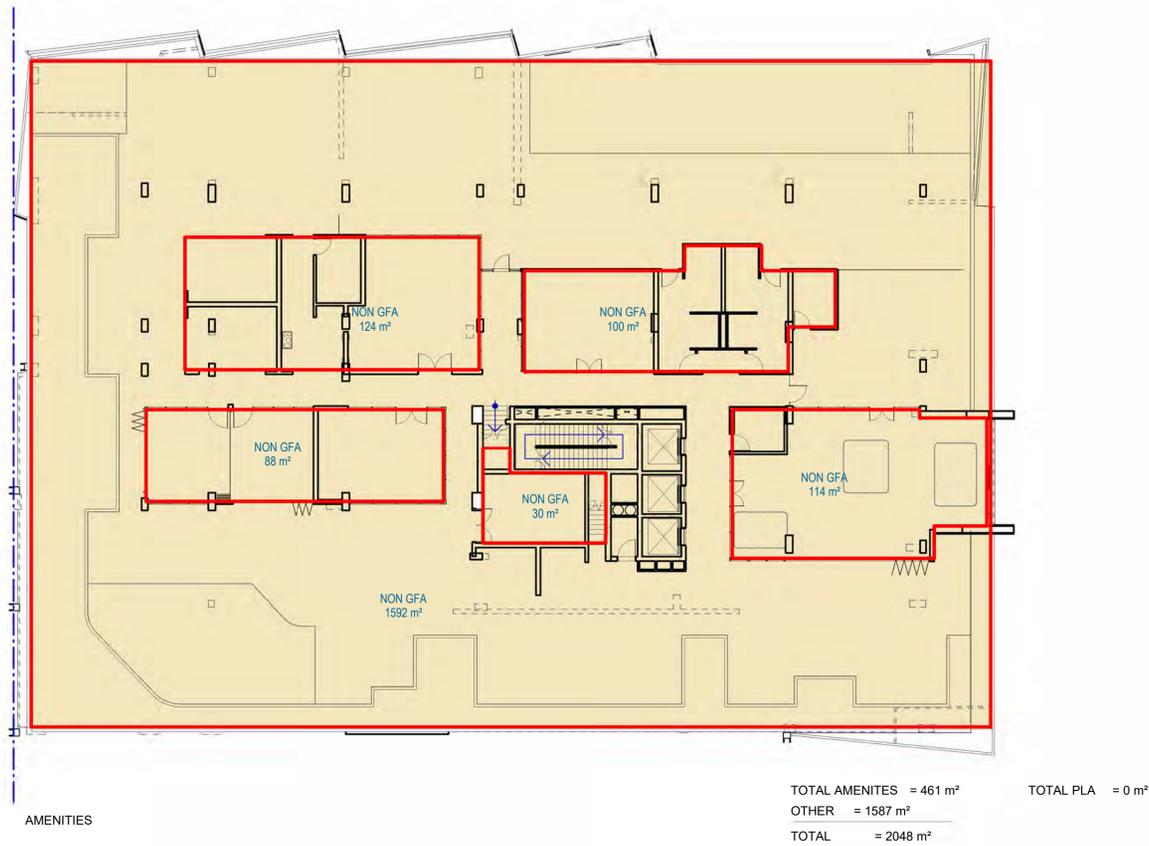
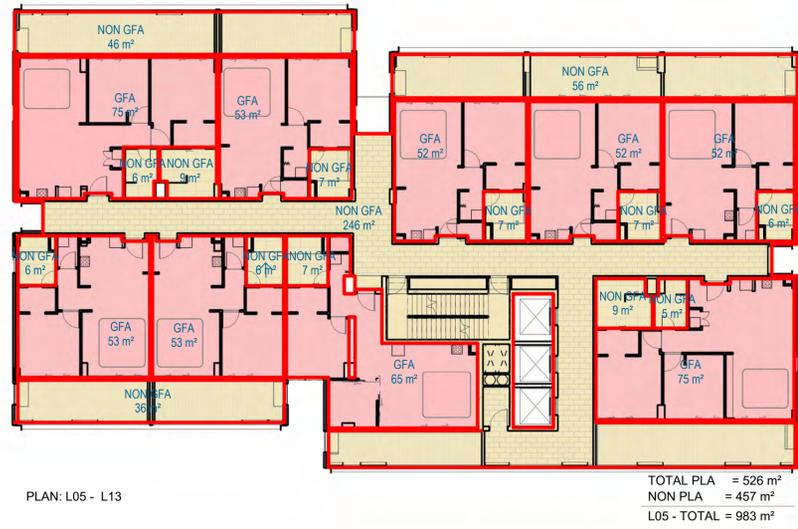
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AREA PLANS

Sheet number
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Revision
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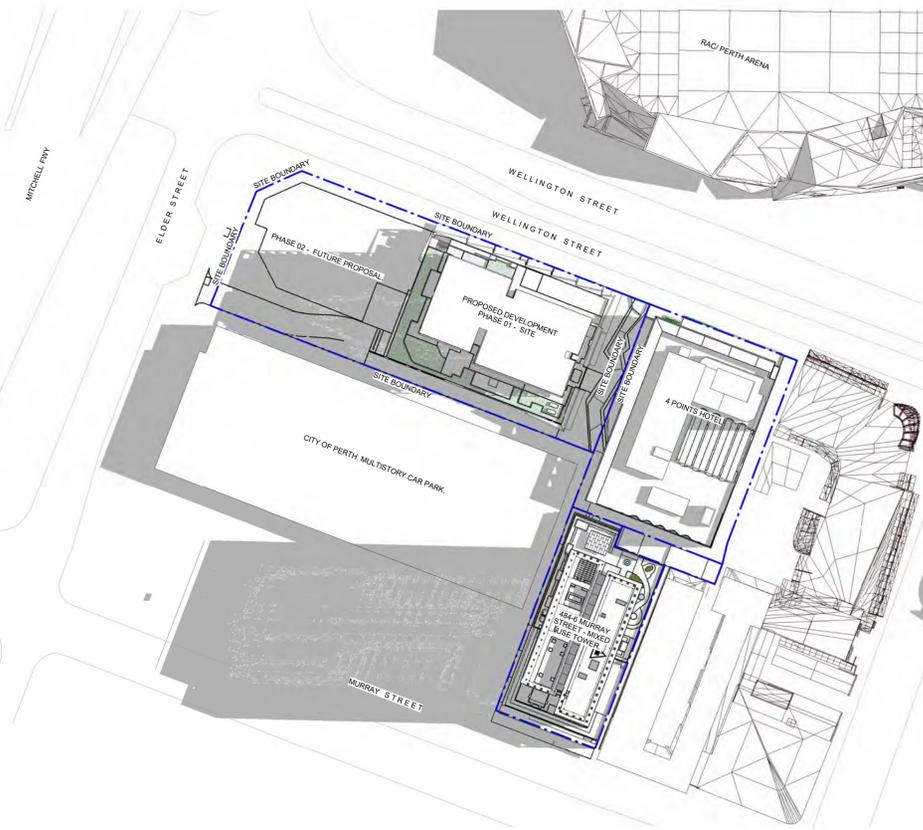
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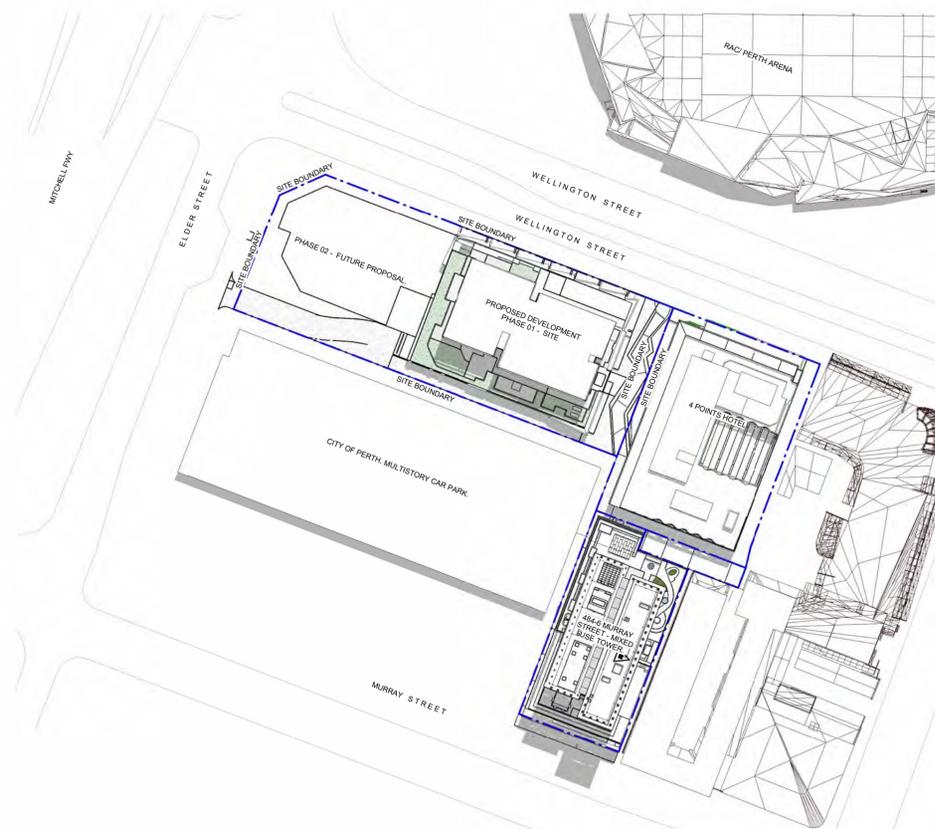
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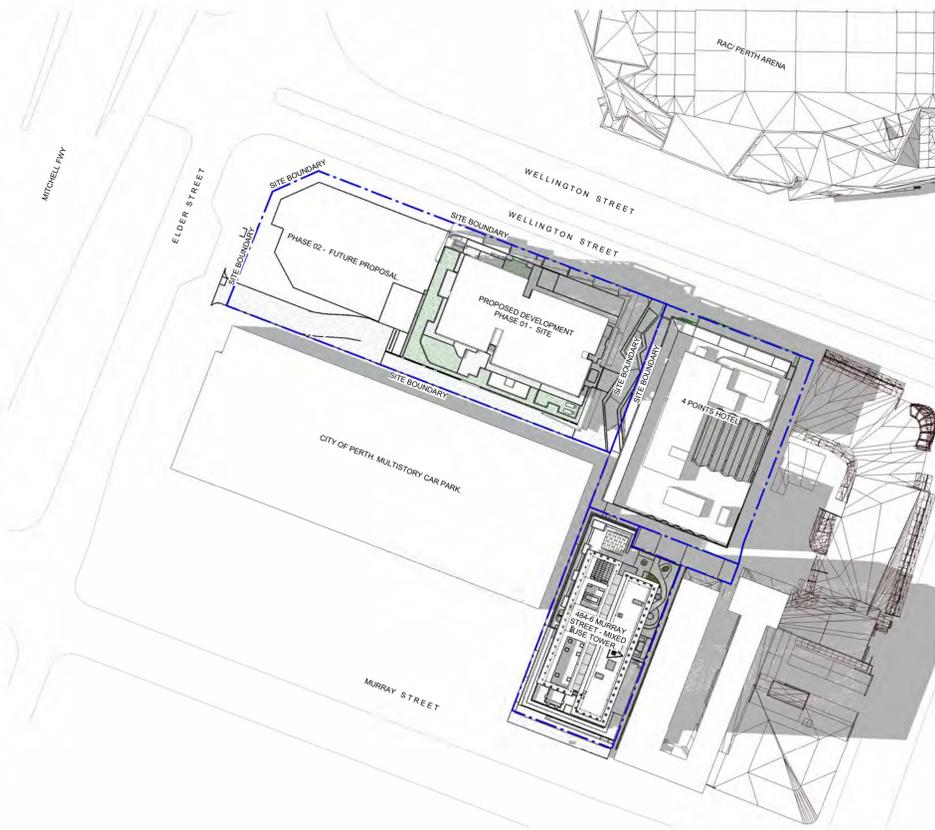
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Summer Solstice 9am



Summer Solstice 12pm



Summer Solstice 3pm

#	Status	Description	Date
1	DA Re-Issue	DA Re-Issue	10/09/2025
2	SDRP Comments	SDRP Comments	03/11/2025
3	SDRP Comments 02	SDRP Comments 02	09/12/2025

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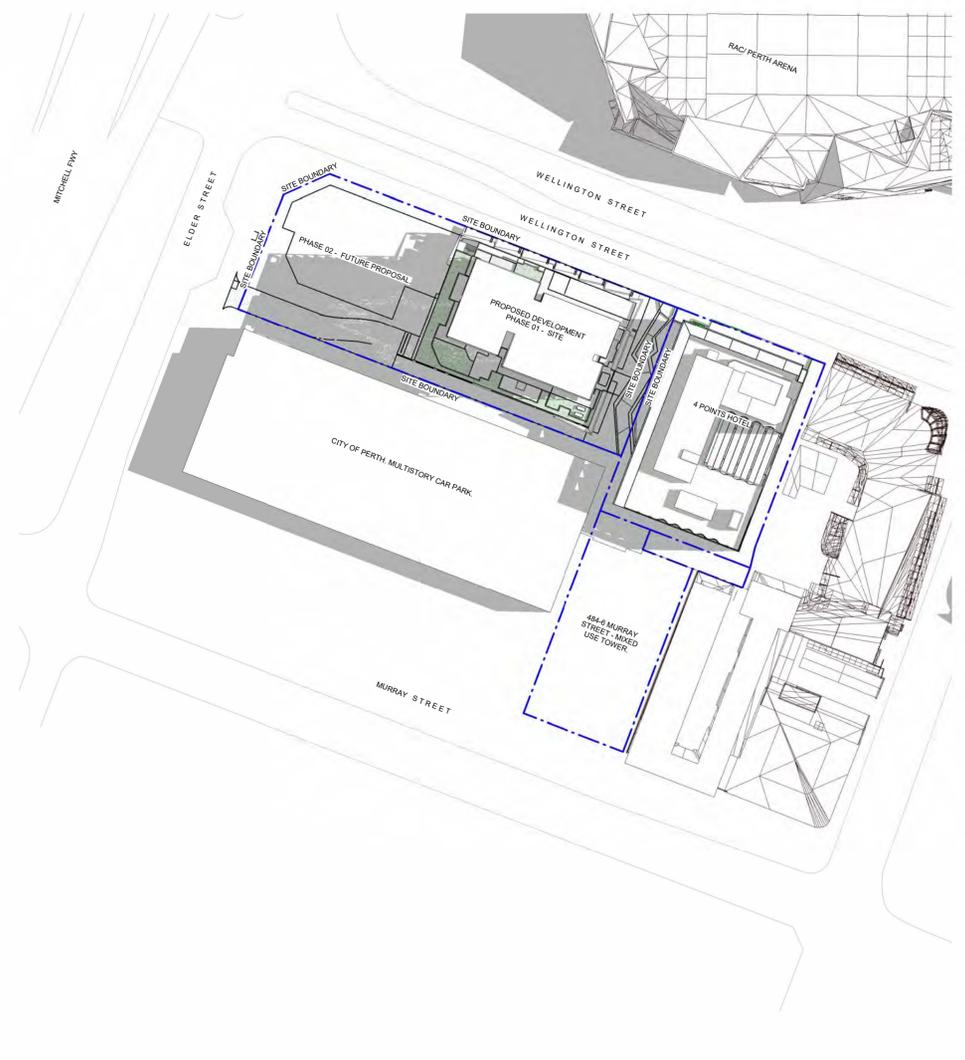
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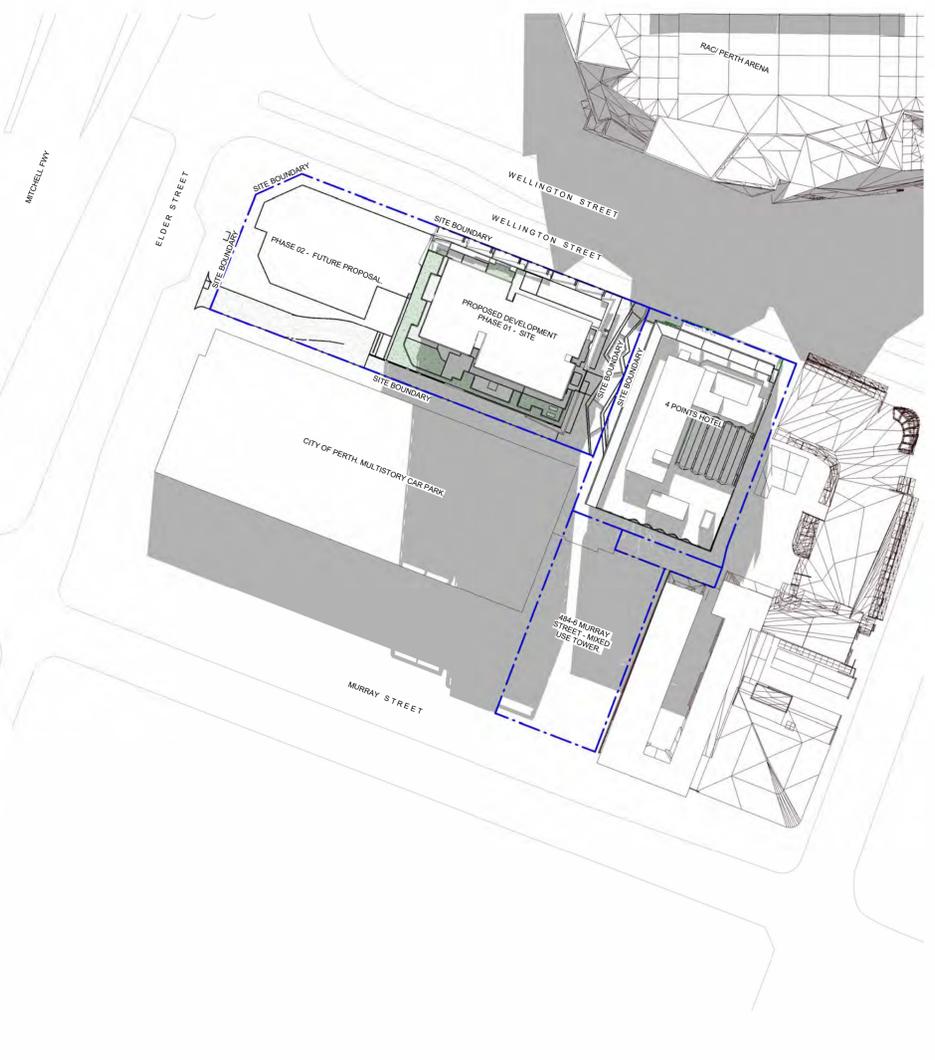
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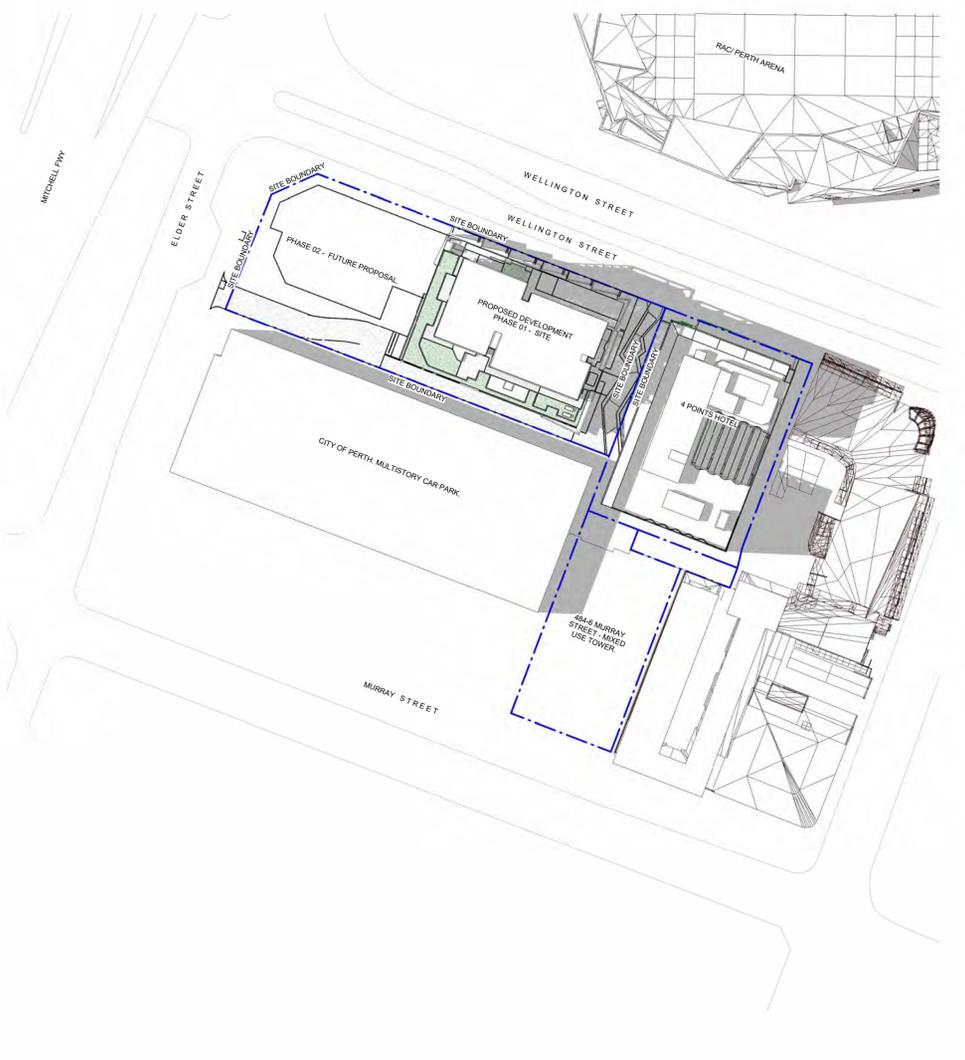
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Revision
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Winter Solstice 9am



Winter Solstice 12pm



Winter Solstice 3pm

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Project number
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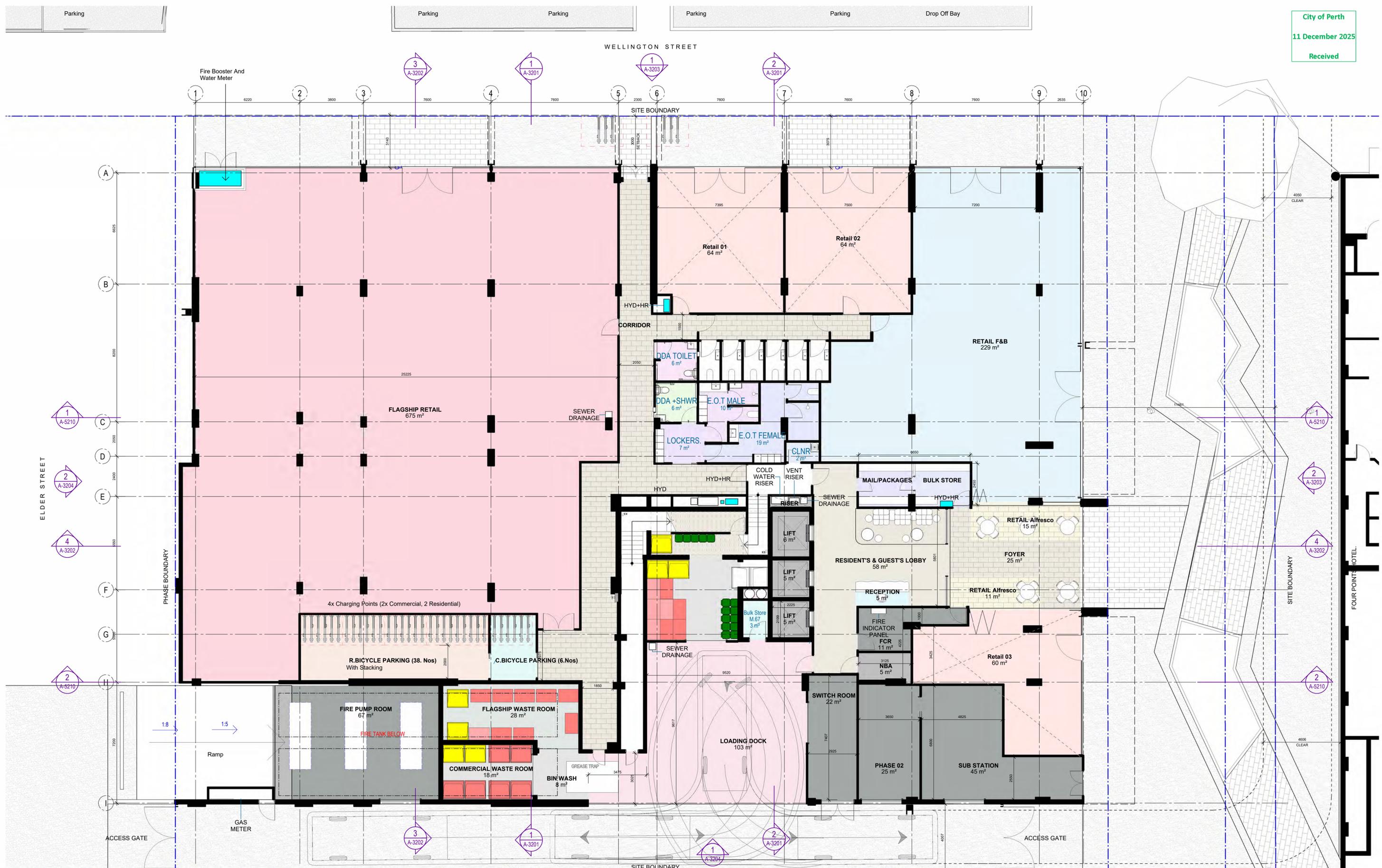
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Sheet number
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Status

Revision
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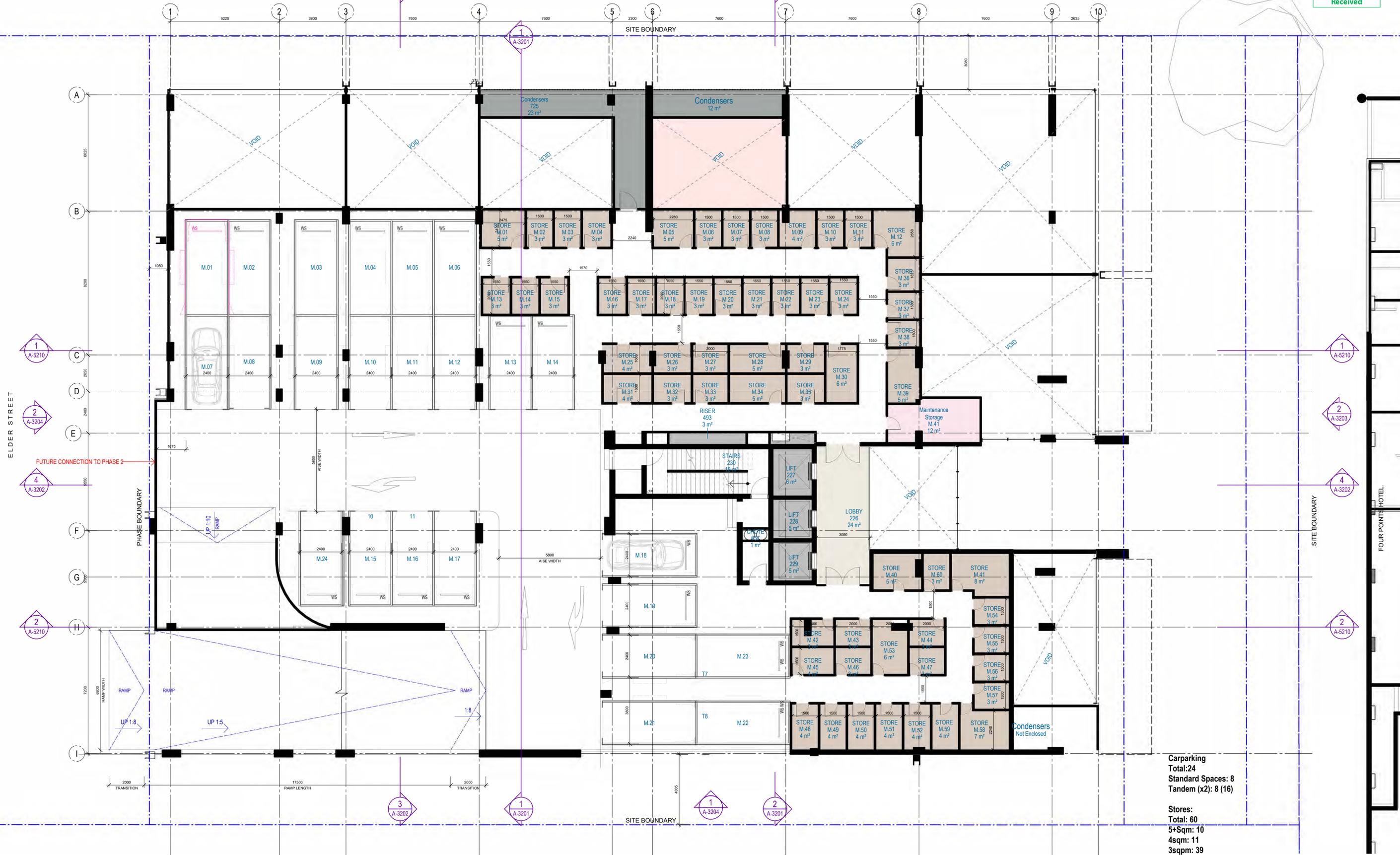
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2	ISSUE FOR DA APPLICATION	ISSUE FOR DA APPLICATION	18/07/2025
3	FOR INFORMATION	FOR INFORMATION	15/08/2025
4	FOR INFORMATION	FOR INFORMATION	19/08/2025
5	FOR INFORMATION	FOR INFORMATION	20/08/2025
6	FOR INFORMATION	FOR INFORMATION	25/08/2025
7	FOR INFORMATION	FOR INFORMATION	29/08/2025
8	DA Re-Issue	DA Re-Issue	10/09/2025
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Sheet title
GROUND LEVEL PLAN
Sheet number
A-2201
Revision
10
Status



Carparking
Total: 24
Standard Spaces: 8
Tandem (x2): 8 (16)

Stores:
Total: 60
5+Sqm: 10
4sqm: 11
3sqm: 39

#	Status	Description	Date
1	ISSUE FOR CLIENT APPROVAL	ISSUE FOR CLIENT APPROVAL	09/07/2025
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9	SDRP Comments	SDRP Comments	03/11/2025
10	SDRP Comments 02	SDRP Comments 02	09/12/2025

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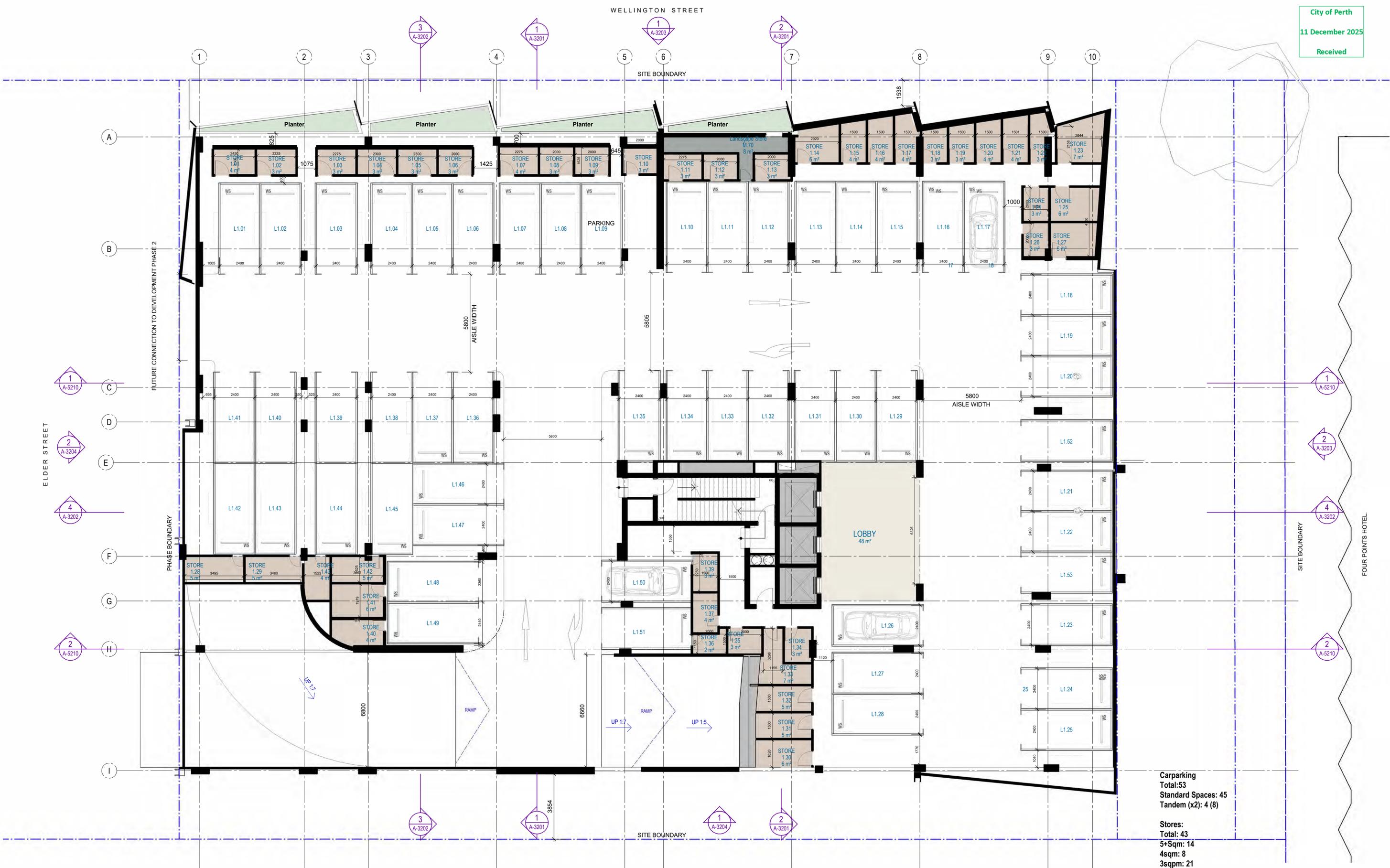
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Sheet title
MEZZANINE LEVEL PLAN

Sheet number
A-2202

Revision
10

Status



Carparking
Total: 53
Standard Spaces: 45
Tandem (x2): 4 (8)

Stores:
Total: 43
5+Sqm: 14
4sqm: 8
3sqm: 21

#	Status	Description	Date
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2	ISSUE FOR DA APPLICATION	ISSUE FOR DA APPLICATION	18/07/2025
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8	DA Re-Issue	DA Re-Issue	10/09/2025
9	SDRP Comments	SDRP Comments	03/11/2025
10	SDRP Comments 02	SDRP Comments 02	09/12/2025

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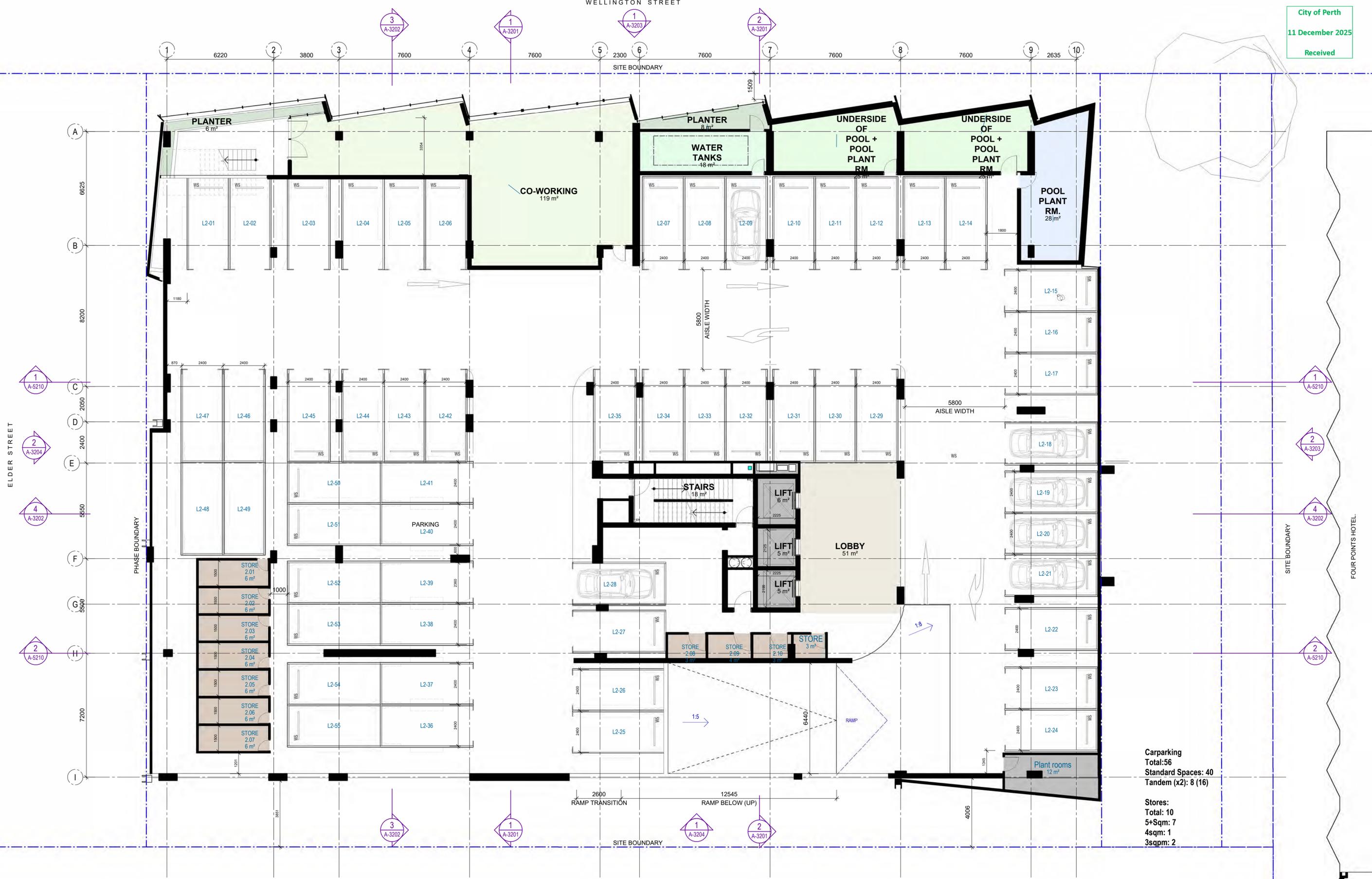
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Sheet title
LEVEL 01 PLAN

Sheet number
A-2203

Revision
10

Status



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Standard Spaces: 40
Tandem (x2): 8 (16)

Stores:
Total: 10
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4sqm: 1
3sqm: 2

#	Status	Description	Date
1	ISSUE FOR CLIENT APPROVAL	ISSUE FOR CLIENT APPROVAL	09/07/2025
2	ISSUE FOR DA APPLICATION	ISSUE FOR DA APPLICATION	18/07/2025
3	FOR INFORMATION	FOR INFORMATION	15/08/2025
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9	SDRP Comments	SDRP Comments	03/11/2025
10	SDRP Comments 02	SDRP Comments 02	09/12/2025

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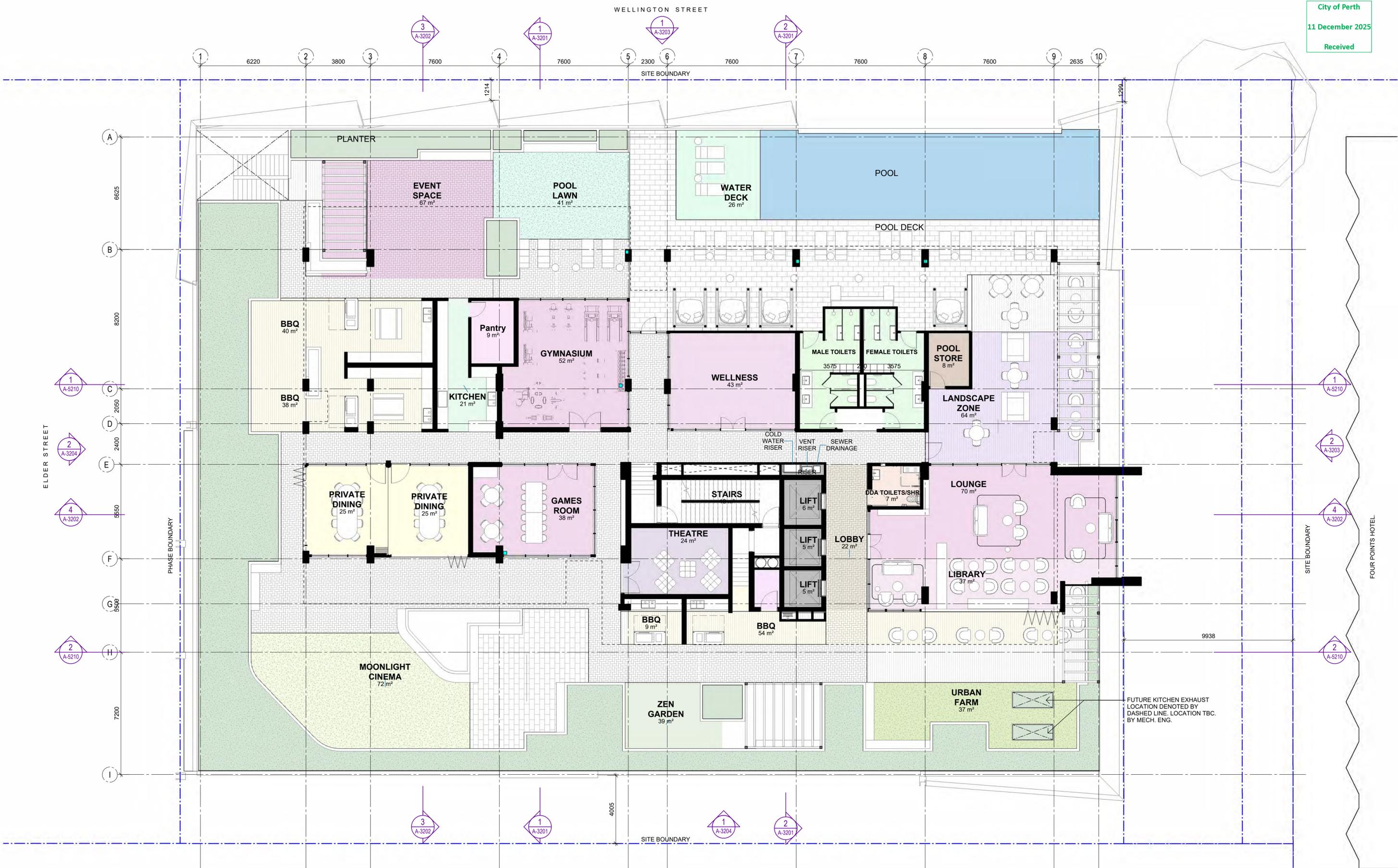
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10	SDRP Comments 02		09/12/2025

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AMENITY LEVEL PLAN
Sheet number
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Revision
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#	Status	Description	Date
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Sheet title
LEVELS 05-13 PLANS

Sheet number
A-2206

Revision
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Status



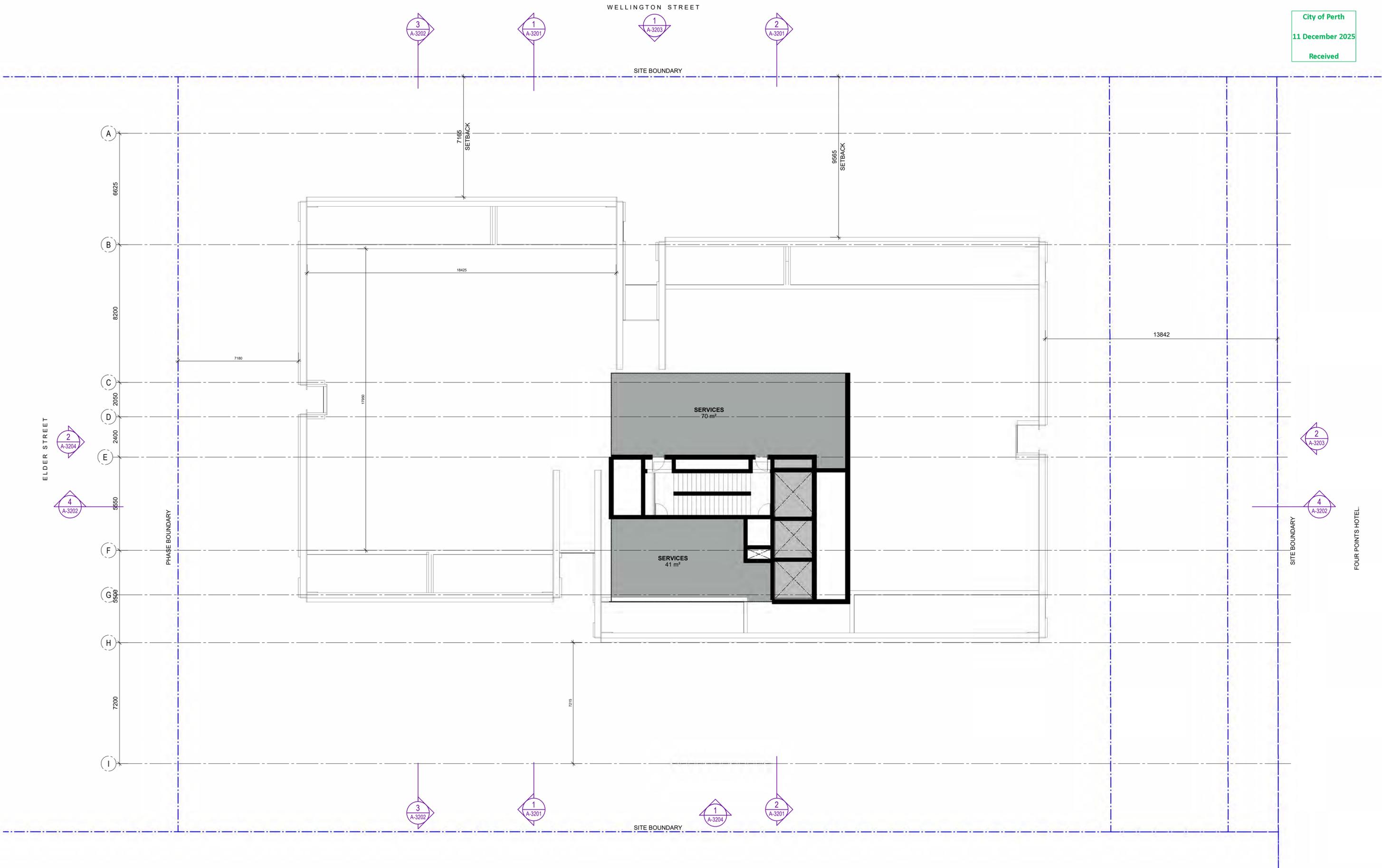
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Sheet number
A-2207
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IP

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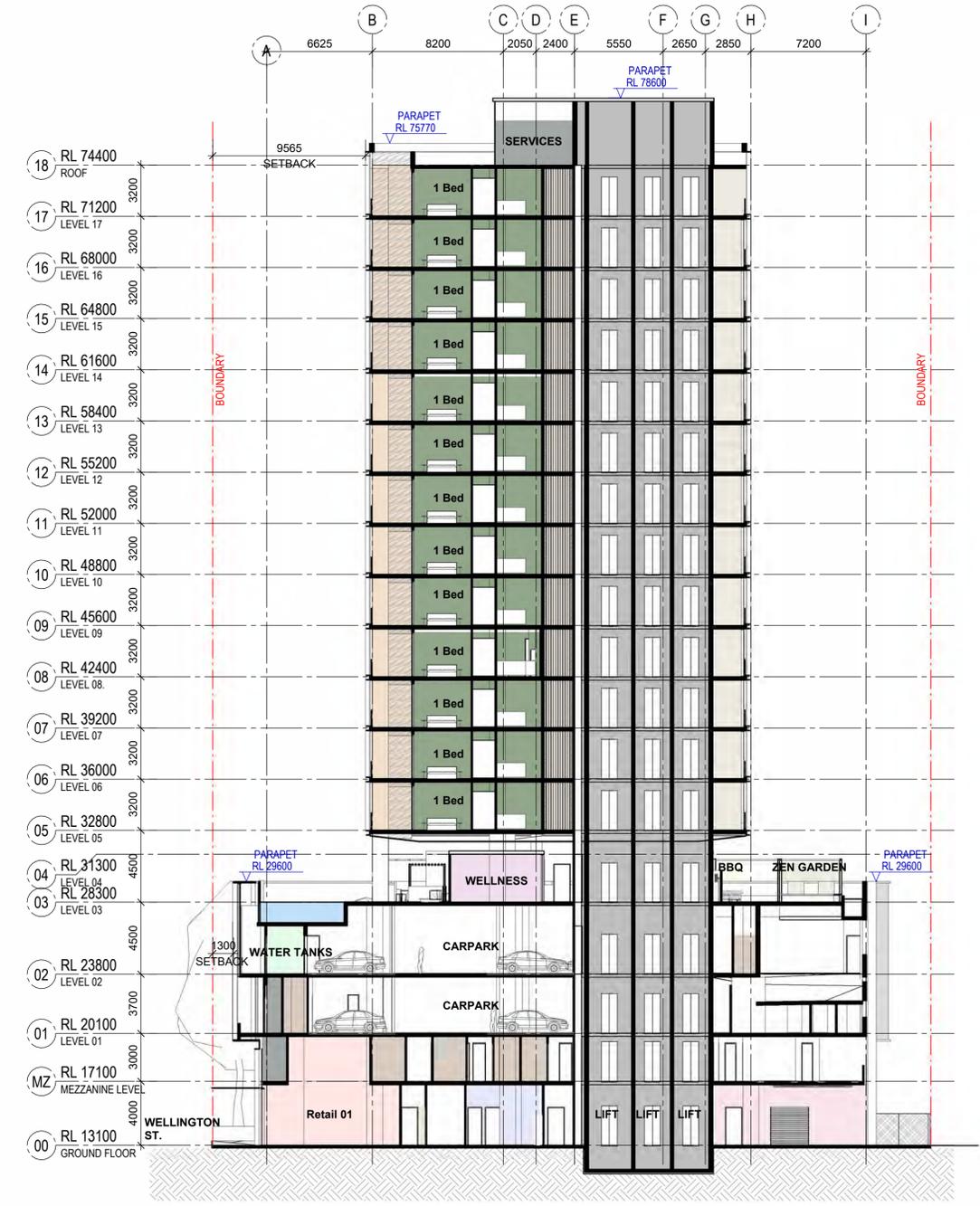
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Revision
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2 SECTION 02
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Sheet number
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3 SECTION 03



4 SECTION 04

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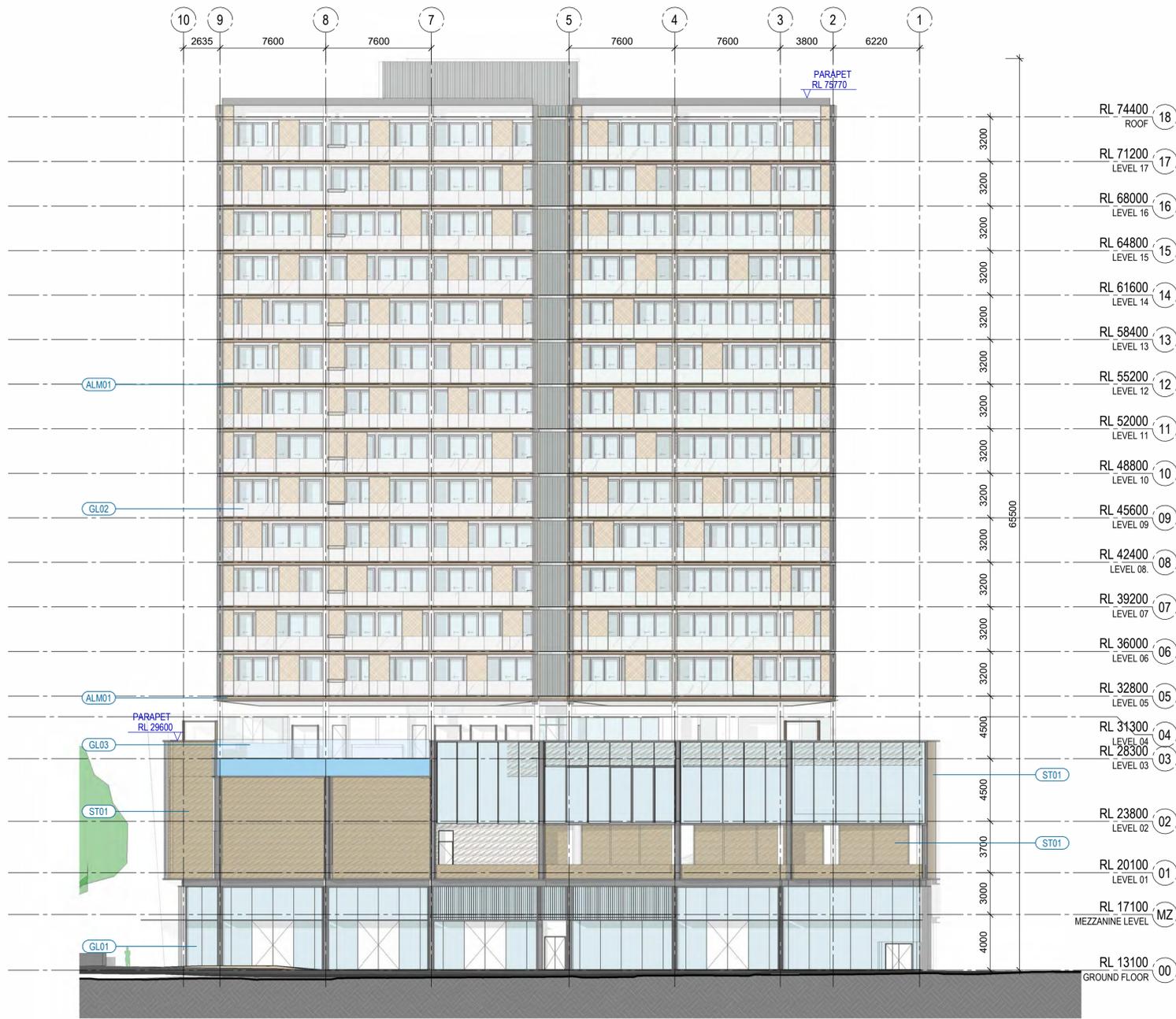
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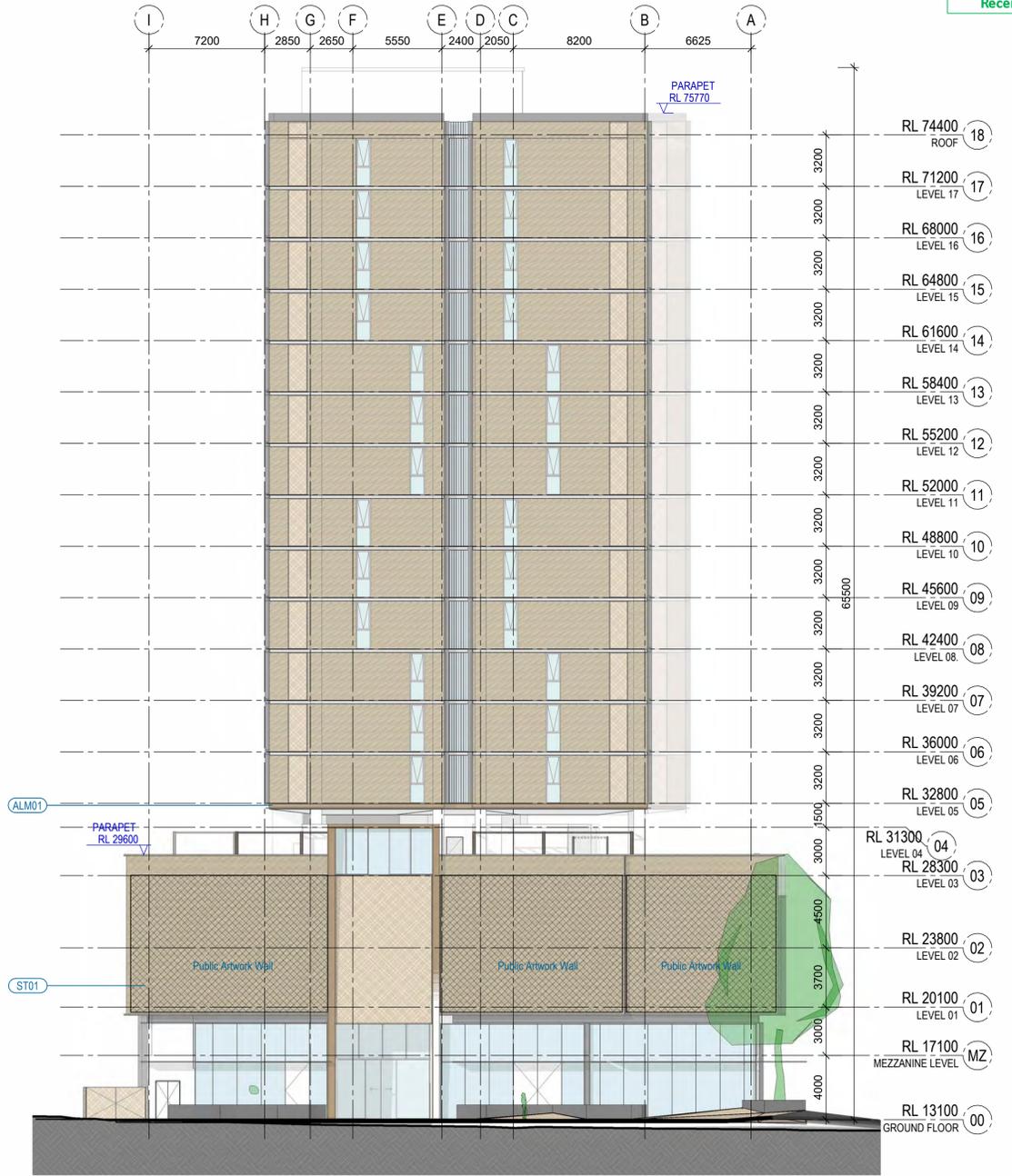
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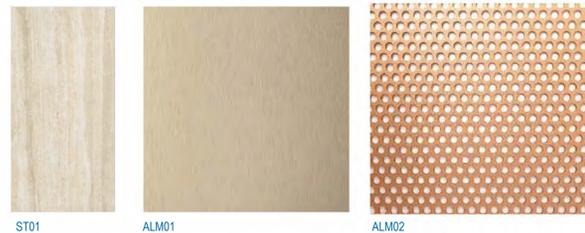


1 Northern Elevation
SCALE 1 : 200



2 Eastern Elevation
SCALE 1 : 200

ST01	Sandstone Appearance Cladding
ALM01	Brushed Champagne Bronze Appearance Aluminium
ALM02	Brushed Champagne Gold Aluminium Perforated Mesh
GL01	Shopfront Performance Glazing
GL02	Monolithic Frameless Glass Balustrade Bottom Mounted
GL03	Transparent Pool Edge
PN01	Painted Concrete - Beige White Tint



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7	DA Re-Issue	DA Re-Issue	10/09/2025	
8	SDRP Comments	SDRP Comments	03/11/2025	
9	SDRP Comments 02	SDRP Comments 02	09/12/2025	

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725 Wellington Street

Client
Claridges (Perth) Pty Ltd Trust.

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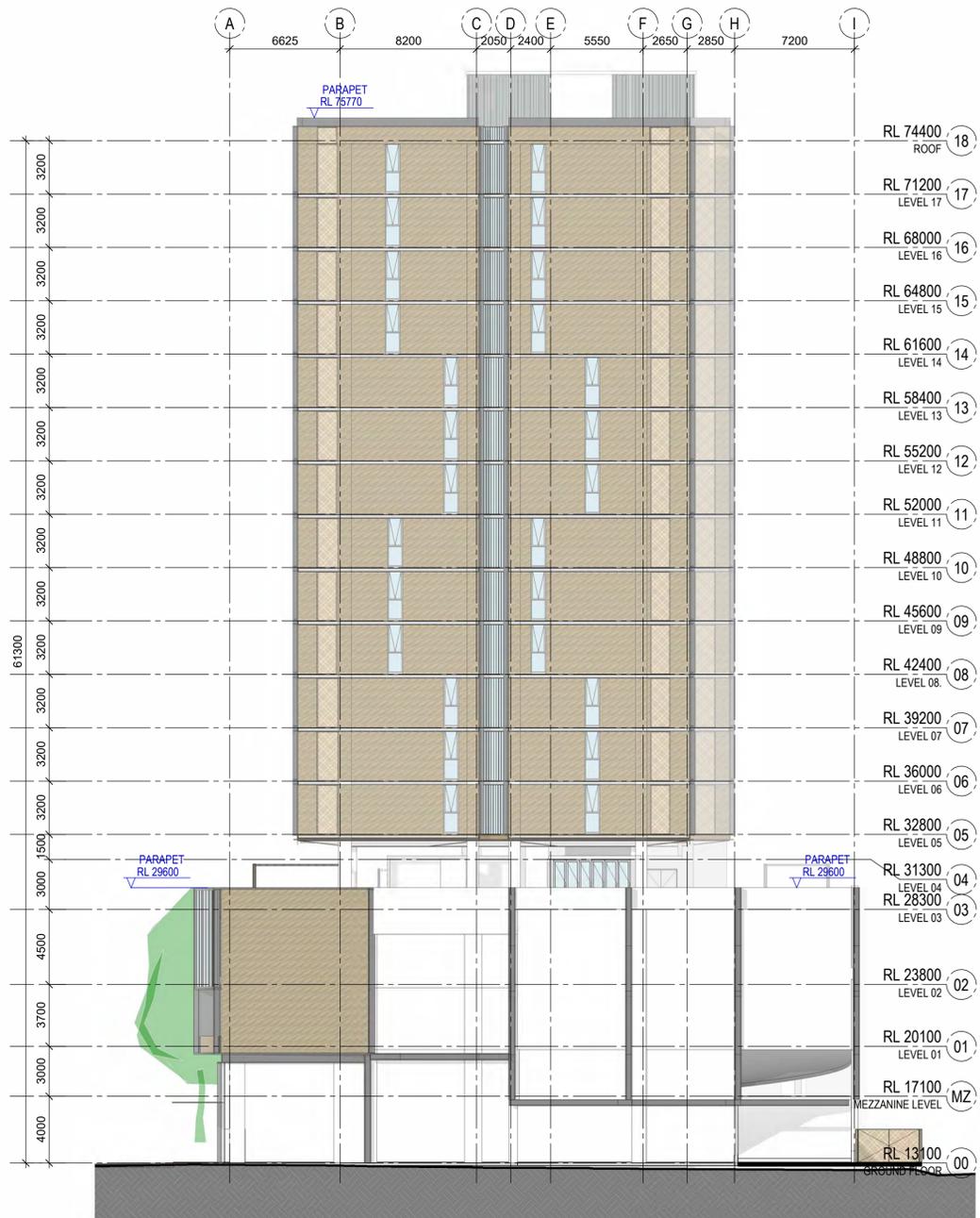
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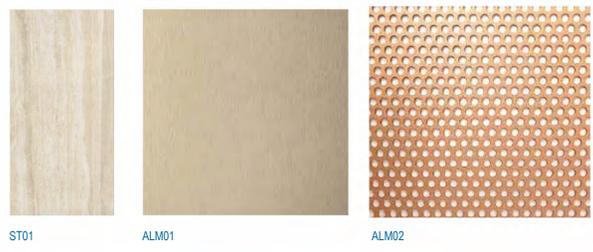
Sheet number
A-3203
Revision
9



1 Southern Elevation
SCALE 1:200

2 Western Elevation
SCALE 1:200

ST01	Sandstone Appearance Cladding
ALM01	Brushed Champagne Bronze Appearance Aluminium
ALM02	Brushed Champagne Gold Aluminium Perforated Mesh
GL01	Shopfront Performance Glazing
GL02	Monolithic Frameless Glass Balustrade Bottom Mounted
GL03	Transparent Pool Edge
PN01	Painted Concrete - Beige White Tint



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8	SDRP Comments	SDRP Comments	03/11/2025	
9	SDRP Comments 02	SDRP Comments 02	09/12/2025	

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Project number
161023

Size check
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Checked
WK

Approved
IP

Sheet size
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Scale
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Sheet title
ELEVATION 02

Sheet number
A-3204

Status

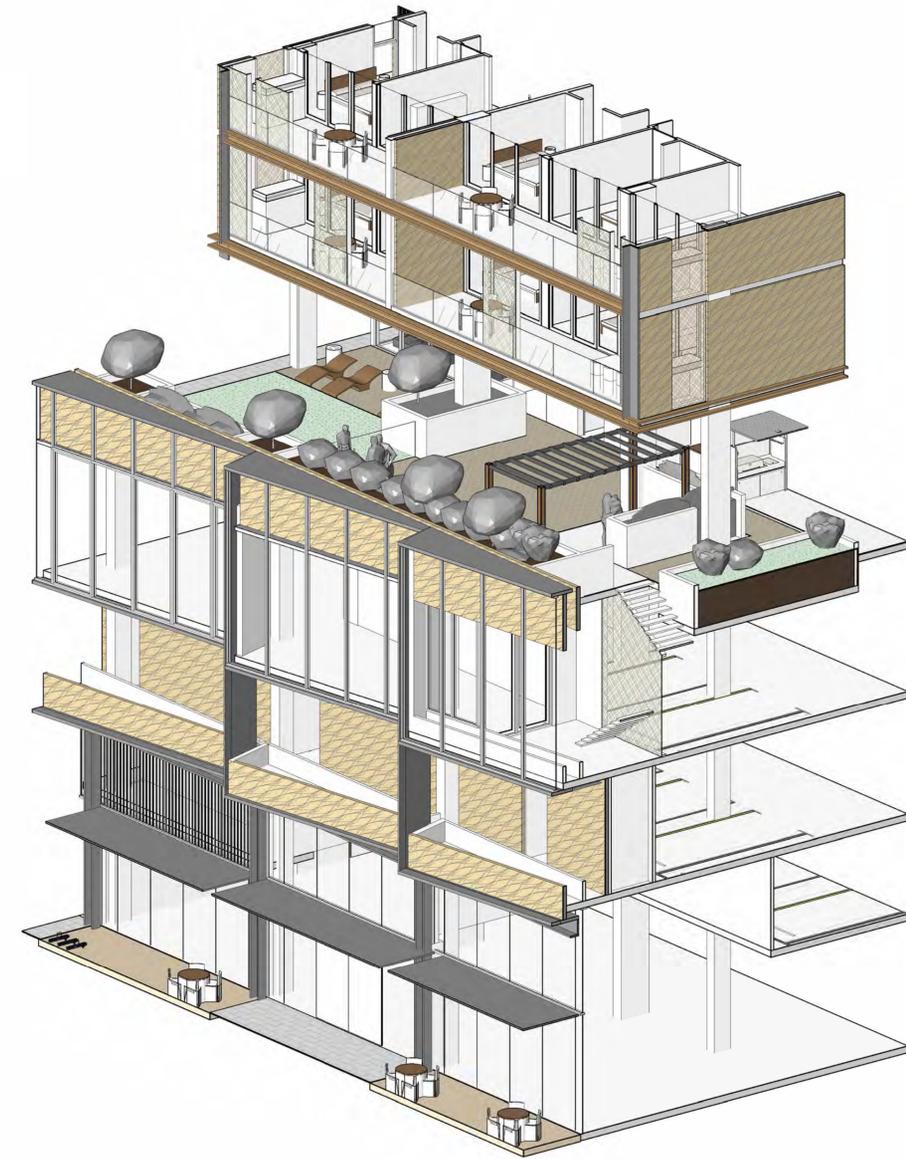
Revision
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Northern Facade Section 01 - Through Balcony



Northern Facade Section 01 - Through Pool



Northern Facade Section 03 - Through Staircase to Co-Work

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8	SDRP Comments		03/11/2025	
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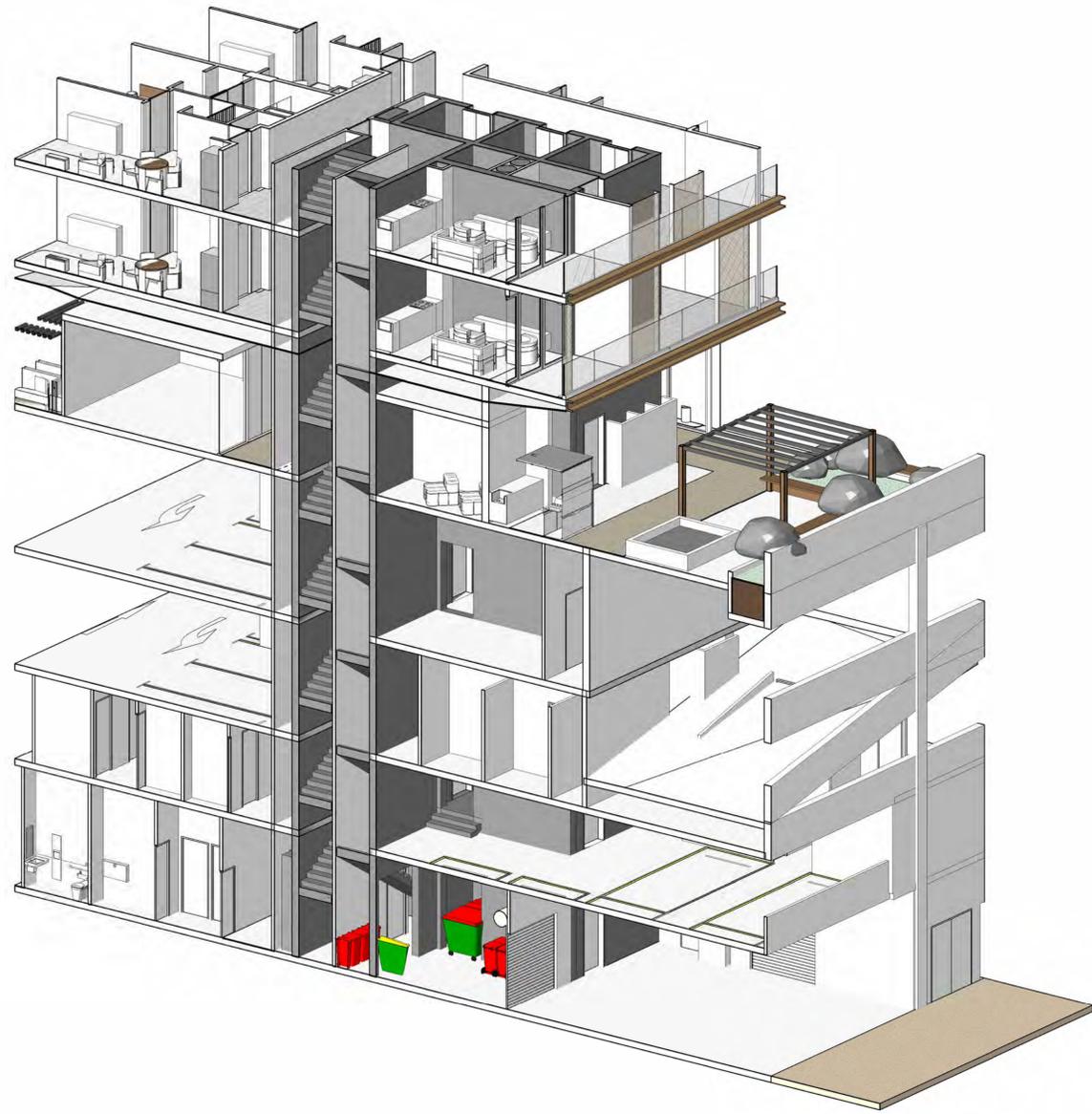
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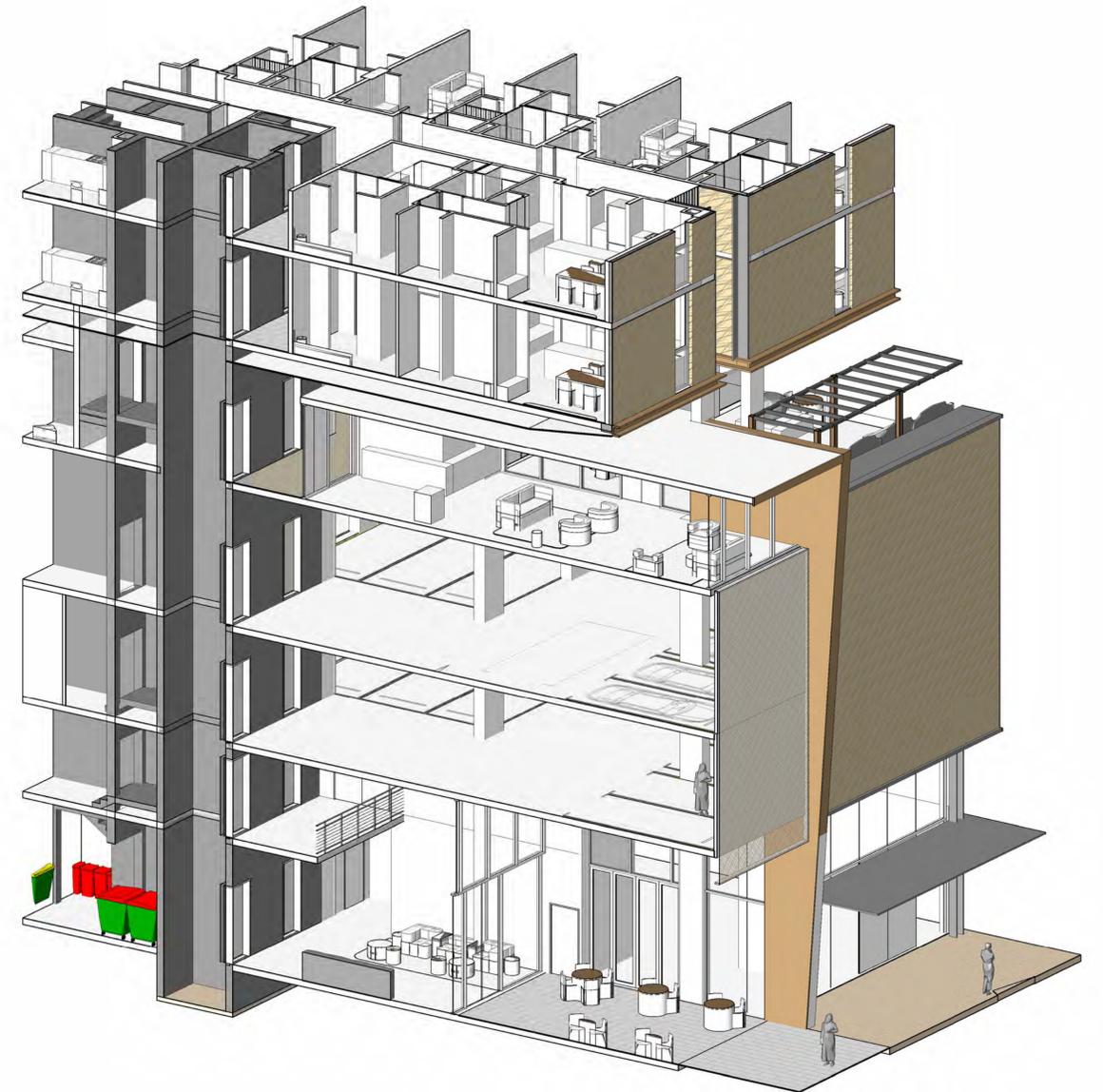
Sheet title
 3D Sections

Sheet number
A-5200
 Status

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Southern Facade Section - Through Loading Dock



Eastern Facade Section 01 - Through Entry Lobby

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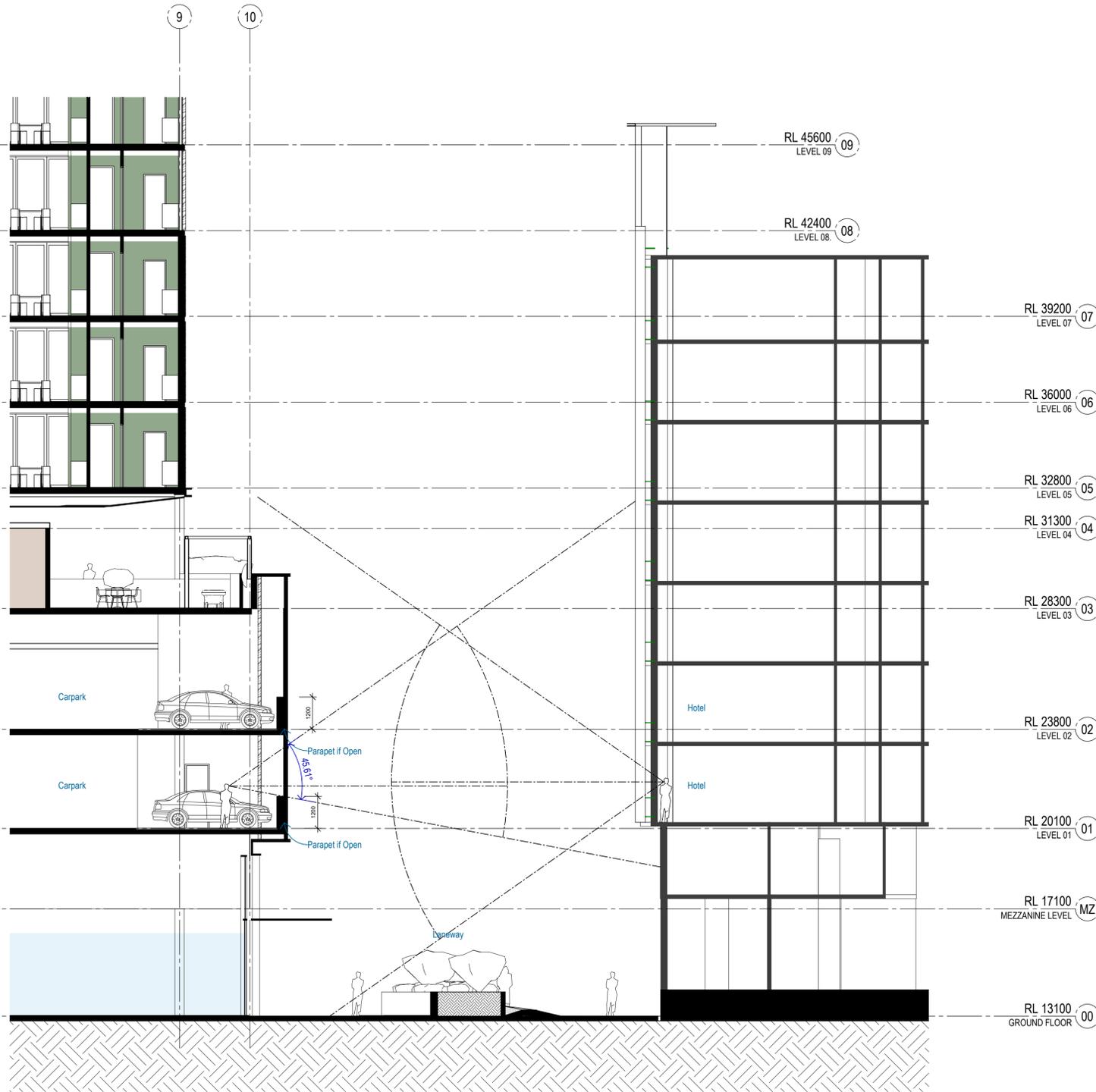
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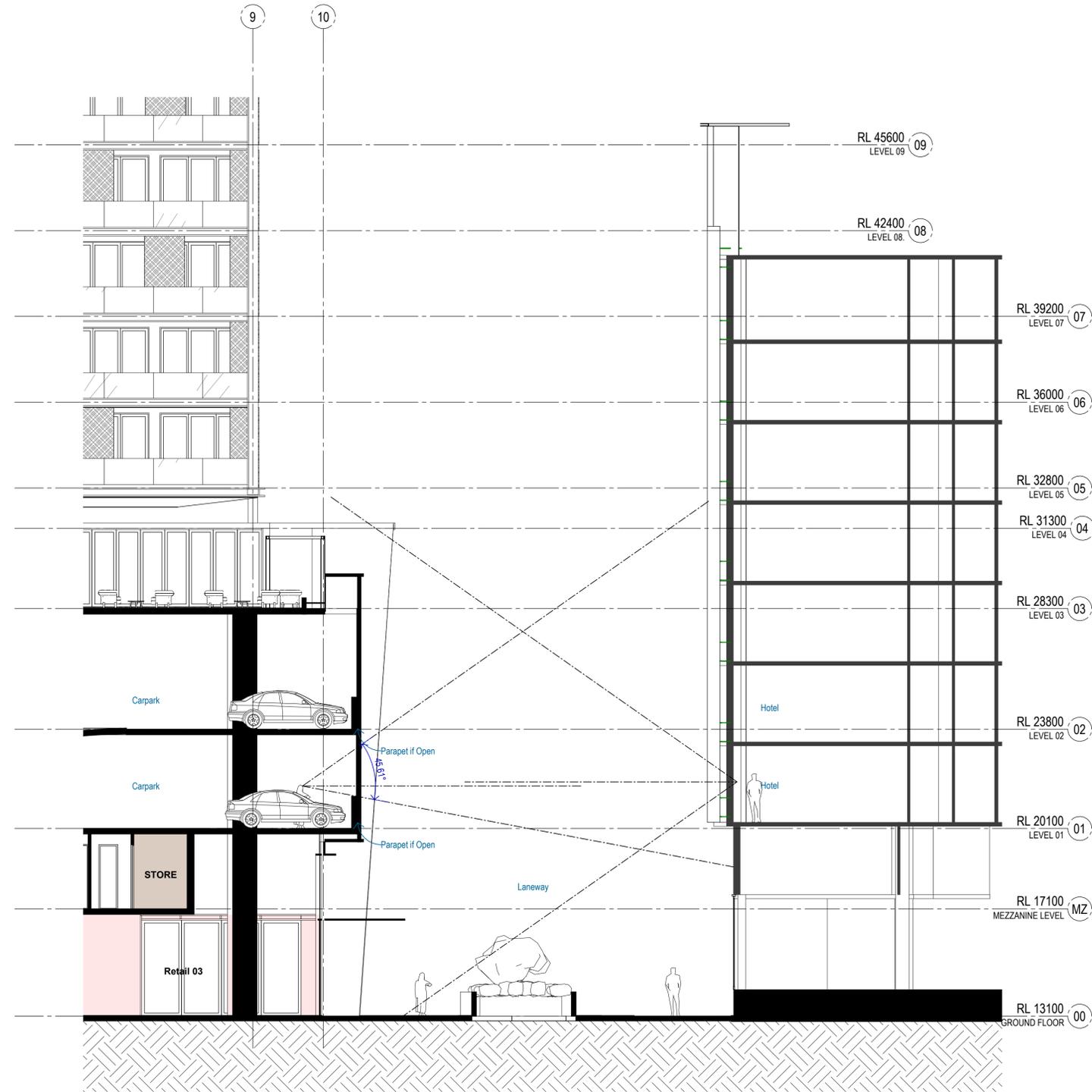
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3D Sections

Sheet number
A-5201
Status

Revision
9



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SCALE 1: 100



2 Laneway Section 02
SCALE 1: 100

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Sheet size
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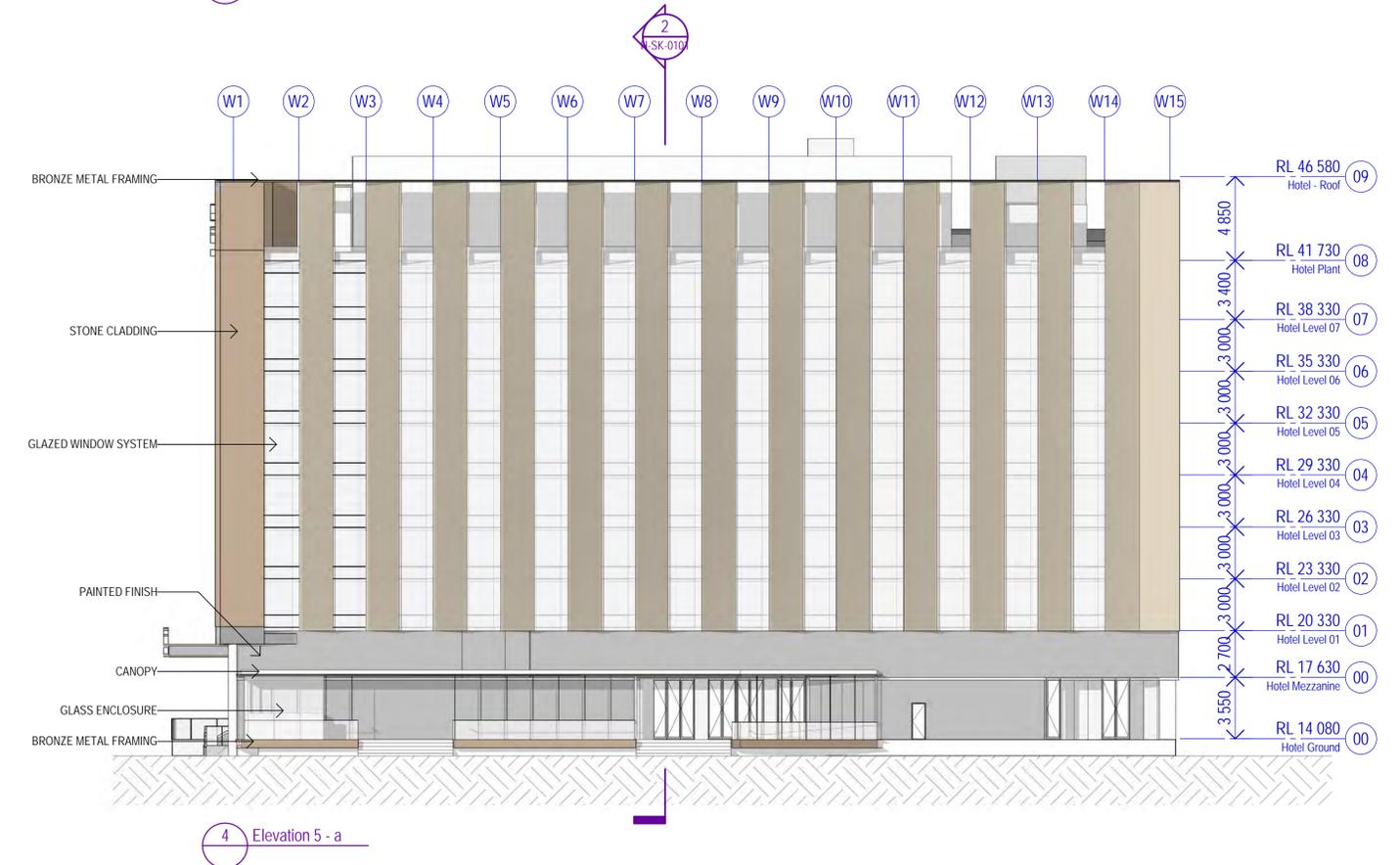
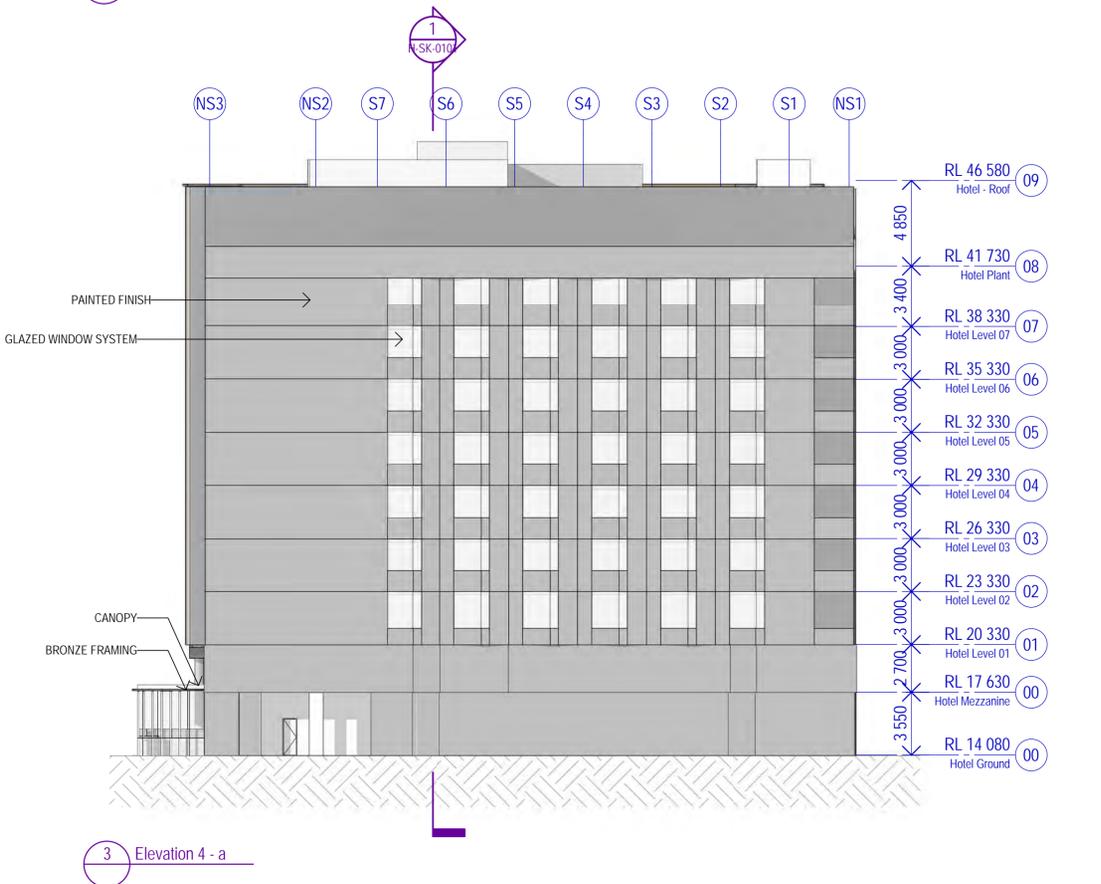
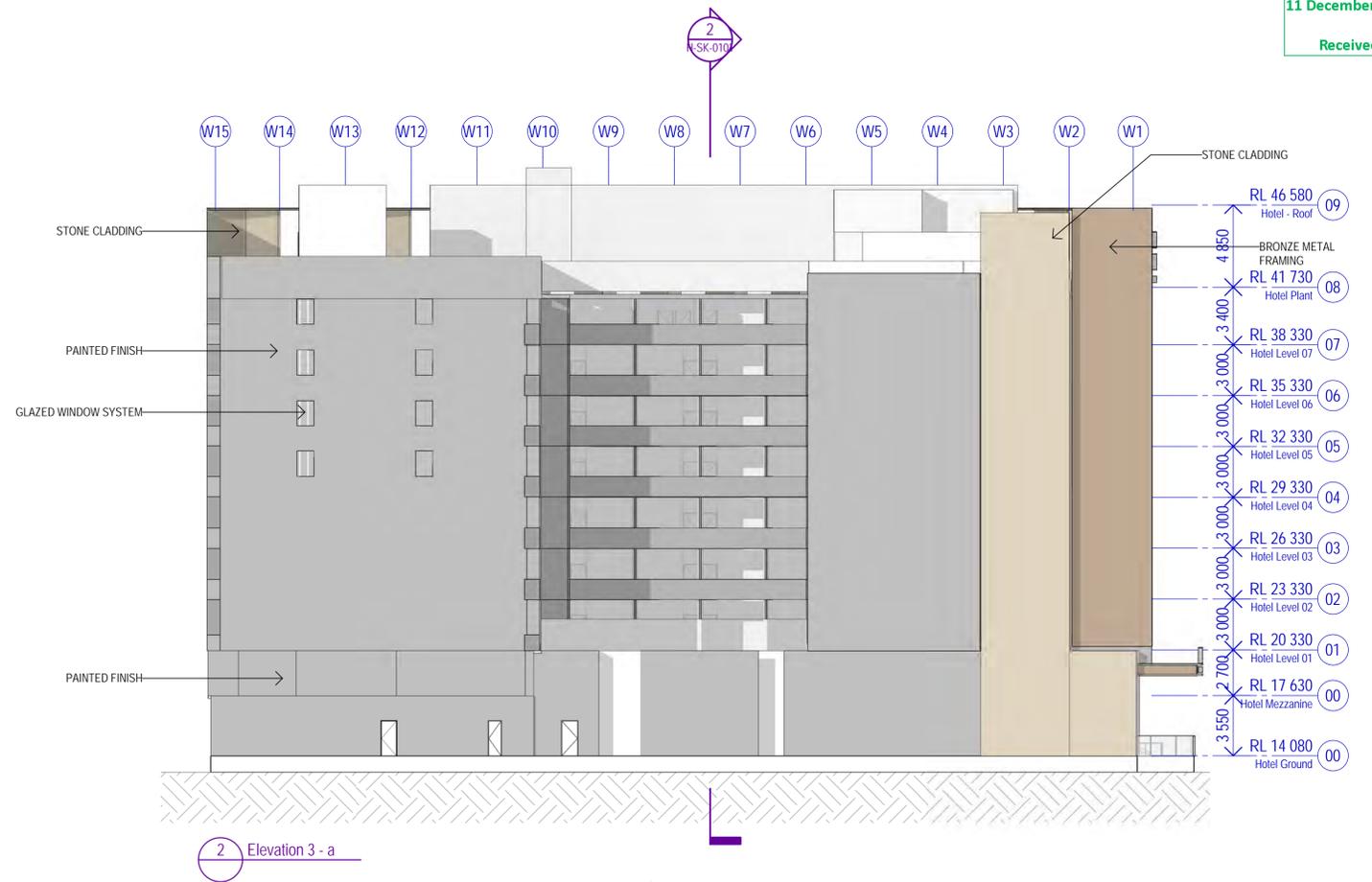
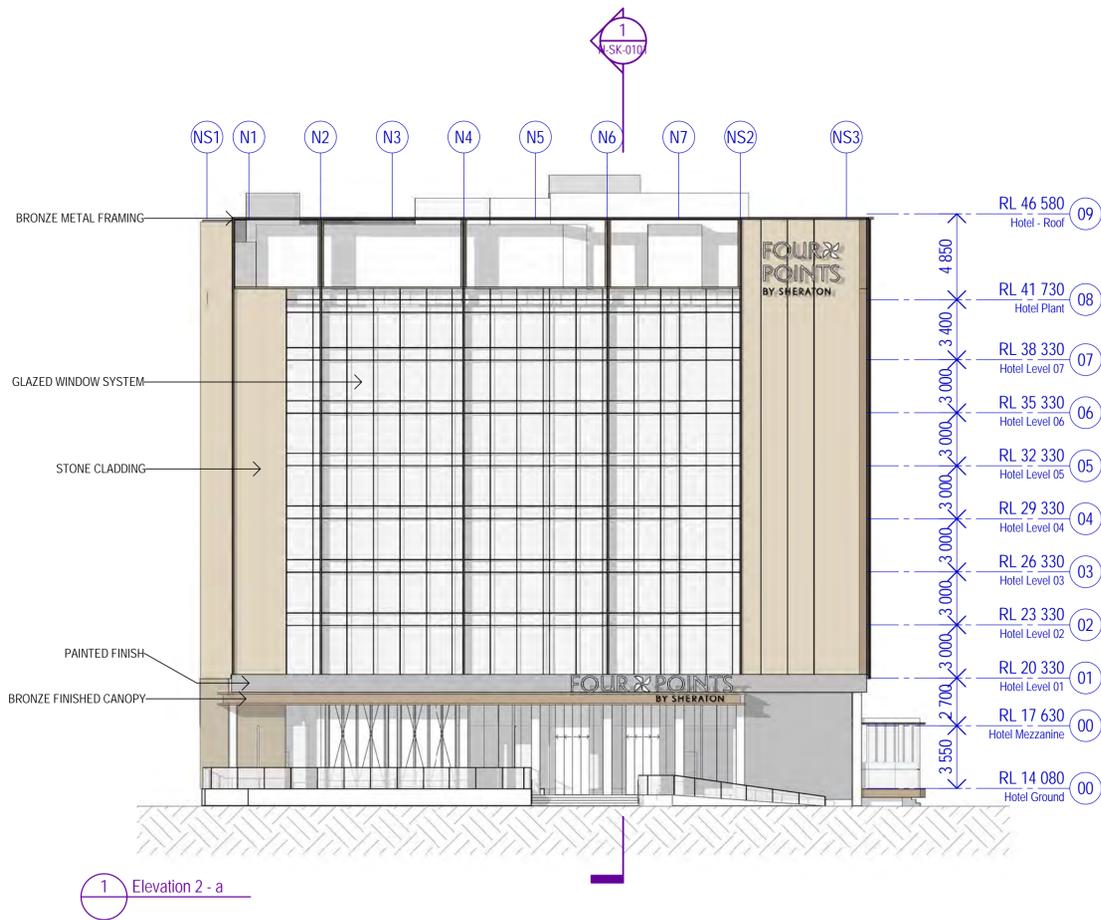
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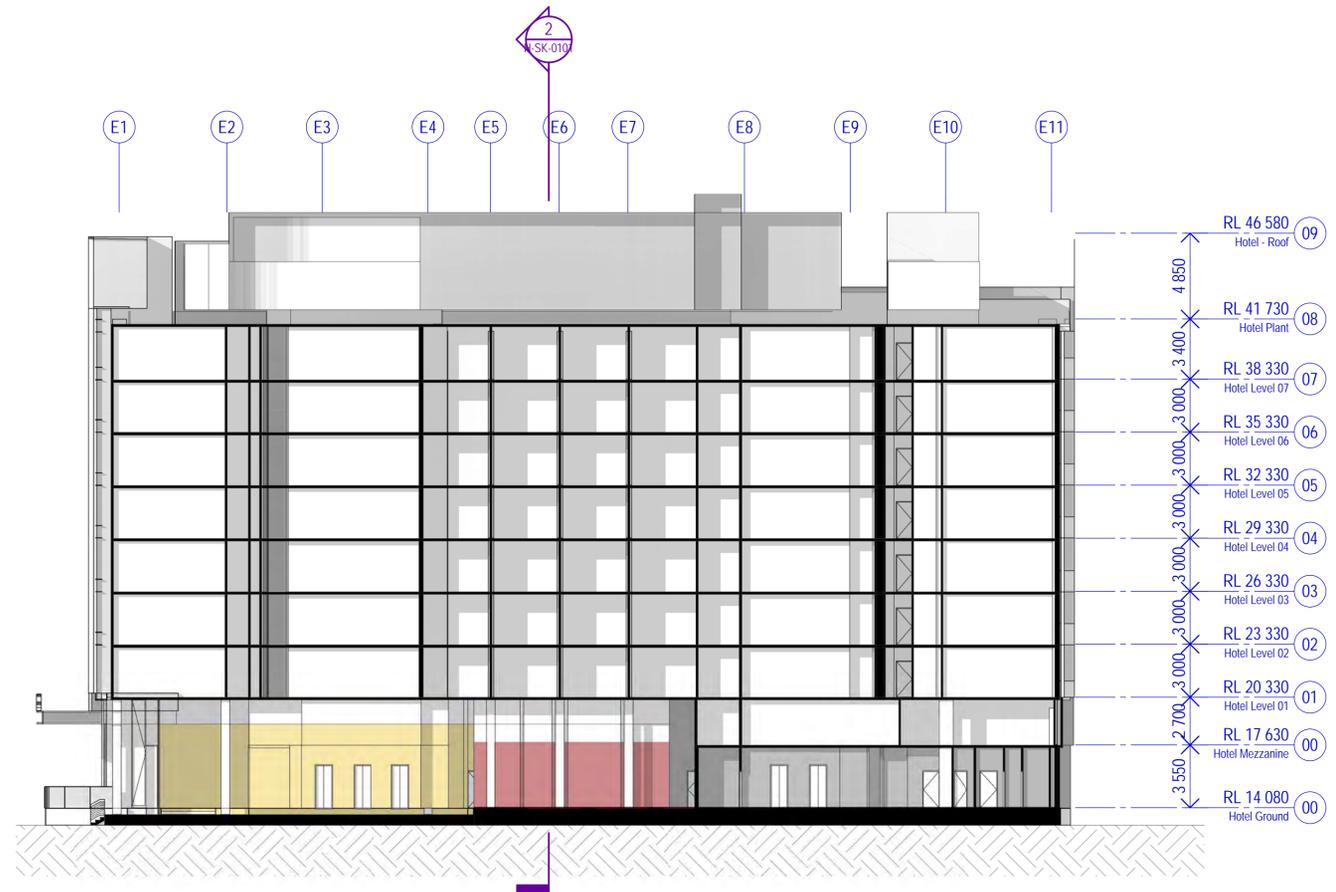
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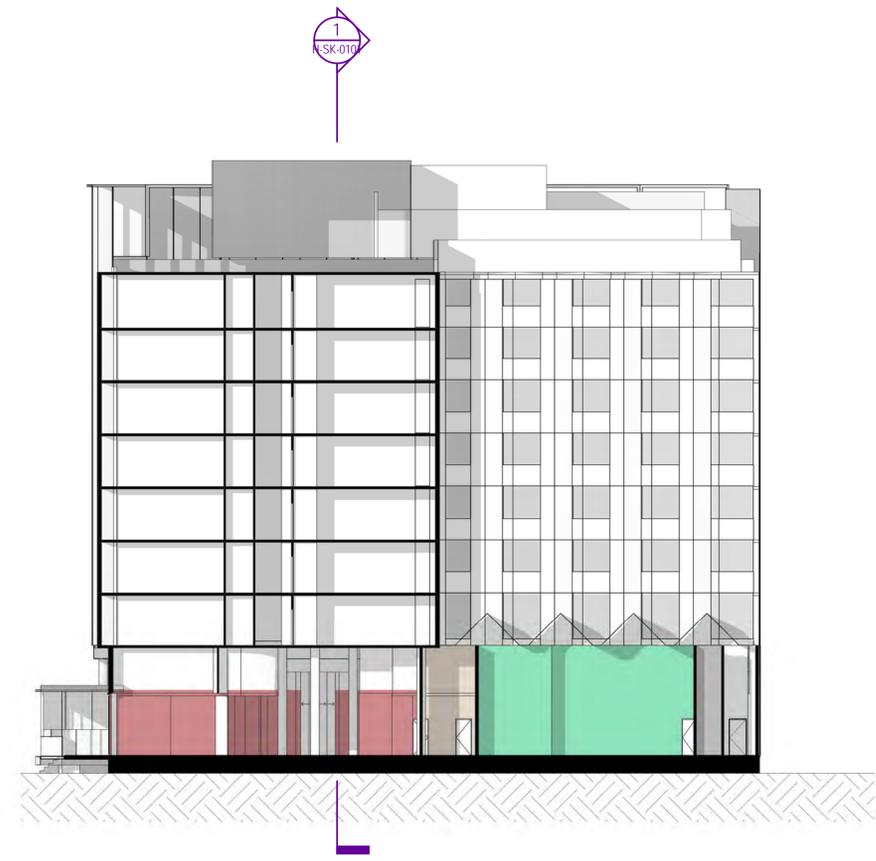
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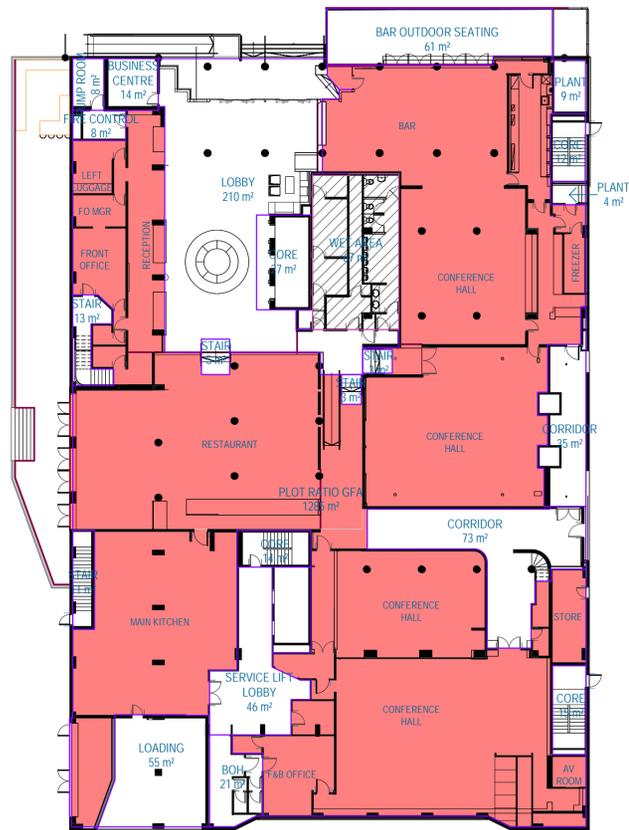




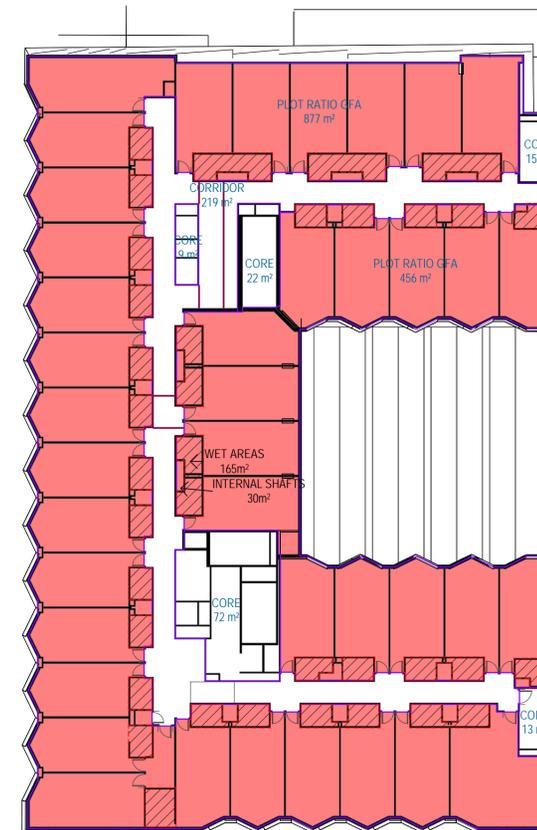
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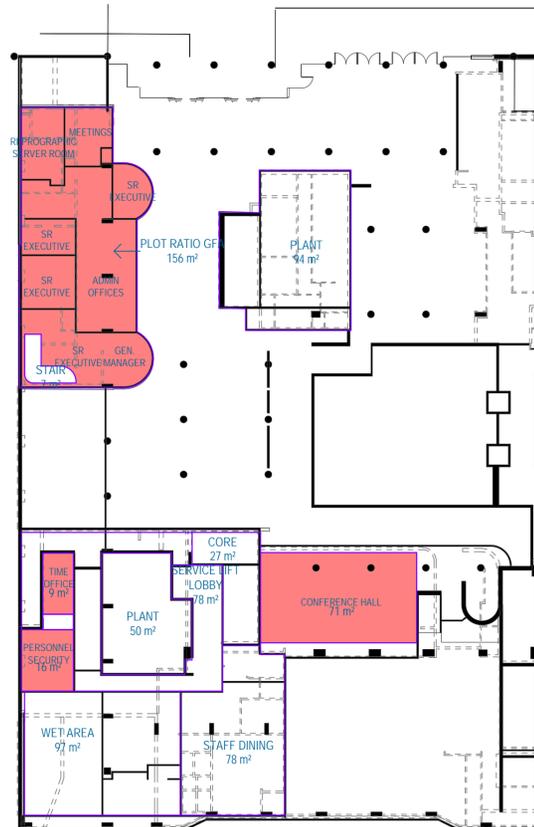
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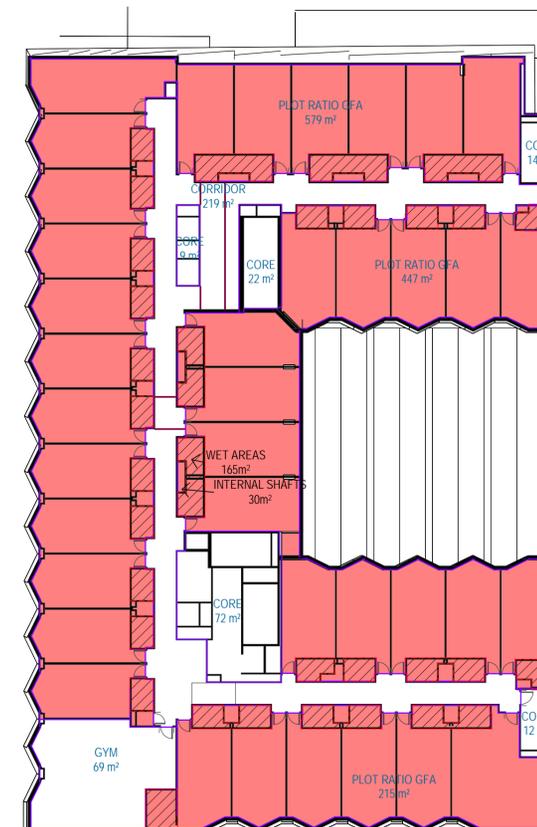
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SCALE 1 : 250



3 PLOT RATIO AREA PLAN - HOTEL TYPICAL LEVELS 2-6
SCALE 1 : 250

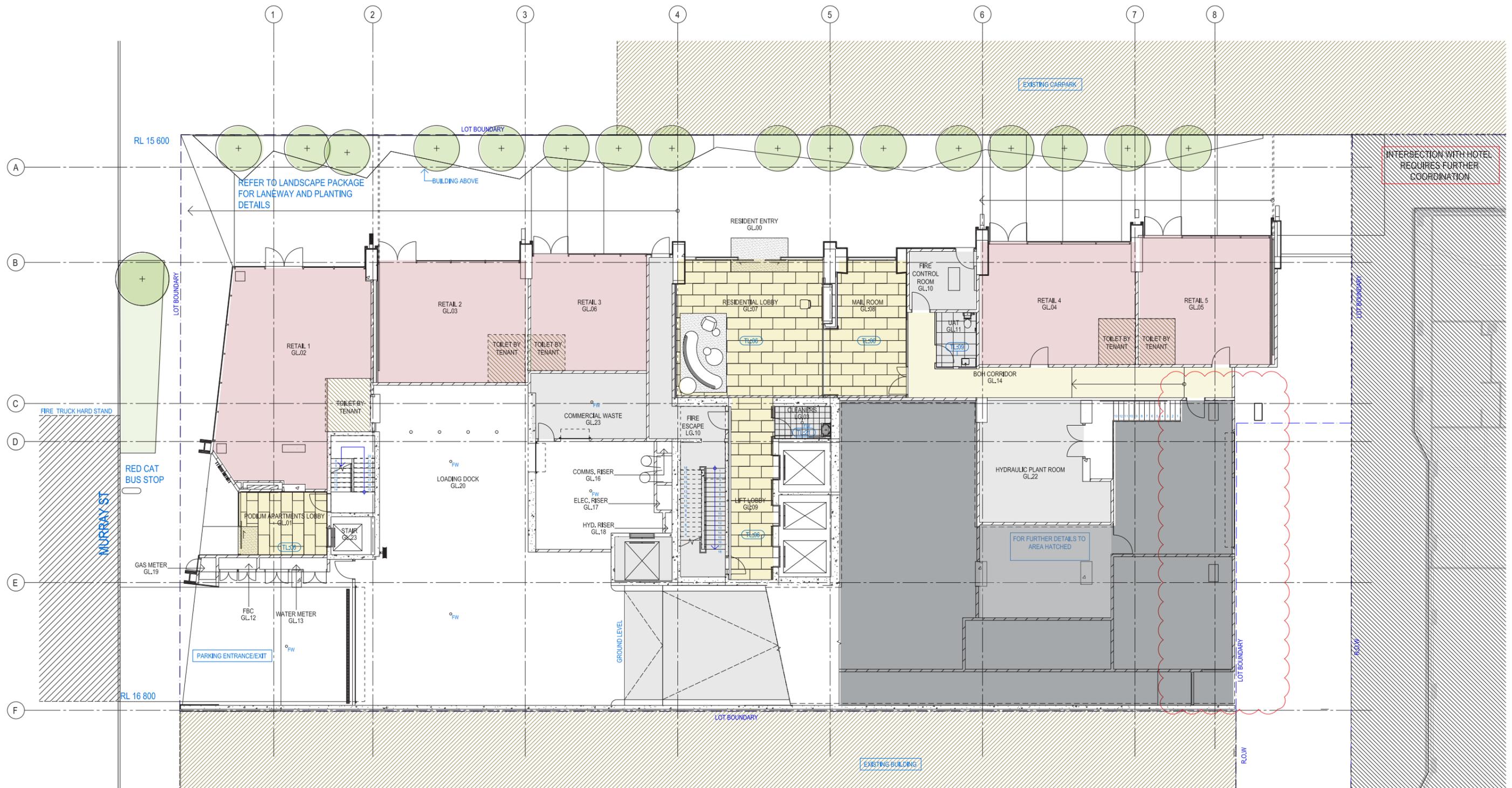


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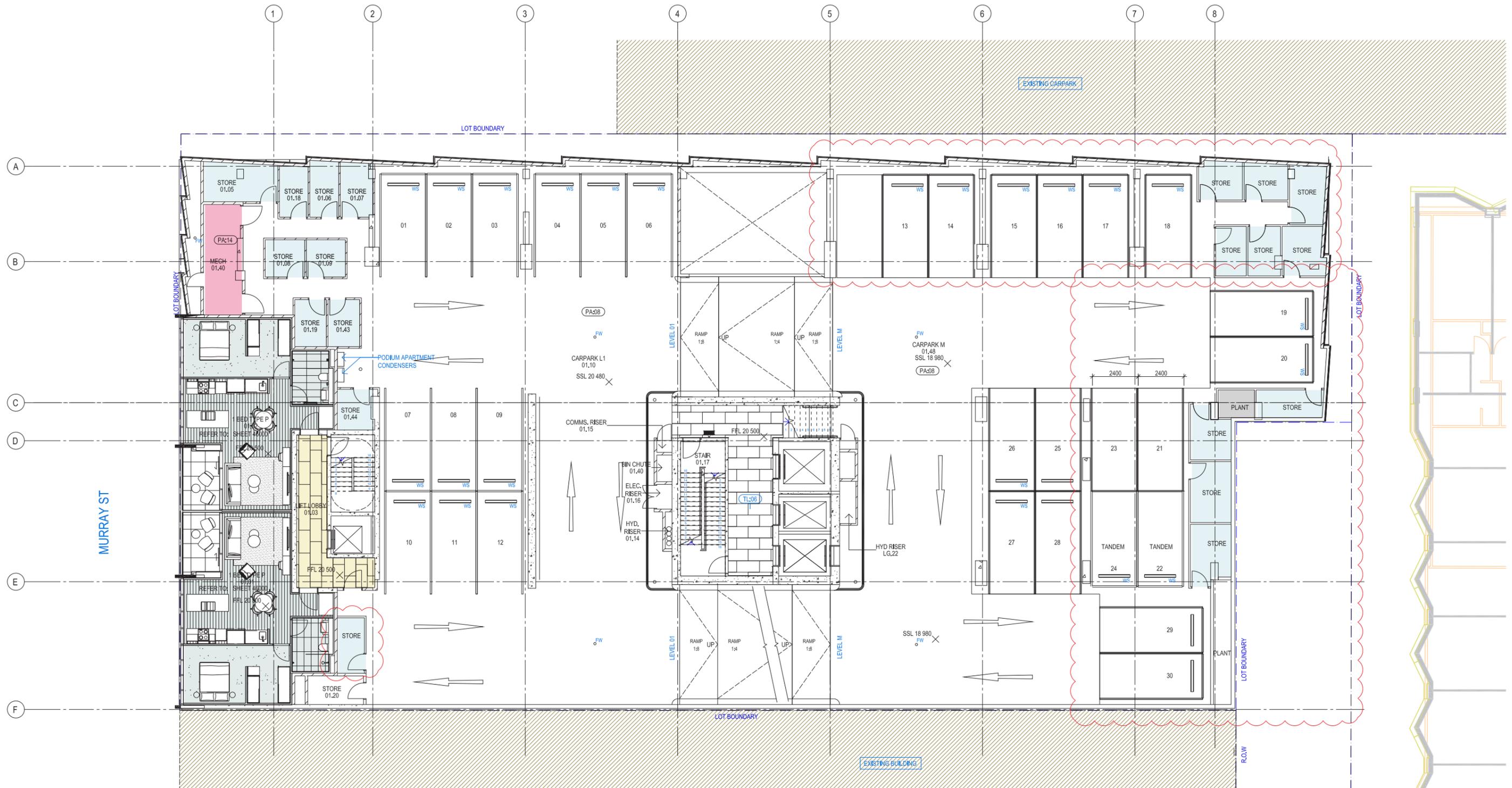


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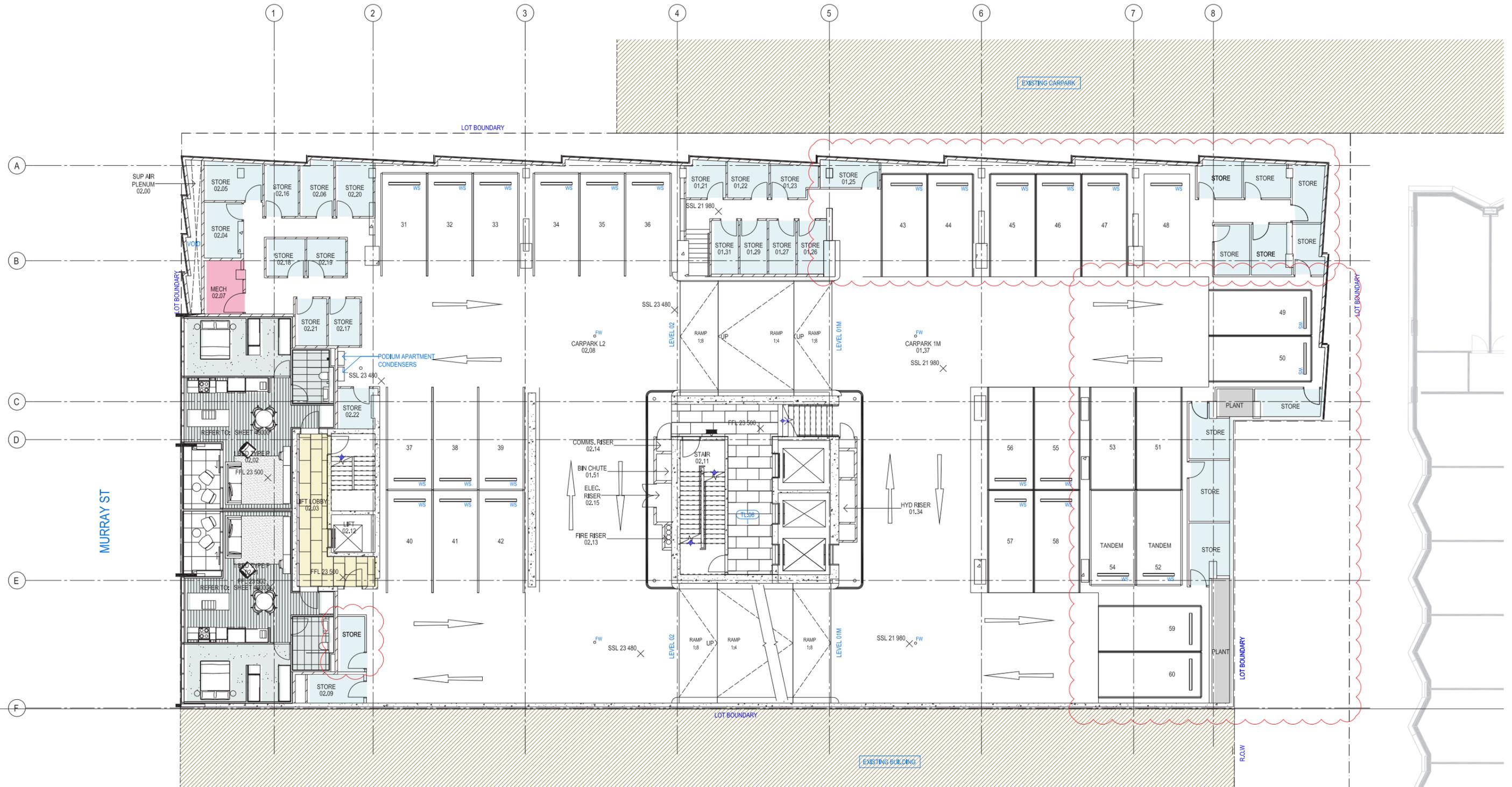


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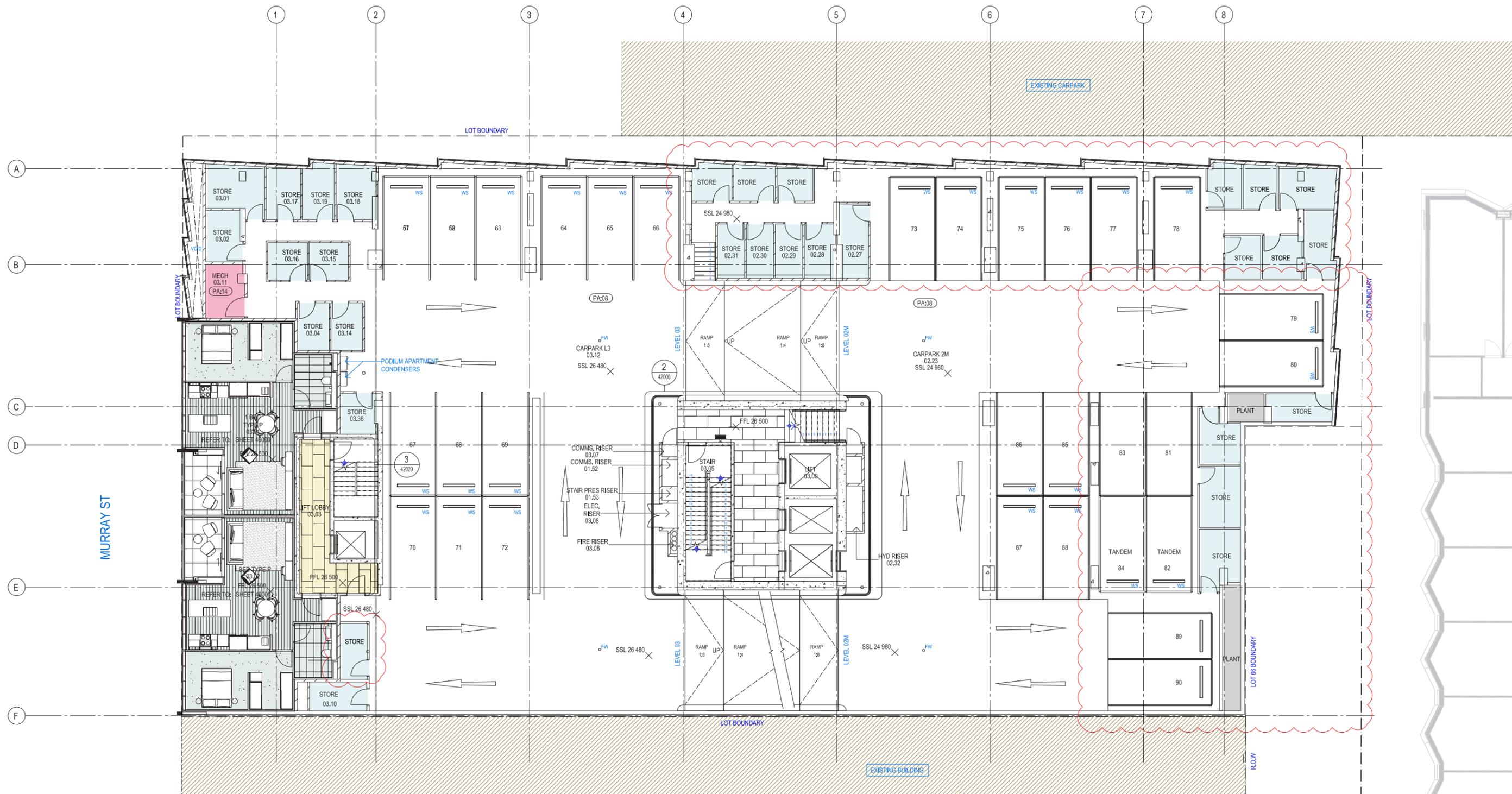


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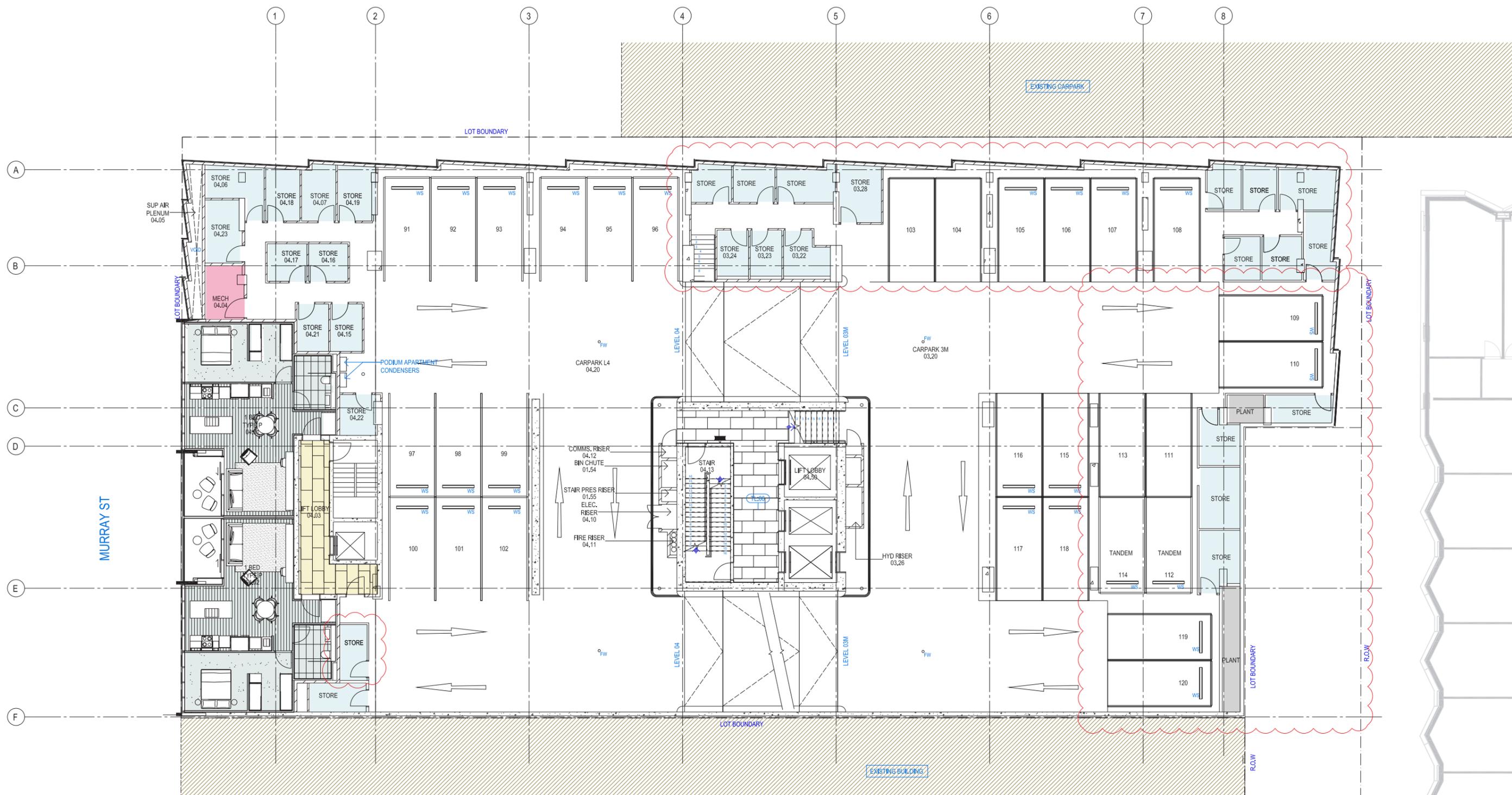
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11 December 2025
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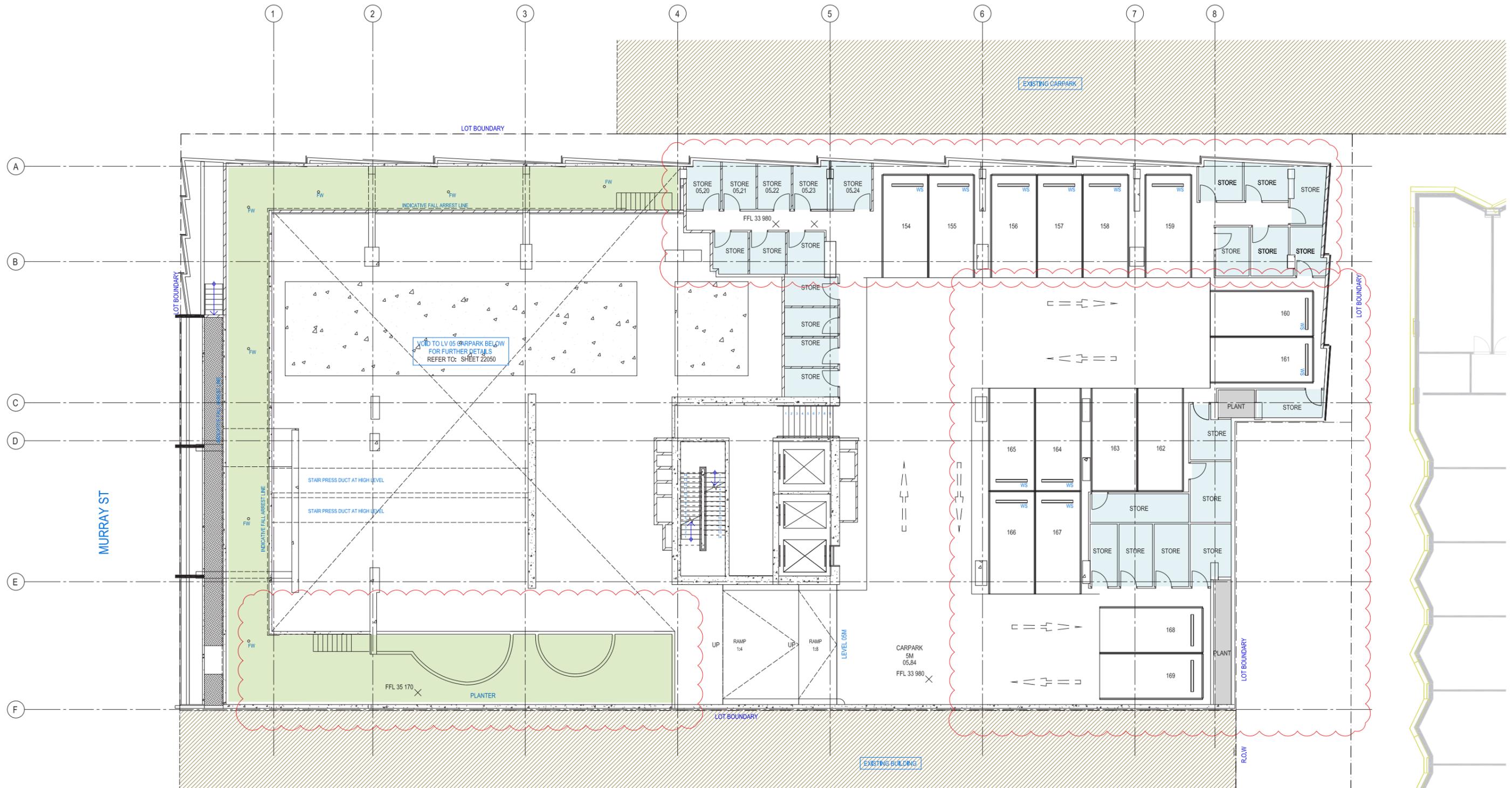
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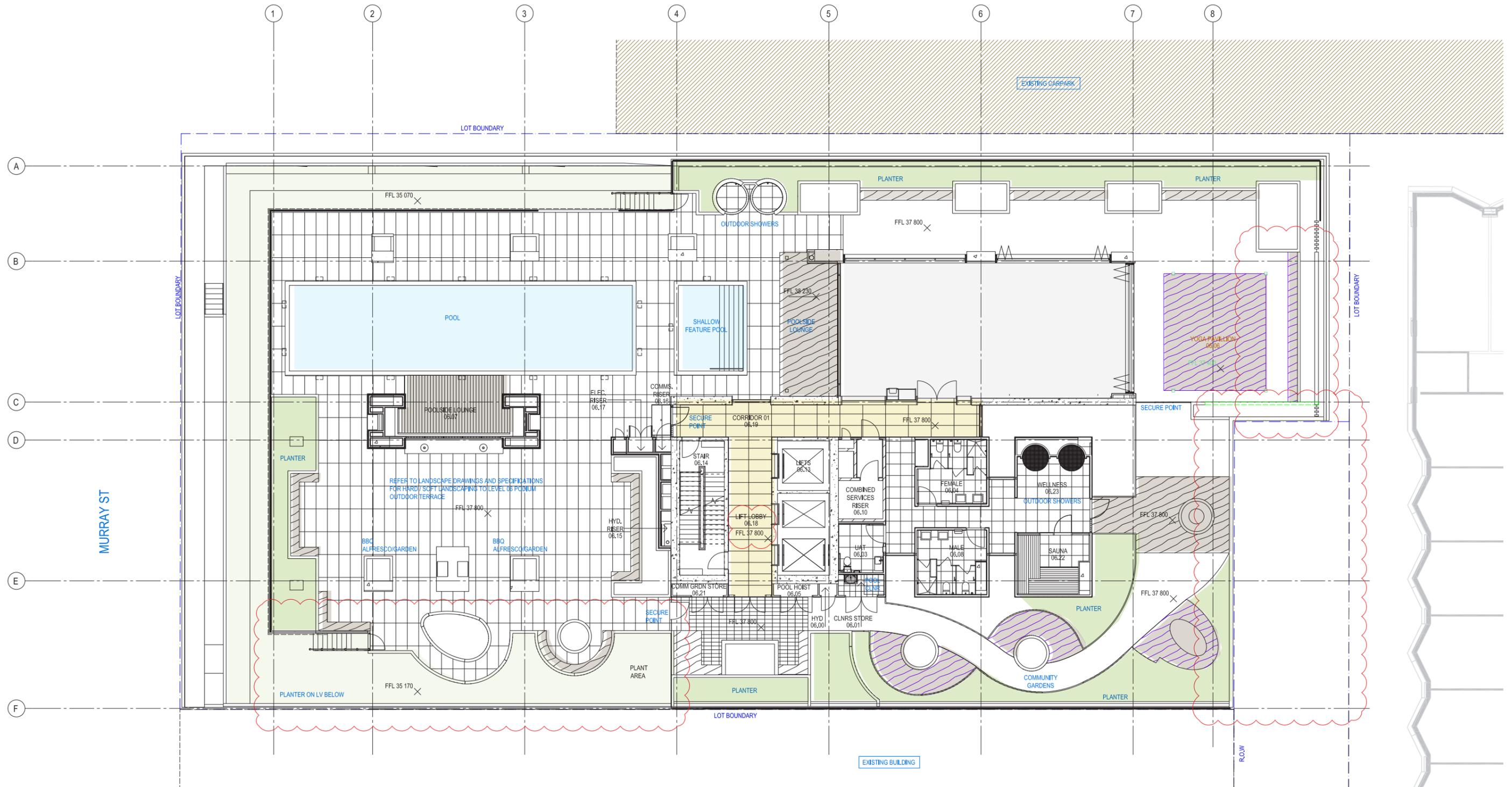
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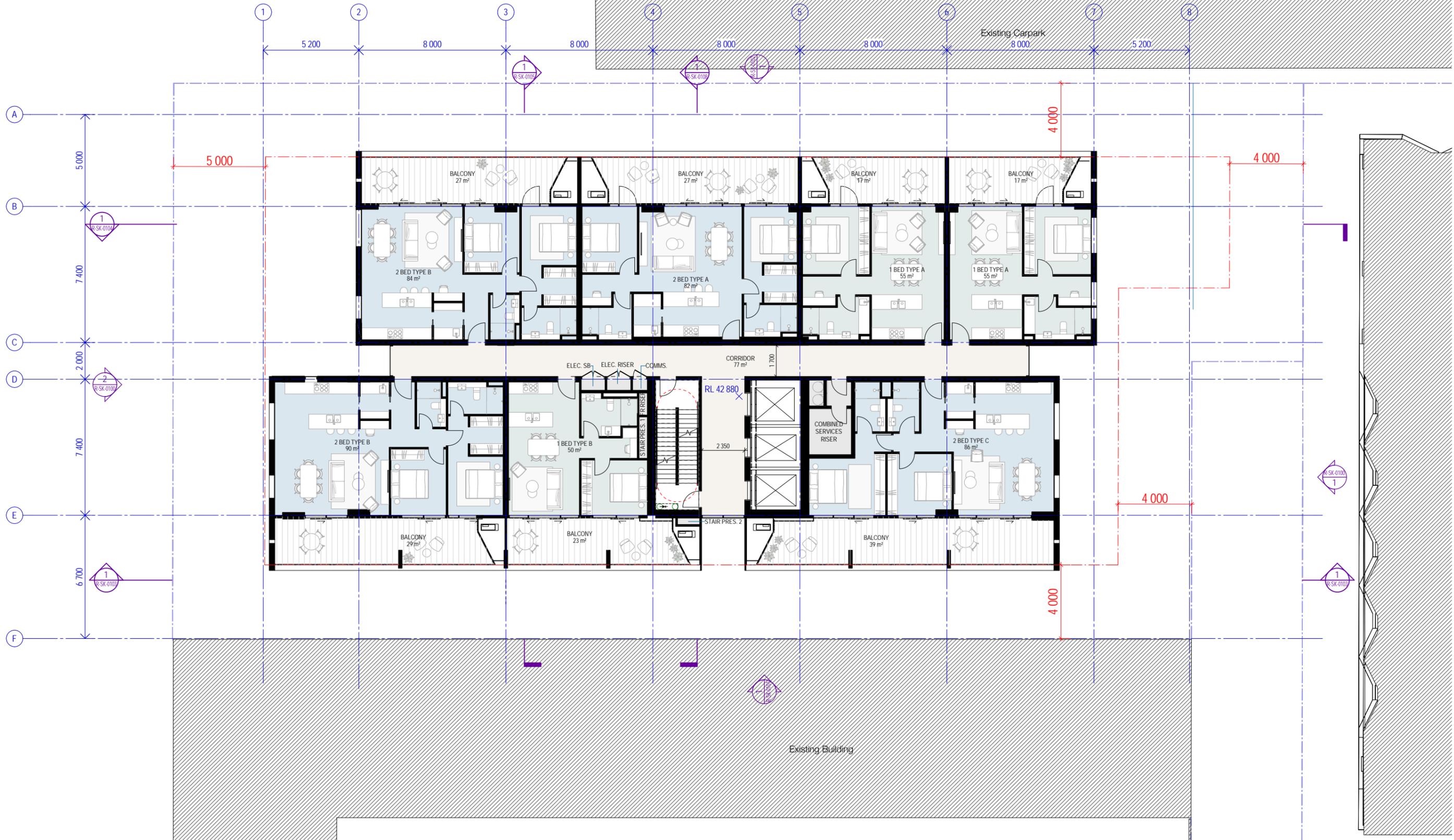
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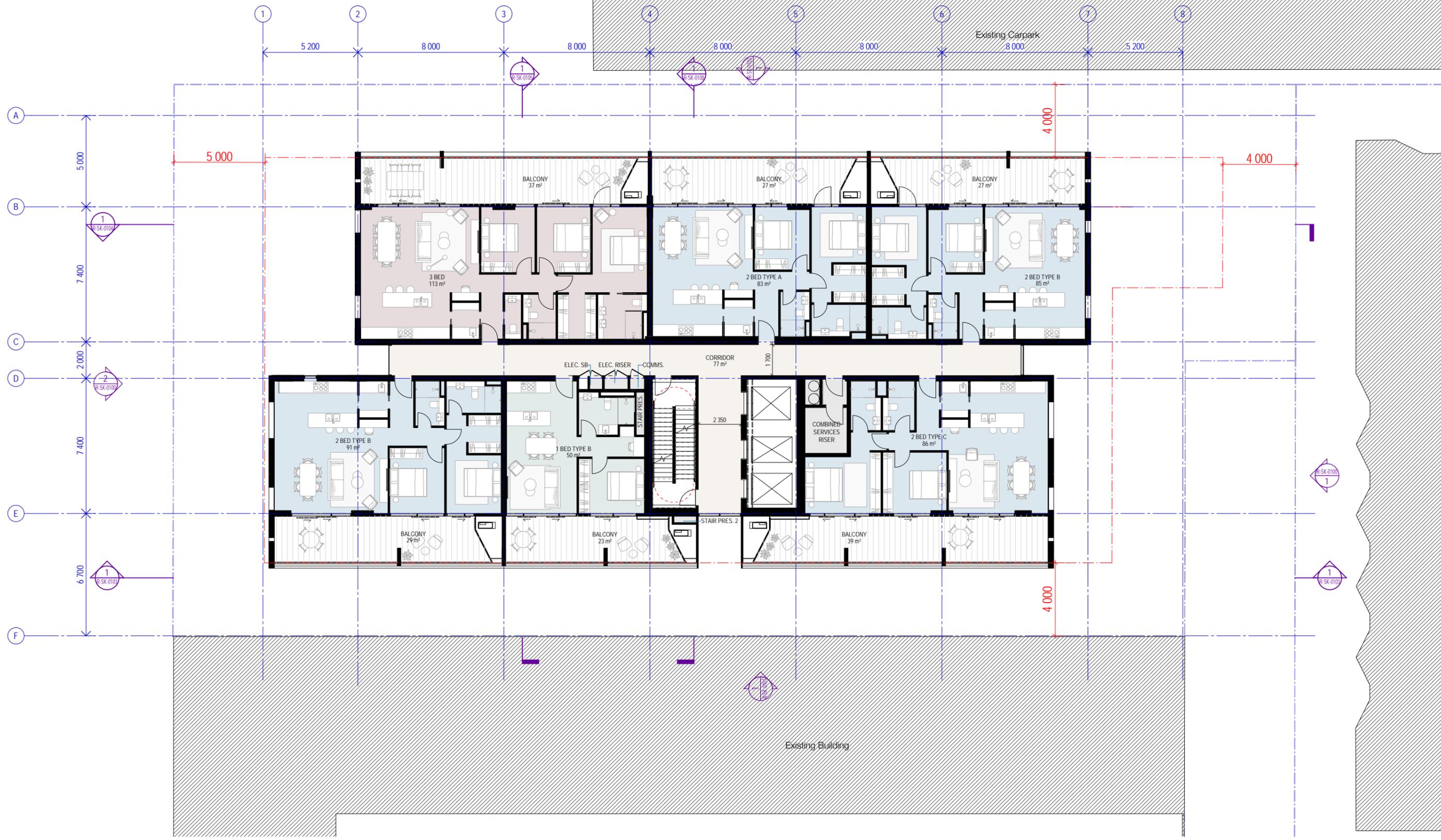
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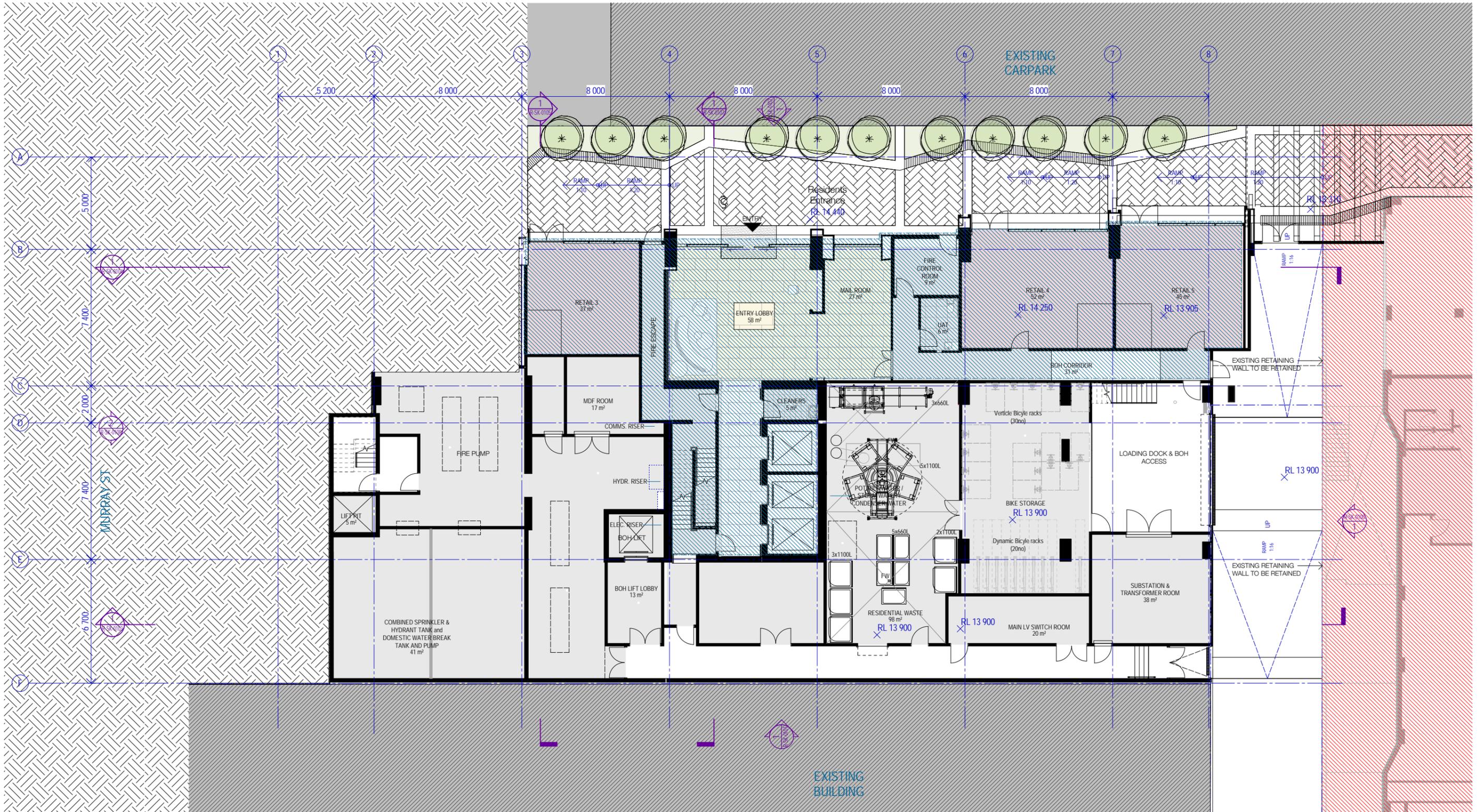
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City of Perth
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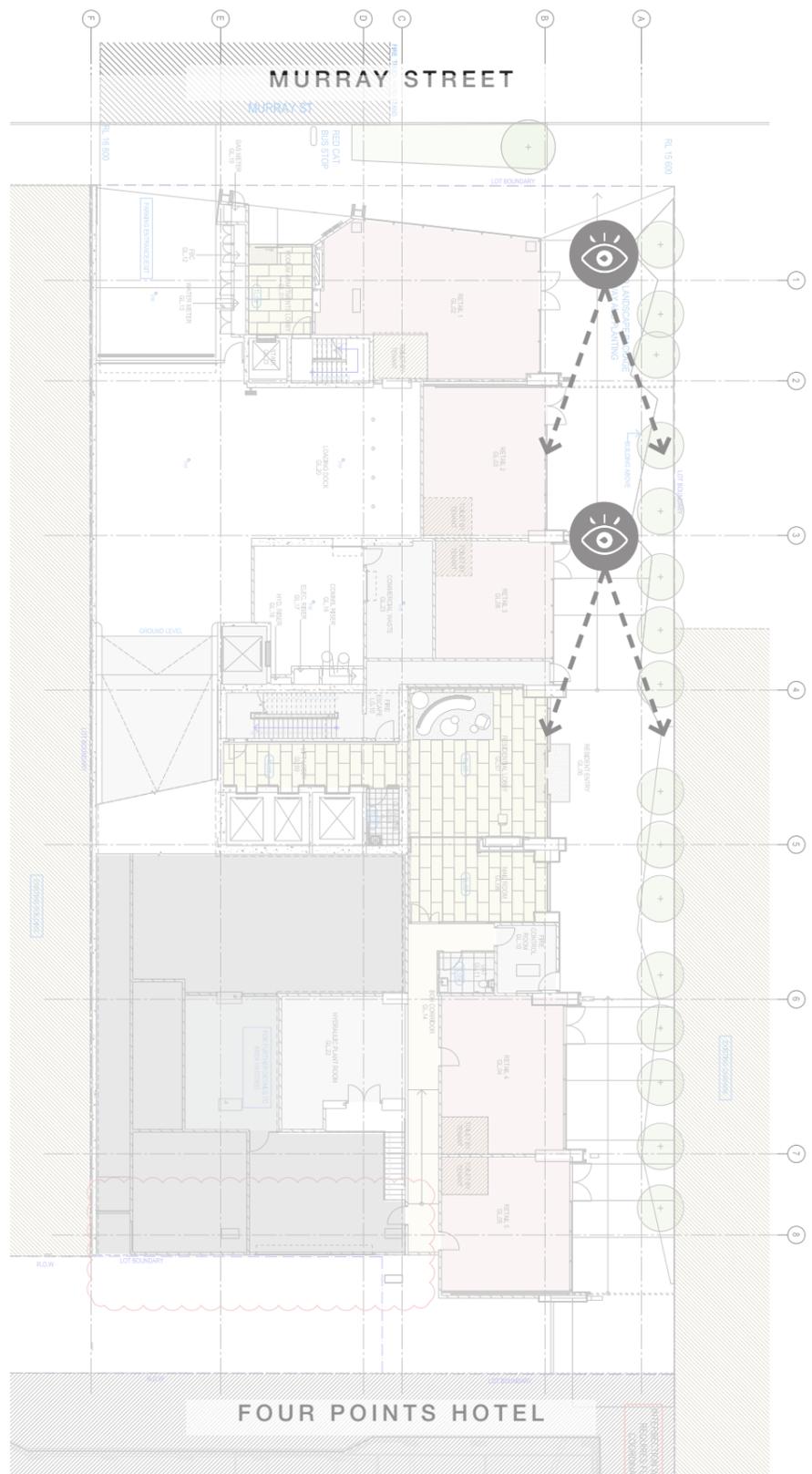


725 Wellington Street General Arrangement



725 Wellington Street Laneway & Entry Portal

City of Perth
11 December 2025
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GROUND LEVEL

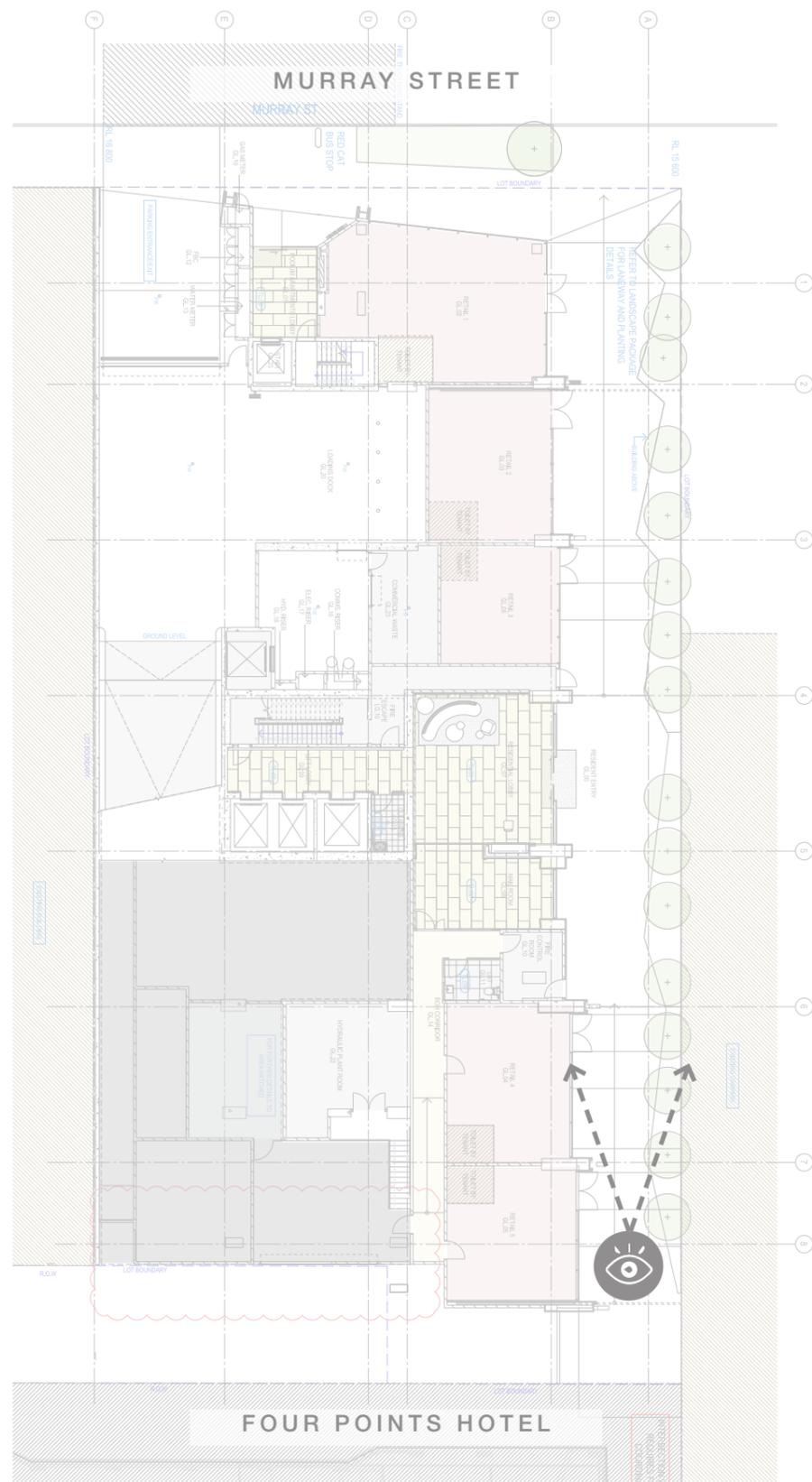


View from Murray Street Entry



View from Residents Lobby Entry

725 Wellington Street Laneway & Entry Portal



View from Wellington Street Entry

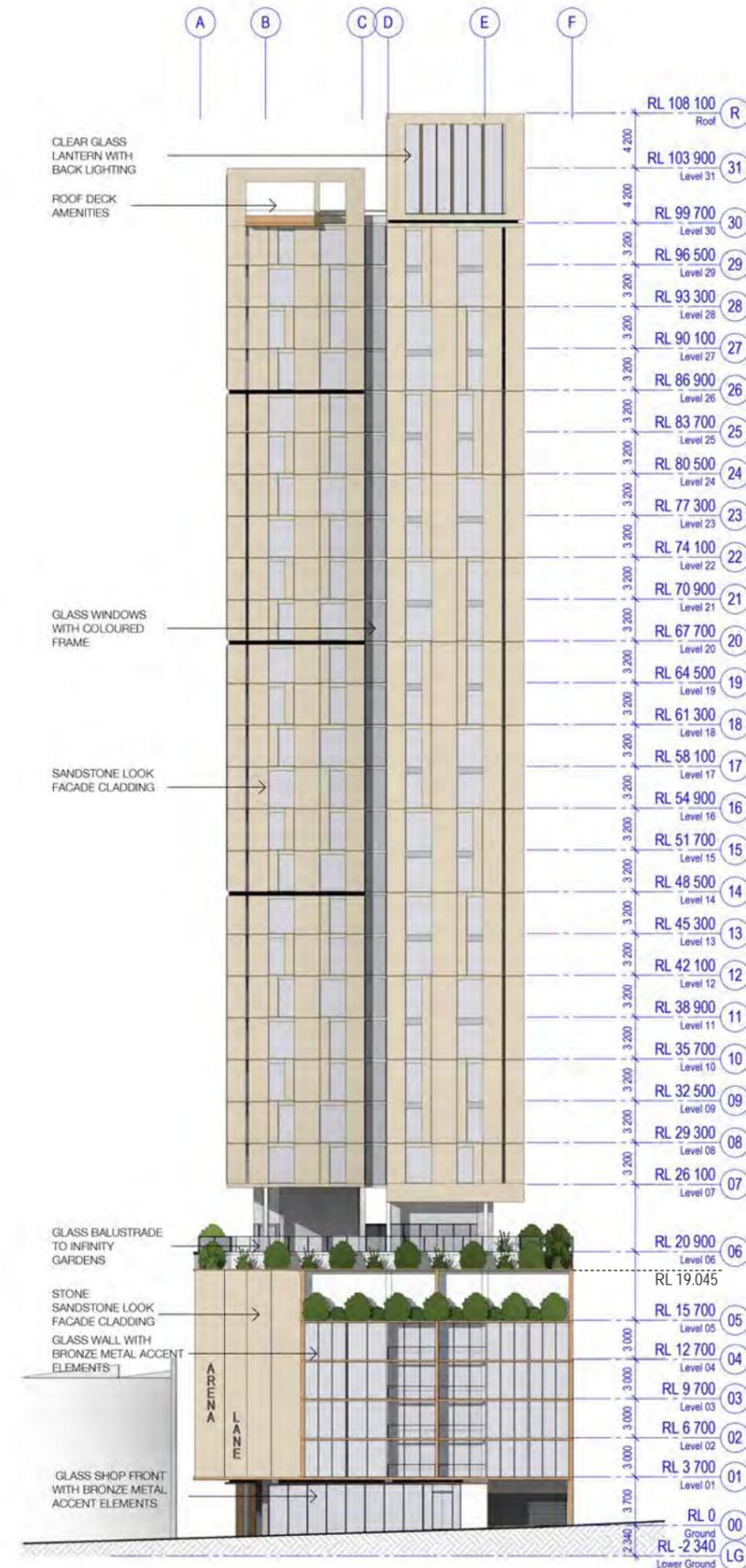
City of Perth
 11 December 2025
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725 Wellington Street Elevations



NORTH ELEVATION

IU9



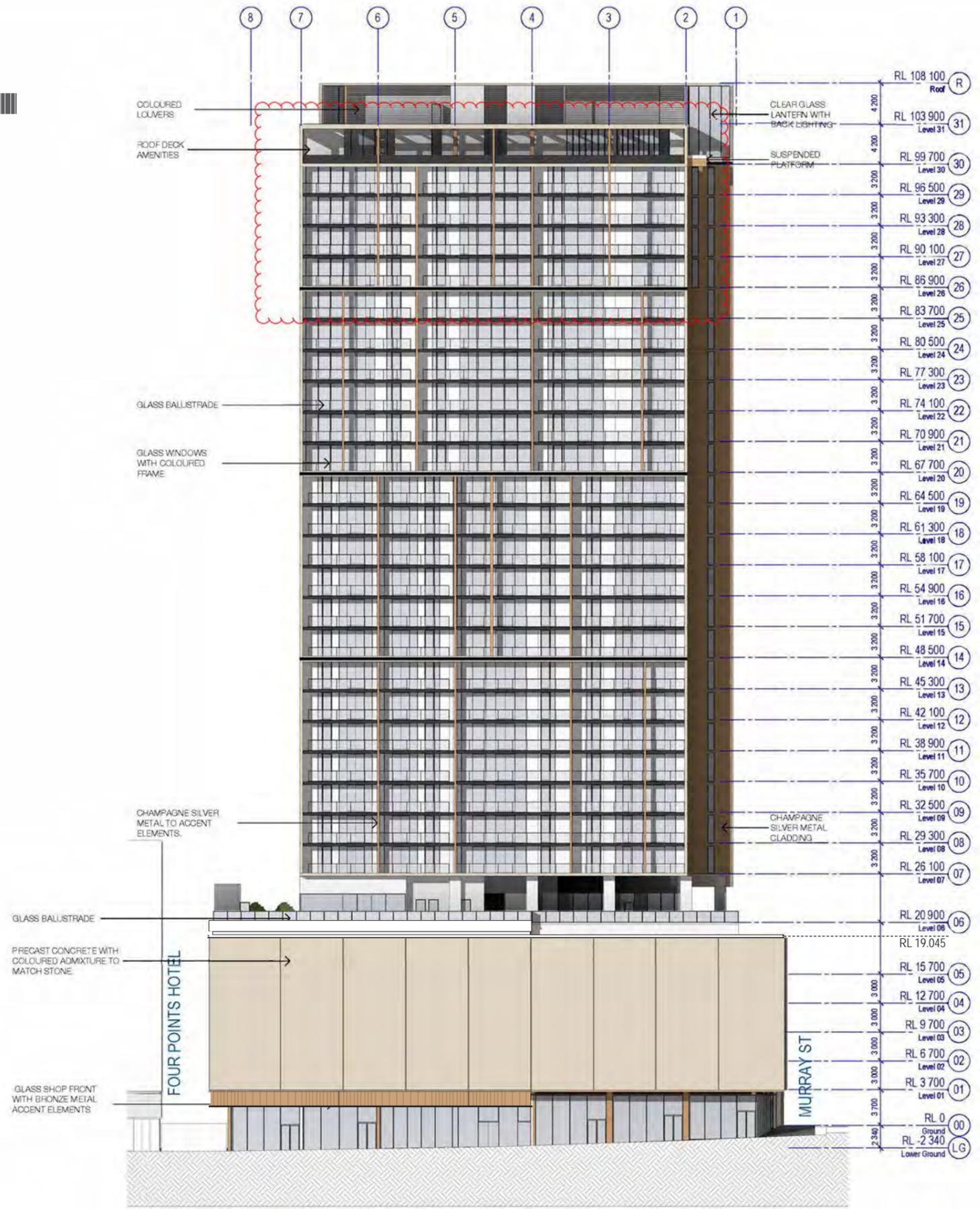
SOUTH ELEVATION

725 Wellington Street Elevations

City of Perth
11 December 2025
Received



725 Wellington Street Elevations



Attachment 3 – Perspective Plans (11 December 2025)

02 Masterplan
South bound approach









02

Masterplan
Arena Lane Murray St Entrance



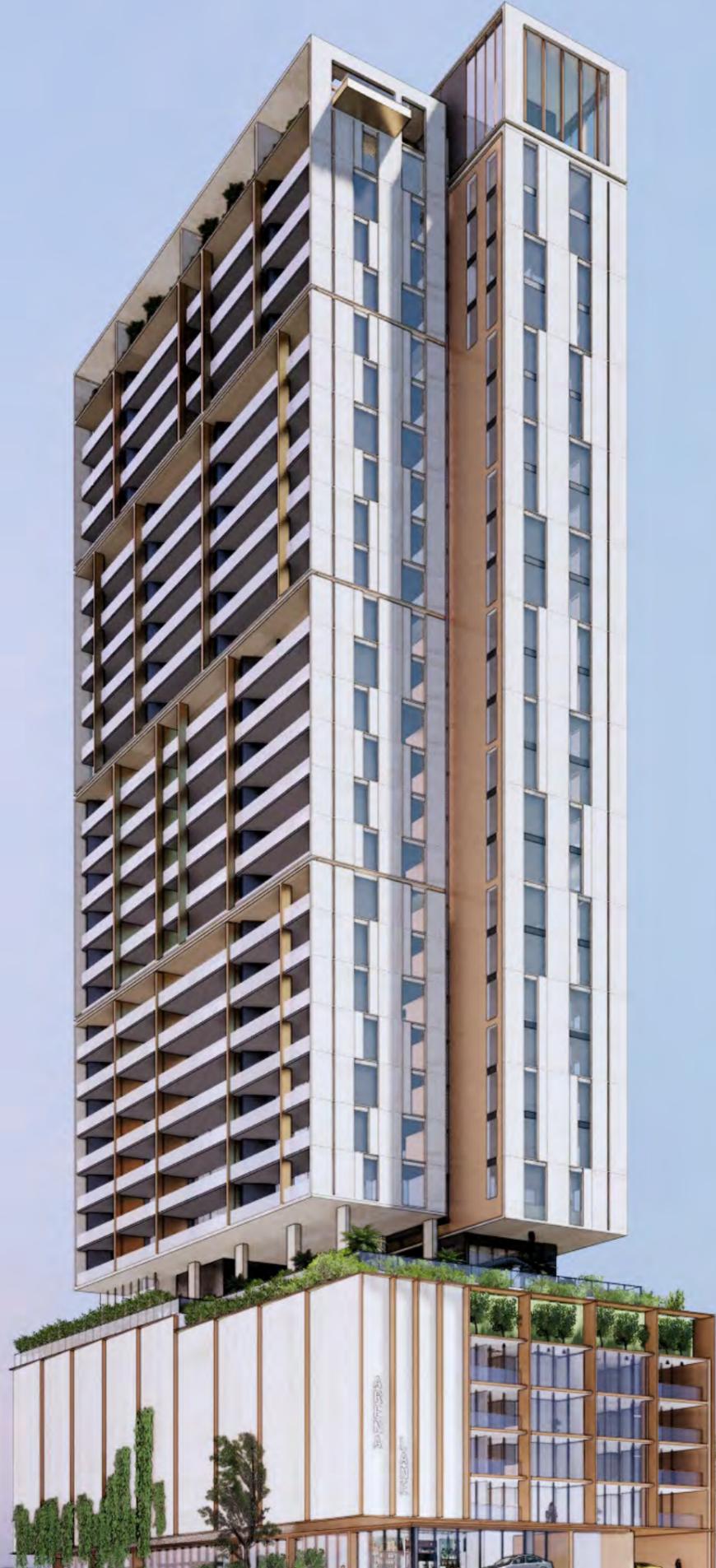
03 Multiple Dwellings with Retail Units
Mitchell Fwy South bound View



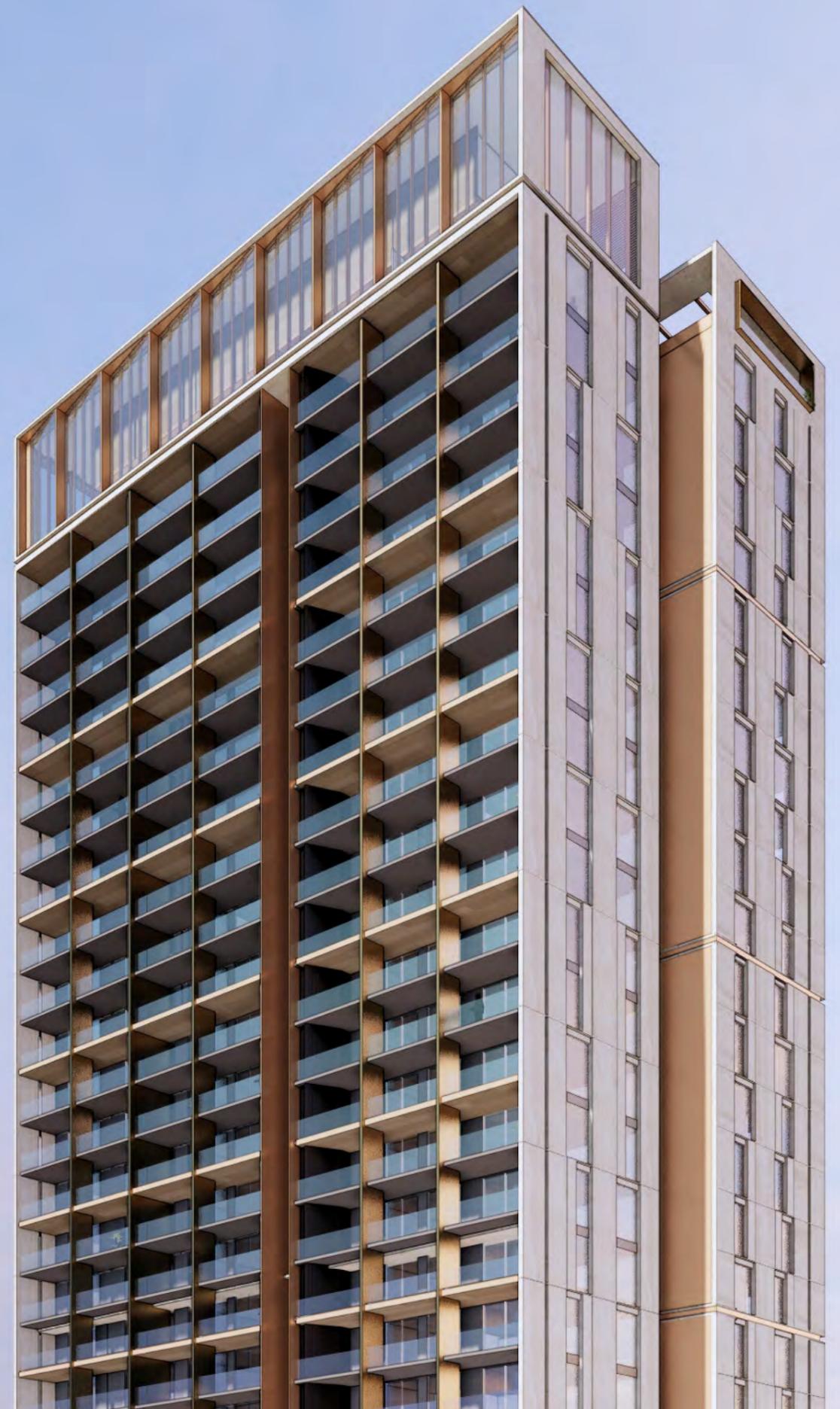
03 Multiple Dwellings with Retail Units
Mitchell Fwy North bound View



04 Multiple Dwellings with Retail Units West Bar



04 Multiple Dwellings with Retail Units
East Bar



05 Four Points Hotel Existing Condition



Existing facade condition of
Four Points Sheraton Hotel

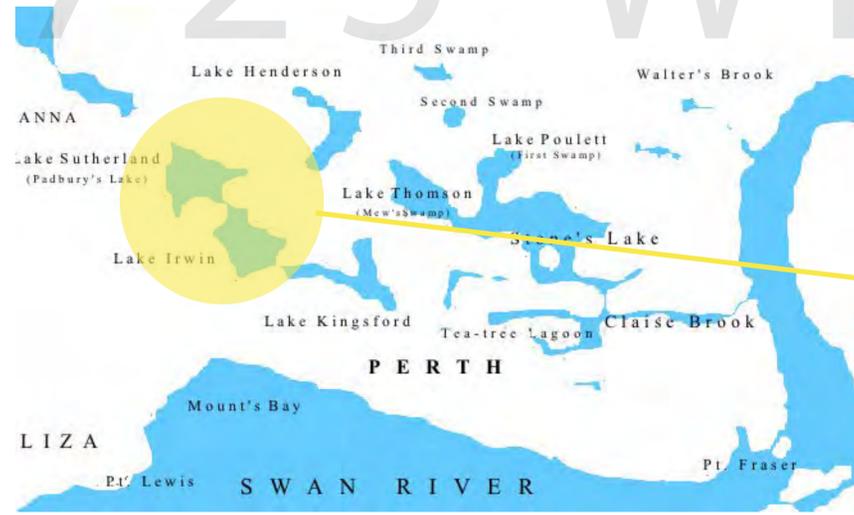


Proposed facade upgrade to
Four Points Sheraton Hotel

Attachment 4 – Landscape
Concept Plans (25 September
2025)

SITE CONTEXT & HISTORICAL HERITAGE

725 WELLINGTON



GOOLOOGLOOLUP WAS THE ORIGINAL NAME OF THE SWAMPS LAKE IRWIN AND LAKE KINGSFORD. FOR THE NOONGAR PEOPLE, IT PROVIDED FOOD AND MEDICAL REMEDIES

LAKE KINGSFORD AND IRWIN WERE FIRST USED AS FARMING LAND UPON COLONISATION. HOWEVER, LATER IN THE 1900'S THIS LAND WAS USED AS 'PERTH'S LOCOMOTIVE RUNNING SHEDS'



THE OLD SARA AND COOK WAREHOUSES ON RESIDENTIAL TOWER SITE.



DESIGN ELEMENTS WOULD REPRESENT THE HISTORY WITH AN INDUSTRIAL THEME.
WARMER TONES WOULD BE USED TO ADDRESS AN EXISTING COLD AND CLOSED SITE. A PEDESTRIAN FOCUS WITH WAYFINDING ELEMENTS WOULD CREATE AN INVITING AND SOCIAL PLACE FOR ALL.

725 WELLINGTON STREET

PREPARED FOR WOODS BAGOT

SITE CONTEXT
SEPTEMBER 2025

JOB NO. 2506401
NTS

C3.101

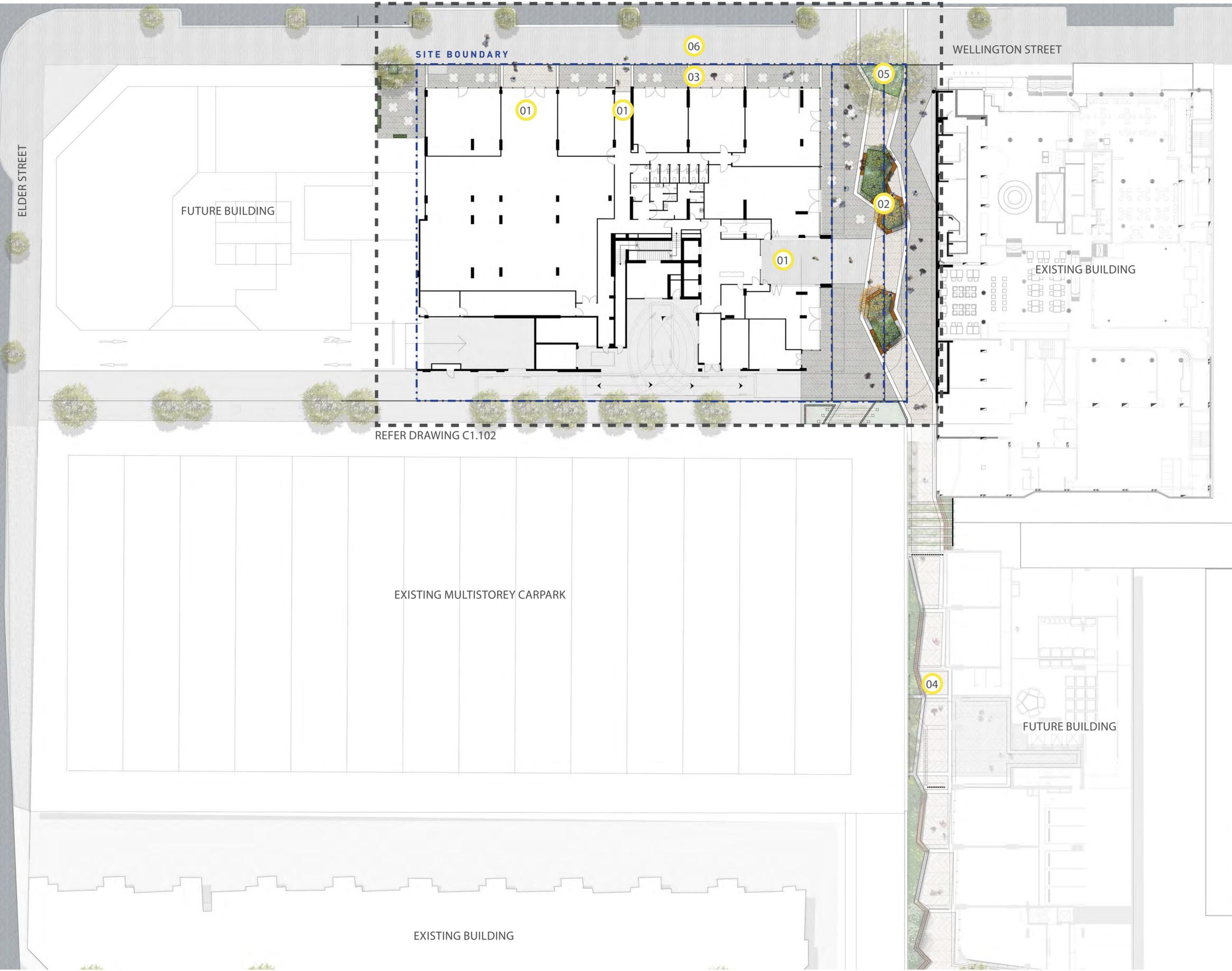
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T: (08) 9388 9566 E: mail@plane.com.au



LEGEND

- 01 PROPOSED BUILDING- MAIN PEDESTRIAN ENTRIES
- 02 PROPOSED LANDSCAPE AREAS & LANEWAY ACCESS- REFER DRAWING C1.102
- 03 PROPOSED AFRESCO DINING & RETAIL AREAS WITH FEATURE PAVING- REFER DRAWING C1.102
- 04 FUTURE LANEWAY CONNECTION WITH LANDSCAPE AREAS & OUTDOOR SEATING
- 05 EXISTING LARGE MATURE TREE TO BE RETAINED & PROTECTED
- 06 EXISTING STREETScape & STREET TREES TO BE RETAINED

725 WELLINGTON STREET

PREPARED FOR WOODS BAGOT

CONCEPT MASTERPLAN
SEPTEMBER 2025

JOB NO. 2506401
1:250 @ A1

C1.101
0 5 10 15 25m
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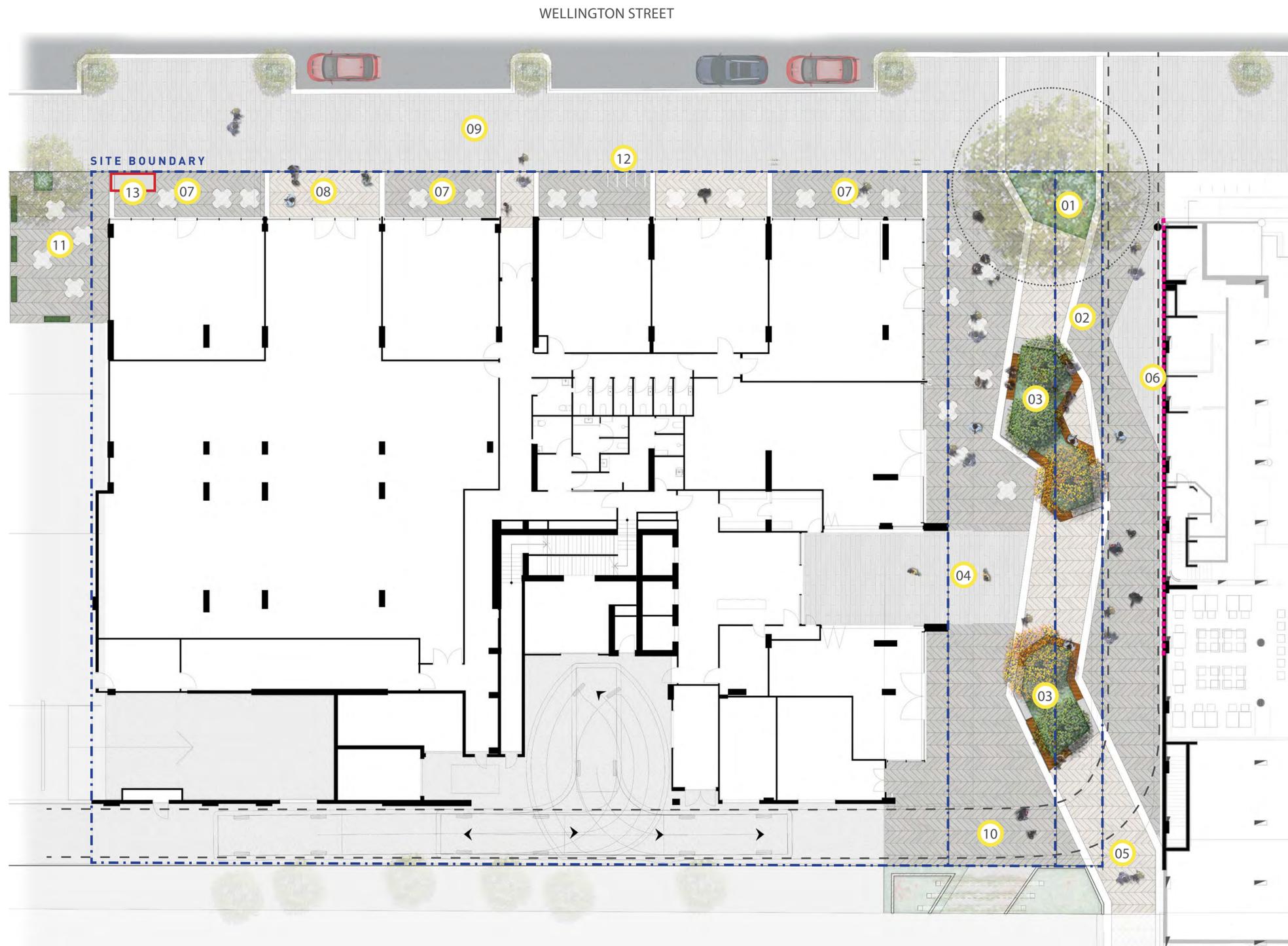
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LEGEND

- 01 EXISTING LARGE MATURE TREE TO BE RETAINED & PROTECTED (APPROXIMATE TPZ SHOWN)
- 02 THE HERRINGBONE PAVING DESIGN IS INSPIRED BY THE SEMI-INDUSTRIAL HISTORY OF THE SITE, REFERENCING THE OLD SAW TOOTH WAREHOUSES AND LOCOMOTIVE SHEDS WHICH SURROUNDED THE SITE IN THE EARLY 1900'S
- 03 ANGULAR PLANTERS WITH BUILT-IN TIMBER BENCH SEATING AND SHADE TREE PLANTING TO SOFTEN AND ACTIVATE LANEWAY SPACE, PROVIDING SPACES TO GATHER & ALFRESCO DINING OPPORTUNITIES
- 04 FEATURE PAVING TREATMENT TO LOBBY ENTRY
- 05 ANGULAR PAVING BANDS OF DIFFERENT PAVEMENT TREATMENTS TO BREAK UP HARDSCAPE & LEAD PEDESTRIANS THROUGH LANEWAY ACCESS
- 06 OPPORTUNITY FOR ART WALL TO LANEWAY ON BLANK BUILDING FACADE TO PROVIDE POINT OF INTEREST AND ACTIVATE SPACE
- 07 ALTERNATING PAVING TREATMENTS & FEATURE PAVING BANDS TO DELINEATE OUTDOOR ALFRESCO & RETAIL AREAS
- 08 FEATURE PAVING TREATMENT TO MAIN RETAIL ENTRY
- 09 EXISTING PAVING - TO BE RETAINED/ MADE GOOD. EXISTING STREET TREES TO BE RETAINED.
- 10 MAIN SERVICE VEHICLE ACCESS ROUTE
- 11 FLEXIBLE OUTDOOR ALFRESCO SPACE WITH FEATURE PAVING, MOVABLE PLANTERS & SEATING TO ACTIVATE CORNER TO BUILDING. EXISTING TREE TO BE RETAINED.
- 12 BIKE RACKS (5 NO.)
- 13 FIRE HYDRANT & BOOSTER ACCESS



725 WELLINGTON STREET

PREPARED FOR WOODS BAGOT

CONCEPT PLAN- GROUND LEVEL
SEPTEMBER 2025

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1:150 @ A1

C1.102
0 3 6 9 15m
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SITE BOUNDARY

LEGEND

01 RAISED PLANTERS TO ANGULAR NICHES WITH CASCADING SHADE TOLERANT PLANTING TO SOFTEN BUILDING FACADE



725 WELLINGTON STREET

PREPARED FOR WOODS BAGOT

CONCEPT PLAN- LEVEL 01
SEPTEMBER 2025

JOB NO. 2506401
1:100 @ A1

C1.103
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SITE BOUNDARY

LEGEND

01 BUILT-IN RAISED PLANTER WITH SHADE TOLERANT CASCADING PLANTING TO STAIR ACCESS



725 WELLINGTON STREET

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CONCEPT PLAN- LEVEL 02
SEPTEMBER 2025

JOB NO. 2506401
1:100 @ A1

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SITE BOUNDARY



LEGEND

- 01 POOL AREA WITH UNIT PAVING, MOVABLE DECK CHAIRS & LARGE POT PLANTS TO BREAK UP & SOFTEN SPACE
- 02 SMALL BOOTHS TO PROVIDE PRIVATE SEATING NICHES
- 03 DECKING TREATMENT TO FUTURE POOL BAR AREA WITH MOVABLE POTS & PLANTERS
- 04 RAISED PLANTERS TO BALUSTRADE EDGE WITH OVERHEAD OPEN PERGOLA STRUCTURE WITH CREEPER PLANTING
- 05 FEATURE PAVING BANDS WITH HERRINGBONE PAVING PATTERN- REFLECTIVE OF POST INDUSTRIAL HISTORY OF THE SITE
- 06 SMALL ARTIFICIAL TURF AREA FOR FLEXIBLE RECREATION IE. OUTDOOR EXERCISE/YOGA CLASSES
- 07 OUTDOOR EVENT SPACE WITH FLUSH DECK & ARBOR STRUCTURE TO PROVIDE AREA FOR OUTDOOR CONCERTS & GATHERINGS
- 08 OPEN PAVED AREA WITH MOVABLE PLANTERS TO PROVIDE FLEXIBILITY & FUNCTIONALITY TO THE SPACE
- 09 COUNTERTOP EDGE TO PLANTER WITH VIEWS OVER TO PERTH STADIUM
- 10 PRIVATE DINING AREAS WITH DECKING, BBQS & TABLES FOR ALFRESCO DINING
- 11 FEATURE FLOWERING/ DECIDUOUS TREES LOCATED AT END OF VIEW CORRIDORS TO PROVIDE POINT OF INTEREST
- 12 WIDE 950MM DEPTH PLANTERS TO PROVIDE SUFFICIENT DEEP SOIL AREA FOR TREE GROWTH
- 13 OUTDOOR CINEMA / FLEXIBLE RECREATION AREA WITH OPEN ARTIFICIAL TURF SPACE, PROJECTION SCREEN & LOOSE OUTDOOR FURNITURE IE. BEAN BAGS
- 14 WIDE DECK SEATING TO PLANTER EDGE TO PROVIDE GROUP GATHERING & ALLOW RECLINING & RELAXATION
- 15 OUTDOOR GAMES AREA WITH PING PONG TABLE, FEATURE COLOURED PAVEMENT, OUTDOOR COUCH & INFORMAL SEATING ELEMENTS
- 16 'ZEN GARDEN' WITH CENTRAL WATER FEATURE, GRAVEL AREA/ FLEXIBLE 'BOCCIE' COURT, LUSH PLANTINGS, BOULDERS & COVERED INTIMATE SEATING SPACE
- 17 SCREENING SHRUB PLANTING TO PROVIDE PRIVACY & GREEN BACKDROP TO CONTEMPLATIVE SPACE
- 18 COMMUNITY GARDEN AREA WITH RAISED VEGETABLE PLANTERS, FRUIT TREES & POT PLANTS,
- 19 SMALL TOOL SHED & POTTING TABLE
- 20 POT PLANTS & QUIET SEATING NICHE
- 21 PROPOSED CATENARY LIGHTING

725 WELLINGTON STREET

PREPARED FOR WOODS BAGOT

CONCEPT PLAN- AMENITY LEVEL
SEPTEMBER 2025

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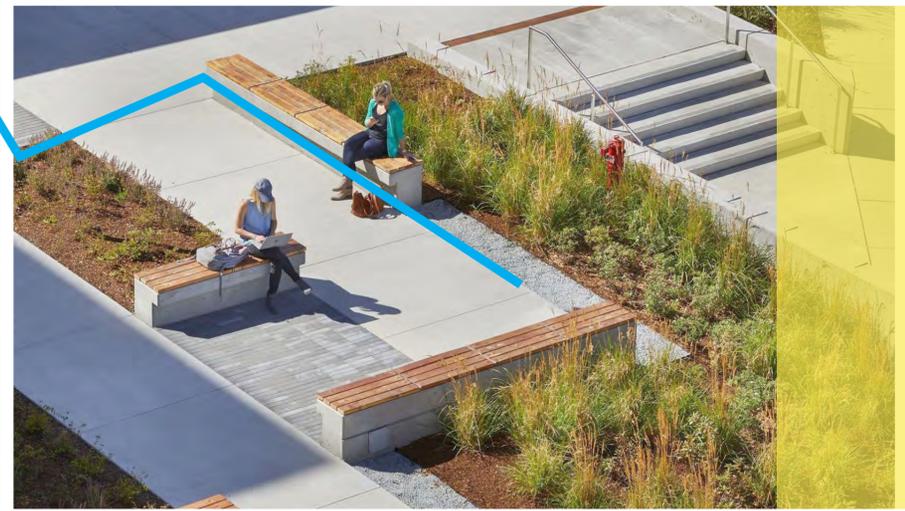
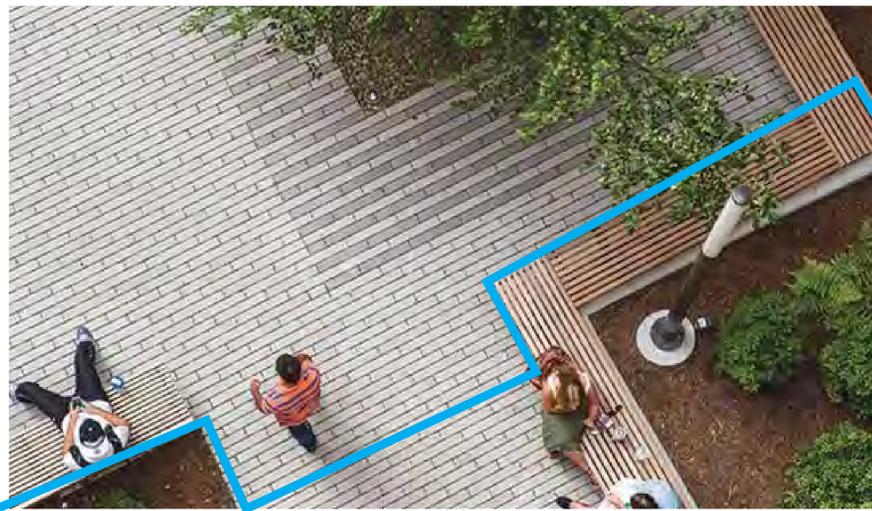
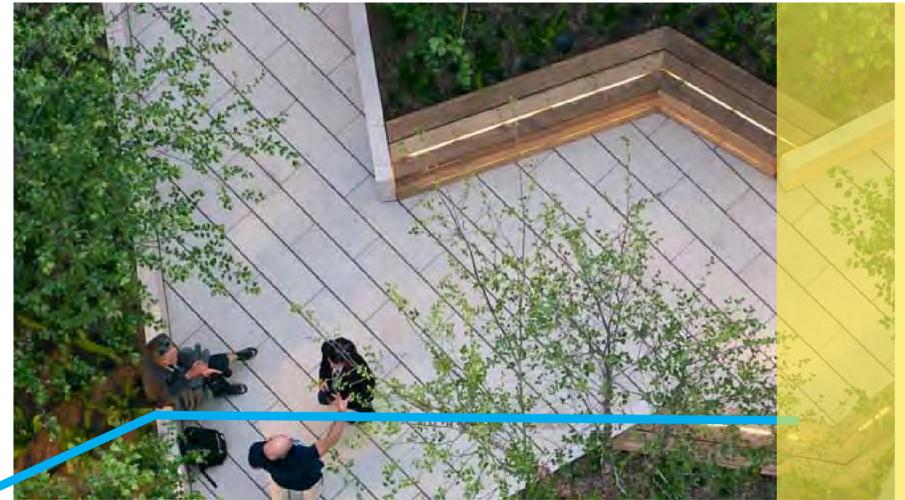
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DESIGN LANGUAGE



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MOOD BOARD



OUTDOOR CINEMA / GAMES AREA



ZEN GARDEN



COMMUNITY GARDEN

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MOOD BOARD
SEPTEMBER 2025

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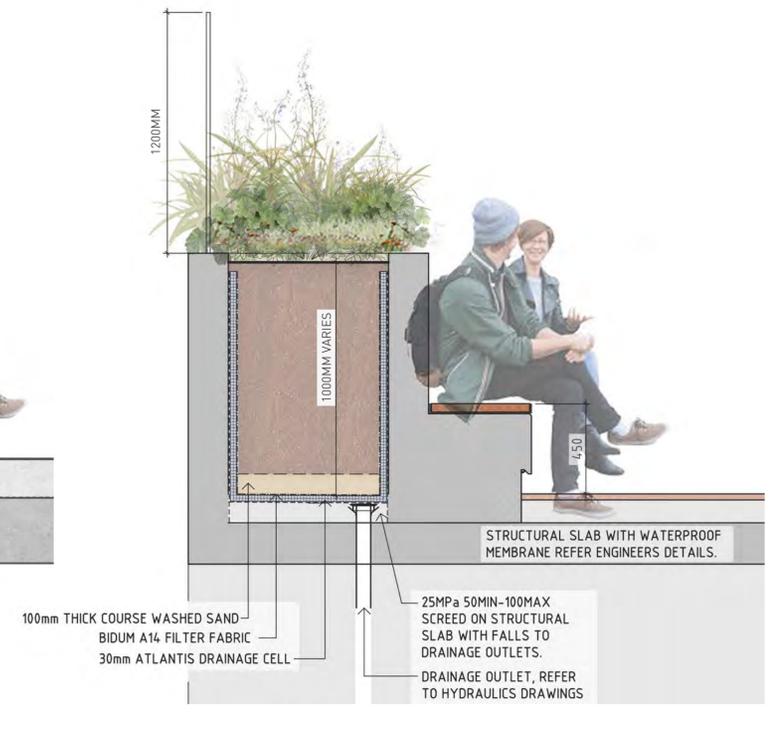
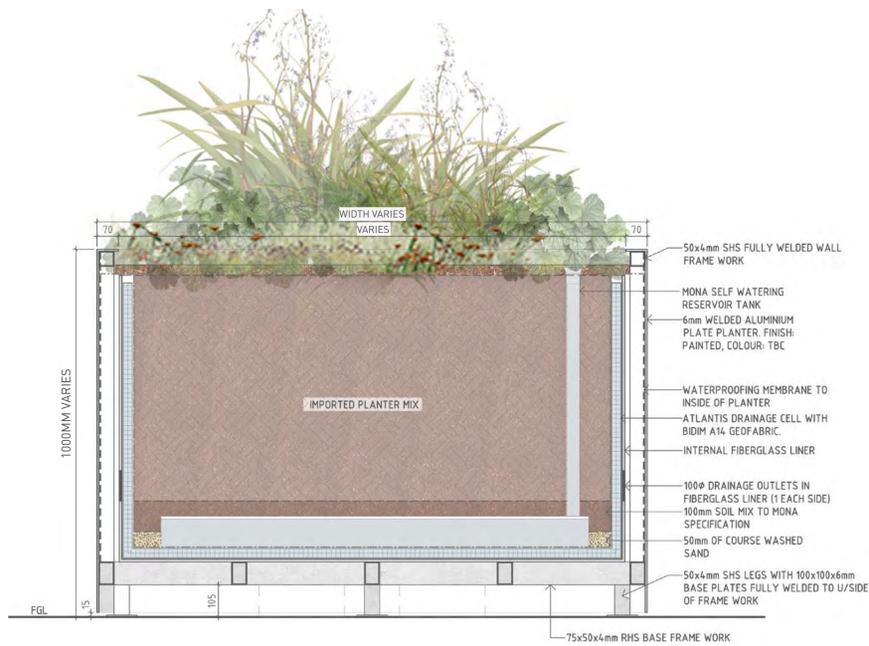
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TYPICAL SECTIONS



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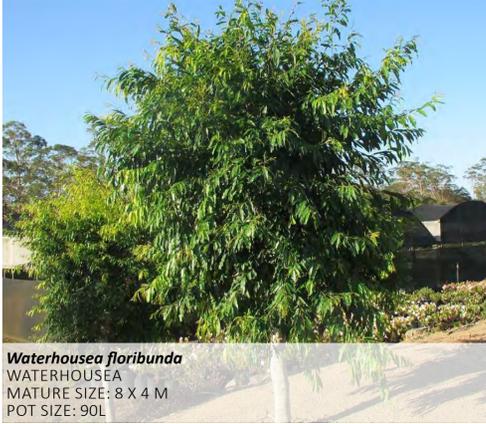
PLANTING



Cupaniopsis anacardioides
TUCKEROO
MATURE SIZE: 6 X 3 M
POT SIZE: 100L



Caesalpinia ferrea
LEOPARD TREE
MATURE SIZE: 8 X 4 M
POT SIZE: 200L



Waterhousea floribunda
WATERHOUSEA
MATURE SIZE: 8 X 4 M
POT SIZE: 90L



Betula pendula Moss White
MOSS WHITE BIRCH
MATURE SIZE: 8 X 4 M
POT SIZE: 100L



Olea europaea
OLIVE
MATURE SIZE: 2.5 X 2 M
POT SIZE: 200L



Lagerstroemia 'Natchez'
CREPE MYRTLE
MATURE SIZE: 7 X 5 M
POT SIZE: 100L



Ficus lyrata
FIDDLE LEAF FIG
MATURE SIZE: 10 X 8 M
POT SIZE: 12L



Cyathea cooperii
AUSTRALIAN TREE FERN
MATURE SIZE: 6 X 3 M
POT SIZE: 30L



TREE PLANTING

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PLANTING PALETTE
SEPTEMBER 2025

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PLANTING



Banksia Ashbyi 'Dwarf'
BANKSIA
MATURE SIZE: 1.5 X 2 M
SPACING: 1/M² POT SIZE: 5L



Leucospermum Yellow
NODDING PINCUSHION
MATURE SIZE: 1.5 X 1.2 M
SPACING: 2/M² POT SIZE: 140 MM



Calothamnus quadrifidus prostrate
ONE SIDED BOTTLEBRUSH
MATURE SIZE: 0.8 X 2 M
SPACING: 1/M² POT SIZE: 140 MM



Adenanthos cuneata
BASKET FLOWER
MATURE SIZE: 1 X 1.5 M
SPACING: 1/M² POT SIZE: 140 MM



Dianella 'Tasred'
FLAX LILY
MATURE SIZE: 0.45 X 0.5 M
SPACING: 3/M² POT SIZE: 140 MM



Lomandra 'Lime Tuff'
MAT RUSH
MATURE SIZE: 0.5 X 0.5 M
SPACING: 4/M² POT SIZE: 140 MM



Aptenia cordifolia
HEARTLEAFT ICEPLANT
MATURE SIZE: 0.1 X 1.5 M
SPACING: 2/M² POT SIZE: 140 MM



Grevillea 'Gin Gin Gem'
SPIDER FLOWER
MATURE SIZE: 0.3 X 2 M
SPACING: 2/M² POT SIZE: 140 MM



Casuarina 'Cousin it'
COUSIN IT CASUARINA
MATURE SIZE: 0.15 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Acacia cognata 'Limelight'
RIVER WATTLE
MATURE SIZE: 0.7 X 1.2 M
SPACING: 2/M² POT SIZE: 140 MM



Hibbertia scandens
SNAKE VINE
MATURE SIZE: 0.3 X 2 M
SPACING: 2/M² POT SIZE: 140 MM



Eremophila Kalbarri Carpet
EMU BUSH
MATURE SIZE: 0.2 X 2 M
SPACING: 2/M² POT SIZE: 140 MM



GENERAL SHRUB PLANTING

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PLANTING PALETTE
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PLANTING



Alcantarea imperialis rubra
GIANT BROMELIAD
MATURE SIZE: 2 X 1.5 M
SPACING: 1/M² POT SIZE: 140 MM



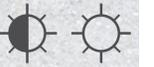
Alpinia caerulea 'Red'
RED BACK GINGER
MATURE SIZE: 1.5 X 2 M
SPACING: 1/M² POT SIZE: 140 MM



Acanthus mollis 'Red Legs'
OYSTER PLANT
MATURE SIZE: 1 X 1 M
SPACING: 1/M² POT SIZE: 140 MM



Cyrtomium falcatum
HOLLY FERN
MATURE SIZE: 0.6 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Epipremnum aureum
DEVIL'S IVY
MATURE SIZE: TO 2M
SPACING: 2/M² POT SIZE: 140 MM



Spathiphyllum sensation
PEACE LILY
MATURE SIZE: 1 X 1 M
SPACING: 2/M² POT SIZE: 5 L



Homalomena 'Magestic King'
HOMALOMENA MAGESTIC KING
MATURE SIZE: 0.5 X 0.4 M
SPACING: 5/M² POT SIZE: 140 MM



Fatsia japonica
JAPANESE ARALIA
MATURE SIZE: 1-6 X 1-4 M
SPACING: 1/M² POT SIZE: 140 MM



Blechnum 'Silver Lady'
SILVER LADY FERN
MATURE SIZE: 1.2 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



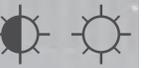
Nephrolepis 'Teddy junior'
TEDDY JUNIOR SWORD FERN
MATURE SIZE: 0.4 X 0.4 M
SPACING: 3/M² POT SIZE: 140 MM



Dichondra repens
KIDNEY PLANT
MATURE SIZE: 0.1 X 0.3 M
SPACING: 5/M² POT SIZE: 140 MM



Dichondra 'Silver falls'
KIDNEY WEED
MATURE SIZE: 0.1 X 2 M
SPACING: 4/M² POT SIZE: 140 MM



SHADE TOLERANT PLANTING

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PLANTING PALETTE
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PLANTING



Citrus 'Eureka Lemon'
EUREKA LEMON
MATURE SIZE: 6 X 4 M
POT SIZE: 90L



Citrus 'Tahitian Lime'
TAHITIAN LIME
MATURE SIZE: 3 X 3 M
POT SIZE: 90L



Citrus 'Midnight Seedless Orange'
MIDNIGHT SEEDLESS ORANGE
MATURE SIZE: 3 X 3 M
POT SIZE: 90L



Prunus armeniaca
APRICOT MOORPARK
MATURE SIZE: 9 X 6 M
POT SIZE: 90L



Thymus serpyllum 'Creeping Thyme'
CREEPING THYME
MATURE SIZE: 0.1 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Rosmarinus officinalis 'Prostrate'
PROSTRATE ROSEMARY
MATURE SIZE: 0.3 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Origanum vulgare
OREGANO
MATURE SIZE: 0.3 X 0.4 M
SPACING: 3/M² POT SIZE: 140 MM



Mentha Mint
MINT
MATURE SIZE: 0.3 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Salvia officinalis
SAGE
MATURE SIZE: 0.75 X 1 M
SPACING: 1/M² POT SIZE: 140 MM



Ocimum basilicum
BASIL
MATURE SIZE: 0.5 X 5 M
SPACING: 2/M² POT SIZE: 140 MM



Tulbaghia violacea variegata
SOCIETY GARLIC
MATURE SIZE: 0.4 X 0.3 M
SPACING: 3/M² POT SIZE: 140 MM



Lavandula 'The Princess'
LAVENDER
MATURE SIZE: 0.7 X 0.7 M
SPACING: 2/M² POT SIZE: 140 MM



PRODUCTIVE GARDENS

725 WELLINGTON STREET

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PLANTING PALETTE
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Attachment 5 – Response from MRWA



mainroads
WESTERN AUSTRALIA

Enquiries: Andrew Williams on (08) 9323 6257
Our Ref: 25/6282 (D25#862316)
Your Ref: DAP-2025/5286
DAP Ref: DAP/25/02947

27 August 2025

Chief Executive Officer
City of Perth
GPO Box C120
PERTH WA 6839

Email: info.city@cityofperth.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL – PROPOSED MULTIPLE DWELLING, RETAIL AND HOTEL REFURBISHMENT – LOT 101 (NO.725) AND LOT 14 (NO.707) WELLINGTON STREET, LOT 1 (NO. 486) AND LOT 2 (NO. 484) MURRAY STREET, AND LOT 66, PERTH – DAP-2025/5286 & DAP/25/02947

In response to correspondence received on 5 August 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. Prior to the issue of a Building Permit, an acoustic report by a qualified acoustic consultant consistent with the requirements of State Planning Policy 5.4 – *Road and Rail Noise* is to be prepared and submitted to the satisfaction of the City of Perth in consultation with Main Roads. Any recommendations contained in the acoustic report shall be thereafter implemented and maintained for the duration of the development.

Justification for Condition

The acoustic report is required to ensure the development is designed to address noise generated from the abutting transport corridor(s). The acoustic report prepared by Aurecon dated 7 July 2025 (ref P529316 - Revision 0) is preliminary and uncertain. The built form design (such as façade glazing) is unresolved and has not addressed State Planning Policy 5.4 – *Road and Rail Noise*. The acoustic report must address:

- The requirements of State Planning Policy 5.4 and the associated WAPC Guidelines; and
- Traffic noise measurements for the day, evening, night and during events at the nearby RAC Arena (this is a recommendation of the preliminary acoustic report), noise modelling, outdoor noise targets (only indoor targets stated in preliminary acoustic report) and recommended noise treatments are to be referenced in accordance with State Planning Policy 5.4 for transport noise over a 20-year period.



2. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared have been implemented is to be provided to the satisfaction of the City of Perth.

Justification for Condition

To ensure acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

3. A notification, pursuant to Section 70A of the *Transfer of Land Act 1893*, is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state:

“The lots are situated in the vicinity of a transport corridor and are currently affected, or may in the future be affected by transport noise.”

Justification for Condition

To ensure acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

Advice

- a. In reference to Condition 1, the applicant’s acoustic consultant is advised to:
 - Refer to ‘[Main Roads Requirements for Road Traffic Noise Assessments Factsheet](#)’ which can be found on Main Roads website at mainroads.wa.gov.au > Community, Art & Environment > Environment > Spotlight on Environment > Managing Noise Impacts; and
 - Contact Main Roads Transport Modelling Section to obtain the most up-to-date modelled traffic projections, to be used in the noise modelling, citing the contact name, reference number and date in the acoustic report.

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 Andrew Williams on (08) 9323 6257 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

CFudge

Chris Fudge

A/Road Access and Planning Manager

**Attachment 6 – Applicant’s
address of State Planning
Policy 7.0 Design of the Built
Environment**

Design Principle	Comments
<p>1. Context and character</p> <p>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place</p>	<ul style="list-style-type: none"> • The built form takes cues from the Sawtooth roofs of the Industrial buildings of the past in the area, as well as the triangular geometry of the RAC Arena. The Wellington Street building uses a similar language. The vertical plane of the podium façade displays this geometric articulation. • The subtle facet to the Residential podium, and the overclad to the existing 4 Points facade, is a subtle reference to the Sawtooth geometry without being overtly referential. • A continuity of stone, brick and metal across the site unifies the ground plane and ties the three buildings together as one development.
<p>2. Landscape quality</p> <p>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</p>	<ul style="list-style-type: none"> • The landscape design takes a contemporary approach to definition of spaces and materials selection, utilising a clean and simple palette to create a modern style aesthetic that complements the architecture of both tower developments and imagines a vibrant and engaging landscape design. • The design approach responds to its urban setting, and in doing so proposes a strategy that compliments the sites context, function and semi-industrial past. • The materiality, robust design aesthetic and layout of spaces have been generated to provide a solid grounding to the mass of the built form and to create a major community entertainment destination for the western part of Perth's CBD. • The provision of a clear and well-defined circulation network, places to sit and contemplate, various high-quality food & beverage offerings, shade, shelter and protection from extremes of climate, are all imagined in the landscape design.

Design Principle	Comments
<p>3. Built form and scale</p> <p>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.</p>	<ul style="list-style-type: none"> • The development responds to all street frontages. • The development is of a scale, which is consistent with the built form established for the Precinct. • The built form defines the public/private domain and contributes to the streetscapes both in form and landscaping. • The built-form strategy of the two towers is to break each tower down into two elegantly proportioned shifting bars that mitigate the transition of city scale to lower scale buildings towards West Perth. • Further more each bar's slender appeal accentuates a sense of verticality within the city skyline. • These tower bars each reflect the city grain and grid of the context in which it faces. The tower site is perceived as the North West corner stone of the CBD by holding the corner. • Podium heights relate to adjoining city blocks and podium heights to create urban wall.
<p>4. Functionality and build quality</p> <p>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.</p>	<ul style="list-style-type: none"> • The design is functional to both the intent of the Precinct and the design of the dwellings. • The dwellings are provided with a high level of amenity and large balcony areas. • Orientation of towers to maximise views, and daylight. • Efficient and functional floorplates. • Functional grids and modular design.
<p>5. Sustainability</p> <p>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes</p>	<ul style="list-style-type: none"> • The site is located at a CAT bus stop providing good transport access throughout the City. • The dwellings have been designed with good solar access and natural ventilation reducing reliance on technology. • Each tower facade responds to orientation and views differently to create distinctive conditions. • Residential north and south facade reads differently to the balconies by introducing punched windows for more solidity, framing views. • The dwellings fine grain north facing facade contains an array of shading fins with the direction of glazed panels tilted towards views and mitigates solar exposure. • The dwellings north and south facade reads differently to the balconies by introducing a pattern of punched windows for more solidity to manage heat gain and privacy. • Other design elements that deliver a positive environmental outcome include but not limited landscaped podium levels, wind and solar screening to facades, and naturally ventilated daylight corridors for the dwellings. • Roof gardens and Winter gardens. • Podium roof terrace gardens.

Design Principle	Comments
<p>6. Amenity</p> <p>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</p>	<ul style="list-style-type: none"> • The dwellings are provided with a high level of amenity through their size, access to light and good levels of cross ventilation. • The dwellings are provided with balconies that have access to light, ventilation and are larger than required. • The communal areas include solar access and are of sufficient size to cater for the needs of the residents. • Podium functions present a range of uses that serve the uses of the site. • Located to take into account access to daylight, mitigated against wind and weather. • The podium is disengaged from the tower structurally to enable flexibility for future adaptability. • The operational relationship between wellness is shared between the dwellings and hotel. • The laneway at ground with convenience retail and a semi-private garden sanctuary amenity floor for the residential site offers greater engagement with these amenity offerings.
<p>7. Legibility</p> <p>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around</p>	<ul style="list-style-type: none"> • The development provides a clear understanding of the various land uses. • The scale of the built form is consistent with the vision for the area. • The entrances to the various land uses are clearly defined. • Pedestrian movement from Murray Street to Wellington Street will be via the newly created private Arena Lane link, which property owner may implement access control outside business hours. • The link is activated by convenience retail and varied food and beverage outlets, Arena Lane expands and contracts along its length to open into Wellington Plaza, a landscaped destination. • F&B outlets opening onto Wellington Plaza from the Podium to the west and the new outdoor Terrace of the Hotel to the east add to the overall experience of the space by providing choice and the opportunity for people to gather.
<p>8. Safety</p> <p>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</p>	<ul style="list-style-type: none"> • The development provides a mix of uses providing activity and passive surveillance 24 hours a day. • The development separates the public pedestrian domain from cars and deliveries. • The ground and podium levels, including the pedestrian link, are sleeved with active uses. • The proposed development significantly improves the safety from the City of Perth Car Park to Wellington Street. • Gradual ramping of pedestrian links to mitigate level changes for universal accessibility and inclusiveness. • Mitigate dead ends and alcoves for CPTED Landscape design, provides visual way finding.

Design Principle	Comments
<p>9. Community</p> <p>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.</p>	<ul style="list-style-type: none"> • The development provides additional residents within Perth. • The additional residents will support the local services while also providing activity after normal business hours. • Wellington Plaza creates a destination, but also provides protection from the elements to those parking in the adjacent City of Perth Carpark who are visiting the development or the RAC Arena beyond. • This porosity at ground level will encourage pedestrian traffic through the site and provide convenient connection for the residents living in the Murray street tower. • Event day consideration for the RAC Arena with F/B offerings off Wellington Plaza to service.
<p>10. Aesthetics</p> <p>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	<ul style="list-style-type: none"> • The massing and articulation of the towers is another device used to tie the development together. • Both Towers have been split into two bars with unique identities and slid vertically and horizontally to accentuate the slenderness of the elements. • A continuity of massing language and common materiality links the towers together, whilst being mindful of the differing functions between the two. • This consistent coding of materials across the base of textured sand-stone from the ground and an accent of metallic champagne reflecting the unique Perth, carefully considers how the building materials relates to locality and internal functions.

Attachment 7 – Wind Impact Assessment

Memorandum

To	Winnie Kwok	From	Anthony Scanlon
Copy	Pratik Shrestha, Joshua Abbot, Mark Davies	Reference	529316
Date	2025-09-23	Pages (including this page)	11
Subject	725 Wellington St Development – Wind Impact Statement		

1 Summary

This qualitative wind impact assessment was prepared as part of the submission for development application (DA) approval for the proposed 725 Wellington St Phase 1 development (the proposed development). Wind impacts on pedestrian comfort are considered and discussed for the proposed development.

The analysis of wind impacts, presented in detail in Section 4, includes analysis based on results from previous numerical modelling undertaken for the site as part the DA submissions C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204. It is highlighted that the analysis presented in this wind impact statement considers the new proposed development using the previous iteration of the development as a site-specific benchmark.

The proposed development supersedes C05_WELGTN_725_191204 and has a smaller footprint and lower height. Based on the outcomes of the previous modelling, for the local microclimate adverse impacts would be expected to be weakened with these changes. As such the prior numerical modelling results are conservative but sufficiently representative of the proposed development's potential wind impacts.

It remains our opinion that the proposed development will not result in new adverse wind impacts on the pedestrian comfort in public areas on the site and surrounds under the prevailing wind directions.

2 Project context

The site consists of Lot 101 Wellington Street, with two phases. Phase 1 consists of the eastern half of site (the phase associated with this statement), and Phase 2 being future works associated with the western half of site.

2.1 Locality and existing condition

Lot 101 is located within the Perth CBD, opposite the Perth Arena and next to the Mitchell Freeway at the corner of Wellington and Elder Streets. The proposed development will be situated in a well-built urban area surrounded by high and low-rise buildings in the immediate vicinity.



Figure 1 – Locality aerial image (Source: department of planning, lands and heritage)

The existing site previously contained two storey townhouses, but these were demolished as part of previous works and as such the current site is empty of significant structures and not subject to any significant uses.

The site altitude is approximately 13m above sea level and is relatively flat and level in relation to neighbouring locations. Approaches from the north, west and south can be considered suburban, dominated by low-rise buildings, road networks and associated infrastructure. The east approach passes through a higher density area of the Perth CBD with mid and high-rise buildings providing significant shelter to the site.

Major buildings relevant to the wind behaviour around the site would include the Mitchell Freeway to the west, Perth Arena to the north, Four Points Sheraton hotel to the east, and Elder Street carpark to the south. These surrounding developments would lend to the area being mostly used for business walking. A 3D view of the surrounds including the prior C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204 are shown in Figure 2 below.



Figure 2 – 3D view of surrounds (Source: City of Perth Geo Hub)

2.2 The proposed development

The proposed development will construct a mixed use residential and retail building on the east side of Lot 101 Wellington St.

The total building height (ground to top of parapet) for the proposed development is 62.77m above ground level (RL 75.77m). The podium extends approximately 15.2m from ground level, comprising retail and car parking. The top of podium will provide external and internal amenity areas for the residents. The residential tower extends from RL 32.8m to RL 74.4m roof level.

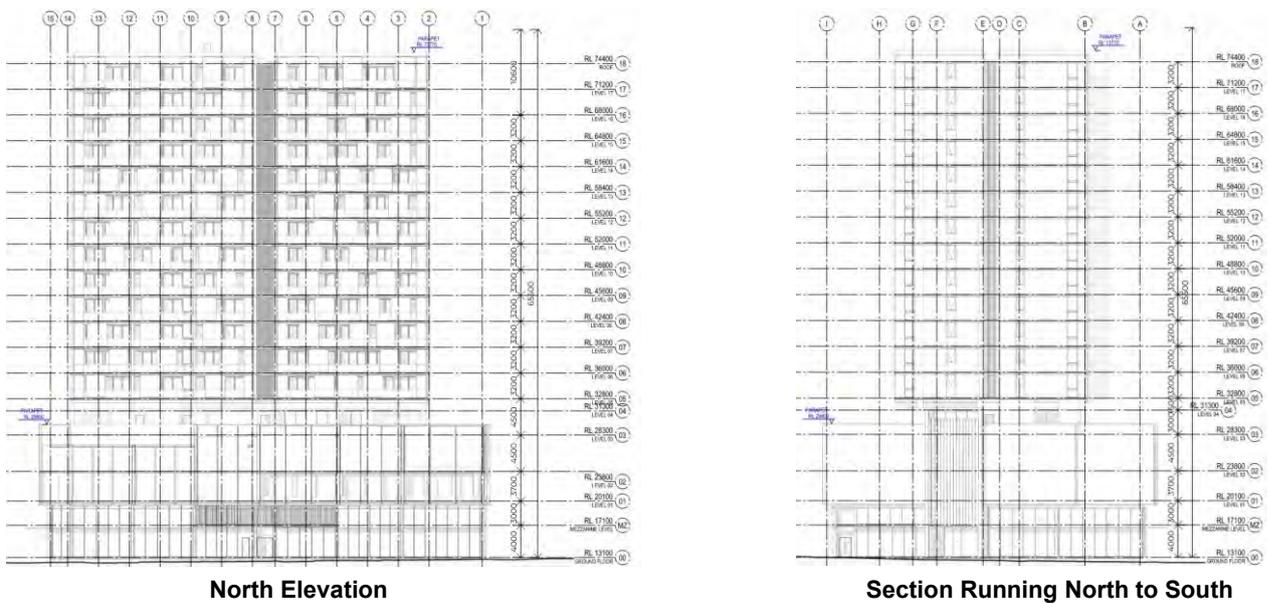


Figure 3 – North elevation (left) and section running north to south (right)

The ground floor will provide retail with frontage to Wellington St as well as a new lane between 725 Wellington St and the existing hotel to the east. The Wellington St frontage is understood to include outdoor seating. This level includes the residential lobby, with access from Wellington St and new east lane. A driveway provides access from Elder St on the west, running between the Elder St Carpark and the future Phase 2 area. Refer to Figure 4 below.

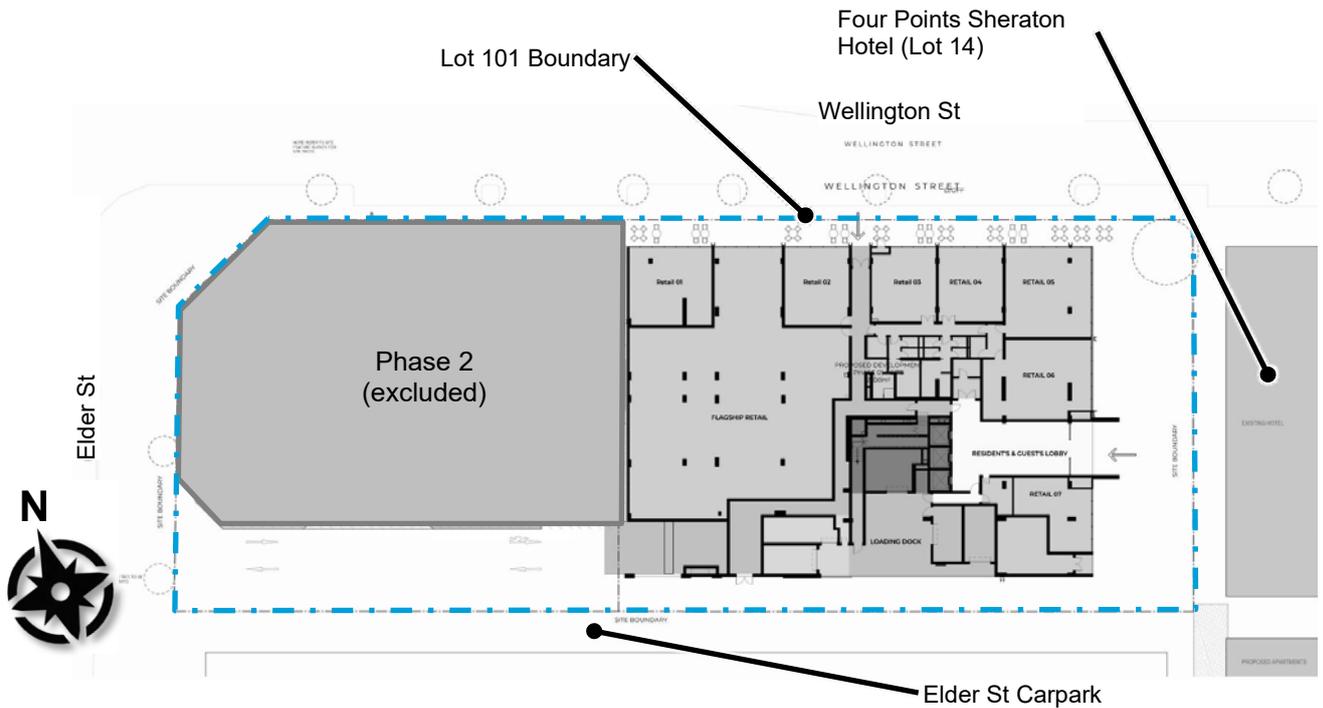


Figure 4 – Ground level

Figure 5 shows the extent of the level 3 podium edge and tower. The enclosed spaces of level 3 generally correspond to the tower footprint. The closest distance between the north face of the tower footprint and level 3 podium edge is 4.3m nominal, with nominally 7.1m to the Wellington St lot boundary.

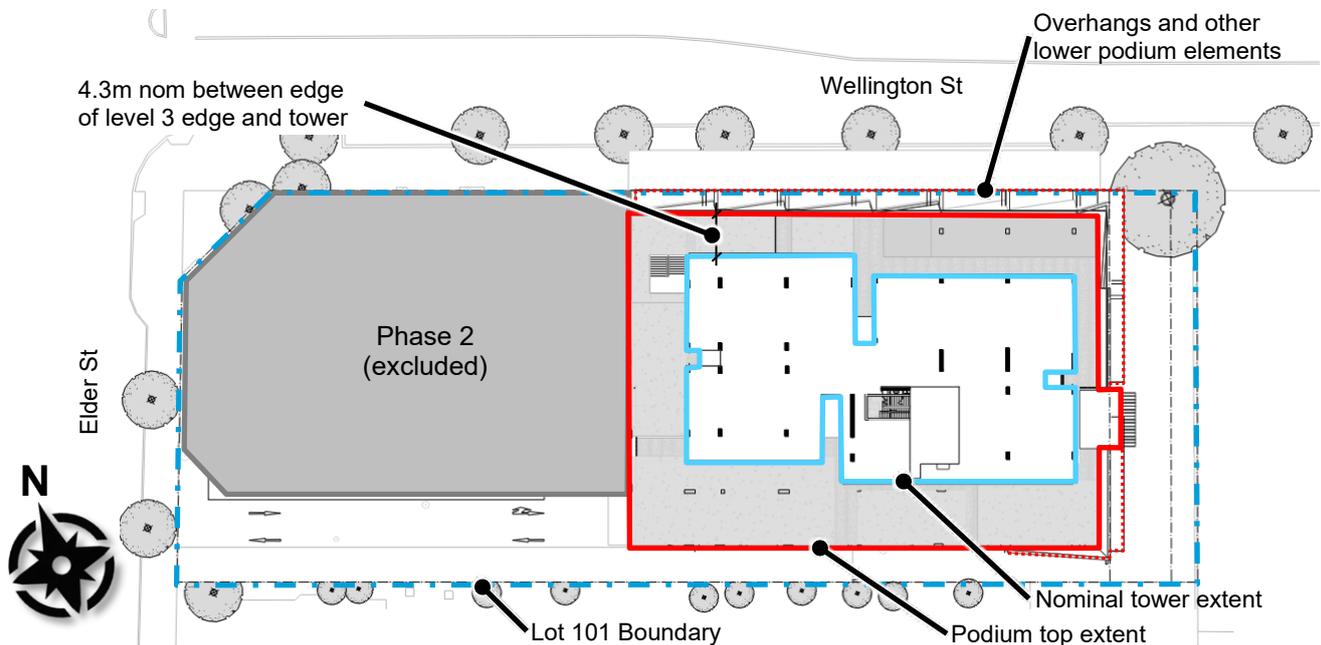


Figure 5 – Top of podium (level 3)

3 Pedestrian comfort assessment

The assessment of pedestrian level wind conditions requires a standard against which measured or expected wind velocities can be compared. The Lawson comfort criteria are often used for wind comfort assessments and is presented in Table 1 below.

Table 1 – Lawson’s comfort assessment criteria

Activity	Description	Threshold Mean Hourly Wind Speed [m/s]
Uncomfortable	Not appropriate for standard uses	>10
Business Walking	Purposeful walking from point A to B	10
Pedestrian Walking	Slow walking	8
Short Exposure Activities	Standing in place or sitting for a short duration	6
Long Exposure Activities	Sitting for a duration	4

Levels of pedestrian comfort strongly depend on individual activity. Therefore, the Lawson comfort criteria are defined for each activity in terms of a threshold wind speed which should not be exceeded. The criteria are based on the exceedance of the threshold wind speeds occurring less than 5% of the time (approximately once per month during daylight hours). The value of 5% has been established as giving a reasonable allowance for extreme and relatively infrequent winds that are tolerable within each category.

Additional safety criteria can also be applied beyond the comfort criteria as detailed above. A wind speed greater 15m/s but less than 20m/s occurring once a year is classified as unsuitable for general public that includes elderly, cyclists and children. Able bodied users are those determined to experience distress when the wind speed exceeds 20m/s once per year. Excessive wind speeds in these ranges should also be highlighted if apparent.

Figure 6 below nominates the assumed pedestrian activity levels. The highest sensitivity areas are the outdoor seating of the proposed development (nominated as 'Long Exposure Activities') as well as along the pick up / drop off zones (nominated as 'Short Exposure Activities')

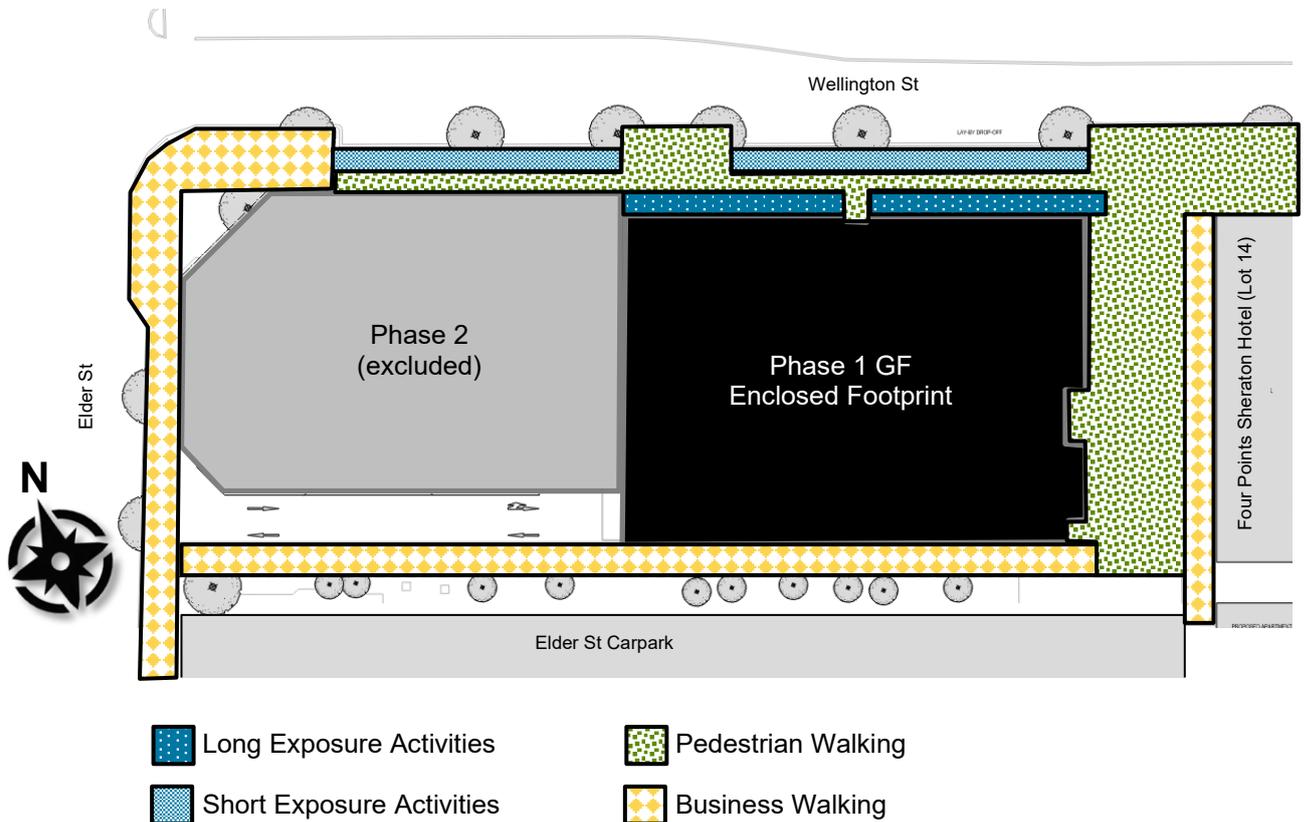


Figure 6 – Nominal pedestrian activity levels for public areas on site and immediate surrounds

For the purposes of this DA submission the comfort levels in and around the site will be assessed with consideration of the above activity levels. Comparisons will be made between the existing site and those with the proposed development with the intention of assessing if any adverse conditions are created due to the inclusion of the newly developed site.

4 Wind environment

Wind microclimate studies require site specific measured wind data to ensure accuracy of the local conditions. Wind rose data was obtained from the Bureau of Meteorology for the Perth metropolitan area as detailed in Figure 7. The wind rose is a graphical representation of local wind speed as measured at 10m/s and direction. It is interpreted as follows:

- The direction of each spoke indicates the direction from which the wind is blowing
- The length of each spoke describes the frequency of occurrence for each wind direction
- The length of sub-segment describes the wind speed in that direction

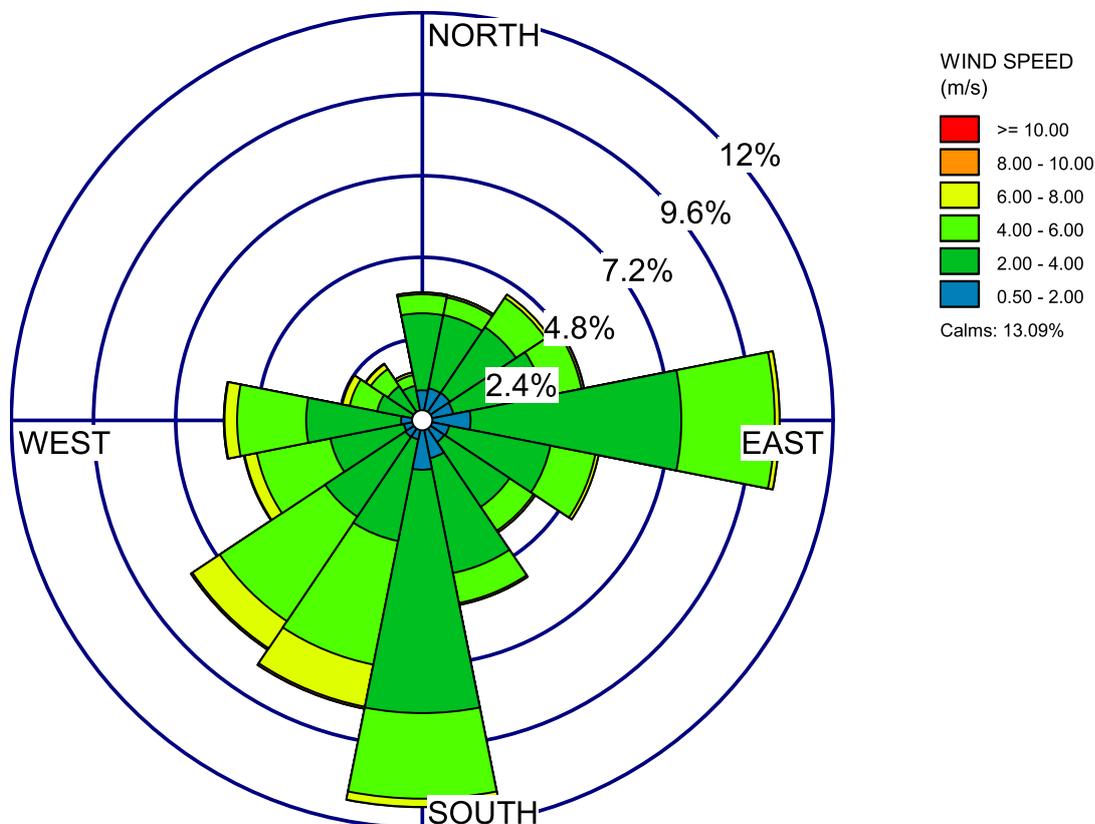


Figure 7 – Wind direction versus wind speed for Perth [station 9225] for all hours over the 1994 to 2022 period (source: Bureau of Meteorology)

The data demonstrates the prevailing wind for the proposed site is easterly and south westerly. The easterly is predominantly in the mornings blowing from inland whereas the south westerly is a sea breeze typically observed in the afternoon. Although all wind conditions detailed from the wind rose data would be experienced, for the purpose of DA, the qualitative assessment focuses on the identified prevailing wind directions.

5 Discussion

Discussion includes consideration numerical modelling results produced for the prior previous DA submission C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204, as part of report 506554-0000-REP-KW-0001 dated 20/11/2019. Note that this included a 136m tall commercial tower on the Lot 101 site (C05_WELGTN_725_191204) and 108m residential building immediately east of the Elder Street Carpark (C05_MURRAY_482-488_191204).

The proposed development supersedes C05_WELGTN_725_191204, and relatively:

- Is shorter, with top of parapet height of 75.77m.
- Smaller, occupying only part of Lot 101, with both the podium and tower having a smaller extent than the superseded building form.

Based on the outcomes of the previous modelling, for the local microclimate adverse impacts would be expected to be weakened with these changes. As such the prior numerical modelling results are conservative but sufficiently representative of the proposed development's potential wind impacts for the purposes of this discussion.

5.1 South westerly wind condition

The existing wind condition from the prior modelling is provided in Figure 8 below. This indicates low air speeds along Elder St, with higher wind speeds along the Wellington St frontage consistent with business and pedestrian walking.

Note that the existing arrangement on Lot 101 includes the demolished buildings. As these are two storey buildings, and shorter than the surrounding structures, their presence should not significantly alter the surrounding environment relative to the demolished state.

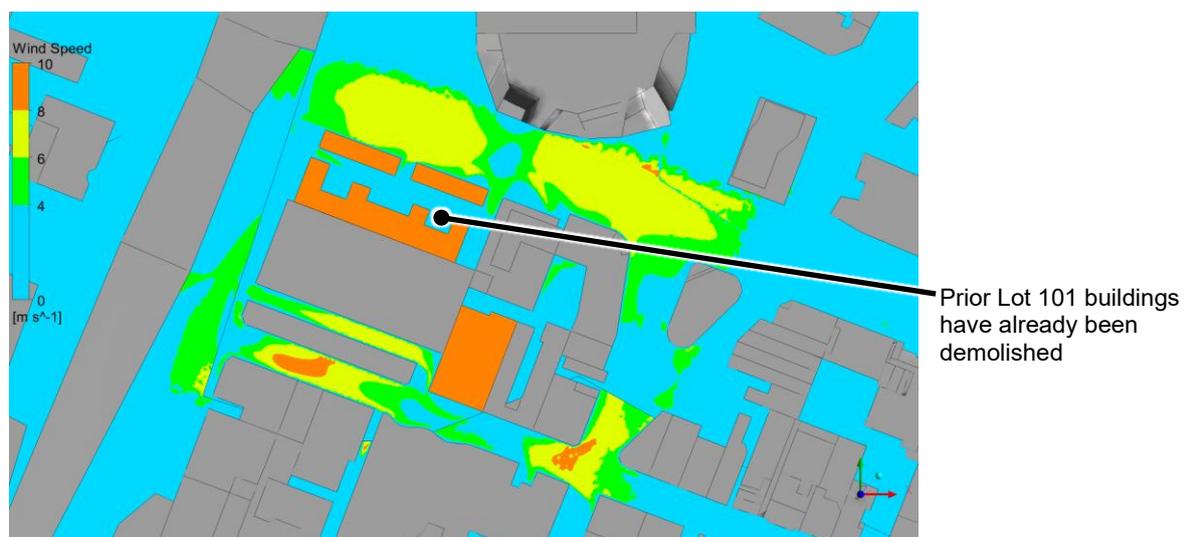


Figure 8 – SW wind direction: Existing and prior buildings, velocity plot @1.5m height (Modelling submitted for prior DA submissions)

The condition along the pedestrian areas on the north side of Lot 101 are indicated as improved in the prior modelling as shown in Figure 9. It is noted that C05_WELGTN_725_191204 filled the entire of Lot 101 and had a height of 136m relative to 108m for the proposed development.

The south side between the Elder Street Carpark and new buildings show higher air speeds, consistent with the introduction of a tall building. The proposed development is slightly smaller, but will

experience elevated downwash. But the set back of the tower from the rear edge of the podium is present in the proposed development and not present in the prior commercial building, meaning that there is mitigation from the downwash reaching pedestrian level. Even without this the air speeds are not inconsistent with the nominated activities. Figure 10 provides streamlines from an isometric NW viewpoint.

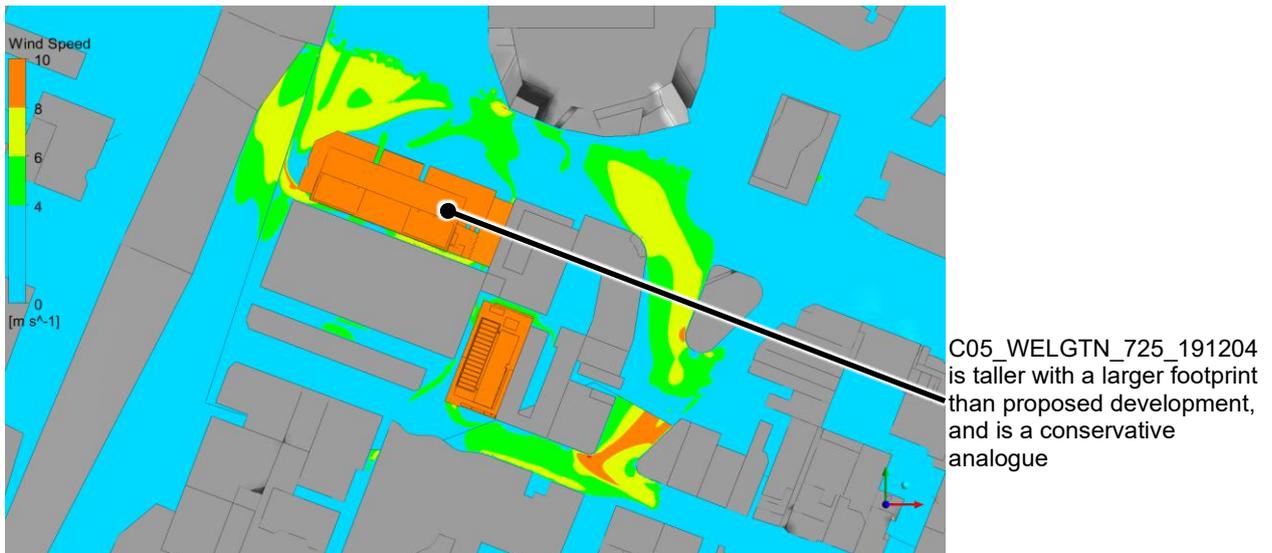


Figure 9 – SW wind direction: C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204 buildings, velocity plot @1.5m height (Modelling submitted for prior DA submissions)

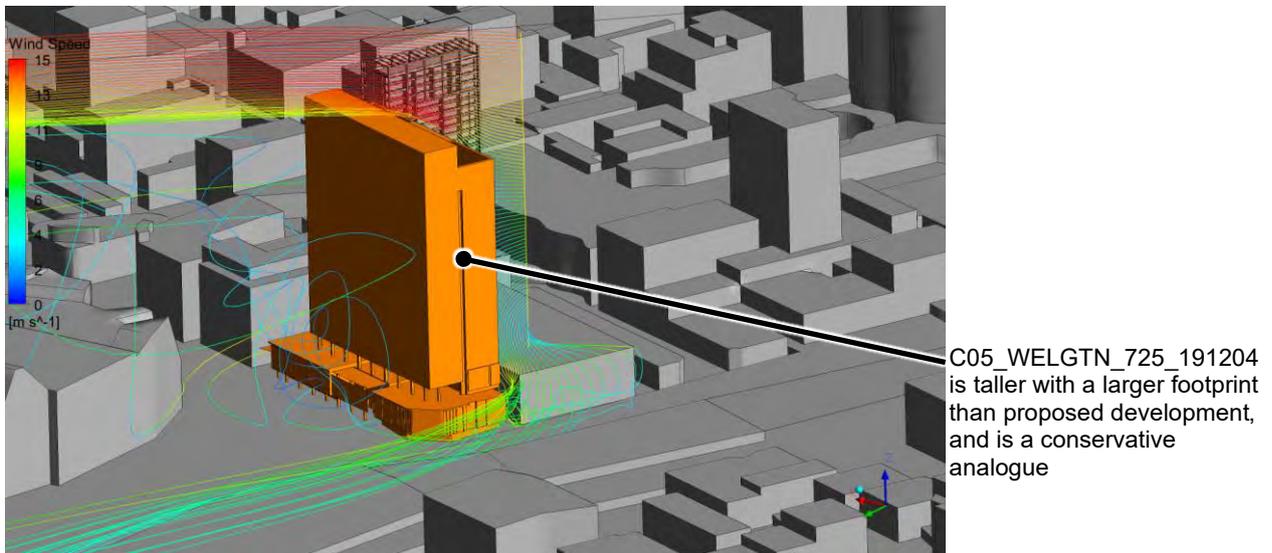


Figure 10 – SW wind direction: C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204 buildings, velocity streamline plot (Modelling submitted for prior DA submissions)

5.2 Easterly wind condition

Air speeds in the existing condition are low in the immediate surrounds, indicated in Figure 11 below.



Figure 11 – E wind direction: Existing and prior buildings, velocity plot @1.5m height (Modelling submitted for prior DA submissions)

The presence of the previously proposed towers does not significantly alter the existing wind environment under this wind direction, as indicated in Figure 12. Streamlines from the isometric E viewpoint are provided in Figure 13.

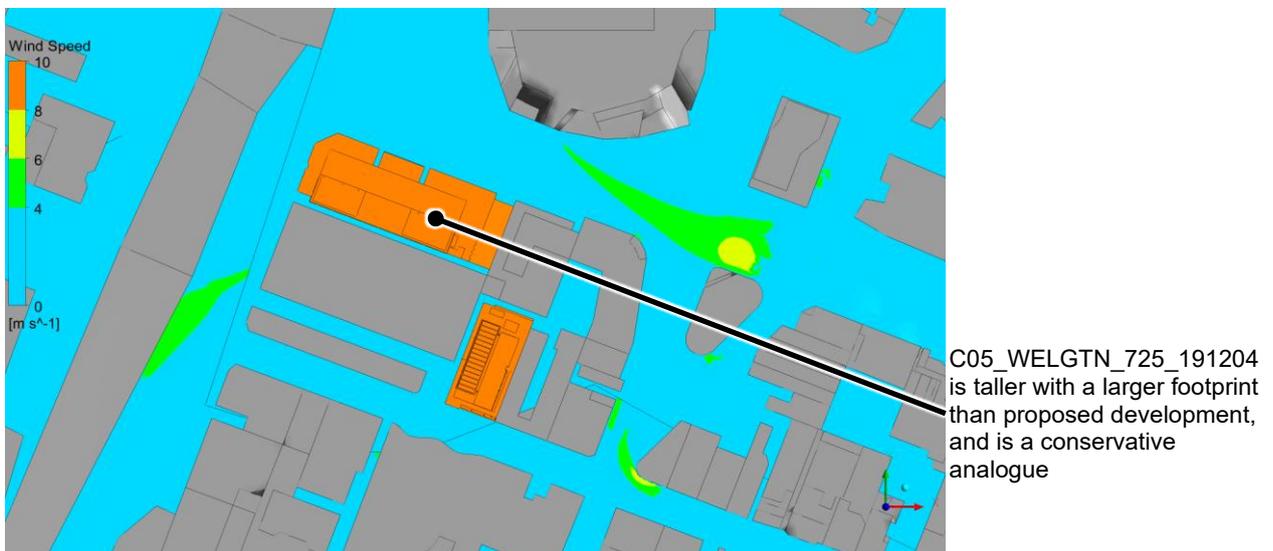
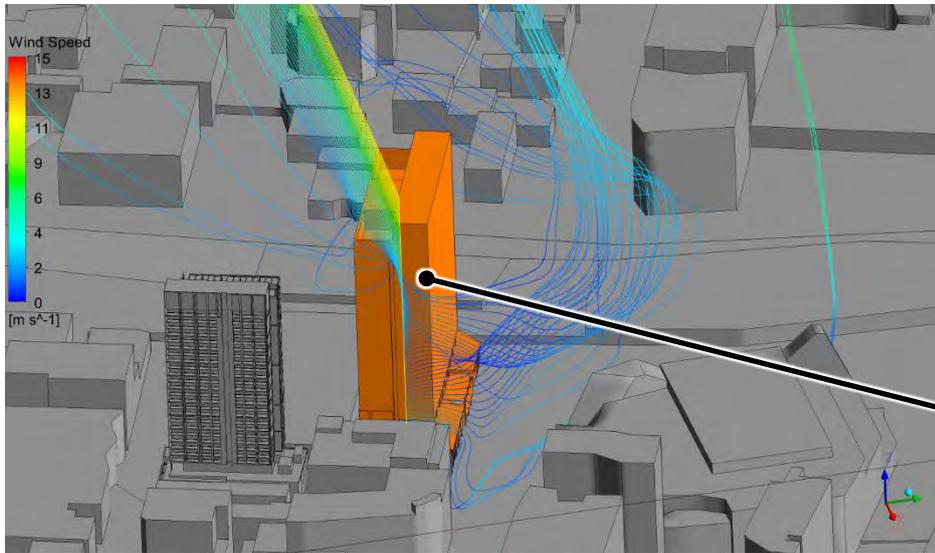


Figure 12 – E wind direction: C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204 buildings, velocity plot @1.5m height (Modelling submitted for prior DA submissions)



C05_WELGTN_725_191204 is taller with a larger footprint than proposed development, and is a conservative analogue

Figure 13 – E wind direction: C05_WELGTN_725_191204 and C05_MURRAY_482-488_191204 buildings, velocity streamline plot (Modelling submitted for prior DA submissions)

Attachment 8 – Acoustic Report

725 Wellington St

Development Application - Acoustic Report

Woods Bagot

Reference: P529316

Revision: 1

2025-09-03

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Document prepared by:

Aurecon Australasia Pty Ltd

ABN 54 005 139 873

Aurecon Centre

Level 8, 850 Collins Street

Docklands, Melbourne VIC 3008

PO Box 23061

Docklands VIC 8012

Australia

T +61 3 9975 3000

F +61 3 9975 3444

E melbourne@aurecongroup.com

W aurecongroup.com

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Figure 2 Mean reverberation time value for Curve 1 (pink circle).

Figure 3 Site location and relevant trigger distances from major transport routes (Plan WA)

Figure 4 Zoning within inner circle of project site as per requirements of the *Environmental Protection (Noise) Regulations 1997*.

Figure 5 Zoning within outer circle of project site as per requirements of the *Environmental Protection (Noise) Regulations 1997*.

Figure 6 ANEF Zones around Perth International Airport as well as the approximate distance from each runway to the proposed project site at 725 Wellington Street, Perth. Note: the south-eastern runway is still in development.

Tables

Table 1 Information relied upon

Table 2 Summary of noise measurements

Table 3 Sound Insulation Requirements for Residential (Class 2) portion of Mixed-Use Development.
Table 4 Recommended Design Criteria as per *AS2107:2016*.
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Table 6 Review of design against SPP 5.4 design recommendations
Table 7 Summary of façade constructions requirement under Exposure Category C
Table 8 Summary of traffic noise level around the project site
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1 Introduction

This report provides noise limits and design criteria for the proposed Mixed-Use Development at 725 Wellington St, in Perth, Western Australia. Residential and commercial uses are included as part of the proposed high rise tower development. Per the requirements for developments within the City of Perth, this document serves as a technical report to support the Development Application.

Development of this mixed-use, high-rise tower requires an acoustical assessment, to discuss noise emissions and noise intrusion local to the site. Controls will be addressed to attain a level of amenity suitable for residential and commercial premises and to reduce noise impact to nearby noise sensitive receivers.

Key considerations for the acoustic design include:

- Mitigation of:
 - noise ingress to noise sensitive spaces within the development. Traffic noise on Wellington Street, Elder Street and Mitchell Freeway, in addition to occasional noise from the RAC Arena, and
 - noise and vibration impact from new HVAC equipment associated with the development (air conditioners, air handling unit, condensers, chillers, etc), at nearby existing residential premises and to the development itself.
- Recommendations for the:
 - levels of sound insulation performance of building elements required for compliance with the *National Construction Code - Building Code of Australia*, and
 - acoustic design to achieve suitable internal background noise levels, reverberation times, and acoustic separation between base building commercial occupancies.

2 References

- *Australian Standard AS 2021-2015 'Acoustics: Aircraft noise intrusion – building siting and construction'*
- *Australian / New Zealand Standard AS/NZS 1668.1:1998 'The use of ventilation and air conditioning in buildings, Part 1: Fire and smoke control in multi-compartment buildings'*
- *Australian / New Zealand Standard AS/NZS 2107:2000 'Acoustics – Recommended design sound levels and reverberation times for building interiors'*
- *City of Perth, Local Planning Strategy, 30 May 2023, Western Australian Planning Commission*
- *City of Perth, Local Planning Scheme No.2, Updated to include AMD 52 GG 29 April 2025, Department of Planning, Lands and Heritage*
- *Environmental Protection (Noise) Regulations 1997, Western Australia*
 - *Environmental Protection (Noise) Amendment Regulations (No. 2) 2024, Western Australia*
- *State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport*
- *State Planning Policy 5.4 – Road and Rail Noise Guidelines*
- *National Construction Code Building Code of Australia 2019, Australian Building Codes Board*
 - *National Construction Code Building Code of Australia 2022 Amendment 1*
- *World Health Organisation, 'Guidelines for Community Noise', 1999*

3 Information relied upon

Information relied upon in the preparation of this report is summarised in Table 1. The information detailed in this drawing set is in the early stages of design. Acoustic recommendations made in this report will be reviewed throughout the design for compliance with relevant planning requirements described in the following sections.

Table 1 Information relied upon

Reference	Description / title	Author	Revision / date	Date received
Work in progress Architectural Plans	For Information	Woods-Bagot	29/08/25	29/08/25

4 Project Site

The proposed mixed-use development consists of residential and commercial spaces, and is to be located on 725 Wellington Street, Perth. The site is bounded by Wellington St to the North and Elder Street to the west. Surrounding structures include the:

- RAC Arena, to the north,
- Mitchell Freeway, to the west,
- City of Perth Carpark, to the south, and the,
- Four Point Sheraton Hotel, to the east.

See Figure 1 for the layout of the site.

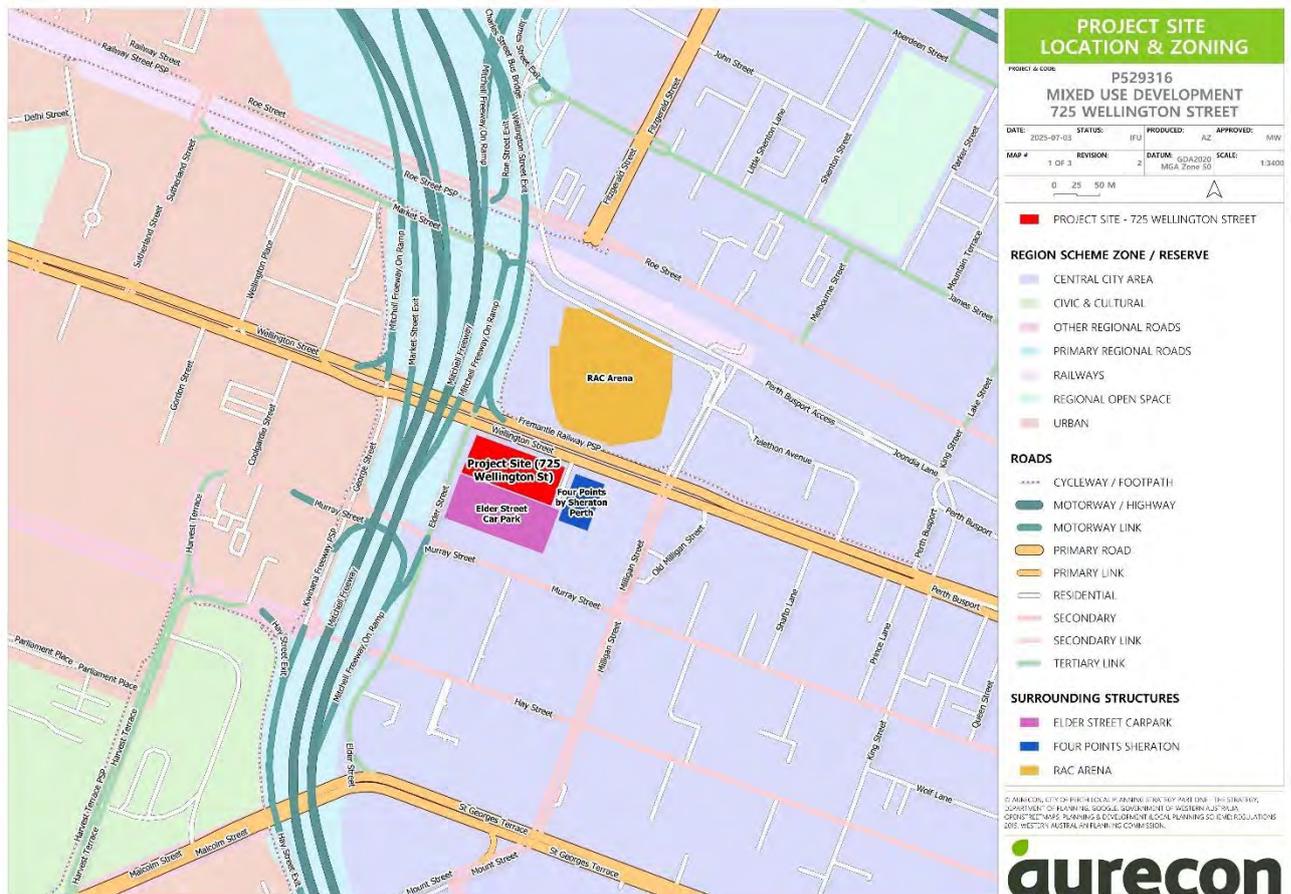


Figure 1 Zoning in and around, as well as structures closest to the proposed Mixed-Use Development at 725 Wellington Street, Perth, Western Australia, Australia.

Short term attended noise measurements were conducted in 2019 for a previous development application for the site which will be used as the basis of our early recommendations for façade constructions.

5 Noise Survey

Aurecon undertook attended noise measurements on 8th – 9th August at the 725 Wellington Street site to support a previous development application for a similar residential development at the site. Measurements taken on 8th August captured typical noise emissions at the 725 Wellington Street site and potential noise impact from Elder Street and Mitchell Freeway. A concert event was held at RAC Arena on 9th August with measurements capturing operational noise emissions from the RAC Arena venue and the surrounding area. A summary of the noise measurements conducted across the two days are presented in Table 2.

Updated noise measurements will be undertaken to confirm the noise levels used within the noise ingress assessment.

Table 2 Summary of noise measurements

Location	Time	L _{A10}	L _{A1}	L _{AMax}	L _{Aeq}	Comments/observations
Measurements conducted on 8th August 2019						
Western Rooftop of Four Points Sheraton	4:25pm	56	65	66	65	Noise from services, traffic noise from Mitchell Freeway audible
Eastern Rooftop of Four Points Sheraton	4:27pm	57	65	69	65	Noise from services, traffic noise from Wellington Street
Rooftop of Four Points Sheraton, opposite RAC Arena	4:29pm	57	65	69	66	Traffic noise from Wellington Street
Southwest corner of Wellington Street and Milligan Street	4:38pm	56	65	81	65	Peak hour. Traffic noise along Wellington Street. Frequent stop-start of busses at RAC Arena bus stop
725 Wellington Street at Elder Street	4:54pm	58	67	80	68	Traffic noise from Elder Street and Mitchell Freeway
Southwest corner of Wellington Street and Milligan Street	6:10pm	56	64	79	65	Peak hour. Traffic noise along Wellington Street. Less frequent stop-start of busses at RAC Arena bus stop
Southwest corner of Wellington Street and Milligan Street	8:10pm	54	62	75	63	Non-peak hour. Traffic noise along Wellington Street. Minimal stop-start of busses at RAC Arena bus stop
Measurements conducted on 9th August 2019 – RAC Arena Event						
Corner of Wellington Street and Milligan Street	6:33pm	56	65	77	67	Increased traffic of pedestrians in the area. Lower traffic noise due to reduced speed limit for event
725 Wellington Street at Elder Street	6:39pm	55	64	70	65	Increased traffic volume at reduced speed limit for event
725 Wellington Street opposite RAC Arena	6:43pm	58	66	74	68	Increased pedestrian traffic in the area. traffic noise at reduced speed limit.
Four Points Sheraton outdoor restaurant	6:45pm	58	67	76	69	Noise from patrons in Four Points Hotel outdoor restaurant

Northeast corner of Wellington Street and Milligan Street	6:51pm	62	71	81	73	Noise from live band, RAC Arena PA system and increased pedestrian traffic in the area
Southwest corner of Wellington Street and Milligan Street	7:54pm	58	68	81	69	Noise from live band, end of crowd rush into RAC Arena, lower traffic noise from reduced speed limit

6 Design Criteria

6.1 Sound Insulation

In accordance with the *National Construction Code, of the Building Code of Australia 2022, Amendment 1*, sound insulation requirements are subject to the classification of a building.

As determined according to clauses A6G3 and A6G7, *Part A6 Building Classification*, the classifications are assumed to be as follows:

- Commercial Portion: Class 6¹
- Residential Portion: Class 2

For Class 2 buildings, the minimum sound insulation requirements as per *Part F7* of the *NCC* are summarised in Table 1. No such requirements exist for the Class 6 portion of the building.

Table 3 Sound Insulation Requirements for Residential (Class 2) portion of Mixed-Use Development.

Building Element	NCC BCA Requirement, Definition, & Target Metric			NCC BCA Clause
Floor	A floor in a Class 2 or 3 building must have an $R_w + C_{tr}$ (airborne) not less than 50 and an $L_{nT,w}$ (impact) not more than 62 if it separates:	(a) sole-occupancy units ² .	$R_w + C_{tr} > 50$ $L_{nT,w} < 62$	F7D5
		(b) sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.		
Wall	A wall in a Class 2 or 3 building must:	(a) have an $R_w + C_{tr}$ (airborne) not less than 50, if it separates sole-occupancy units.	$R_w + C_{tr} > 50$	F7D6(1)(a)
		(b) have an R_w (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.	$R_w > 50$	F7D6(1)(b)
		(c) be of discontinuous ³ construction if it separates: <ul style="list-style-type: none"> i. A bathroom, sanitary compartment, laundry or kitchen in on sole occupancy unit from a habitable room (other than a kitchen) in an adjoining unit; or ii. A sole occupancy unit from a plant room or lift shaft. 		F7D6(1)(c) F7D4(2)(a)
Door	A door ⁴ may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway, public corridor, public lobby or the like, provided the door assembly has an R_w not less than 30.		$R_w > 30$	F7D6(2)
Internal Services (Pipes,	If a duct or soil, 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-	(a) 40 if the adjacent room is a habitable room (other than a kitchen).	$R_w + C_{tr} > 40$	F7D7(1)(a)

¹ Shops, restaurants, cafes.

² Sole-occupancy unit refers to a room or other parts of a building for occupation by one or joint owner, lessee, tenant, or other occupier to the exclusion of any other owner, lessee, tenant, or other occupier and includes a dwelling.

³ (i) Discontinuous construction refers to a wall having a minimum 20 mm cavity between 2 separate leaves; for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and for other than masonry, there is no mechanical linkage between leaves except at the periphery. (ii) Where a wall required to have sound insulation has a floor above, the wall must continue to the underside of the slab above, or to the underside of a ceiling that provides the sound insulation required for the wall.

⁴ The required sound insulation of a wall must not be compromised by a door assembly.

Ductwork, Pumps	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:	(b) 25 if the adjacent room is a kitchen or non-habitable room.	$R_w + C_{tr} > 25$	F7D7(1)(b)
	If a stormwater pipe passes through a sole-occupancy unit, it must be separated in accordance with (1)(a) and (1)(b):	(a) 40 if the adjacent room is a habitable room (other than a kitchen).	$R_w + C_{tr} > 40$	F7D7(1)(a)
		(b) 25 if the adjacent room is a kitchen or non-habitable room.	$R_w + C_{tr} > 25$	F7D7(1)(b)
	A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.			F7D8

6.2 Australian Standard AS2107:2016

Australian Standard AS2107:2016 *Acoustics: Recommended design sound levels and reverberation times for building interiors* provides guidance on the acoustic criteria for various spaces. We have reviewed the standard and have summarised in the table below the spaces currently shown in the building plans. Where layouts are revised, or spaces renamed, these recommendations are subject to change.

Table 4 Recommended Design Criteria as per AS2107:2016.

Type of Occupancy	Recommended Design Sound Level, L_{Aeq} dB(A)	Recommended Reverberation Time, s
Houses and Apartments near Major Roads:		
■ Living Areas	35 – 45	–
■ Sleeping Areas	35 – 40	–
■ Work Areas	35 – 45	–
Enclosed Carpark	< 65	–
Apartment Common Areas		
■ Foyer	45 – 50	–
■ Resident's & Guest's Lobby		
■ Stairs		
■ Lobby		
■ Corridors		
■ Mail room		
Games Room	45 – 50	< 1.0
Cinema: Theatre	30 – 35	Curve 1* 0.45
Libraries (Reading areas)	40 – 45	0.4 to 0.6
Function Areas		
■ Private Dining	40 – 45	See Note ⁵
■ Event Space		
■ Lounge		
■ Gymnasium		
Small retail ⁶ stores (general)		
■ Retail	< 50	See Note ⁵
■ Retail / F&B		
■ Flagship Retail		
Utility Rooms		
■ Sub Station	50 – 60	–
■ Loading Dock		
■ Store		
■ FCR		
■ BOH Services		
■ Pool Underside / Plant Room		
■ Pool Store		
■ Fire Pump Room		
Kitchen, Laundry and Maintenance Areas		
■ Kitchen	< 55	–
■ Cleaner		

⁵ Reverberation time should be minimised for noise control.

⁶ Retail fit out design is outside of our scope of work; however, the criteria are included for reference.

Quiet Rooms: Wellness	40 – 45	< 0.6
Toilets	45 – 55	–

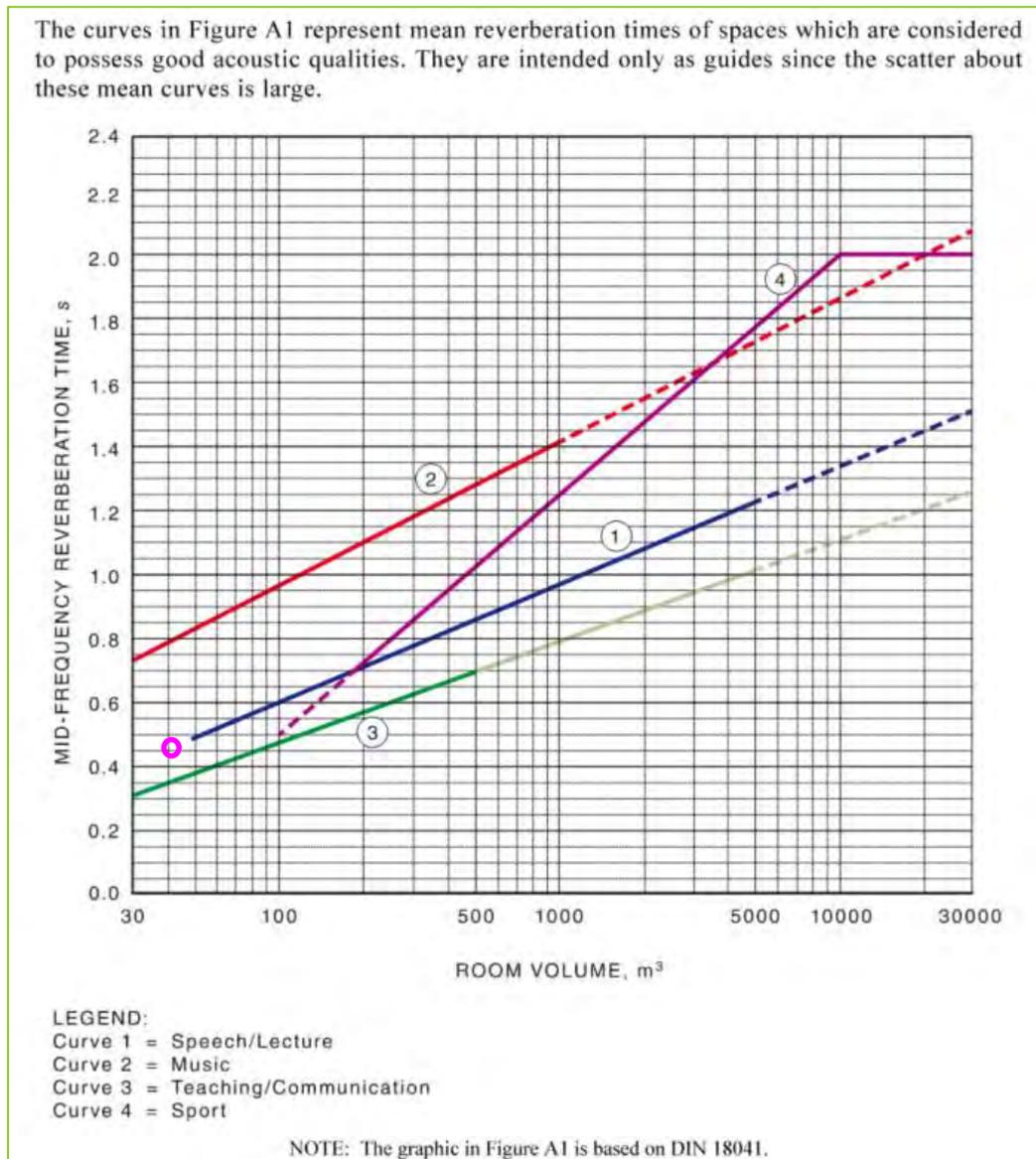


Figure 2 Mean reverberation time value for Curve 1 (pink circle).

6.3 State Planning Policy 5.4 Road and Rail Noise

Western Australia State Planning Policy 5.4 exists to, “*minimise the adverse impact of road and rail noise on noise-sensitive land-use.*”

The proposed development is within proximity of a nearby major traffic route (the site is within the trigger distance of Mitchell Freeway as shown in Figure 3 below) therefore the guidance in the policy document is relevant.

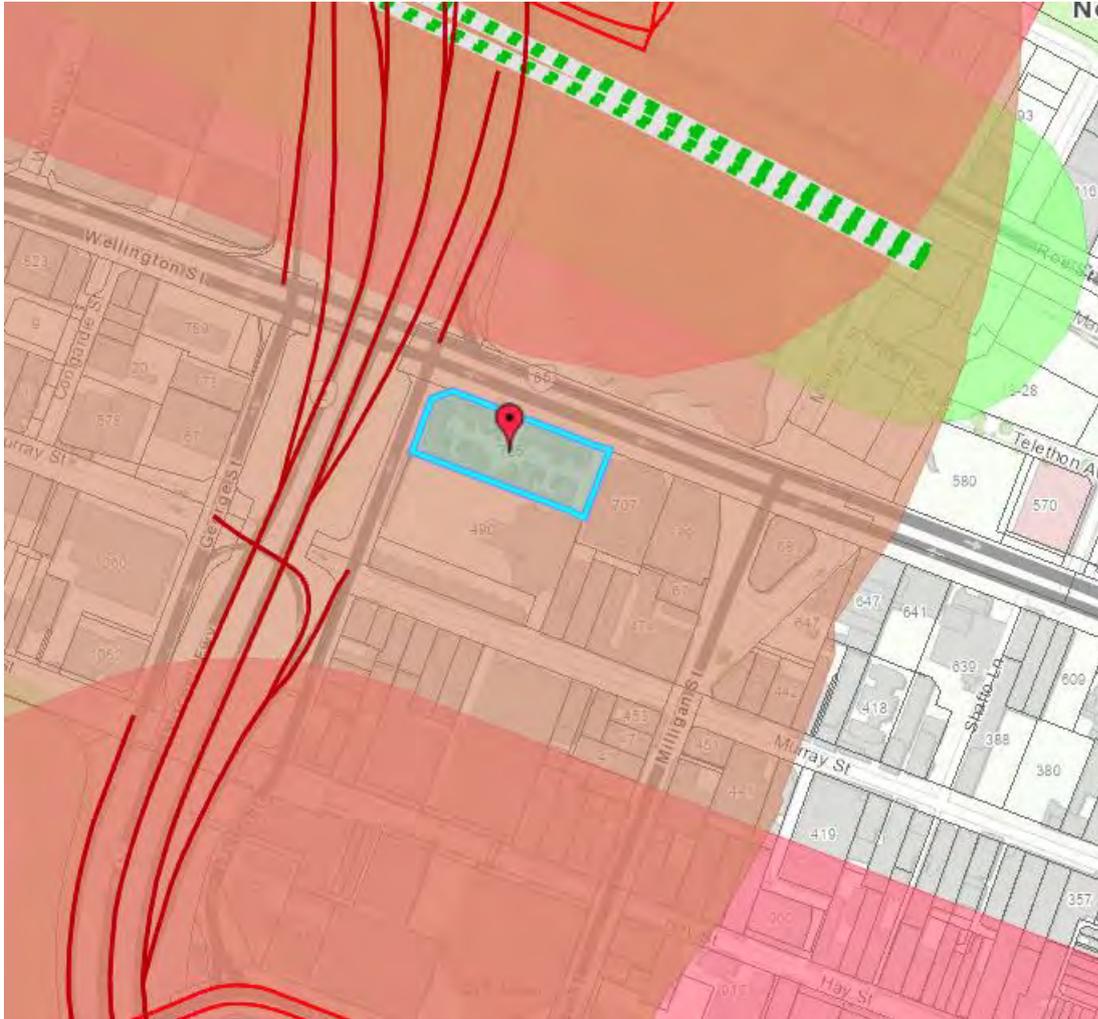


Figure 3 Site location and relevant trigger distances from major transport routes (Plan WA)

Table 2 of the policy states indoor noise targets for new noise sensitive land-use:

- 40dB_{LAeq} (Day) for living and work areas
- 35dB_{LAeq} (Night) for bedrooms

These levels are marginally more onerous than the levels from AS2107 and therefore shall be used as the design targets for the development.

6.4 Planning Scheme Policy

The City Development Design Guidelines in *the City of Perth Planning Scheme No. 2 for environment and microclimate of the development (Planning Policy Manual – Section 4.1)*, states the following noise related design requirements:

Developments containing uses that are likely to generate a large amount of noise emissions should be designed to incorporate appropriate noise attenuation measures with a view to achieving compliance with the standards prescribed in the Environmental Protection (Noise) Regulations 1997.

Where considered necessary, a written expert acoustic assessment of the likely noise effects of the development on its surroundings shall be submitted and approved.

Residential developments should be protected from surrounding noise-generating activities through the incorporation of noise attenuation measures including:

Locating noise sensitive areas, such as bedrooms, away from potential noise sources;

Suitable heavy weight single glazing or double glazing of windows;

The use of appropriate materials for external walls, roof and doors to minimise noise intrusion;

Construction and materials of shared walls and floors between dwellings to be of a standard consistent with, or better than, the Building Code of Australia.

Section 3.5 states:

To ensure that non-residential uses in or adjacent to residential areas are compatible with existing nearby dwellings:

- Non-residential development on land which abuts land which is or may be used for residential purposes shall only be permitted where the nature of the non-residential use will not cause undue conflict through the generation of traffic and parking or the emission of noise or any other form of pollution which may be undesirable on residential areas.

6.5 Australian & New Zealand Standard AS/NZS1668.1:1998

Australian / New Zealand Standard AS/NZS 1668.1:1998 'The use of ventilation and air conditioning in buildings, Part 1: Fire and smoke control in multi-compartment buildings,' stipulates the following noise criteria for operation of the smoke control systems (including smoke-spill fans and air pressurisation fans):

- 65 dB(A) in occupied spaces or 5 dB(A) above the ambient noise levels to a maximum level of 80 dB(A)
- 80 dB(A) in fire-isolated exits.

6.6 Environmental Protection (Noise) Regulations 1997

The *Environmental Protection (Noise) Regulations 1997* for Western Australia provides guidance for deriving noise limits based on the Assigned Levels for all types of premises, as per the criteria for noise regulation. The Assigned Levels are based on the type of premises within inner and outer circles around the site, with 100m and 450m radii, respectively. Figure 3 shows the type of premises and region scheme/zone within the inner circle, and Figure 4, the outer circle. Table 3 lists the Assigned Levels for Highly Sensitive, Other Highly Sensitive Areas, and Commercial Premises, which are defined as:

- *Noise sensitive premises: highly sensitive area* - Type C buildings, as per *Part C, Schedule 1*, for example residential dwellings or hotel accommodation.
- *Noise sensitive premises: any area other than highly sensitive area* – Type C buildings, that are not otherwise listed in *Part A* or *Part B, Schedule 1*, as per *Part C, Schedule 1*.
- *Commercial premises* - Type B buildings, as per *Part B, Schedule 1*.

The influencing factor and transport factor must be considered for all Type C buildings. The influencing factor was calculated as per *clause 2, Schedule 3*, whilst the transport factor is to be 6 dB(A) as per *clause 1, Schedule 3* based on the proximity of both Mitchell freeway and Wellington St. The Influencing Factor was found to be 11 dB based on 5dB from the percentage of Commercial Premises identified in the inner and outer circles and the maximum 6dB transport factor.

Table 5 Assigned Levels for the proposed development.

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	45 + influencing factor = 56	55 + influencing factor = 66	65 + influencing factor = 76
	0900 to 1900 hours Sunday and public holidays	40 + influencing factor = 51	50 + influencing factor = 61	65 + influencing factor = 76

	1900 to 2200 hours all days	40 + influencing factor = 51	50 + influencing factor = 61	55 + influencing factor = 66
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + influencing factor = 46	45 + influencing factor = 56	55 + influencing factor = 66
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80

Based on *Part 2 Division 1 Regulation 7(2) of the Noise Regulations*, in order to avoid significantly contributing to the noise level of the area, the noise emission from a new development should have a value of less than 5 dB below the assigned value.

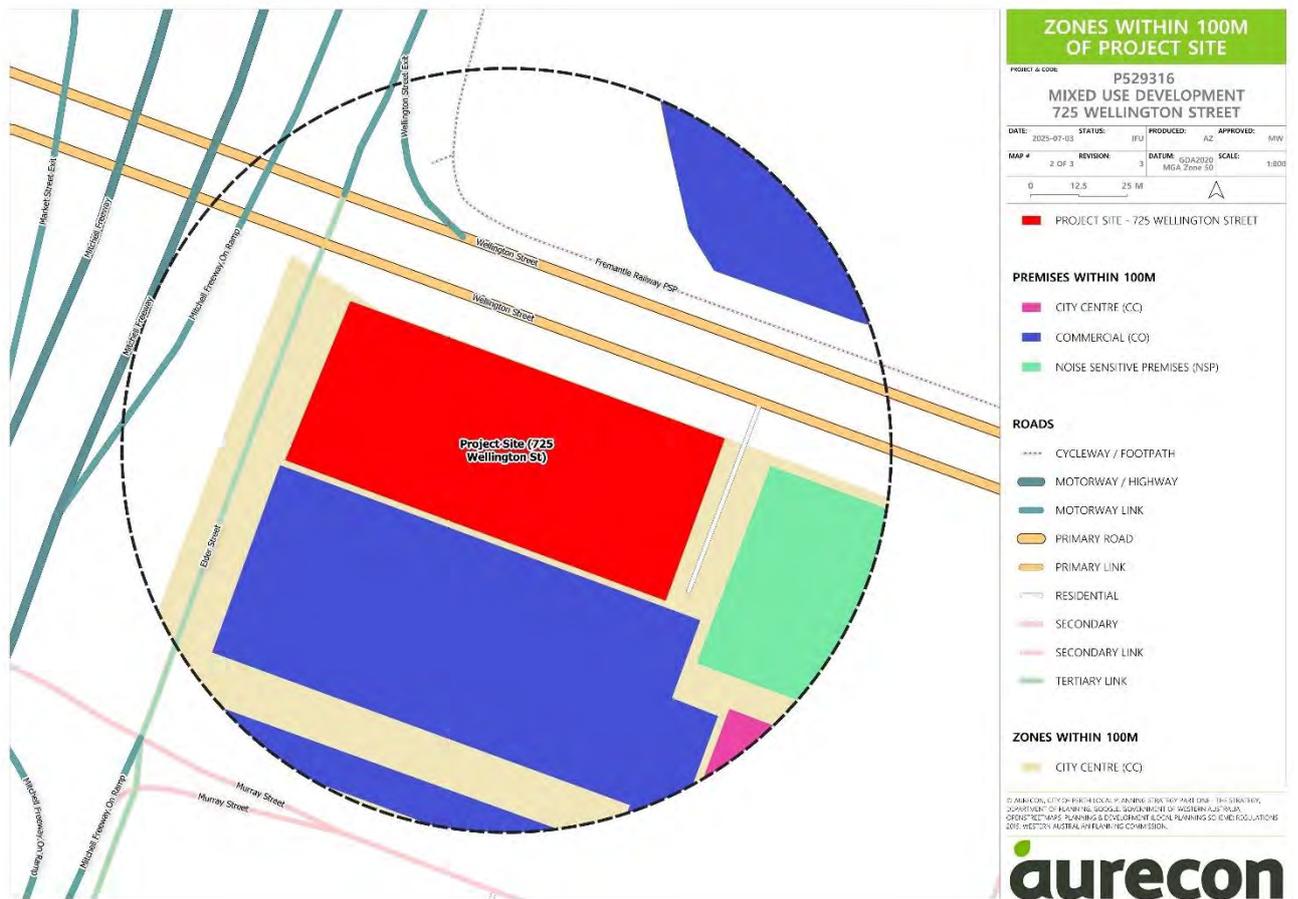


Figure 4 Zoning within inner circle of project site as per requirements of the *Environmental Protection (Noise) Regulations 1997*.

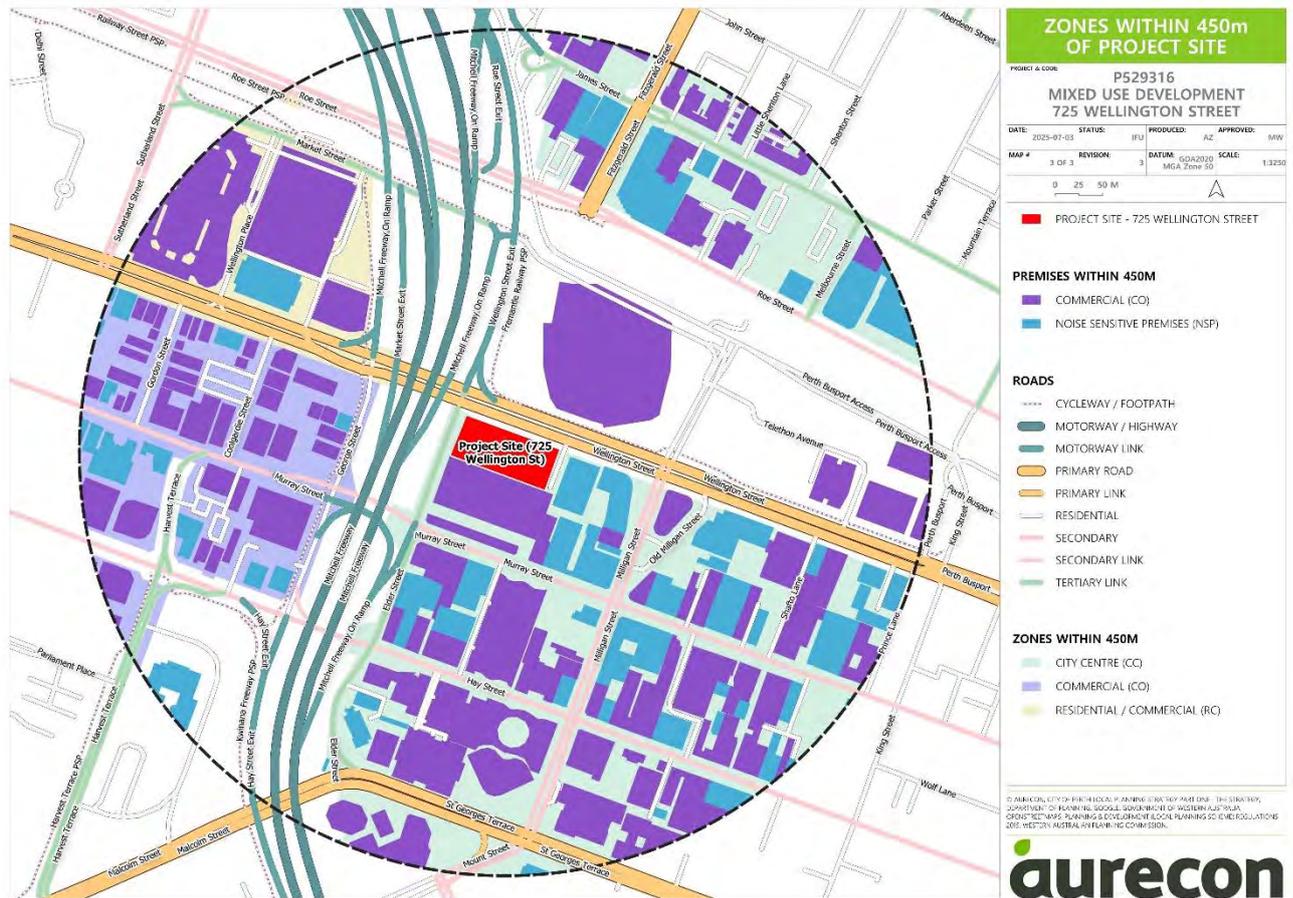


Figure 5 Zoning within outer circle of project site as per requirements of the *Environmental Protection (Noise) Regulations 1997*.

7 Preliminary Design Recommendations

7.1 Environmental Noise Emission from Project Site

Environmental noise emission from the project site will be primarily noise from new building services equipment associated with the development. This includes the operation of:

- Plant mounted on the roof and balconies
- Car park ventilation fans and other general ventilation systems.
- Pool plant
- Patron/ activity noise in outdoor areas (moonlight cinema, pool etc)

The final location and the specific selection of building services plant equipment for the development have not yet been made at this early stage. The selected mechanical equipment will be reviewed and assessed once drawings and noise data are available.

To potentially achieve compliance with the environmental noise limits the following noise control methods should be considered:

- selecting plant equipment on the basis of low noise emissions;
- locating noisy equipment away from potentially affected receivers;
- ensuring all mechanical equipment (fans, etc.) has adequate vibration isolation installed;
- installing acoustic louvres to plant room ventilation openings;
- selecting appropriate facade / envelope (roof, wall, door etc.) construction for plant rooms;

- building solid noise barriers / partial enclosures on the roof around any noisy equipment;
- including privacy barriers between balconies of adjacent sole-occupancy units;
- installing silencers and acoustically lined ductwork; and
- utilisation of variable speed controls.

7.1.1 Loading dock

Intermittent vehicle movements may also occur from truck movements associated with access to the building loading dock. To minimise the risk of noise impact on the development (particularly the apartments on the Elder Street Car Park side), as well as noise impact to surrounding receivers, noisy loading activities and rubbish collection should be limited to daytime hours in accordance with the *Environment Protection (Noise) Regulations 1997* (i.e. 7am – 7pm Monday to Saturday). Internal, Airborne Noise Intrusion for Residences

7.1.2 Amenity level (Community noise)

Noise emitting communal space such as gymnasium, pool, moonlight cinema and BBQ area are proposed on amenity level, which is located below apartments.

Regulation 16, clause 3 of the WA EPR states that regulation 7 for noise emissions (criteria summarised in Table 5) does not apply to community noise. However, the design shall be developed to reduce noise to apartments and adjacent building and noise mitigation plans shall be developed as the design progresses which could include:

- Implement restricted operating hours and number of occupants (particularly for outdoor cinema, BBQ, and gym)
- Gym ceiling to allow for heavy construction on vibration isolation mounts
- Gym flooring in weight area should be installed with thick acoustic underlay to mitigate impact noise and structure-borne noise
 - Provide warning signs in the gym/weight training area to remind occupants not to drop heavy weights above knee height
- Use impact-absorbing finishes (acoustic ceiling panels, sound-absorbing wall linings) to reduce reverberation and airborne noise in gym facilities.
- Moonlight Cinema / Outdoor Entertainment:
 - Restrict amplified music/sound system levels via operational controls.
 - Aim speakers away from residential façades.
 - Introduce local acoustic barriers (screens, baffles, landscaping) around cinema/BBQ areas
 - Provide individual wireless headphones to residents for screenings.

It should be noted that if the Moonlight Cinema is to be used for screenings open to the public this will no longer be classified as community noise and regulation 18 will be required for the event to be approved.

7.2 External Noise Intrusion

7.2.1 Aircraft Noise Impact

Aircraft noise is assessed in accordance with *AS 2021:2015 – Acoustics: Aircraft noise intrusion – building siting and construction, Australian Noise Exposure Forecast (ANEF)*. Contours have been referenced from the *State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport* document.

The project site is located at approximately 14km east of Perth Airport. Intermittent passing aircraft noise impacting on the proposed development are anticipated to be less than road traffic noise given that the development site is well outside the 20 – 25 ANEF contour line for the Ultimate Capacity ANEF forecasted for 2020 (shown in Figure 5). In accordance with AS 2021:2015, additional consideration for aircraft noise break-in-to the development is not required.

As advised from the Preliminary Draft Master Plan that from time to time, aircraft from Perth Airport as well as Jandakot Airport and the Royal Australian Air Force (RAAF) Base Pearce will fly over the Perth Metropolitan region that may impact on the development. These are only occasional flight events and therefore it is considered that road traffic noise will govern the building envelope design requirements.

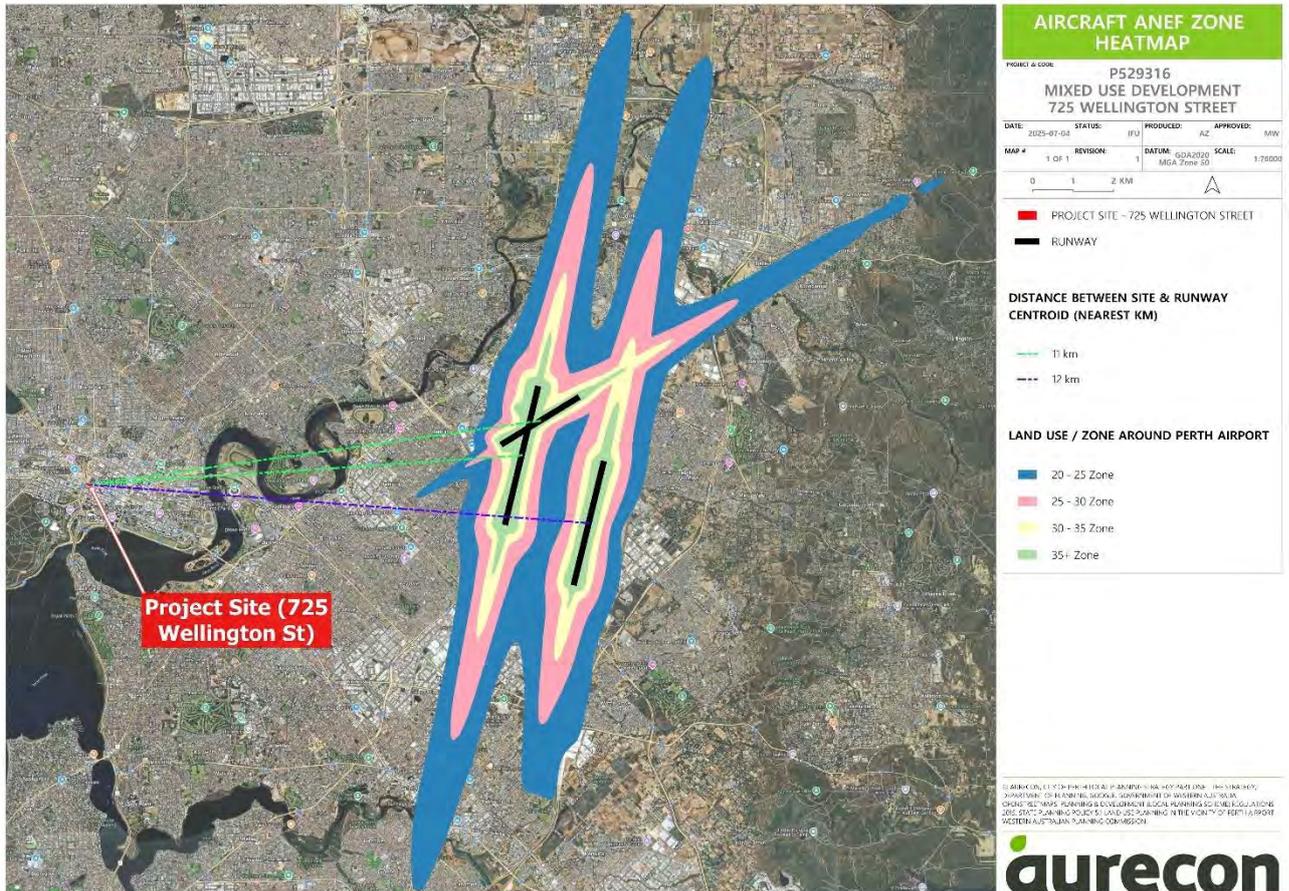


Figure 6 ANEF Zones around Perth International Airport as well as the approximate distance from each runway to the proposed project site at 725 Wellington Street, Perth. Note: the south-eastern runway is still in development.

7.2.2 Traffic Noise Impact

The main traffic noise sources in the vicinity of the project site are Wellington Street, Elder Street and Mitchell Freeway.

The *State Planning Policy 5.4 – Road and Rail Noise Guidelines* document provides preliminary guidance for building design and configuration. Table 6 below provides a review of the current design based on this guidance:

Table 6 Review of design against SPP 5.4 design recommendations

SPP 5.4 Guidance	Comments based on current design
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<i>Positioning noise sensitive spaces such as bedroom and living areas away from noise source and less noise-sensitive spaces, such as the garage, bathrooms and laundry, closer to the noise source</i>	The current design has bedrooms adjacent to balcony space which face Wellington Street and Murray Street/Elder Street Car Park. These are not classified as strategic freight or major traffic routes as per SPP 5.4. The bedrooms are oriented 'side on' to the Mitchell Freeway. Design of the building façade will need to provide sufficient sound insulation to achieve internal noise levels from SPP 5.4
<i>Private and communal open space located furthest away from the noise source, preferably screened by the building itself</i>	Quieter amenities (Library, Zen Garden, Urban Farm etc) are located on the Murray Street façade shielded from Wellington street by the building.
<i>Use of podiums and extended facade elements to provide useful shielding of floors above and provide distance offset</i>	The design includes a 4 storey podium with the apartments and balconies set back from the street. This will provide some acoustic screening from traffic noise.
<i>Designing balustrades to be continuous without gaps to shield noise sources below</i>	Current design shows solid, continuous 1.2m high balustrade.
<i>Fully enclosing balconies with operable windows to create winter gardens;</i>	Fully enclosed balconies are not being considered.
<i>Applying sound-absorptive/diffusive elements to the underside of balcony ceilings (soffit) to reduce reflected sound into the dwelling</i>	Sound absorptive treatment is recommended to the underside of balcony ceilings to reduce reflections and overall reverberant level as much as reasonable and practical.
<i>Avoiding designs and configurations which 'collect' and 'focus' noise.</i>	Current design does not show geometries which collect and focus noise (concave or curved surfaces or similar).

As noted in Table 6 noise ingress will need to be controlled through the façade design, particularly for bedroom areas. Recommendations for façade glazing can be derived using the State Planning Policy 5.4 Road and Rail Noise Guidelines based on the noise exposure forecast (Table 2 from the SPP 5.4 guidelines document).

The project site (the closest façade from stage 2 of the development) is located approximately 75m from the nearest strategic freight/major traffic route (Mitchell Highway), which has 9 lanes and is therefore categorised as Exposure Category C and is expected to be exposed to traffic noise level of 65dBA as per table 2 of the SPP 5.4. Reviewing the quiet house requirements as per the policy, façade construction requirements under Exposure Category C for apartments oriented 'side on' are summarised in the table below:

Table 7 Summary of façade construction requirements under Exposure Category C

External Walls	Bedroom and indoor living and work areas, Rw+Ctr 50dB
External doors	Other external doors, Rw+Ctr 25dB (based on Quiet House B requirements -3dB as per side on orientation)
Windows	Bedroom windows up to 40% floor area, Rw+Ctr 34dB. Living room windows up to 60% floor area, Rw+Ctr 34dB. Floor areas may be increased by 20% for side on orientation if 3dB reduction is not applied

Based on external traffic noise levels measured in 2019 and provided in Table 2, further detailed analysis has been performed using the measured data.

Requirements: Façade Glazing

The construction of the building facade shall be designed to reduce noise intrusion such that the internal noise design criteria outlined in Section 6 are achieved.

Noise measurements at the rooftop locations at the Four Points Sheraton will be representative of the noise levels at the apartments above the podium. A level of 65dBA was therefore used for the assessment.

Reviewing typical traffic volumes (from trafficmap - Main Roads Western Australia) for similar times of day (4-5pm) 6,342 vehicles per hour are noted on Mitchell Freeway. Assuming that the larger traffic volumes on the Mitchell Freeway drive the noise levels at the site and comparing this traffic volume with the highest nighttime traffic volume, we can estimate the reduction in noise levels for the nighttime period (10pm-6am) Traffic noise levels used for noise ingress assessment in accordance to SPP 5.4 (Section 6.3) are summarised in the table below,

Table 8 Summary of traffic noise level around the project site

Period (Monday – Friday only)	Traffic volume per hour	Noise Level (LAeq)
Day (4pm – 5pm)	6,342	65 ¹
Night (10pm – 11pm)	2,434	62 ²
Notes:	1. Noise level measured at representative locations from the survey on the 8 th August 2019 2. Estimated noise level based on the traffic volume assessment, where doubling of traffic volume flow typically increases the equivalent continuous noise level (L _{Aeq}) by 3dB. Traffic volumes quoted above have only been used to estimate the relative change in traffic volume in order to estimate the reduction in noise level	

Aurecon notes the traffic volume obtained are based in 2021/2022 whereas the noise measurement was conducted in 2019, additional attended measurements can be undertaken in the future to confirm the traffic noise level at the project site.

Based on the predicted noise ingress assessment using the traffic noise levels in Table 8 and the latest architectural drawings, the façade glazing should achieve the minimum weighted sound insulation rating ratings in the table below

Table 9 Minimum weighted sound insulation rating based on traffic noise ingress assessment

Area	Sound insulation rating (R _w / R _w +C _{tr})	Indicative constructions
Bedroom/Living Room	41 / 36	6.38mm laminated glass / 12mm airgap / 10mm glass
Note:	The above façade construction details are indicative and may be refined as the design develops. Factors that could influence the final façade specification include updated attended measurements, glazing area, structural requirements, energy performance, and other related considerations.	

Sliding glazed door systems are shown the current design and it may not be possible to achieve the overall performance requirements in Table 9. If this is the case then more fixed glazing will be required to provide the required sound insulation. In all cases, framing elements will need to be heavy enough so as not to degrade the overall performance of the system.

Noise from Events at RAC Arena

Noise measurements during the RAC event were affected by additional slow-moving traffic on surrounding roads and noise breakout from the venue. Using the recommended performance and construction from Table 9 and the highest measured levels, daytime internal noise levels from SPP 5.4 are likely to be exceeded by approximately 5dB during an event and dominated by low frequency elements of the music breakout. There is no specific requirement in SPP 5.4 for occasional elevated levels to be controlled to the criteria stated, and an

exceedance of 5dB is within the upper limit of AS2107. It is assumed that this exceedance for occasional events during daytime/evening hours is reasonable for a development in an established entertainment precinct.

In all cases described above, it is assumed that doors can be closed fully, and ventilation does not rely on any unattenuated openings in the façade. When doors or windows are open for fresh air, internal noise criteria from SPP 5.4 will be exceeded.

7.3 Sound insulation

7.3.1 Partitions between Tenants

Walls separating apartments must achieve a laboratory sound insulation rating of at least $R_w + C_{tr} 50$ as specified in Section 4.1 to achieve NCC requirements.

Wall constructions shall be reviewed for compliance throughout the design. Issues that need to be considered at the time of design and construction include:

- Electrical sockets shall not be installed back-to-back in partition walls between apartments;
- avoid situating a bedroom of a sole occupancy unit to adjoin a wet area (kitchen/toilet) of another sole occupancy unit. Internal layouts should be planned utilising stacked layout and wet-to-wet area parallel arrangement, and;
- all junctions with the facades should be acoustically sealed. Specific acoustic treatment will need to be provided to the mullions and transoms to control flanking noise. (e.g. split mullions, internal steel lining to dummy mullions, acoustic insulation and steel plates to slab edge / transom, backpan).

7.3.2 Partitions between Apartments & Corridors

Walls separating apartments and corridors must achieve a laboratory sound insulation rating of at least $R_w 50$ as described in Section 4.1 to achieve NCC requirements.

Wall constructions shall be reviewed for compliance throughout the design.

7.3.3 Doors for Entryways & Corridors

For internal doors to the sole-occupancy units, these need to achieve $R_w 30$. Indicatively we recommend installing 45mm thick solid core doors fitted with medium duty compressible acoustic seals (e.g. Raven RP10 to the top and sides of the door, and Raven RP8Si to the bottom of the door).

Door constructions shall be reviewed for compliance throughout the design.

7.3.4 Floors

A review of slab / ceiling constructions will be undertaken during subsequent design stages to determine compliance with the applicable criteria.

The impact isolation requirements as described in Section 4.1 can be achieved either;

- by the use of carpeted flooring above the habitable areas, or;
- acoustic underlayment where hard floor surfaces, such as tiles or timber are installed above another sole occupancy units or areas of a different classification.
 - Suitable acoustic underlays include elastomeric self -levelling screeds (e.g. Construction Chemicals, Latticrete) or acoustic mats (e.g. Regupol).

Details of appropriate treatment will be determined as the design progresses.

7.4 Building Services

The following recommendations for noise control are provided at this early stage of the design to reduce internal background noise levels and external noise levels at nearby noise sensitive receivers and will be developed as the design progresses.

- Equipment shall be selected to be as quiet as possible, and mechanical services units should be located away from acoustically sensitive areas where feasible. This will be particularly important for the selection of outdoor equipment such as packaged AHUs and condensing units.
- Silencers should be assumed on all air paths from AHUs and fans.
- Acoustic duct lining can be used to reduce silencer requirements where practical.
- Avoid perforated plasterboard ceilings where plant is located above to prevent noise leakage.
- Avoid fan coil units over sensitive spaces; instead, service these areas via circulation spaces.
- Ensure smooth airflow by providing adequate duct lengths, gradual transitions, and optimal layout of splits and bends to minimize regenerated noise.
- Noise control for external mechanical equipment (e.g. rooftop equipment, condensers) may include barriers or enclosures as the design progresses.
- Allow 5-15mm clearance for duct penetrations to acoustic wall for dense insulation and caulking.
- Duct layouts must be considered to avoid introducing unexpected system effects on fans and turbulence within ducts, which may increase sound power levels above manufacturer's claims, and all ductworks shall be sized to ensure that airflow is not excessive and does not regenerate noise.
- Noise from diffusers and grilles is related to airflow across the opening. Manufacturer's test data (in the form of NC or dB(A) ratings based on airflow) will be provided to ensure compliance with the indoor background noise requirements.
- It is recommended that the slab thickness for all the plant rooms be 250mm concrete with a density of at least 2300 kg/m³. The details of the mechanical plant to be housed in the plant rooms are uncertain at this stage and noise and vibration mitigation measures will be provided upon receipt of this information.
- Noise from hydraulic services (potable, storm/wastewater, pumps) shall comply with the ambient design internal noise levels provided in Table 2. Where hydraulic pipes are running within a common partition next to sensitive occupied space, the pipes must not be coupled into the structure and requires the use of resilient pipe clamps (or vibration isolated pipe hangers or simplistic rubber lined hangers) to prevent structural borne noise. Specific treatments to hydraulic services will be developed during the detailed design stage.
- Pipes associated with plumbing systems should be routed through dedicated shafts/risers/droppers where possible.
 - Use staggered or discontinuous partitions for amenities adjoining sensitive spaces to limit noise transfer from hydraulic services.
 - Electrical/data sockets in acoustic-rated partitions should not be installed back-to-back. Maintain at least 300mm separation (or two stud spacings).
 - Avoid continuous skirting ducts carrying electrical services between acoustically isolated rooms or partitions with $R_w \geq 45$ ratings.
 - All cable penetrations must be isolated from the structure and acoustically sealed to preserve partition performance.
- Pool equipment shall be housed in an enclosure or plant room with acoustically attenuated ventilation paths.

7.4.1 Soil & Wastewater Pipes

The NCC requires a construction between wastewater pipework from one sole occupancy unit to another that will achieve a rating of $R_w + C_{tr}$ 40. A minimum construction consisting of multiple layers of 13mm plasterboard ceiling plus acoustic pipewrap (e.g. Pyrotek Soundlag 4525C) with 75mm 14kg/m³ fibreglass or polyester acoustic insulation in the cavity will likely be required. Construction options will be reviewed and details will be developed as the design progresses.

Where wastewater pipework is located in a ceiling above a non-habitable space such as a bathroom, construction to achieve an acoustic rating of no less than $R_w + C_{tr}$ 25 is required. This rating can be achieved by a single layer of 13mm plasterboard ceiling construction with 75mm 14kg/m³ fibreglass or polyester acoustic insulation in the cavity.

7.5 Consideration of Cumulative Noise Impacts

The project is being designed and constructed in two stages, therefore it is important to design the first stage of the projects to a noise level such that with the addition of the second stage the overall noise level in the area is not increased.

It was noted in section 6.6 that based on *Part 2 Division 1 Regulation 7(2) of the Noise Regulations*, in order to avoid significantly contributing to the noise level of the area, the noise emission from a new development should have a value of less than 5 dB below the assigned value. Each stage of the development should be designed to 5dB below the assigned values to reduce the risk of noise level creep.

Document prepared by

Aurecon Australasia Pty Ltd

ABN 54 005 139 873

Aurecon Centre

Level 8, 850 Collins Street

Docklands, Melbourne VIC 3008

PO Box 23061

Docklands VIC 8012

Australia

T +61 3 9975 3000

F +61 3 9975 3444

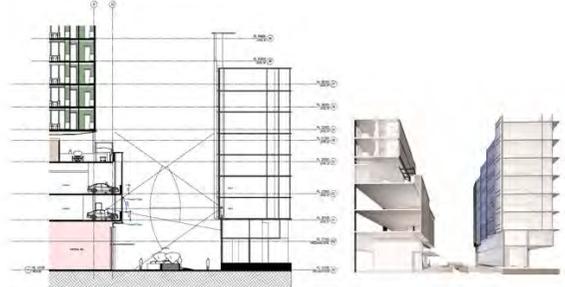
E melbourne@aurecongroup.com

W aurecongroup.com

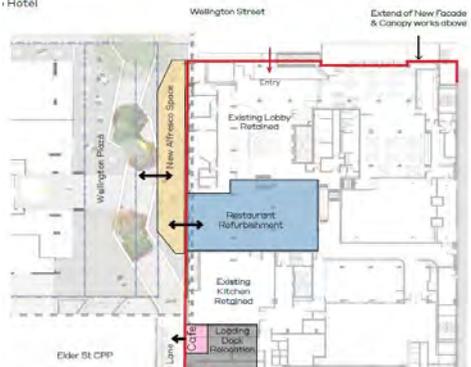
Attachment 9 –Applicant
response to Design Review
Panel Advice

Applicant Response to DRP Minutes 11.12.25

	DRP Comment	Applicant Response	Figures
1	<p>Consider setting the ground and podium facade of the Wellington Street building further back from the street boundary to facilitate the retention of trees of the existing mature trees. The retention of these trees will provide important residential amenity, visual relief to the built form and may assist in mitigating the inactivity within the podium facing the street.</p>	<ul style="list-style-type: none"> The trees were considered under the previous approval(s), which remains valid and approval was granted to remove the trees. The trees can be removed under the current approval, which remains valid. The trees are not identified on a significant tree register. The trees have become a safety consideration given the limbs falling from the trees. To setback the building, an investigation would be required of the root zone, which may require a significant setback, this would undermine an active ground level. In addition to the impact at ground level, the podium would also need to be setback, this would impact the design in terms of built form, car parking, services etc. 	
2	<p>Consider incorporating active and occupied uses at level 1 and 2 podium of the Wellington Street building, where the floor plate engages with the proposed plaza and laneway to improve passive surveillance, streetscape activation and visual coherence to the podium.</p>	<ul style="list-style-type: none"> The plans have been amended to expand the co-working space, which has resulted in the loss of a car parking bay. The Wellington Street facade is highly activated by the ground level activation, co-working space, the swimming pool and podium open space and function rooms. The image in the DRP Response (adjacent) shows that level of activation on the podium which we consider appropriate for its context. The addition of dwellings within the podium would impact the design of the podium in terms of the requirement for additional lifts/stairs (or a dedicated access from the lifts) to the dwellings. Additionally residential 	

		<p>dwelling fronting Wellington Street will have a compromised amenity given the level of traffic on Wellington Street.</p> <ul style="list-style-type: none"> • It is not proposed to amend the podium design to Wellington Street. • The double height retail facade provides a high level of activation and passive surveillance to the plaza. • Due to the proportion of the plaza space and viewing angles from the carpark any openings to this facade would provide little to no views of the Plaza whilst negatively impacting the facing hotel rooms. (As illustrated in drawing A-5210). • Facing hotel rooms further provide passive surveillance of the Plaza. 	
3	<p>Review the location of the western retail unit (Unit 1) of the Wellington Street building to adjacent to the internal corridor to enable all the ground level retail units to be serviced from the internal corridor rather than the street.</p>	<ul style="list-style-type: none"> • The comment of the DRP is noted. • The plans have been amended to delete the two smaller tenancies providing the flagship retail the maximum frontage to Wellington Street. • As the DRP and City would be aware, the design will need to go through detailed design following approval and once tenants are known for the retail tenancies. • The Current layout is indicative with the possibility of consolidating and subdivision of the retail spaces provides flexibility to suit respective needs by tenants. 	

4	<p>Review the location of the bike parking and end of trip facilities to ensure it is located where it can be safely and conveniently accessed via occupants and eliminate the conflict between the loading dock and other service areas.</p>	<ul style="list-style-type: none"> • The commentary of the DRP is acknowledged. • The EOT entry lobby has been increased in size and sliding doors incorporated to limit the possibility of clashes between the EOT entry point and the retail unit service doors. • While the loading area and bicycle parking will use the same corridor, we do not consider this to be an unacceptable outcome. 	
5	<p>Review the design of the residential floors to incorporate additional window openings to amplify cross ventilation and north facing openings and add additional interest to the east and west elevations of the Wellington Street building.</p>	<ul style="list-style-type: none"> • The north-west and south-east units have been amended to provide improved solar access and natural ventilation to the living areas. • The existing window positions have been staggered to add additional interest to the gable façade and further unify the precinct wide design language. • No additional windows have been added to minimise impact on sustainability/envelope performance. • Adding additional windows to a bedroom, may achieve cross ventilation benefits, it has a significant impact of the functionality of the bedroom. 	

6	<p>Review the landscape design for all the external spaces to ensure a high quality response is provide that creates a space where pedestrians can dwell.</p>	<ul style="list-style-type: none"> • Noted. Landscape design planters adjacent to retail tenancies provide opportunity for a lively and active pedestrian friendly environment. • The landscape plan provides the landscape intent for the project and will be further developed during detailed design. We note that as a standard process, a condition will be included requiring a final detailed landscape plan. • The landscape plan does not need to be a final design at development approval stage. 	 <p>725 WELLINGTON STREET PRELIMINARY CONCEPT CONCEPT PLAN - GROUND LEVEL SEPTEMBER 2011</p> <p>LEGEND</p> <ul style="list-style-type: none"> 1. PLANTER 2. PLANTER 3. PLANTER 4. PLANTER 5. PLANTER 6. PLANTER 7. PLANTER 8. PLANTER 9. PLANTER 10. PLANTER 11. PLANTER 12. PLANTER 13. PLANTER 14. PLANTER 15. PLANTER 16. PLANTER 17. PLANTER 18. PLANTER 19. PLANTER 20. PLANTER 21. PLANTER 22. PLANTER 23. PLANTER 24. PLANTER 25. PLANTER 26. PLANTER 27. PLANTER 28. PLANTER 29. PLANTER 30. PLANTER 31. PLANTER 32. PLANTER 33. PLANTER 34. PLANTER 35. PLANTER 36. PLANTER 37. PLANTER 38. PLANTER 39. PLANTER 40. PLANTER 41. PLANTER 42. PLANTER 43. PLANTER 44. PLANTER 45. PLANTER 46. PLANTER 47. PLANTER 48. PLANTER 49. PLANTER 50. PLANTER 51. PLANTER 52. PLANTER 53. PLANTER 54. PLANTER 55. PLANTER 56. PLANTER 57. PLANTER 58. PLANTER 59. PLANTER 60. PLANTER 61. PLANTER 62. PLANTER 63. PLANTER 64. PLANTER 65. PLANTER 66. PLANTER 67. PLANTER 68. PLANTER 69. PLANTER 70. PLANTER 71. PLANTER 72. PLANTER 73. PLANTER 74. PLANTER 75. PLANTER 76. PLANTER 77. PLANTER 78. PLANTER 79. PLANTER 80. PLANTER 81. PLANTER 82. PLANTER 83. PLANTER 84. PLANTER 85. PLANTER 86. PLANTER 87. PLANTER 88. PLANTER 89. PLANTER 90. PLANTER 91. PLANTER 92. PLANTER 93. PLANTER 94. PLANTER 95. PLANTER 96. PLANTER 97. PLANTER 98. PLANTER 99. PLANTER 100. PLANTER
7	<p>Incorporate active space at the ground floor of the Hotel building adjacent to the plaza and laneway to activate and engage with this space.</p>	<ul style="list-style-type: none"> • A food a beverage tenancy is included in the hotel orientated to the plaza as referenced in the image adjacent. The tenancy extends onto an alfresco area providing activation. • Additionally, a small retail tenancy is located on the south-western corner of the hotel providing additional activation to the plaza. • This activation combined with the retail tenancies in the development at 725 Wellington Street will provide a high level of activation to the plaza. . 	 <p>Hotel</p> <p>Wellington Street</p> <p>Extend of New Facade & Canopy works above</p> <p>Entry</p> <p>Existing Lobby Refurbished</p> <p>Restaurant Refurbishment</p> <p>Existing Kitchen Refurbished</p> <p>Loading Dock (Reorganised)</p> <p>Walter St CPP</p> <p>New Laneway</p> <p>New Alfresco Space</p>

8

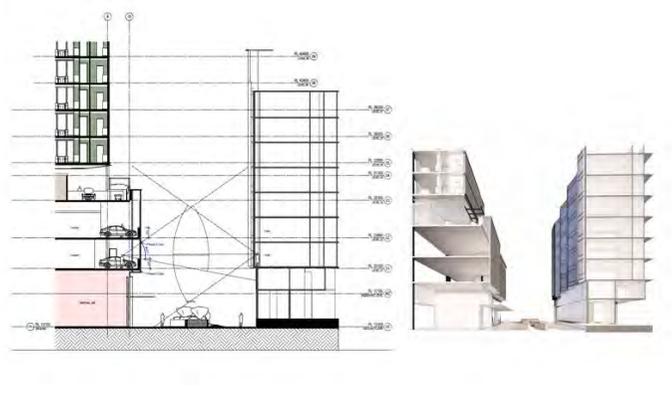
Provide details to demonstrate the views that might be achieved from the residential dwellings over Kings Park and to the north over the city.

- We are not sure while the DRP requires the views to consider the design, however, the adjacent images are the Level 18 Views.



Level 18 View



9	<p>Provide illustrative sections through the streetscape and the Plaza and Laneway to explore and demonstrate the relationship between ground floor uses and the public domain, including how the change in levels has been addressed.</p>	<ul style="list-style-type: none">• Sections have been included in the amended plans.• The change in level across Wellington Street is minor and absorbed across Wellington St extent.• The Level Difference between Murray and Wellington is Absorbed in the Laneway connection on Murray Street Site.• The DRP Response document shows that level of activation on the podium.• The DRP response document also provides details and sections of the laneway.	 <p>The image contains architectural drawings. On the left is a detailed cross-section of a building. It shows a podium level at the ground level, with a laneway connecting to a lower level. The building has multiple floors above the podium. To the right of the section is a perspective rendering of the building, showing its modern facade and the laneway area. The drawings include various level markers and annotations.</p>
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Attachment 10 – Existing trees
along Wellington Street
frontage

Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Images of Tree 1:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



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January 2026



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January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Images of Tree 2:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Images of Tree 3:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



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January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Images of Tree 4:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



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Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

View from tree 4 looking west across site:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Images of existing Trees 1, 2 and 3:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026

Existing trees on phase 2 future proposal site:



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026



Attachment 10 – Existing trees along Wellington Street frontage – Site Photos
January 2026





PART D – OTHER BUSINESS

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