Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 21 April 2026; 9:30am
Meeting Number: MIDAP/129
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/129 - 21 April 2026 - City of South Perth - City of Vincent

PART A – INTRODUCTION

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

PART B – CITY OF SOUTH PERTH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 Lots 88 and 89 (Nos.5-7) Birdwood Avenue, Como - Proposed Child Care Premises - Changes to the landscaping plan, changes to the street fencing, modification of window locations and sizes, addition of a patio to the north of the building – DAP/23/02562
5. Section 31 SAT Reconsiderations

PART C – CITY OF VINCENT

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 Lots 3 & 4 (139 & 141) Lake Street, Perth - Proposed Mixed Use Development – Minor amendments to approved development - DAP/23/02415
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Francesca Lefante (Presiding Member)
Clayton Higham (Deputy Presiding Member)
John Syme
Cr Kathy Lees (Part B – City of South Perth)
Cr Tim Houweling (Part B – City of South Perth)
Cr Suzanne Worner (Part C – City of Vincent)
Cr Nicole Woolf (Part C – City of Vincent)

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 SOUTH PERTH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 Lots 88 and 89 (Nos.5-7) Birdwood Avenue, Como - Proposed Child Care Premises - Changes to the landscaping plan, changes to the street fencing, modification of window locations and sizes, addition of a patio to the north of the building – DAP/23/02562

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 4.1 - LOTS 88 and 89 (Nos. 5-7) BIRDWOOD AVENUE, COMO – AMENDMENT TO CHILD CARE PREMISES

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner Development Assessment Panel	
Local Government Area:	City of South Perth	
Proposed Amendments:	• Changes to the landscaping plan • Changes to the street fencing • Modification of window locations and sizes • Addition of a patio to the north of the building.	
Applicant:	Greg Davies Architects	
Owner:	Birdwood Residential Pty Ltd	
Value of Amendment:	$2 million	
Responsible Authority:	City of South Perth	
Authorising Officer:	Fiona Mullen – Manager Development Services	
LG Reference:	PDDAAMEND-2026-0121	
DAP File No:	DAP/23/02562	
Date of Original DAP decision:	23 April 2024	
Application Received Date:	16 January 2026	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Plans 2. Design Review Panel Minutes 3. Aerial Image and Zoning Map 4. JDAP Form 1 Determination	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/23/02562 as detailed on the DAP Form 2 dated 16 January 2026 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2.

3. **Approve** DAP Application reference DAP/23/02562 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of South Perth Local Planning Scheme No. 7 for the proposed amendment to the approved Child Care Premises at Lots 88 and 89 (No. 5 and 7) Birdwood Avenue, Como, subject to the following amended conditions:

Amended Conditions

3. The development shall be carried out in accordance with the approved plans listed below. Where there is any inconsistency between the approved plans and the conditions of this approval, the conditions of this approval shall prevail.

   - Development Plans prepared by Greg Davies Architects – Dated 14 January 2026
   - Landscaping Plans prepared by Kelsie Davies Landscape Architecture – date stamped 16 January 2026
   - Waste Management Plan prepared by i3 Consultants – dated 8 December 2023
   - Traffic Impact Statement prepared by i3 Consultants – dated 8 December 2023
   - Acoustic Report Prepared by Herring Storer Acoustics– dated November 2022
   - Environmentally Sustainable Design Report prepared by Emergen – dated 15 November 2023

15. Prior to the submission of an occupancy permit application, the landscaping areas shall be installed in accordance with the approved revised landscape plans prepared by Kelsie Davies Landscape Architecture received by the City of South Perth 16 January 2026. All landscaping areas shall be maintained thereafter to the satisfaction of the City of South Perth.

New Conditions

Nil.

Amended Advice Notes

Nil.

New Advice Notes

Nil.

All other conditions and requirements detailed on the previous approval dated 24 April 2024 shall remain unless altered by this application.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban

Local Planning Scheme	City of South Perth Local Planning Scheme No. 7
Local Planning Scheme Zone/Reserve	Residential
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Child Care Premises ('A' Use Class)
Lot Size:	2,002m^2
Net Lettable Area (NLA):	573m^2
Number of Dwellings:	N/A
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval for amendments to development approval DAP/23/02562 for a Child Care Premises.

The proposed amendments include the following:

- Changes to the landscaping plan;
- Changes to the street fencing;
- Modification of window location and sizes; and
- Addition of a patio to the north of the building.

The proposed development plans are contained as **Attachment 1.**

Background:

On 23 April 2024, the Joint Development Assessment Panel (JDAP) granted development approval for a single storey Child Care Premises accommodating 86 children at Lots 88-89 (Nos. 5-7) Birdwood Avenue, Como.

On 9 June 2025, the City of South Perth granted a Demolition Permit for two single houses at Lots 88–89 (Nos. 5–7) Birdwood Avenue, Como. During the demolition works, trees that were required to be retained in accordance with DAP/23/02562 were removed.

The City contacted the landowner to require remedial action in response to the breach of development approval conditions relating to landscaping. In response, the applicant has submitted an amendment to the existing development approval, seeking to revise

the approved landscaping plan and introduce minor changes to the approved built form.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development (Development Assessment Panels) Regulations 2011
Planning and Development (State Planning Policies) Regulations 2011
Metropolitan Region Scheme (MRS)
City of South Perth Local Planning Scheme No. 7 (LPS 7)

State Government Policies

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

Structure Plans/Activity Centre Plans

N/A

Local Policies

Local Planning Policy 2.4 - Child Care Premises
Local Planning Policy 6.1 – Advertising of Planning Proposals
Local Planning Policy 6.2 – Design Review Panel
Local Planning Policy 6.3 – Public Art

Consultation:

Public Consultation

Consultation of the amended application has been undertaken to the extent and in the manner required by the Deemed Provisions and Local Planning Policy 6.1 – Advertising of Planning Proposals.

A total of 84 letters were sent to adjoining landowners and occupiers. At the close of the consultation period, no submissions were received.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia (MRWA) was consulted during the assessment of the development application due to its proximity as a landowner. A formal referral to MRWA as a referral agency was not required for the amended application.

MRWA provided comments confirming it has no objection to the amended development application.

Design Review Panel Advice

The amended development application was reviewed by the City of South Perth Design Review Panel Chair (DRP Chair) in February 2026 to determine whether the

proposed amendments maintain the functionality and design of the original development approval.

The DRP Chair was supportive of the proposed amendments inclusive of the remedial planting proposed and determined that the amendments do not change the previous support recommendation from the DRP.

The minutes of the DRP Chair review are contained as **Attachment 2**.

Planning Assessment:

The proposal has been assessed against the relevant provisions of LPS 7, as well as applicable State and Local Planning Policies. The proposed changes to the built form are minor in nature and remain compliant with the applicable planning requirements.

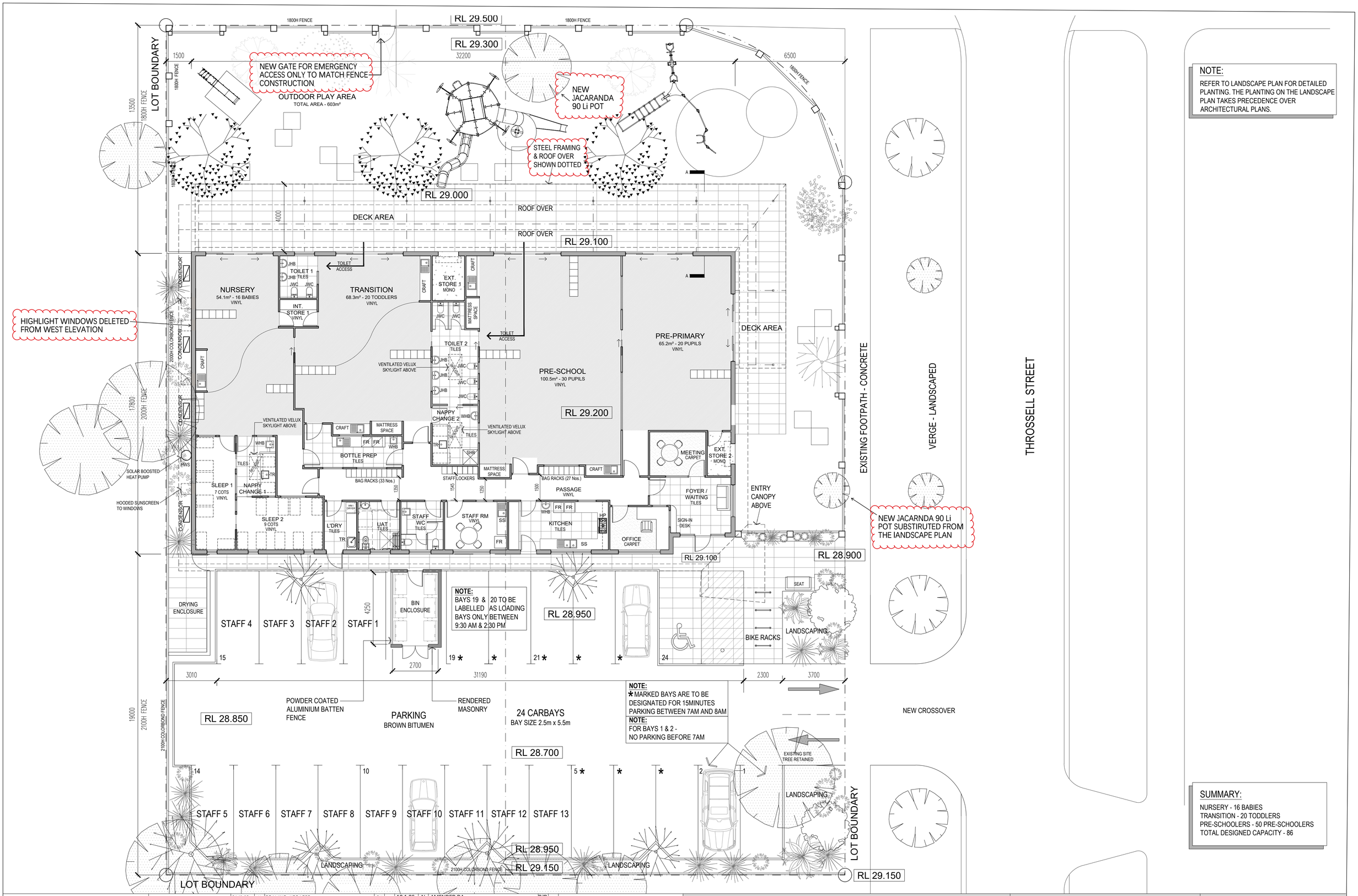
The amended application primarily seeks to revise the approved landscaping plan in response to the removal of two trees that were previously conditioned for retention. In this regard, the City has reviewed the updated landscaping proposal, which includes the planting of two Jacaranda trees (minimum 90 litre pot size at the time of planting) as replacement planting, and is supportive.

Conclusion:

The proposed amendments to the built form are consistent with the applicable local planning framework. The amendments have been reviewed by the DRP Chair, who determined that they do not adversely affect the design quality or functionality of the development, and do not alter the previous recommendation of support.

The amended landscaping plan has been assessed and is considered to provide an appropriate response to the removal of vegetation that was previously required to be retained, maintaining the overall intent of the original landscaping outcomes.

Accordingly, the proposed amendments to the development approval are supported and are recommended for approval, subject to the imposition of revised and additional conditions.



NOTES:

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DATE	REV	NOTE	BY
31.10.23	H	DRAWING UPDATED	PK
18.01.23	G	DRAWING UPDATED	PK
17.01.23	F	DRAWING UPDATED	PK
12.01.23	E	DRAWING UPDATED	PK
10.11.22	D	DRAWING UPDATED	PK
04.11.22	C	DRAWING UPDATED. LVLS ADDED	PK
18.07.22	B	DRAWING UPDATED	SK
10.06.22	A	DRAWING INITIATED	KH

DATE	REV	NOTE	BY
13.1.26	N	AMENDED DA	GJD
13.11.24	M	DECK AREA UPDATED. ROOF ADDED	PK
25.10.24	L	FLOOR FINISH ADDED	GJD
28.06.24	K	ROOF UPDATED	PK
19.01.24	J	DRAWING UPDATED	PK
16.01.24	I	DWG UPDATE - TREES ADDED STAFF RM , STAFF WC & UAT REPOSITIONED.	PK

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5(88) & 7(89) BIRDWOOD AVENUE
COMO, WA 6152

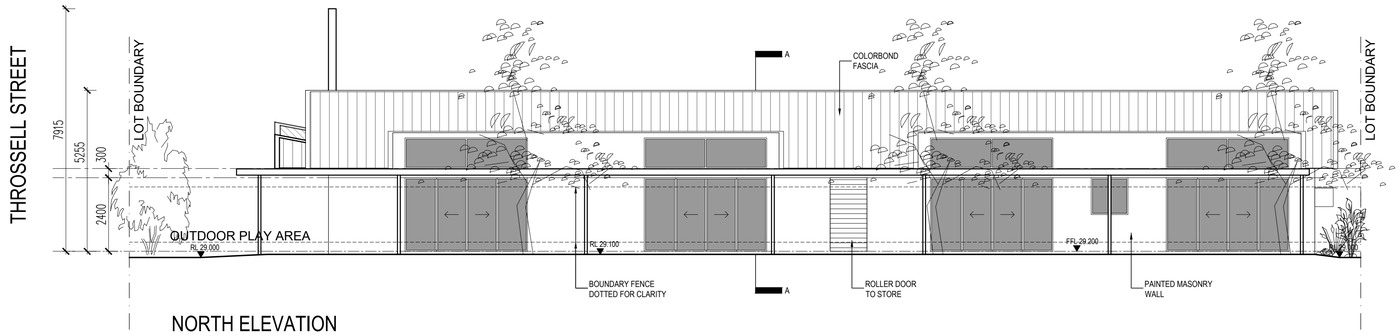
0.5 0 1 2 5 10 20

GREG DAVIES ARCHITECTS
24 lacey street perth wa 6000
t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

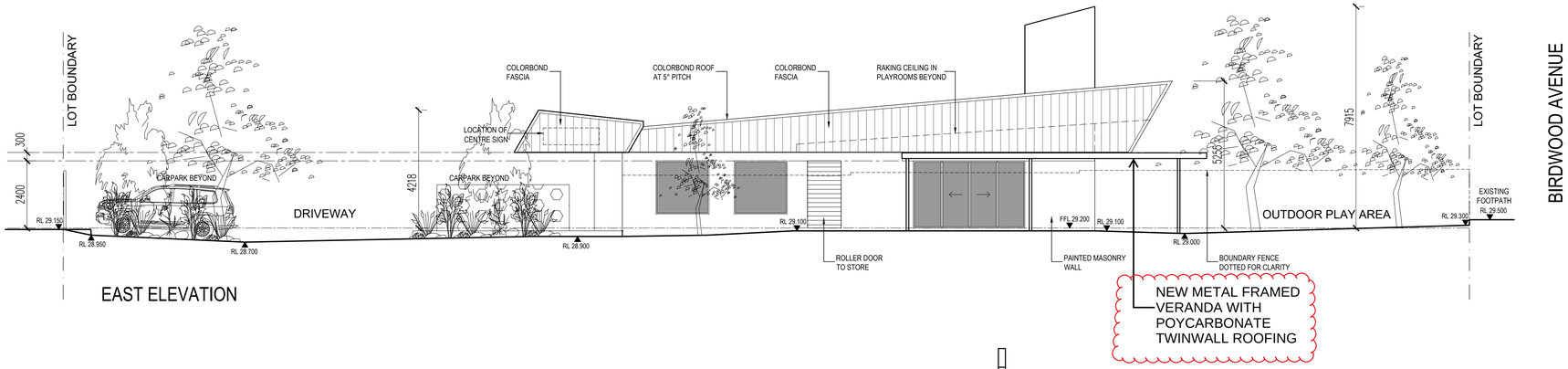
BIRDWOOD CHILDCARE
GROUND FLOOR PLAN

REVISION DATE	SCALE
14/1/26	1:100 @ A1

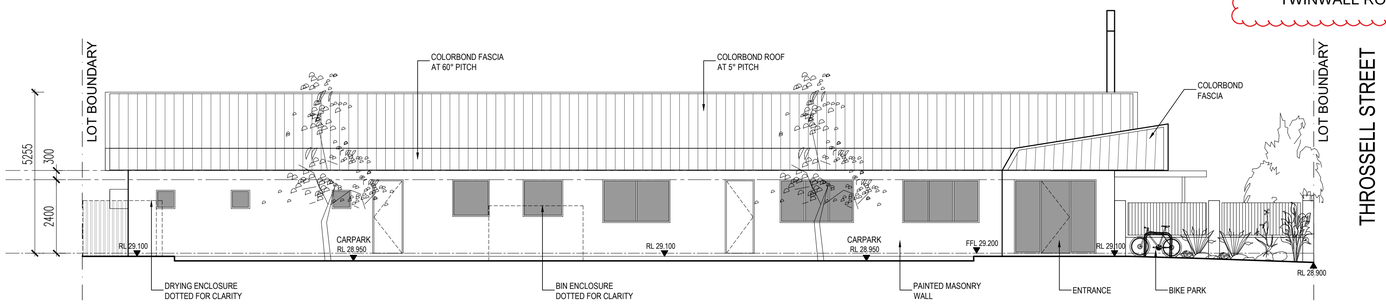
JOB NO.	REVISION NO.	DWG NO.
2205 / 218	N	SK 100



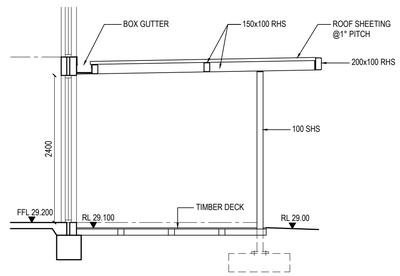
NORTH ELEVATION



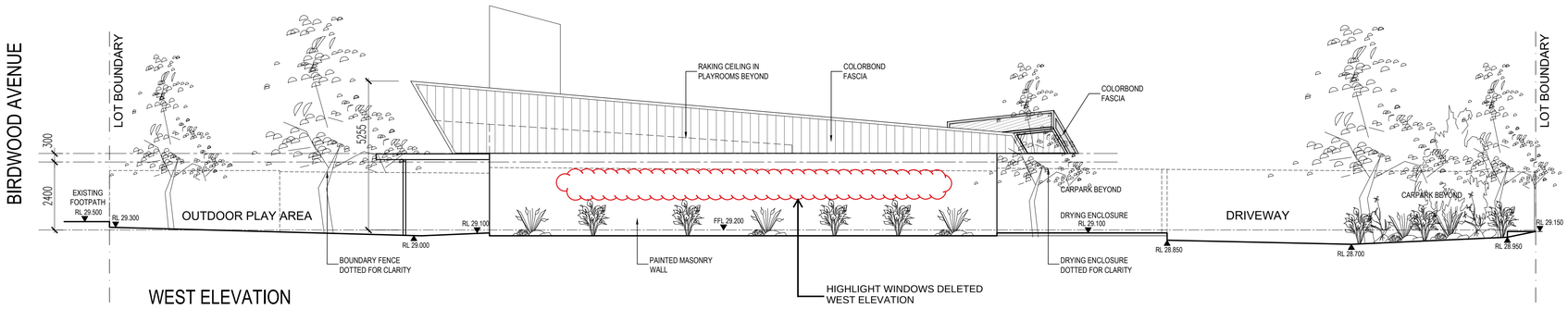
EAST ELEVATION



SOUTH ELEVATION



SECTION A - AWNING DETAIL (SCHEMATIC)



WEST ELEVATION

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DATE	REV	NOTE	BY
13.11.24	H	DECK AREA UPDATED, ROOF ADDED	PK
21.06.24	G	DRAWING ROOF UPDATED	NH
16.01.24	F	DRAWING UPDATED	PK
13.01.23	E	DRAWING UPDATED	PK
12.01.23	D	DRAWING UPDATED	PK
10.11.22	C	DRAWING UPDATED	PK
04.11.22	B	DRAWING UPDATED	PK
10.06.22	A	DRAWING INITIATED	KH

DATE	REV	NOTE	BY
13.1.26	N	AMENDED DA	GJD
13.1.26	K	AMENDED DA	GJD
15.11.24	J	ROOF/AWNING DETAIL ADDED	PK

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5 (88) & 7 (89) BIRDWOOD AVENUE
COMO, WA 6152

0.5 0 1 2 5 10 20

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A R C H I T E C T S
24 lacey street perth wa 6000
t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

ELEVATIONS

REVISION DATE	SCALE
13/1/26	1:100 @ A1

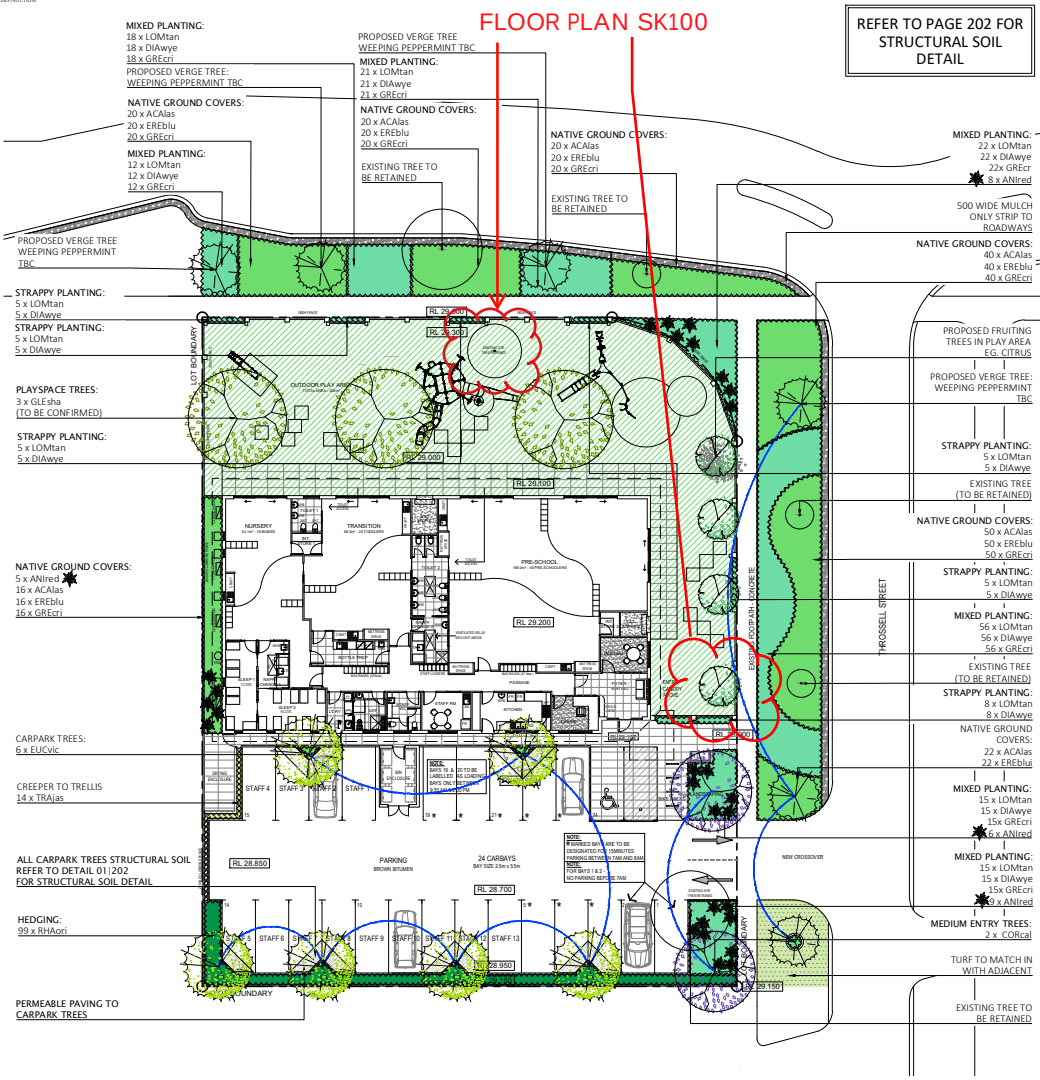
JOB NO.	REVISION NO.	DWG NO.
2205 / 218	K	SK 200

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

TREE TO BE REPLACED
REFER TO GROUND
FLOOR PLAN SK100

REFER TO PAGE 202 FOR STRUCTURAL SOIL DETAIL

REV	DATE	DWN	APP	DESCRIPTION
B	07.07.22	KD	KD	UPDATED PLANTING PLAN
C	23.01.23	AC	KD	UPDATED PLANTING PLAN
D	27.02.23	KD	KD	UPDATED PLANTING PLAN
E	28.02.23	KD	KD	UPDATED TREE SIZING
F	17.01.24	AC	KD	UPDATED PLANTING PLAN



LEGEND

TREES

EXISTING TREE TO BE RETAINED

PROPOSED VERGE TREES
WEEPING PEPPERMINT

CARPARK TREES
LITTLE GHOST GUM
CANOPY 5m

MEDIUM ENTRY TREE
PINK MARRI
CANOPY 6m

PLAYSPACE TREE
EG. CITRUS
CANOPY 3m

PLAYSPACE TREE
EG. GLEDITSIA SHADEMASTER
CANOPY 7m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. KANGAROO PAWS

PLANTING

PLAYSPACE
TO FUTURE DETAIL

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
MIXED/STRAPPY

PLANTING TYPE 03
CREEPER/TRELLIS

ORGANIC MULCH
WOODCHIP

SELECTED TURF SPECIES
SOFT LEAF BUFFALO

HARDSCAPE

PERMEABLE PAVING
TYPE TBC

City of South Perth Plans Received 16 January 2026

NOTES

1. GENERAL

1.1 DRAINAGE FROM THE RAISED PLANTER AREAS AND POTS TO BE PROVIDED BY BUILDER
1.2 ALL SIZES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.3 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED 'D' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.4 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

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

3. PLANTING

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

4. IRRIGATION

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

PLANTING IMAGES

CORcal

EUCvic

EUCsha

CITlim

CITret

PLANTING SCHEDULE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGOfle	Agonis flexuosa	Weeping Peppermint	6	100l
CITlim	Citrus limon	Eureka Lemon	2	100L
CITret	Citrus reticulata	Mandarin Tree	2	100L
CORcal	Corymbia calophylla	Pink marri	2	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	6	100L
GLEsha	Gleditsia triacanthos 'Shademaster'	Honey Locust	3	100L
Shrubs and Groundcovers:				
ACAlas	Acacia lasiocarpa prostrate	Glow Wattle	188	140mm
DIAwye	Dianella tasmanica 'Wyeena'	Blaze	192	140mm
EREblu	Eremophilia 'Blue Horizon'	Blue horizon	188	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	108	140mm
GREcri	Grevillea crith mifolia prostrate	Gound Cover Grevillea	347	140mm
RHAori	Rhaphiolepis Oriental Pearl	Oriental Pearl	99	140mm
LOMtan	Lomandra 'Tanika'	Tanika	192	200mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	14	140mm
Feature Plants:				
ANIrub	Anigozanthos Ruby Velvet	Ruby Velvet	28	12L

AGOfle

GREcri

LOMtan

ANIred

DIAwye

ACAlas

RHAori

EREblu

kdla kelsie davies landscape architecture

Innaloo WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0231 PAGE 201 REV F.1 11/12/25

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

BIRDWOOD CHILDCARE CENTRE
LANDSCAPE PLANTING PLAN

GREG DAVIES ARCHITECTS
5 & 7 BIRDWOOD AVENUE, COMO

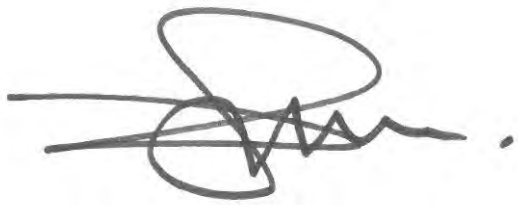
G:\Shared drives\KDLA Design\0231 Birdwood CC_Greg Davies\01_CAD Design\0231-BIR-LR_C.dwg

Document Set ID: 10692571
Version: 1, Version Date: 13/01/2026

Chair Design Review Report

5 & 7 Birdwood Avenue Como DR03

February 2026

Design Review Report		
Subject	**5 & 7 Birdwood Avenue Como – Design Review 02**	
Date	2026-02-09	
Time		
Location	City of South Perth	
Design Reviewers	Name Dominic Snellgrove	 Chair
Proponent	Greg Davis Architects	
Project Team		
Planning Authority	City of South Perth	Scott Van Ierland
Stakeholders		
Declarations	None	
Briefings		
Relevant Authorities Project Team		
Design Review Report endorsement		
Reviewer's signature	 (Name) Dominic Snellgrove	

Introductory Comments		
Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Strengths of the Proposal		**Chair Design Review 03** • **Design review Panel 02** • The Panel commend the Proponent for engagement with the DRP and responding to previous commentary. • The entry forecourt has been improved with additional planting, seating and generosity. • Windows and natural light and ventilation have been generously provided to all primary habitable rooms including cot rooms. • Roof lights have been introduced to facilitate additional access to natural light and ventilation. • Modest but effective footpath refuge included between the car park and the building allowing for safe pedestrian access from the car park to the entry. • Landscape design professional appointed with concept design submitted. • Throssell St boundary wall includes a mix of solid masonry risers, piers and palisade fencing with additional areas of face brick. The result is a boundary wall that delivers a balanced mix of privacy and outlook within a varied form that contributes to the context and character of the area. • Enhanced cross ventilation through the deployment of high-level clearstory openings. • A proposed childcare centre offering an important community focused civic asset. • The appointment of a landscape professional and associated concept. • The allocation of a footpath against the southern flank of the built form to allow for pedestrian access outside of the car park road. • Adequate entry dimensional characteristics including the footpath and entry foyer. • Outdoor and indoor play areas well arranged to capitalise on north solar access. • Outdoor play areas located in a way that engages with and activates the streetscape. • The car park is carefully located as a buffer to residential buildings to the south. • A north and east facing boundary fence design that provides a mix of masonry and palisade fencing providing a varied presentation to the street. • A simple, single pitch and visually cohesive roof structure combined with an elemental-built form that sits comfortably within its context. • Landscape buffer to the southern boundary along with the inclusion of generous tree canopy including two trees at the car park entry.

		• An appropriate built form and scale.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) Both the Throssell Street and Birdwood Avenue boundary have been designed to be of a higher quality. Both streets support visual permeability as well as visual variety. b) The boundary walls now incorporate a mix of materials including face brick, painted render and metal railings. c) Visual interest is further enhanced with intermittent piers, dwarf walls and physical layering of surfaces.
Recommendations		**1. Supported**
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) The appointment of a landscape professional and landscape design concept is welcome. b) The proposed concept for the outdoor activity area is of a high quality. c) The replacement of one tree with additional play amenity for the children is considered acceptable.
Recommendations		**1. Supported**
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a) The built form and scale of the proposal are considered appropriate.
Recommendations		**1. None**
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a. AC condenser location has been well addressed.
Recommendations		**1. Consider access to the west boundary strip for maintenance.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) No further material associated with sustainability formed any part of this review.
Recommendations		**1.** It is assumed that a sustainability report accompanied the previous DA submission and approval.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) The removal of highlight west facing windows that support cross ventilation, whilst disappointing, is not a major concern. b) Both cot rooms retain openable windows supporting ventilation and natural light. c) The nappy room retains an operable roof light supporting natural ventilation and natural light. d) The switching of the staffroom and WC has resulted in a better outlook for the staff. e) The additional metal framed north patio roof extends to provide additional

		shade and weather protection thereby amplifying amenity for occupants. f) Whilst the meeting room off the foyer does not have access to a window it has a glazed partition to the foyer and will presumably host short and occasional meetings.
Recommendations		**1. Supported**
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) The entry forecourt has been improved with additional planting, seating and generosity.
Recommendations		**1. Supported**
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a. The introduction of an entry path on the west section of the car park in relation to safety is welcome. b. However, at 1M it remains narrow in width.
Recommendations		**1. Consider adding 200mm to the width of the entry path adjacent to the car bays.** **2. Include wheel stops at the car bays adjacent to the internal foot path.**
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) A proposed childcare centre offering an important community focused civic asset. b) A childcare centre is often the first public building a child will experience for any length of time and is therefore represents an important and vital design typology. c) In a project of this scale and use the greatest contribution to the community is in the way that a proposal engages with its streetscape to provide active and occupied frontages that bring life, vitality and passive surveillance to the public domain.
Recommendations		**1. Supported**
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) The initial architectural expression is domestic and coherent in nature and considered appropriate within the context of the site. b) The use of quality materials, including face brick, is encouraged and supported. c) However, the elevations do not do justice to the built form presentation.
Recommendations		**1. Consider including a 3D visualisation of the project in its context.** **2. Consider incorporating a brick dado band in lieu of painted render. Face brick will respond well to the character of the area and provide a durable and low maintenance finish.**

Concluding Remarks

- This review is supportive of the proposed amendments which do not significantly detract from the original design proposal.
- This review did not incorporate additional information about ESD and did not form part of the review.

Design Review progress

	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1	*DR2*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

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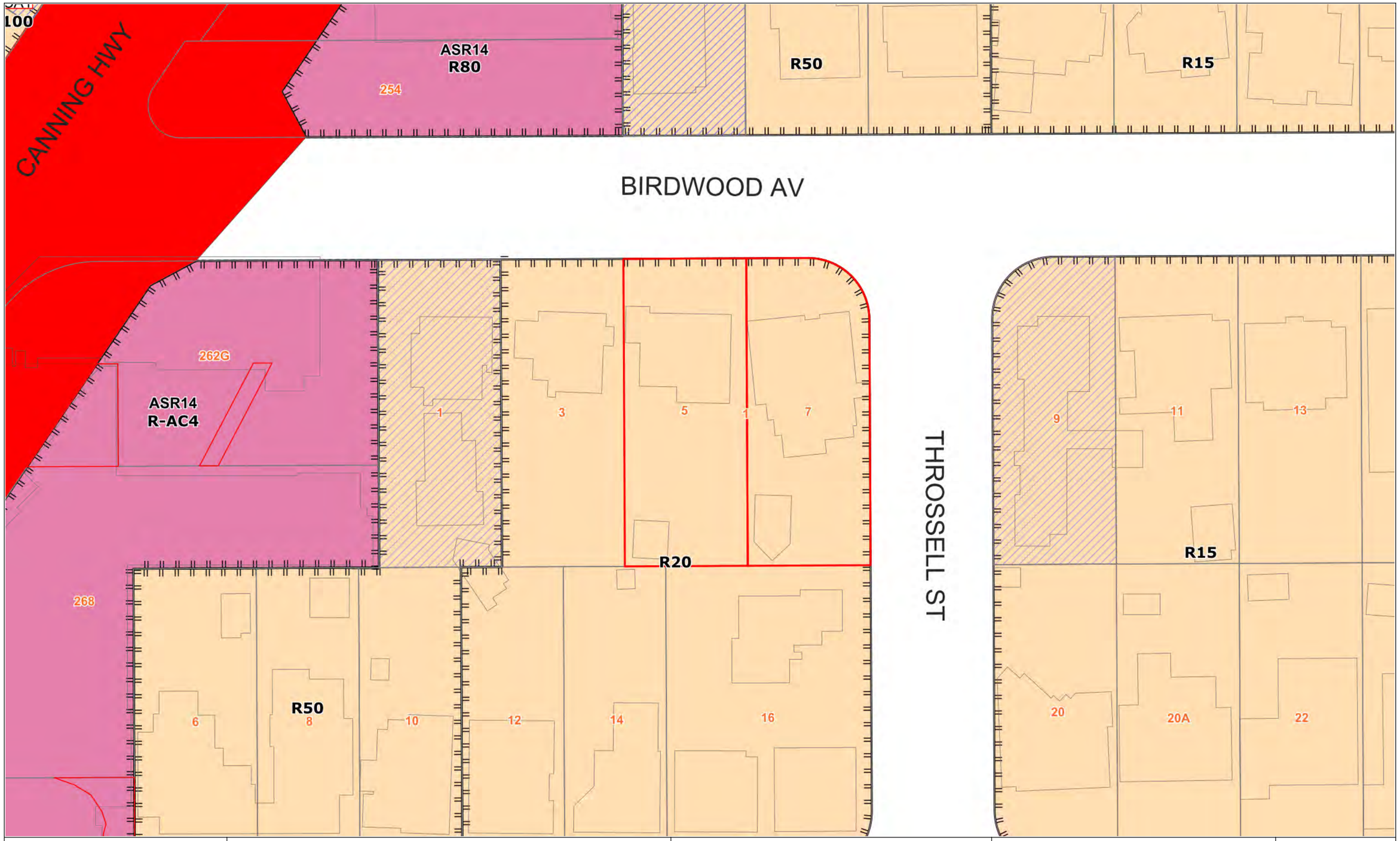

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25/03/2026

1:600

N

LG Ref: PDDA-2023/0971
DAP Ref: DAP/23/02562
Enquiries: (08) 6551 9919

Reegan Cake
Dynamic Planning and Developments
PO Box 668
Inglewood WA 6932

Dear Reegan

METRO INNER DAP - CITY OF SOUTH PERTH - DAP APPLICATION - PDDA-2023/0971 - DETERMINATION

Property Location:	Lots 88 and 89 (Nos. 5-7) Birdwood Avenue, Como
Application Details:	Proposed Child Care Premises

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of South Perth on 2 October 2023 for the above-mentioned development.

This application was considered by the Metro Inner DAP at its meeting held on 10 April 2024, where in accordance with the provisions of the City of South Perth Local Planning Scheme No.6, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Scott van Ierland on behalf of the City of South Perth on 08 9474 0777.

Yours sincerely,

DAP executive director

23 April 2024

Encl. DAP Determination Notice
Approved Plans

Cc: Scott van Ierland
City of South Perth

Planning and Development Act 2005

City of South Perth Local Planning Scheme No.6

Metro Inner Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lots 88 and 89 (Nos. 5-7) Birdwood Avenue, Como
Application Details: Proposed Child Care Premises

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 10 April 2024, subject to the following:

Approve DAP Application reference DAP/23/02562 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of South Perth Local Planning Scheme No. 7, for the proposed Child Care Premises at Lot 88 and Lot 89 (No.5 and No.7) Birdwood Avenue, Como subject to the following 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 development approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The development shall be in accordance with the approved plans save that, in the event of any inconsistency between the approved plans and a requirement of the conditions set out below, the requirement of the conditions shall prevail.

4. Prior to occupation of the development, Lots 88 and 89 (No. 5 and No. 7) Birdwood Avenue, Como are to be amalgamated, to the satisfaction of the City of South Perth.

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5. Prior to or in conjunction with the submission of a building permit application, the applicant/owner is to comply with the City of South Perth Local Planning Policy - Developer Contributions for Public Art and Public Art Spaces through the contribution of a sum of 1% of the estimated cost of the development towards public art, being either:

   (i) Payment to the City of South Perth the value of 1.0% of the construction value (with the contribution capped at $500,000); or

   (ii) The provision of public art on site to the minimum value of 1.0% of the construction value to the satisfaction of the City of South Perth. The approved public art concept shall be implemented prior to occupation of the development and maintained for the lifetime of the development to the satisfaction of the City of South Perth.

Child Care Operation

6. A maximum of thirteen (13) employees are permitted to operate from the premises at any one time.

7. The opening hours of the Child Care Premises is limited to Monday to Friday - 7:00am to 6:30pm.

8. The number of children on-site at any one time shall not exceed eighty-six (86).

9. Outdoor play is not permitted before 7:30am and after 6:00pm.

10. Service and/or delivery vehicles shall only service the premises between 7:00am to 7:00pm Monday to Saturday, and/or between 9.00am to 7.00pm on Sundays and Public Holidays unless otherwise approved by the City of South Perth.

Construction Management

11. Prior to the submission of a building permit application or the commencement of development, whichever is earlier, a Construction Management Plan must be submitted to, and approved by, the City of South Perth. The Construction Management Plan must address the following issues, where applicable:

    (i) public safety and amenity;

    (ii) site plan and security;

    (iii) contact details of essential site personnel, construction period and operating hours;

    (iv) community information, consultation and complaints management plan;

    (v) noise, vibration, air and dust management;

    (vi) dilapidation reports of nearby properties;

    (vii) traffic, access and parking management;

    (viii) waste management and materials re-use;

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(ix) earthworks, excavation, land retention/piling methods and associated matters;

(x) stormwater and sediment control;

(xi) street tree management and protection;

(xii) removal of onsite effluent disposal system and stormwater management system; and

(xiii) asbestos removal.

The approved Construction Management Plan must be complied with at all times during development, to the satisfaction of the City of South Perth.

Waste and Stormwater Management

12. Waste management shall occur in accordance with the Waste Management Plan prepared by i3 Consultants dated 8 December 2023, and shall be implemented and adhered to at all times to the satisfaction of the City of South Perth.

13. Prior to the submission of a building permit application, amended plans are to be submitted modifying the bin store to ensure odours and vermin are considered to the satisfaction of the City of South Perth.

14. Prior to the submission of a building permit application, the applicant must be in receipt of an approved Stormwater Drainage Application that confirms the design is to the satisfaction of the City of South Perth.

Landscaping

15. Prior to the submission of an occupancy permit application, the landscaping areas shall be installed in accordance with the approved landscape plans prepared by Kelsie Davies Landscape Architecture dated 19 January 2024. All landscaping areas shall be maintained thereafter to the satisfaction of the City of South Perth.

16. Landscaping proposed within the verge is to be installed in accordance with the approved landscaping plan prior to occupation of the development. Verge landscaping is to be reticulated and maintained for the life of the development to the satisfaction of the City of South Perth.

Parking and Traffic

17. Prior to the submission of an occupancy permit application, all car parking bays shall be marked on-site as staff bays, visitor bays, time limited bays and ACROD bays as indicated on the approved plans and maintained thereafter to the satisfaction of the City of South Perth.

18. Hard standing areas approved for the purpose of car parking or vehicle access shall be accessible at all times, maintained in good condition, free of potholes and dust and shall be adequately paved and drained, to the satisfaction of the City of South Perth.

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Crossover and Verge

19. Prior to the submission of a building permit application, the applicant must be in receipt of an approved 'Crossings Application' that confirms the design is to the satisfaction of the City of South Perth. The existing verge levels at the Gillion Street lot boundary and verge assets (inclusive of street trees) shall not be altered without prior approval of the City of South Perth.

20. Prior to the submission of an occupancy permit application, all redundant crossovers shall be removed, and the verge and kerbing reinstated to the satisfaction of the City of South Perth.

21. The street trees in the verges adjacent to the development site are required to be retained and protected by a tree protection zone (TPZ) to Australian Standard AS4970-2009 for the duration of the works.

Sustainability

22. Prior to occupancy of the development, certification shall be provided by a suitably qualified consultant confirming the development incorporates the measures and recommendations outlined in the approved sustainability report prepared by Emergen dated 15 November 2023, to the satisfaction of the City of South Perth.

External Fixtures

23. External fixtures shall be integrated into the design of the building so as to not be visually obtrusive when viewed from the street and to protect the visual amenity of residents in neighbouring properties, to the satisfaction of the City of South Perth.

Safety and Lighting

24. Prior to the submission of a building permit application, a Lighting Plan detailing the proposed lighting to pathways, external play areas and car parking areas shall be submitted to and approved by, the City of South Perth. All illumination must be confined to within the boundaries of the subject site in accordance with the requirements of Australian Standard AS4282-1997 - Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

25. Prior to the submission of an occupancy permit application, the approved lighting shall be installed and maintained thereafter, to the satisfaction of the City of South Perth.

Noise Management

26. Prior to the submission of an occupancy permit application, the recommendations of the acoustic report prepared by Herring Storer Acoustics dated November 2023 shall be implemented to the satisfaction of the City of South Perth.

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27. Prior to the submission of a building permit application, a Noise Management Plan shall be submitted to and approved by the City of South Perth, to the specifications and satisfaction of the City of South Perth. The Noise Management Plan is to be implemented for the life of the development, to the satisfaction of the City of South Perth.

Advice Notes

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

2. This is a notice of determination on application for development approval issued in accordance with the *Planning and Development Act 2005*, the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City of South Perth Local Planning Scheme No. 7, and related policies. It is not a building permit or an approval to carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.

3. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.

4. The applicant is advised to liaise with the adjoining landowner(s) regarding the possible retention or replacement of the existing dividing fence along the common lot boundary. Please refer to the *Dividing Fences Act 1961* for the rights and responsibilities of landowners regarding dividing fences.

5. In respect to the Construction Management Plan, the Dilapidation Report shall be prepared in consultation with the landowner(s) of the following adjoining properties:

   (i) Lot 10 (No. 3) Throssell Street, Como

   (ii) Lot 3 (No. 16) Hobbs Avenue, Como

   (iii) Lot 87 (No. 3) Birdwood Avenue, Como

   The Dilapidation Report shall detail the current condition and status of all buildings (both internal and external together with surrounding paved areas and access ways), including ancillary structures.

   In the event that access to undertake the dilapidation report is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the City of South Perth that all reasonable steps have been taken to obtain access and that the affected property owner has been advised of the reason for the Dilapidation Report.

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6. The applicant is advised that the amended plans modifying the bin store are to demonstrate the bin storage area is to be:

   (i) surrounded by a 1.8-metre-high minimum wall with a self-closing gate;

   (ii) provided with 75mm minimum thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both bins and bin storage area to be washed out;

   (iii) provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning; and

   (iv) provided with a permanent roof covering connected to an appropriate stormwater discharge system.

7. The Australian Standards specify the following measures are required to protect trees:

   (i) A minimum 2.0m radius tree protection zone (TPZ) shall be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development.

   (ii) The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason; signage notifying people of the TPZ and the associated requirements is to be placed on each side of the fencing.

   (iii) All activities and works related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within the designated TPZ unless prior approval is sought from the City of South Perth.

   (iv) Any roots identified to be pruned shall be pruned with a final cut to undamaged wood outside of the TPZ. Pruning cuts shall be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds shall not be treated with dressings or paints. It is not acceptable for roots to be 'pruned' with machinery such as backhoes or excavators.

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*.

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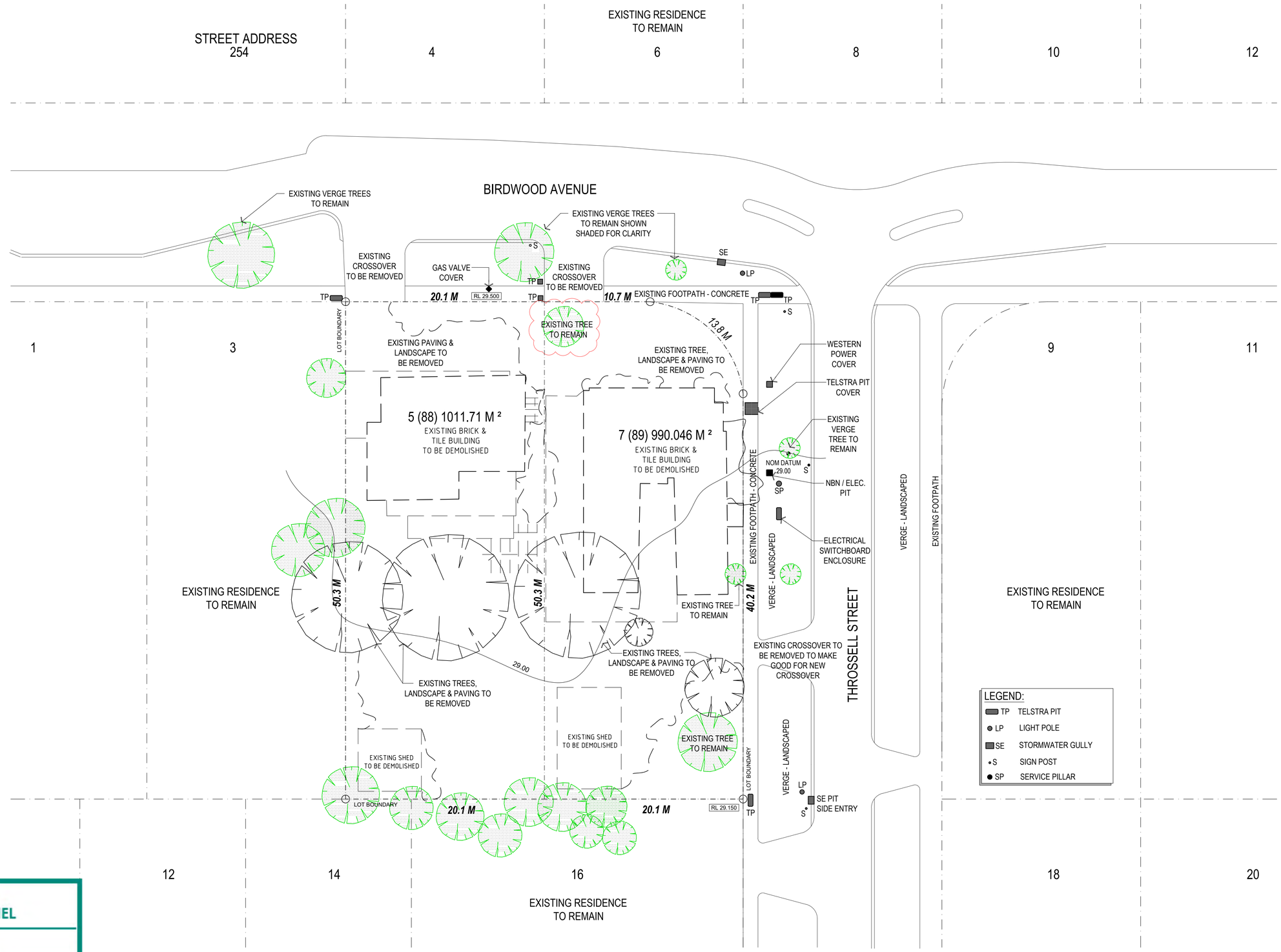

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

NOTES:

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16.01.24	C	DRAWING UPDATED	PK
12.01.23	B	DRAWING UPDATED	PK
10.11.22	A	DRAWING INITIATED	PK

DATE	REV	NOTE	BY

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5(88) & 7(89) BIRDWOOD AVENUE
COMO, WA 6152

0 2 4 10 20 40

GREG DAVIES ARCHITECTS
24 lacey street perth wa 6000
t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

EXISTING SITE PLAN & DEMOLITION PLAN

REVISION DATE	SCALE
16.01.2024	1:200 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	C	SK 001

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DEVELOPMENT
ASSESSMENT PANEL

APPROVED

10-Apr-2024

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19.01.24	E	DRAWING UPDATED	PK
16.01.24	D	DRAWING UPDATED	PK
01.11.23	C	DRAWING UPDATED	PK
18.01.23	B	DRAWING UPDATED	PK
13.01.23	A	DRAWING INITIATED	PK

DATE	REV	NOTE	BY

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0 2 4 10 20 40

GREG DAVIES ARCHITECTS
24 lacey street perth wa 6000
t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

SITE PLAN

REVISION DATE	SCALE
19.01.2024	1:200 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	E	SK 020

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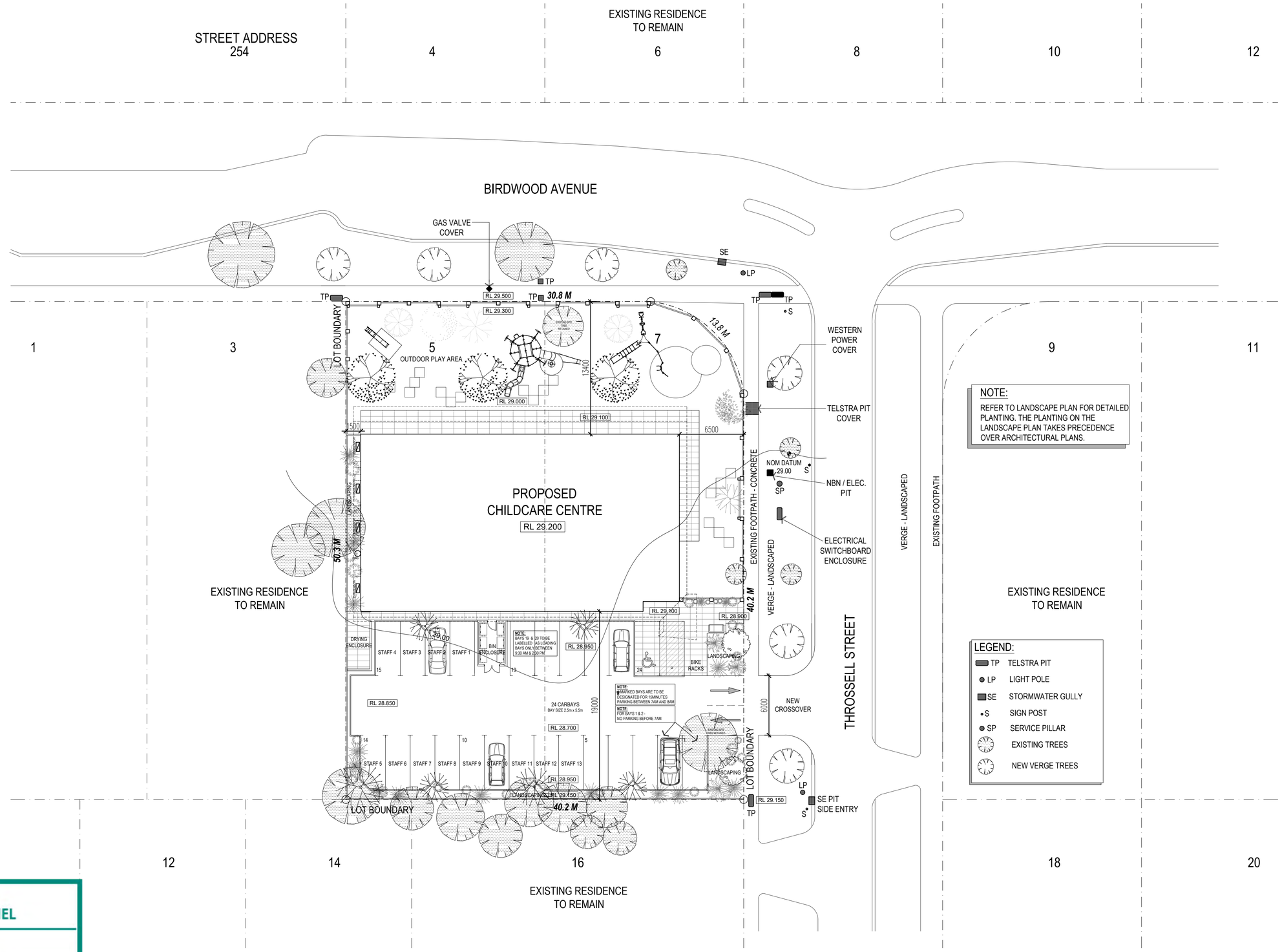

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

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16.01.24	H	DWG UPDATE - TREES ADDED	PK
01.11.23	G	DRAWING UPDATED	PK
17.01.23	F	DRAWING UPDATED	PK
12.01.23	E	DRAWING UPDATED	PK
10.11.22	D	DRAWING UPDATED	PK
04.11.22	C	DRAWING UPDATED. LVLS ADDED	PK
18.07.22	B	DRAWING UPDATED	SK
10.06.22	A	DRAWING INITIATED	KH

DATE	REV	NOTE	BY
19.01.24	I	DWG UPDATE	PK

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5(88) & 7(89) BIRDWOOD AVENUE
COMO, WA 6152

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24 lacey street perth wa 6000
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SITE PLAN

REVISION DATE	SCALE
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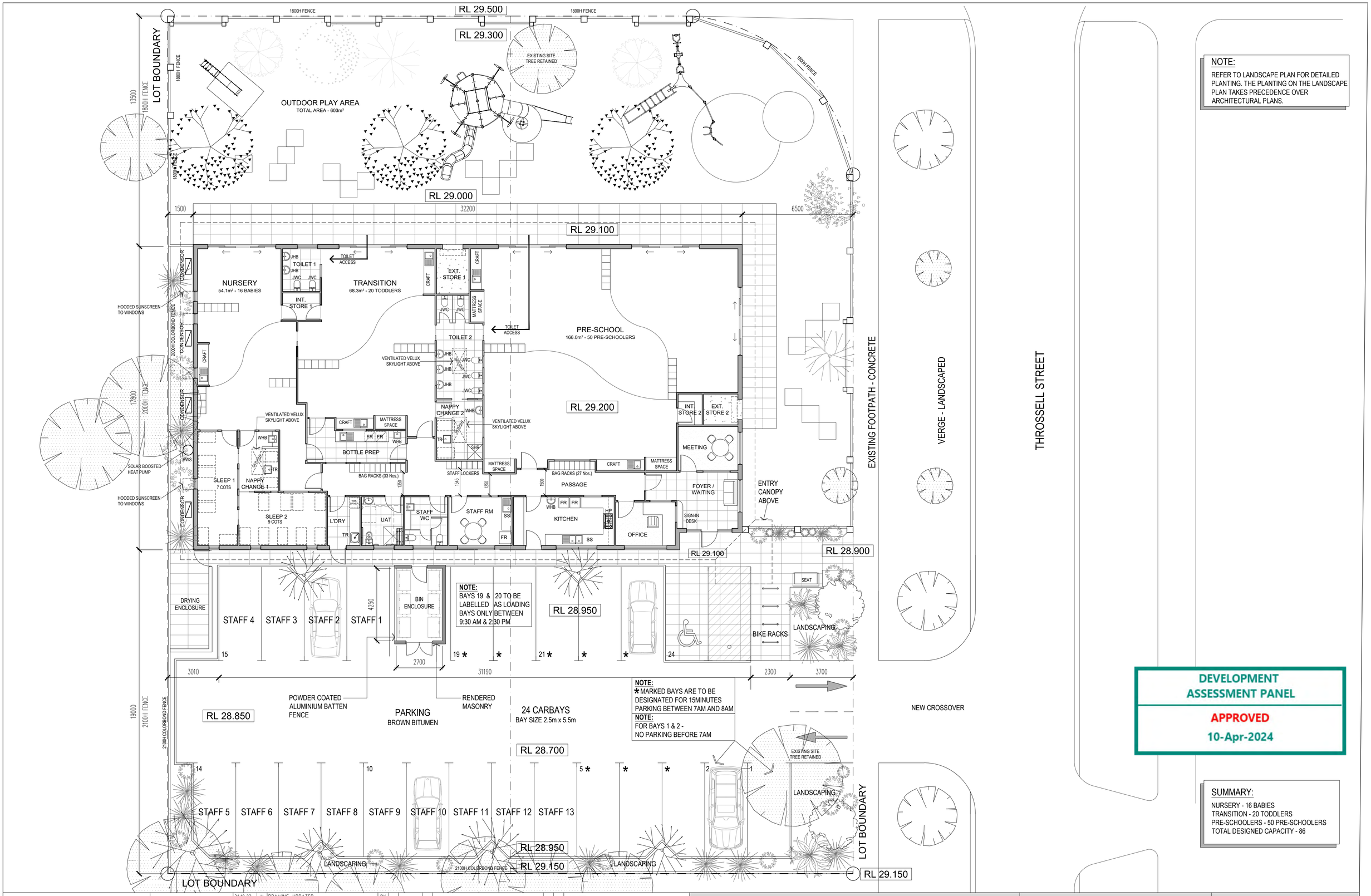
JOB NO.	REVISION NO.	DWG NO.
2205 / 218	I	SK 010



NOTE:

REFER TO LANDSCAPE PLAN FOR DETAILED PLANTING. THE PLANTING ON THE LANDSCAPE PLAN TAKES PRECEDENCE OVER ARCHITECTURAL PLANS.

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

SUMMARY:

NURSERY - 16 BABIES
TRANSITION - 20 TODDLERS
PRE-SCHOOLERS - 50 PRE-SCHOOLERS
TOTAL DESIGNED CAPACITY - 86

NOTES:

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18.01.23	G	DRAWING UPDATED	PK
17.01.23	F	DRAWING UPDATED	PK
12.01.23	E	DRAWING UPDATED	PK
10.11.22	D	DRAWING UPDATED	PK
04.11.22	C	DRAWING UPDATED. LVLS ADDED	PK
18.07.22	B	DRAWING UPDATED	SK
10.06.22	A	DRAWING INITIATED	KH

DATE	REV	NOTE	BY
19.01.24	J	DRAWING UPDATED	PK
16.01.24	I	DWG UPDATE - TREES ADDED STAFF RM , STAFF WC & UAT REPOSITIONED.	PK

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5(88) & 7(89) BIRDWOOD AVENUE
COMO, WA 6152

0.5 0 1 2 5 10 20

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24 lacey street perth wa 6000
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GROUND FLOOR PLAN

REVISION DATE	SCALE
19.01.2024	1:100 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	J	SK 100

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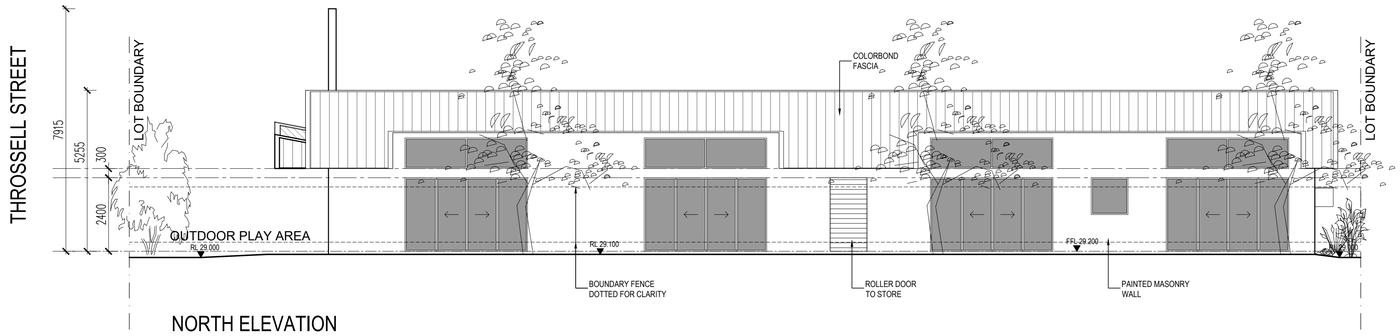
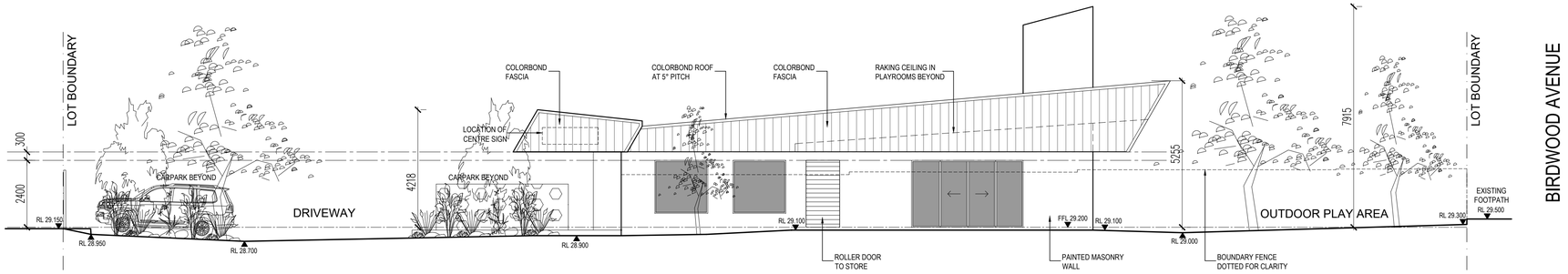
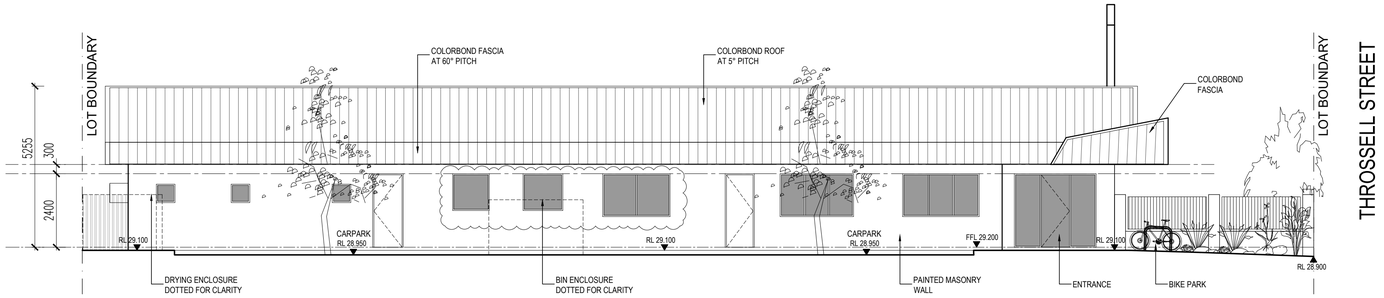


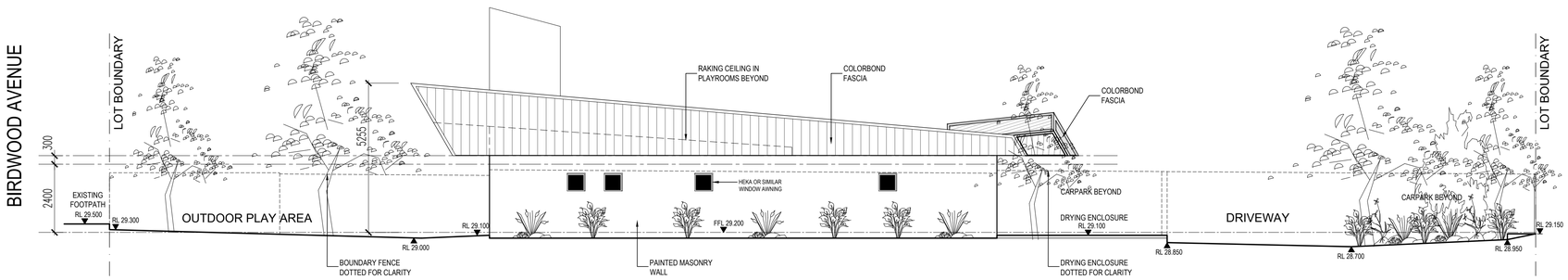
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

NOTES:

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13.01.23	E	DRAWING UPDATED	PK
12.01.23	D	DRAWING UPDATED	PK
10.11.22	C	DRAWING UPDATED	PK
04.11.22	B	DRAWING UPDATED	PK
10.06.22	A	DRAWING INITIATED	KH

DATE	REV	NOTE	BY

NOTE:

TO ESTABLISH BOUNDARIES A RE-PEG SURVEY WILL BE REQUIRED PRIOR TO CONSTRUCTION.

BIRDWOOD CHILDCARE

5 (88) & 7 (89) BIRDWOOD AVENUE
COMO, WA 6152

0.5 0 1 2 5 10 20

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t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

ELEVATIONS

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16.01.2024	1:100 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	F	SK 200

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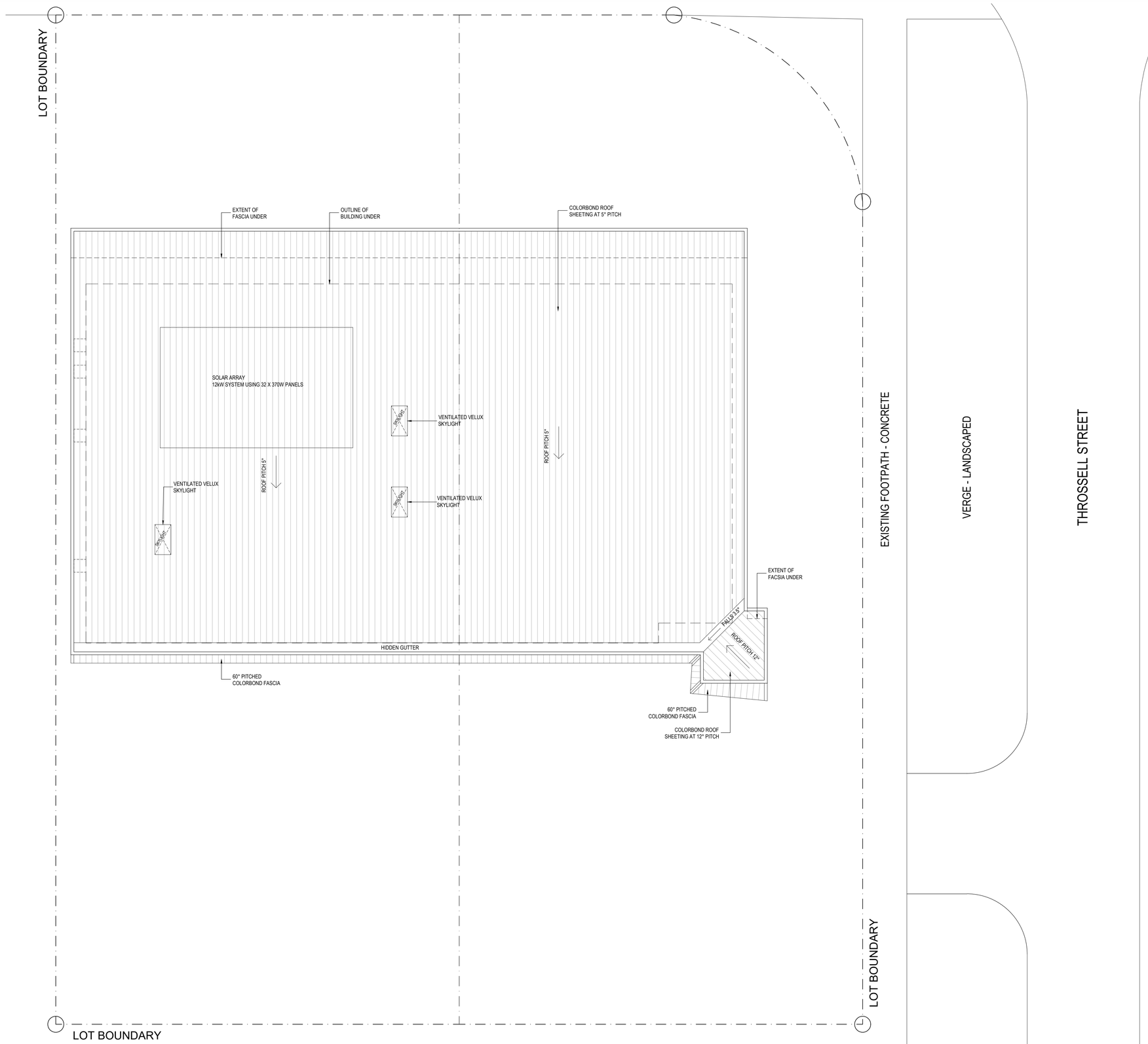

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

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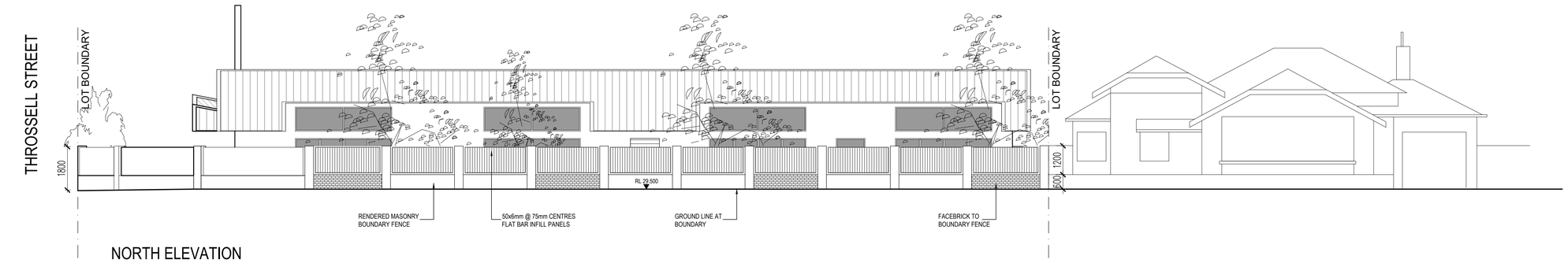
ROOF PLAN

REVISION DATE	SCALE
13.01.2023	1:100 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	B	SK 110

Document Set ID: 746505
Version: 1, Version Date: 23/04/2024



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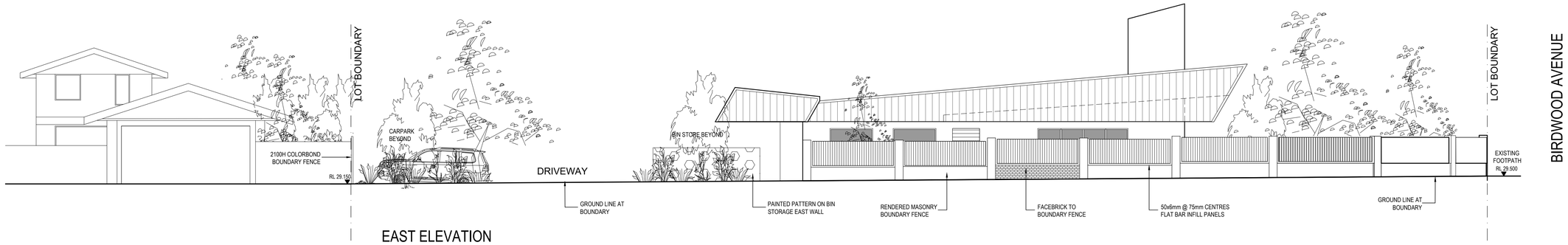

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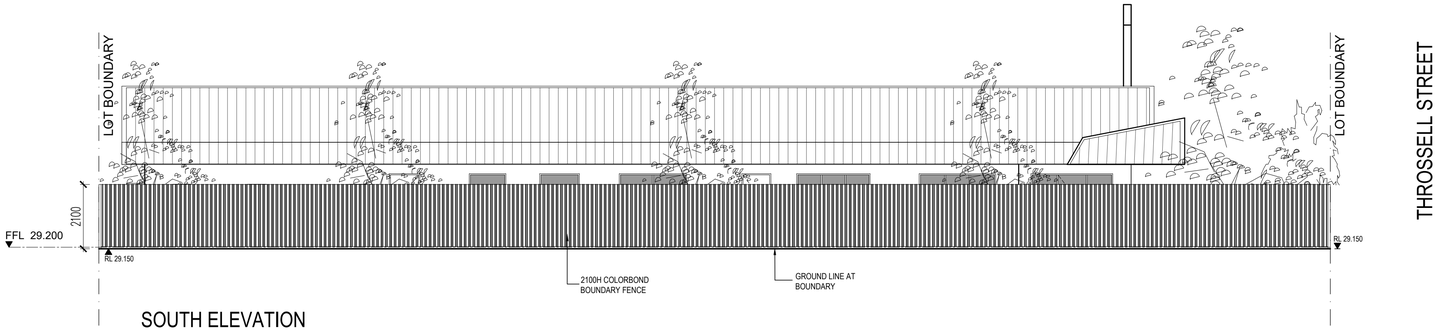

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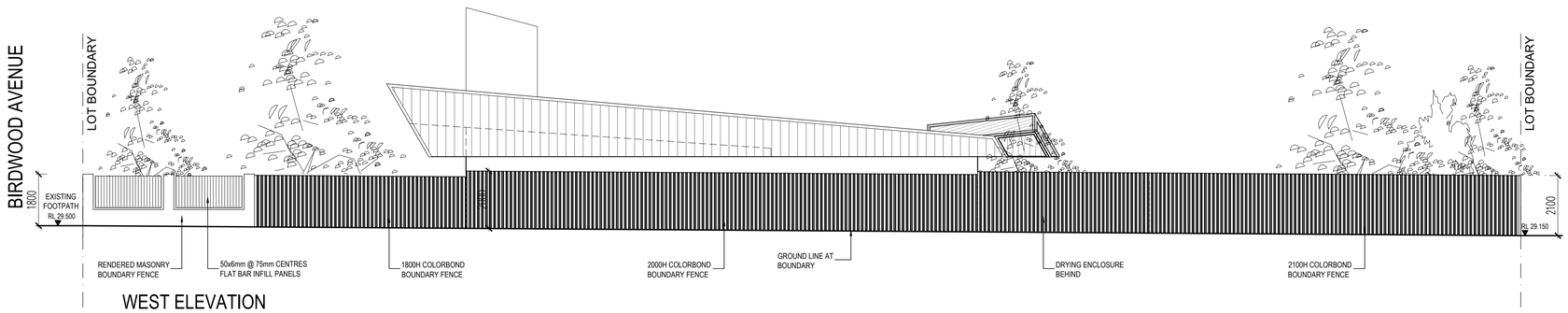

WEST ELEVATION

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

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24.02.23	G	DRAWING UPDATED	PK
18.01.23	F	DRAWING UPDATED	PK
16.01.23	E	DRAWING UPDATED	PK
12.01.23	D	DRAWING UPDATED	PK
10.11.22	C	DRAWING UPDATED	PK
04.11.22	B	DRAWING UPDATED	PK
10.06.22	A	DRAWING INITIATED	KH

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ELEVATIONS
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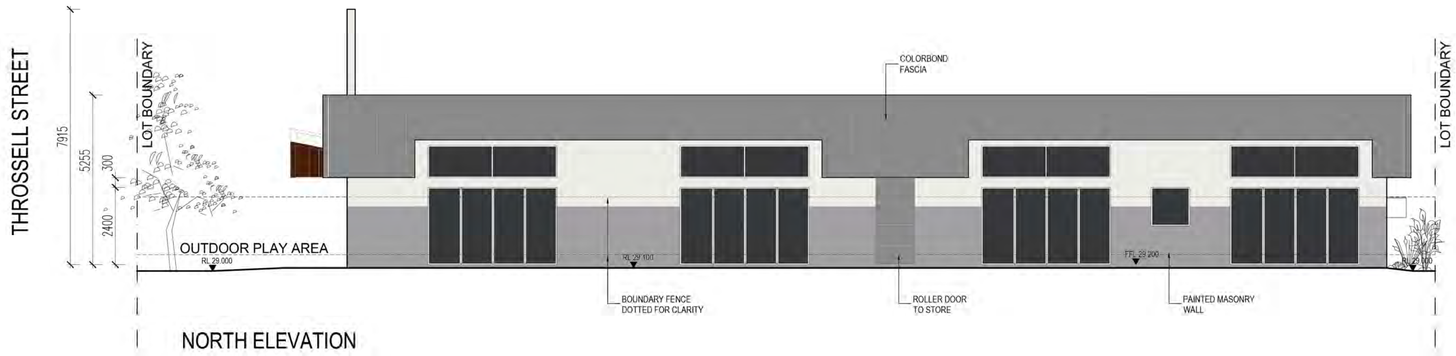
REVISION DATE	SCALE
16.01.2024	1:100 @ A1

JOB NO.	REVISION NO.	DWG NO.
2205 / 218	H	SK 210

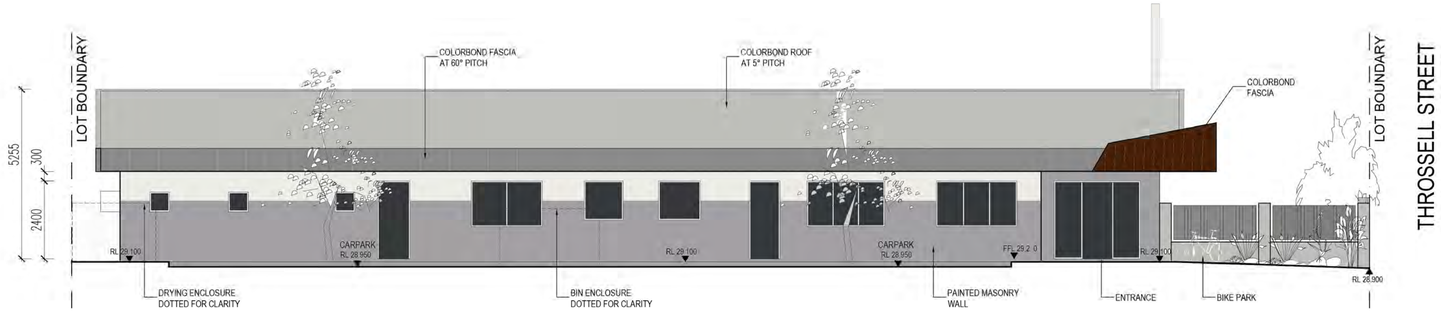
Document Set ID: 746505
Version: 1, Version Date: 23/04/2024



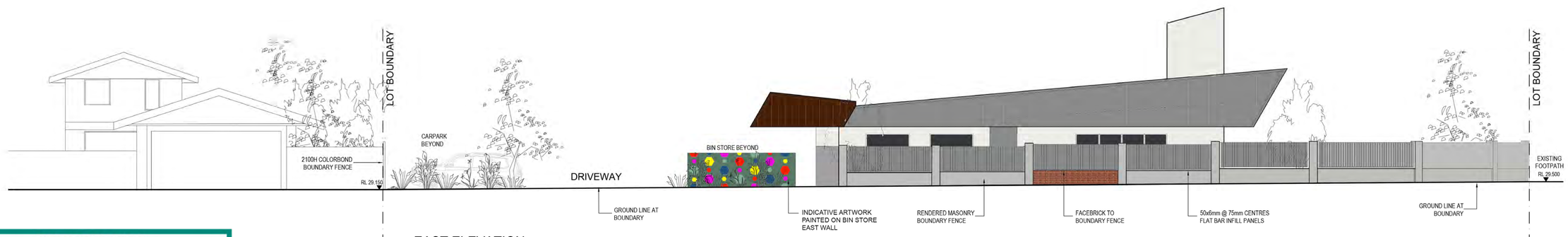
NORTH ELEVATION

LEGEND :

- COLORBOND SHALE GREY (Roof & Fence Brickwork)
- COLORBOND WINDSPRAY (Roof Facia & Fence Ironwork)
- COLORBOND ARIES
- WATTYL ICING WHITE
- WATTYL MOURNE GREY
- MIDLAND FACEBRICK SUBIACO RED COACH



SOUTH ELEVATION



EAST ELEVATION

DEVELOPMENT ASSESSMENT PANEL

APPROVED

10-Apr-2024

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COMO, WA 6152

0.5 0 1 2 5 10 20

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t:(08) 9228 0966 f : (08) 9228 1966 e : admin@gdarchitects.com.au

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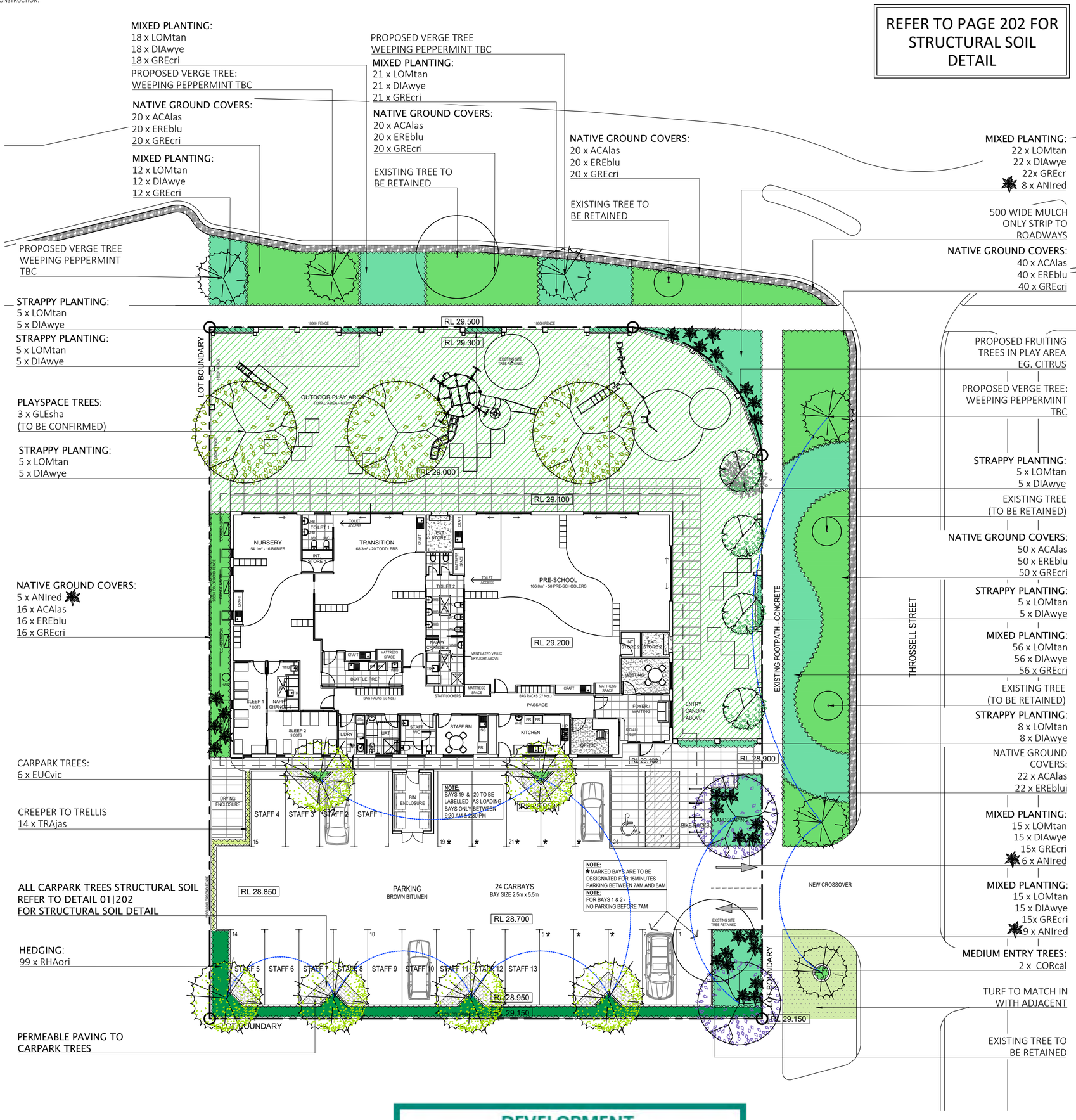
2205 / 218	E	SK 210

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REFER TO PAGE 202 FOR STRUCTURAL SOIL DETAIL

REV	DATE	DWN	APP	DESCRIPTION
B	07.07.22	KD	KD	UPDATED PLANTING PLAN
C	23.01.23	AC	KD	UPDATED PLANTING PLAN
D	27.02.23	KD	KD	UPDATED PLANTING PLAN
E	28.02.23	KD	KD	UPDATED TREE SIZING
F	17.01.24	AC	KD	UPDATED PLANTING PLAN

City of South Perth
Received
19 January 2024



DEVELOPMENT ASSESSMENT PANEL
APPROVED
10-Apr-2024

LEGEND

TREES

EXISTING TREE TO BE RETAINED

PROPOSED VERGE TREES
WEEPING PEPPERMINT

CARPARK TREES
LITTLE GHOST GUM
CANOPY 5m

MEDIUM ENTRY TREE
PINK MARRI
CANOPY 6m

PLAYSPACE TREE
EG. CITRUS
CANOPY 3m

PLAYSPACE TREE
EG. GLEDITSIA SHADEMASTER
CANOPY 7m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. KANGAROO PAWS

PLANTING

PLAYSPACE
TO FUTURE DETAIL

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
MIXED/STRAPPY

PLANTING TYPE 03
CREEPER/TRELLIS

ORGANIC MULCH
WOODCHIP

SELECTED TURF SPECIES
SOFT LEAF BUFFALO

HARDSCAPE

PERMEABLE PAVING
TYPE TBC

NOTES

1. GENERAL

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

2. SOIL PREPARATION

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

3. PLANTING

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

4. IRRIGATION

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

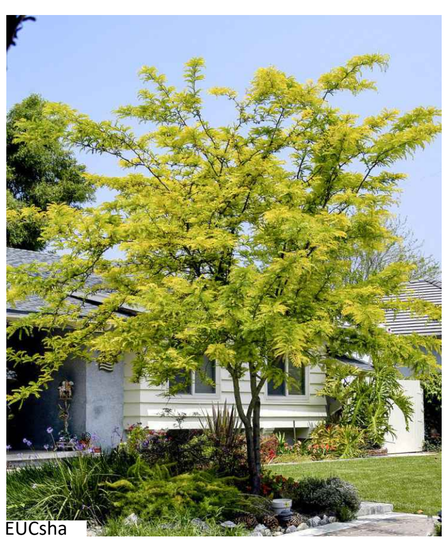
PLANTING SCHEDULE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGOfle	Agonis flexuosa	Weeping Peppermint	6	100l
CITlim	Citrus limon	Eureka Lemon	2	100L
CITret	Citrus reticulata	Mandarin Tree	2	100L
CORcal	Corymbia calophylla	Pink marri	2	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	6	100L
GLEsha	Gleditsia triacanthos 'Shademaster'	Honey Locust	3	100L
Shrubs and Groundcovers:				
ACAlas	Acacia lasiocarpa prostrate	Glow Wattle	188	140mm
DIAwye	Dianella tasmanica 'Wyeena'	Blaze	192	140mm
EREblu	Eremophilia 'Blue Horizon'	Blue horizon	188	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	108	140mm
GREcri	Grevillea crith mifolia prostrate	Gound Cover Grevillea	347	140mm
RHAori	Rhaphiolepis Oriental Pearl	Oriental Pearl	99	140mm
LOMtan	Lomandra 'Tanika'	Tanika	192	200mm
TRAjas	Trachelospermum jasminoides	Star Jasmine	14	140mm
Feature Plants:				
ANIrub	Anigozanthos Ruby Velvet	Ruby Velvet	28	12L

PLANTING IMAGES

CORcal

EUCvic


EUCsha

CITlim

CITret

AGOfle

GREcri

LOMtan

ANIred

DIAwye

RHAori

ACAlas

EREblu

kdla kelsie davies landscape architecture
Innaloo WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0231 PAGE 201 REV F

0 1 2 4 6 10 20m
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BIRDWOOD CHILDCARE CENTRE
LANDSCAPE PLANTING PLAN

GREG DAVIES ARCHITECTS
5 & 7 BIRDWOOD AVENUE, COMO

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G:\Shared drives\KDLA Design\0231 Birdwood CC_Greg Davies\01. CAD Design\0231-BIR-LR_C.dwg

PART C – CITY OF VINCENT

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 Lots 3 & 4 (139 & 141) Lake Street, Perth - Proposed Mixed Use Development – Minor amendments to approved development - DAP/23/02415

5. Section 31 SAT Reconsiderations

Nil.

Part C - Item 4.1 - LOT 3 & 4 (No. 139-141) LAKE STREET, PERTH – PROPOSED MIXED USE DEVELOPMENT

Form 2 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Vincent
Proposed Amendments:	• Reconfiguration of ground and upper floors, including the following: o Increasing the café tenancy's net lettable area from 40m2 to 88m2 o Increasing number of apartments from 21 to 29 • Removal of Lake Street crossover and consolidation of carparking to the ground floor. This has resulted in the following changes to on site car parking: o Residential car parking increase from 21 to 32 bays in a car stacking arrangement o Reduced carparking for visitors and commercial tenancies o Increase on site bicycle parking from 10 to 16 bays • Changes to the external material and style of the development, particularly the upper two floors, changing to a darker tone • Overall roof height increased by 2.4m
Applicant:	Planning Solutions
Owner:	WP Pty Ltd
Value of Amendment:	$15 million
Responsible Authority:	City of Vincent
Authorising Officer:	Michael Hancock - Manager Development and Design
LG Reference:	5.2025.453.1
DAP File No:	DAP/23/02415
Date of Original DAP decision:	14 August 2023
Application Received Date:	23 October 2025
Application Statutory Process Timeframe:	90 Days with an additional 26 days agreed
Attachment(s):	1. Location and Consultation Plan 2. Development Plans 3. Applicant's Planning Report 4. Architectural Design Statement 5. Landscaping Plans 6. Parking Survey 7. Transport Impact Statement

	8. Acoustic Report 9. Environmentally Sustainable Design Report 10. Waste Management Plan 11. Approved Plans of Previous Development 12. Summary of Submissions – Administration's Response 13. Summary of Submissions – Applicant's Response 14. Design Review Panel Minutes

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/23/02415 as detailed on the DAP Form 2 dated 22 October 2025 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/23/02415 and accompanying plans contained in 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 Vincent Local Planning Scheme No. 2, subject to the following conditions:

Conditions

All conditions and advice notes of the previous approval dated 29 May 2024 (5.2024.93.1) are deleted and replaced as follows:

1. <u>General</u>

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

    1.2. This approval is for Mixed Use Development comprising of 29 Multiple Dwellings and one Restaurant/Café as shown on the approved plans dated received 25 March 2026 and as defined in the City of Vincent Local Planning Scheme No.2. No other development forms part of this approval.

2. <u>Building Design</u>

    2.1. The surface finish of boundary walls facing the adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City.

2.2. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive, to the satisfaction of the City.

2.3. Ground floor doors and windows and adjacent floor areas fronting Lake Street and Church Street shall maintain an active and interactive relationship with the street. Glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the commercial tenancy and residential lobby. Internal security and privacy treatments shall be located and installed internally behind the glazing line or recessed, and shall be transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street, to the satisfaction of the City.

2.4. **Prior to the occupation or use of the development**, all privacy screening devices shown on the approved plans shall be installed in accordance with the details and annotations indicated on the approved plans, the satisfaction of the City.

2.5. Meter boxes, fire boosters and other service utilities shall be located behind the street setback area, not be visible from the street and where integrated into the building, designed and located so as not to be visually obtrusive, to the satisfaction of the City.

2.6. The doors to store rooms shall be designed so as not to open into the store room, to the satisfaction of the City.

2.7. **Prior to the issue of a building permit,** amended plans shall be submitted demonstrating the provision of an end-of-trip facility to service the Restaurant/Café, to the satisfaction of the City.

3. Colours and Materials

Prior to the issue of a building permit, a schedule detailing the colour and texture of the building materials that is consistent with the approved plans and demonstrating that the proposed development complements the surrounding area, shall be submitted to and approved by the City to the satisfaction of the City's Design Review Panel.

The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the City, prior to occupation or use of the development.

4. Landscaping

4.1. A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City **prior to the issue of a building permit**.

The plan shall be drawn to a scale of 1:100, be generally in accordance with the development plans dated received 25 March 2026, and shall show the following:

- The location and type of proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum 1.4 percent deep soil areas, as defined by the Residential Design Codes Volume 2;
- The provision of a minimum of 12.4 percent planting areas;
- The provision of a minimum of seven small trees within the deep soil areas and on-structure planting areas provided.
- The tree species are to be in accordance with the City's recommended tree species list;
- The provision of three new trees within the verge of Lake Street and 13 new trees within the edge of Stuart Street Reserve adjacent to the subject site. The tree species shall be to the City's satisfaction; and
- The provision of landscaped and vertical plantings in accordance with the details and locations indicated in the development plans.

4.2. All works shown in the approved landscaping plan shall be undertaken in accordance with the approved plans to the satisfaction of the City, **prior to the occupation or use of the development** and maintained thereafter to the satisfaction of the City, at the expense of the owners/occupiers.

5. <u>Car Parking, Access and Bicycle Facilities</u>

5.1. **Prior to the occupation or use of the development**, 32 resident car parking bays and one dedicated visitor car parking bay shall be provided on site and provided in accordance with Australian Standard AS2890.1.

5.2. **Prior to the occupation or use of the development**, the allocation of car parking bays shall be completed as follows, to the satisfaction of the City:

- 32 car parking spaces provided for the residential component of the development shall be clearly marked and signposted for the exclusive use of the residents of the development; and
- One visitor parking bay shall be permanently marked, always maintained and legally accessible at all times for use exclusively by residential visitors to the property, and shall be clearly visible and suitably sign posted from the street and communal accessways.

5.3. All driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans **prior to the occupation or use of the development** and maintained thereafter by the owner/occupier to the satisfaction of the City.

5.4. Bicycle racks shall be designed and constructed in accordance with Australian Standards AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking, and shall be installed **prior to the occupation or use of the development** in the following locations generally in accordance with approved plans, to the satisfaction of the City:

- A minimum of 14 bicycle parking bays provided on-site for the residential component; and
- A minimum of six bicycle parking bays provided within the adjacent Lake Street verge for residential visitors and the commercial tenancy. The bicycle bays in the Lake Street verge shall be provided in accordance with a CBR5B bicycle rack specification from the City's supplier, unless otherwise approved by the City.

5.5. **Prior to the issue of a building permit**, a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan is to include details addressing the following, but not limited to:

- The installation of signage along the frontage of the building if required to identify the location of, and access to the on-site car parking bay for residential visitors;
- The allocation of the car parking bays to ensure that there is a minimum of 32 resident and one visitor car parking bays provided on site; and
- The specifications and operation details of the car stackers on the first floor.

The approved Parking Management Plan shall be implemented prior to the occupation or use of the development, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers.

5.6 **Prior to the occupation or use of the development** engineering specifications shall be submitted to and approved by the City for the modification of the on-street car parking bays within the Lake Street verge area adjacent to the subject site for the universal bay.

Works shall be completed in accordance with the approved engineering specifications prior to the occupation or use of the development, to the satisfaction of the City. All costs associated with these works shall be at the expense of the owners/occupiers.

6. <u>Cash-in-lieu of Car Parking</u>

Prior to the occupation or use of the development the owner(s) or the applicant on behalf of the owner(s) shall comply with the following requirements:

a) pay a cash-in-lieu contribution of $17,925.78 for the equivalent value of three car parking bays, based $5,975.26 per bay, as per the infrastructure cost per square metre in the City's Payment in Lieu of Parking Plan, or by entering into a written agreement with the City to pay the cash-in-lieu over an agreed period up to five years;

OR

b) lodge an appropriate assurance bond/ bank guarantee of a value of $17,925.78 to the satisfaction of the City. This assurance bond / bank guarantee will only be

released to the owner(s) / applicant where the subject 'Approval to Commence Development' did not commence and subsequently expired.

7. Acoustic Report

7.1. **Prior to the issue of a building permit** the Acoustic Report (Reverberate Consulting, January 2026) shall be revised then lodged with and approved by the City, in accordance and to demonstrate compliance with the City's Policy No. 7.5.21 - Sound Attenuation and the *Environmental Protection (Noise) Regulations 1997*. The revised acoustic report shall reflect the final detailed design, include details related to mechanical plant, equipment and other potential noise sources.

7.2. All recommended measures included in the revised approved Acoustic Report shall be implemented prior to the occupation or use of the development and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

Written certification from an acoustic consultant shall be provided to the City demonstrating that the recommended measures have been undertaken to the City's satisfaction, **prior to the occupation or use of the development**.

8. Construction Management

8.1. **Prior to the issue of a building permit**, a Construction Management Plan is to be prepared and submitted to the City for approval that details how the construction of the development will be staged and managed to minimise the impact on the surrounding area (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Dilapidation reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method, dewatering and subsidence management;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and
- Compliance with AS4970-2009 relating to the protection of trees around the development site.

8.2. The approved Construction Management Plan shall be complied with at all times, for the duration of the construction of the development.

9. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

10. Signage

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

11. Sight Lines and Truncations

11.1. No walls, letterboxes or fences above 0.75 metres in height are to be constructed within the 1.5 metres of where:
- walls, letterboxes or fences adjoin vehicular access points to the site; or
- a driveway meets a public street; or
- two streets intersect;

unless otherwise approved by the City of Vincent.

11.2. No development (including a building, wall, fence or other form of visual obstruction) greater than 0.75 metres in height measured from the natural ground level at the boundary, is to be placed on the lot within a 3 metre x 3 metre visual truncation at the intersection of Lake Street and Church Street, except as shown on the approved plans dated received 25 March 2026, to the satisfaction of the City.

12. Public Art

12.1. In accordance with the City's Local Planning Policy – Percent for Art the application is required to make a public art contribution of $150,000 being one percent of the $15 million cost of development.

To comply with the Policy, the owner(s) or applicant, on behalf of the owner(s) shall submit a statutory declaration **prior to the issue of a building permit** stipulating the choice of:

Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant

OR

Option 2: Owner/Applicant chooses to pay cash-in-lieu.
Owner/Applicants who choose Option 2 will receive a 15 percent discount on the Percent for Art contribution.

12.2. The owner(s), or the applicant on behalf of the owner(s), shall comply with the City's Local Planning Policy - Percent for Art in conjunction with the above chosen option:

Option 1: **Prior to the occupation or use of the development**, obtain approval for the Public Art Project and associated Artist and install the approved public art project, and thereafter maintain the art work;

OR

Option 2: **Prior to the occupation or use of the development** pay the above cash- in-lieu contribution amount.

13. Clothes Drying Facilities

Prior to the occupation or use of the development, each multiple dwelling shall be provided with a clothes drying area/facility screened from the public realm in accordance with the Residential Design Codes Volume 2, to the satisfaction of the City.

14. Waste Management

Prior to the occupation or use of the development, all recommended measures included in the updated Waste Management Plan shall be implemented and the development shall operate in accordance with this plan at all times, to the satisfaction of the City and at the expense of the owners/occupiers, and unless otherwise approved by the City.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Vincent Local Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Mixed Use R80
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Multiple Dwellings – P Restaurant/Café – A
Lot Size:	737m^2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject site is located at Nos. 139 and 141 Lake Street, Perth, as shown in the location included in **Attachment 1**.

The application seeks approval for amendments to a previous approval for a seven-storey mixed use development on the subject site.

A summary of the proposed development is as follows:

- A seven-storey mixed use building with a basement consisting of:
  - One one-bedroom apartment.
  - 18 two-bedroom apartments.
  - Eight three-bedroom apartments.
  - Two four-bedroom apartments.
  - One 84 square metre restaurant/café tenancy on the corner of Lake Street and the Stuart Street Reserve.
- Car parking provided at-grade and accessed via Church Street. The parking provided includes:
  - One residential visitor bay.
  - 32 car parking bays for residents.
  - 14 bicycle parking bays for residents.
  - Six bicycle parking bays in the Lake Street road reserve.
- Communal open space and facilities for residents provided on the sixth floor.

A summary of the proposed amendments from the previous approval are as follows:

- The overall roof height increased by 2.4 metres, the total number of storeys remains unchanged.
- Reconfiguration of floor floorplates, including the following:
  - Increasing the café tenancy's net lettable area from 40 square metres to 84 square metres.
  - Increasing number of dwellings from 21 to 29.
- Removal of Lake Street crossover and consolidation of car parking to the ground floor. This has resulted in the following changes to on-site car parking:
  - Car parking increase from 21 to 32 bays in a car stacking arrangement.
  - One on-site visitor parking bay.
  - No on site car parking for commercial tenancies.
  - Increase on site bicycle parking from 10 to 14 bays.
- Changes to the external material and style of the development, particularly the upper two floors, changing to a darker tone.

The proposed development plans are included in **Attachment 2.** Perspectives of the development are included in **Attachment 4,** with these including comparisons between the approved development and the development following the proposed amendments.

The applicant's supporting information including a Planning Report, Architectural Design Statement, Landscaping Plans, Parking Survey, Transport Impact Statement (TIS), Acoustic Report, Environmentally Sustainable Design (ESD) Report and Waste Management Plan (WMP) are included in **Attachments 3 – 10** respectively.

Background:

Subject Site

Site Details

The subject site is bound by Lake Street to the east, Church Street to the south, Stuart Street Reserve to the north and a commercial building to the west.

The site has a 24.4 metre frontage to Lake Street and a 30.2 metre frontage to both Church Street and Stuart Street Reserve.

The subject site is currently cleared vacant land and slopes by approximately 0.8 metres from the west along Church Street down to Lake Street to the east.

Planning Context

The subject site is zoned Mixed Use R80 under the City's Local Planning Scheme No.2 (LPS2).

It is located within the Mixed Use built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy), with a building height standard of four storeys.

Surrounding Context

Adjoining Property

The subject site has an adjoining property to the west at No. 2 Church Street.

Similar to the subject site, this adjoining property is zoned Mixed Use R80 under LPS2, is within the Mixed Use built form area under the Built Form Policy, and has a building height standard of four storeys.

No. 2 Church Street contains a two storey building with Office and Fast Food Outlet (Café) land uses and has a car parking area on-site fronting Church Street. This building is set back from Church Street and has a nil setback to Stuart Street Reserve where the café is orientated. The building is built up to the majority of the side lot boundaries, including to the eastern boundary shared with the subject site. It has an approximately 6.5 metre high boundary wall to this boundary. This is shown in **Figure 1**.

Figure 1 *– Nearmap image taken from the south showing the existing building and the associated boundary wall at No. 2 Church Street.*

Wider Context and Surrounding Properties

The subject site and surrounding properties are located within a consolidated group of properties that are zoned Mixed Use R80 under LPS2, with this group extending between Stuart Street and Forbes Road to the north, Palmerston Street to the west, Forbes Lane to the east, and properties fronting onto Newcastle Street to the south. The properties along Newcastle Street are zoned Commercial and have a density coding of R-AC3. This is shown in **Figure 2** below.

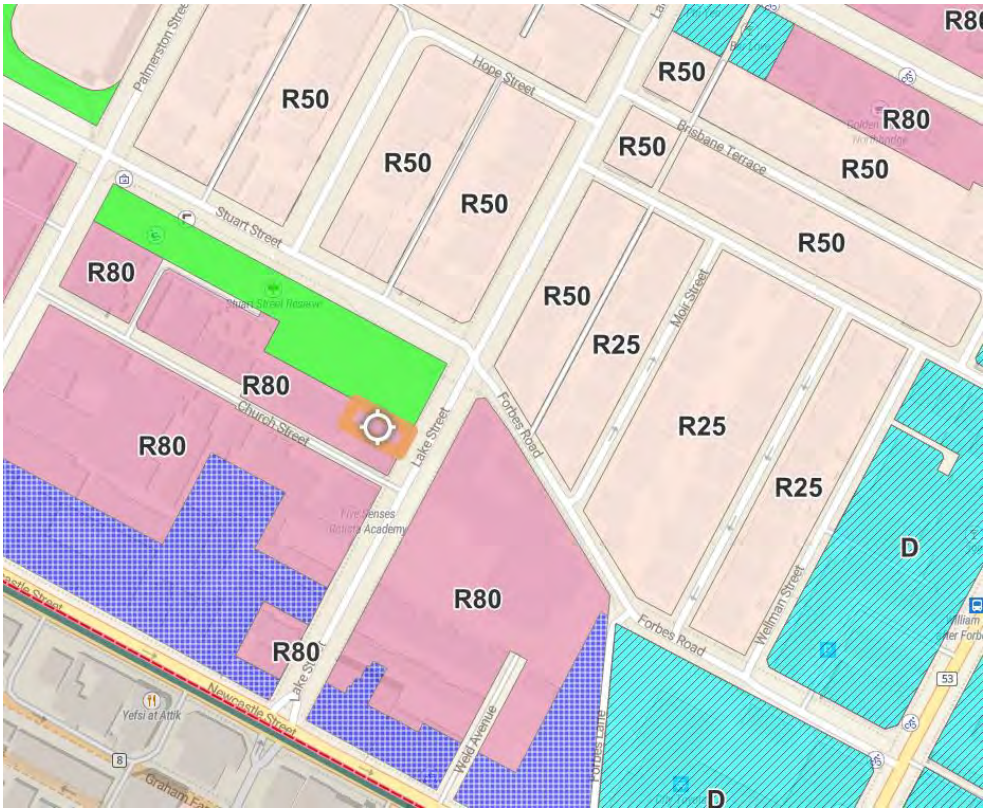


Figure 2: *Zoning and Code of Subject Site and Surrounding Area.*

The subject site and properties to the west of Lake Street and south of Stuart Street have a building height standard of either four or six storeys under the Built Form Policy.

The properties to the east of Lake Street, including those directly opposite the subject site, have a building height standard of eight storeys, under the William Street Planning Framework (WSPF). This height can be increased to 20 storeys, subject to the submission of a Local Development Plan.

On the northern side of Stuart Street and Forbes Road, the properties are zoned Residential R25 or R50 and have a building height standard of two storeys under the Built Form Policy and WSPF.

The building height standards of these sites is shown in **Figure 3** below.

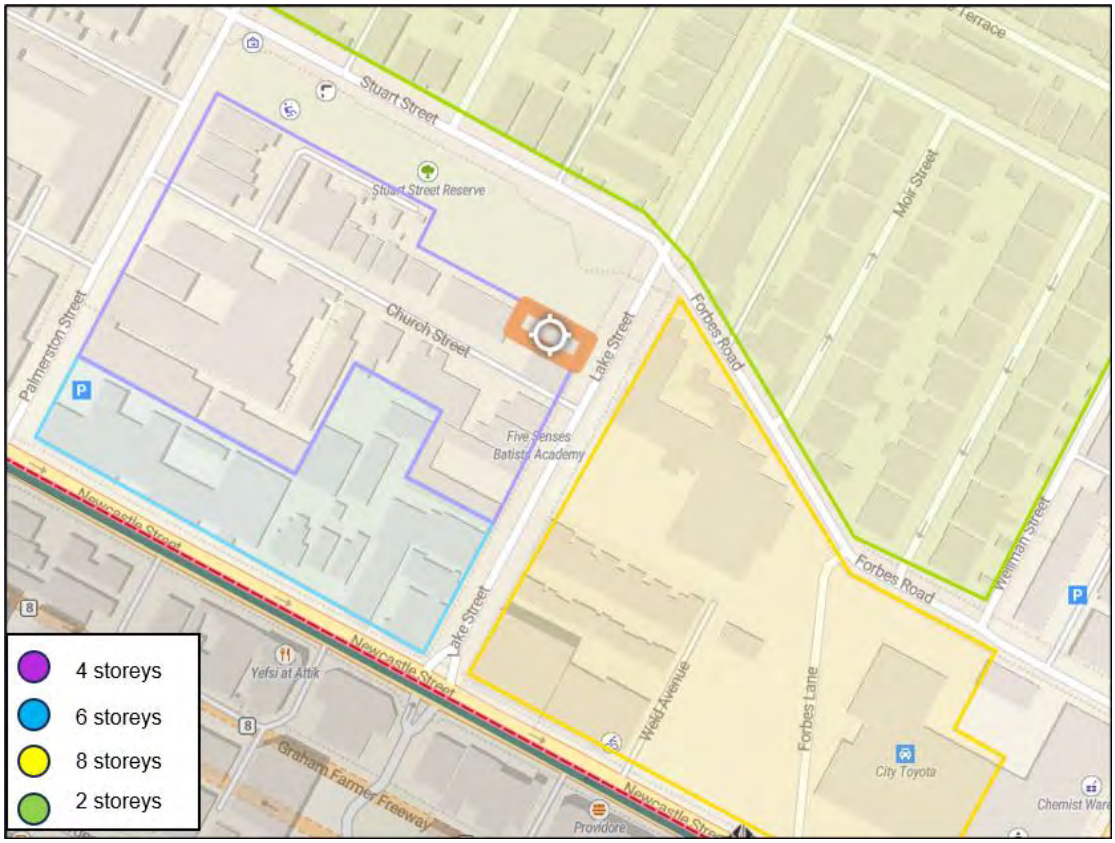


***Figure 3** – Building height standards of Nos. 139 and 141 Lake Street and the surrounding properties as per the City's Built Form Policy and William Street Planning Framework.*

The following is relevant to these surrounding properties:

- While the subject site is not located within the WSPF, it is located on its western boundary and has a direct interface with sites within the Framework. The WSPF is bound by Bulwer Street to the north, Lindsay Street and Baker Avenue to the east, Newcastle Street to the south, and Lake Street to the west. Relevant aspects of the WSPF for this development application include:
    - No commercial car parking requirements; and
    - Promotion of higher density and greater building heights in suitable locations.
- The area to the north includes heritage listed residential dwellings that vary in height between one and two storeys. This includes the Brookman and Moir Streets heritage area to the north-east. These heritage places typically have limited on-site car parking, which creates a reliance for on-street car parking within the immediate area.
- The area to the south includes a variety of dwelling types with building heights ranging from one to three storeys, while there is a five storey mixed use development at the corner of Lake Street and Newcastle Street;
- The property to the south of the subject site on the opposite side of Church Street at Nos. 133 - 135 Lake Street contains a single storey building used for a commercial land use (barista academy and coffee store) that is included on the City's Local Heritage Survey as Management Category 3. Its Statement of Significance can be found here;

- The properties to the south at Nos. 129 and 131 Lake Street contain single storey dwellings with open outdoor living areas at the rear; and
- The property to the east of the subject site on the opposite side of Lake Street at No. 10 Weld Avenue is a site used for a commercial land use with a 65.4 metre frontage to Lake Street. It contains a two storey warehouse building to the north and an uncovered car park to the south to Lake Street.

Lake Street

The subject site fronts Lake Street to the east which is a dedicated road with a 20.2 metre wide road reserve.

On both sides of Lake Street there are publicly available on-street car parking bays. Between Stuart Street and Newcastle Street, these bays are not ticketed but have time-limited restrictions for two hours from 8:00am to 5:30pm on Monday to Friday and 8:00am to 12:00pm on Saturday.

Church Street

The subject site fronts Church Street to the south which is a dedicated road with a 5.6 metre wide road reserve adjacent to the subject site. Approximately 50 metres to the west of the subject site, this increases to a 10 metre wide road reserve for the remaining length to Palmerston Street.

Church Street is bi-directional allowing traffic to move both directions to the east and west. Due to its reduced width adjacent to the subject site, with the road pavement being 4.0 metres wide for this section, traffic flow in both directions cannot occur at the same time.

Stuart Street Reserve

The subject site fronts Stuart Street Reserve to the north which is reserved as Public Open Space under LPS2 and has an area of 4,964 square metres.

The reserve is bound by Lake Street to the east, Stuart Street to the north, Palmerston Street to the west and private properties to the south.

In the section of the reserve north of the subject site, there are multiple mature trees with heights of approximately 15 to 20 metres.

Local Planning Strategy

The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016.

It identifies the subject site as falling within a High Density Mixed-Use area in the Perth precinct, as shown in **Figure 4**.

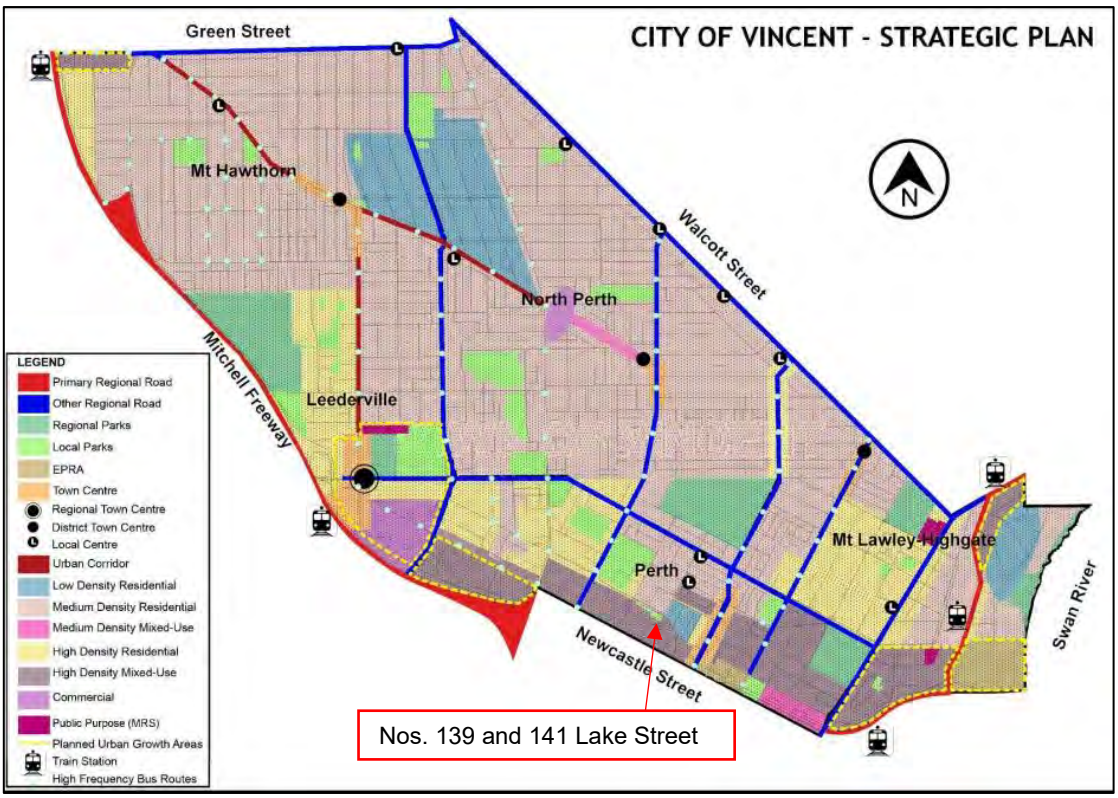


***Figure 4** – The Local Planning Strategic Plan from the City's Local Planning Strategy*

The strategies and actions of the Local Planning Strategy relevant to the proposal include:

- *Facilitate high density development in planned growth areas, strategic development sites and along major roads to respond to the growing demand for high quality multiple dwelling development in well serviced areas.*
- *Maintain low to medium density coding in established residential urban areas to ensure the retention of existing residential character and lot configurations.*
- *Provide incentives for variation to building height where developments can demonstrate exemplary design that responds to the existing urban character.*

As part of the appendices of the Local Planning Strategy, a Place Analysis for the Perth precinct is included. This provides for the following in relation to Residential Areas within the precinct:

- *The residential suburbs of Perth vary considerably in their nature, form and function. From intact single storey streetscapes to multi-storey apartment blocks and single terraces, the diversity in housing is evident.*
- *The Vision for Housing Density and Urban Design created by the community is as follows: "The rich mix of housing and housing densities have provided housing options for all of our local community. New housing respects existing and historic housing and existing stock is preserved and complemented by responsible contemporary architecture. Well-placed higher density developments exist and respect the character of Perth. New buildings complement existing streetscapes, setbacks and scale. Our streets are people friendly, shady and well treed."*

- *Recommendations for these areas including:*
    - *To allow for higher density residential development that is cognisant of the residential character dwellings within the area.*
    - *Promote innovative and sustainable design practices whilst maintaining the amenity and character of existing residential areas.*

Previous Development Approvals

On 8 August 2023, the Metro Inner-North JDAP resolved to approve a mixed-use development at the subject site. One amendment was approved to this development by the City under delegated authority in May 2024.

The amendment related to modifying dwelling configuration and layout, modifying the lobby, the removal of a car stacker and turn-table in the car parking area, increase of deep soil areas and on-structure planting, resulting in an overall reduction of the approved gross floor area by 105 square metres.

The details of the amended approved development are summarised as follows:

- A seven storey building with a partial basement below for utilities;
- A café tenancy on the ground floor to the north along Lake Street;
- A total of 21 apartments across the ground to sixth floors, including:
    - Nine two-bedroom apartments; and
    - 11 three-bedroom apartments;
- Parking provided across the ground and first floors, including:
    - 24 car bays for apartment residents;
    - Two dedicated car bays for apartment visitors;
    - One car bay to be shared between the café tenancy and apartment visitors on a reciprocal arrangement;
    - 13 on-site bicycle bays for apartment residents and four off-site bays in the Lake Street verge for apartment visitors and the café tenancy; and
    - One motorcycle bay and a six bay e-scooter garage for the apartments.
- Vehicle access from two separate single width access points to each floor of car parking, with one access point provided from the Lake Street and the other from Church Street;
- Pedestrian access to the main entry of the apartment lobby from Lake Street and to the café tenancy from the corner of Lake Street and Stuart Street Reserve;
- Communal open space and amenities for residents provided on the sixth floor; and
- Landscaping provided on-site at ground level, on-structure across the fourth and sixth floors, and off-site in the Lake Street verge and in Stuart Street Reserve.

This development approval is valid until May 2028.

The final approved plans for this previous development are included as **Attachment 11.**

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panels) Regulations 2011*

- *Environmental Protection (Noise) Regulations 1997*
- Metropolitan Region Scheme
- City of Vincent Local Planning Scheme No.2
- City of Vincent Local Planning Strategy

The objectives of the Mixed Use zone under LPS2 are:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

<u>State Government Policies</u>

- Residential Design Codes Volume 2 – Apartments
- WAPC Transport Impact Assessment Guidelines

<u>Local Policies</u>

- City of Vincent Community and Stakeholder Engagement Policy
- City of Vincent Local Planning Policy – Non-Residential Parking
- City of Vincent Local Planning Policy – Percent for Art
- City of Vincent Local Planning Policy No. 7.1.1 – Built Form
- City of Vincent Local Planning Policy No. 7.5.21 – Sound Attenuation
- City of Vincent Local Planning Policy No. 7.5.23 – Construction Management Plans
- City of Vincent Local Planning Policy: Development Guidelines for Heritage Places
- City of Vincent Payment in Lieu of Parking Plan

Consultation:

<u>Public Consultation</u>

Community consultation was undertaken by the City for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulation 2015* from 20 November 2025 to 4 December 2025.

Advertising was conducted in accordance with the City's Community and Stakeholder Engagement Policy for a Form 2 DAP application, which allows for discretion on the extent and method of advertising. The City elected to advertise to occupiers and landowners that were within a 200-metre radius of the subject site along Lake Street,

Stuart Street, and Church Street, and to all submitters of the previous application. This resulted in 422 letters being mailed and a notice on the City's website.

At the conclusion of the consultation period, a total of 33 submissions were received which comprised of:

- 27 submissions objecting the proposed development.
- Four submissions supporting the proposed development.
- Two submissions neither supporting, nor objecting the proposal; however, provided comments.

The reasons for support during the consultation period included the following:

- The development is high-quality infill that would enhance the area's appearance and contribute to additional housing in a well-serviced location.
- The scale and design of the development, and the inclusion of a café, is positive.

The concerns raised during the consultation period included the following:

- Insufficient parking and increased traffic, particularly on Church Street, with concerns that surveys do not reflect peak demand and that the development would worsen existing congestion.
- Safety concerns with the car park access, including sightline issues, proximity to the intersection, and risks to pedestrians.
- Increased height and bulk is excessive, out of character with surrounding lower-scale development, and likely to result in overshadowing impacts.
- Impacts on local amenity and character, including concerns about introducing commercial uses on Lake Street.
- Inadequate landscaping, tree canopy and deep soil area.
- Concerns about density and the cumulative impact of additional dwellings on the area.
- Issues with the interface to Stuart Street Reserve, including perceived encroachment and loss of green space.
- Uncertainty regarding waste storage and kerbside collection capacity.

A summary of the submissions received and the Administration's response to these is included in **Attachment 12.** The applicant's response to these is included in **Attachment 13**.

<u>Design Review Panel Advice</u>

The proposal was presented to the City's DRP on one occasion, being 20 August 2025 prior to the application being lodged.

The DRP minutes from this meeting is included in **Attachment 14** and the comments are summarised as follows:

- The proposal is an improvement
- on the previous design with a built form that has strong masonry podium and a more distinctive, coherent and crafted tower form emerging from the base.
- The approach is functional and simplified with crafted facades resulting in a restrained, textured and layered face brick envelope referencing the past industrial

context in a contemporary manner. There is a solid richness about the building which translates well to the urbane character of the area.

- Enhanced on-structure planting and landscape which assists with softening the building.
- Improvement to the Lake Street interface with vehicle access being removed and solely located on Church Street. This has also improved the legibility of the communal resident entry.
- The removal of the apartments from the ground level addressing Stuart Street Reserve is positive along with the modification to the Church Street frontage to provide a greater relationship with the street.
- Generally functional and well arranged apartment layouts with an increased diversity in dwelling type with the introduction of more two bed apartments.
- The marginal increase in height is of no consequence due to the improvements to the public realm that have been provided and the appropriate sleeving of the increased height.

The table below outlines how the proposal performed against the Ten Principles of Good Design:

Design Review Progress Report	
Design Quality Evaluation	
	Supported
	Pending further attention
	Not supported
	Insufficient information for comments to be able to be provided.
	DRP Meeting **20 August 2025**
Principle 1 – **Context & Character**	
Principle 2 – **Landscape Quality**	
Principle 3 – **Built Form & Scale**	
Principle 4 – **Functionality & Build Quality**	
Principle 5 – **Sustainability**	
Principle 6 – **Amenity**	
Principle 7 – **Legibility**	
Principle 8 – **Safety**	
Principle 9 – **Community**	
Principle 10 – **Aesthetics**	

Planning Assessment:

The proposed amendments have been assessed against the relevant legislative and policy requirements. The table below summarises the assessment of the amended proposal against the approved plans and the provisions of LPS2, the Residential Design Codes Volume 2 (R Codes), the Built Form Policy, and the Local Planning Policy – Non-Residential Parking.

The R Codes and Built Form Policy include Element Objectives and Acceptable Outcomes for each design element. Proposals are required to demonstrate that the amended design continues to achieve the relevant Element Objectives. Where an Acceptable Outcome is not met, the proposal must demonstrate that the Element Objectives are satisfied.

The new departures from the previously approved development, and the Acceptable Outcomes not achieved, are as follows:

Building Height		
Acceptable Outcome	**Approved**	**Proposed**
Built Form Policy – Clause 3.1 Storeys – 4 Concealed Roof Height – 14.3m	Storeys – 7 Concealed Roof Height – 22.5m (Roof), 23.3m (Lift Overrun)	Storeys – 7 Concealed roof height – 24.9m (roof), 26.6m (skylight)
Side and Rear Setbacks		
Acceptable Outcome	**Approved**	**Proposed**
Built Form Policy – Clause 1.3 *Western and Northern Boundary* 3F to 6F – 3.0m	*Western Boundary* • 5F – 2.5m • 6F – 7m	*Western Boundary* • 5F – 2.1m • 6F – 2.1m
Plot Ratio		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 2.5 Plot Ratio – 1.0 (737m^2)	Plot Ratio – 3.78 (2,787.3m^2)	Plot Ratio – 4.1 (3,048.5m^2)
Building Separation		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 2.7 Separation between habitable rooms/balconies and adjoining property boundaries of: • 4F to 6F – 9.0m	*Western Adjoining Property* • 4F – 2.5m • 5F – 2.5m • 6F – 7.0m	*Western Adjoining Property* • 4F – 2.1m • 5F – 2.1m • 6F – 2.1m

Tree Canopy and Deep Soil Areas		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 3.3 Deep Soil Areas – 10% of the site area (73.7m^2)	Deep Soil Areas – 3.1% of the site area (23.0m^2)	Deep Soil Areas – 1.4% of the site area (10.3m^2)
Planting Areas – Two times the deep soil area shortfall	Planting Areas – Acceptable Outcome: 101.4m^2 Provided: 130.8m^2	Planting Area – Acceptable outcome: 126.6m^2 Provided: 91.6m^2
Communal Open Space		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 3.4 Area of Communal Open Space – (6m^2 per apartment)	21 Apartments – 126m^2 of Communal Space Area of Communal Space provided – 82.5m^2	29 Apartments – 174m^2 of Communal Space Area of Communal Space provided – 82.5m^2
Visual Privacy		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 3.5 1F – 3F • 3m setback for bedrooms from boundary 4F – 6F • 9m setback for all habitable rooms/areas from boundary	New departures due to alternative floor layout proposed	1F – 3F (West Boundary) • X01 and X04 bedroom 2: 1.1m 4F (West Boundary) • X01 and X03 balcony: 1.1m • X01 and X03 bedroom: 2.1m 5F (West Boundary) • X01 and X03 bedroom 3: 2.6m 6F (West Boundary) • P01 and P02 balcony: 3.3m • P01 and P02 bedroom 3: 4.5m •

Car Parking		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 3.9 *Visitor Car Parking* 1 bay / 4 dwellings up to 12 1 bay / 8 dwellings for the 13 and above	Acceptable Outcome • Visitor Parking: 5 Provided • 3 dedicated visitor parking bays • 1 reciprocal cafe and visitor car parking bay	Acceptable Outcome • Visitor Parking: 6 Provided • Visitor Parking: 1
Motorcycle Parking 1 bay / 10 car parking bays	Acceptable Outcome • Motorcycle Parking: 3 Provided • Motorcycle Parking: 1	Acceptable Outcome • Motorcycle parking: 4 Provided • Motorcycle parking: nil
Resident Bicycle Parking 0.5 space / dwelling	Acceptable Outcome • Bicycle Parking: 11 Provided • Bicycle Parking: 14	Acceptable Outcome • Bicycle Parking: 15 Provided • Bicycle Parking: 14
Non-Residential Parking Policy *Car Parking* • Restaurant/Café – 0.2 per person (20 persons)	Acceptable Outcome • Café Parking: 4 Provided: • 1 reciprocal cafe and visitor car parking bay	Acceptable Outcome • Café Parking: 4 Provided: • Café Parking: Nil
Solar and Daylight Access		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 4.1 Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June	81% of the dwellings' living rooms and private open spaces receive 2 hours sunlights	62% of the dwellings' living rooms and private open spaces receive 2 hours sunlight

Private Open Space		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 4.4 Ground floor private open space to meet the following: • Minimum area: 15m^2 • Minimum dimension: 3m	Ground floor dwelling was not proposed as part of the previous development application	Ground floor private open space: • Minimum area: 8m^2 • Minimum dimension: 2.6m
Circulation and Common Space		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 4.5 Circulation corridors are a minimum 1.5m in width	Minimum: 1.3m	Minimum: 1.2m
Storage		
Acceptable Outcome	**Approved**	**Proposed**
R Codes Volume 2 – Element 4.6 Minimum internal dimensions and areas for stores in accordance with: • Minimum area: 4m^2 due to all dwelling • 3 bedroom dwellings required 5m^2 of storage	The previous departures are not relevant to this application due to changes in the floor plan, apartment layouts and storage room configurations.	All stores meet the Acceptable Outcomes, except for: • GF 3m^2 store • 4/5F apt X.04: 3 bedrooms, 4m^2 storeroom

These matters are discussed in the Officer Comments section below, together with other relevant planning matters as considered against the planning framework.

Officer Comments:

Administration's assessment of the proposal against the applicable planning framework is provided below under section headers.

<u>Land Use</u>

Multiple Dwelling is a 'P' use and Restaurant/Café is a 'A' use within the Mixed Use zone. Land uses have already been approved as part of the previous approval, they remain unchanged and do not form part of this report's assessment.

Building Height and Plot Ratio

The Acceptable Outcomes of the Built Form Policy identify a height standard of four storeys and a maximum height of 14.3 metres for the subject site. The Acceptable Outcome of the R Codes identifies a plot ratio of standard of 1.0, equivalent to 737 square metres.

The proposal would have a height of seven storeys with a maximum height of 24.9 metres for the roof and 26 metres for the skylight.

In comparison to the current approval, the application is proposing the same height in storeys; however, is increasing the roof height by 2.4 metres and overall height by 3.16 metres.

The proposal would have a plot ratio of 4.1, equivalent to 3,048.5 square metres. The currently approved plot ratio is 3.78, equivalent to 2,787.3 square metres.

Community Submissions

The City received submissions during the consultation period which raised concerns with the proposed building height and plot ratio. The concerns relate to the height being excessive and inconsistent with the height of the surrounding area and streetscape.

Applicant Justification

The applicant's justification for the proposed height and plot ratio is summarised as follows:

- The subject site is located in Perth, roughly 1.5km from the CBD.
- There are existing examples of mixed-use buildings nearby with heights between five to seven storeys and above.
- There is opportunity to create a landmark corner between Stuart Reserve and Newcastle Street.
- The proposed height sits within the broader context.
- The City of Vincent has recently adopted the new WSPF to the east of site (eight storeys permitted).

Administration Assessment

The proposed building height and plot ratio satisfies the Element Objectives of the R Codes and are supported for the following reasons:

- Context of the Site: The subject site is located within a consolidated Mixed Use R80 area identified in the Local Planning Strategy as suitable for higher-density mixed use development. The site benefits from three public-realm frontages and only one adjoining property, which reduces sensitivity to bulk, overshadowing and privacy impacts. This context provides greater capacity to accommodate additional building height and density without adversely impacting surrounding residential amenity.

  The additional 2.4 metres of building height does not alter the approved seven-storey built form or the manner in which the development presents to Church Street, Lake Street or Stuart Street Reserve. The massing, setbacks and overall

relationship with the public realm remain consistent with the previously approved outcome.

- Future Character: The desired future character of the area is higher-density mixed use development south of Stuart Street and Forbes Road, with lower-density residential and heritage buildings retained to the north. This is established through the Local Planning Strategy, the zoning and density codes under LPS2, and the applicable building height standards of four to six storeys for properties south of Stuart Street.

  The subject site sits outside of the WSPF and abuts its western border. The WSPF further reinforces the area's transition to higher density by identifying an acceptable height of eight storeys for properties south of Forbes Street, with potential to develop up to 20 storeys should a Local Development Plan be submitted. These properties sit on the eastern side of Lake Street, directly opposite the subject site, and form part of a strategic corridor intended to transition to a higher-scale built form.

  Given this planning context, it is reasonable to expect that this part of Lake Street will transition to a higher scale and density over time. The proposed increase in building height is consistent with this emerging character and would not appear out of place within the planned future built form of the precinct.

- Building Design: The proposal incorporates design measures to assist with mitigating the impacts of building height, bulk and scale on the streetscape and nearby properties, particularly to the residential properties further to the south.

  These design measures include:

  - Upper Floor Setbacks – The application proposes a podium building with increased setbacks to the upper three floors for all frontages, concentrating the height and mass towards the centre of the site. With the exception of a balcony on the fourth floor, no development is proposed along the western boundary at these upper levels. This design ensures that the building height and plot ratio step away from site boundaries and do not dominate the surrounding public realm. The proposed setbacks to the western boundary also provides separation between the development and its only adjoining property, where future redevelopment may occur.

  - Articulation – Each frontage of the proposed building is well articulated to reduce the extent of blank walls, provide visual interest and moderate the mass of the building. This has been achieved by incorporating varying setbacks, curved walls, balconies and major openings of varying styles and shapes across each of the upper floors.

    At the ground level, the café tenancy and apartment lobby, along with the ground floor apartments, have been located and designed with high levels of glazing and articulated setbacks to provide activation and surveillance to each public realm frontage.

    The building has also been pulled away and incorporates curved walls at the corners of the site, assisting in softening these edges that would be highly visible from the approaches along Lake Street and Church Street.

- Colours and Materials – Varying colours, materials and finishes are proposed, including washed aggregate, deep red tones, face brick, and dark metal cladding. These finishes are supported by the DRP, assisting in providing visual interest, and have been incorporated into the building facades to distinguish between different levels, and to assist in breaking up and reducing its vertical scale and plot ratio.

- Solar Access – The shadow cast by the amended design would be greater than the previously approved development, given the proposed increased height. Despite this, the proposal has been designed to maintain adequate daylight and solar access to nearby residential properties to the south at Nos. 129 and 131 Lake Street.

  The additional shadow cast at the winter solstice would be contained to the roof of No. 129 Lake Street, while No. 131 Lake Street would receive a consistent extent of shadow cast by the approved development, as demonstrated in **Figure 5** below.

  Nos. 129 and 131 Lake Street are zoned Mixed Use R80, and there are no Acceptable Outcome standards under the R Codes relating to overshadowing of these properties.

  In relation to other properties, the western adjoining property would be overshadowed during the morning; however, throughout the day, as the sun moves west, this property would receive adequate sunlight during midday and the afternoon, where the overshadowing would be contained to Lake Street.

Figure 5 *- Overshadowing comparison*

- Design Review – The proposed development has received support from the DRP in relation to its design, built from and scale and how this has been managed.

Side and Rear Setbacks, Building Separation and Visual Privacy

In relation to side and rear setbacks, the proposal either satisfies the applicable requirements or is consistent with the previously approved departures under the Built

Form Policy, with the exception of the departures proposed to the fifth and sixth floors along the western boundary.

Building separation and visual privacy are only applicable to the western adjoining property. Building separation departures are proposed for the fourth to sixth floors, while visual privacy departures are proposed for the first to fifth floors.

Administration Assessment

The proposed Side and Rear Setbacks and Visual Privacy satisfy the Element Objectives of the R Codes and are supported for the following reasons:

- Desired Future Building Separation – While the building's separation to the western boundary has been reduced compared to the original approval, there remains adequate separation to provide an appropriate transition between sites. The western adjoining property is currently a two-storey commercial building, therefore the reduced setback for the upper three levels would not impact this current building in regard to building separation. The western adjoining property is capable of development under the same provisions as the subject site. Should future development occur, the upper floor setbacks would provide adequate separation to the future development to receive solar access and ventilation.

  The application proposes a lightwell from the first to third floors on the western elevation. The lightwell is finished with hit-and-miss brickwork and opens at the fourth floor. Its design provides a break in building mass that assists future development on the adjoining site and allows solar access and ventilation into the habitable rooms of dwellings on the first to third floors.

- Communal and Private Open Space – Adequate separation has been provided to allow for suitable areas of communal and private open space. Each apartment is provided with a balcony exceeding the minimum area specified under R Codes Acceptable Outcomes, and a functional and high amenity area of communal open space is provided for residents on the sixth floor. The subject site also adjoins Stuart Street Reserve, which provides residents with additional access to open space.

- Landscaping Between Buildings – The proposal maintains sufficient building separation to facilitate the provision of landscaping between buildings and to support tree canopy. On structure planting, including trees, on the fourth and sixth floors assist with providing an attractive separation to the west.

- Residential Amenity – Similar to the original approval, the proposal maintains a high level of amenity for future residents. Although the separation distances are reduced, the balcony design continues to provide natural ventilation, visual privacy, sunlight and daylight access, and an appropriate outlook. The balconies provide limited screening and would function effectively to support residential amenity within the amended design. The balconies are orientated to boundaries other than the west, to ensure a high level of amenity. The only balconies that are orientated west are on the fourth and sixth floors; however, the western portion of these balconies are narrow at 1.2 metres in width and are considered unlikely to be used for entertaining.

- Visual Privacy – The application proposes overlooking departures associated with some major openings located on the west elevation from the first to the sixth floors, and the balcony on the sixth floor. The overlooking would be contained to the roof and hardstand car parking area of the western adjoining property and therefore would not adversely impact this property. The minimal screening of the balconies and major openings would provide residents with outlook opportunities, while all dwellings maintain access to sunlight and ventilation through at least one major opening orientated to the east, north, or west.

- DRP Comments –The proposed development has received support from the DRP in relation to its building separation, relationship with current and future adjoining development, and amenity for future residents.

Tree Canopy and Deep Soil Areas

The Acceptable Outcomes of the R Codes identifies standards for 10 percent of the site to be provided as deep soil areas (equivalent to 73.7 square metres). The application proposes 1.4 percent (equivalent to 10.3 square metres) of the site to be provided as deep soil areas. The previous approval had 3.1 percent (equivalent to 23 square metres) of the site being deep soil areas.

Where the required deep soil areas cannot be provided, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. Based on this, the Acceptable Outcome for planting on structure is 130.8 square metres. The application proposes 91.6 square metres of planting on structure.

The applicant's landscaping plan is included in **Attachment 5**.

Community Submission

The City received submissions during the public consultation period that expressed concern that the amount of deep soil areas proposed were inadequate.

Applicant Justification

- The proposed amendment results in an improvement to the deep soil area quality and design.

Administration Assessment

The proposed tree canopy and deep soil area satisfies the Element Objectives of the R Codes, and is supported for the following reasons:

- Trees – There are currently no existing trees on site, which is fully cleared. The proposed landscaping plan includes the planting of seven small trees on-site, including on the ground, fourth and sixth floors. The planting of the trees and their locations would make an effective contribution to increased urban air quality and a sense of open space between buildings. This would benefit the locality and contribute to improved tree canopy. The tree planting would provide amenity for residents and assist to soften the appearance of the building, and particularly the upper floors, when viewed from the public realm frontages.

- On-Structure Landscaping Areas – The proposal incorporates 91.6 square metres of on-structure landscaping located on the fourth and sixth floors. These areas provide amenity to the adjoining apartments and to the communal open space on the sixth floor.

  The landscaping plan includes irrigation, maintenance and drainage details to ensure the long-term viability of the proposed planting. A condition of approval is recommended to ensure that the landscaping is implemented in accordance with the approved plan and maintained for the life of the development.

- Off-Site Landscaping – The verge to Lake Street adjacent to the subject site has one existing street tree, and the southern edge of Stuart Street Reserve adjacent to the subject site does not contain any existing planting. The proposal includes improvements to both these areas, with three trees proposed along Lake Street and 13 trees proposed within the reserve, along with additional smaller plantings. This extent of planting is consistent with the approval, which was supported by the City's Parks Department.

  This would assist to provide additional canopy coverage to soften the building's appearance to the reserve and Lake Street at ground level, and to enhance the overall landscaping outcome of the proposal. It would also provide additional amenity for residents and users of both Lake Street and the reserve.

- DRP Comments – The design was supported by the DRP, who endorsed the proposed on-site and off-site tree planting and landscaping.

Car Parking

The Acceptable Outcomes of the R Codes and the City's Local Planning Policy – Non-Residential Parking (Non-Residential Parking Policy) identify that the follow is to be provided:

- 29 resident car bays.
- Six visitor car bays.
- Four commercial car bays.
- Four motorcycle bays.
- 15 resident bicycle bays.

The application proposes the follow:

- 32 resident car bays.
- One visitor car bay.
- Nil commercial car bays.
- Nil motorcycle bays.
- 14 resident bicycle bays.

Community Submissions

The City received submissions during the public consultation period that expressed concern regarding the reduction of on-site car parking and the impact that this would have on the on-street parking availability in the surrounding area.

Applicants Justification

The applicant's justification for the commercial and residential visitor car parking shortfall is summarised as follows:

- The refinement of the parking layout, including removing the Lake Street crossover and first-floor parking area, results in a better streetscape outcome and enables additional on-street bays to be retained.
- Parking surveys from 2018, 2023 and 2026 show sufficient on-street capacity, with an average of fifty-two bays available (78% utilisation), indicating the locality can readily accommodate visitor parking.
- Providing compliant internal visitor bays would require expanding the ground-floor parking area at the expense of essential services, the lobby and the café, and retaining first-floor parking would reduce dwelling yield, which has been optimised to support viability and housing supply.
- The site benefits from excellent public transport access, and the café is expected to serve a predominantly local catchment, where customers are likely to cycle or walk.
- The site sits just outside the WSPF area, which aims to encourage a shift away from car use by improving pedestrian and cycling infrastructure, rationalising parking, and creating active public spaces. The Framework removes minimum and maximum non-residential parking requirements due to the area's proximity to the CBD and public transport, allowing developments to provide no parking where justified. Given the site's immediate adjacency to the precinct, similar parking concessions are likely to be reasonable for this location.
- The locality comprises a diverse range of uses and activities, including historic commercial and industrial land, varying density of residential development, and a range of civic and cultural uses and activities. The site is serviced by excellent transport infrastructure, being located within walking distance of Perth Train Station, CAT routes, and high frequency bus services, and also an abundance of walk and cycle paths.
- The site has previously (2018 and 2021) received approval for development of a similar scale and intensity (25 apartments), which did not provide any onsite parking for residential visitors. In supporting the application, the RAR and DAP assessment determined that the site is well serviced by public transport, on-street parking, and facilities within walking distance.
- The City of Vincent has long taken an "expectation management" approach to parking rather than trying to meet all parking demand. Since its 2010 Car Parking Strategy, the City has focused on better using existing parking and introducing paid parking in high-demand areas, recognising that abundant free parking increases car use, creates induced demand, and undermines walkability.

The applicant provided a parking survey which is included as **Attachment 6** and is summarised as follows:

- The survey covered existing on-street public car parking within an area of approximately 200 metres radius of the subject site, dividing this area into seven zones with a total of 234 bays, and including on-street parking on Lake Street, Church Street and Stuart Street;
- It was conducted on 4 February 2026 (Wednesday) to represent a typical weekday and 7 February 2026 (Saturday) to represent a typical weekend, between 11:00am to 2:00pm.

- On both the weekday and weekend surveys, an average of 182 bays were occupied, equating to a utilisation rate of 78 percent.

Administration Assessment

The proposed five bay visitor parking shortfall and four commercial parking shortfall satisfies the relevant Element Objectives of the R Codes and Non-Residential Parking Policy for the following reasons:

Administration Comments – Parking Data

The City's parking data from 2018 surveyed the parking availability along Lake Street and Stuart Street. The survey was undertaken on a Wednesday, Friday, and Saturday, between 28 November 2018 and 1 December 2018, at four separate times throughout each day. The survey demonstrates that there is an average of 41 percent (15 bays) available between 9:00am and 11:00am, 22 percent (9 bays) between 12:00am and 2:00pm, 26 percent (12 bays) between 3:00pm and 5:00pm, and 22 percent (9 bays) between 6:00pm and 8:00pm.

Although the survey dates back to 2018, it remains representative of the existing situation on the basis that no significant development has occurred in the surrounding area that would materially alter on-street parking demand or supply. This data is broken down further below:

- Lake Street – There are 41 on street parking bays to the south of the subject site between Stuart Street and Newcastle Street, up to a walking distance of approximately 100 metres from the site. There is an average availability of 5 percent (2 bays) available between 9:00am and 11:00am, 6.3 percent (3 bays) available between 12:00am and 2:00pm, 10 percent (4 bays) available between 3:00pm and 5:00pm, and 12.2 percent (5 bays) between 6:00pm and 8:00pm.

- Stuart Street – There are 36 on-street parking bays to the north-west of the subject site between Lake Street and Palmerston Street, up to a walking distance of approximate 200 metres from the site. There is an average availability of 77 percent (28 bays) available between 9:00am and 11:00am, 39 percent (14 bays) available between 12:00am and 2:00pm, 42 percent (15 bays) available between 3:00pm and 5:00pm, and 32 percent (12 bays) available between 6:00pm and 8:00pm.

Administration Comment – Parking Acceptability

The following comments are relevant to the proposed car, bicycle and motorcycle parking as considered against the Element Objectives of the R Codes and the Non-Residential Parking Policy:

- Resident Car Parking – The proposal would include 32 resident car parking bays which exceeds the Acceptable Outcomes of the R Codes by three bays.

- Visitor Car Parking – The application is proposing one on-site visitor car parking bay, proposing a shortfall of five on-site visitor bays. The previous application was approved to have three dedicated visitor car parking bays, with one additional reciprocal bay shared with the café tenancy, proposing a shortfall of

two on-site dedicated visitor parking bays. The proposed reduction of on-site visitor car parking bays is supported for the following reasons:

- Previous Approval – Development approval was granted in 2018 for a Mixed-Use development on the subject site comprising 22 Multiple Dwellings, three serviced apartments, and an office and restaurant/café. Conditions of that approval did not require the provision of any dedicated residential visitor car parking bays, with the visitor parking demand instead being accommodated through reciprocal use of office parking bays and the surrounding on-street parking network. This resulted in a total of six car parking bays being for reciprocal use between the non-residential uses and residential visitor parking. While this approval is not directly associated with the current development approval granted in 2023, it demonstrates that a development of comparable scale and mixed-use intensity has previously been supported on the site with no dedicated residential visitor parking, having regard to the context of the subject site.

- Public Parking Availability – The R Codes sets out that visitor car parking may be reduced where there is adequate on-street parking in the near vicinity of the development. The City's and applicant's parking surveys together demonstrate that, although demand is high, there remains sufficient on-street parking capacity within the surrounding street network to accommodate visitor parking demand associated with the proposed development.

  The applicants survey demonstrated that an average of 182 bays out of 234 (78 percent) were occupied, meaning approximately 52 bays (22 percent) remained available during the surveyed periods. This included availability along Lake Street, Church Street, and Stuart Street during the late morning and early afternoon.

  Similarly, the City's survey identified consistent availability, including:
  - Along Lake Street, between 2-5 available bays during surveyed periods; and
  - Along Stuart Street, between 12-28 available bays during the surveyed periods.

  Based on the surveyed evidence, the surrounding street network has demonstrated parking availability that would be sufficient to accommodate the visitor parking demand. The parking along Lake Street and Church Street is also subject to time restrictions, ensuring constant turnover of on-street parking bays. The availability and functionality of the on-street parking would support short stay visitors without adversely affecting the amenity of the surrounding area.

- Bicycle Parking – To support active modes of transport by visitors to the apartments, six bicycle parking bays would be provided in the Lake Street verge in addition to the 14 provided on-site. These would be conveniently accessible and exceed the Acceptable Outcomes of the R Codes that specify five bays are to be provided for visitors.

- Removal of Lake Street Crossover – The removal of the previously approved Lake Street crossover and associated vehicle access point results in two on-street parking bays being retained, where these bays were approved to be

removed. The modification to remove the Lake Street crossover maintains on-street parking bays for visitors to use. The retention of these on-street bays will continue to support parking availability in the area and support visitors attending the site, a condition of approval is recommended in this regard.

The retention of two on-street bays, together with the provision of one on-site visitor bay, results in an overall parking outcome that is largely consistent with the previous approval, notwithstanding an increased shortfall of one bay, excluding the reciprocal arrangement. While two of these bays are located off-site in the road reserve rather than on the subject lot, they are positioned directly adjacent to the site frontage, making them highly convenient for visitors to the development.

- Proximity to Public Transport and Walkable Catchments – The site is located within a walkable catchment of the Perth Central Business District and is well serviced by high-frequency public transport. The following routes are accessible from the subject site:
  - Blue CAT – Stops on Aberdeen Street, approximately 315 metres from the site, with a 15-minute frequency between 7:00am and 6:45pm.
  - Bus Route 980 – Stops on William Street, approximately 380 metres from the site, with services every 15–30 minutes between 5:00am and 11:45pm.
  - Perth Train and Bus Station – Located 730 metres from the site, providing connections to all Perth train lines.

  Given the site's proximity to multiple high-frequency transport options, it is possible that visitors to the development would utilise these available public transport modes, reducing the reliance on car parking.

- Design and Location of Parking – The application proposes that on-site car parking be accessed via a single crossover from Church Street. The proposed parking area provides adequate space for manoeuvring in accordance with the Australian Standard. The design allows vehicles to safely access and egress the site with minimal impact on the streetscape, supported by appropriate sightlines and the proposed driveway width.

It is recommended that the proposed visitor parking bay is supported for the reasons provided above.

- Motorcycle Parking – Motorcycle parking has not been provided as part of the application, representing a shortfall against the Acceptable Outcomes of four spaces. Despite the shortfall, the sites inner-city context, with access to public transport, walking and cycling infrastructure supports the use of alternative transport modes. Additionally, any demand for motorcycle parking could be accommodated within the surrounding on-street parking network, where motorcycles are permitted to park in on-street parking areas. The original approval provided one motorcycle bay, which also represented a shortfall against the Acceptable Outcomes, demonstrating that the reduced parking has been previous accepted in the sites context.

  On balance, the requirement to provide on-site motorcycle bays would place additional pressure on the constrained car parking area proposed and reduce the space available for vehicle parking.

- Commercial Parking – The application proposed nil on-site commercial parking associated with the ground floor café. This is supported for the following reasons:

    - Commercial Tenancy Staff - Given the café tenancy is approximately 84 square metres and expected to accommodate up to 20 patrons at any time, staffing demand would be low. Administration considers that nil on-site staff parking is acceptable as staff can instead utilise the short-term bicycle bays in the Lake Street verge, the end-of-trip facilities within the building, and the back-of-house area which could accommodate secure long-term bicycle parking if required. The site is also well serviced by high-frequency public transport on Fitzgerald and William Streets, the Blue CAT on Aberdeen Street, and the Perth Bus and Railway Stations within walking distance.

    - Commercial Tenancy Customers - Nil on-site customer parking is supported given the small scale of the café and its likely local catchment, including residents within the proposed development and nearby dwellings. Customers would be able to access the site by walking or cycling, with bicycle bays provided in the Lake Street verge. Administration does not accept that all customers to the commercial tenancies would walk or cycle to the subject site. Rather, it is expected that some customers to the site would be driving and would likely park on-street in the surrounding area. Customer parking on the street could be accommodated; however, it would mean there is a reliance on the City's on-street parking bays. The reliance on the City's on-street car parking can be considered following a cash-in-lieu of parking payment.

Cash-in-lieu of Car Parking Contribution

The Non-Residential Parking Policy outlines that cash-in-lieu of car parking may be applied in accordance Clause 77 in the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* where a development does not satisfy the applicable minimum on-site parking requirement.

The current rate of cash-in-lieu contribution is $5,975.26 per bay, as per the infrastructure cost per square metre specified in the City's Payment in Lieu of Parking Plan and using the calculation method specified by the Western Australian Planning Commission in the Government Gazette.

The previous approval varied the car parking requirement to three bays and imposed a condition for a cash-in-lieu contribution of $10,800 to account for the shortfall of two bays. With the current application removing the approved commercial parking bay, resulting in a total shortfall of three bays, a condition is recommended that the cash-in-lieu contribution be increased accordingly to $17,925.78.

Technical Departures:

The key elements of the proposal that require consideration have been outlined in this report. The application also presents a number of other technical departures from the relevant planning legislation. This includes departures relating to communal open space, solar and daylight access, private open space, circulation and common space, and storage.

The proposal satisfies the Element Objectives of the R Codes for the above minor departures for the following reasons:

- Communal Open Space – the communal open space located on the sixth floor is sufficiently sized, landscaped and incorporates deep soil areas that enhances resident amenity. The design incorporates a variety of planting, dedicated seating areas and opportunities for passive recreation. The communal open space is designed to be safe and universally accessible via the development's lift system. The communal open space is located on the sixth floor and oriented towards Lake Street, rather than adjoining properties, which minimises potential impacts on adjoining habitable rooms and private open space areas within the development.

- Solar and Daylight Access – 62 percent of the dwellings' living room and private open spaces receive 2 hours of sunlight a day, where the Acceptable Outcome is a minimum of 70 percent. Notwithstanding this, the development has incorporated generous openings and balconies to maximise daylight penetration to habitable rooms. Where possible, habitable rooms have been orientated to maximise daylight. Shading devices further assist in managing heat gain and glare during summer months.

- Private Open Space – All dwellings are provided with appropriately sized private open spaces in the form of balconies or terraces that enhance residential amenity. These spaces are sited and oriented to maximise solar access and improve liveability for residents. The balconies are integrated into the overall architectural form through the use of recessed elements, varied materials, and detailing that complements the building's design, ensuring they contribute positively to the development's appearance and functionality.

- Circulation and Common Space – The circulation spaces provided have an adequate width to provide safe and convenient access for all residents and visitors to their dwellings. The application proposes all common spaces to be attractive, contributing to a pleasant environment for future residents to socially interact.

- Storage – All stores are rectangular in shape and are sufficiently sized, ensuring that the storage for apartments are functional and flexible to meet the storage needs for residents. All apartment stores are located in spaces that would be conveniently accessible, safe, well-lit and secure, either within the apartment or car parking area. Where the minimum area for stores have not been met, the apartments are sufficiently sized, which provides residents the flexibility to store items within their apartments.

Acoustic Report and Managing the Impact of Noise

The applicant has prepared an acoustic report to address the City's Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy) in relation to noise generated and received by the proposal, and to address the R Codes Acceptable Outcomes. The acoustic report is included in **Attachment 8**.

The proposal would also include potential noise sources, being the café tenancy and the car parking area on the ground floor.

Administration Assessment

The City has reviewed the acoustic report and is satisfied that the proposal would appropriately manage the impacts of noise for the following reasons:

- Sound Attenuation Policy – The acoustic report sets out that the proposed development can be designed to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* and the Sound Attenuation Policy. To facilitate this, it recommends treatments and measures for mechanical plant, roof top condenser units, the car park and the proposed stackers, and the ground floor cafe.

- External Noise Intrusion – The acoustic report sets out that neither Lake Street nor Newcastle Street are classified as roads requiring assessment for traffic noise intrusion under State Planning Policy 5.4. Significant exposure to entertainment or street noise sources is also not expected at the subject site.

- Internal Sound Attenuation – The acoustic report sets out that the proposed development can be designed to achieve compliance with the requirements for internal sound attenuation under the National Construction Code. This includes through recommended treatments and construction materials for the walls, doors and floors, and includes specific requirements for walls between apartments and public areas or adjacent apartments. Implementation of these would also ensure the proposal meets the Element Objectives of the R Codes.

A condition of approval was imposed as part of the original approval that required the development to be constructed and operate in accordance with the requirements and recommendations outlined in the acoustic report. A condition is recommended to this effect as part of the subject application.

Environmentally Sustainable Design

The Acceptable Outcomes of the R Codes identify for developments to provide a minimum of one energy efficiency initiative that exceeds the current minimum practice.

The application has also been assessed against the Environmentally Sustainable Design (ESD) provisions of the Built Form Policy that set out Acceptable Outcomes. These Acceptable Outcomes have not yet been approved by the WAPC and as such, these provisions are given regard only in the assessment of the application and do not have the same weight as other policy provisions.

The Acceptable Outcomes of the Built Form Policy identify that a preliminary sustainable design report is to be provided demonstrating that the proposed development would achieve a 5-star Green Star rating or equivalent alternative sustainability framework.

The applicant's ESD report is included in **Attachment 9** and identifies that the proposed development achieves a 5 star Green Star rating through the proposing the following measures:

- Implementation of high-performance facades, LED lighting, high-efficiency HVAC systems, a solar PV array, and a fossil fuel-free site.
- Appropriate ventilation and pollutant control measures.

- Use of high-efficiency water fittings and fixtures.
- Integration of EV chargers and end of trip bicycle facilities.
- Selection of low carbon materials and responsibly sourced finishes.
- Commitment to inclusive design, responsible construction practices, and workforce inclusion initiatives.

The proposed sustainability initiatives satisfy current minimum practice and would satisfy the Element Objectives of the R Codes, and are supported.

Waste Management

The applicant has submitted a WMP which is included in **Attachment 10.** The WMP differs from the approved WMP, as it proposes waste collection from Church Street, where it was previously approved to be from Lake Street. The updated WMP proposes the following:

- Residential waste: Weekly collection of FOGO by the City of Vincent, with residential general waste and recycling collected twice per week by a private contractor.
- Commercial waste: General waste, recycling and FOGO collected twice per week by a private contractor.
- A bin storage area located on the western side of the ground floor, sized to accommodate the required bin numbers (two 660L refuse, two 660L recycling and six 240L FOGO for residential; one 660L refuse, one 660L recycling and two 240L FOGO for commercial). The bin store is accessible internally and externally via the car park.
- A bin presentation area on the Church Street verge to the south of the site, where the City will collect the residential FOGO bins using its kerbside collection service.
- Private contractor collection of remaining residential and commercial bins from the same Church Street presentation area using a rear-loader waste collection vehicle.
- A building manager/caretaker will be responsible for ferrying bins between the storage and presentation areas, maintaining the bin store, rotating bins, and overseeing bulk waste and specialty waste procedures.

The City's Waste team has reviewed the plans and WMP in accordance with its Waste Management Guidelines and advised that it is acceptable. This would ensure that the proposal satisfies the Element Objectives of the R Codes relating to waste management.

Construction Management

From a construction perspective, due to the scale of the proposed development and potential for construction to impact surrounding properties, the careful management of the construction process and associated off-site impacts is required. This is to ensure that the development does not have an adverse impact on the amenity of the surrounding properties.

A condition of the previous approval required the submission of a Construction Management Plan prior to the issue of a Building Permit, in accordance with the City's Policy No. 7.5.23 – Construction Management Plans. A condition is recommended to be included as part of the current application.

This would require the developer to demonstrate how the construction process and off-site impacts would be managed, including details on construction hours and noise control, and parking and traffic management and access.

Conclusion

The proposal has been assessed in accordance with and is consistent with the planning framework which includes the City's LPS2, the R Codes, and the City's local planning policies, including the Built Form Policy.

The proposed amendments ensure that the development continues to be acceptable to the context of the subject site, where it has been designed to mitigate the impact of bulk and overshadowing with the building height sought.

The is well serviced by public transport, walking and cycling networks, together with available on-street parking, ensuring that the reduced on-site parking would not adversely affect the surrounding road network. The development is also expected to generate low traffic volumes, with safe and efficient access provided from Church Street.

The proposed amendments continue to satisfy the objectives of LPS2, the relevant objectives of the R Codes and the City's policies. It is recommended that the DAP approve the application subject to conditions.

CITY OF VINCENT

ATTACHMENT 1

DEVELOPMENT ASSESSMENT PANEL MEETING

Location and Consultation Plan

CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE

LEGEND

METROPOLITAN REGION SCHEME RESERVES

Note: The Western Australian Planning Commission care of the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.

- PARKS AND RECREATION
  - R — Restricted Pubic Access
- PRIMARY REGIONAL ROADS RESERVATION
- OTHER REGIONAL ROADS RESERVATION
- RAILWAYS
- PUBLIC PURPOSES
  Particular use denoted as follows:
  - H — Hospital
  - HS — High School
  - TS — Technical School
  - CP — Car Park
  - U — University
  - CG — Commonwealth Government
  - SU — Special Use
  - WSD — Water Authority of Western Australia
  - P — Prison

CITY OF VINCENT LOCAL SCHEME RESERVES

- PUBLIC OPEN SPACE
  - R — Restricted
- PUBLIC PURPOSES
  Particular use denoted as follows:
  - PS — Primary School
  - CP — Car Park
  - CU — Civic Uses
  - HS — High School
  - I — Institute for the Deaf
  - W — Water Supply Sewerage and Drainage
  - TS — Technical School

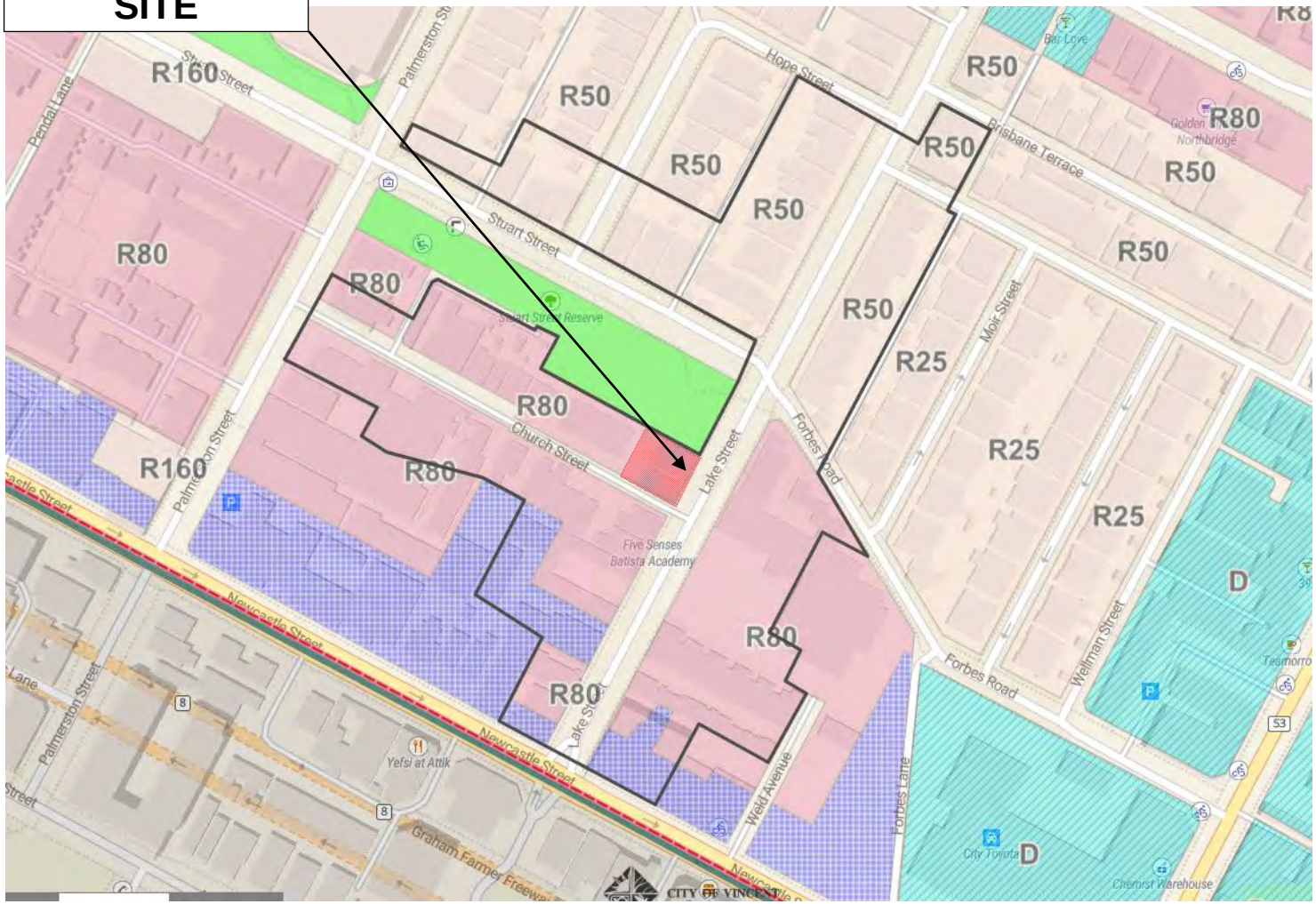
CITY OF VINCENT SCHEME ZONES

- RESIDENTIAL
- MIXED USE
- COMMERCIAL
- LOCAL CENTRE
- DISTRICT CENTRE
- REGIONAL CENTRE
- SPECIAL USE
  Particular use denoted as follows:
  - CP — Car Park
  - CU — Community Use
  - FC — Function Centre
  - HC — Hall and Non Residential Club
  - H — Hotel
  - PW — Place of Worship
  - S — Service Station
- ADDITIONAL USE

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY
- SCHEME AREA BOUNDARY
- R20 — DENSITY CODE

SUBJECT SITE



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Consultation and Location Map

No. 139 and 141 Lake Street

Extent of Consultation

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Nos. 139 and 141 Lake Street

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ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL MEETING

Development Plans

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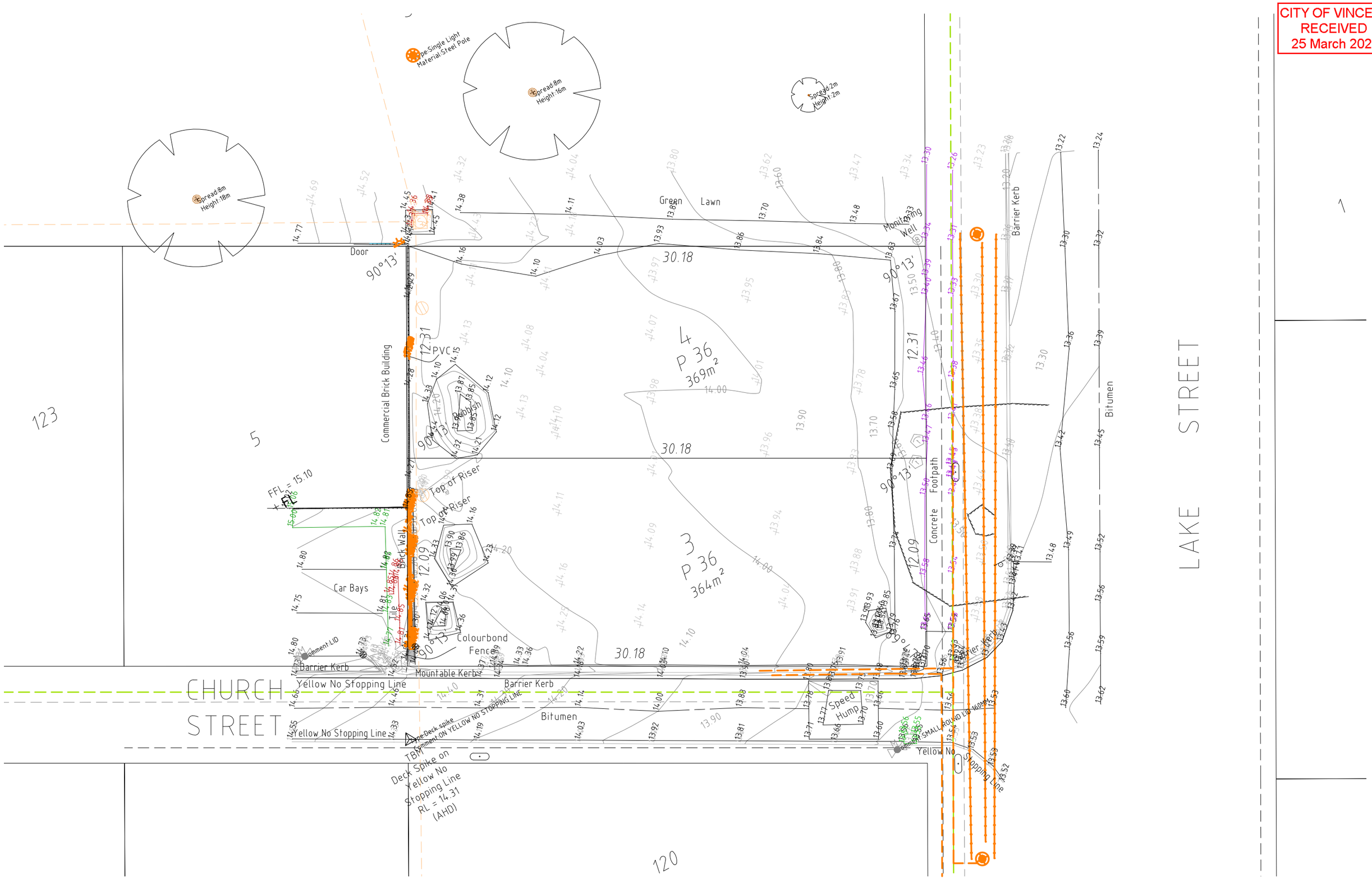

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	V28	20-03-26	VISITOR BAY - REVIEW		V24	20-10-25	CONSULTANT ISSUE
	V27	17-03-26	VISITOR BAY - REVIEW		V23	16-10-25	CONSULTANT ISSUE
	V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED		V22	13-10-25	FORM 2

PROJECT: LAKE STREET RESIDENCE

CLIENT: WP PTY LTD ATF WP PROPERTY TRUST

ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE SURVEY

STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200

JOB #: 2219

NORTH

DWG: A101

ISSUE V29

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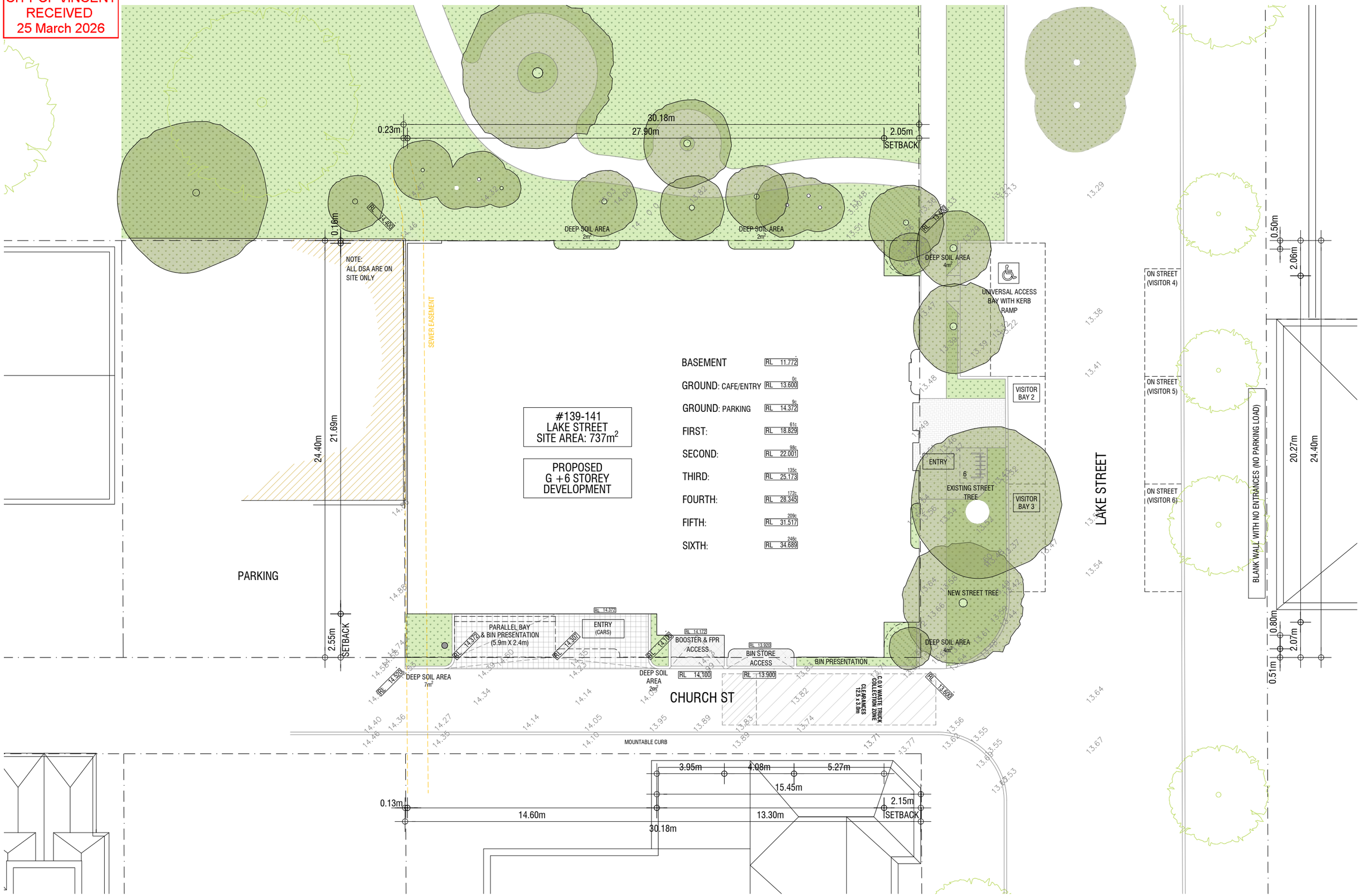

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V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A102
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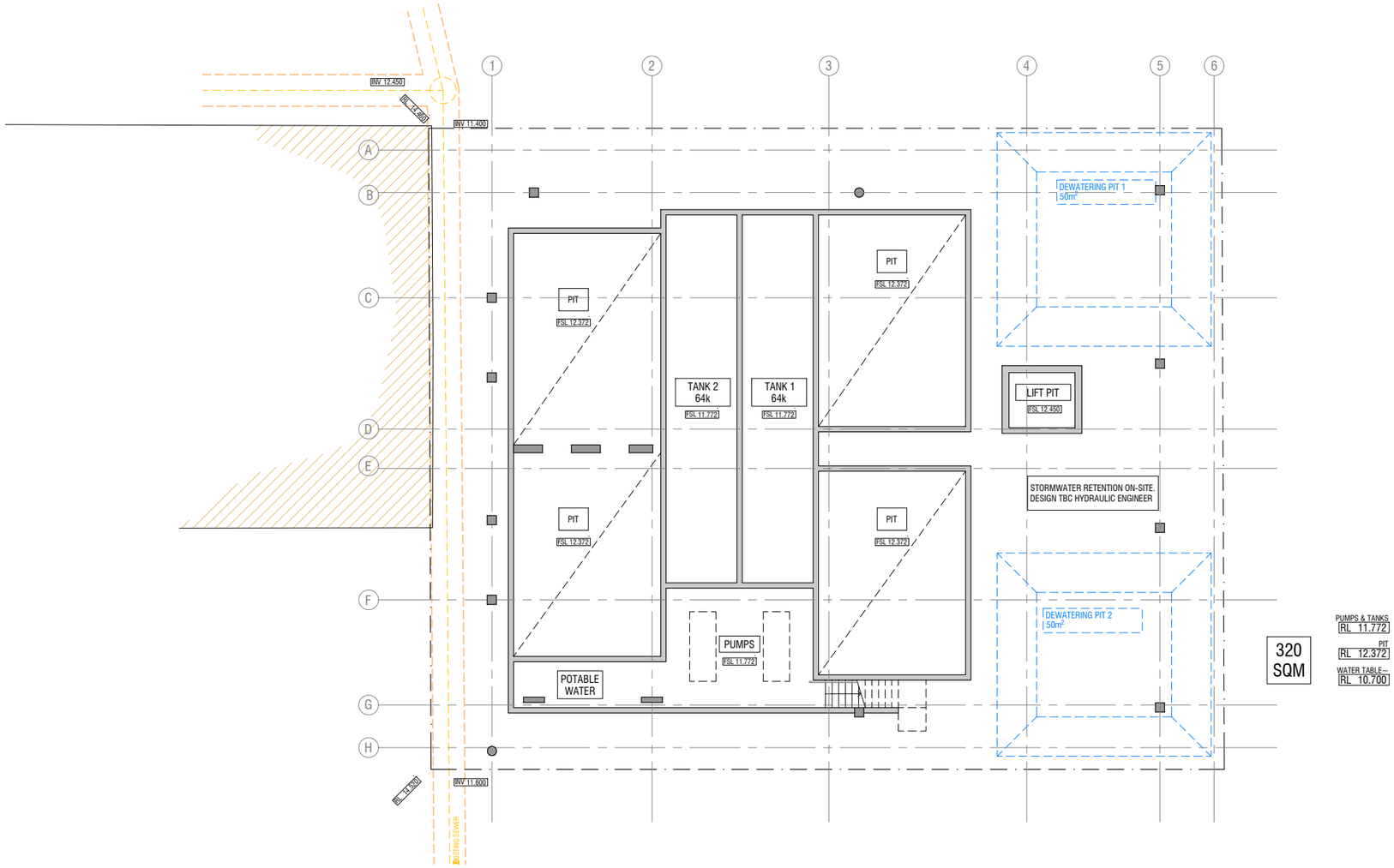

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	V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED		V22	13-10-25	FORM 2

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: BASEMENT SERVICES PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A103
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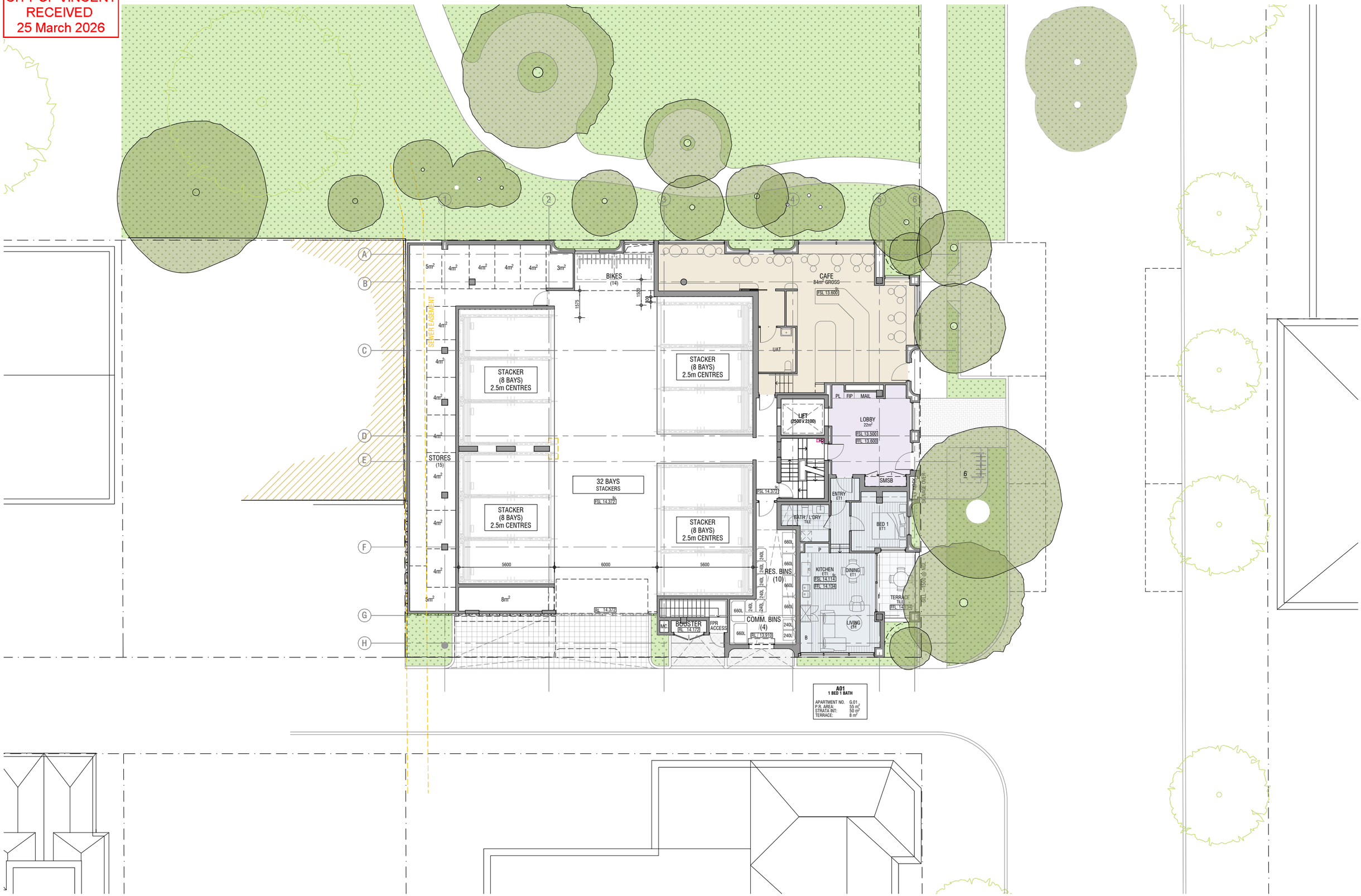

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	V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED		V22	13-10-25	FORM 2

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: GROUND FLOOR PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A104
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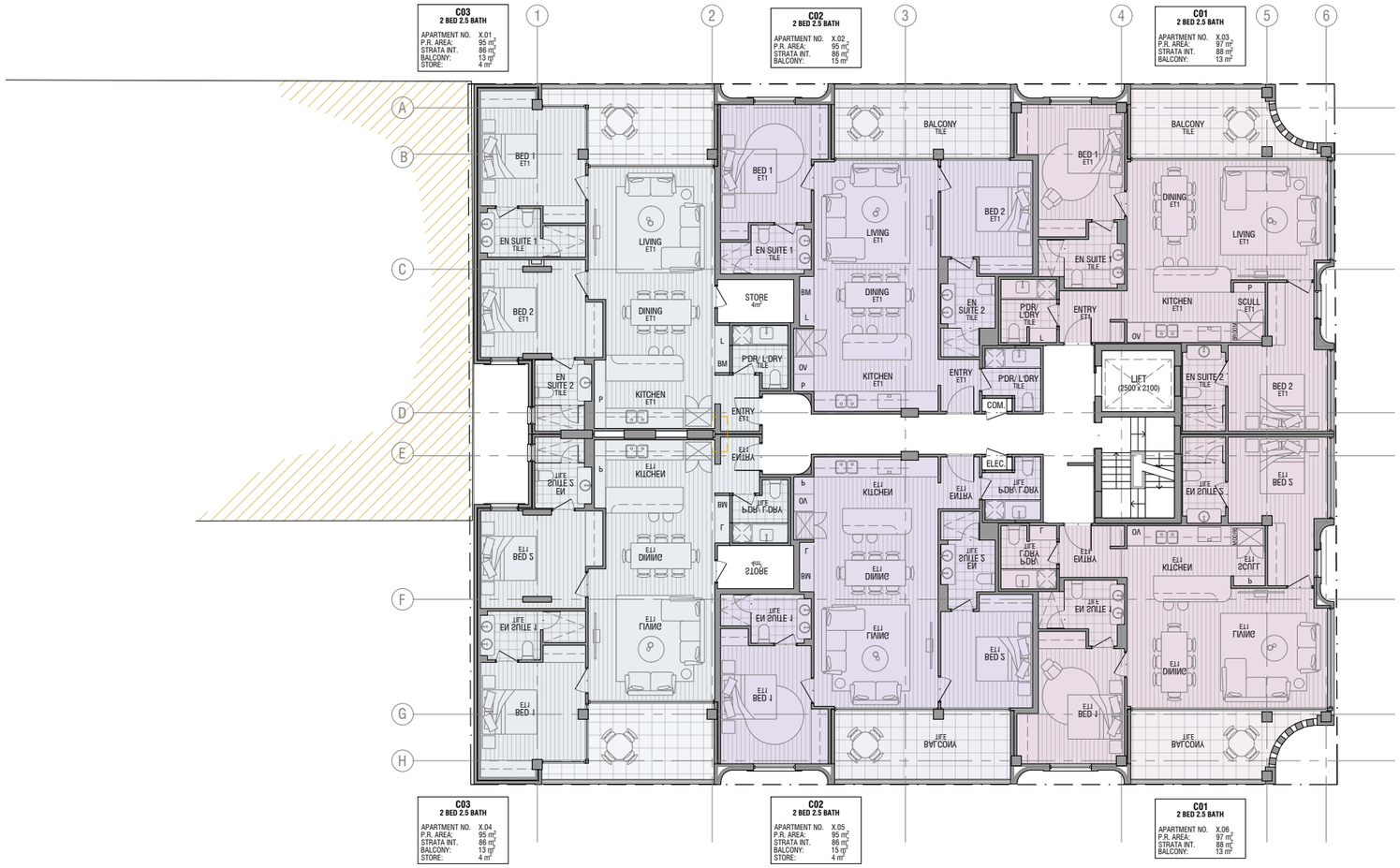

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V24	20-10-25	CONSULTANT ISSUE	
V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: FIRST FLOOR PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
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DWG: A105
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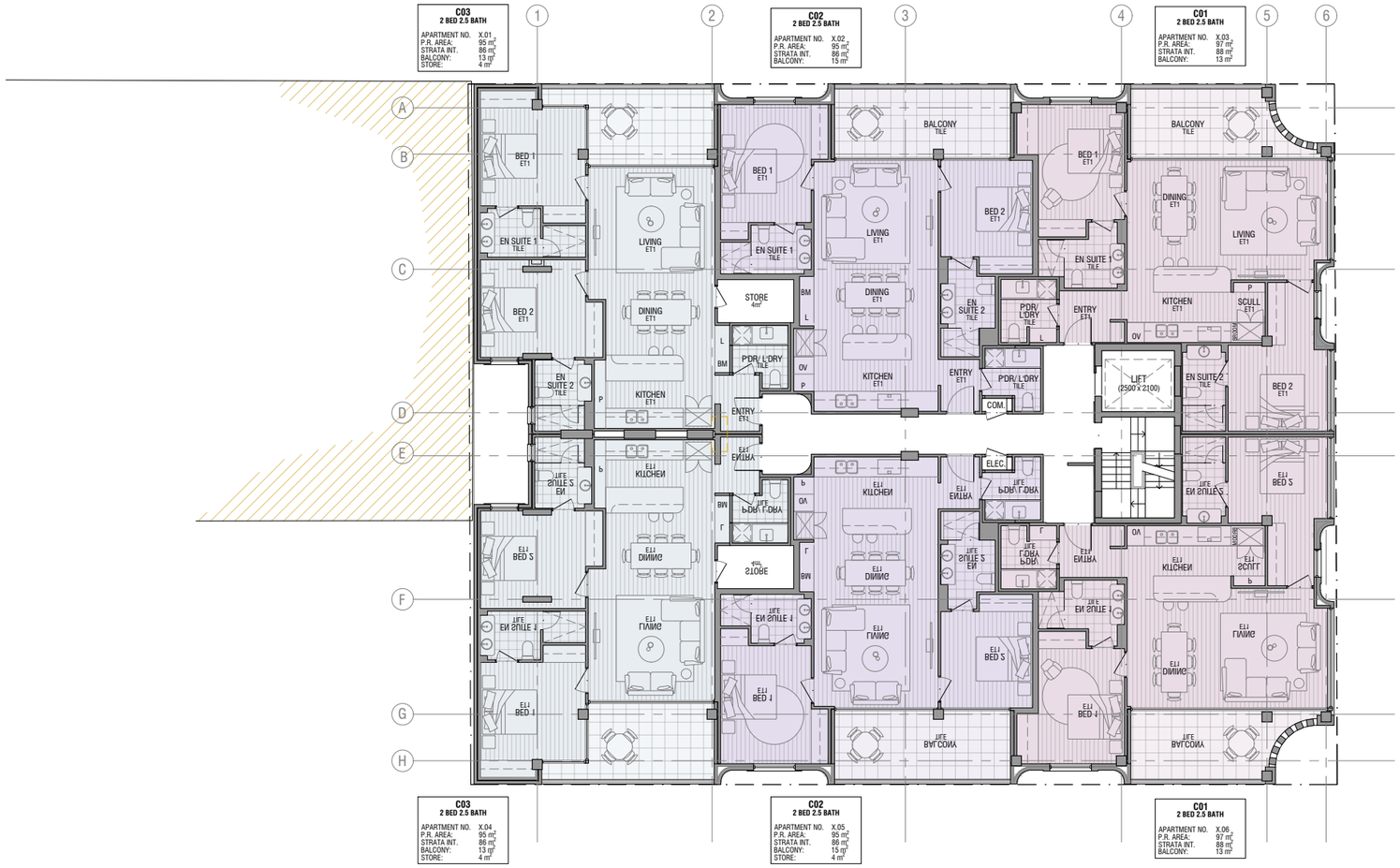

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V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE

CLIENT: WP PTY LTD ATF WP PROPERTY TRUST

ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SECOND FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:100

JOB #: 2219

NORTH

DWG: A106

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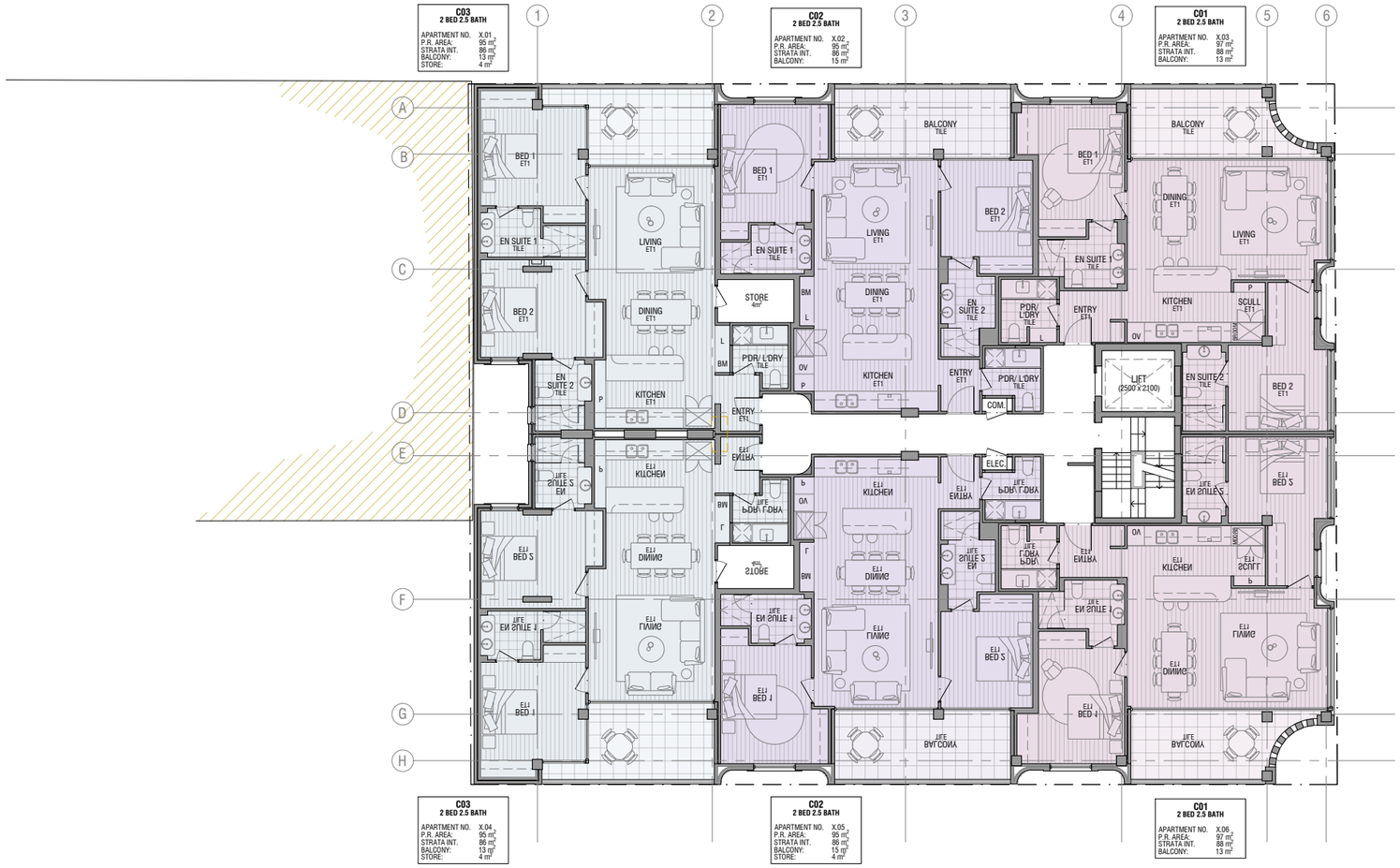

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PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: THIRD FLOOR PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A107
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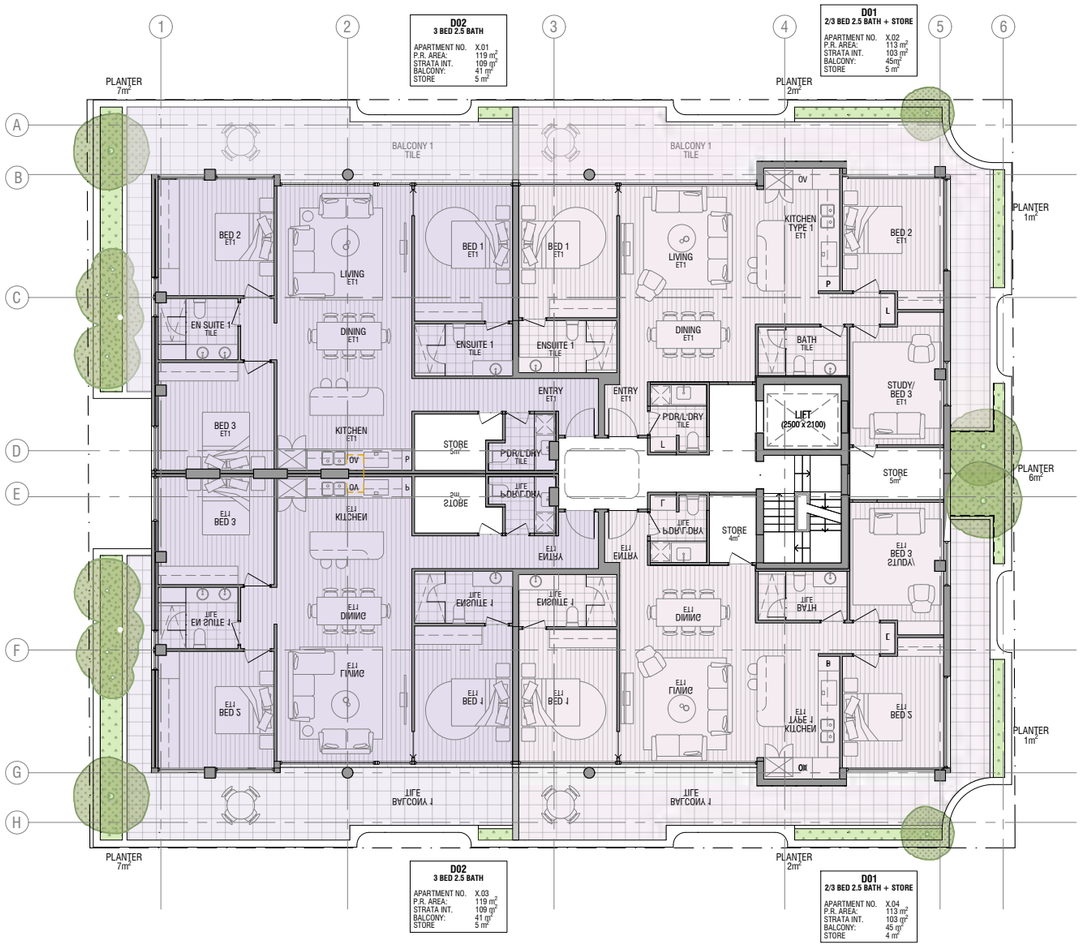

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V22	13-10-25	FORM 2

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PROJECT: LAKE STREET RESIDENCE

CLIENT: WP PTY LTD ATF WP PROPERTY TRUST

ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: FOURTH FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200

JOB #: 2219

NORTH

DWG: A108

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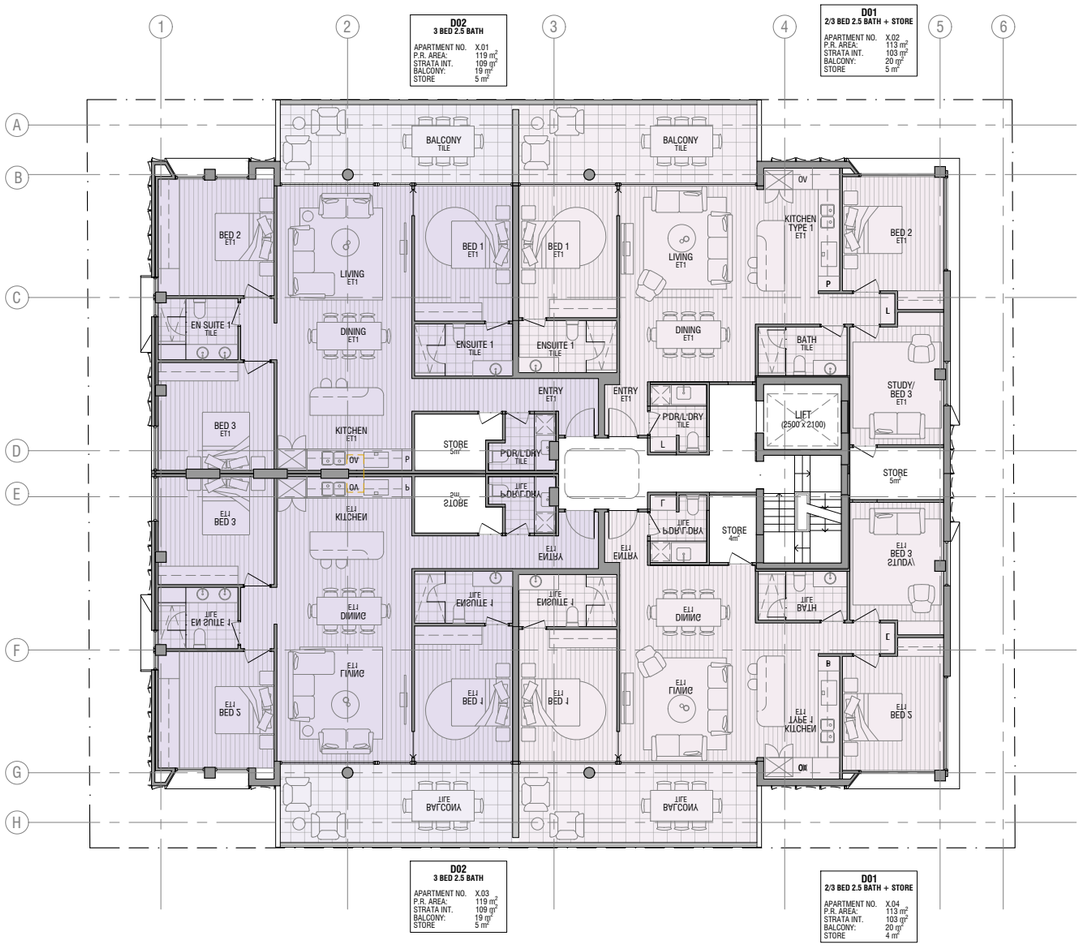

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	V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED		V22	13-10-25	FORM 2

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PROJECT: LAKE STREET RESIDENCE

CLIENT: WP PTY LTD ATF WP PROPERTY TRUST

ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: FIFTH FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200

JOB #: 2219

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DWG: A109

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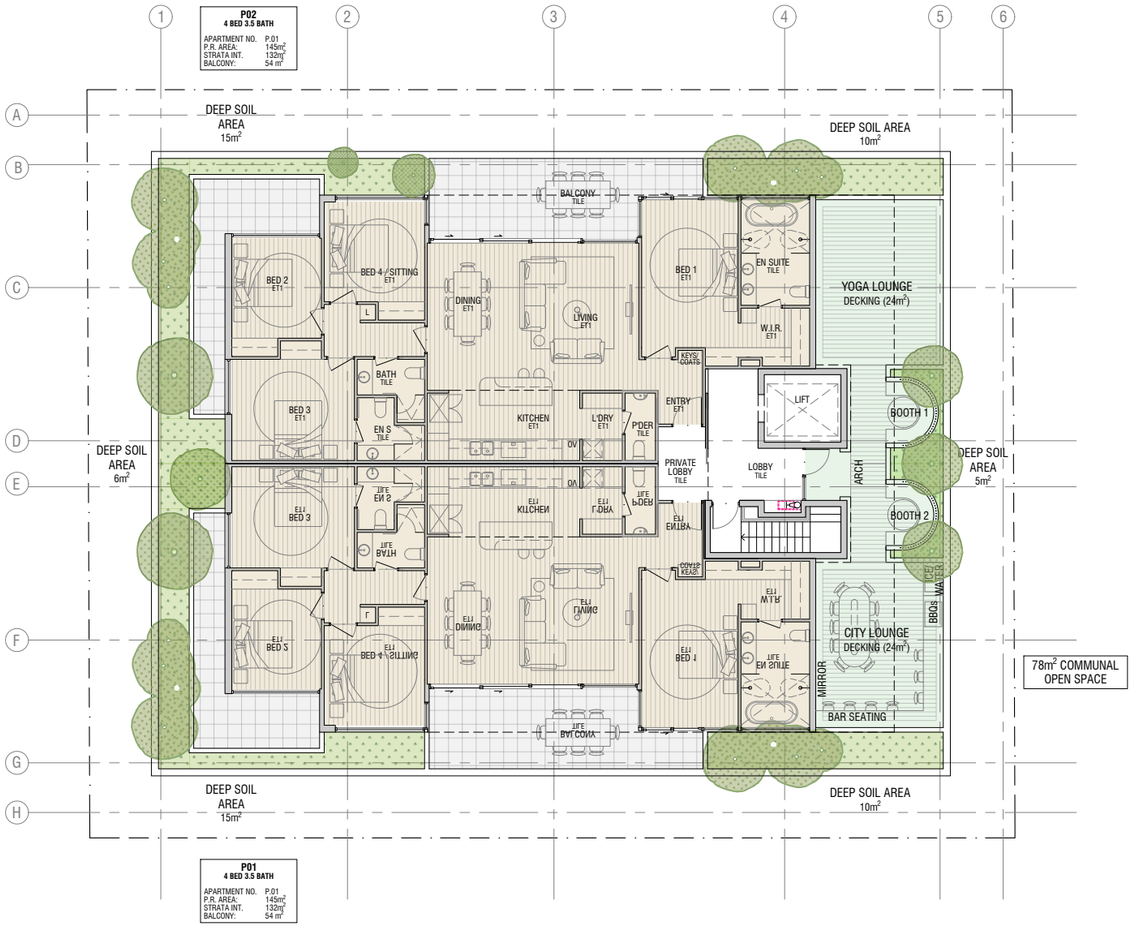

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V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED	V22	13-10-25	FORM 2

KLOPPER & DAVIS ARCHITECTS

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SIXTH FLOOR PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A110
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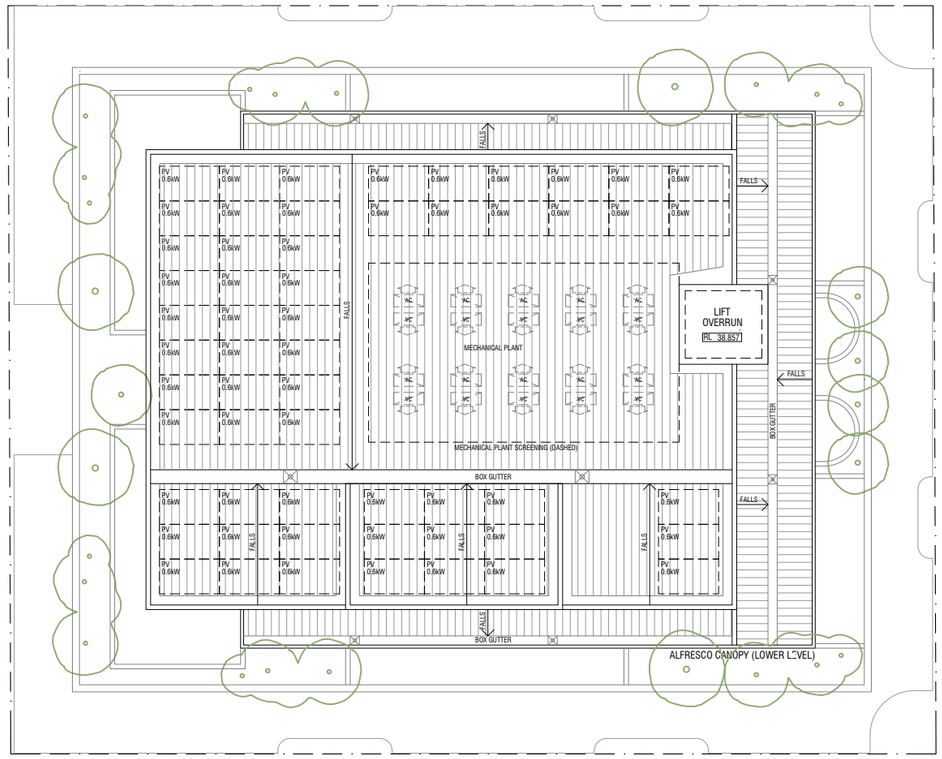

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PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: ROOF PLAN
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A111
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MATERIAL SCHEDULE

AG:	ALUMINIUM FRAMED GLAZING (FEATURE TONE)
CB:	COLORBOND CLADDING (GREEN)
CBR:	COLORBOND ROOFING
HM:	HIT & MISS MASONRY WALL (RED)
FB:	FACE BRICK (RED)
FC:	FIBRE CEMENT CLADDING PAINT FINISH (DARK GREY)
FS:	PERFORATED METAL FEATURE SCREEN (GREEN FINISH)
MC:	METAL CLADDING (GREEN)
SB:	METAL BALUSTRADE (FEATURE TONE)

KLOPPER & DAVIS ARCHITECTS

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V24	20-10-25	CONSULTANT ISSUE	
V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: ELEVATION (NORTH)
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A201
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MATERIAL SCHEDULE

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CBR:	COLORBOND ROOFING
HM:	HIT & MISS MASONRY WALL (RED)
FB:	FACE BRICK (RED)
FC:	FIBRE CEMENT CLADDING PAINT FINISH (DARK GREY)
FS:	PERFORATED METAL FEATURE SCREEN (GREEN FINISH)
MC:	METAL CLADDING (GREEN)
SB:	METAL BALUSTRADE (FEATURE TONE)

KLOPPER & DAVIS ARCHITECTS

ISSUE NUMBER			
V29	24-03-26	DA FORM 2 - VISITOR BAY REVISION	
V28	20-03-26	VISITOR BAY - REVIEW	
V27	17-03-26	VISITOR BAY - REVIEW	
V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED	
V25	21-10-25	DA FORM 2 SUBMISSION	
V24	20-10-25	CONSULTANT ISSUE	
V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: ELEVATION (EAST)
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A202
ISSUE V29

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MATERIAL SCHEDULE

AG:	ALUMINIUM FRAMED GLAZING (FEATURE TONE)
CB:	COLORBOND CLADDING (GREEN)
CBR:	COLORBOND ROOFING
HM:	HIT & MISS MASONRY WALL (RED)
FB:	FACE BRICK (RED)
FC:	FIBRE CEMENT CLADDING PAINT FINISH (DARK GREY)
FS:	PERFORATED METAL FEATURE SCREEN (GREEN FINISH)
MC:	METAL CLADDING (GREEN)
SB:	METAL BALUSTRADE (FEATURE TONE)

KLOPPER & DAVIS ARCHITECTS

ISSUE NUMBER			
V29	24-03-26	DA FORM 2 - VISITOR BAY REVISION	
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V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED	
V25	21-10-25	DA FORM 2 SUBMISSION	
V24	20-10-25	CONSULTANT ISSUE	
V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: ELEVATION (SOUTH)
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A203
ISSUE V29

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CITY OF VINCENT
RECEIVED
25 March 2026

MATERIAL SCHEDULE

AG:	ALUMINUM FRAMED GLAZING (FEATURE TONE)
CB:	COLORBOND CLADDING (GREEN)
CBR:	COLORBOND ROOFING
HM:	HIT & MISS MASONRY WALL (RED)
FB:	FACE BRICK (RED)
FC:	FIBRE CEMENT CLADDING PAINT FINISH (DARK GREY)
FS:	PERFORATED METAL FEATURE SCREEN (GREEN FINISH)
MC:	METAL CLADDING (GREEN)
SB:	METAL BALUSTRADE (FEATURE TONE)

KLOPPER & DAVIS ARCHITECTS

ISSUE NUMBER			
V29	24-03-26	DA FORM 2 - VISITOR BAY REVISION	
V28	20-03-26	VISITOR BAY - REVIEW	
V27	17-03-26	VISITOR BAY - REVIEW	
V26	10-02-26	SOUTH EAST L'SCAPING ALIGNED	
V25	21-10-25	DA FORM 2 SUBMISSION	
V24	20-10-25	CONSULTANT ISSUE	
V23	16-10-25	CONSULTANT ISSUE	
V22	13-10-25	FORM 2	

PROJECT: LAKE STREET RESIDENCE
CLIENT: WP PTY LTD ATF WP PROPERTY TRUST
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: ELEVATION (WEST)
STAGE: DEVELOPMENT APPLICATION - FORM 2

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A204
ISSUE V29

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CITY OF VINCENT

ATTACHMENT 3

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicant Planning Reports

PS ref: 8102
LG Ref: 5.2024.93.1 / 5.2022.375.1
DAP Ref: DAP/23/02415

22 October 2025

City of Vincent
Via Online Lodgement

Attention: Karsen Reynolds, Manager Development & Design

Dear Karsen,

LOTS 3 & 4 (139 & 141) LAKE STREET, PERTH
APPLICATION TO AMENDED DEVELOPMENT APPROVAL
APPROVED MIXED USE DEVELOPMENT

Planning Solutions acts on behalf of Willing Property, the proponent of the approved mixed-use development and for this application to amend the approval on the land identified as Lots 3 & 4 (139 & 141) Lake Street, Perth (**subject site**). We refer to the development approval most recently granted by the City of Vincent (**City**) on 29 May 2024.

Pursuant to Regulation 17 (1)(b) and (c) of the *Planning and Development (Development Assessment Panel) Regulations 2011* (**DAP Regulations**), we make this application for minor amendments to the development which do not substantially change the development approved.

In support of this minor amendment application, please find enclosed:

1. DAP Development Application Form and Checklist, signed by applicant (refer, enclosed).
2. Letter of Consent, signed by the landowner (refer, enclosed).
3. A copy of the most recent determination notice and approved plans (refer **Attachment 1**).
4. DRP Minutes (refer **Attachment 2**).
5. The Certificates of Title and Deposited Plan applicable to the subject site (refer **Attachment 3**).
6. Development plans and report depicting the proposed amendments (refer **Attachment 4**).
7. R.Codes Assessment (refer **Attachment 5**).
8. Revised Landscape Report (refer **Attachment 6**).
9. Revised Transport Impact Statement (refer **Attachment 7**).
10. Revised Sustainability Strategy (refer **Attachment 8**).
11. Revised Waste Management Plan (refer **Attachment 9**).
12. Revised Environmental Nosie Assessment (refer **Attachment 10**).

We respectfully request the City issue an invoice for the prescribed application fee, in accordance with the City and DAP Schedule of Fees and Charges.

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ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

This application seeks approval for minor amendments to the development plans only, comprising the reconfiguration and increase in dwellings, reconfiguration of parking, commercial, and common areas, additional landscaping, and refinement of the façade.

The amendments have been made in response to detailed design and do not substantially alter the development approved. The development continues to respond to the prominent corner lot and adjacent public open space, and continues to provide contemporary, sustainable, and liveable residences and commercial spaces.

In regard to the above, we respectfully request that the DAP consider the application on its merits, and approve the proposed amendments.

BACKGROUND

Previous Development Approvals

At its meeting 8 August 2023, the then Metro Inner-North Joint Development Assessment Panel (**JDAP**) resolved to grant development approval for a mixed use development on the subject site. Specifically, the development comprised 21 multiple dwellings, one commercial tenancy, as well as associated parking, access, amenities, and landscaping.

Minor amendments to the approved development were approved by the City 30 May 2024.

A separate application for a temporary fence to the boundary of the site was approved by the City 18 July 2025.

Refer **Attachment 1**, previous development approval.

Engagement with the City

Representatives from the project's architect and Planning Solutions have liaised with officers of the City to discuss the proposed amendments.

The City advised that the amendments can be considered via an amendment to the development approval.

This application has been made accordingly.

Design Review Panel

The amended drawings were reviewed by the City of Vincent's Design Review Panel (**DRP**) on 20 August 2025. The DRP provided their full support for the amendments, with the application enjoying 10 green principles.

Refer **Attachment 2**, DRP minutes.

SITE DETAILS

Legal Description

The subject site continues to comprise two freehold lots, identified as Lots 3 and 4 (139 and 141) Lake Street, Perth.

Refer **Table 1**, cadastral summary.

Table 1 – Cadastral Summary.

Lot	Deposited Plan	Volume	Folio	Landowner	Area (m^2)
3	36	1749	665	WP PTY LTD	364
4		1940	570		369
Total Site Area:					**733**

The site will be amalgamated prior to occupation.

Refer **Appendix 3**, Certificates of Title.

Context

The subject site is located within the municipality of the City of Vincent, within the northern portion of the suburb of Perth. The subject site is immediately bounded by Stuart Street Reserve to the north, Lake Street to the east, Church Street to the south, and a two storey commercial building to the west.

There have been no significant changes to the surrounding context since approval, with the site continuing to be surrounded by a mixture of remnant commercial/light industrial development and residential development.

The subject site remains cleared and vacant. The site slopes from a high of 14.3 AHD on the south western corner to a low of 13.5 AHD on the north eastern corner.

PROPOSAL

The application seeks approval for minor amendments to the development plans, comprising the reconfiguration and increase in dwellings, reconfiguration of parking, commercial, and common areas, additional landscaping, and refinement of the façade. No amendments to the approved uses are proposed.

Broadly, the amendments comprise:

- Removal of the Lake Street crossover and consolidating all internal parking on the ground floor. The development now proposes 32 internal vehicle bays (in stacker configuration) and 16 internal bicycle bays. Improvements to the location of services and stores, following detailed design.
- Subsequent reconfiguration of the ground and upper floors, with an increase in the café tenancy NLA to 88m^2 (+48m^2), refinement to the lobby and street interface, and modifications and increase in the number of dwellings to 29. Minor improvements to the roof top communal area.
- Retention of the overall bulk and scale, with refinement to setbacks, as well as materiality and tone. Overall, the maximum height has been marginally increased to 24.69m (+1.89m) and plot ratio increased to 4.07 (+0.23). The amendments do not result in any overshadow or privacy impact.
- Improvement to the landscape design, with a concentration of landscaping to the fourth and sixth floors. The development maintains all strong sustainability attributes, with 72% of all dwellings achieving solar access and 79% achieving cross ventilation.

Refer **Table 2** below for a summary of the revised development particulars.

Table 3 – Development summary

Level		Summary of Residences	Summary of other particulars
1	Basement Level		• Car stacker pits. • Pumps and tanks. • Lift services and stairs.
2	Ground (First storey)	• One x 1-bed dwelling, comprising a site area of 66m^2.	• Pedestrian access from Lake Street and Reserve. • Common area containing residential lobby and mail room, stair, and lift access. • Cafe tenancy and storeroom, comprising an area of 88m^2. • Resident workstation. • Internal carpark, accessed from a crossover to Church Street,

Level		Summary of Residences	Summary of other particulars
			containing 32 car bays (in stacker configuration), 16 bicycle bays, and 15 residential storerooms. • Booster and services. • Combined bin store. • 17m^2 deep soil zones. • Amended Lake Street verge, comprising six visitor bicycle bays, alfresco dining, six vehicle bays.
3	First – third floor (Second – fourth storey)	• Six x 2-bed apartments (comprising a site area of between 95m^2 and 97m^2). Two dwellings have an internal store.	• Residential lobby, including stairs and lift. • On-structure planting.
5	Fourth Floor (Fifth storey)	• Four x 3-bed apartments (comprising a site area of between 113m^2 and 119m^2. All dwellings have an internal store.	• Residential lobby, including stairs and lift. • On-structure planting.
6	Fifth Floor (Sixth storey)	• Four x 3-bed apartments (comprising a site area of between 113m^2 and 120m2. All dwellings have an internal store.	• Residential lobby, including stairs and lift.
7	Sixth Floor (Seventh storey)	• Two x 4-bed apartments (comprising a site area of 145m^2).	• Residential lobby, including stairs and lift. • On-structure planting. • 82m^2 amenities deck, comprising a setting, planting, and BBQ's.
8	Roof		• Lift overrun. • Solar PV cells.

As a result of the aforementioned modifications, it is requested that the following conditions be amended to reflect the revised development plans:

- Condition 1.3, which notes the number of multiple dwellings. As a result of the proposed amendments, the number of dwellings is proposed to increase to 29.
- Condition 1.4, which notes the number of persons permitted in the Restaurant/Café. As a result of the proposed amendments, the number of persons is proposed to increase to 20 people.
- Condition 4, relating to landscaping provision.
- Condition 5.1, 5.3, and 6 which specifies parking allocation. Refer assessment below.
- Condition 7.1, requiring an amended acoustic report. Refer assessment below and revised Environmental Noise Assessment.
- Condition 11.1, which requires amended plans providing a truncation. As this has now been provided, the condition warrants deletion. Refer revised Transport Impact Statement.
- Condition 14, requiring an amended waste report. Refer assessment below and revised Waste Management Plan .

Refer **Attachment 4,** revised development plans/report and **Attachment 6**, revised landscaping plans. The application is also supported by the following revised technical reporting:

- Transport Impact Statement (refer **Attachment 7**).

- Sustainability Strategy (refer **Attachment 8**).
- Waste Management Plan (refer **Attachment 9**).
- Environmental Nosie Assessment (refer **Attachment 10**).

TOWN PLANNING CONSIDERATIONS

Metropolitan Region Scheme

The subject site remains zoned 'Urban' under the provisions of the Metropolitan Region Scheme (**MRS**). The proposal remains consistent with the provisions of the MRS and warrants approval accordingly.

City of Vincent Local Planning Scheme No. 2

The subject site is subject to the provisions of the City's *Local Planning Scheme No. 2* (**LPS2**). Pursuant to LPS2, the subject site remains zoned 'Mixed Use', with an applicable density code of R80.

This application seeks approval for minor modifications to the approved plans only, with no changes to the approved uses proposed.

The development remains compliant with the City's local planning framework, with the proposed amendments not substantially changing the development outcome or proposing deviations from development requirements under LPS2.

State Planning Policy 7.3: Residential Design Codes Volume 2 and Local Planning Policy 7.1.1 – Built Form

*State Planning Policy 7.3: R-Codes Volume 2 Apartments (**R-Codes**)* provides the provisions relating to the development of multiple dwellings. The City's *Local Planning Policy 7.1.1 – Built Form* (**LPP7.1.1**) augment specific provisions of the R-Codes.

Pursuant to LPP7.1.1, the subject site remains within the Residential Built Form character area.

With the exception of parking, an assessment of the proposed amendments against the relevant provisions of the R.Codes and LPP7.1.1 is provided in **Attachment 5**. An assessment against the relevant parking provisions is provided below.

Local Planning Policy 7.5.13 – Non-Residential Parking Requirement

Local Planning Policy 7.5.13 – Non-Residential Parking Requirements provides provisions relating to the provision of parking for non-residential uses in the City. A comprehensive parking assessment that considers both non-residential parking requirements and residential parking requirements under the R.Codes is provided below.

Condition 5.1 of the development approval requires provision of 21 residential car parking bays, three visitor car parking bays, and one reciprocal non-residential/visitor parking bay. Condition 5.3 requires the provision of 13 bicycle bays within the development and a minimum of four along the street frontage.

The amended development proposes an additional eight dwellings and increase in the commercial NLA. The development plans have also been amended to consolidate the parking on the ground floor. Accordingly, the development now proposes the following parking/bicycle bays:

- 16 bicycle bays within a dedicated store on the northern boundary (an increase in seven from the approved development). The approved End of Trip facility is maintained, adjacent to the café.
- Six visitor bicycle bays, along the Lake Street verge.
- 32 resident vehicle bays (in a stacker configuration), within the internal parking area.

In addition, the approved accessible bay on Lake Street has been maintained, with an additional five visitor bays proposed as a result of the removal of the Lake Street crossover. Overall, the development now proposed 36 bays, an increase in 11 bays.

As a result of the above amendments, it is requested Conditions 5.1 and 5.3 be amended accordingly.

Refer **Table 3**, updated parking assessment.

Table 3 – Parking assessment

Land Use	Parking Rate (min)	Determinant	Required Bays		Proposed Bays	Shortfall/ Surplus
Studio/1 bed -	0.75 bays per dwelling.	1 dwelling.	0.75 (1)	29	32	**3 bay surplus.**
2+ bed -	1 bay per dwelling.	28 dwellings.	28			
Residential Visitor -	1 bay per 4 dwellings up to 12 dwellings, 1 bay per eight dwellings for the 13th dwelling and above.	129 dwellings.	6		6 bays on Lake Street (comprising one accessible and five standard bays)	**4 bay shortfall.**
Restaurant/Café -	0.2 spaces per person.	20 people.	4			

As demonstrated in **Table 3** above, the development continues to provide sufficient residential bays with a three-bay surplus. As per the previous approval, a variation to the visitor/commercial bays is proposed.

The proposed variation is considered acceptable for the following reasons:

- Following development approval, the City progressed with formalising a new planning framework for the locality. The draft William Street Framework (**framework**) provides new development standards that inform the future desired character of the area. Whilst the subject site sits outside the boundary (the opposite side of Lake Street), the City advised that the framework is seriously entertained and its provisions considered in the amended application. Clause 1.1.2 of the framework states that the minimum commercial parking rate is zero. Accordingly, the commercial bays have been removed.

- The development also proposes the removal of all internal visitor bays, following the refinement of the design of the internal parking areas. The amended application proposes the removal of the Lake Street crossover and first floor parking area (and corresponding ramp, which required access at the edge of the site). Whilst a fair superior outcome for the buildings relationship to the street and for the transfer of plot ratio area to additional dwellings, it results in less space for parking. To accommodate this, the development now proposes stacker bays. Whilst this provides sufficient parking to accommodate all residential dwellings (including additional dwellings proposed), stacker bays cannot be used by visitors.

- Notwithstanding the above, additional bays along the street are proposed (with additional space available following the removal of the Lake Street crossover). The proposed six bays (including an accessible bay) meet the required bays under the R.Codes, unlike the variation approved by the previous approval.

- As demonstrated in the previous application, the subject site is within proximity to excellent public transport, walking, and cycling paths, reducing the dependence on vehicle access (for both visitors and commercial tenancies). The development also provides a surplus of bicycle bays.

- Further, the previous application comprised a parking survey of the locality, which demonstrated 302 on street and 310 off street bays in proximity. The Parking Management Plan observed low occupancy rates of these bays, demonstrating sufficient capacity for the development.

Ultimately, it is considered that the amended application has balanced the parking needs of the development with the overall built form and housing density outcomes. A larger ground floor parking area will remove space for services, the residential lobby, and the café tenancy – a poorer outcome for the street. The retention of the first floor parking area would have reduced the dwelling yield, which has now been maximised to increase the supply of housing (which during the current housing shortage, is required).

The emerging planning framework has removed the minimum commercial bay requirement, with the use of on street parking bays for visitors demonstrated to be satisfactory noting the low occupancy rates of the existing parking supply and proximity to excellent public transport, walking, and cycling paths.

Other Local Planning Policies

The proposed amendments have considered and remain complaint with the following policies:

- *Local Planning Policy 7.5.13 – Percent for Public Art*. Public art will be provided in accordance with Condition 12 of the approval.
- *Local Planning Policy 7.5.21 – Sound attenuation*. Refer revised Environmental Noise Assessment. In accordance with Condition 7, a final Environmental Noise Assessment (building permit stage) will be submitted prior to the issue of a building permit.
- *Technical Services Policy 2.2.6 – Truncations*. In accordance with Condition 11.1, the development plans were amended to ensure a 1m x 1m truncation to the vehicle crossover.
- *Technical Services Policy 2.2.11 – Waste Management*. The Waste Management Plan was amended in accordance with Condition 14.

CONCLUSION

The application seeks approval for minor amendments to the development plans only, comprising the reconfiguration and increase in dwellings, reconfiguration of parking, commercial, and common areas, additional landscaping, and refinement of the façade. No amendments to the approved uses are proposed.

These modifications cause no fundamental changes to the design and do not result in any non-compliances with the planning framework.

We therefore respectfully request that the DAP consider the application on its merits and approve the 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,

251022 8102 Application to Amend Development Approval.docx

PS ref: 8102
City ref: 5.2025.453.1

23 February 2026

City of Vincent
PO Box 82
Leederville WA 6902

Attention: Callum Radecki, Acting Senior Urban Planner

Dear Callum,

LOTS 3 (139) AND 4 (141) LAKE STREET, PERTH
APPLICATION TO AMEND DEVELOPMENT APPROVAL
RESPONSE TO REQUEST FOR FURTHER INFORMATION AND PUBLIC SUBMISSIONS

Planning Solutions acts on behalf of Willing Property, the proponent of the approved mixed use development, and for an application to amend the previous development approval at Lots 3 & 4 (139 & 141) Lake Street, Perth (**subject site**). An Application to Amend the Development Approval was lodged with the City of Vincent (**City**) on 22 October 2025.

We refer to the Request for Further Information (**RFI**) and the summary of public submissions received from the City in respect to the application. In response to the matters raised, and feedback received during ongoing discussions with City officers, we are pleased to provide the following additional information in support of the development application:

1. Written response to the City's comments (refer submission below).
2. Parking Survey (refer **Attachment 1**).
3. Amended development plans (refer **Attachment 2**).
4. Revised Environmental Noise Assessment (refer **Attachment 3**).
5. Response to public submissions (refer **Attachment 4**).

RESPONSE TO REQUEST FOR FURTHER INFORMATION

A written response to the matters raised by the City in their letter dated 22 December 2025 is provided below.

Parking

The amended application proposes 32 vehicle bays for residential use in stacker configuration. All internal commercial and visitor parking is proposed to be removed. In its RFI, the City has sought further justification on the proposed nil internal commercial and visitor bay provision.

In the first instance, we note that during pre-lodgement engagement, the City confirmed that they would have regard to the provisions of the *William Street Framework,* which includes the properties on the opposite side of Lake Street. Specifically, officers referenced the nil non-residential parking rate under that Framework.

During the post-lodgement meeting with City officers 12 January 2026, it was advised that this rate would be applied, and no commercial bays would be required.

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Planning Solutions (Aust) Pty Ltd

In respect to visitor parking, the development was approved with a shortfall of two visitor bays, which the amended application increases to three due to the increase in eight dwellings proposed.

The removal of all internal visitor bays follows the refinement of the design of the internal parking areas. The amended application proposes the removal of the Lake Street crossover and first floor parking area (and corresponding ramp, which required access bounding the neighbour). Removal of the Lake Street crossover is clearly a far superior outcome for the streetscape, and the use of stackers allows for more dwellings without increasing plot ratio. We trust the City will agree that scarce urban land is better utilised for housing than for storing vehicles that aren't being used. To achieve this, the development proposes stacker bays. Whilst this provides sufficient parking to accommodate all residential dwellings (including additional dwellings proposed), stacker bays cannot be used by visitors.

As a result, visitor parking is proposed to be situated publicly off site.

Parking surveys of the surrounding locality undertaken in 2018 and 2023 demonstrated sufficient on-street parking bays in the locality, contradicting anecdotal claims of parking problems in the area. At the request of the City, additional surveys were undertaken in February 2026.

Refer **Attachment 1**, parking survey.

The survey was undertaken using an identical methodology, which represents the worst-case scenario during weekday and weekend peak periods.

As demonstrated within the survey technical note, the average parking bay availability for all periods was 52 bays, being a **utilisation rate of only 78%.** This is <u>significantly less than the three bay shortfall</u>, demonstrating that the surrounding on street bays can <u>readily accommodate visitor parking</u>.

In addition to the above, the survey observed that as a result of no line marking, vehicles are inefficiently parked with greater space between cars then needed. Accordingly, in support of the development, it is proposed to line mark the western side of Lake Street between Church Street and Stuart Street to increase the efficiency of parking and in turn provide additional space for vehicles to park.

This is further strengthened by the removal of the approved Lake Street crossover, providing one additional space for on-street parking abutting the subject site.

Ultimately, it is considered that the amended application balances the parking needs of the development with the overall built form and housing density outcomes. A larger ground floor parking area to accommodate internal visitor bays would be at the expense of space for services, the residential lobby, and the café tenancy – a poorer outcome for the street and the community. The retention of the first-floor parking area would have reduced the dwelling yield, which has now been optimised to ensure the development is viable, and increase the supply of housing (which during the current housing shortage, is required).

This method also aligns with the City's draft *Local Planning Strategy* (**strategy**) which calls for:

- *Housing Growth* to meet the needs of the growing population in areas with strong land use and transport connectivity.
    - Clause 3.2.3.1 identifies a need to increase the extent of residential land which is accommodated by the increase in dwellings in the amended application due to a more refined and efficient use of plot ratio area. Clause 4 identifies a 30.005 dwelling shortfall under the zoning potential.
    - The removal of the Lake Street crossover and Church Street ramp also provides a superior built form response, in accordance with Clause 3.2.3.3 and 3.2.3.4.

- *Mode Shift* to increase opportunities for diversification of travel methos and encourage model shifts.
    - Clause 3.5.3.1 seeks to encourage urban consolidation within walkable distances of public transport. The approved development is within walking distance of high frequency transit, as well as excellent walking and cycling routes.
    - Clause 3.5.3.3 identifies the need to review parking standards to move towards open or maximum parking where is can be demonstrated to meet the needs of existing and future residents and to reduce car dependency. The updated survey confirms that there is sufficient on street parking in the vicinity of the site which can comfortably accommodate visitor parking.

In considering the above, the proposed parking arrangement aligns with the City's draft strategy and *William Street Framework* and is demonstrated to have no adverse impacts to the street pursuant to the updated survey. Conversely, noting the superior outcome to the streetscape with the removal of the Lake Street crossover and Church Street ramp and **increase in residential dwellings** with no consequence to height or plot ratio area, the proposed parking provision is considered acceptable and warrants support accordingly.

End of Trip Facility

The amended development application maintains the approved End of Trip facility (**EoT**), relocating it to be within the café tenancy.

The development plans have been amended to note that the space is also an EoT.

In addition, the development plans have been amended to remove the gate from apartment 101 courtyard. Refer **Attachment 2**.

Landscaping

The City's engineers have requested confirmation on the distance of the *Melaleuca Quinquinervia* tree on the southwestern corner of the site and the building. We note that the lodged development plans had omitted this tree which has now been updated. Refer **Attachment 2**.

We confirm that the tree is 1.3m from the building line. Advice from the project's landscape architect confirms the tree species and this distance is appropriate for the following reasons:

- The tree is planted in seep soil, allowing strong root development and long-term viability.
- The species is well known for its adaptability to urban conditions, including constrained lateral root zones and performs well next to built form.
- Whilst 1.3m is a modest setback, this species has an upright canopy structure and be lightly pruned if necessary. The canopy will sit above vehicle sight lines.
- Importantly, its placement contributes to pedestrian amenity and shade without impeding movement or visibility.

Car Stacker

The City's engineers have also requested confirmation on the swept path conflicts and acoustic considerations pertaining to the car stackers. We confirm:

- The swept paths accounted for the full width of the '*Phoenix DP-1+2 2.7 car stacker*', with no conflict confirmed. Clearance of 1.5m is required at the end of the drive aisle. This is provided.
- The Environmental Noise Assessment has been updated to include noise generated from the stacker. No additional noise mitigation is required. Pease refer **Attachment 3.**

RESPONSE TO PUBLIC SUBMISSIONS

During the period of public advertising, we understand that the City received 33 submissions: four in support, two neither support/objection, and 27 objections.

A response to the matters raised is provided in **Attachment 4**.

CONCLUSION

We trust the information provided above, and enclosed, addresses the City's request for further information, as well as the comments received during public advertising. The revised parking survey and minor amendments to the development plans and Environmental Noise Assessment are in line with the feedback provided and is considered to refine the proposal further.

Accordingly, we respectfully request the City's officers continue their assessment of the proposed development.

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

Yours faithfully,

260223 8102 Response to RFI and public submissions.docx

PS ref: 8102
City ref: 5.2025.453.1

24 March 2026

City of Vincent
PO Box 82
Leederville WA 6902

Attention: Jay Naidoo – Executive Director Strategy and Development

Dear Jay,

LOTS 3 (139) AND 4 (141) LAKE STREET, PERTH
APPLICATION TO AMEND DEVELOPMENT APPROVAL
FURTHER SUBMISSION IN SUPPORT OF AMENDED PLANS

Further to discussions in relation to the application to amend the approved development on the above property, please find enclosed amended plans addressing matters discussed in the meeting of 11 March 2026 and subsequent communications.

The amended plans depict the inclusion of a visitor parking bay on the subject site, parallel to Church Street, and related minor modifications to landscaping and internal configuration. The amended plans are supplemented by updated technical reports.

Specifically, the amended plans respond to the City's stated preference for the development to accommodate some parking for residential visitors on the premises. With regard to this, and in support of the proposed visitor parking provision, we submit the following important factors must be taken into account:

Site context

The subject site is located within the Perth urban frame, just 1.3km north from the heart of the CBD. Situated In the 6000 postcode area, the subject site is within an inner city neighbourhood.

The locality comprises a diverse range of uses and activities, including historic commercial and industrial land, varying density of residential development, and a range of civic and cultural uses and activities. The site is serviced by excellent transport infrastructure, being located within walking distance of Perth Train Station, CAT routes, and high frequency bus services, and also an abundance of walk and cycle paths. Specifically, the subject site is situated approximately:

- 750m north of the Perth Railway Station and Busport, providing direct access to the Airport, Fremantle, UWA/QEII, Subiaco, Maylands, Joondalup, Stirling, Murdoch, Mandurah, Victoria Park, Curtin, and several other key activity centres and destinations throughout the metropolitan region.
- 250m north of the Northbridge entertainment district.
- 260m southeast of Robertson Park, providing passive and active green space.
- 270m west of the cafes, restaurants, bars, and shops along the William Street corridor.
- 600m south of Hyde Park, the inner north's scenic green oasis.
- 750m northeast of the shows and entertainment provided by RAC Arena.

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- 900m north of Forest Place/Murray Street mall, Perth's central retail and civic heart.
- 1.2km north of St Georges Terrace, the commercial centre of the CBD.
- 1.5km north of the ferries and riverine walks of Elizabeth Quay and the Swan River.
- 1.9km northeast of the bushland and gardens of Kings Park.

The subject site enjoys ease of access via public transport from every part of the metropolitan area, as well as access to every cultural, commercial, and civic use and activity of the city. This is supported by the site achieving a walk score of 88 and transport score of 97, thus demonstrating its suitability for supporting high density development and reduced onsite visitor parking. This location is highly urbanised, and visitors will typically have no expectation of parking onsite at their destination.

Existing on-street and public parking

Parking surveys have been carried out in 2018, 2023, and 2026. As a result, there is a substantial amount of data over an extended period, demonstrating that at all times there is parking available in the area.

- The 2018 survey undertaken by the City identified that 60% of bays along Stuart Street, and 20% of bays along Lake Street, were unoccupied.
- The 2023 survey undertaken by the applicant identified that at the absolute peak weekend period, 29% of on-street bays in the area were unoccupied (67 bays), and the weekday peak saw 23% of bays unoccupied (59 bays).
- The 2026 survey identified that at the absolute peak weekend period, 19% of on-street bays in the area were unoccupied (45 bays), and the weekday peak saw 17% of bays unoccupied (39 bays).

The surveys demonstrate that even at peak periods there is ample on-street parking in the locality to cater for the demand generated by the surrounding land uses. As discussed further below, it would be contrary to the City's strategic objectives to reduce reliance on private vehicles, to demand the over-provision of parking exceeding the actual demand measured over many years.

In addition to the ample, free, and time-limited on-street parking in the area, the subject site is also within 250m of the Aberdeen Street car park (84 bays), 500m of the State Library car park (608 bays), 550m of the James Street car park (54 bays), and 550m of the City of Vincent's Fitzgerald Street car park (136 bays). There is also a Wilson Parking car park in close proximity (200m away, estimated ~400 bays).

As such, the empirical data demonstrates that there is ample public parking in the area, and this was the basis of the 2018 application being approved without any onsite visitor parking. The circumstances of that approval remain applicable today, and we submit that visitors to the apartments would not typically expect to park onsite in an inner city location such as this. Notwithstanding, the plans have been amended to provide 1 onsite visitor bay, which is expected to be sufficient to cater for the typical demand and ought to be supported.

Historical precedent

- The site has previously (2018 & 2021) received approval for development of a similar scale and intensity (25 apartments), which did not provide any onsite parking for residential visitors. In supporting the application, the RAR and DAP assessment determined that the site is well serviced by public transport, on-street parking, and facilities within walking distance. The proposed visitor parking shortfall is less than the previously approved shortfall.
- The City has also previously supported (and DAP approved) a development at 248-252 Newcastle Street (less than 120m from the subject site), comprising 25 apartments, which also did not provide any onsite parking for residential visitors. In supporting the application, the officer RAR noted that there is on-street and public parking in close proximity, and also that the properties on the southern

side of Newcastle Street does not require any onsite visitor parking under the City of Perth framework.

- The original approval was granted without any requirement for cash-in-lieu for the shortfall commercial parking, on the basis of the assessment concluding that there was sufficient public parking to accommodate the anticipated demand. As discussed in the meeting, should the City conclude that the cumulative demand for visitor and commercial parking associated with this amended proposal warrants the payment of cash-in-lieu for the assessed shortfall of commercial bays (being 4 bays), this can be achieved by imposing suitable conditions on the development approval. The applicant has also confirmed willingness to line mark bays along Lake Street for more efficient use of the existing on-street parking area.

Strategic objectives

The City of Vincent has long espoused an intention to apply an 'expectation management' approach to car parking, rather than the traditional 'demand satisfaction' approach followed by typical suburban local governments. The City's progressive approach began with the 2010 Car Parking Strategy, which outlined a commitment to more effectively utilise existing parking, rather than continually expand parking provision, and was accompanied by the introduction of paid parking in high demand areas. This strategy was, predictably, met with some public resistance at the time, as Perth drivers had become accustomed to abundant, 'free' parking at all destinations. In implementing the 2010 Car Parking Strategy, the City of Vincent recognised that free and plentiful parking created induced demand, encouraged more vehicle trips, and forced land uses to spread out and make neighbourhoods less walkable.

This progressive approach has continued in the City's strategic instruments, including the draft Local Planning Strategy which has been endorsed by Council and is expected to commence advertising in the near future. With regard to parking, the draft LPS recommends:

> ***Congestion and Parking Management***
>
> *To reduce the negative impacts of private vehicle use to provide safer and more efficient movement throughout Vincent and ensure the vitality of Activity Centres.*
>
> ***Action**: Review parking standards to move towards open or maximum parking provision for new development where it can be shown to meet the needs of existing and future residents.*

This is also supported in the Accessible City Strategy, which recommends that the City should:

> *Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within Vincent which don't require the number of car parking bays currently mandated by the R-Codes, particularly along transit corridors and within transit nodes to support transport uptake.*

In addition to the City-wide objectives of the LPS, Council also recently adopted the *William Street Framework*, which includes the properties on the opposite side of Lake Street. The Framework is the City's most contemporary statement on parking and removes minimum non-residential parking requirements.

This is relevant because it demonstrates the City's planning direction for this precinct:

- reduced reliance on off-street parking,
- greater use of public transport, walking and cycling,
- more flexible, demand-based commercial parking standards.

Given the subject site is adjacent to the Framework precinct boundary, it shares the same urban context, transport catchment, and walkability that underpin the framework's settings. While the Framework does not formally apply, it is reasonable to view it as evidence of the City's current strategic intent for the locality regarding parking.

Clearly, the City has maintained a longstanding view that parking demand needs to be managed, and that utilisation of on-street parking needs to be optimised in inner-city locations. As detailed above, the subject site is ideally located for visitors to travel to the site by walking, cycling, and public transport, and for those who opt to drive to utilise the ample public parking in the locality.

This application presents an opportunity for the City to implement the values espoused for more than 15 years, from the Car Parking Strategy to the current draft Local Planning Strategy and William Street Framework.

On-site parking provision

As previously discussed, the subject site is affected by a high water table, with the result that all parking must be at grade (or above).

The current design achieves the optimal resident parking provision, by accommodating all resident parking in vehicle stackers. The amended application removes the previously-approved Lake Street crossover and first floor parking area. Removal of the Lake Street crossover is clearly a far superior outcome for the streetscape, and results in a net gain of +2 on-street parking bays. The use of stackers facilitates more housing without increasing plot ratio. These changes were strongly supported by the Design Review Panel.

It is not possible for visitor parking to be accommodated within a stacker, as users are required to be inducted to operate the stacker correctly and safely. This is not practical for visitors.

The amended plans have managed to accommodate 1 onsite visitor bay, parallel to Church Street. Review of the amended plans makes it clear that no more onsite bays can be accommodated without substantial modification of the proposed development. Specifically, further reducing the assessed 'shortfall' of visitor parking would necessitate one or more of the following:

- Reduce the floorspace of active uses at ground level – this would be to the detriment of the streetscape and amenities for the local community. It would likely require the reintroduction of a second crossover, removing on-street parking.
- Remove 1 stacker and allocate visitor parking – this would result in the loss of 5+ resident bays and would make the project unviable.
- Reduce the number of dwellings – this would require the removal of 8+ dwellings (equating to +1 visitor bay as per R-Codes) and would make the project unviable.

The options outlined above would, in all respects, be a worse outcome for the community. Requiring any of the above 'solutions' would be contrary to the City's stated objectives to support the provision of housing, active streetscapes and vibrant neighbourhoods.

CONCLUSION

We trust the information provided above, and the amended plan and technical reports enclosed, address the City's request for additional onsite visitor parking.

In summary, the City has for many years articulated an intent to reduce reliance on onsite private parking, and to optimise the use of public parking to make best use of scarce urban land. Consistent with this intent, the City has previously supported and approved development on this site without requiring onsite visitor parking, and has also granted similar approvals in the near vicinity. Parking surveys undertaken over several years have confirmed there is, at all times, an adequate supply of parking to cater for the actual demand. The site is within an inner city neighbourhood with outstanding access to transport options. As such, this application represents an opportunity for the City to implement its stated values in support of a high quality development delivering critical infill housing in an area with high amenity and accessibility. ,

Accordingly, we respectfully request the City's officers recommend approval for the proposed development.

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

Yours faithfully,

260324 8102 visitor parking submission.docx

CITY OF VINCENT

ATTACHMENT 4

DEVELOPMENT ASSESSMENT PANEL MEETING

Architectural Design
Statement

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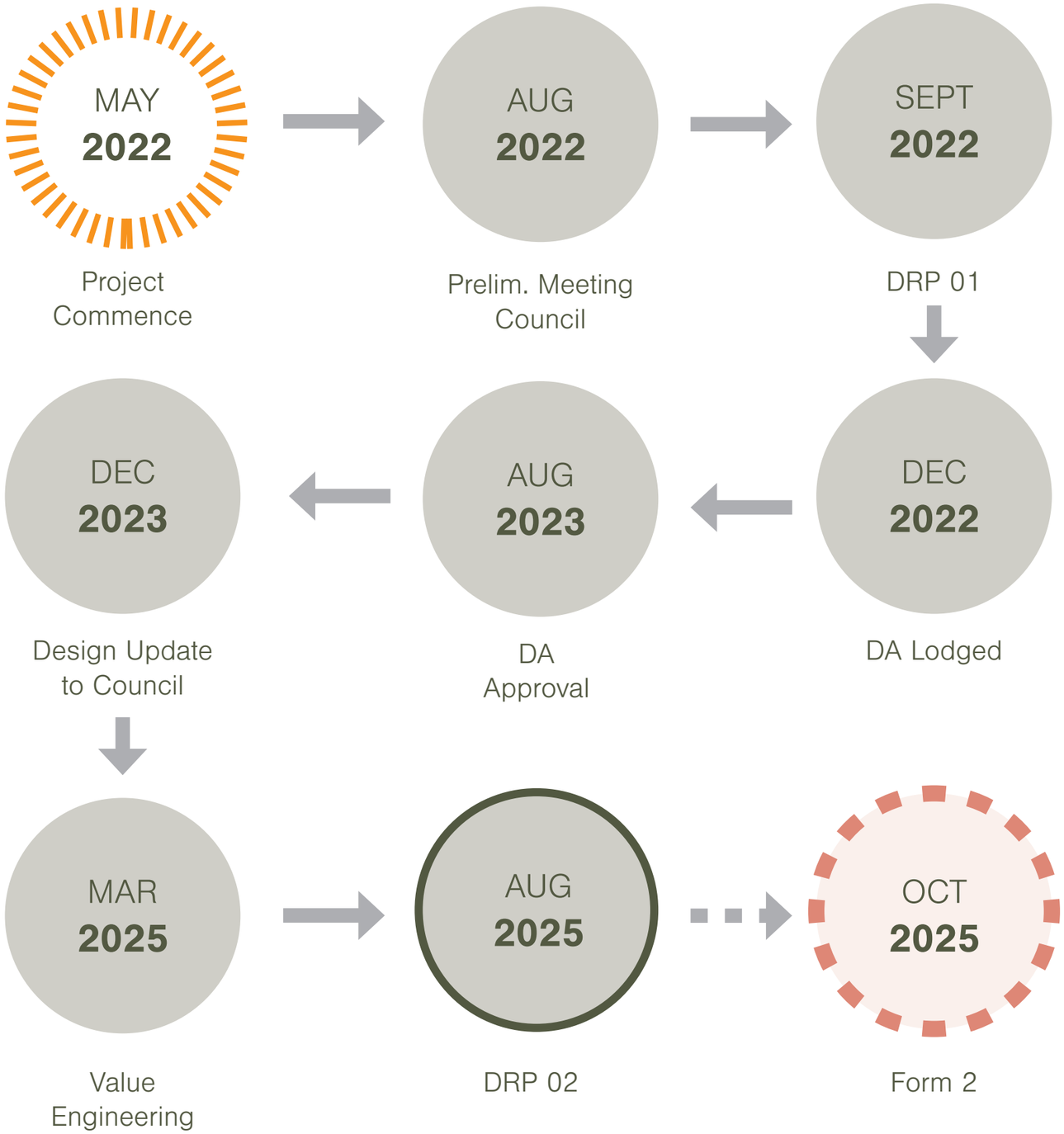
TEAM & MILESTONES OVERVIEW

- Klopper & Davis Architects remain the Architect and Lead Consultant.
- Willing Property remain the Developer.
- The revised design builds off previous DRP advice, DA conditions and on-going collaboration of Architect, Developer and key consultants.

Key changes from the previous DRP are summarised below:

- 7.3% decrease in plot ratio.
- 50% increase in visitor bike storage.
- 10% increase to the size of the Cafe.
- 1x1 Apartment and store added.
- Stores accessible from ground floor instead of basement.
- Ground floor layout generally improved.



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DESIGN UPDATE & SUMMARY

1. PROTECT & CHAMPION EXISTING PEPPERMINT
Lake St cross-over removed allowing peppermint tree to be better fostered and celebrated.

2. ON STREET VISITORS BAYS ADJACENT
Two additional bays on Lake Street to provide additional opportunities for visitors to the site and location.

3. ON STREET VISITORS BAYS OPPOSITE (3)
Three additional bays on Lake Street in front of inactive brick facade to provide further opportunities for visitors to the site and location.

4. ACTIVE FACADE
Church Street Apartments now start at 1st (from 2nd) creating a more vibrant and engaging connection.

5. DESIGN CONSISTENCY
Key design decisions retained and enhanced.

6. APARTMENT DIVERSITY
Generous 1 x1 Apartment added to ground floor, further increasing apartment diversity.

7. DELINEATED BOH
Waste collection and other services consolidated to Church Street, creating a clearer separation between public and BOH.

8. BUILDING & PLANNING IMPROVEMENTS
- Apartment mix and number changed to create a simpler repeating floor plan.
- Simplification and repetition of Apartments to facilitate efficient and tested planning outcomes.
- Floor to Floor height on ground significantly increased to emphasise Commercial usage (5.2m in height).

9. RESIDENTIAL PARKING IMPROVEMENT
- Introduction of Car Stackers creates more cars on a smaller foot print - still sleeved, no turntable and simpler traffic management solutions.
- 10 car bays added (22 to 32).

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DESIGN UPDATE & SUMMARY

10. PLANT SCREENED
Mechanical plant screened from visibility without adding to bulk and scale.

11. BIKE & E-BIKE GARAGING
Significantly increased (+23%) residential bikes to 16 and improved location and access.

12. INCREASE IN VISITOR BIKES
Visitor bikes increased (+50%) to 6.

13. ACTIVE STREET CORNERS
Church St, Lake St and Stuart Reserve now have active uses and apartment activation over.

14. LAKE STREET IMPROVEMENTS
Relocation of vehicle crossover enables improved activation of Lake Street and enhanced landscaping.

15. CONSOLIDATED MOVEMENTS
Proposed civic pathway connects existing and proposed cafe without conflict with private spaces above.

16. REFINED MATERIAL PALETTE
Muted green metal cladding proposed to the upper levels to reduce bulk and minimise visual impact of building height.

17. BUILDING & PLANNING IMPROVEMENTS
- Significant improvements including increases in apartment and car numbers all contained within a 12% GFA increase.
- Built form and Scale largely consistent with Approval.

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PRINCIPLE 1
CONTEXT & CHARACTER

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CONTEXT & CHARACTER
LOCATION

The site is located on the north eastern side of Church Street. It is bounded by Stuart Reserve to the north, Lake Street to the east, Church Street to the south and a converted warehouse (#2 Church Street) to the west. The site is currently vacant and slopes from west (high) to east (low).

137 - 143 Lake Street, Perth

1. Hyde Park
2. Coles North Perth
3. Beatty Park
4. Robertson Park
5. James Street Park
6. HBF Stadium
7. Woolworths Highgate
8. SLWA
9. AGWA
10. YAGAN Square
11. Perth Arena
12. Mitchell Freeway South
13. Burswood (5.8km E)
14. Optus Stadium

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CONTEXT & CHARACTER
HISTORICAL CONTEXT

Northbridge has a rich and vibrant history, characterised by diversity and change. From Aboriginal occupation of the original wetlands to post-second world war waves of migration, Northbridge has reflected the growth and changes in the State.

Northbridge's nightclub scene has played a pivotal role in Perth's cultural life, evolving from the 1970s to the present as a celebrated hub for diversity and night-life innovation. The scene has been shaped by a tradition of all-night revelry, creative theming, and strong advocacy for inclusivity, marking Northbridge as both a historic and contemporary epicentre of Western Australian night-life.

A fascinating and complex area, it has been home to nearly fifty different nationalities and ethnic groups. Generational and infrastructure change meant that knowledge of this history was at risk.

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CONTEXT & CHARACTER
ARCHITECTURAL CONTEXT

The architectural style of the surrounding Northbridge area is characterised by a mix of historic and contemporary influences, reflecting the area's evolution from late 19th-century suburb to present day urban precinct.

Lake Street presents diverse architectural character consisting of buildings ranging from contemporary mixed-use developments to historical dwellings such as Federation style Bungalows, Late Colonial Georgian Dwellings and industrial warehouses.

Newer developments incorporate gently curving forms, highly crafted brickwork referencing European heritage, and contemporary features such as bronze detailing and large balconies.

Materials commonly used include red face brick, rendered brickwork, corrugated iron, metal roofing, terracotta tiles and timber elements for verandahs and posts. Stone, particularly Donnybrook sandstone, appears on significant institutional buildings nearby.

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CONTEXT & CHARACTER
HERITAGE RENEWAL

The area also has a strong history of renewal and adaptive reuse, a legacy we aim to reflect in our architectural response. In developing the site, we seek to build upon the ideas and concepts successfully articulated in the Boot Factory renovation, continuing the tradition of re-imagining existing spaces with respect for their heritage.

Key items considered include;

- Utilising the existing historic material palette to maintain a strong connection to the area's heritage.
- Expanding on the existing tree canopy to enhance the site's green presence and contribute to the local ecosystem.
- Creating a design that fits appropriately within the surrounding context, respecting the scale and character of the area.

1923
Construction of The Lion Boot Factory

1984
Prior Apartment Conversion

2019
Post Apartment Conversion

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PRINCIPLE 2
LANDSCAPE QUALITY

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LANDSCAPE QUALITY
DESIGN CONCEPT

Realm Studios are engaged as Landscape Architects for the project.

Their concept outlines six key place-based principles that are important drivers of the project:

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

Parkland - Connect and reinforce the site's surrounding parkland which provides an impressive quantity of amenity.

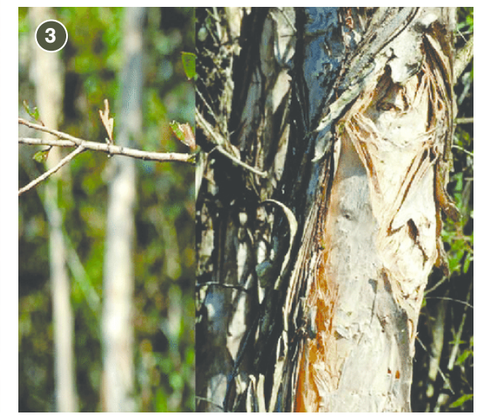
Geological Foundations - Express the riverine formations of limestone outcrops and restore soils back to their rich fertile condition.

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

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

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

Please see Realm's DA Submission document (Appendix C).



1. Hairpin Banksi
2. Grey Cottonheads
3. Broad Leaf Paperbark
4. Compact Gravel Fines
5. Woolly Bush
6. Outdoor Seating
7. Washed Aggregate Concrete

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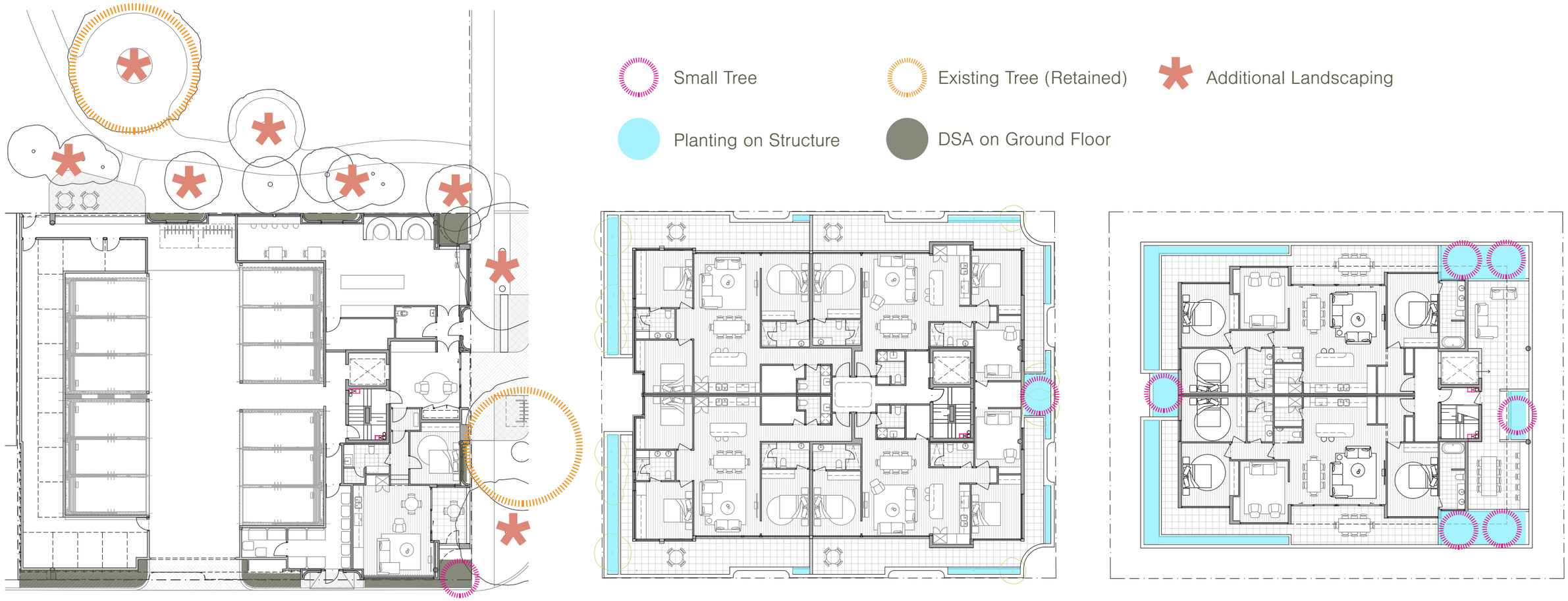
LANDSCAPE QUALITY
DSA PROVISIONS

Total DSA on Ground: **21m²**



Ground Level

Level 4

Level 6

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PRINCIPLE 3
BUILT FORM & SCALE

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BUILT FORM & SCALE
EXISTING BUILDINGS - SURROUNDING SUBURB

- The subject site is located in Perth, roughly 1.5km from the CBD.
- There are existing examples of mixed-use buildings nearby with heights between 5-7+ storeys.
- There is opportunity to create a landmark corner between Stuart Reserve and Newcastle Street.
- The proposed height sits within the broader context.
- The City of Vincent are progressing a new William Street Planning Framework to east of site (**8 storeys** permitted).

7+ Storeys

6 Storeys

5 Storeys

Site

Newcastle Street
CoV William St Planning Framework

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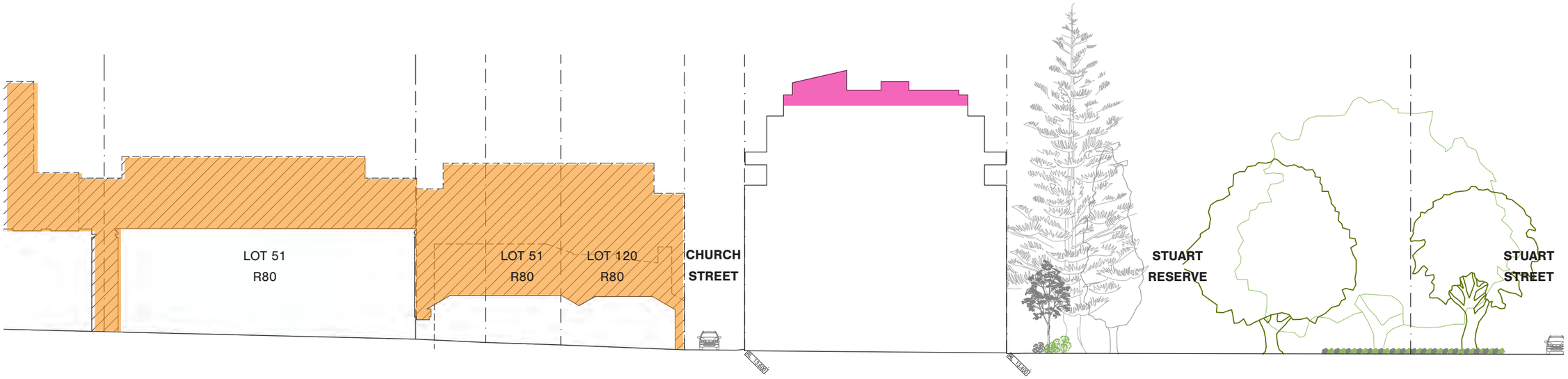
BUILT FORM & SCALE

EXISTING BUILDINGS - SURROUNDING SUBURB

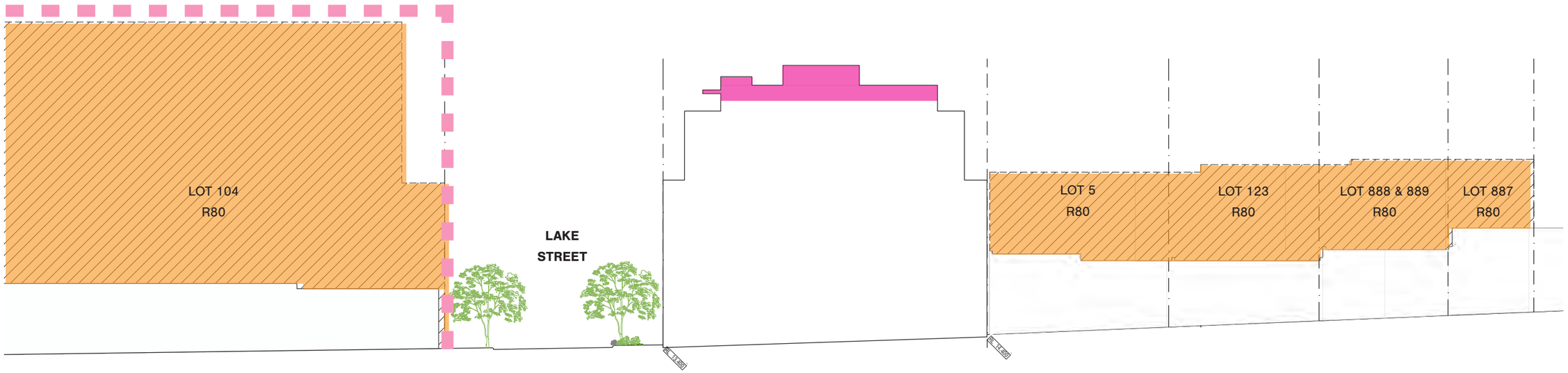
Additional Height Proposed

Permitted Height

Newcastle Street
CoV William St Planning Framework



EAST ELEVATION



NORTH ELEVATION

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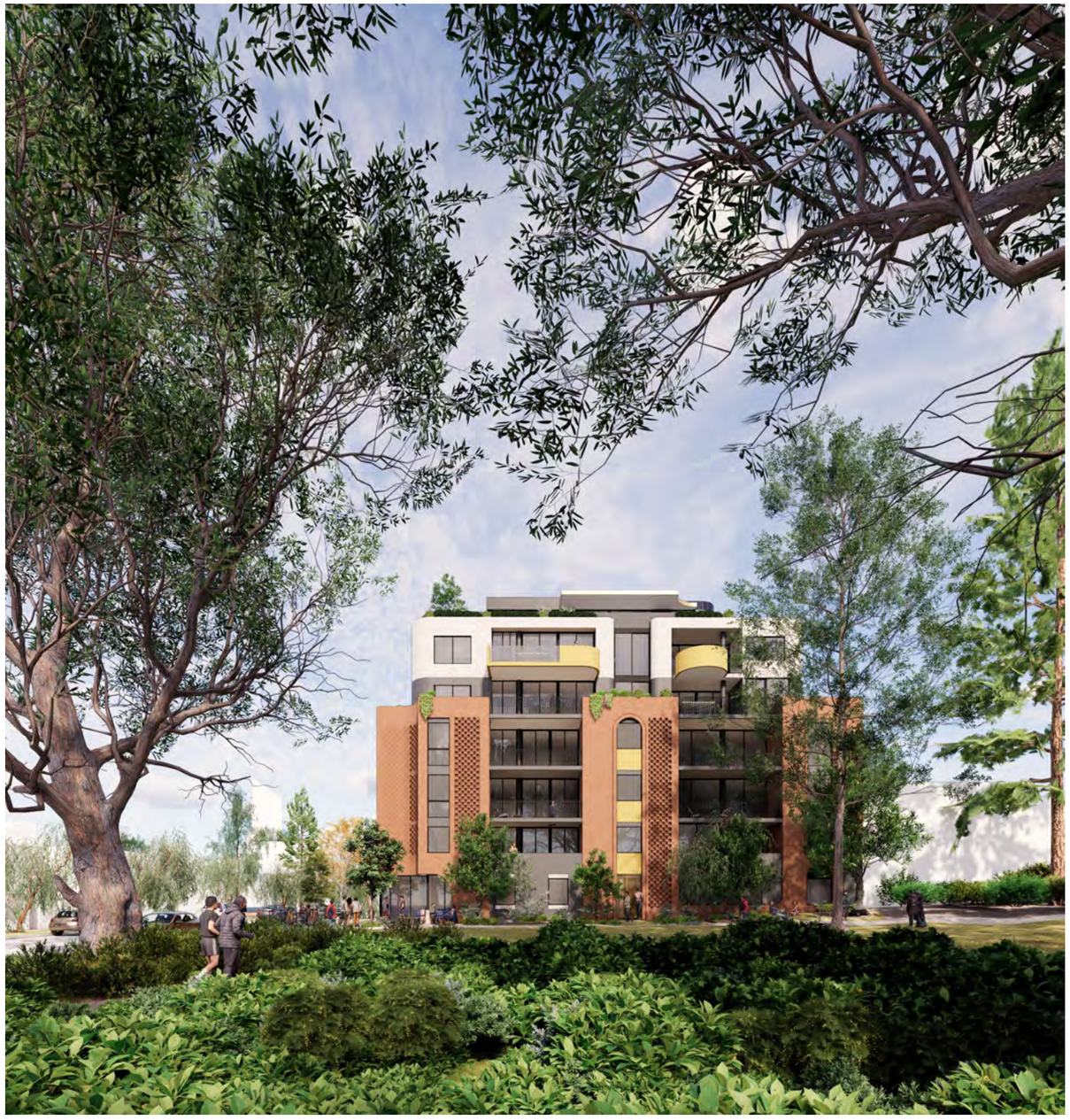
VIEW FROM STUART ST RESERVE



APPROVAL PACKAGE

PROPOSED REDESIGN

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LAKE STREET & STUART ST RESERVE CORNER

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VIEW FROM CHURCH ST

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LAKE STREET & CHURCH ST CORNER

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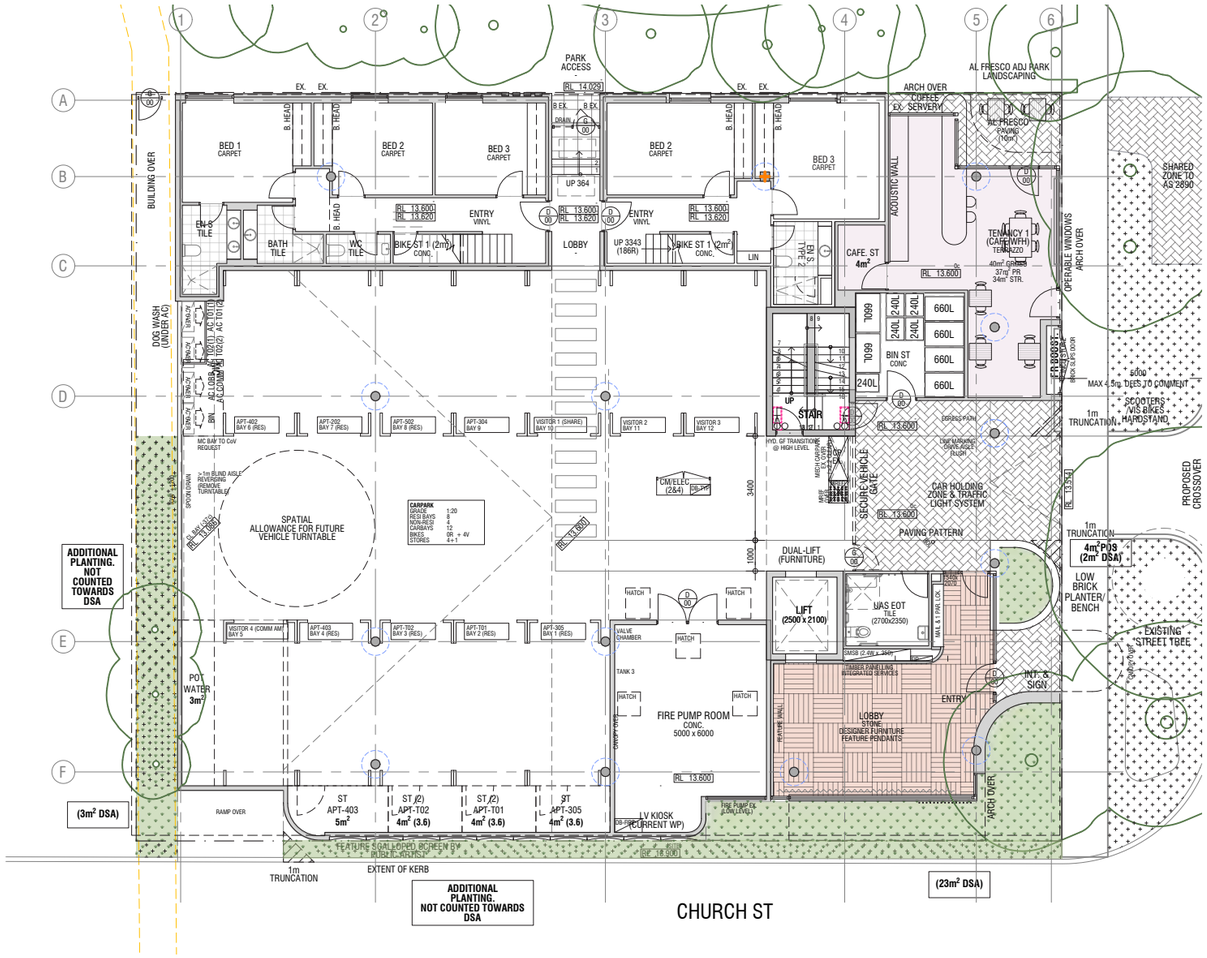
BUILT FORM & SCALE
COMPARISON

Ground Floor



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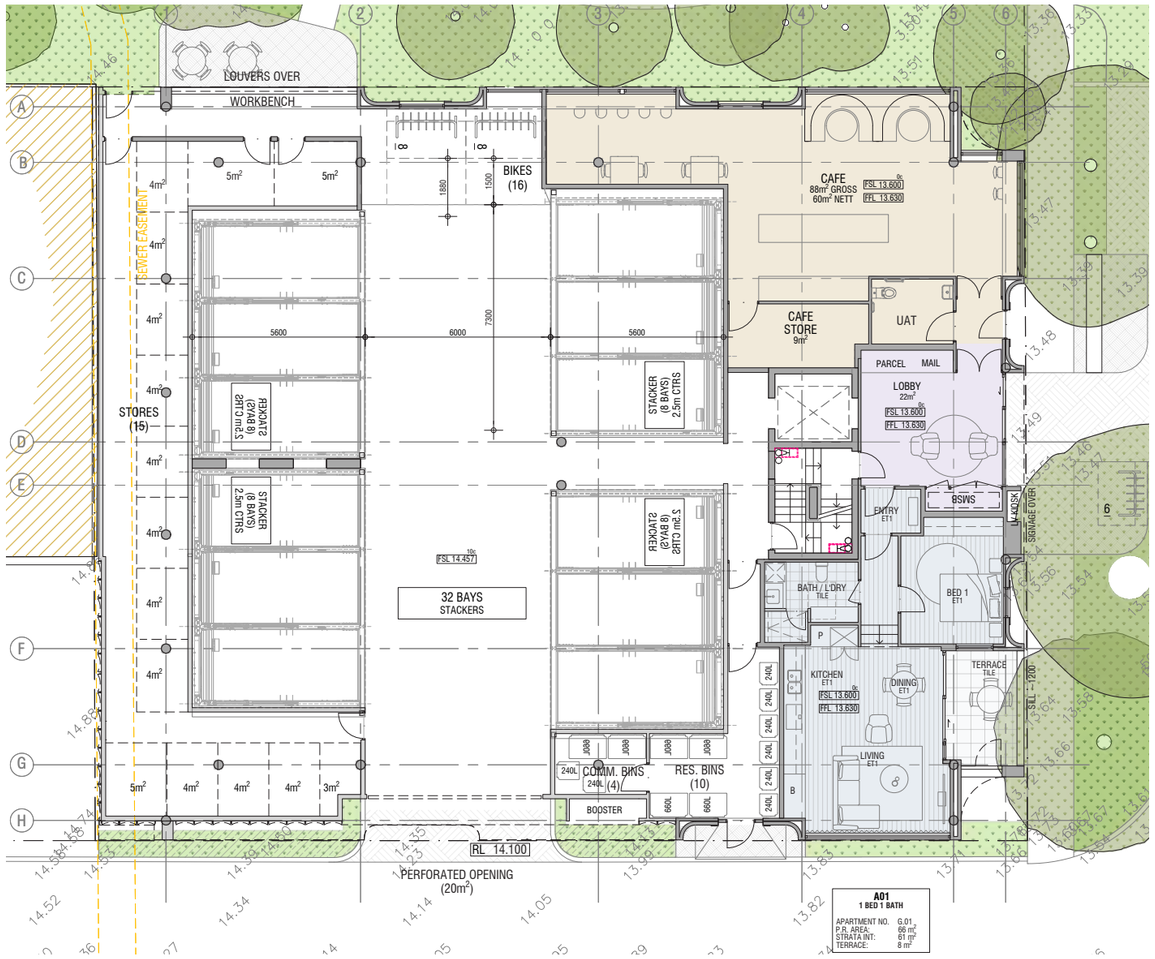

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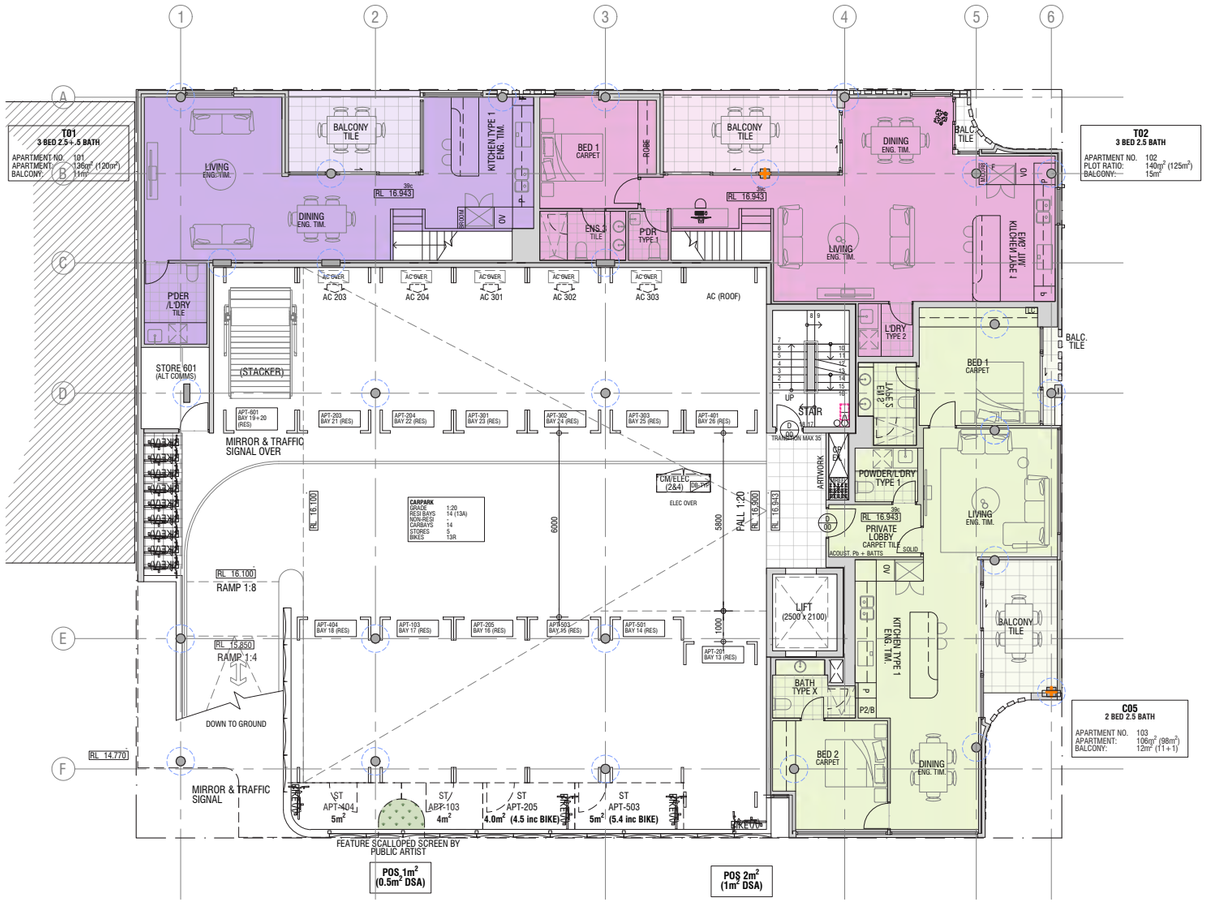
BUILT FORM & SCALE
COMPARISON

Typical Floor (1 - 3)



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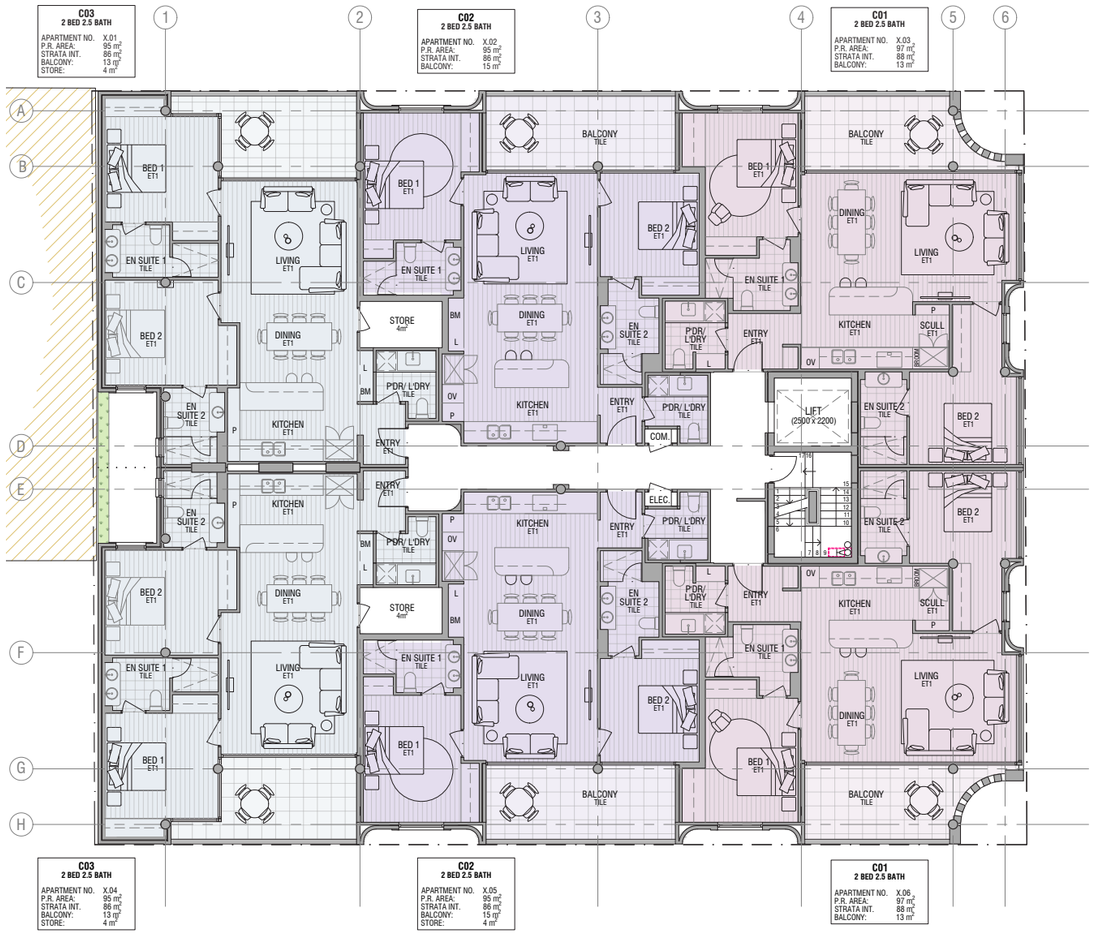

PROPOSED REDESIGN

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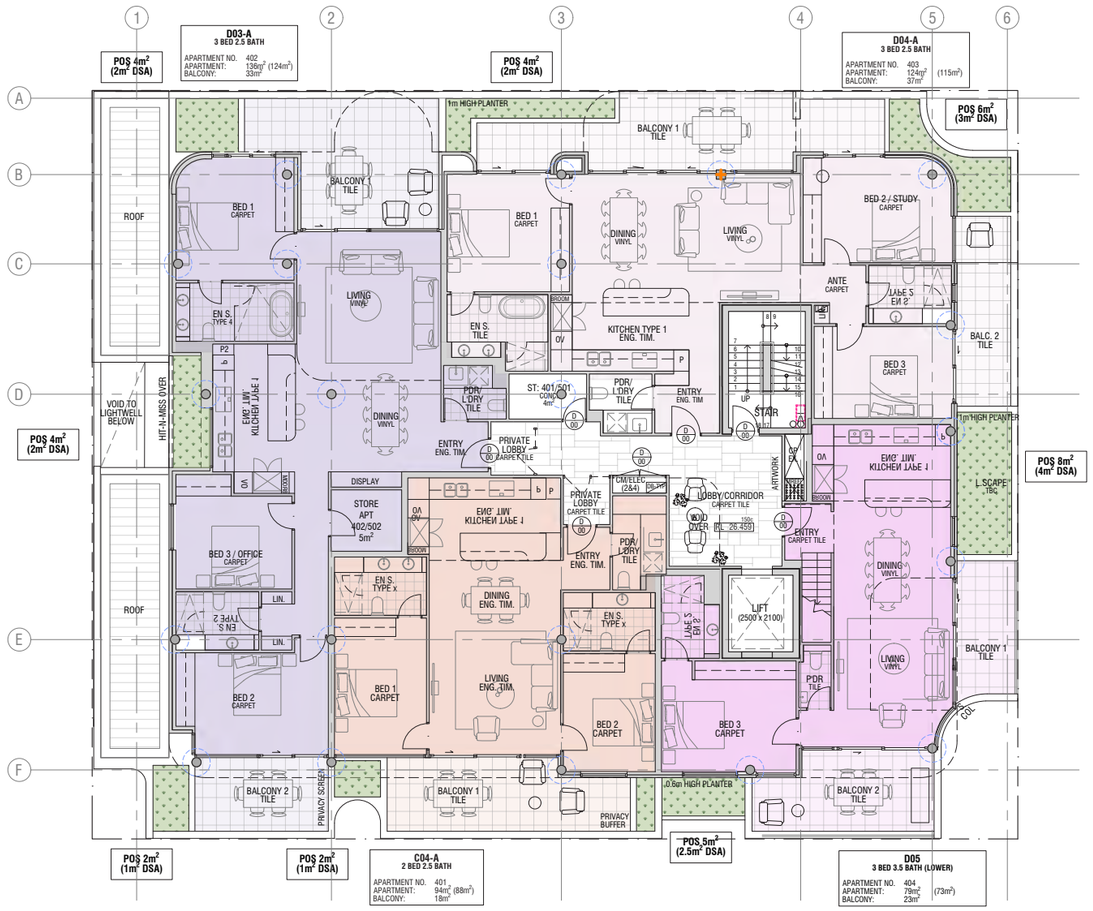
BUILT FORM & SCALE
COMPARISON

Typical Floor (4 - 5)



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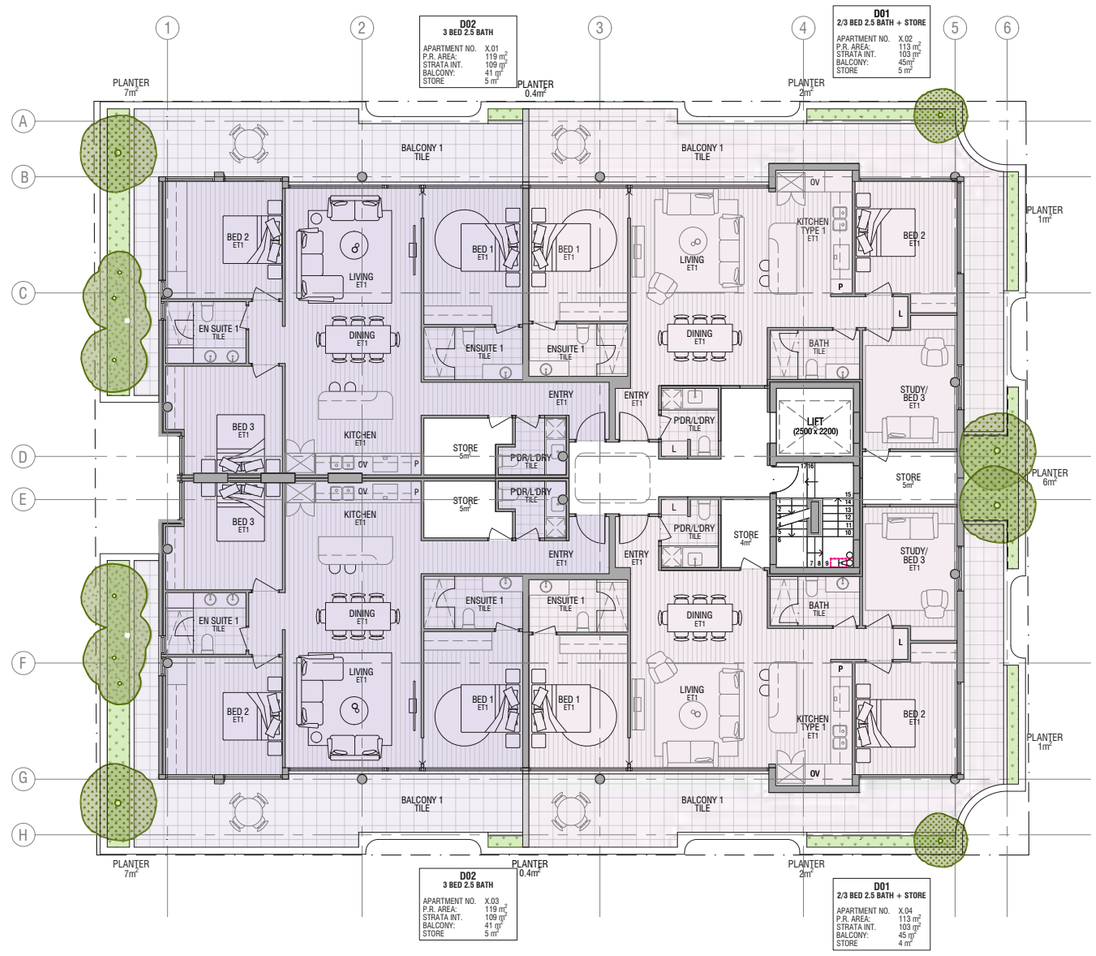

PROPOSED REDESIGN

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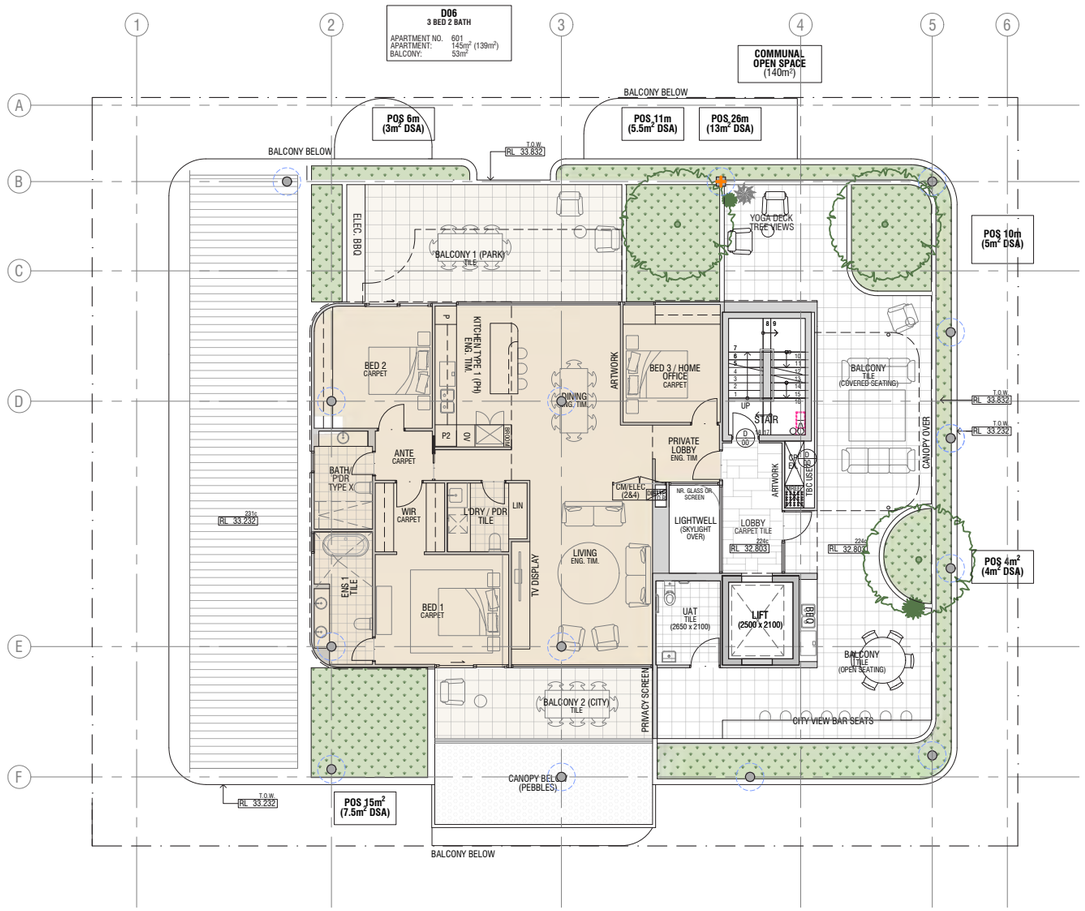
BUILT FORM & SCALE
COMPARISON

Level 6



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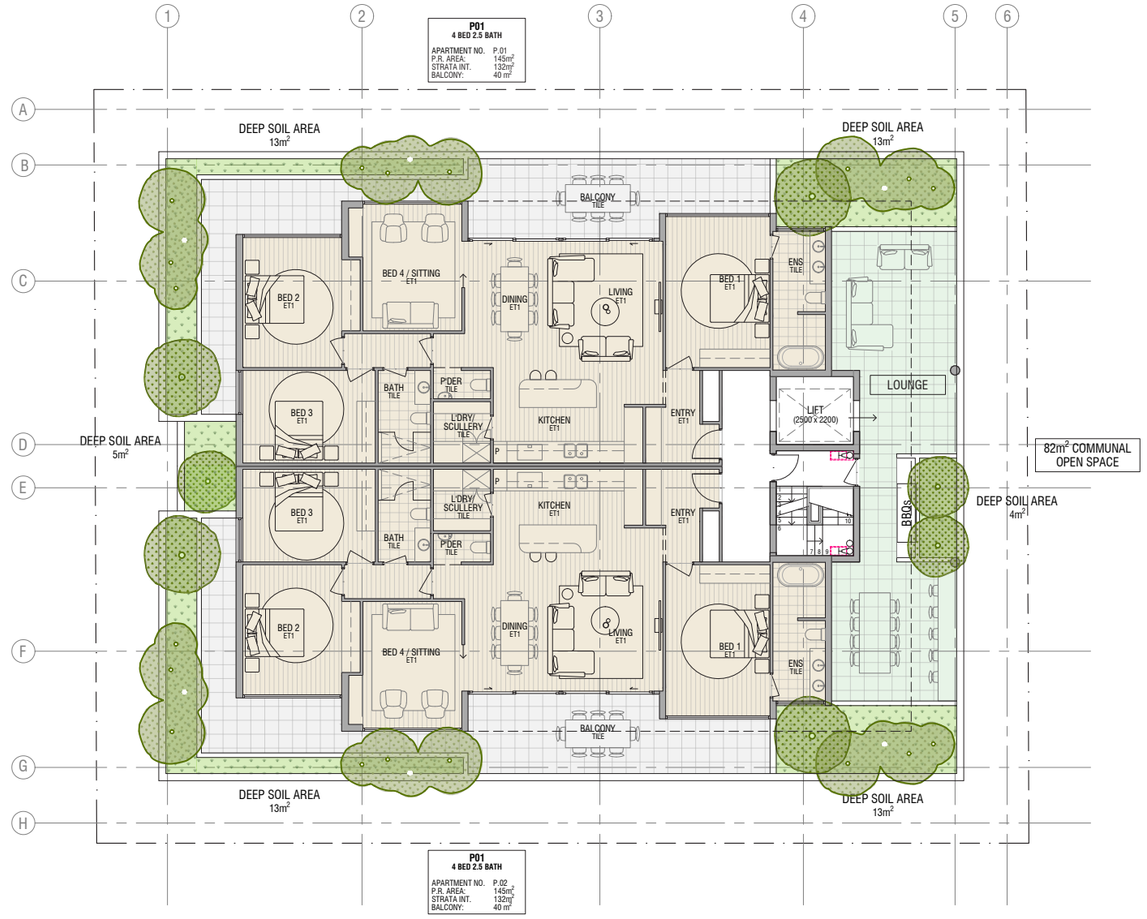

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BUILT FORM & SCALE
COMPARISON

North Elevation

APPROVAL PACKAGE

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BUILT FORM & SCALE
COMPARISON

East Elevation

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BUILT FORM & SCALE
COMPARISON

South Elevation

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BUILT FORM & SCALE
COMPARISON

West Elevation

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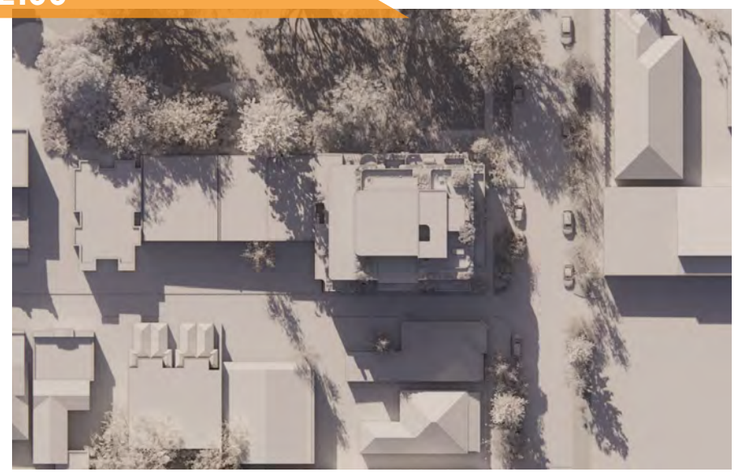
BUILT FORM & SCALE
OVERSHADOWING

Winter Solstice - 21st June

Approval Package

09:00

12:00



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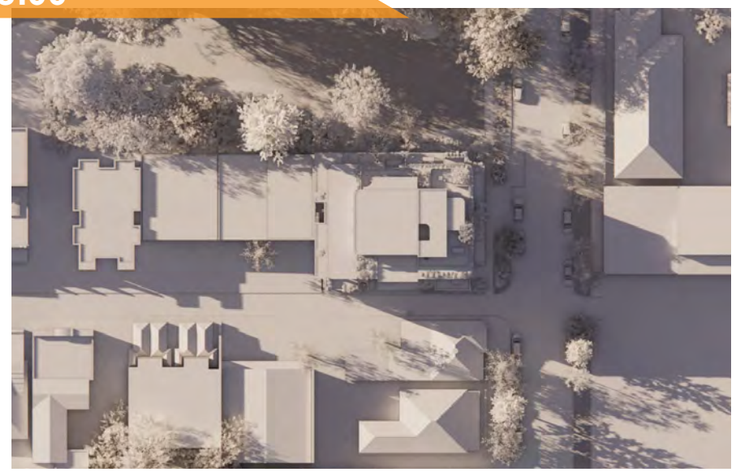
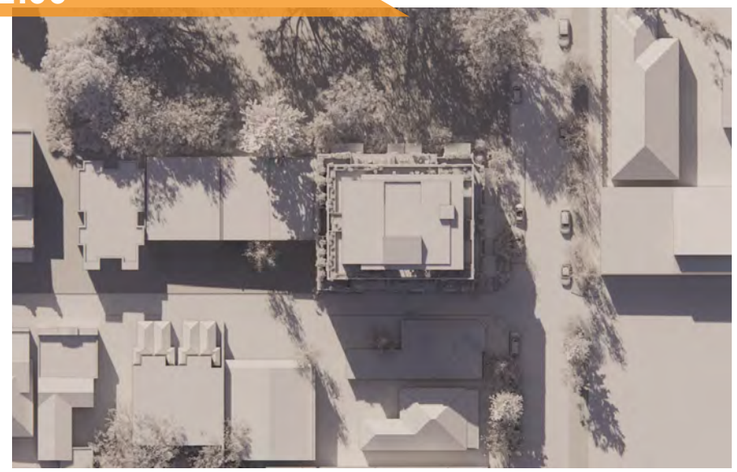


Proposed Redesign

09:00

12:00



15:00

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BUILT FORM & SCALE
OVERSHADOWING

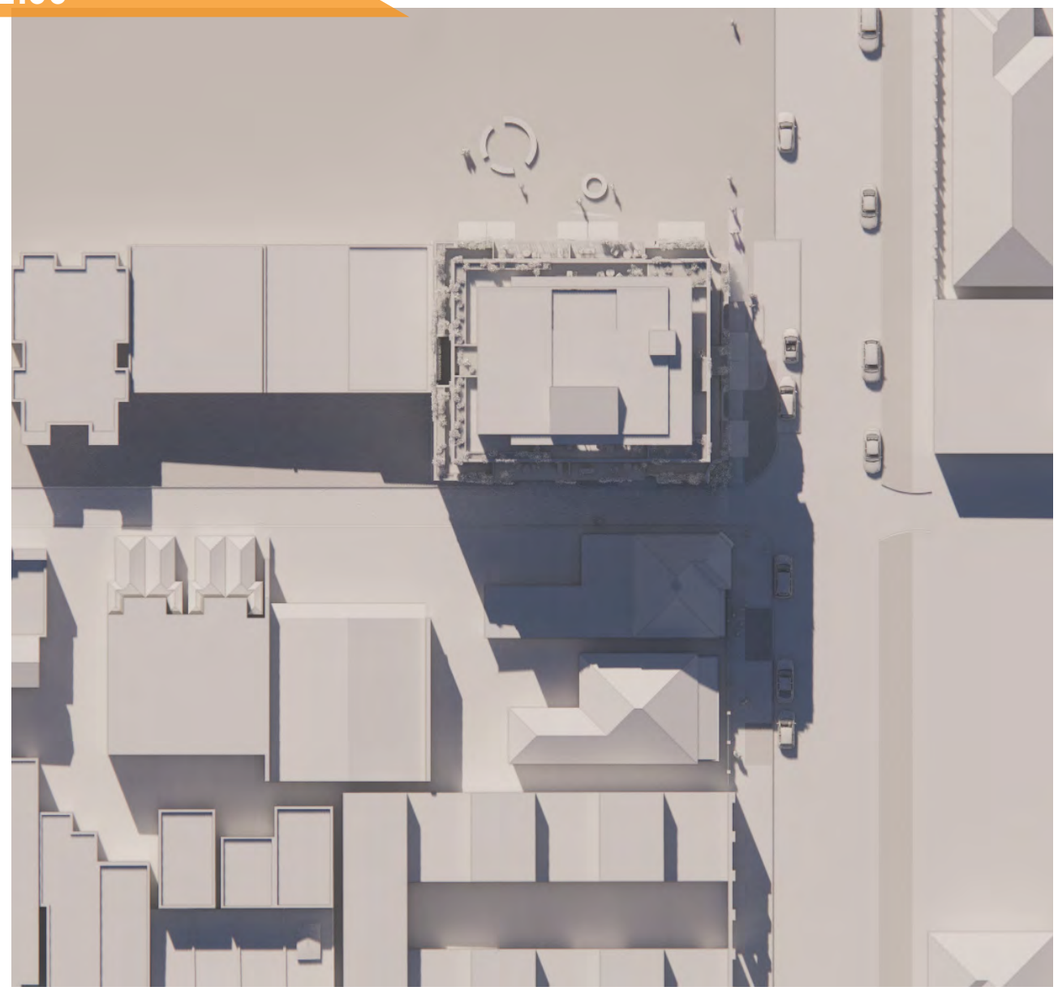
Overshadowing - 21st June 12PM

Approval Package

12:00

Proposed Redesign

12:00



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BUILT FORM & SCALE
SUMMARY OF CHANGES

Height

- Previously approved 22.80m.
- Proposed 24.69m.

+1.89m

Plot Ratio

- Previously approved 3.84.
  Proposed 4.07.

+6%

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PRINCIPLE 4
FUNCTIONALITY & BUILD QUALITY

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FUNCTIONALITY & BUILD QUALITY

VEHICLE & BICYCLE PARKING

Vehicle Parking

- Car stackers utilized
- Resident parking increased by 10 bays (32 total).
- 1 ACROD parking bay to Lake St verge.
- 2 Additional visitor bays to Lake St verge.
- 3 extra visitor bays to the other side of Lake St.

Bicycle Parking

- 16 Resident bicycle storage (+23%).
- 6 Visitor bikes to Lake St verge (+50%).

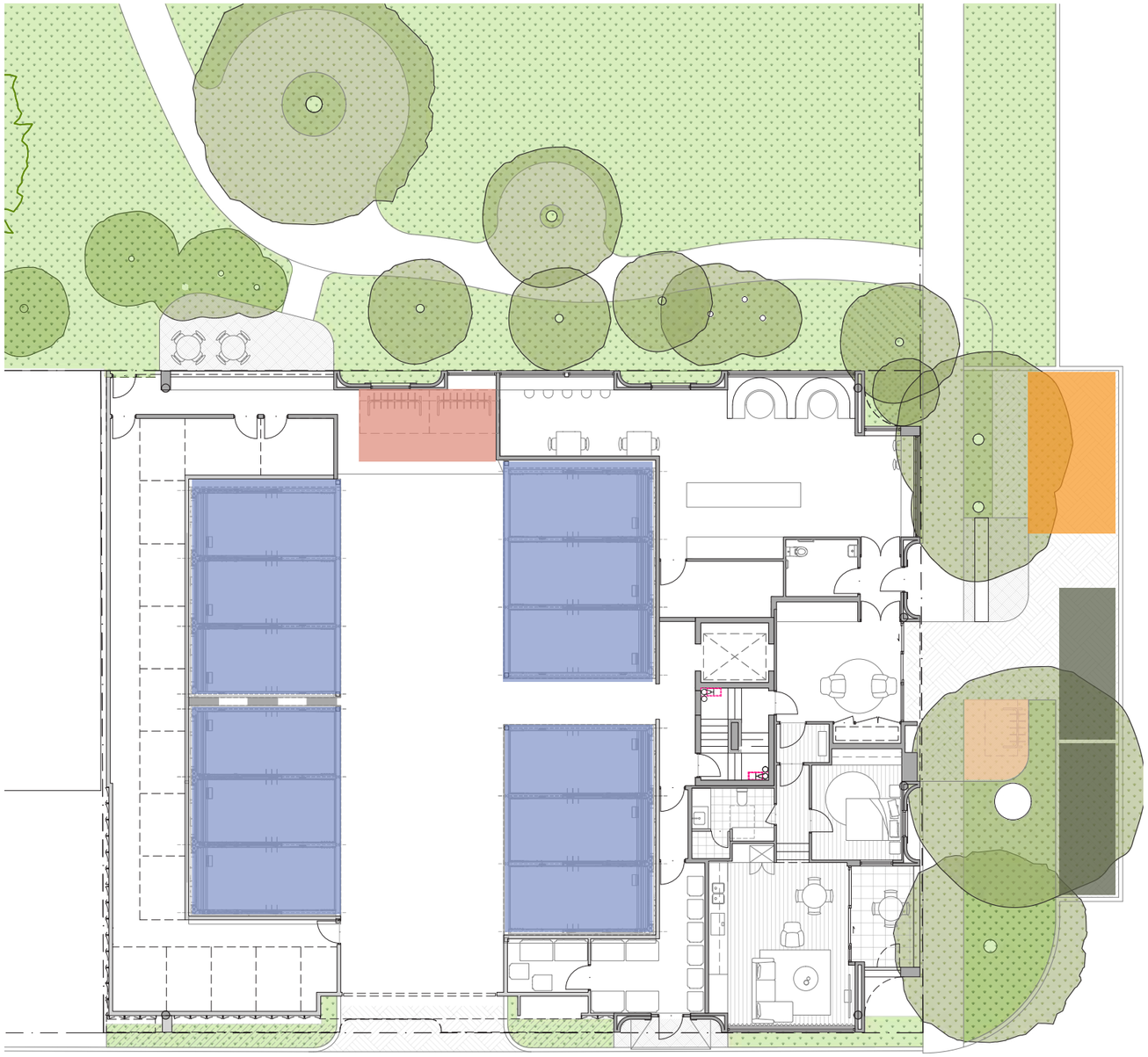
Residential Parking

Bicycle Storage

Visitor Parking

ACROD Parking

Visitor Bicycle Storage



Ground Floor

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FUNCTIONALITY & BUILD QUALITY

COMMERCIAL FUNCTIONALITY

- Commercial GFA increased to 88m² (+48m²).
- Active frontage along Lake Street (crossover relocated).
- Clear pedestrian entry to Cafe.
- Clear delineation between tenant and public amenity.
- Easy access to BOH facilities.
- Clear connection to Stuart Reserve.

Cafe Space

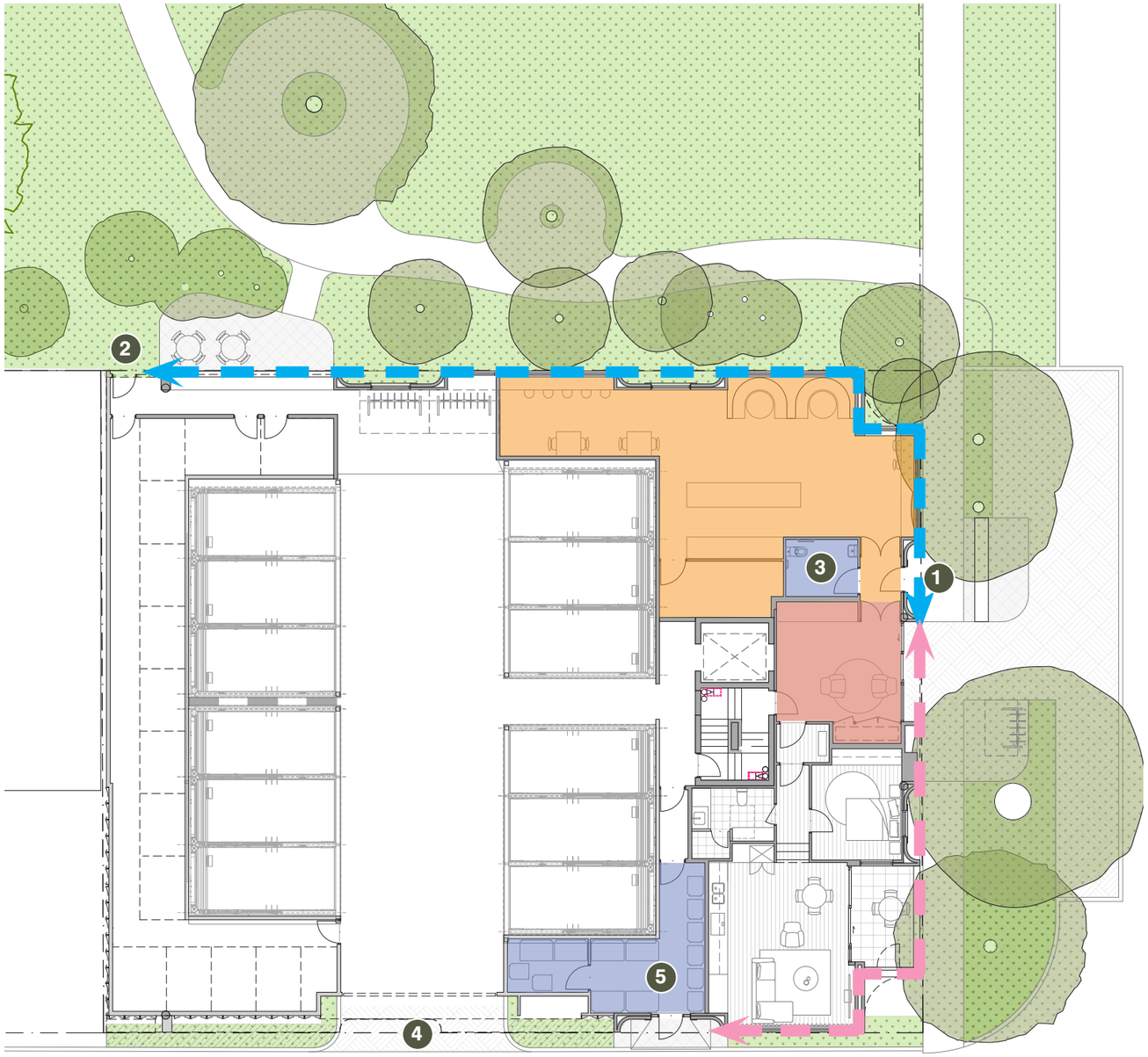
Services

Entrance/Lobby

Residential Frontage

Commercial Frontage

1. Cafe Entry
2. Carpark Entry (Pedestrian)
3. EOT / Cafe UAT
4. Carpark Entry (Vehicle)
5. Bin Storage



Ground Floor

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FUNCTIONALITY & BUILD QUALITY
FUNCTIONAL PROVISIONS

Storage Provisions

- Total number of stores has increased to 29 (+7).
- 14 stores accessible from apartments.
- 15 stores located on ground floor.

Other

- Combined residential and commercial Bin Store relocated to Church Street.
- Fire Pump Room relocated to the basement.

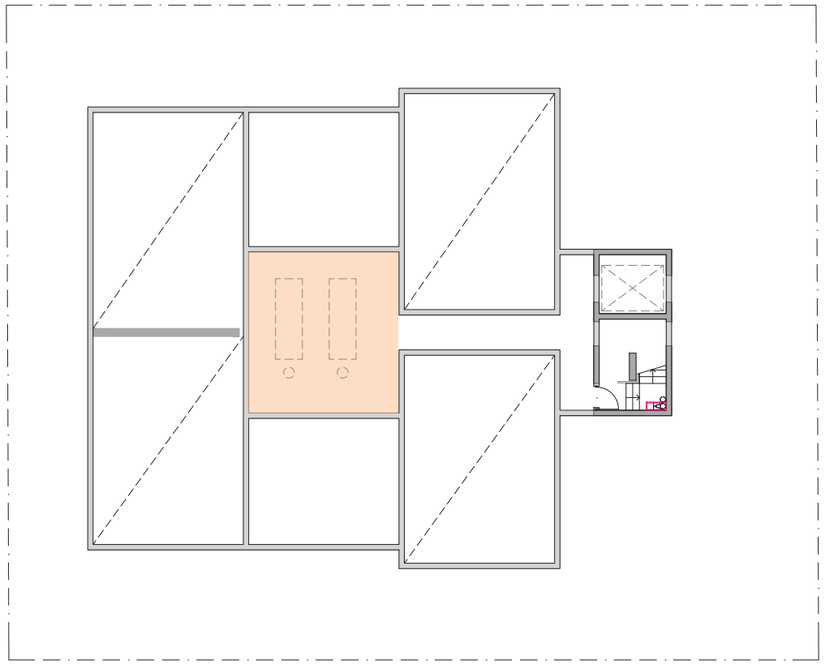
Residential Storage

Commercial Storage

Electrical

Water Pumps & Fire Equipment

Waste Management



Basement Floor

Ground Floor

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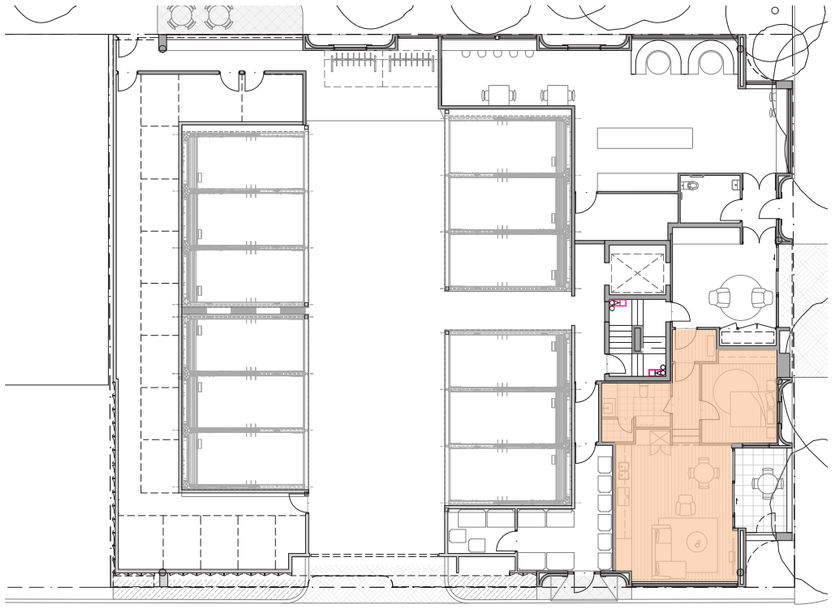
FUNCTIONALITY & BUILD QUALITY

DWELLING MIX

- In response to the market, apartment mix has been updated to include more 2-bedroom apartments & a 1-bedroom apartment.
- The revised mix has increased the number of apartments by 8 (29 total).
- Plot ratio increased by 6%.
- Mirrored floor plans.
- Greater replication of apartment typologies.



Ground Floor

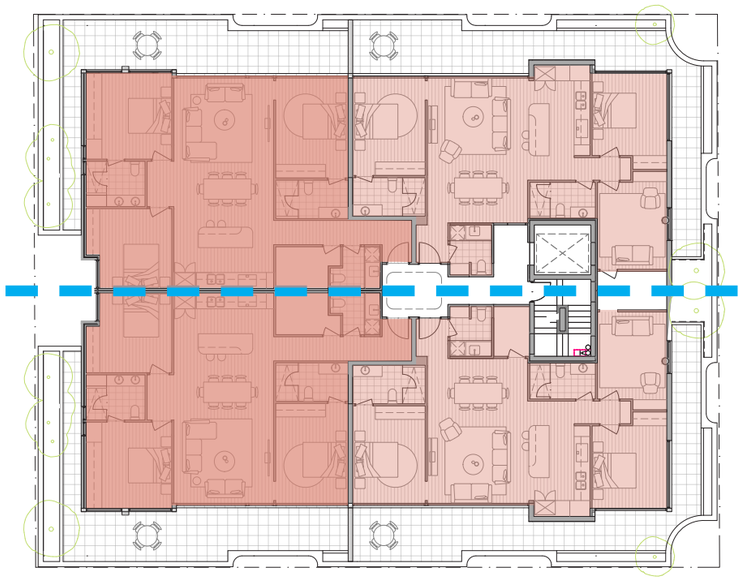
Level 1 - 3

1 Bed x 1 Bath

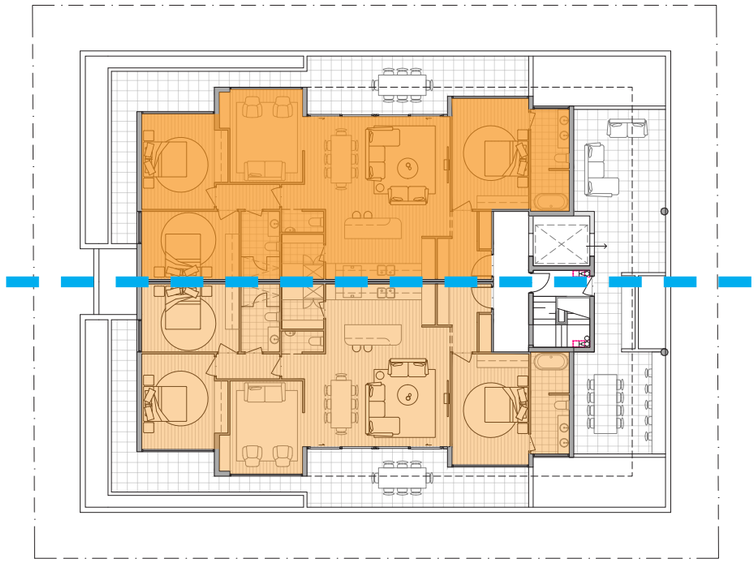
2 Bed x 2.5 Bath

3 Bed x 2.5 Bath

4 Bed x 2.5 Bath



Level 4 - 5



Level 6

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PRINCIPLE 5
SUSTAINABILITY

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SUSTAINABILITY
SOLAR & DAYLIGHT ACCESS

SUMMARY

GROUND
1 / 1

LEVEL 1
4 / 6

LEVEL 2
4 / 6

LEVEL 3
4 / 6

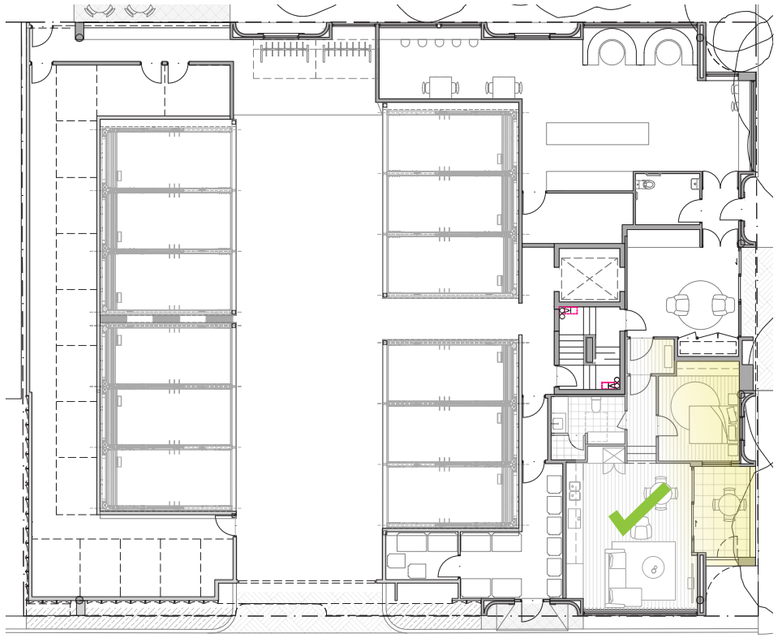
LEVEI 4
3 / 4

LEVEI 5
3 / 4

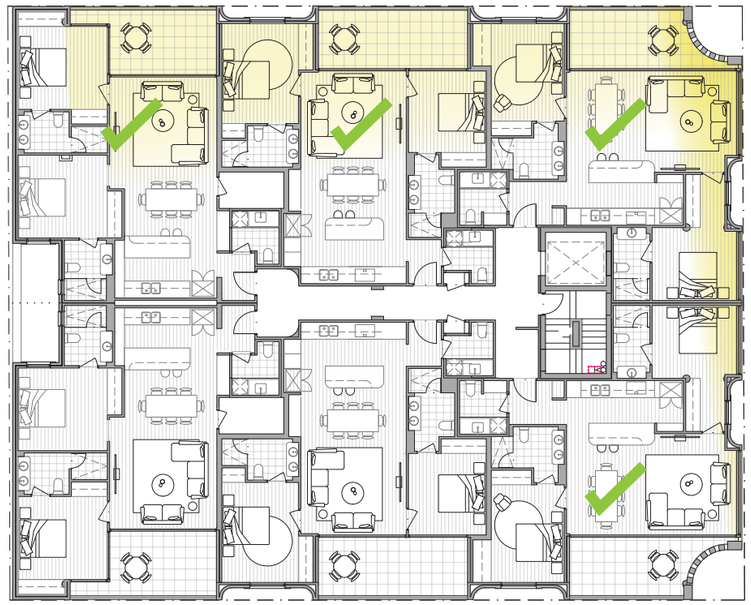
LEVEI 6
2 / 2

TOTAL
21 / 29

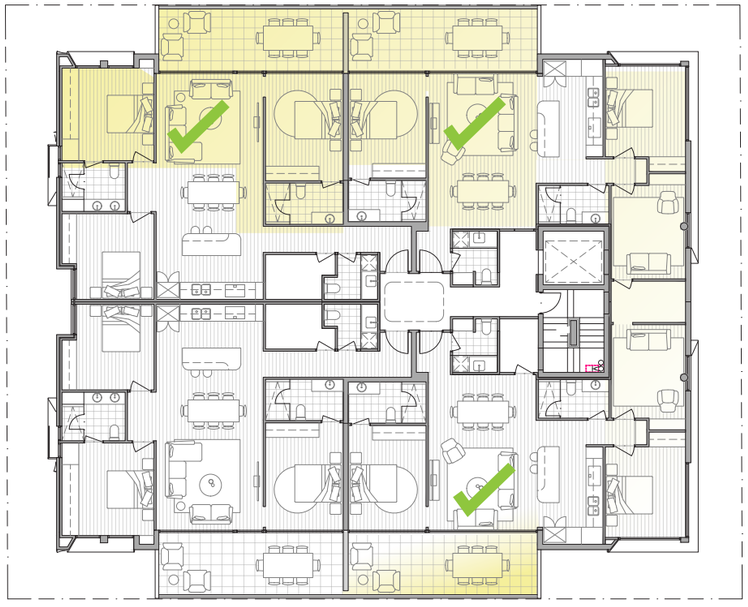
72 %



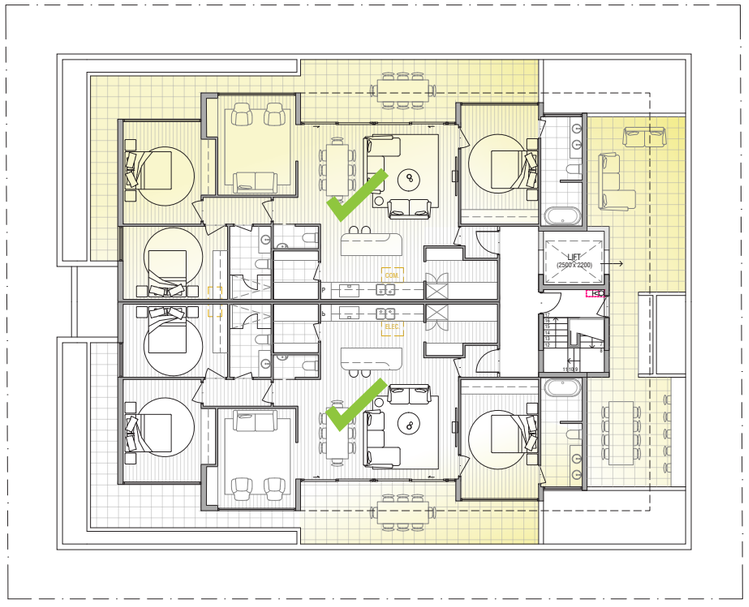
Ground Floor



Level 1 - 3



Level 4 - 5



Level 6

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SUSTAINABILITY
NATURAL VENTILATION

SUMMARY

GROUND
1 / 1

LEVEL 1
4 / 6

LEVEL 2
4 / 6

LEVEL 3
4 / 6

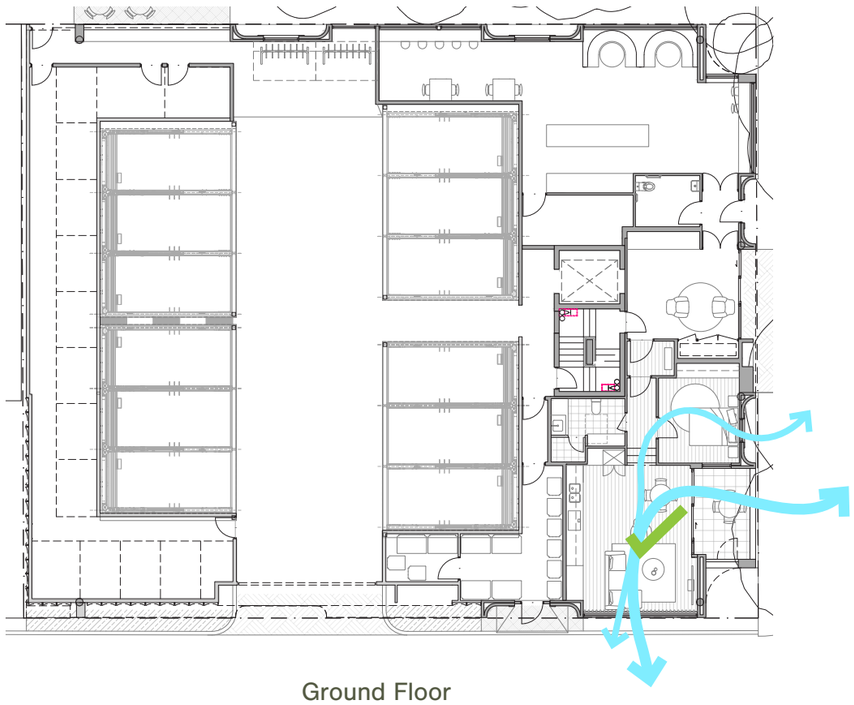
LEVEI 4
4 / 4

LEVEI 5
4 / 4

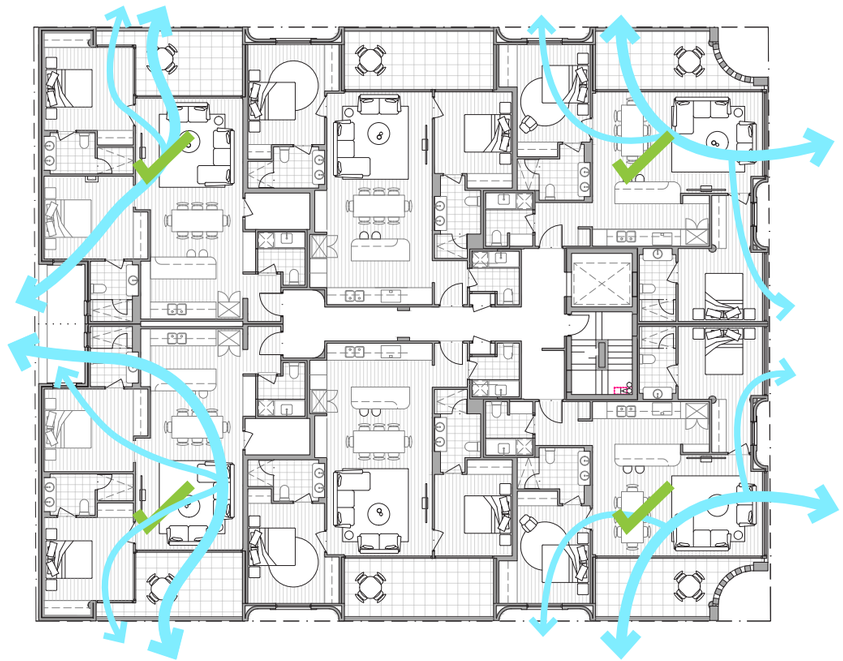
LEVEI 6
2 / 2

TOTAL
23 / 29

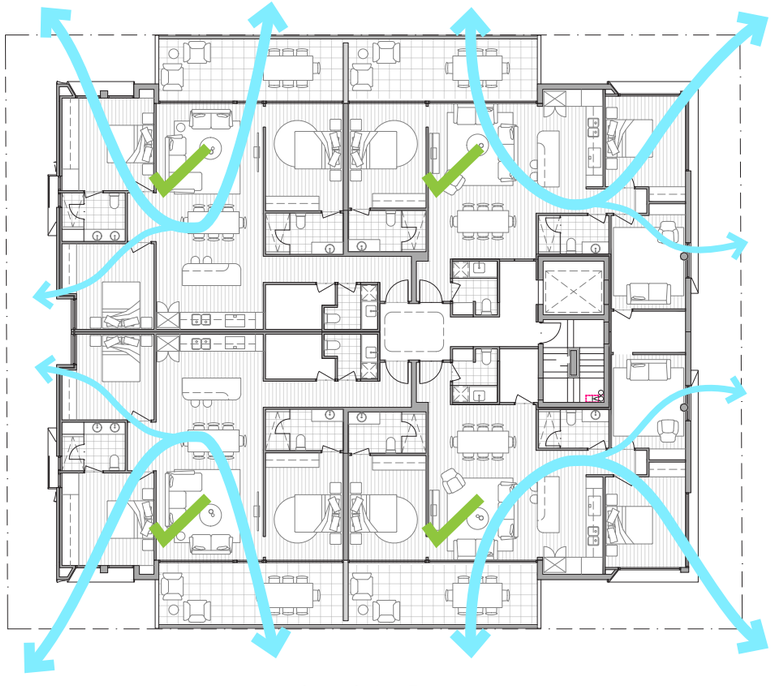
79 %



Ground Floor



Level 1 - 3



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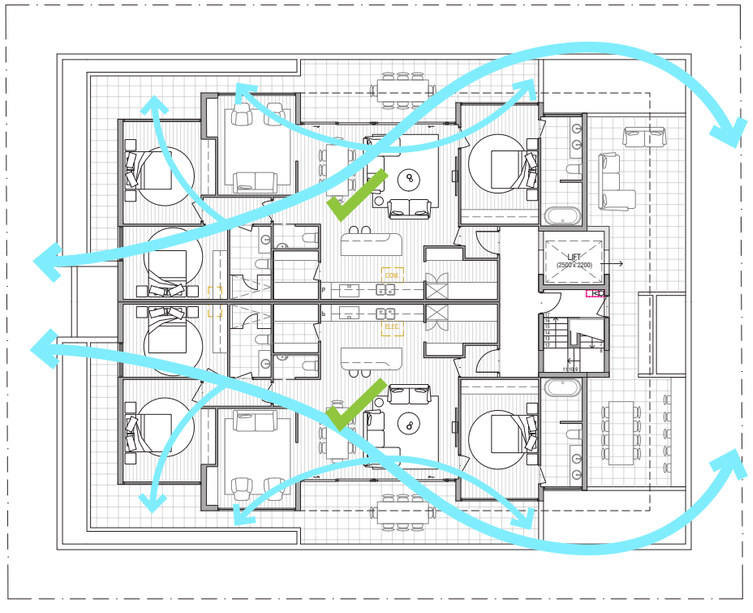

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PRINCIPLE 6
AMENITY

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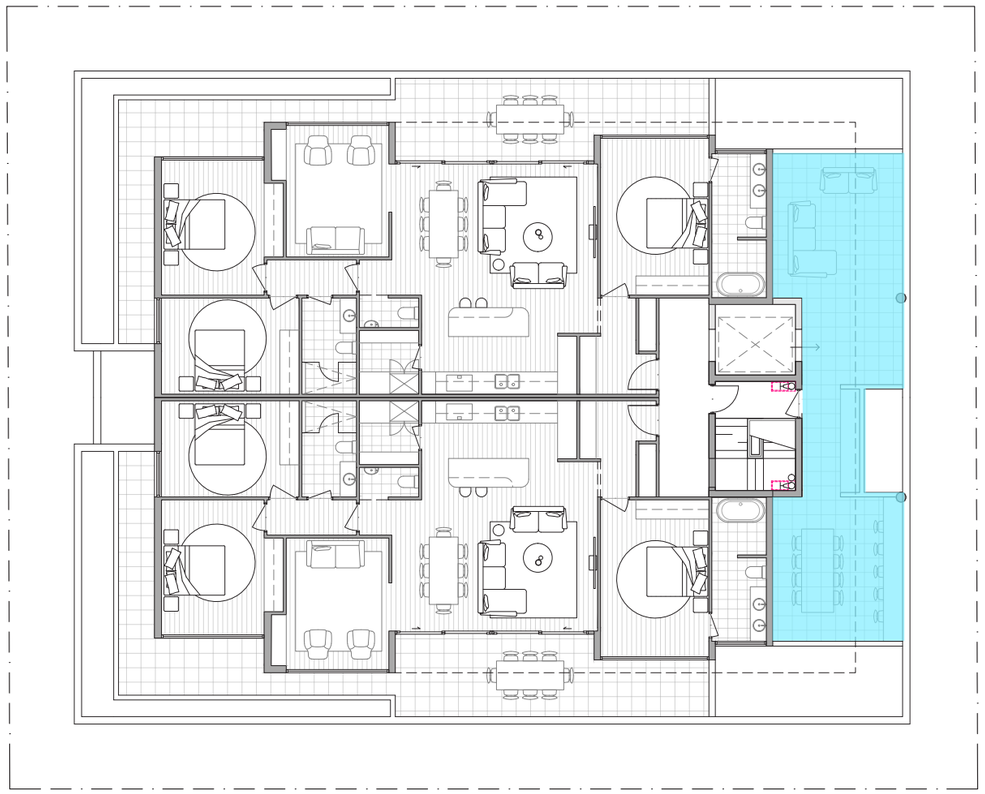
AMENITY
COMMUNAL AMENITY

- Commercial tenancy and park activation increased.
- Workbench added with a view to Stuart Reserve.
- Resident lobby is central along Lake Street.
- Reconfiguration of L6 Communal Alfresco.

Workbench
Lobby
Cafe
End of Trip Facilities
Alfresco & Shared BBQ

Ground Floor



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PRINCIPLE 7
LEGIBILITY

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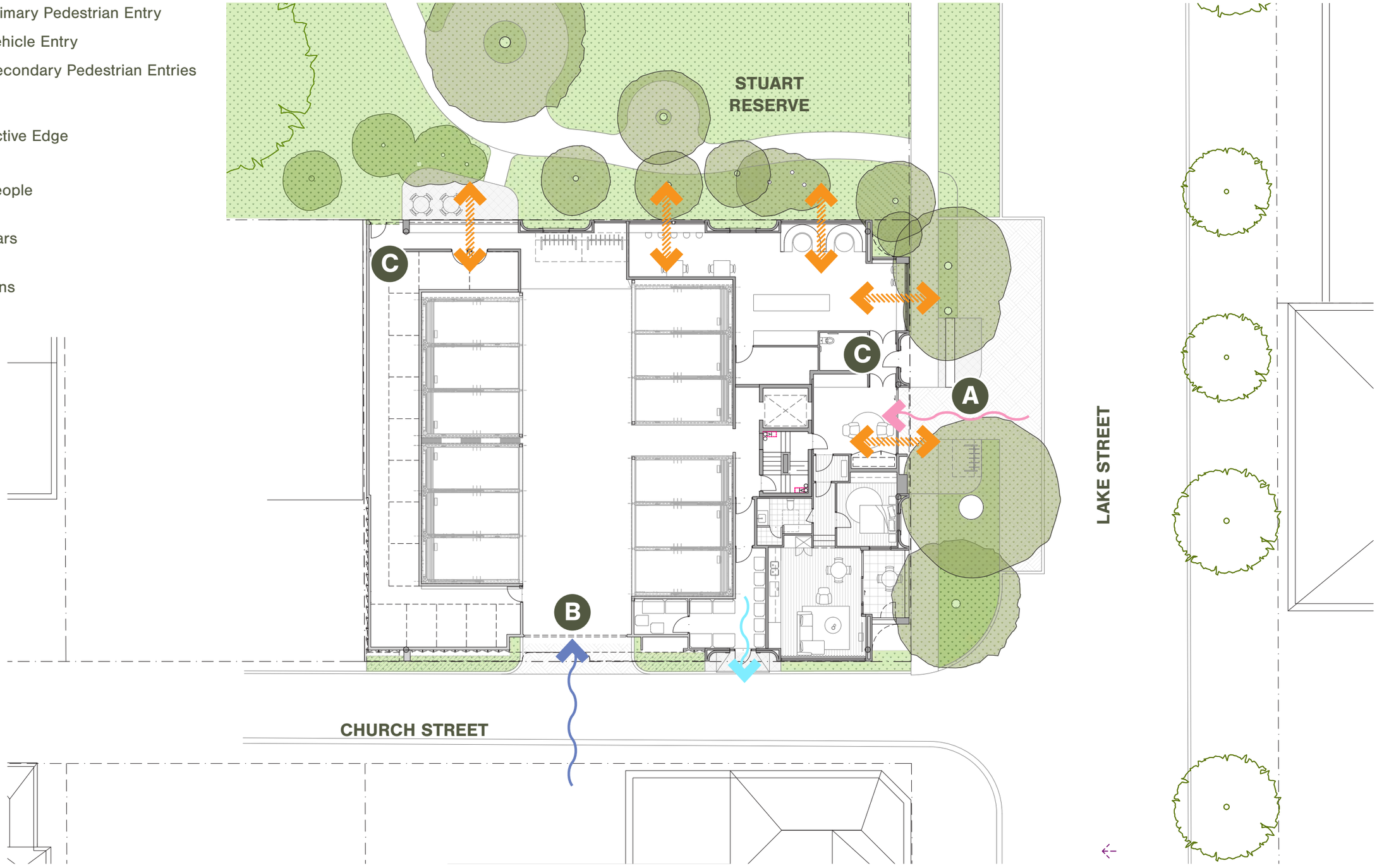
LEGIBILITY

GROUND PLANE OVERVIEW

- A Primary Pedestrian Entry
- B Vehicle Entry
- C Secondary Pedestrian Entries

- Active Edge
- People
- Cars
- Bins



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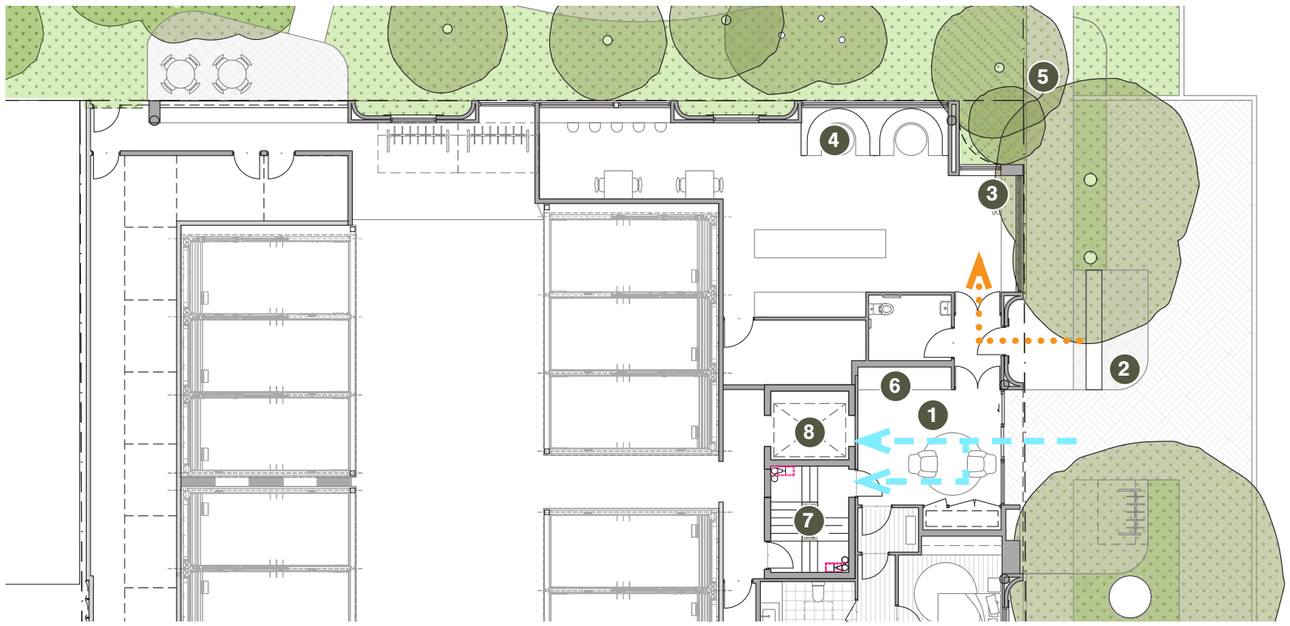
LEGIBILITY
LAKE/STUART INTERFACE

Residential

- Lift and stair grouped for convenient & safe access.
- Improved presentation to Lake Street.
- Discreet entry from Stuart Reserve for Bikes, Bins & stores.

Commercial

- Greater public interface with Stuart Reserve.
- Refined verge treatment to compliment commercial use.
- Convenient & safe access to EOT.



1. Resident Lobby
2. Verge Seating
3. Bench Window
4. Booth Window
5. Pathway to Stuart Reserve
6. Resident Mail
7. Resident Access to Stair
8. Resident Access to Lift

Cafe Entry
Residential Entry

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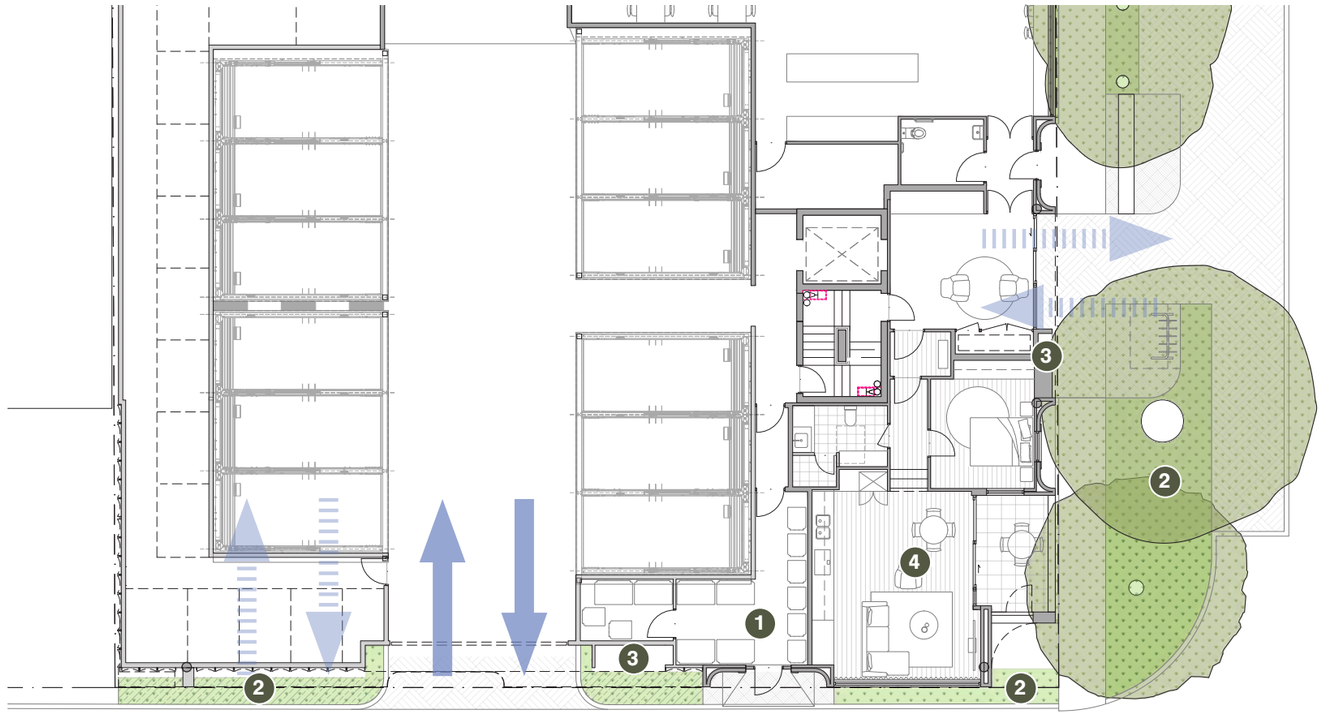
LEGIBILITY
LAKE/CHURCH INTERFACE

Residential

- Reduced from 2 to 1 vehicle crossover.
- Crossover relocated to Church Street, promoting greater pedestrian access/connection on Lake St.
- Discreet waste collection, booster and LV kiosk locations.



1 Bin Store
2 Soft Landscaping
3 Booster & LV kiosk
4 1 x 1 Apartment

Proposed Vehicle Entry
Previous Vehicle Entry

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PRINCIPLE 8
SAFETY

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SAFETY
TERRITORIAL DEFINITION

- Clear vertical separation between public and private realms.
- Welcoming and easily identifiable resident entrance from Lake Street, contributing to natural surveillance and creating a sense of arrival.
- Prioritisation of pedestrian movement at the ground level, supporting activation and passive surveillance through increased foot traffic and engagement with the public realm.
- Upper level balcony balustrades are a mix of solid and visually permeable surfaces to provide residents with privacy while maintaining passive surveillance of the adjoining public domain.
- Upper level habitable rooms have windows that overlook Lake Street, Church Street and Stuart Reserve.

Private Realm

Public Realm

Clear Resident Entry

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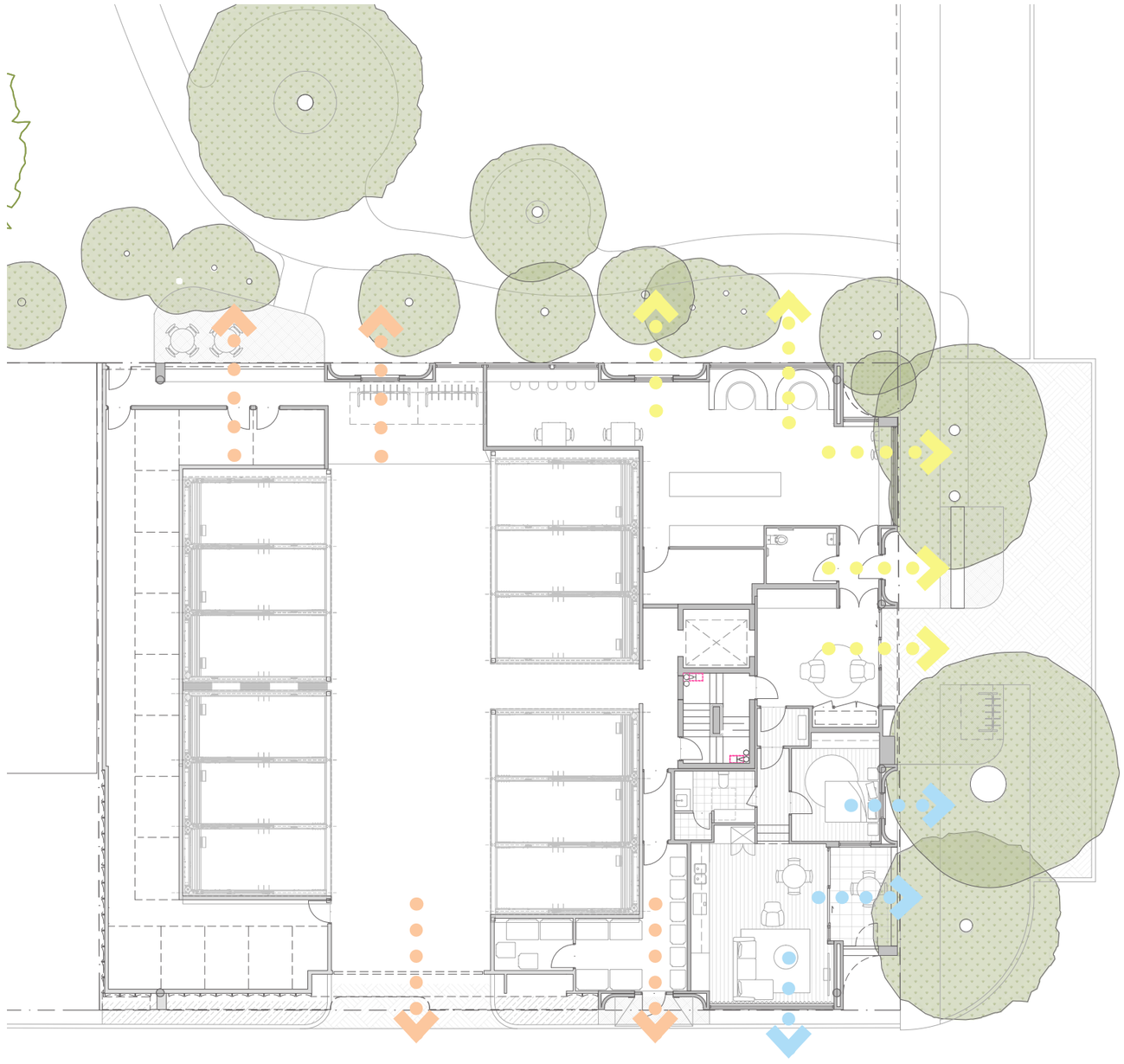
SAFETY
SURVEILLANCE

- Ground floor tenancies are designed with large openings to promote activation across day and night, which increases safety & security.
- Following approval, a lighting strategy will be developed to further enhance the legibility of the development and ensure the development is well-lit for safety.



Passive Surveillance from Residence

Passive Surveillance from GF Tenancy

Passive Surveillance from BOH Facilities

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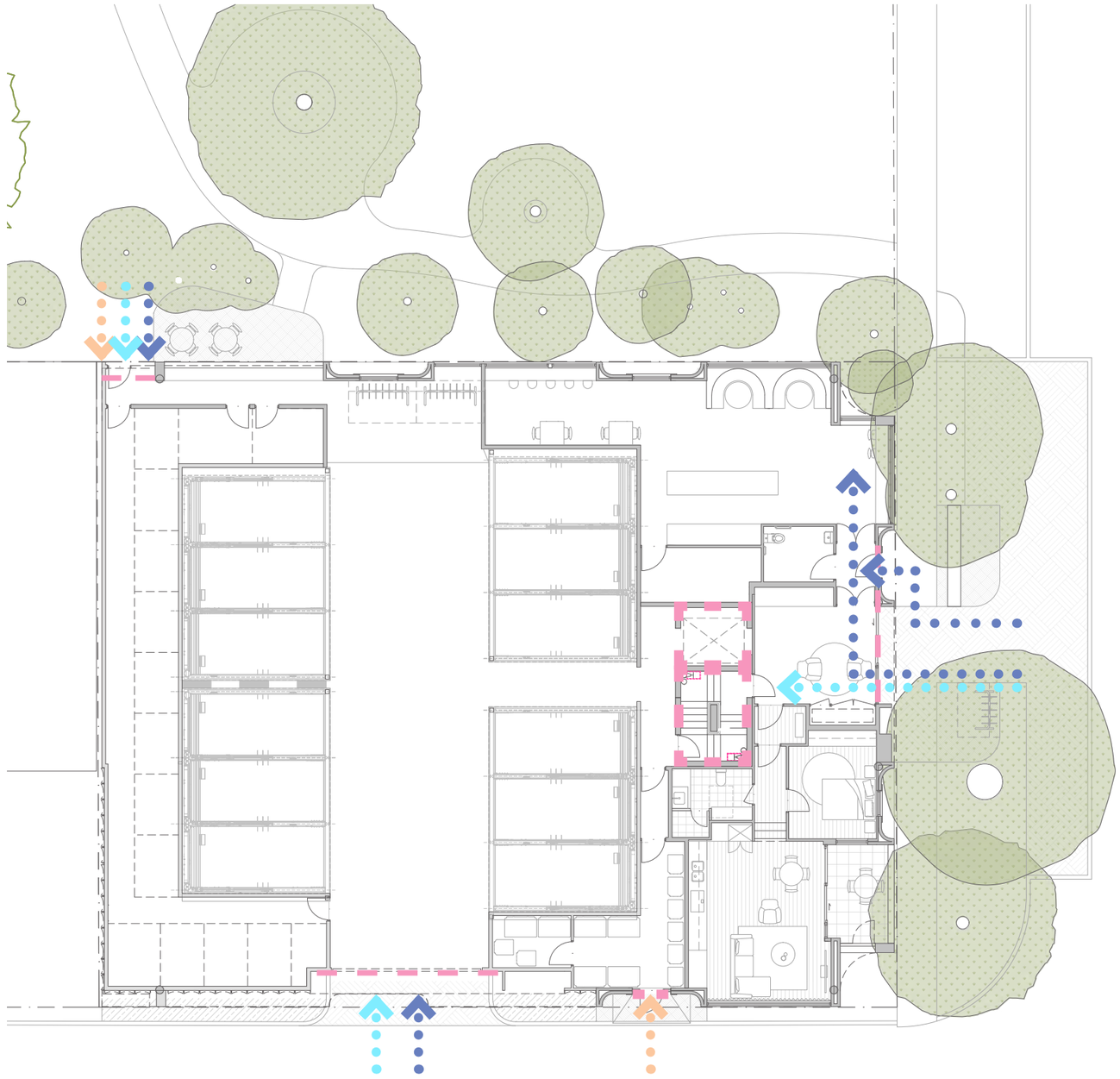
SAFETY
ACCESS CONTROL

- Pedestrian access points clearly defined and secured.
- Secure vehicle access points to limit unauthorised access.
- Landscaping is used to guide movement and define entry points, reinforcing the separation between public and private areas.



Commercial Access

Residential Access

Service Access

Access Control Threshold

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SAFETY
ACCESS CONTROL

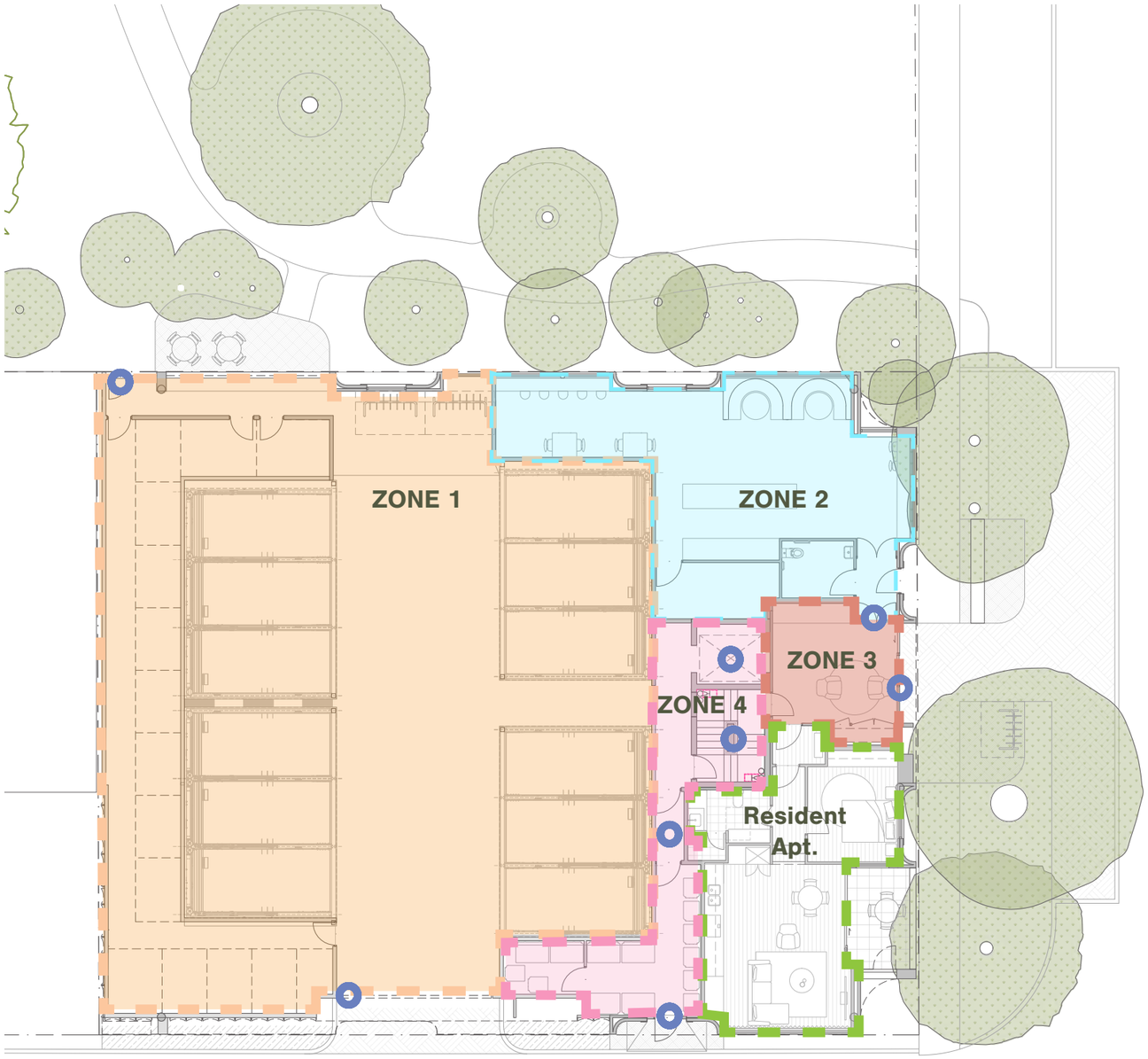
- Secure access points for resident safety.
- Controlled access to upper storeys, resident lobby and all apartments.

ZONE 1
Secure Garage, Stores Bicycle Parking.
FOB Access for Residents & Tenants.

ZONE 2
Tenancy Access (Limited Hours)
Secure access for Tenants only*.
*General public access available within operational hours

ZONE 3
FOB Access to Resident Lobby
Access for Residents & Tenants*
*General public access available within operational hours

ZONE 4
FOB Access to Upper Levels
Access for Residents to/from Garage and Upper levels



FOB Access Point or Similar

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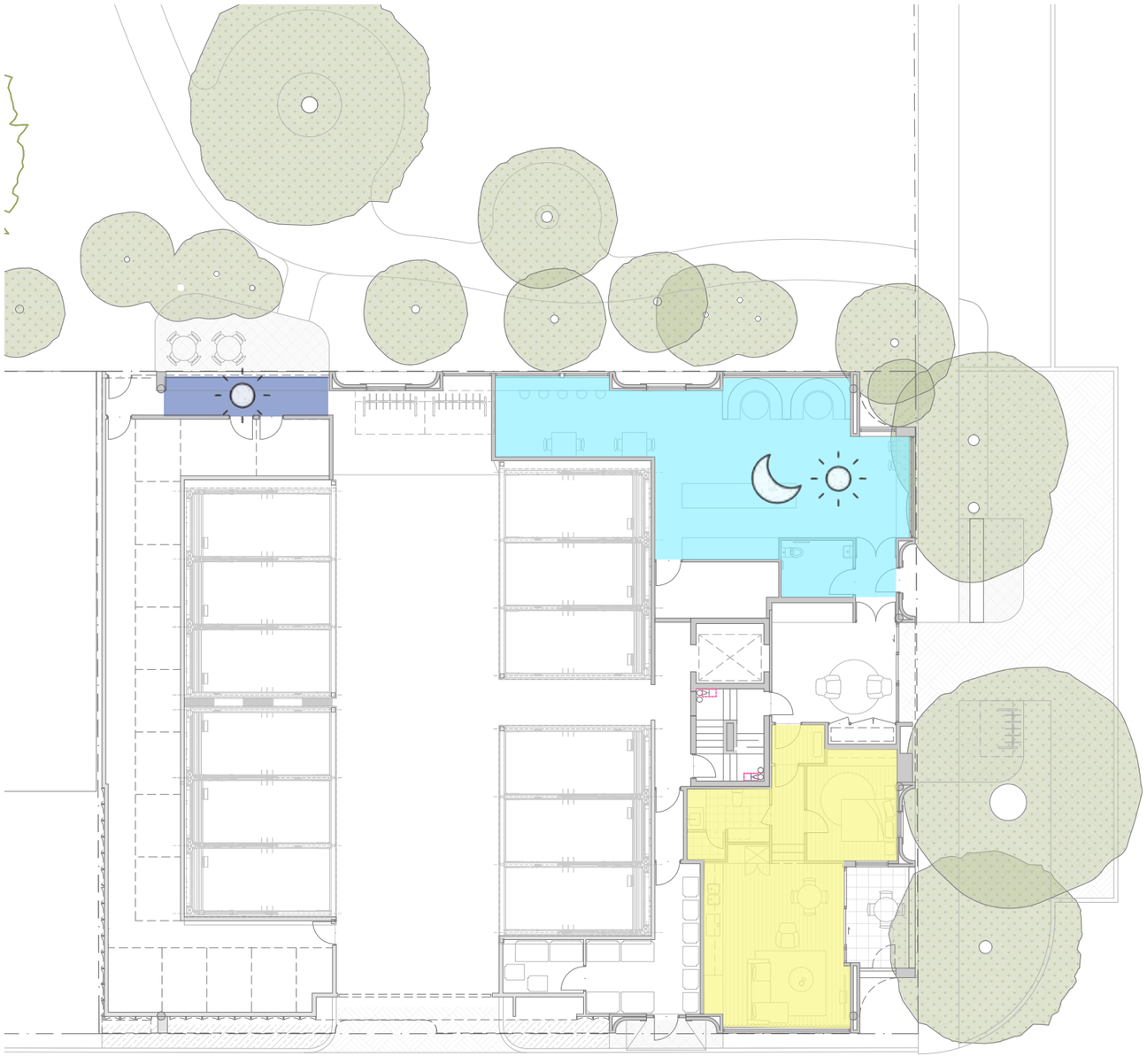
SAFETY
SPACE MANAGEMENT

- Ground level areas activated with clear entrances and uses to encourage regular activity and presence.
- Daytime use is supported through design that promotes ongoing movement and occupation.
- After-hours use is considered with good lighting and open sight-lines to ensure safety.
- Windows overlook public areas, allowing for passive surveillance and increased visibility.
- Back of house area appropriately located to support tenancies and reduce clutter or misuse.
- Durable materials to reduce maintenance and show that the area is well managed and cared for.



Cafe Space

Workshop

Apartment

Daytime Use / Activity

Nightime Use / Activity

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PRINCIPLE 9
COMMUNITY

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COMMUNITY
STUART RESERVE

General

- Increased green space and frontage within Stuart Reserve (befitting the character of the space).
- Additional amenity for local artist and community members.
- Opportunity for Commercial groups.
- Community art mural/wall to further enhance the quality of Stuart Reserve.

1. Existing Playground
2. Green Space
3. Office Frontage
4. Cafe Frontage

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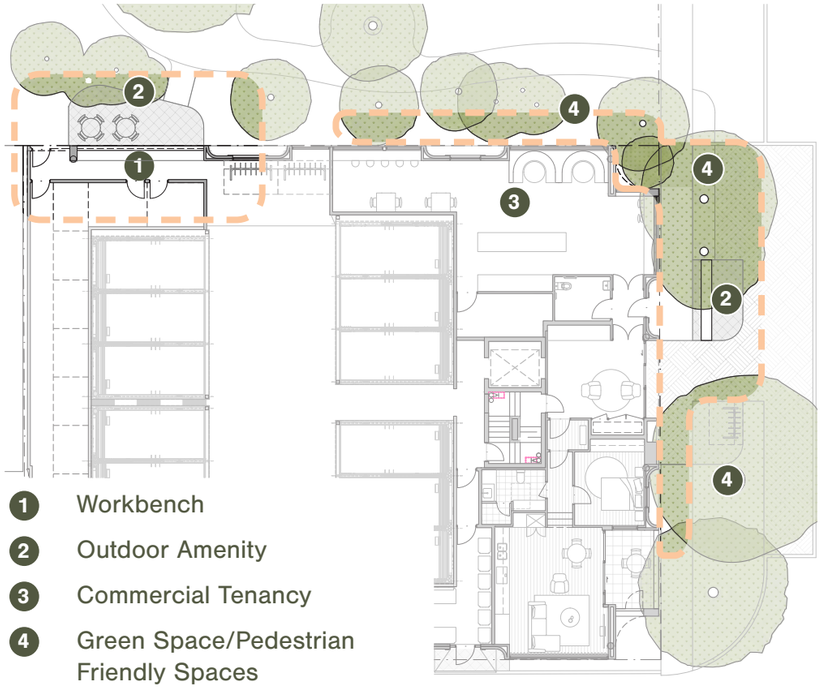
COMMUNITY
STUART RESERVE

Frontage to Stuart Reserve

+14 New Trees

Increased green space and frontage within Stuart Reserve (befitting the character of the space).



1. Workbench
2. Outdoor Amenity
3. Commercial Tenancy
4. Green Space/Pedestrian Friendly Spaces

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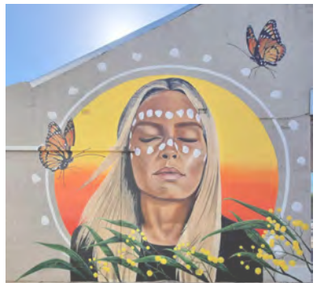
COMMUNITY
COMMUNITY ART

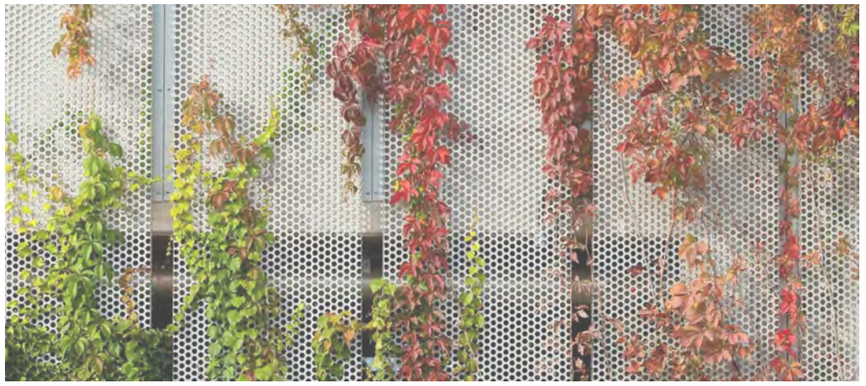
Opportunities For Communal Art

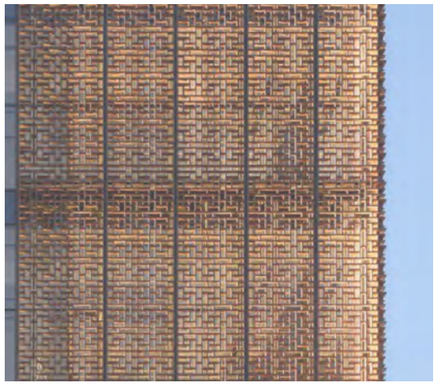
Reflecting Existing Art Culutre

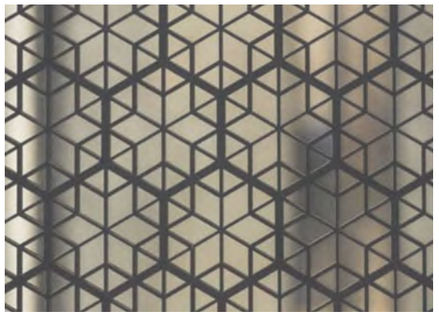
Increased opportunities for public art presence tying back to the artistic scene of Area.



Nearby Community Art







Church Street Community Art

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PRINCIPLE 10
AESTHETICS

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AESTHETICS
MATERIAL PALETTE

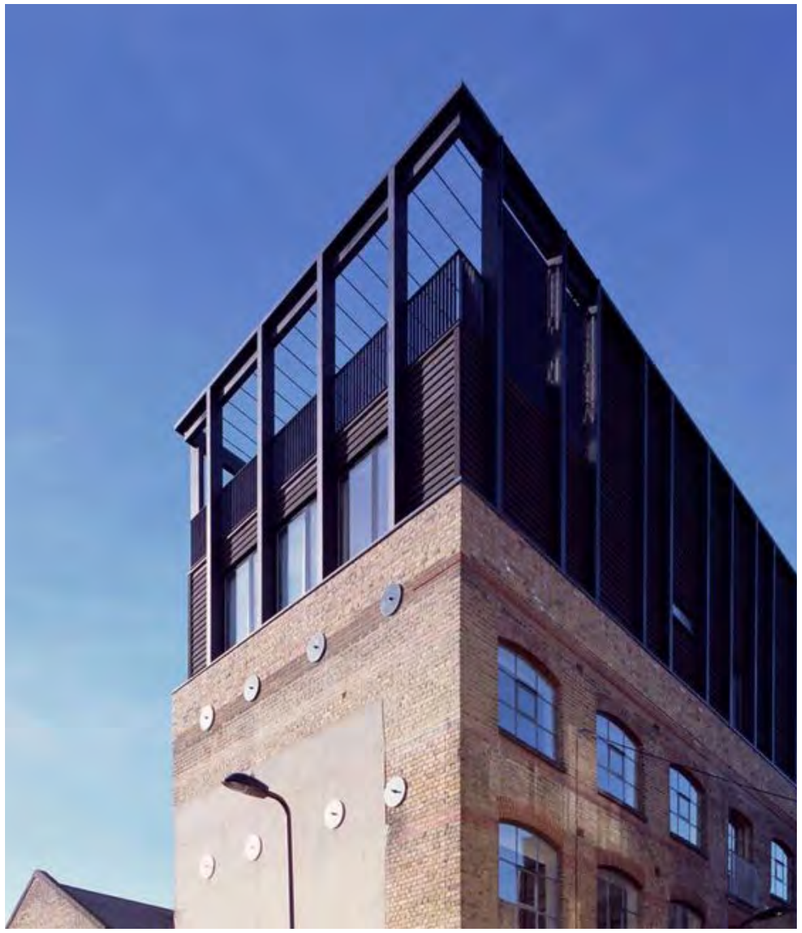
We wish to create architectural interest through the considered use of materials, colours and detailing. The building features materials and colours which compliment the existing architectural character of the surrounding suburb of Northbridge.

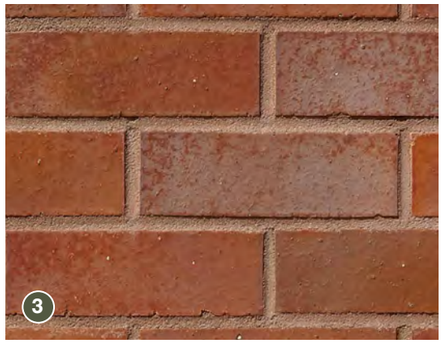
Klopper & Davis Architects employ ‘easy-to-maintain’ materials that age gracefully. We avoid ‘passing trends’ and use palettes that are elegant and timeless.

The use of red face brick to the podium levels is reflective of the architectural identity of Lake Street. Brick detailing and soft landscaping assist in softening the masonry building envelope along the ground floor.

Muted metallic cladding to the upper floors assists in reducing visual bulk.

1. Washed Aggregate
2. Deep Red Tones
3. Face Brick (Red)
4. Metal Cladding (Green)





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AESTHETICS
MATERIAL PALETTE

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SUMMARY

- Number of storeys unchanged
- 6% increase in plot ratio
- 50% increase in visitor bike storage
- Lake St cross-over removed
- L6 Communal open space improved
- Added two on-street visitor bays
- 45% increase in residential car bays
- 8% increase in overall height
- L1 parking replaced with apartments

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CLOSING

Given the minor design adjustments we respectfully seek the City of Vincent's support and trust the improvements are supported. We look forward to hearing the City's comments.

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APPENDIX A
AREA SCHEDULE

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LAKE RESIDENCES

REV	VE 19	STAGE	FORM 2
ISSUED	21/10/2025		

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		L.SCAPE		COMM.									2 BED 2.5 BATH												3 BED 2.5 BATH								4 BED 2.5 BATH				FACILITIES							TOTALS							
									A01				C01				C02				C03				D01				D02				P01					BIKES		PARKING				GFA				STRATA		PLOT RATIO	
FLOOR	#	DSA	PLANT. ON STRUCT.	GROSS INTERNAL AREA	PLOT RATIO COMMERCIAL	OUTDOOR COMMUNAL AREA (INCLUDES DSA)	SOLAR	CROSS VENT	#	STRATA	ARCHITECTURAL	BALCONY	#	STRATA	ARCHITECTURAL	BALCONY	#	STRATA	ARCHITECTURAL	BALC.	#	STRATA	ARCHITECTURAL	BALC.	#	STRATA	ARCHITECTURAL	BALC.	#	STRATA	ARCHITECTURAL	BALC.	#	STRATA	ARCHITECTURAL	BALC.	STORES	RESIDENTS	VISITOR (VERGE)	COMMERCIAL	VISITOR	RESIDENT	ON STREET VISITORS	GFA	DELTA (DA)	NO. APTS	BALCONY AREA	STRATA AREA	DELTA (DA)	PLOT RATIO AREA	DELTA (DA)
										61	66	8		88	97	13		86	95	15		86	95	13		103	113	20		109	119	19		132	145	40																
B	1																																											324	256						
G	1	21	13	88	62		1	1	1	61	66	8																									15	16	6			32	6	694	59	1	8	88	-76	62	-102
1	1						4	4					2	176	193	25	2	172	189	29	2	173	190	25													2							703	11	6	80	521	280	573	5
2	1						4	4					2	176	193	25	2	172	189	29	2	173	190	25													2							703	-15	6	80	521	21	573	30
3	1						4	4					2	176	193	25	2	172	189	29	2	173	190	25													2							703	-15	6	80	521	21	573	30
4	1		26				3	4																	2	205	226	90	2	217	239	82					4							702	9	4	172	423	43	465	52
5	1						3	4																	2	205	226	40	2	217	239	39					4							589	39	4	78	423	47	465	56
6	1		60			82	2	2																									2	264	290	79								529	172	2	79	79	-49	290	151
SUB-TOTAL	8	21	99	88	61.6	82	21	23	1	61	66	8	6	528	580	76	6	517	568	88	6	518	570	75	4	411	451	130	4	435	478	121	2	264	290	79	29	16	6	0	0	32	6	4947	516	29	577	2576	288	2998	219
TOTALS	100%	70.6					72%	79%	3%				18	62%											8	28%							2	7%			29	22		32			6	GFA		29		2576	STRATA		PR

SITE AREA	737	
PLOT RATIO	4.07	0.29

CITY OF VINCENT

ATTACHMENT 5

DEVELOPMENT ASSESSMENT PANEL MEETING

Landscaping Plan

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Lake Street Residences

137 - 143 LAKE STREET, NORTHBRIDGE
LANDSCAPE DA REPORT_REV I
DA RESUBMISSION
MARCH 2026

REALM studios

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welcome

acknowledgement of country

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

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

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

If we care for Country, Country cares for us.

Project: Lake Street Residences
137 - 143 Lake Street, Northbridge

Client: Willing Property
Date: 20/03/2026
Revision: I

Document Issue:

Issue for:	Revision:	Date:
INTERNAL COORDINATION	A	25/08/2022
DRP 1	B	01/09/2022
INTERNAL COORDINATION	C	04/11/2022
DA SUBMISSION	D	25/11/2022
RFI AMENDMENTS	E	03/04/2023
RFI AMENDMENTS	F	13/06/2023
INTERNAL COORDINATION	G	22/07/2025
DA RESUBMISSION	H	28/07/2025
DA RESUBMISSION	I	20/03/2026

Prepared by:

REALM studios

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introduction

conceptual evolution

Site Plan 04
Ground Level 05

landscape plans + strategy

Site Plan 06
Ground Level 08
Level 04 10
Level 06 12

site framework

Materiality + Furniture 14
Planting Thematic 15
Deep Soil Assessment 16
Tree Strategy 18
Planting Areas + General Notes 20
Planting Schedules 22
Planting Images 23

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25 March 2026

conceptual evolution

historic wetland shoreline

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

The Lake Street Residences development builds upon and references key historic wetland landscape elements both at ground and podium levels through materiality, form and plant mate rial. The landscape seeks to restore the ecological landscape of which the buildings sit within whilst addressing the unique challenges that disparate parkland, laneway and streetscape interfaces demand.

A landscape filled with native Australian flora and new topographies, as well as gathering and social spaces for visitors and residents to enjoy. The site will also be used to compliment and connect with Stuart Street Reserve referencing and embracing the historic shoreline of The development of new dwellings and its landscape will not only enliven Lake Street's streetscape but support new relationships with the rear laneway and the parkland to its North.

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

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

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

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

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

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

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

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

Rushes and sedges providing valuable habitat

Evidence of a rich ecosystem feat. extinct oyster shells

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conceptual evolution

landscape drivers

pre-wadjela landscape

wetland 'shoreline'

water expression

endemic planting

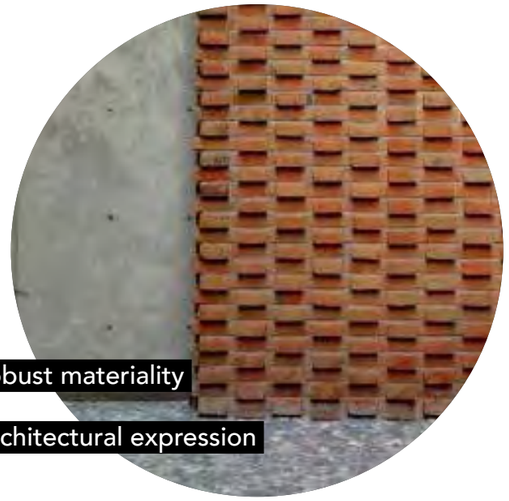
seasonal expression

textural forms

soft edges

on structure spilling

productive landscape



robust materiality

architectural expression

framed views

'green frame'

permeable paving

structural soils

communal gathering

outdoor kitchen

community cafe

alfresco opportunities

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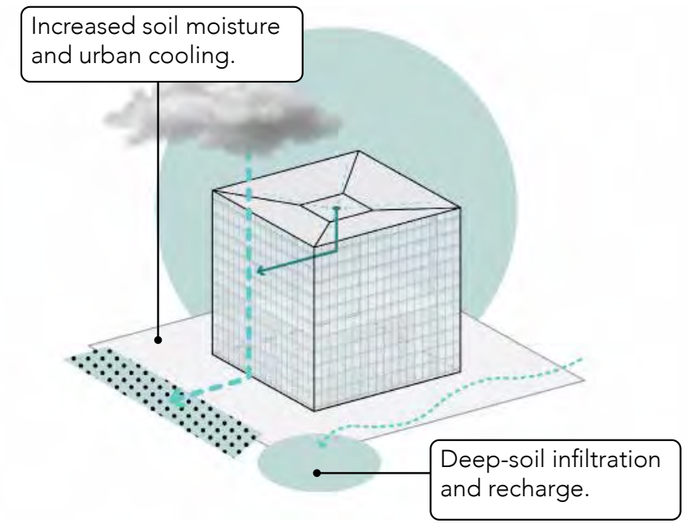
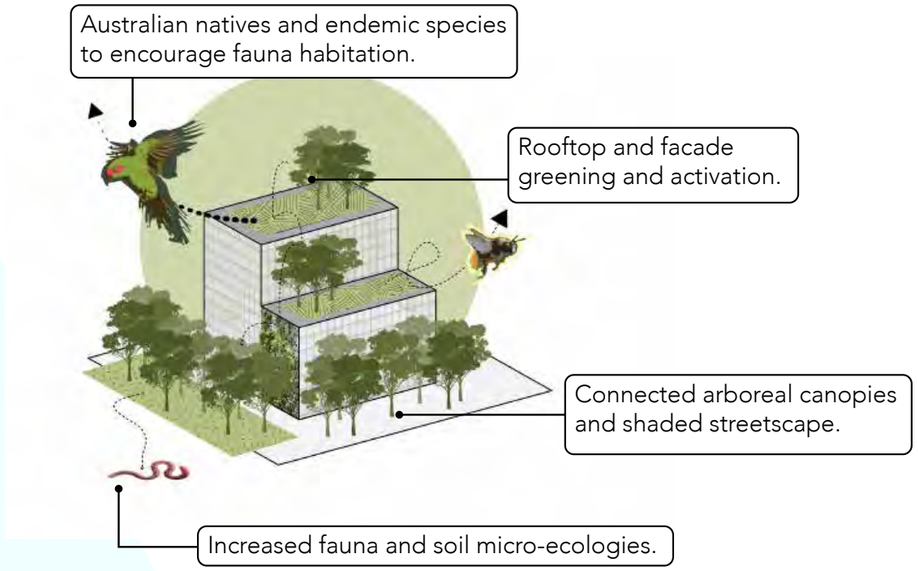
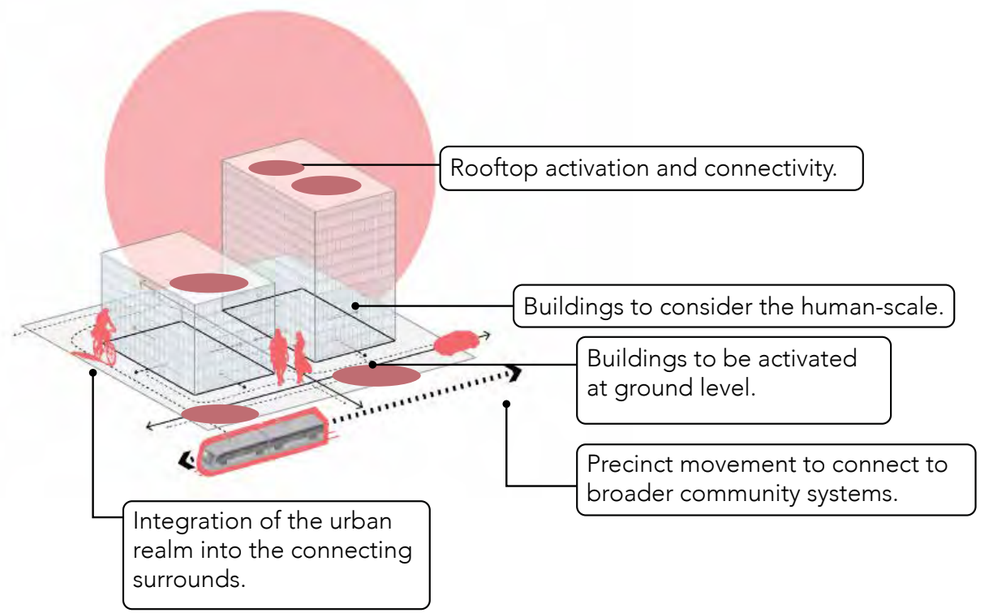
site plan

landscape concept







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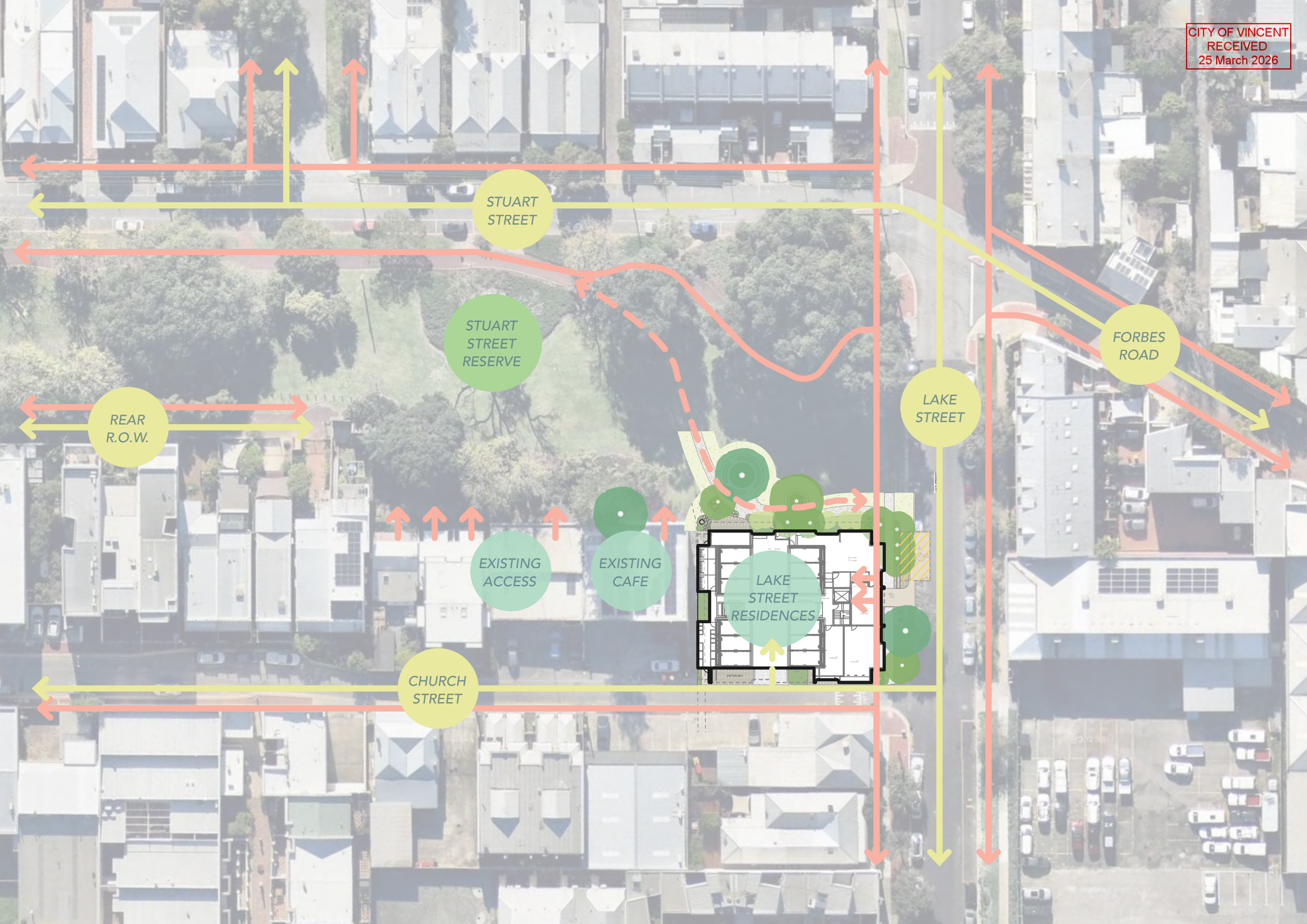

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ground level

landscape concept

1:400 @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

LEGEND

— — Proposed Extent of Works

— — Lot Boundary

1. Proposed path connection to along connecting to the existing footpath along the north side of the reserve (nom. 1600mm W stabilized gravel fines).
2. Deep soil planting adjacent to architectural feature wall. plants with a climbing habit to be planted to soften external face
3. Neighbouring lot F&B (Parkside Coffee) with park connection and alfresco area
4. Neighbouring lot Built Form
5. Neighbouring lot Carpark
6. Bin Store access
7. Proposed east/west path connection (nom. 1600mm W stabilized gravel fines) providing formalized access to townhouses and neighbouring F&B operator
8. Proposed hardy groundcover, sedge and small shrub planting between proposed east/west pathway and built form. Species mix to compliment species planted within Stuart Street Reserve and council preferred species guidelines. Local low points/concavities formed in garden beds for additional passive irrigation
9. Existing POS tree to be retained and protected for the duration of the works
10. Proposed planting
11. Existing POS turf to be made good
12. Concrete footpath to match existing to council standard. Proposed pavement location and location of connection to existing pavements subject to council coordination and approval
13. Proposed Universal Access Bay with mountable kerb and 1600mm access adjacent (nom. permeable paving). Refer to Architect/Civil
14. Proposed Bicycle Hoops (Visitor/Public)
15. Proposed Vehicle Entry (nom. concrete). Refer to Architect for gate/fence/intercom and internal carparking setout and levels
16. Proposed on-lot visitor bay (nom. permeable paving)
17. Existing Street Tree to be retained and protected for the duration of the works. Assessment ad work to be conducted under supervision of a qualified arboriculturalist. Structural soils and piered footings to be allowed for to accommodate lateral roots encountered through the construction process. Additional street trees (nom. Agonis flexuosa) proposed.
    Existing signage to be retained and protected for the duration of the works
18. Proposed residential lobby
19. Existing pram ramp to be reinstated following works
20. Fire booster. Refer to Architect

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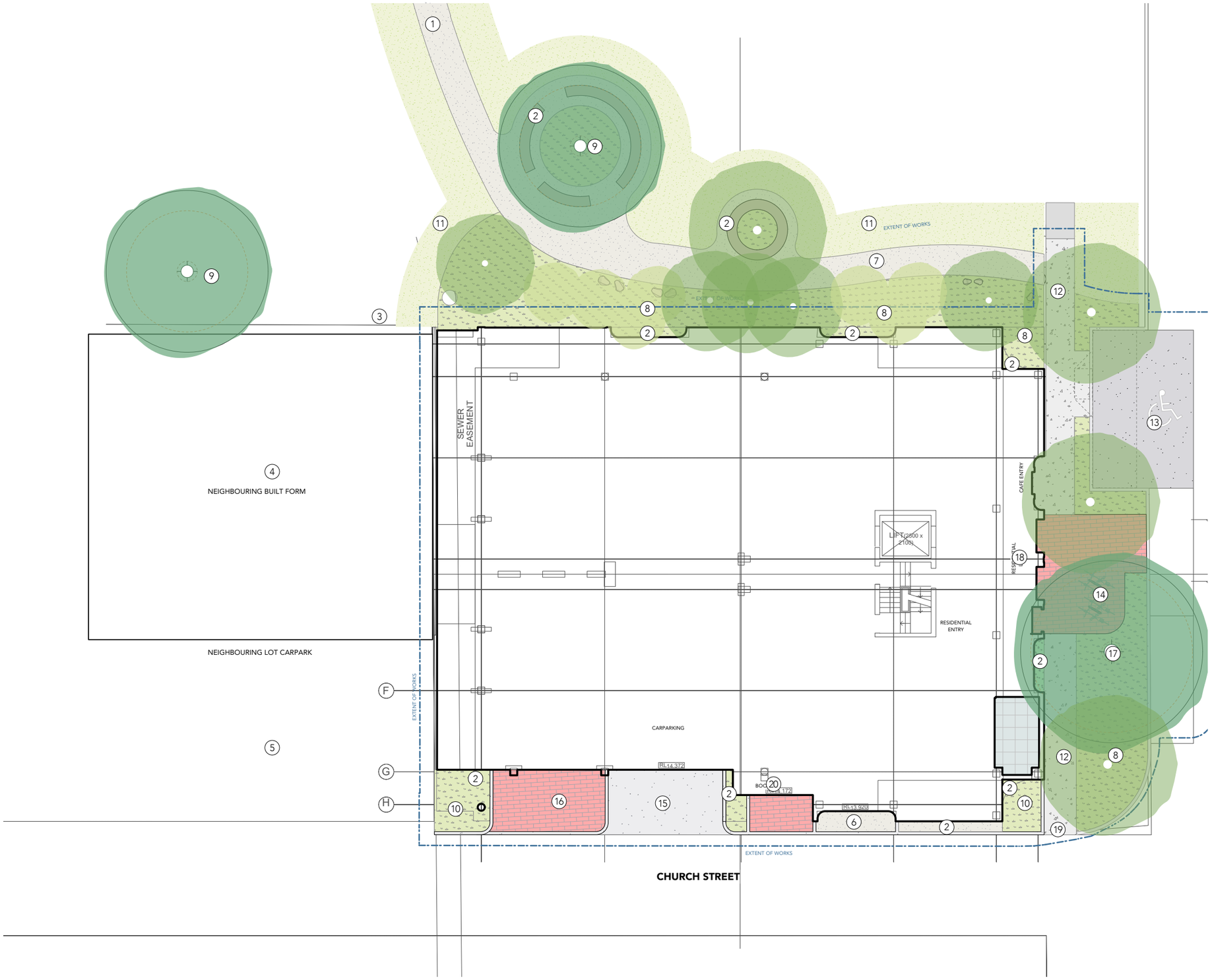

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levels 04

landscape concept

N

1:200 @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

1. Private Rooftop Balcony Areas
2. Planter with spilling/climbing plants
   Serviced via balcony area or anchor points

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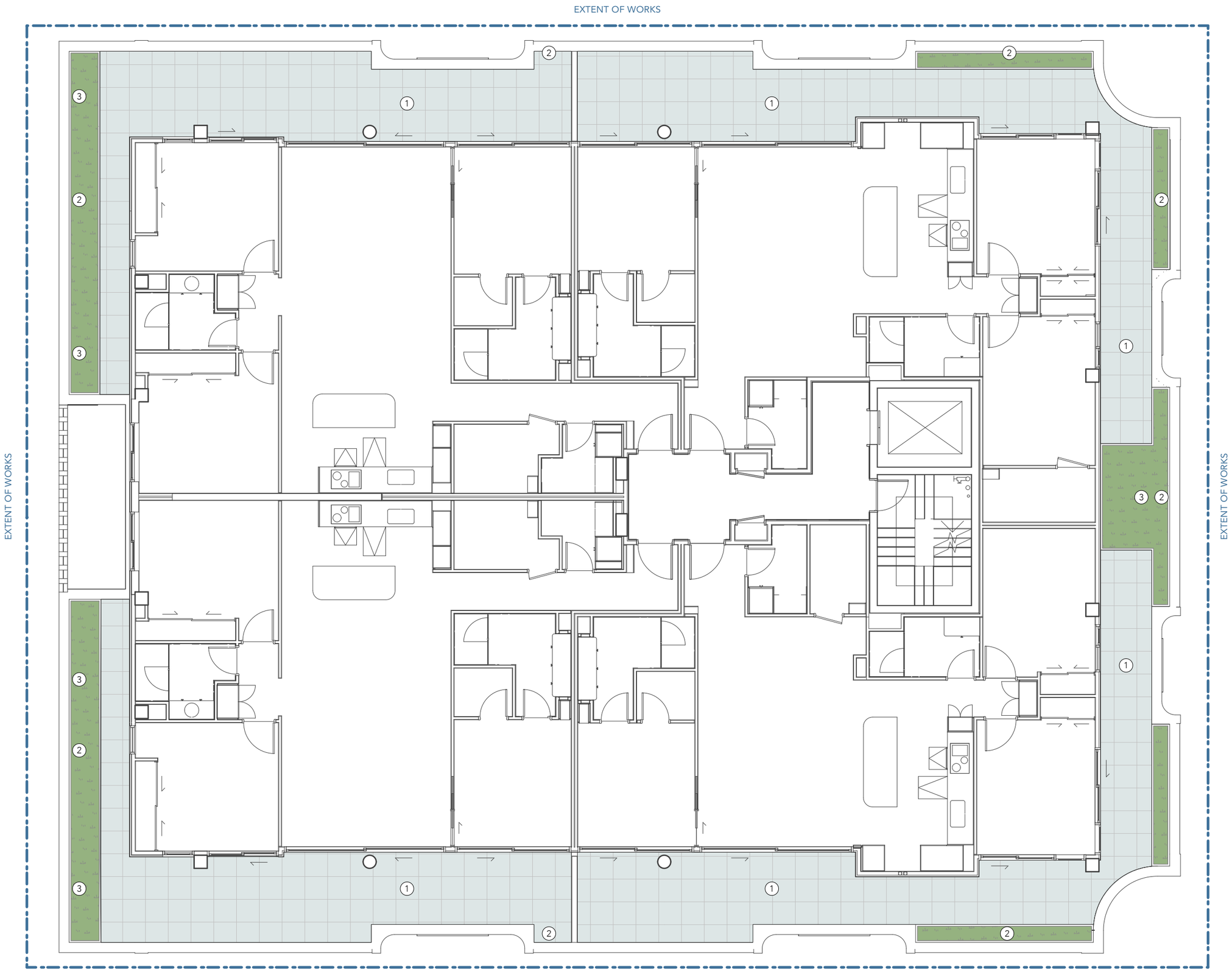

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level 06

landscape concept

N

1:200 @ A3
REFER TO LANDSCAPE A1 PLAN FOR FURTHER DETAIL

1. Communal Alfresco/Balcony Areas
   Stone-Effect Porcelain Tile on Pedestal
   Variety of movable lounge/dining furniture
2. Planter with spilling/climbing plants
   Serviced via balcony area or anchor points
3. Outdoor Kitchen/BBQ
4. Private Rooftop Balcony Areas

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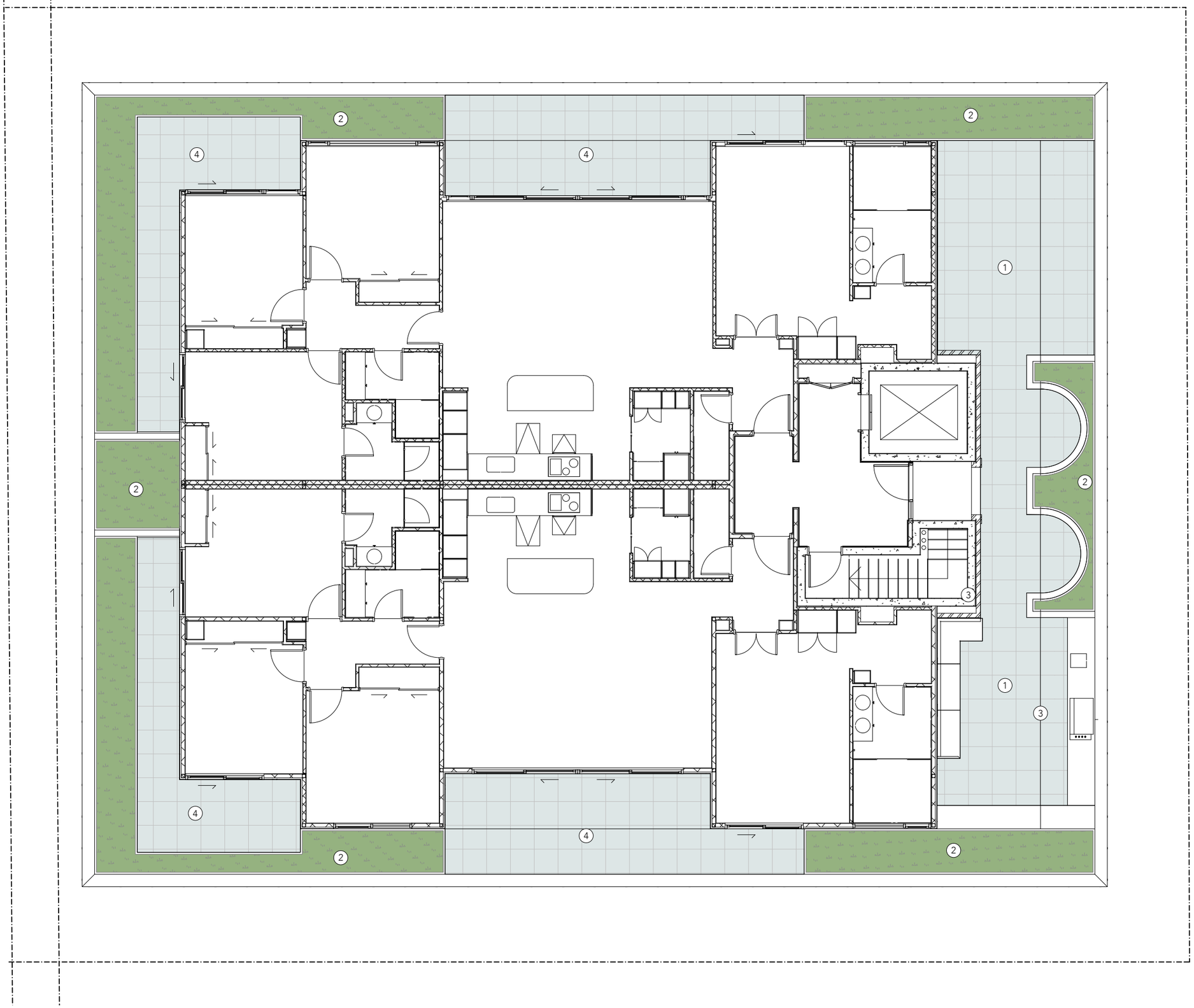

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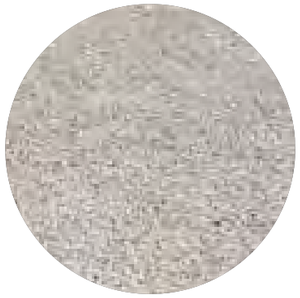
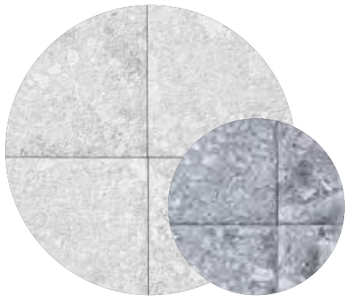
site framework

surface materiality + furniture


Compacted Gravel Fines

Standard Concrete (Off-Lot Path)


Stone Effect Porcelain Tile

Exposed Aggreate Concrete

Decorative Gravel (Loose)

Brickwork Planters (to Arch Detail)

Permeable Paving (Concrete)

Moveable Furniture

materials

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

- Materials to reference the established architectural design language and work with the broader landscape schematic - brick, steel, stone.
- Materials to reference wetland, industrial and parkland materials - brick, cocnrete, crushed aggregates.
- Materials to be low maintenance.
- Large scale surface materials will seamlessly blend into planted areas and define paths, enhancing pedestrian comfort both informally and formally.
- Materials to celebrate a sense of place.
- Materials celebrate local selection and work in with the design language established in the adjacent neighbourhood and broader Derbal Yerrigan area.
- All materials have been chosen for their natural qualities, muted appearance, connection to the wetlands, heritage industries and the urban landscape.

site framework

planting thematic

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planting

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

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

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site framework

deep soil assessment

DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS *(CoV DEEP SOIL MINIMUM REQUIREMENTS)*	
SITE AREA	736 sqm
SPP7.3 REQUIRED DEEP SOIL PLANTING = 10% Site Area *CoV REQUIRED DEEP SOIL PLANTING = 12% Site Area* n.b. No Existing Trees Retained	73.6 sqm *88.3 sqm*

GROUND FLOOR DSA	
DEEP SOIL AREA*	8.5 sqm
PERMEABLE PAVING (20% of DSA. Total: 20.0 sqm)	1.8 sqm
TOTAL DSA ON GROUND	10.3 sqm (prev. 21 sqm)

ADDITIONAL REQUIREMENTS	
SPP7.3 DEEP SOIL AREA SHORTFALL *CoV REQUIRED DEEP SOIL PLANTING*	63.3 sqm *78 sqm*
ADDITIONAL PLANTING ON STRUCTURE REQUIRED (SPP7.3)	126.6 sqm

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

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

ADDITIONAL PLANTING ON STRUCTURE	
GROUND FLOOR *Located on Deep Soil with built form over	13.1 sqm
LEVEL 04	25.8 sqm
LEVEL 06	52.7 sqm
TOTAL ON STRUCTURE PLANTING	91.6 sqm

TOTAL DSA/PLANTING	
TOTAL DSA + PLANTING ON STRUCTURE	101.9 sqm

PERCENTAGE DSA/PLANTING AREA ACHIEVED	
TOTAL DSA + PLANTING AREA AS PERCENT OF SITE SQM	13.8%

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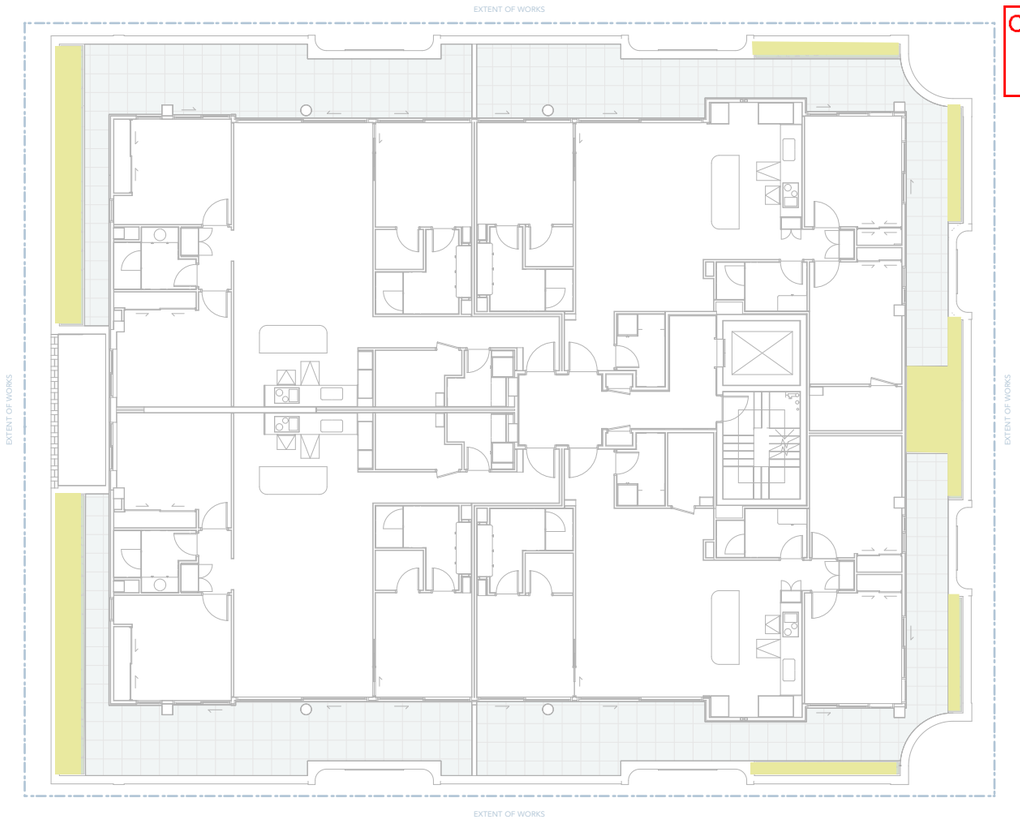
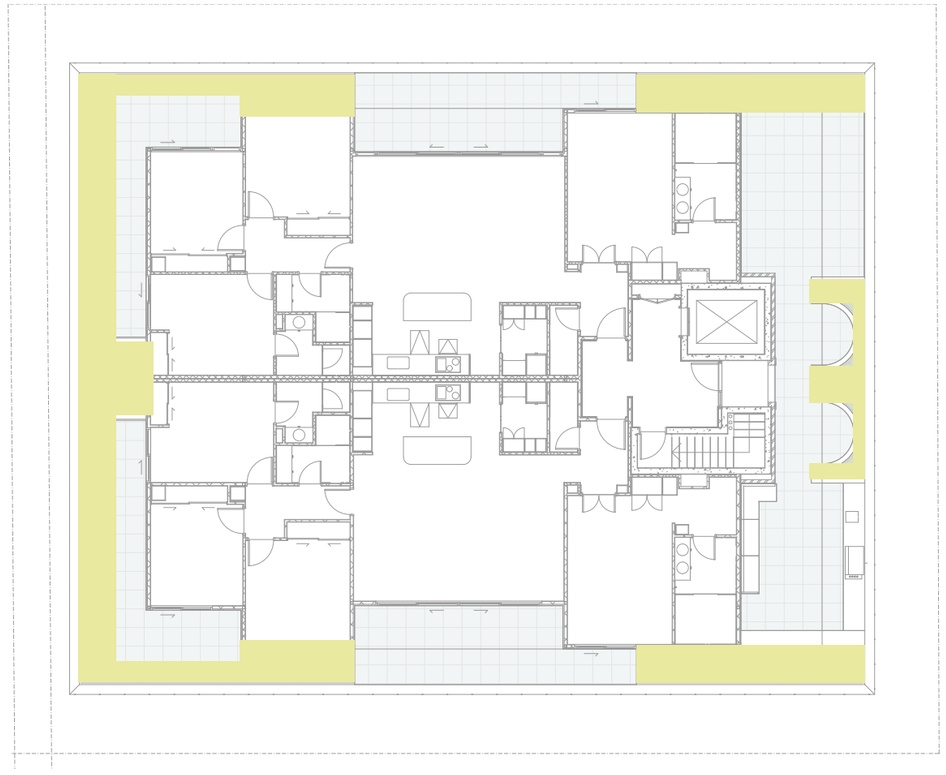
DSA/PLANTING ON STRUCTURE LEGEND

- On-Structure Planting (min. 1000mm depth)
- +Deep Soil - Roof Over though Nominated as On- Structure Planting (On-Lot)
- +Deep Soil (On-Lot)
- +Permeable Paving (On-Lot)

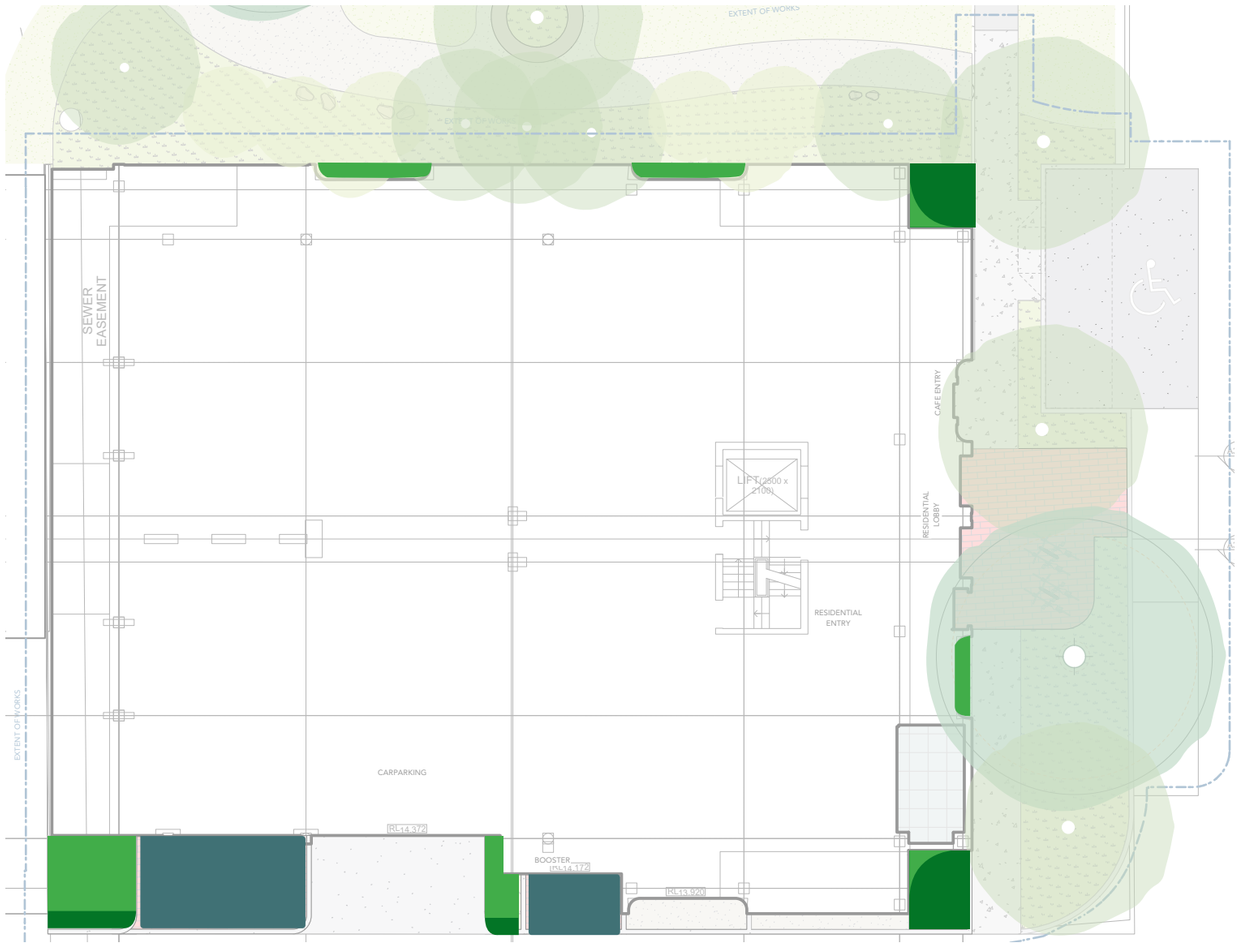


level 04 DSA/planting on structure (above)



level 06 DSA/planting on structure (below)

ground level DSA/planting on structure (below)



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site framework

tree strategy

DESIGN WA MINIMUM TREE REQUIREMENT		
LOT AREA 736 sqm	2 Medium trees OR 1 Large tree and Small trees to suit area	SITE PROVISION 7x Small Trees

ON-LOT TREE PLANTING	
LARGE	0x Conforming Large Tree *and an additional x Soil Sqm Non-Conforming Large Trees*
MEDIUM	0x Conforming Medium Trees *and an additional 0x Soil Sqm Non-Conforming Medium Trees*
SMALL	0x Conforming Small Trees *and an additional 0x Soil Sqm Non-Conforming Small Trees*

OFF-LOT TREE PLANTING (SUBJECT TO CoV COORDINATION/APPROVAL)	
LARGE	4x Large Tree
MEDIUM	5x Medium Trees
SMALL	7x Small Trees

ON-LOT PROPOSED TREES (CONFORMING)

- Large Tree
- Medium Tree
- Small Tree

PROPOSED TREE SPECIES

1. Agonis flexuosa 200L
2. Banksia integrifolia 100L
3. Corymbia citradora 'Scentuous' 200L
4. Eucalyptus victrix 'Snow Queen' 100L
5. Melaleuca preissiana 100L
6. Melaleuca quinquinervia 200L
7. Araucaria cunninghamii 500L

OFF-LOT PROPOSED TREES

- Final placement TBC by CoV

EXISTING TREES

- Off Lot
  To be retained

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

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

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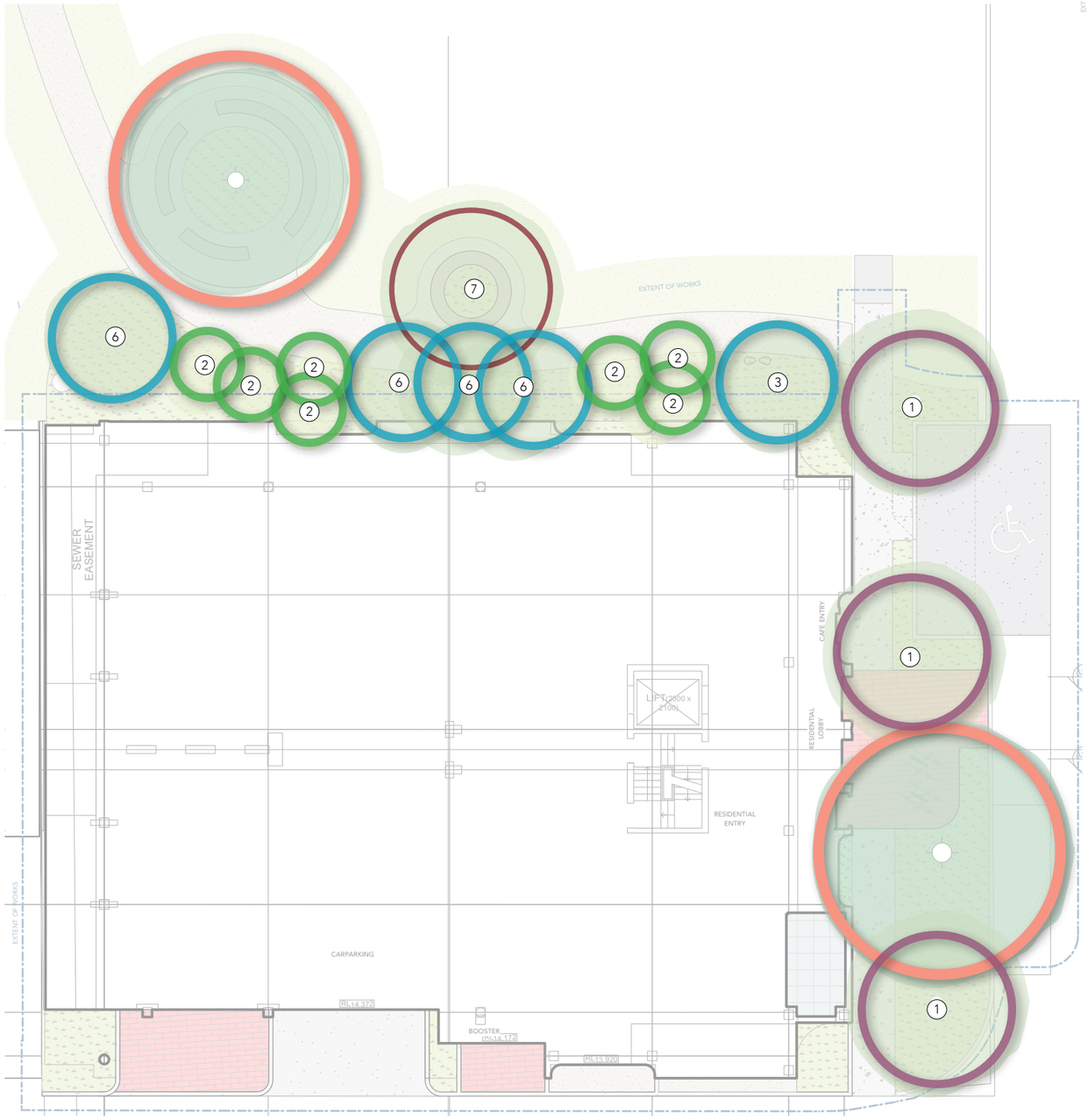
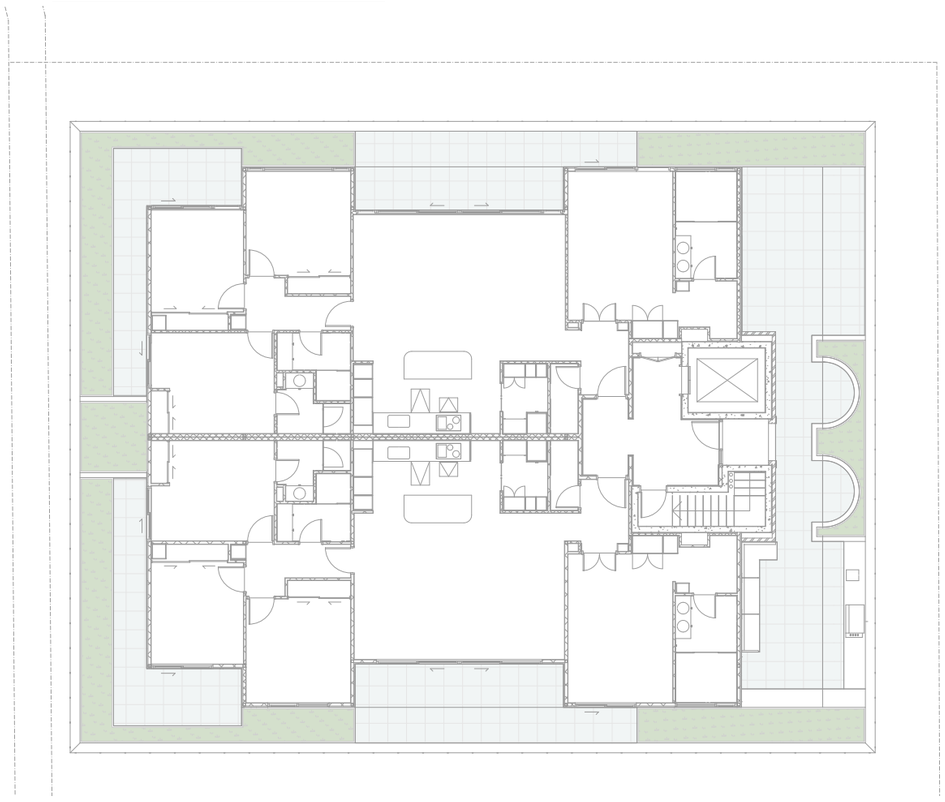
ground level tree planting



level 04 tree planting (above)

level 06 tree planting (below)



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site framework

general notes, planting areas + planter section

GENERAL NOTES

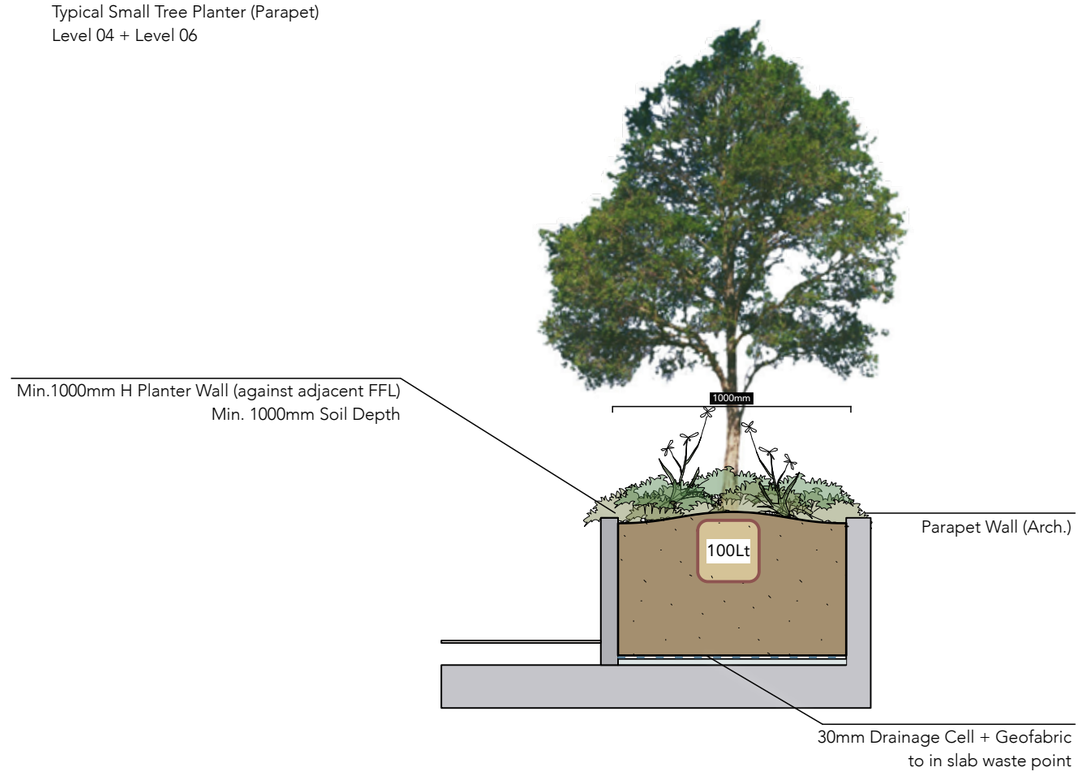
IRRIGATION
All irrigation on the project will be sourced from scheme water. The possibility to capture and store water from rain-events and reuse for irrigation is a possibility currently being examined for incorporation. Irrigation will be efficient below ground drip-based delivery and integrated with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

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

Minimization of anchor points has been incorporated to podium areas as vast majority of planting is located within a minimum 1000mm high fall barrier forming its outer edge. Maintenance will be carried out by experienced contractors with qualifications in horticulture with a history of servicing on-structure landscape with awareness of City of Vincent requirements and recommendations. Pruning of large/ medium trees will be undertaken following Arboricultural review and advice by an experienced and certified Arborist. A more complete landscape maintenance report can be provided at building license if required.

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

Typical Planter Section - On-Structure
Typical Small Tree Planter (Parapet)
Level 04 + Level 06



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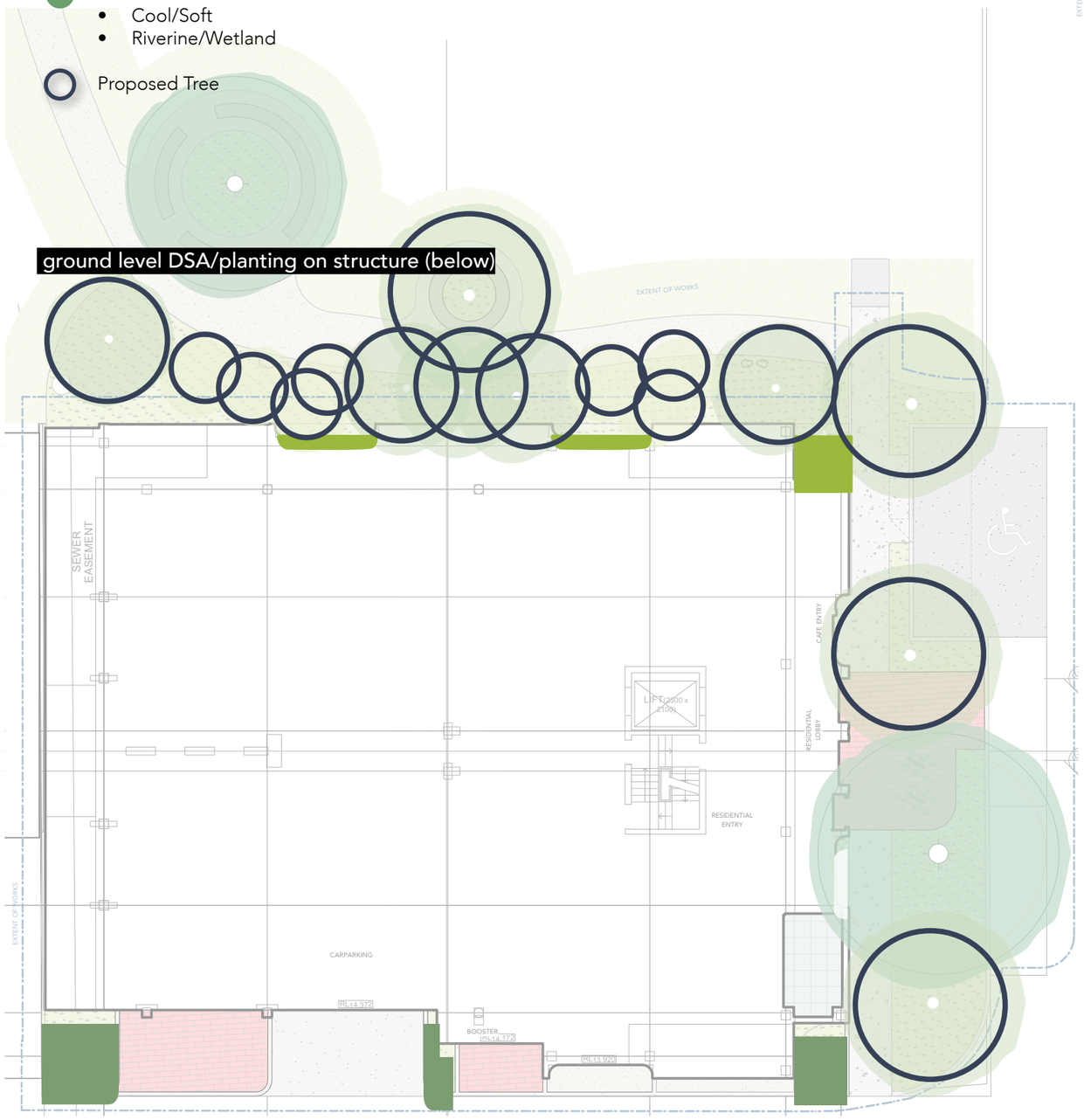
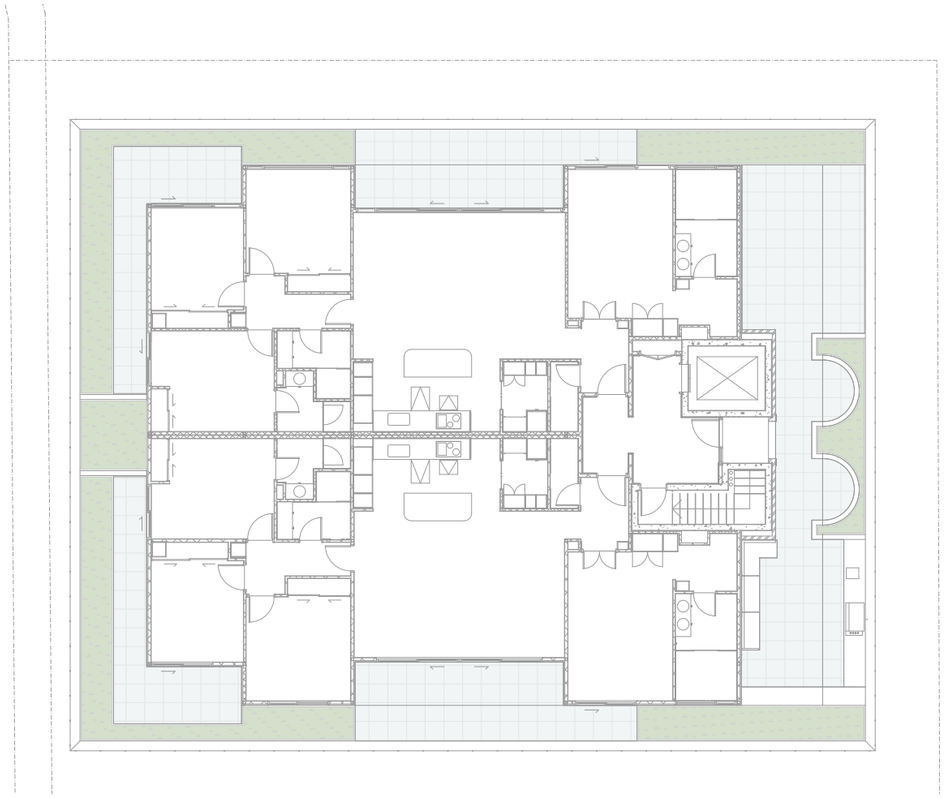
PLANTING AREAS

- Exposed Palette
  - Dry/Textural
  - Coastal
- Sheltered Palette
  - Cool/Soft
  - Riverine/Wetland
- Proposed Tree



level 04 DSA/planting on structure (above)

level 06 DSA/planting on structure (below)



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site framework

planting schedules

EXPOSED PALETTE - SEE INDIVIDUAL LEVELS FOR PROPOSED LOCATIONS

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Shrubs					
ADE ser	*Adenathos sericeus 'Pencil Perfect'*	Woolly Bush	2.5	1.5	0.8	140mm
ALY bux	*Alyxia buxifolia*	Sea Box	1	1	0.8	140mm
ATR cin	*Atriplex cinerea*	Grey Saltbush	1	1	0.8	140mm
BAN sce	*Banksia sceptrum*	Sceptre Banksia (Dwarf)	1.5	1	0.8	140mm
BAN scn	*Banksia spinulosa 'Coastal Cushion'*	Hairpin Banksia	0.7	0.5	0.8	140mm
CAL qlr	*Calothamnus quadrifidus 'Prostrate'*	Prostrate Net Bush	0.6	1	0.8	140mm
COR ref	*Correa alba*	White Correa	1	1	0.8	140mm
DAR cit	*Darwinia citriodora*	Lemon-scented Darwinia	0.4	0.4	0.8	140mm
HIB ore	*Hibbertia spicata ssp. Leptotheca*	Ocean Reef Coastal Guinea Flower	0.4	0.5	0.8	140mm
LEP lfs	*Leptospermum laevigatum 'Fore Shore'*	Fore Shore	0.5	1	0.8	140mm
LEU bro	*Leucophyta brownii*	Cushion Bush	0.5	0.5	0.8	140mm
OLE axi	*Olearia axillaris 'Beach Ball'*	Beach Ball Coast Daisy Bush	0.5	0.8	0.8	140mm
OZO rad	*Ozothamnus diosmifolius*	Riceflower	1.5	1	0.8	140mm
PIM alb	*Pimelea alba*	White Rice Flower	0.5	0.5	0.8	140mm
WES fru	*Westringia fruticosa*	Coastal/Native Rosemary	0.8	1	0.8	140mm
	Exotic Shrubs					
CON cne	*Convolvulus cneorum*	Silver Bush	0.4	0.4	0.8	140mm
COT orv	*Cotyledon orviculata 'Silver Waves'*	Cotyledon 'Silver Waves'	0.3	0.6	0.8	140mm
HEL ita	*Helichrysum italicum serotinum*	Curry Plant	0.8	1	0.8	140mm
	Australian Native Grasses					
ANI bbo	*Anigozanthos hybrid 'Bush Bonanza'*	Small Yellow Kangaroo Paw	0.6	0.4	0.4	140mm
ANI hbr	*Anigozanthus hybrid 'Yellow Gem'*	Large Yellow Kangaroo Paw	1	0.8	0.4	140mm
AUS sti	*Austrostipa stipoides*	Coast Spear Grass	0.8	0.8	0.4	140mm
CON can	*Conostylis candicans*	Grey Cottonheads	0.3	0.3	0.4	140mm
DIA rlr	*Dianella tasmanica*	Dianella 'Tasred'	0.4	0.4	0.4	140mm
FIC nod	*Ficinia nodosa*	Knotted Club Rush	0.6	0.4	0.4	140mm
LEP gla	*Lepidosperma gladiatum 'Gladiator'*	Gladiator Coastal Sword Sedge	1	0.6	0.4	140mm
LOM hys	*Lomandra longifolia 'Katrinus Deluxe'*	Lomandra 'Katrinus Deluxe'	1	0.6	0.4	140mm
LOM lim	*Lomandra 'Verday'*	Lomandra 'Verday'	0.6	0.6	0.4	140mm
POA poi	*Poa poiformis*	Coast Tussock Grass	1	1	0.4	140mm
	Australian Native Groundcovers					
CAR vir	*Carpobrotus virescens*	Coastal Pigface	0.1	1	0.8	140mm
BRA ibe	*Brachycome iberidifolia*	Swan River Daisy	0.3	0.8	0.8	140mm
CHR dfl	*Chrysocephalum apiculatum 'Desert Flame'*	Desert Flame Paper Daisy	0.2	0.5	0.8	140mm
ERE gkc	*Eremophila glabra 'Compactum'*	Compact Emu Bush	0.4	1	0.8	140mm
HEM pun	*Hemiandra pungens 'Alba'*	White Snakebush	0.1	0.8	0.8	140mm
	Exotic Groundcovers					
ROS off	*Rosmarinus officinalis 'Prostrate'*	Creeping Rosemary	0.3	1.2	0.8	140mm
	Exotic Climbers					
FIC pum	*Ficus pumila*	Creeping Fig	0.3	3	REFER PLAN	140mm

SHELTERED PALETTE - SEE INDIVIDUAL LEVELS FOR PROPOSED LOCATIONS

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Shrubs					
ACA cog	*Acacia cognata 'Limelight'*	Dwarf River Wattle	1.2	1.2	0.8	140mm
ACA how	*Acacia howittii 'Honey Bun'*	Sticky Wattle 'Honey Bun'	1	1	0.8	140mm
HYM gol	*Hymenosporum flavum 'Gold Nugget'*	Native Frangipani 'Gold Nugget'	0.8	0.8	0.8	140mm
	Exotic Shrubs					
PHO ten	*Phormium tenax*	New Zealand Flax	1.2	1.2	0.8	140mm
	Australian Native Ferns					
MIC div	*Microsorum diversifolium*	Kangaroo Paw Fern	0.5	0.5	0.4	140mm
	Exotic Ferns					
CYR fal	*Cyrtomium falcatum*	Holly Fern	0.5	0.5	0.4	140mm
	Australian Native Grasses					
DIA tas	*Dianella tasmanica*	Dianella 'Tasred'	0.4	0.4	0.4	140mm
FIC nod	*Ficinia nodosa*	Knotted Club Rush	0.6	0.4	0.4	140mm
LEP gla	*Lepidosperma gladiatum 'Gladiator'*	Gladiator Coastal Sword Sedge	1	0.6	0.4	140mm
LOM hys	*Lomandra longifolia 'Katrinus Deluxe'*	Lomandra 'Katrinus Deluxe'	1	0.6	0.4	140mm
LOM ver	*Lomandra 'Verday'*	Lomandra 'Verday'	0.5	0.5	0.4	140mm
	Exotic Shrubs					
LIR emc	*Liriope 'Emerald Cascade'*	Weeping Liriope ' Emerald Cascade'	0.3	0.3	0.4	140mm
LIR jur	*Liriope 'Just Right'*	Lilyturf 'Just Right'	0.4	0.4	0.4	140mm
	Australian Native Groundcovers					
DIC emf	*Dichondra 'Emerald Falls'*	Emerald Falls	0.1	1	0.8	140mm
HIB gro	*Hibbertia grossulariifolia*	Strawberry Leaf Buttercup	0.3	1	0.8	140mm
VIO hed	*Viola hederacea*	Native Violet	0.1	0.4	0.8	140mm
	Exotic Groundcovers					
AJU rep	*Ajuga reptans*	Ajuga	0.2	0.8	0.8	140mm
CIS ell	*Cissus 'Ellen Danica'*	Grape Ivy	0.3	1	0.8	140mm
	Exotic Climbers					
FIC pum	*Ficus pumila*	Creeping Fig	0.3	3	REFER PLAN	140mm

TREE PLANTING

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Australian Native Trees					
AGO fle	*Agonis flexuosa*	WA Peppermint	10	10	REFER PLAN	200Lt
BAN int	*Banksia integrifolia*	Coastal Banksia	8	5	REFER PLAN	100Lt
COR sce	*Corymbia citradora 'Scentuous'*	Dwarf Lemon Scented Gum	12	9	REFER PLAN	200Lt
EUC vic	*Eucalyptus victrix 'Snow Queen'*	Snow Queen' Powderbark Coolabah	6	4	REFER PLAN	100Lt
MEL quin	*Melaleuca quinquinervia*	Broadleafed Paperbark	10	4	REFER PLAN	200Lt
MEL pre	*Melaleuca preissiana*	Modong, Moonah	8	5	REFER PLAN	100Lt

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site planting

planting imagery

PROPOSED TREES

Agonis flexuosa
WA Peppermint

Banksia integrifolia
Coastal Banksia

Corymbia citradora 'Scentuous'
Dwarf Lemon Scented Gum

Eucalyptus victrix
Powderbark Coolabah

Melaleuca preissiana
Modong

Melaleuca quinquinervia
Broad Leaf Paperbark

PROPOSED SHRUB PLANTING

Acacia cognata
Bower Wattle

Adenanthos sericeus
Woolly Bush

Banksia spinulosa
Hairpin Banksia

Correa reflexa 'Alba'
Native White Fuchsia

Leucophyta brownii
Cushion Bush

Banksia sceptrum
Sceptre Banksia

Phormium tenax
New Zealand Flax

Westringia fruticosa
Native Rosemary

PROPOSED GRASSES/GROUNDCOVER PLANTING

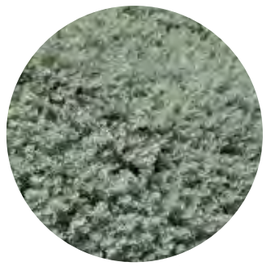
Anigozanthos hybrid
'Bush Bonanza'

Austrostipa stipoides
Coast Spear Grass

Conostylis candicans
Grey Cottonheads

Dianella tasmanica
Dianella 'Tasred'

Brachycome iberidifolia
Swan River Daisy



Eremophila glabra
Compact Emu Bush

Hibbertia grossulariifolia
Strawberry Leaf Buttercup

Viola hederacea
Native Violet

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ATTACHMENT 6

DEVELOPMENT ASSESSMENT PANEL MEETING

Parking Survey

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23 February 2026

Technical Note: No 2 **Date:** 17/02/2026
Project No: t23.090
Project: 141-145 Lake St, Perth WA 6000, Australia
Subject: Update Parking utilisation survey

1. Introduction

This Update Technical Note (UTN) is prepared by Transcore on behalf of Willing Property with respect to the update parking utilisation survey and assessment undertaken for the on-street public parking bays within convenient walking distance from the abovementioned site (principally a 200m radius).

Following the parking utilisation survey undertaken by Transcore in 2023 (Documented in TN No.01) and subsequent amendments to the development plan including the removal of on-site visitor bays, Transcore was requested to update the parking utilisation survey. Accordingly, this UTN documents the result of the update on-street parking utilisation surveys.

The parking surveys were conducted on the same relevant sections of Lake Street, Newcastle Street, Church Street, Stuart Street, Orange Avenue, Moir Street and Forbes Road as per 2023 surveys. The subject site and the surveyed area's location (zones) are illustrated in **Figure 1**.

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Figure 1: Surveyed area (zones)

2. Parking Survey

Transcore conducted the parking utilisation surveys for the existing on-street public parking facilities within an area of approximately 200m radius of the subject site on 4th Feb 2026 (Wednesday) to represent a typical weekday and 7th Feb 2026 (Saturday) to represent a typical weekend for the peak midday period from 11:00 AM to 2:00 PM. The days and times of the surveys were as per the 2023 surveys for consistency and ease of comparison.

These hours were chosen as they represent the worst-case scenario during the AM and PM peak periods during a weekday and a weekend day. Parking utilisation during other times of the day is expected to be lower than during the assessed hours.
The parking surveys were recorded in 15-minute time intervals. The surveyed parking area was divided into zones (A to G). Zone A includes on-street parking on Lake Street between Newcastle Street to Brisbane Terrace. Zone B includes on-street parking on Newcastle Street between Palmerston Street to Forbes Lane. Zone C includes on-street parking on Church Street. Zone D includes on-street parking on Orange Avenue. Zone E includes on-street parking on Stuart Street between Palmerston Street and Lake Street. Zone F includes on-street parking on

Moir Street. Zone G includes on-street parking on Forbes Road between Lake Street to William Street. The results of the parking surveys on Wednesday – 04/02/2026 are presented in , **Table 1**, **Table 2** , **Figure 2**, and **Figure 3.**

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Table 1: Available bays (Wednesday – 04/02/2026)

Available bays (Wednesday - 04/02/2026)														
Zone	**No. of Bays**	11:00AM - 11:15AM	11:15AM - 11:30AM	11:30AM - 11:45AM	11:45AM - 12:00PM	12:00PM - 12:15PM	12:15PM - 12:30PM	12:30PM - 12:45PM	12:45PM - 01:00PM	01:00PM - 01:15PM	01:15PM - 01:30PM	01:30PM - 01:45PM	01:45PM - 02:00PM	**Average**
A	84	10	11	10	8	11	7	6	4	9	8	6	8	**8**
B	24	8	9	10	6	10	5	6	4	7	7	9	10	**8**
C	14	0	1	0	0	0	0	0	0	0	0	0	0	**0**
D	30	16	17	16	17	17	17	17	16	18	18	18	19	**17**
E	35	6	7	6	10	7	7	7	6	4	6	8	12	**7**
F	32	7	4	3	4	4	4	5	4	4	4	4	5	**4**
G	15	10	10	9	9	8	7	6	5	6	6	7	5	**7**
Total Bays	**234**													
Total occupied bays		**177**	**175**	**180**	**180**	**177**	**187**	**187**	**195**	**186**	**185**	**182**	**175**	**182**
Total available bays		**57**	**59**	**54**	**54**	**57**	**47**	**47**	**39**	**48**	**49**	**52**	**59**	**52**

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Table 2: Percentage Utilisation (Wednesday – 04/02/2026)

Utilisation (Wednesday - 04/02/2026)													
Zone	11:00AM - 11:15AM	11:15AM - 11:30AM	11:30AM - 11:45AM	11:45AM - 12:00PM	12:00PM - 12:15PM	12:15PM - 12:30PM	12:30PM - 12:45PM	12:45PM - 01:00PM	01:00PM - 01:15PM	01:15PM - 01:30PM	01:30PM - 01:45PM	01:45PM - 02:00PM	**Average**
A	88%	87%	88%	90%	87%	92%	93%	95%	89%	90%	93%	90%	**90%**
B	67%	63%	58%	75%	58%	79%	75%	83%	71%	71%	63%	58%	**68%**
C	100%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	**99%**
D	47%	43%	47%	43%	43%	43%	43%	47%	40%	40%	40%	37%	**43%**
E	83%	80%	83%	71%	80%	80%	80%	83%	89%	83%	77%	66%	**80%**
F	78%	88%	91%	88%	88%	88%	84%	88%	88%	88%	88%	84%	**86%**
G	33%	33%	40%	40%	47%	53%	60%	67%	60%	60%	53%	67%	**51%**
Total	76%	75%	77%	77%	76%	80%	80%	83%	79%	79%	78%	75%	**78%**

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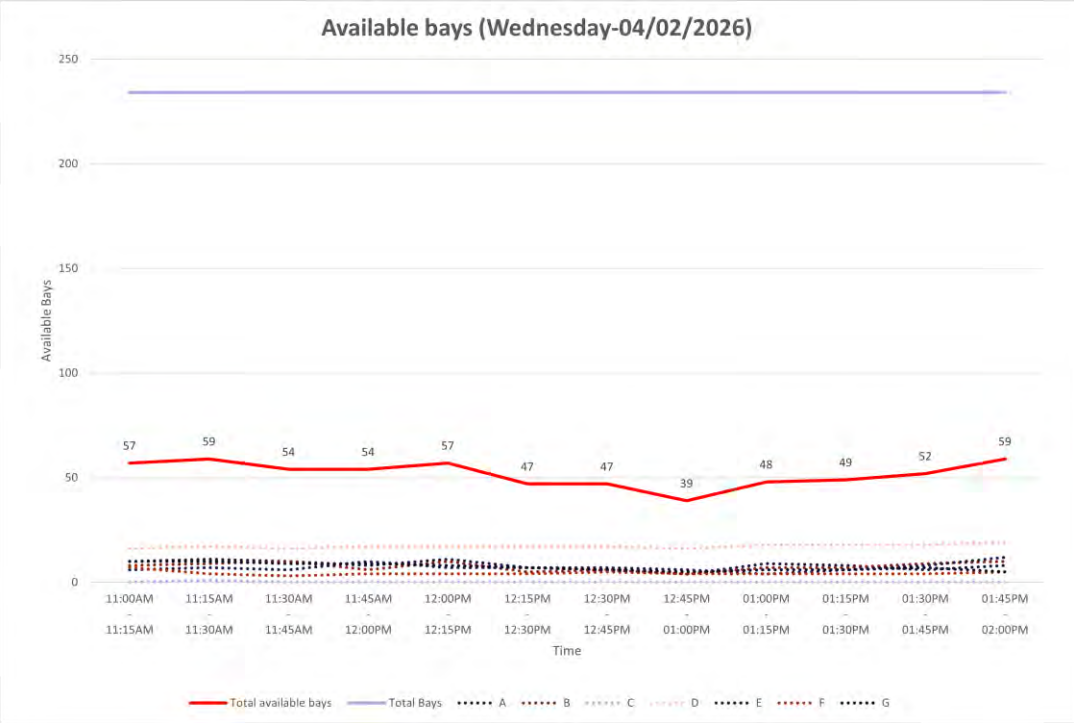

Figure 2: Available bays (Wednesday – 04/02/2026)

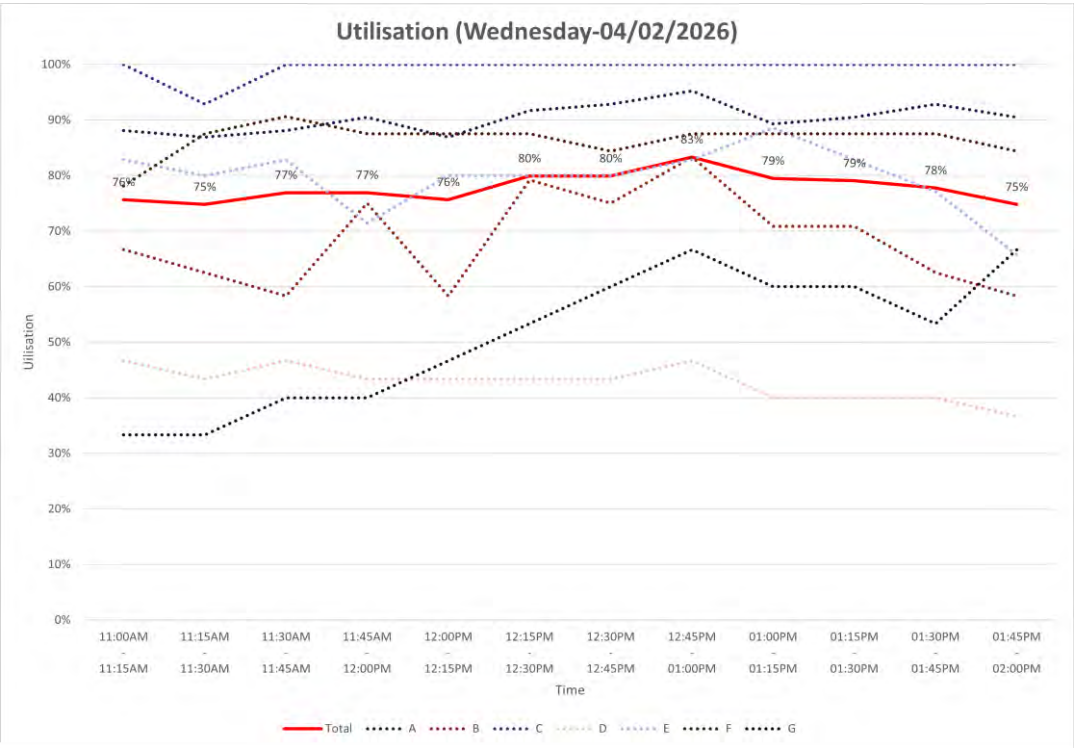

Figure 3: Percentage Utilisation (Wednesday – 04/02/2026)

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The results of the parking on Wednesday - 04/02/2026 indicate the following:

- The average available parking bays between 11:00AM and 02:00PM was 52 bays, with an average utilisation rate of 78%.
- The peak utilisation period occurred from 12:45PM to 1:00PM. During this peak period, there were 39 parking bays available, and the utilisation rate was 83%.
- Zone C had the highest utilization rate, with an average utilization rate of 99%, while Zone D had the lowest utilization rate, with an average utilization rate of 43%.
- A comparison of the 2023 and 2026 survey results shows that parking availability in Zones A, B, E and G has remained generally stable or improved slightly. However, parking demand has increased in Zones C, D and F.

The result of the parking surveys on Saturday – 07/02/2026 are presented in **Table 3**, **Table 4**, **Figure 4** and **Figure 5.**

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Table 3: Available bays (Saturday – 07/02/2026)

Available bays (Saturday - 07/02/2026)														
Zone	**No. of Bays**	11:00AM - 11:15AM	11:15AM - 11:30AM	11:30AM - 11:45AM	11:45AM - 12:00PM	12:00PM - 12:15PM	12:15PM - 12:30PM	12:30PM - 12:45PM	12:45PM - 01:00PM	01:00PM - 01:15PM	01:15PM - 01:30PM	01:30PM - 01:45PM	01:45PM - 02:00PM	**Average**
A	84	9	10	10	11	6	7	7	8	7	7	13	13	**9**
B	24	4	3	3	7	8	6	6	7	4	6	5	3	**5**
C	14	4	4	4	3	5	4	3	3	3	3	3	3	**4**
D	30	21	21	19	21	20	20	19	18	20	18	18	16	**19**
E	35	3	7	7	8	9	8	4	7	9	6	8	8	**7**
F	32	6	7	7	5	6	3	5	6	6	9	11	11	**7**
G	15	4	5	3	1	1	1	1	0	1	1	1	1	**2**
Total Bays	**234**													
Total occupied bays		**183**	**177**	**181**	**178**	**179**	**185**	**189**	**185**	**184**	**184**	**175**	**179**	**182**
Total available bays		**51**	**57**	**53**	**56**	**55**	**49**	**45**	**49**	**50**	**50**	**59**	**55**	**52**

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Table 4: Percentage Utilisation (Saturday – 07/02/2026)

Utilisation (Saturday - 07/02/2026)													
Zone	11:00AM - 11:15AM	11:15AM - 11:30AM	11:30AM - 11:45AM	11:45AM - 12:00PM	12:00PM - 12:15PM	12:15PM - 12:30PM	12:30PM - 12:45PM	12:45PM - 01:00PM	01:00PM - 01:15PM	01:15PM - 01:30PM	01:30PM - 01:45PM	01:45PM - 02:00PM	**Average**
A	89%	88%	88%	87%	93%	92%	92%	90%	92%	92%	85%	85%	**89%**
B	83%	88%	88%	71%	67%	75%	75%	71%	83%	75%	79%	88%	**78%**
C	71%	71%	71%	79%	64%	71%	79%	79%	79%	79%	79%	79%	**75%**
D	30%	30%	37%	30%	33%	33%	37%	40%	33%	40%	40%	47%	**36%**
E	91%	80%	80%	77%	74%	77%	89%	80%	74%	83%	77%	77%	**80%**
F	81%	78%	78%	84%	81%	91%	84%	81%	81%	72%	66%	66%	**79%**
G	73%	67%	80%	93%	93%	93%	93%	100%	93%	93%	93%	93%	**89%**
Total	78%	76%	77%	76%	76%	79%	81%	79%	79%	79%	75%	76%	**78%**

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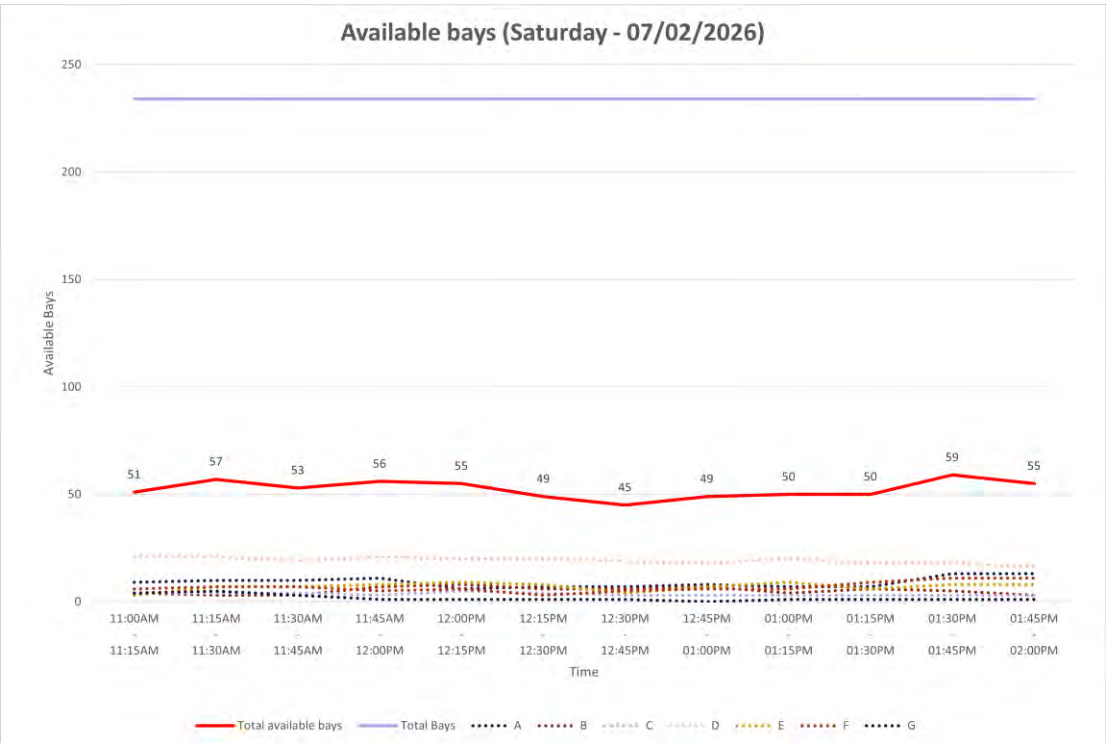

Figure 4: Available bays (Saturday – 07/02/2026)

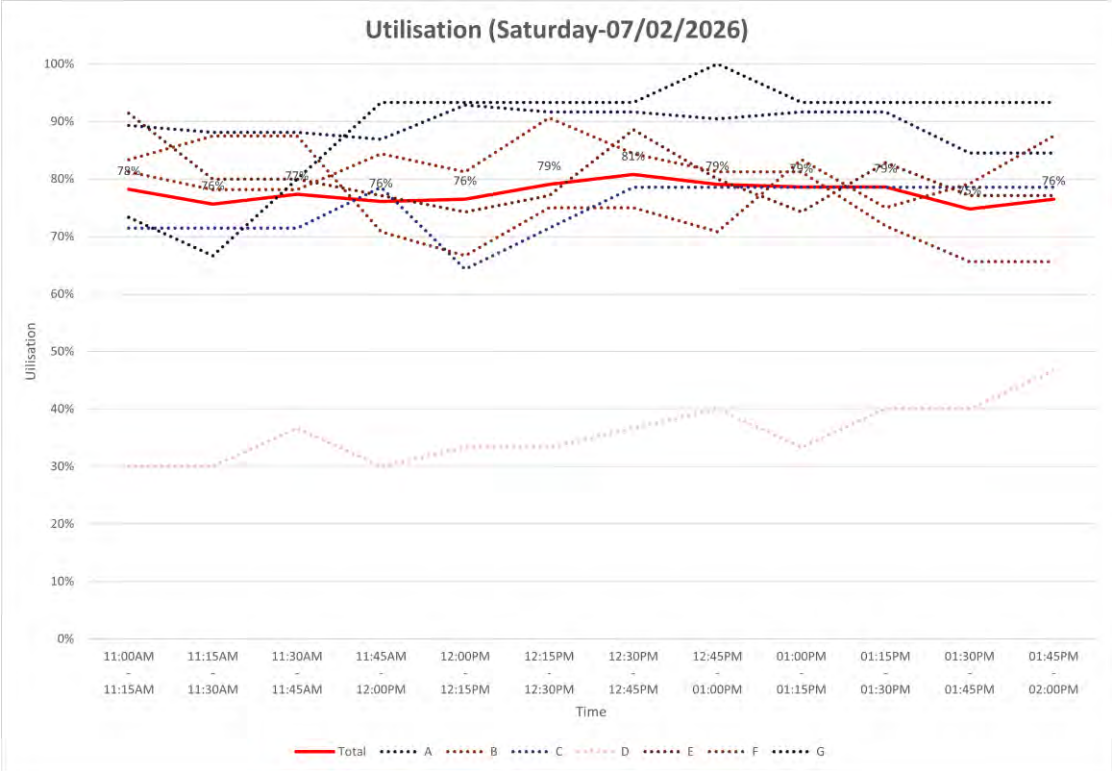

Figure 5: Percentage Utilisation (Saturday – 07/02/2026)

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The results of the parking surveys on Saturday - 07/02/2026 indicate the following:

- The average available parking bays between 11:00AM and 02:00PM was 52 bays, with an average utilisation rate of 78%.
- The peak utilisation period occurred from 12:30PM to 12:45PM. During this peak period, there were 45 parking bays available, and the utilisation rate was 81%.
- Zone A and G had the highest utilisation rate, with an average utilization rate of 89%, while Zone D had the lowest utilisation rate, with an average utilisation rate of 36%.
- A comparison of the 2023 and 2026 survey results shows that parking availability in Zones A and G has remained generally stable or improved slightly. Parking demand has increased in Zones D, E and F.

3. Notable Observations During Surveys

Both Lake Street, Newcastle and Stuart Street have some unmarked parking bays, with several vehicles observed parking poorly and occupying more overall space than required for the number of vehicles parked. Photos taken during the surveys are shown in Figure 6 to Figure 8.

Figure 6: Poor Parking in Bays with No Line Marking – Lake Street

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Figure 7: Poor Parking in Bays with No Line Marking – Newcastle Street

Figure 8: Poor Parking in Bays with No Line Marking – Orrange Avenue

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Poor parking behaviour within unmarked on-street parking bays results in in efficient use of parking spaces available. Such poor parking was observed along Lake Street in the vicinity of the subject site and other adjacent streets/roads. To improve parking efficiency, it is recommended that on-street unmarked parking bays along Lake Street and other adjacent relevant roads should be properly line-marked for each vehicle space in accordance with the relevant standard.

4. Conclusion

This Update Technical Note has been prepared to document the results of the update parking utilisation surveys for on-street public bays within a 200m radius (walking distance) of the proposed development to be located at 141–145 Lake Street, Perth.

The location, day of the week and the period for the utilisation surveys were the same as per the 2023 surveys to ensure consistency and ease of comparison. The parking surveys undertaken represents the typical weekday and weekend peak parking demand periods for the area.

The results of the parking utilisation surveys indicate that, as per the 2023 surveys, there are sufficient on-street parking bays available within walking distance for visitors of the proposed development.

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ATTACHMENT 7

DEVELOPMENT ASSESSMENT PANEL MEETING

Transport Impact
Statement

Transport Impact Statement

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Project:	Proposed Mixed-Use Development 137-143 Lake Street, Perth
Client:	Willing Property
Author:	P. Nguyen
Date:	24th March 2026
Shawmac Document #:	2507013-TIS-001

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Document Status: Updated Plans

Version	Prepared By	Reviewed By	Approved By	Date
A	P. Nguyen	J. Bridge	P. Nguyen	01/09/2025
B	P. Nguyen	-	P. Nguyen	13/10/2025
C	P. Nguyen	-	P. Nguyen	24/03/2026

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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Willing Property to prepare a Transport Impact Statement (TIS) for a proposed mixed-use development in Perth.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (TIA Guidelines). The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking including sight distance assessment in accordance with relevant guidelines.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 137 – 143 Lake Street, Perth. The local authority is the City of Vincent.

The general site location is shown in Figure 1. An aerial view of the existing site is shown in Figure 2.

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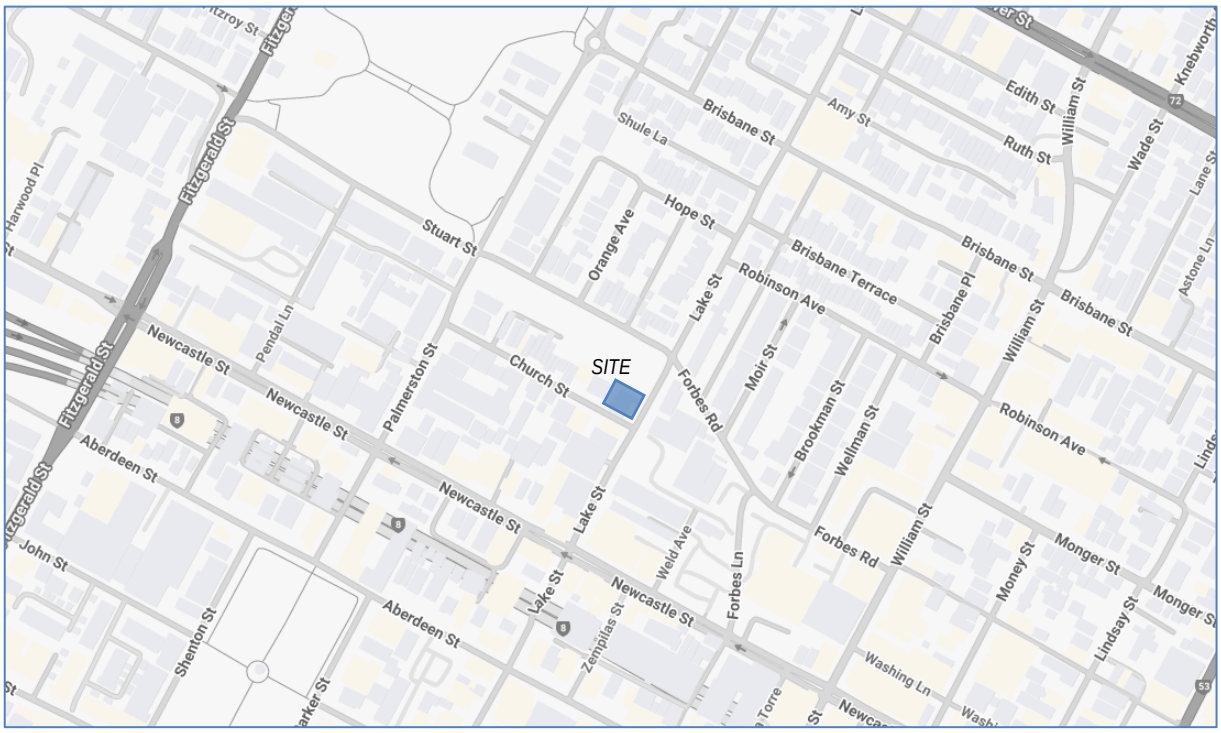

Figure 1: Site Location

Figure 2: Aerial View (January 2026)

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2. Proposed Development

2.1. Land Use

The proposal is a mixed-use development comprising 29 apartments and a small café tenancy. A previous iteration of the development was approved but the design has since been amended, primarily to consolidate vehicle access and parking.

The ground floor plan is shown in Figure 3.

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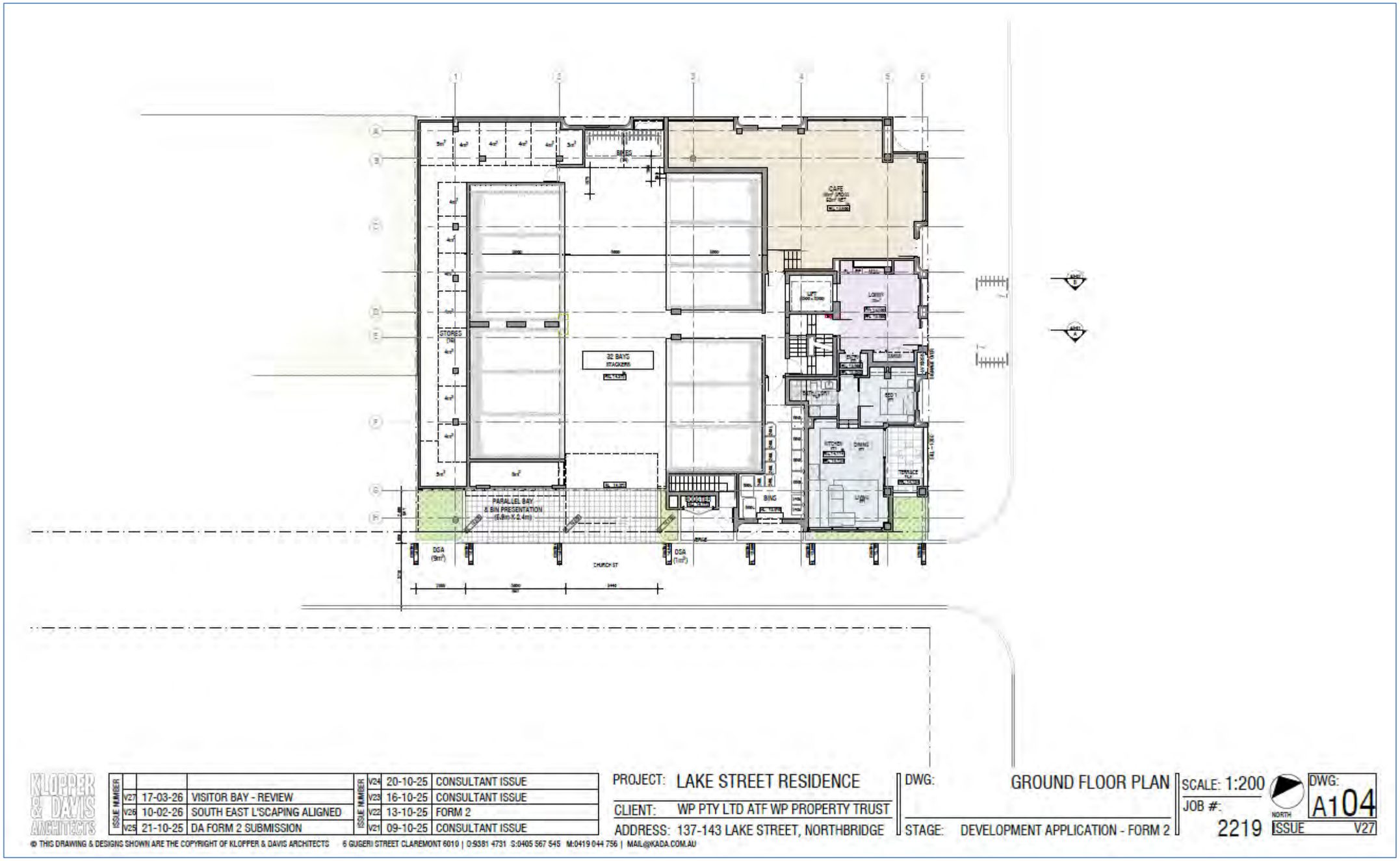

Figure 3: Ground Floor Plan

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3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in Figure 4.

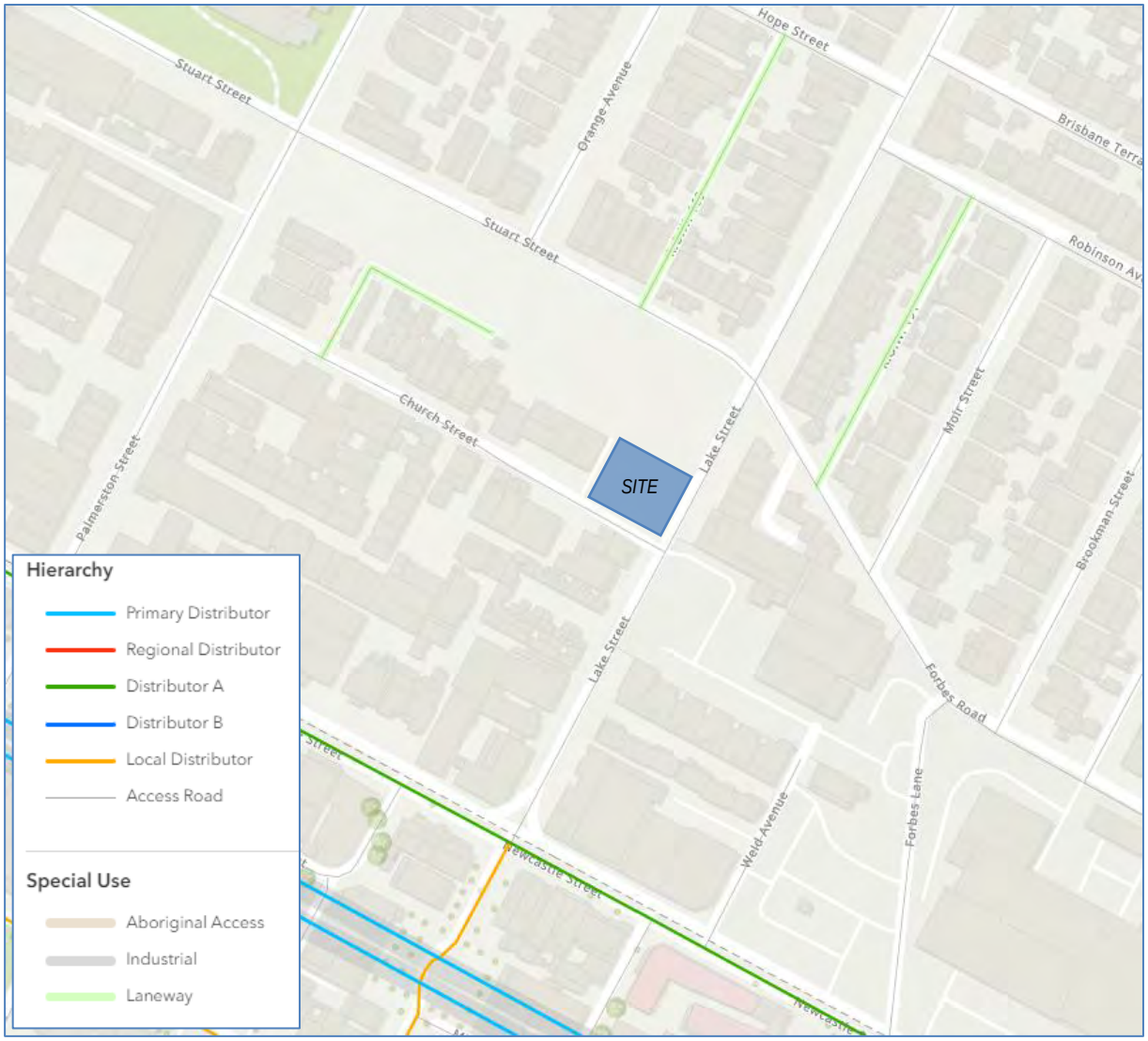

Figure 4: Existing Road Network Hierarchy

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3.2. Speed Limits

The existing speed limits are shown in Figure 5.

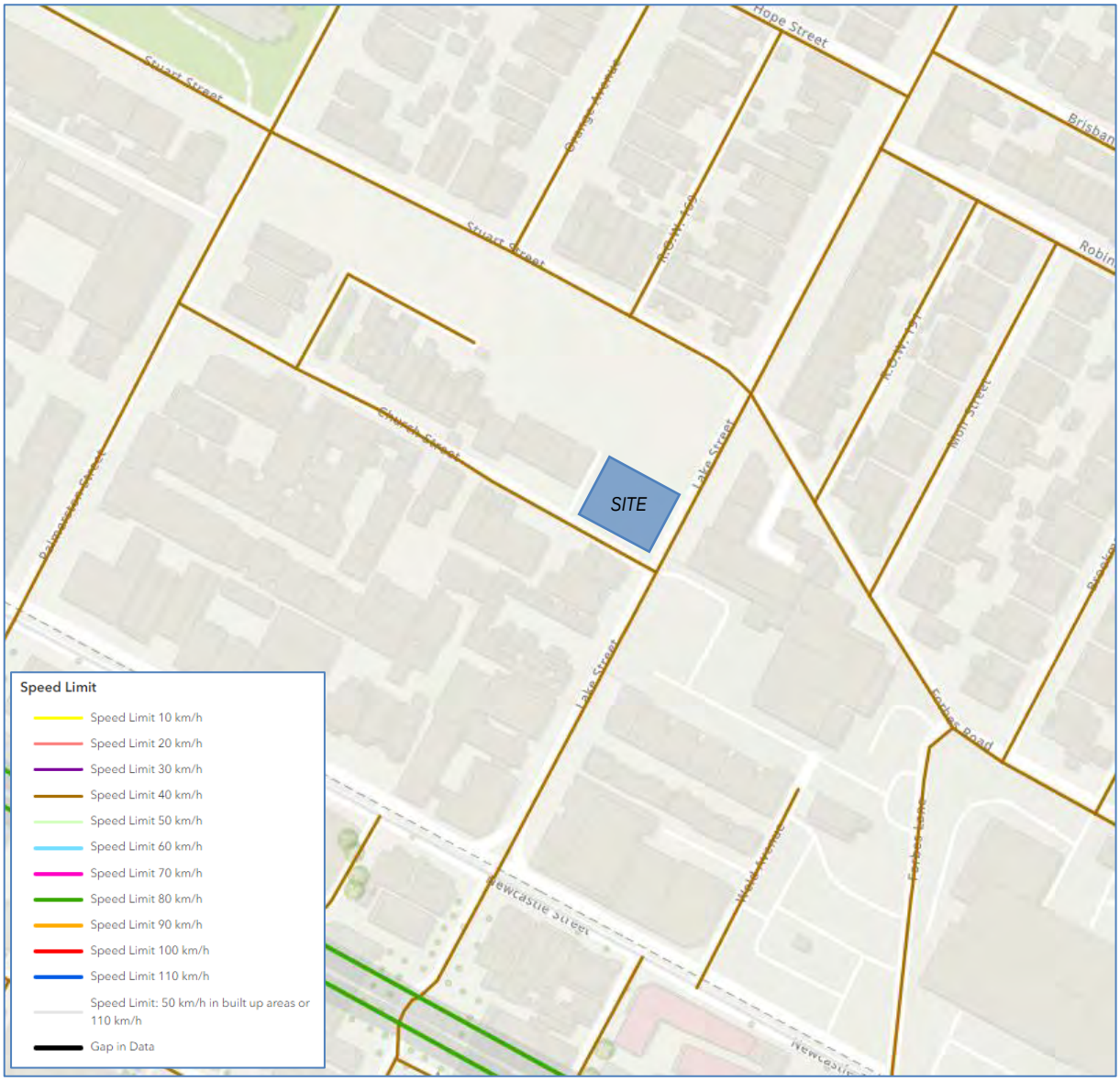

Figure 5: Existing Speed Limits

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4. Vehicle Access and Parking

4.1. Vehicle Access

For the previous approved development, vehicle access was proposed via a crossover on Lake Street for the ground level parking bays and a crossover on Church Street for the basement car park. The amended design proposes a single crossover on Church Street as shown in Figure 6.

Figure 6: Vehicle Access Arrangement

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4.2. Sight Distance

Although the legal speed limit on Church Street is 40km/h, it is a single lane road and there is a speed hump near the access. On this basis an operating speed of 15km/h has been assumed as per the previous TIS prepared by Stantec. The minimum required sight distance based on a 15km/h operating speed is less than 15m.

As shown in Figure 7, the sight distance is achieved in both directions from the proposed crossover. Any proposed landscaping within the sightline area will need to be kept lower than 1.1m to ensure visibility is maintained.

Figure 7: Sight Distance Check

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4.3. Parking Requirements

4.3.1. Residential

The minimum parking requirements for residential development are outlined in the Residential Design Codes. According to the City's *Policy 7.1.1 Built Form* (Policy 7.7.1), the Residential Design Codes Volume 2 (RDC2) are applicable for multiple dwellings and mixed use developments. As the site is within the prescribed distances to high frequency public transport, the Location A requirements of RDC2 have been applied.

The residential parking requirements are summarised in Table 1.

Table 1: RDC2 Car Parking Calculation (Multiple Dwellings – Location A)

Land Use	Unit	Minimum Requirement	Quantum	Required Bays
Residential – Multiple Dwellings	1 bedroom dwelling	0.75 bay per dwelling	1	1
	2+ bedroom dwelling	1 bay per dwelling	28	28
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	29	6

As shown, the residential component of the development requires 29 resident bays and 6 residential visitor bays.

4.3.2. Non-Residential Parking

The minimum parking requirements for non-residential development are outlined in the City's *Local Planning Policy: Non-residential Parking*. Under Policy 7.7.1, the subject site is within the Mixed Use built form area. The minimum requirement for a café is 0.2 car bays per person and the maximum requirement is 0.25 bays per person. Based on the estimated capacity of 20 persons, the minimum requirement is 4 bays and the maximum requirement is 5 bays.

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4.4. Parking Provision

A summary of the parking requirements and the parking provision is shown in Table 2.

Table 2: Parking Requirement and Provision Summary

Land Use	Required	Provided
Resident Bays	29	32
Residential Visitor	6	1
Commercial (Café)	Min 4, Max 5	0

As shown, the provision of resident bays meets the minimum requirements but there is a shortfall of 5 residential visitor bays and 4 commercial bays. The proposed shortfall in parking is justifiable based on the following reasons:

- The residential visitor parking requirement is 5.125 rounded up to 6 as required by RDC2.
- Design Guidance 3.9.3 of RDC2 states that residential visitor parking may be reduced where there is adequate on-street parking or public parking in the near vicinity of the development. In this instance, there is ample on-street parking in the near vicinity of the site, including bays along Lake Street, Church Street, Stuart Street and many of the other surrounding streets. A shortfall of 3 bays was accepted for the previously approved development with 2 dedicated spaces provided compared to a minimum 5 required. Discretion is now sought for a total shortfall of 5 bays.
- The site has excellent access to public transport with high frequency bus routes within short walking distance.
- Parking surveys undertaken as part of the previous TIS indicated that there was adequate vacancy in the street parking to accommodate the minor shortfall in on-site parking.
- A similar shortfall of 3 commercial bays was accepted for the previously approved development with 1 dedicated space provided compared to a minimum 4 required.
- The café is relatively small and expected to serve a relatively local catchment of customers who will walk or cycle to the site, including residents within the same building.
- The site is just outside the border of the recently adopted William Street Planning Framework Area. One of the key policy objectives is to encourage mode shift by improving pedestrian bike riding infrastructure, rationalising car parking and creating active public spaces that promote social interaction. Due to the proximity to public transport and the Perth CBD, the Planning Framework promotes an open car parking model for non-residential development which removes minimum and maximum parking rates. This would permit the provision of no parking with the specific parking demands of a development to be considered by the proponent on the merits of the development. As the site is directly adjacent to the precinct, it is assumed a similar concession could be applicable to the site.

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- It is also noted that advice received from the Design Review Panel and the City's Planning Department during consultation is that parking for this site is to be minimised as much as possible.
- In an effort to encourage as much non-car transport as possible, the bicycle parking provision exceeds the minimum requirements of RDC2 and the City's Policy 7.7.1.

4.5. Parking Layout

As all car bays are within stackers, a vehicle swept path analysis has been undertaken to check vehicle manoeuvring in and out of the bays. The analysis has been undertaken in AutoTURN vehicle tracking software using the Australian Standard B85 vehicle template which is the required standard for checking parking manoeuvres. The results are attached in Appendix A – Swept Path Analysis and these demonstrate adequate manoeuvring to all internal bays.

For the proposed visitor bay, the minimum required dimensions for an unobstructed end parallel space under Australian Standard AS2890.1 is 5.4m long and 2.4m wide (2.1m bay width plus 0.3m additional clearance to a wall). The proposed parallel bay is 5.9m long and 2.4m which is compliant. The bay is also set back approximately 0.7m from the kerb. A vehicle swept path has also demonstrated that manoeuvrability to the bay is acceptable.

4.6. Provision for Service Vehicles

Waste is proposed to be collected via kerbside collection along Church Street. A caretaker will transport the bins from the bin store to the kerb along the site frontage.

For deliveries, there are existing loading zones along Lake Street opposite the site and near Newcastle Street.

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5. Traffic Volumes

5.1. Traffic Generation

The volume of traffic generated by the proposed development has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation* and the WAPC TIA Guidelines as detailed in Table 3. The peak hour trip rates are based on the peak hour of the adjacent road network typically occurring between 7 to 9am and between 4 to 6pm.

Table 3: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			AM Peak	PM Peak	AM Peak	PM Peak
Mid-Rise Multifamily Housing	Dwellings	29	0.37	0.39	11	11
Café	100m^2 GFA	87m^2	10.0	2.5	9	2
				Total	20	13

As shown, the proposed development is predicted to generate approximately 20 vehicle trips during the morning peak hour and 13 during the afternoon peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

The estimated 13 to 20 vehicles per hour is around the lower end of this range and so the development traffic is considered to have a low impact and can be accommodated within the existing capacity of the road network.

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6. Pedestrian and Cyclist Access

6.1. Accessibility

The existing path network is reasonably well established. Most roads have at least one footpath except for laneways where pedestrian movements are unlikely and traffic volumes and speeds are low. There are crossing points with median breaks and pram ramps at key intersections. The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.

Pedestrian and cyclist access into the site is via Lake Street and Church Street as shown in Figure 8. Cyclists could also enter via the vehicle access.

Figure 8: Pedestrian / Cyclist Access

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6.2. Bicycle Parking

The bicycle parking requirements are also outlined in RDC2 and the City's Policy 7.7.1. The bicycle parking requirements are calculated in Table 4.

Table 4: Bicycle Parking Requirements

Land Use	Unit	Requirement	Quantum	Required Spaces
Residential	dwellings	0.5 spaces per dwelling	29	15 resident spaces
Residential Visitor	dwellings	1 spaces per 10 dwelling	29	3 visitor spaces
Café	persons	0.019 short term spaces per person 0.042 long term spaces per person	20 persons	0.38 short term spaces 0.84 long term spaces

As above, the development requires a total of 15 resident bicycle spaces, 3 visitor spaces and 1 commercial space.

A total of 28 bicycle parking spaces are proposed, including 14 within the car parking area and 14 spaces on the Lake Street verge for public use. Residents may also be able to install wall-mounted bicycle racks within their store rooms.

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7. Public Transport Access

The following public transport services currently operating within the vicinity of the site:

- Transperth Bus Route 19 which operates between Perth and Yokine via Alexander Drive.
- Transperth Bus Route 360 which operates between Perth and Alexander Heights via Alexander Drive, Illawarra Cr North and The Avenue.
- Transperth Bus Route 960 which operates between Mirrabooka Station and Curtin University Bus Station via Alexander Drive, Edith Cowan University Mt Lawley and Perth.
- Transperth Bus Route 980 which operates between Perth and Galleria Bus Station via William Street. The closest stops are William Street north of Forbes Street, approximately 400m walking distance from the site.
- Blue CAT Bus Route which travels north and south between Perth Busport and Kings Park via Perth Station and Elizabeth Quay Bus Station. This is a free service and the closest stops are on Aberdeen Street near Lake Street, approximately 300m walking distance from the site.

The closest stops for Routes 19, 360 and 960 are located on Fitzgerald Street between Newcastle Street and Aberdeen Street, approximately 650m walking distance from the site.

Routes 960 and 980 are high frequency bus routes with services running at least every 15 minutes from 7am to 7pm on weekdays, from 8am to 7pm on Saturday and from 9am to 7pm on Sundays.

The existing available public transport services are adequate to meet the demand for these services.

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8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included Church Street and Lake Street between Newcastle Street and Stuart Street. A summary of the recorded incidents over the five-year period from January 2020 to December 2024 is shown in Figure 9.

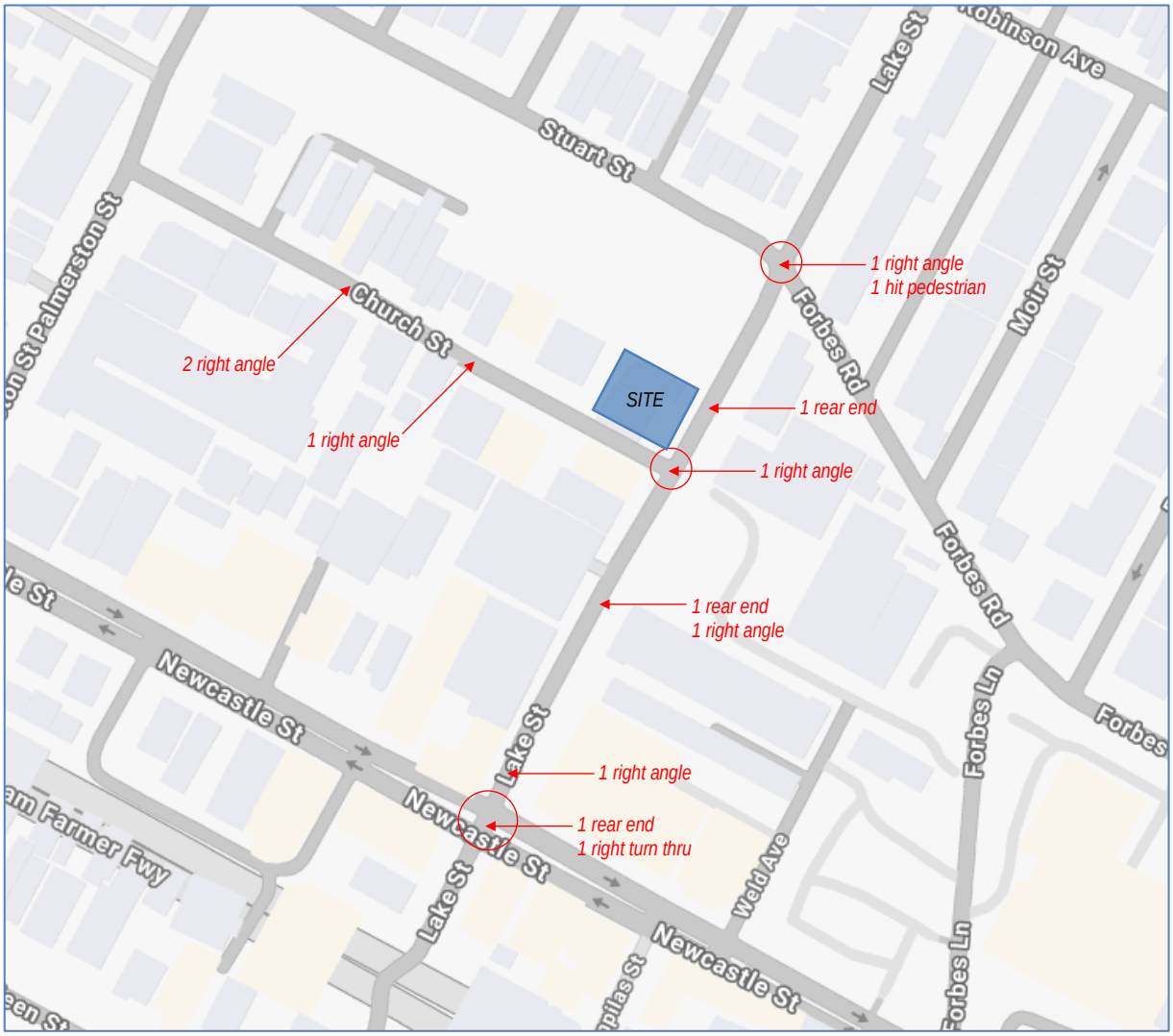

Figure 9: Crash History January 2020 to December 2024

The crash history is relatively low and does not appear to indicate a major safety issue with the road network. The proposed development will generate low volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

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9. Conclusion

This Transport Impact Statement for the proposed mixed-use development at 137 -143 Lake Street in Perth concluded the following:

- Vehicle access to the development is proposed via a single crossover on Church Street. The minimum required sight distance is achieved in both directions from the proposed crossover. Any proposed landscaping within the sightline area will need to be kept lower than 1.1m to ensure visibility is maintained.
- The residential component of the development requires 28 resident bays and 6 residential visitor bays. For the café, the minimum parking requirement is 4 bays and the maximum is 5 bays.
- The provision of resident bays meets the minimum requirements but there is a shortfall of 5 residential visitor bays and 4 commercial bays.
- The proposed shortfall is justified based on the following reasons:
    - The residential visitor parking requirement is 5.125 rounded up to 6 as required by RDC2.
    - Design Guidance 3.9.3 of RDC2 states that residential visitor parking may be reduced where there is adequate on-street parking or public parking in the near vicinity of the development. In this instance, there is ample on-street parking in the near vicinity of the site, including bays along Lake Street, Church Street, Stuart Street and many of the other surrounding streets. A shortfall of 3 bays was accepted for the previously approved development with 2 dedicated spaces provided compared to a minimum 5 required. Discretion is now sought for a total shortfall of 5 bays.
    - The site has excellent access to public transport with high frequency bus routes within short walking distance.
    - Parking surveys undertaken as part of the previous TIS indicated that there was adequate vacancy in the street parking to accommodate the minor shortfall in on-site parking.
    - A similar shortfall of 3 commercial bays was accepted for the previously approved development with 1 dedicated space provided compared to a minimum 4 required.
    - The café is relatively small and expected to serve a relatively local catchment of customers who will walk or cycle to the site, including residents within the same building.
    - The site is just outside the border of the recently adopted William Street Planning Framework Area. One of the key policy objectives is to encourage mode shift by improving pedestrian bike riding infrastructure, rationalising car parking and creating active public spaces that promote social interaction. Due to the proximity to public transport and the Perth CBD, the Planning Framework promotes an open car parking model for non-residential development which removes minimum and maximum parking rates. This would permit the provision of no parking

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with the specific parking demands of a development to be considered by the proponent on the merits of the development. As the site is directly adjacent to the precinct, it is assumed a similar concession could be applicable to the site.

  - It is also noted that advice received from the Design Review Panel and the City's Planning Department during consultation is that parking for this site is to be minimised as much as possible.
  - In an effort to encourage as much non-car transport as possible, the bicycle parking provision exceeds the minimum requirements of RDC2 and the City's Policy 7.7.1.The key parking dimensions comply with the minimum AS2890.1 requirements.

- As most car bays are within stackers, a vehicle swept path analysis has been undertaken to check vehicle manoeuvring in and out of the bays. The analysis demonstrates that all bays will accommodate the Australian Standard B85 vehicle in a satisfactory manner. The proposed visitor bay is compliant with AS2890.1 and has been demonstrated to allow adequate manoeuvring.
- Waste is proposed to be collected via kerbside collection along Church Street. A caretaker will transport the bins from the bin store to the kerbside along the site frontage.
- For deliveries, there are existing loading zones along Lake Street opposite the site and near Newcastle Street.
- The proposed development is predicted to generate approximately 18 vehicle trips during the morning peak hour and 13 during the afternoon peak hour. This volume of traffic is low and can be accommodated within the existing capacity of the road network.
- The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.
- The development requires a total of 15 resident bicycle spaces, 3 visitor spaces and 1 commercial space. A total of 28 bicycle parking spaces are proposed, including 14 within the car parking area and 14 spaces on the Lake Street verge for public use which meets the minimum requirements. Residents may also be able to install wall-mounted bicycle racks within their store rooms.
- The site has excellent access to public transport and the existing services are adequate to meet the expected demand.
- The crash history is relatively low and does not appear to indicate a major safety issue with the road network. The proposed development will generate low volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

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Appendix A – Swept Path Analysis

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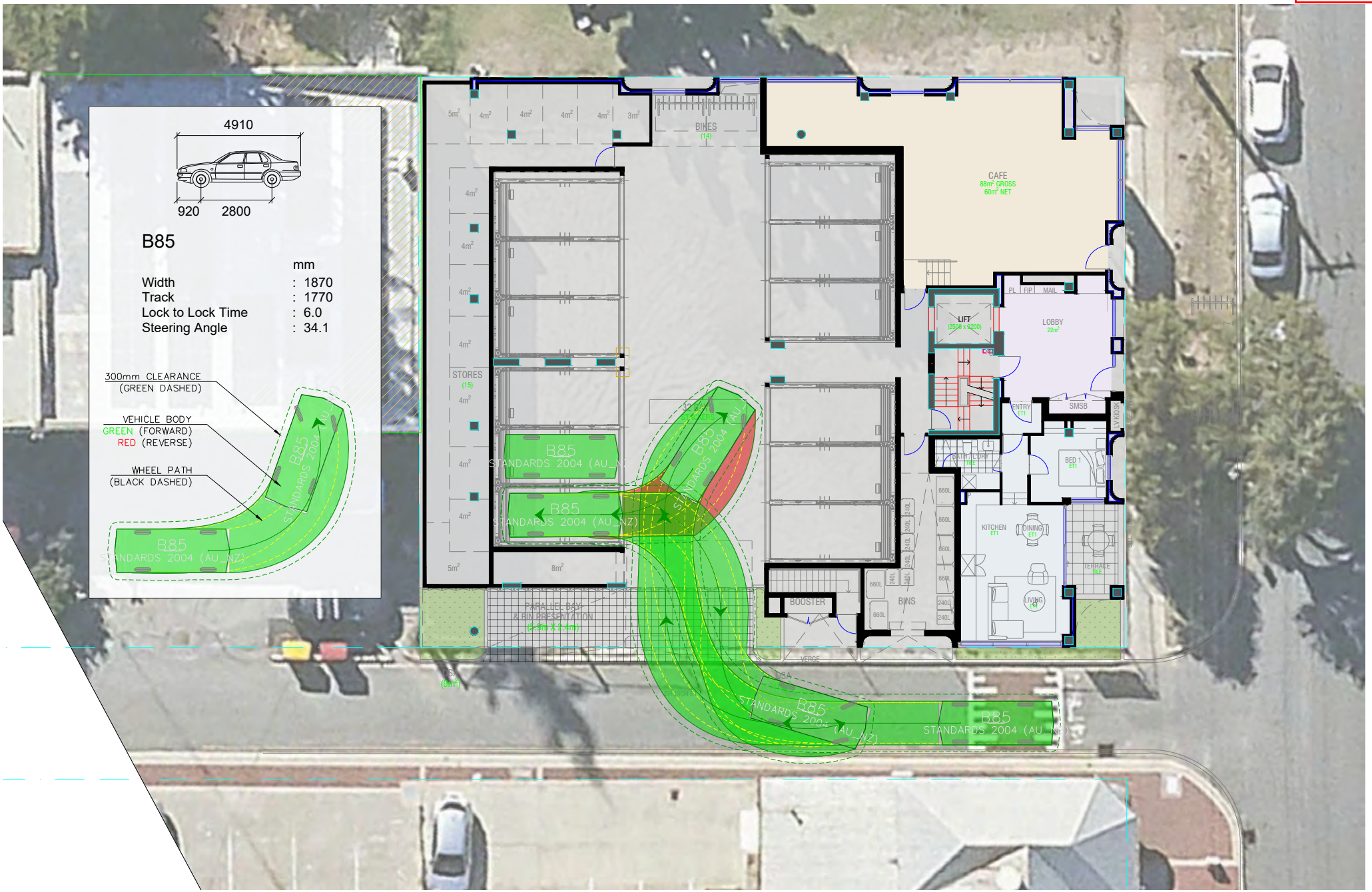

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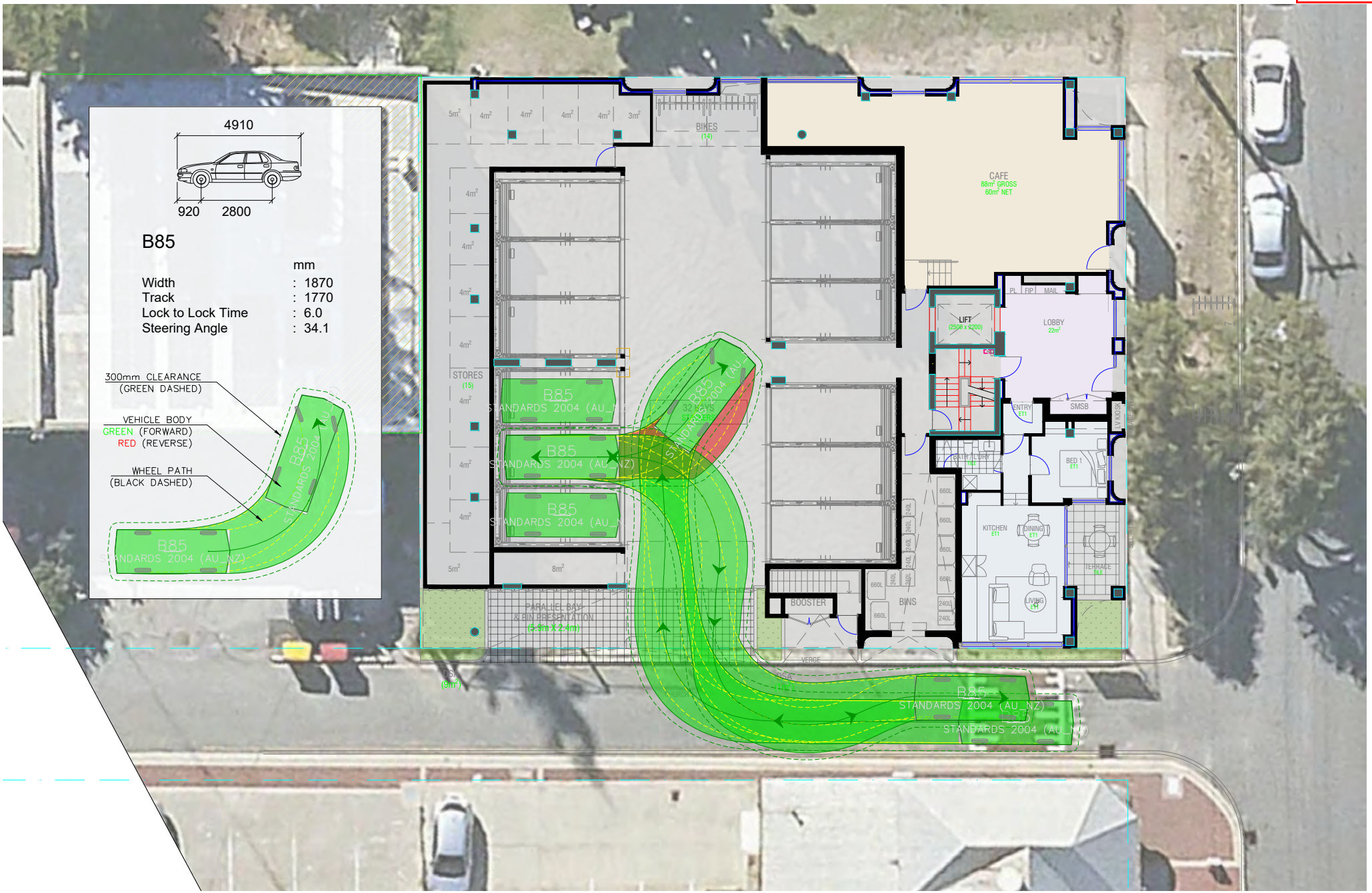

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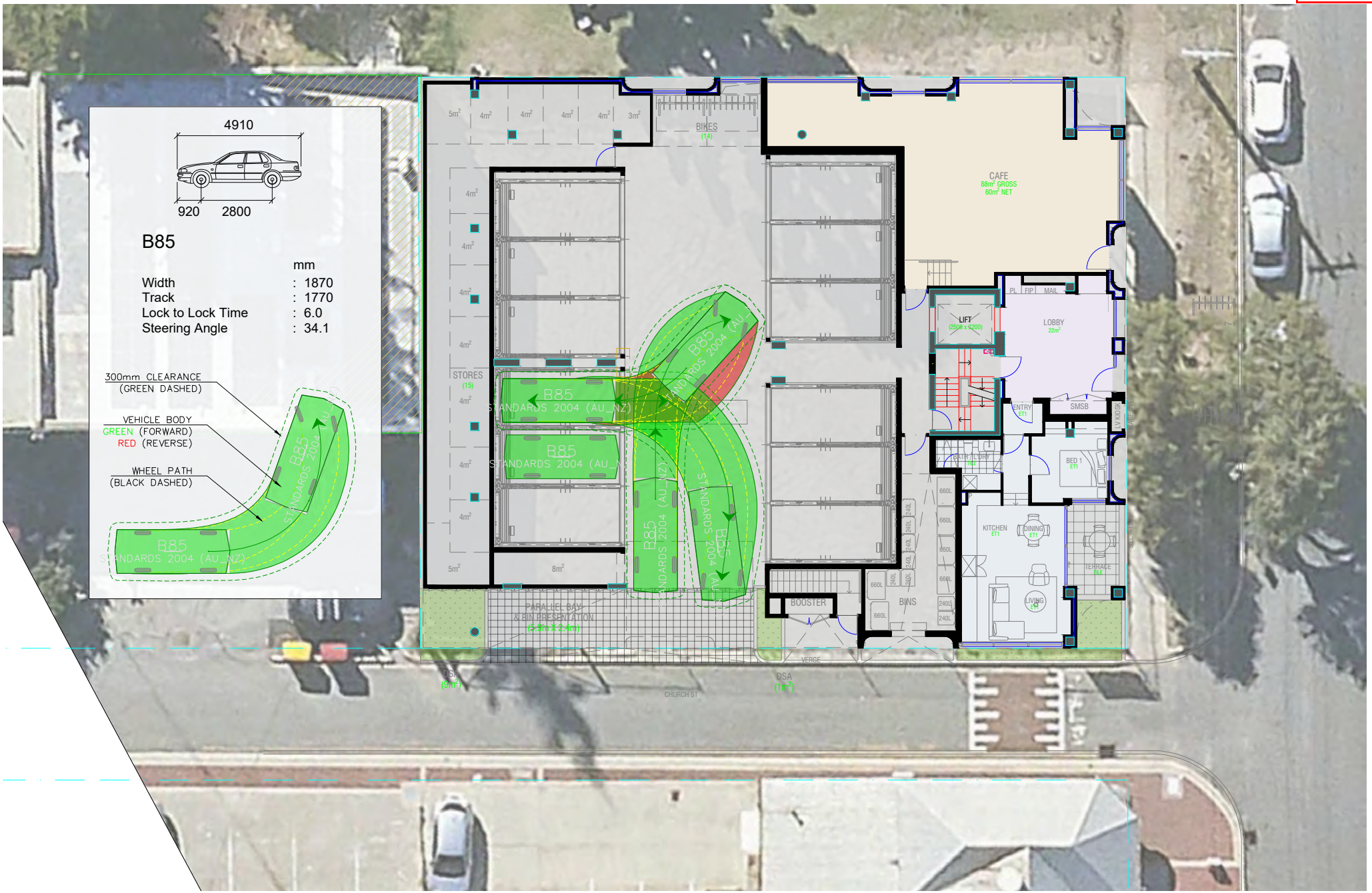

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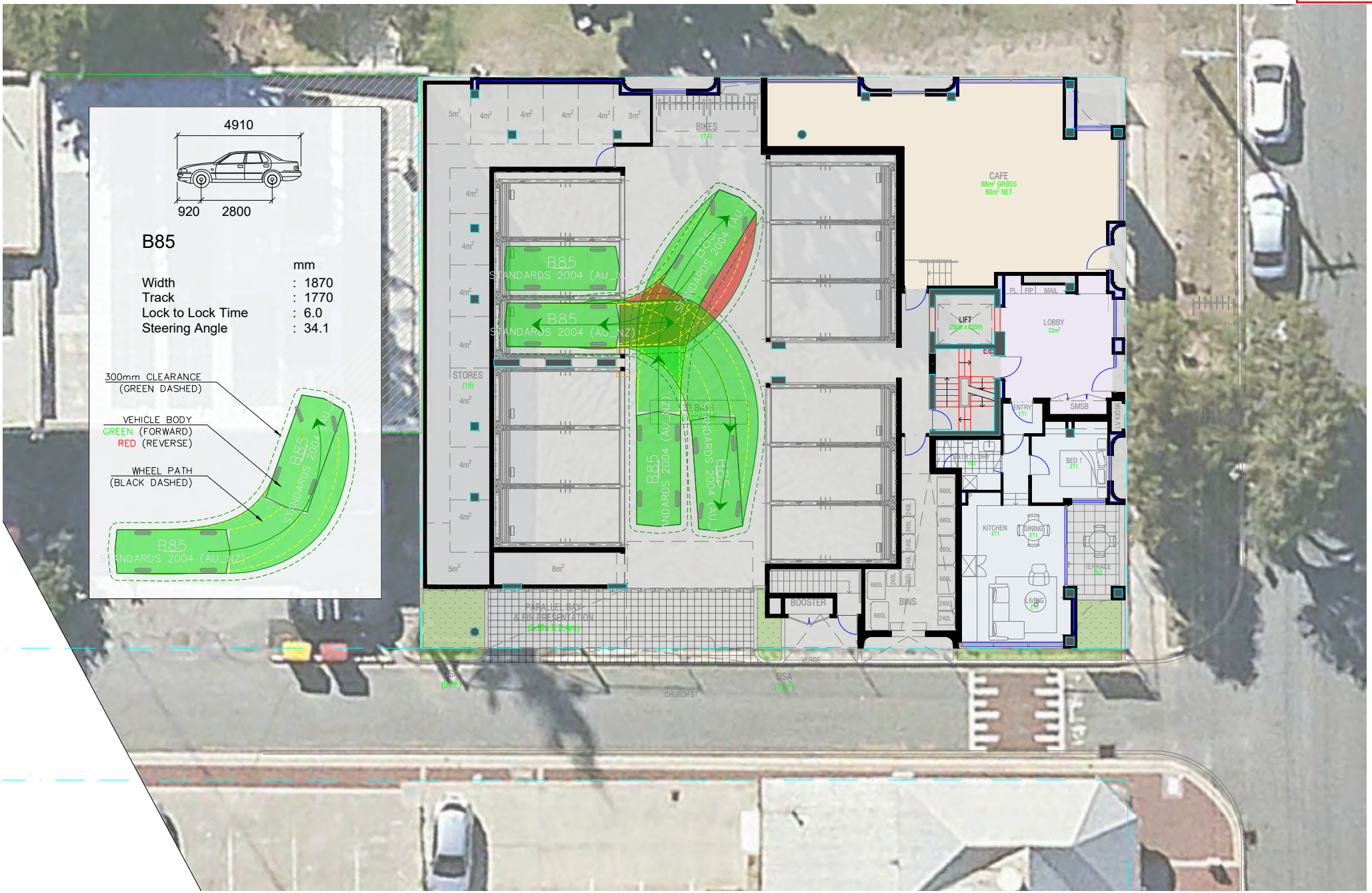

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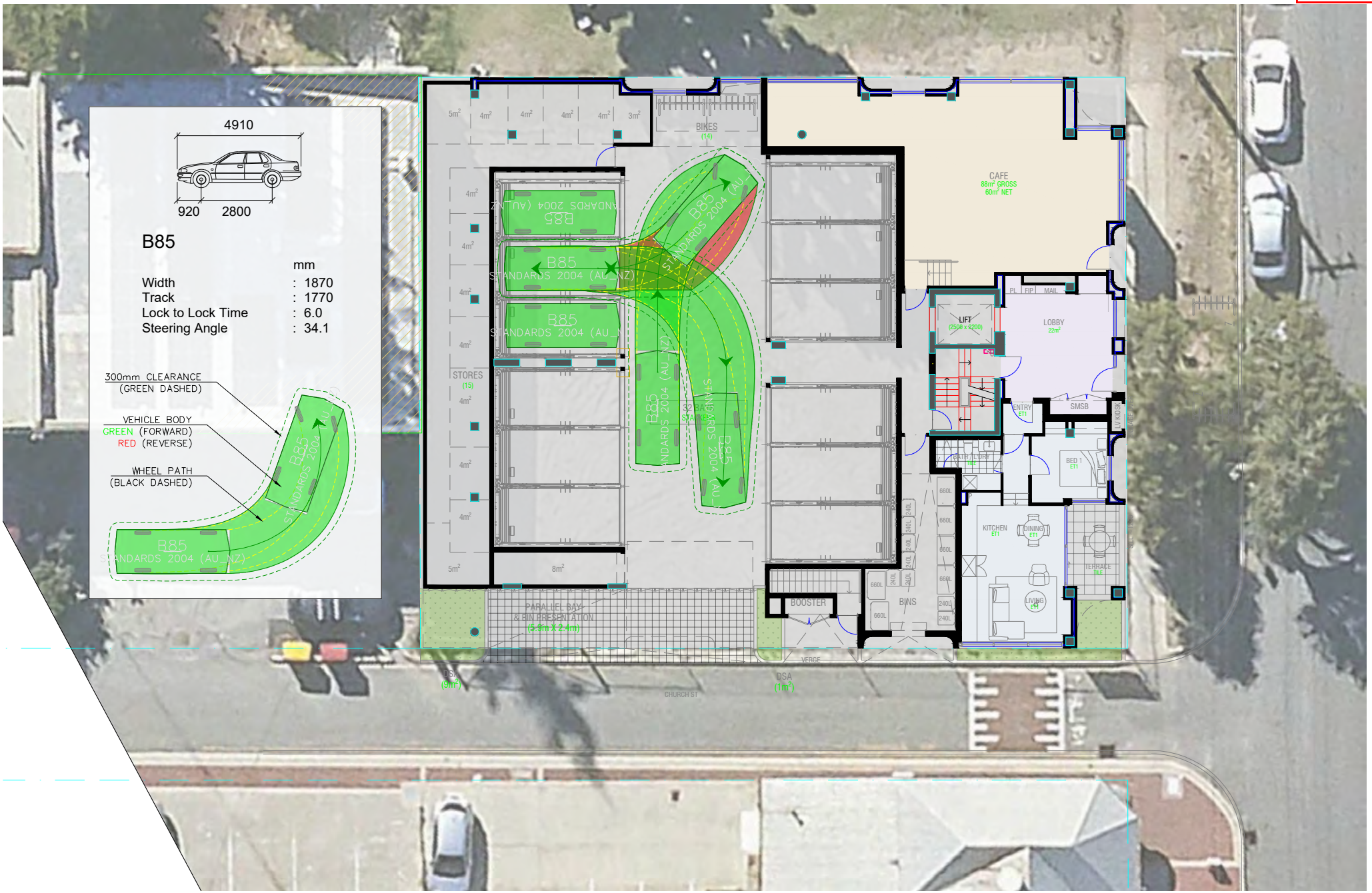

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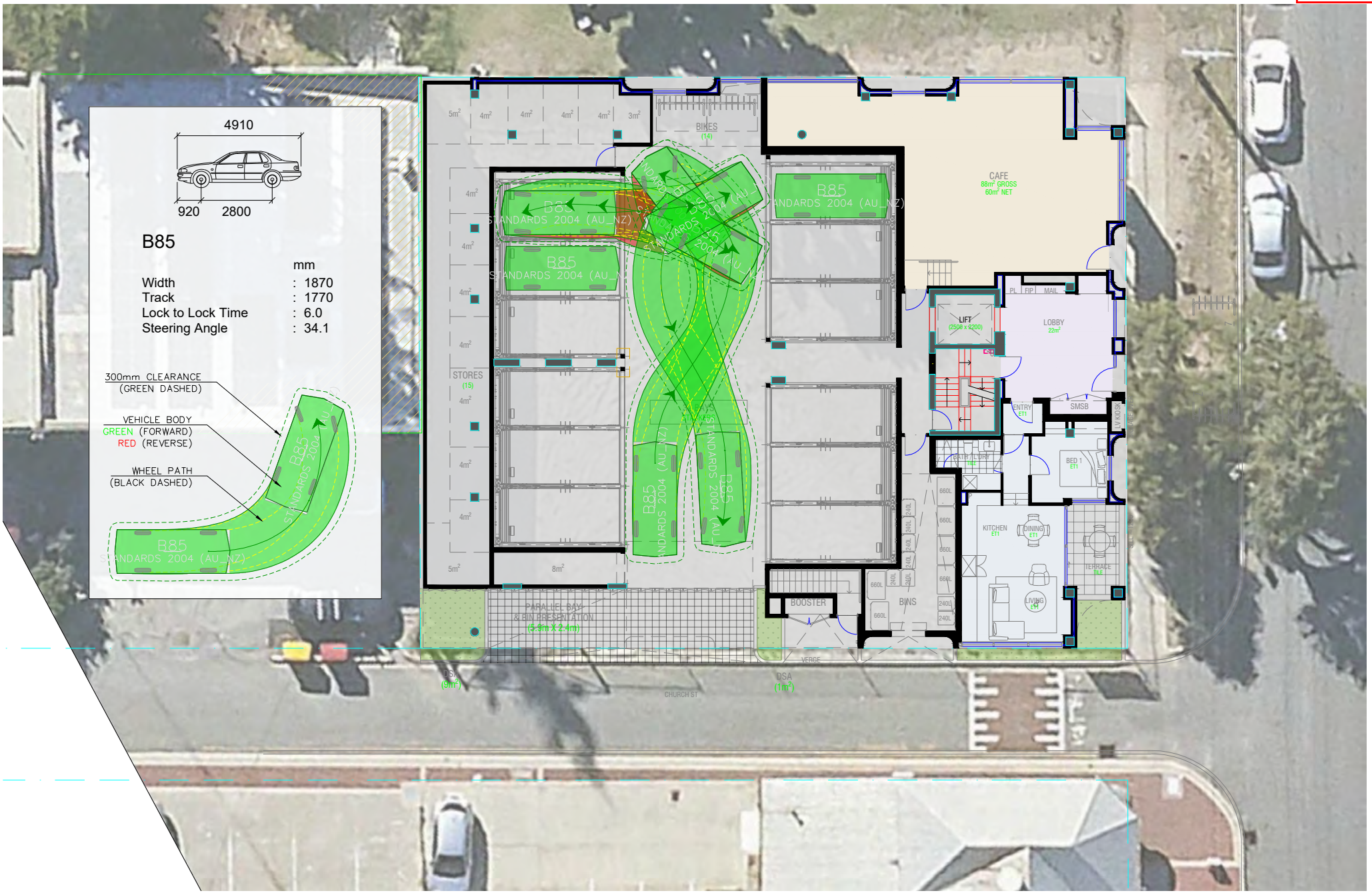

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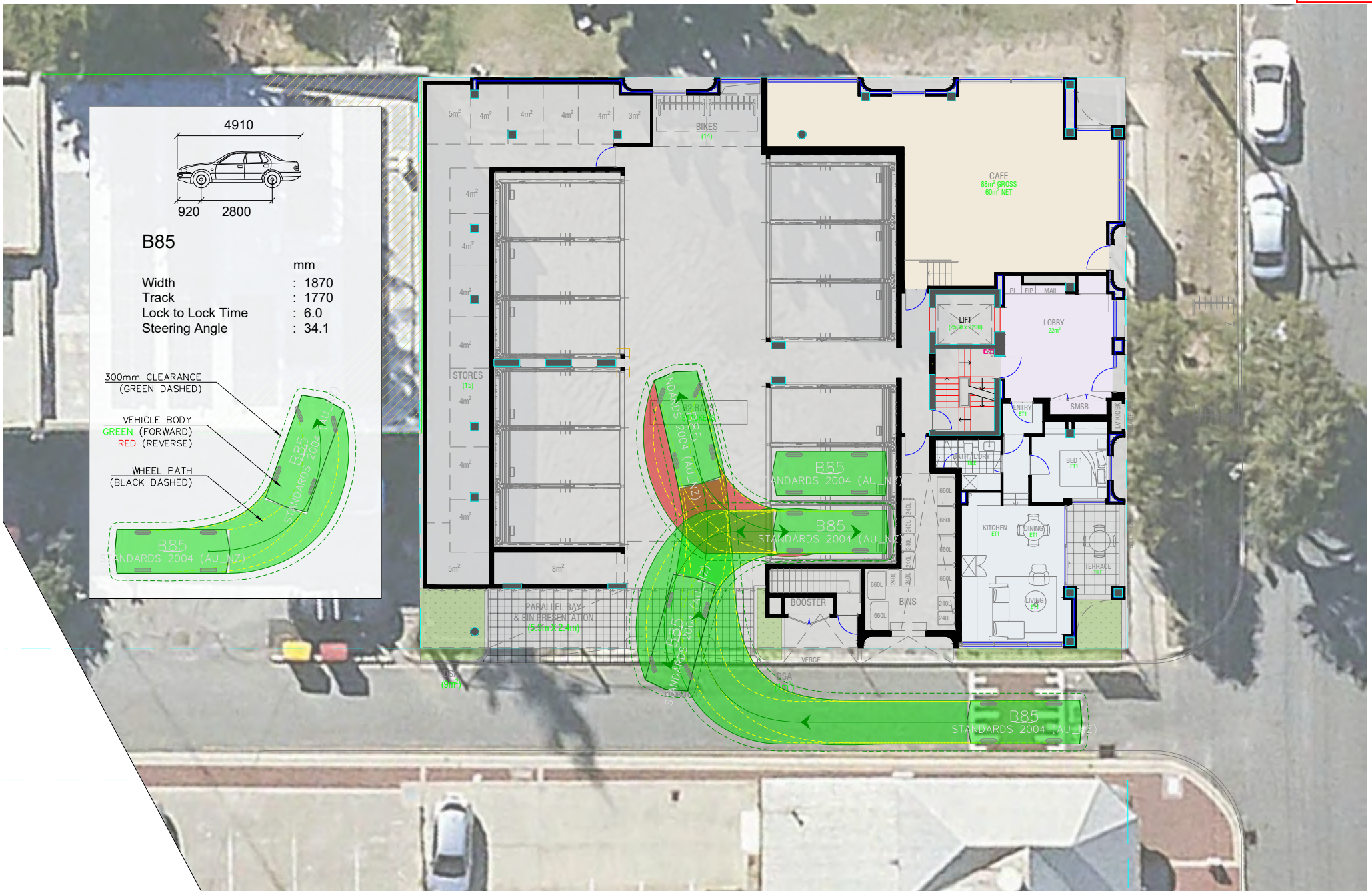

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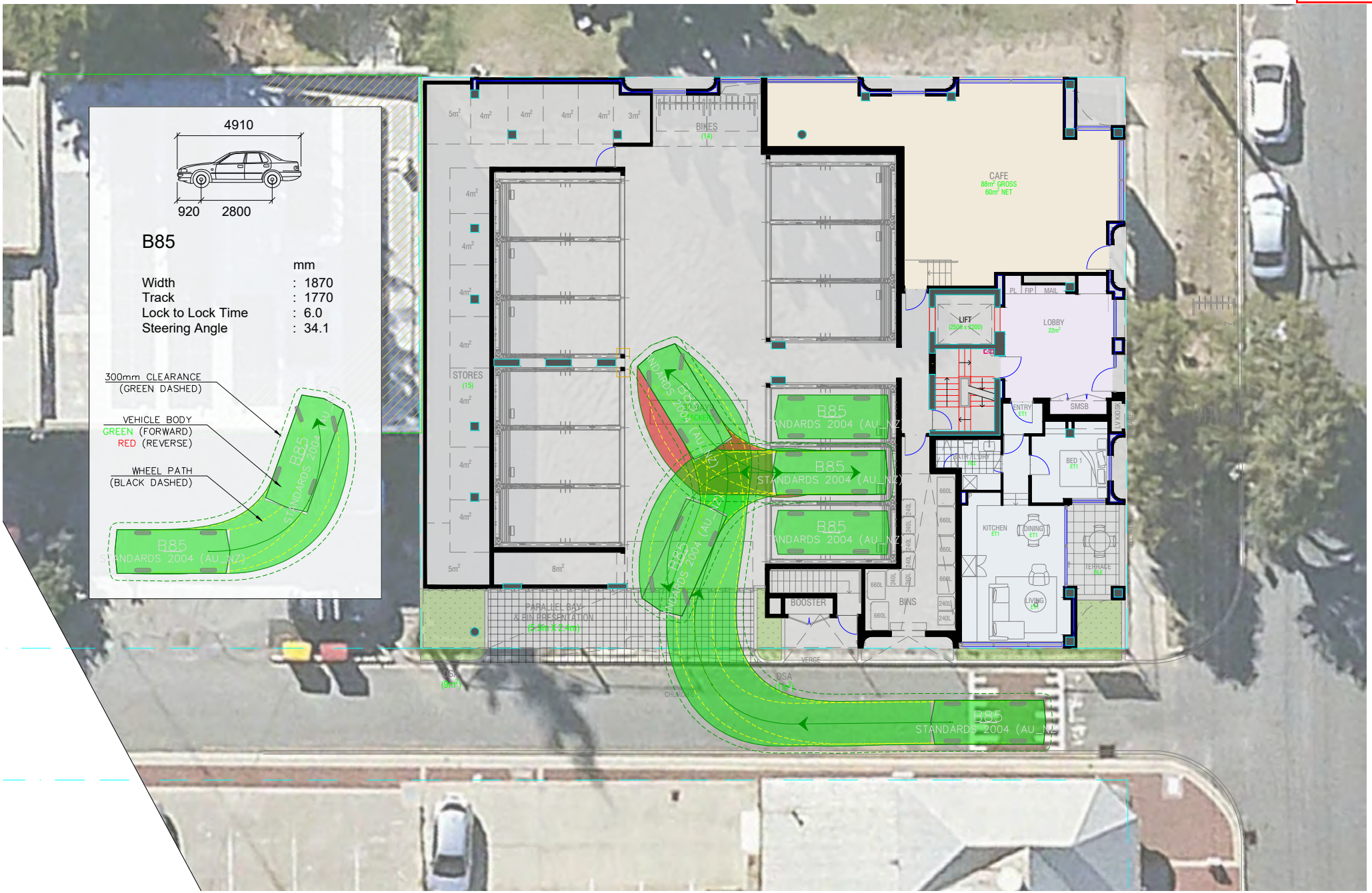

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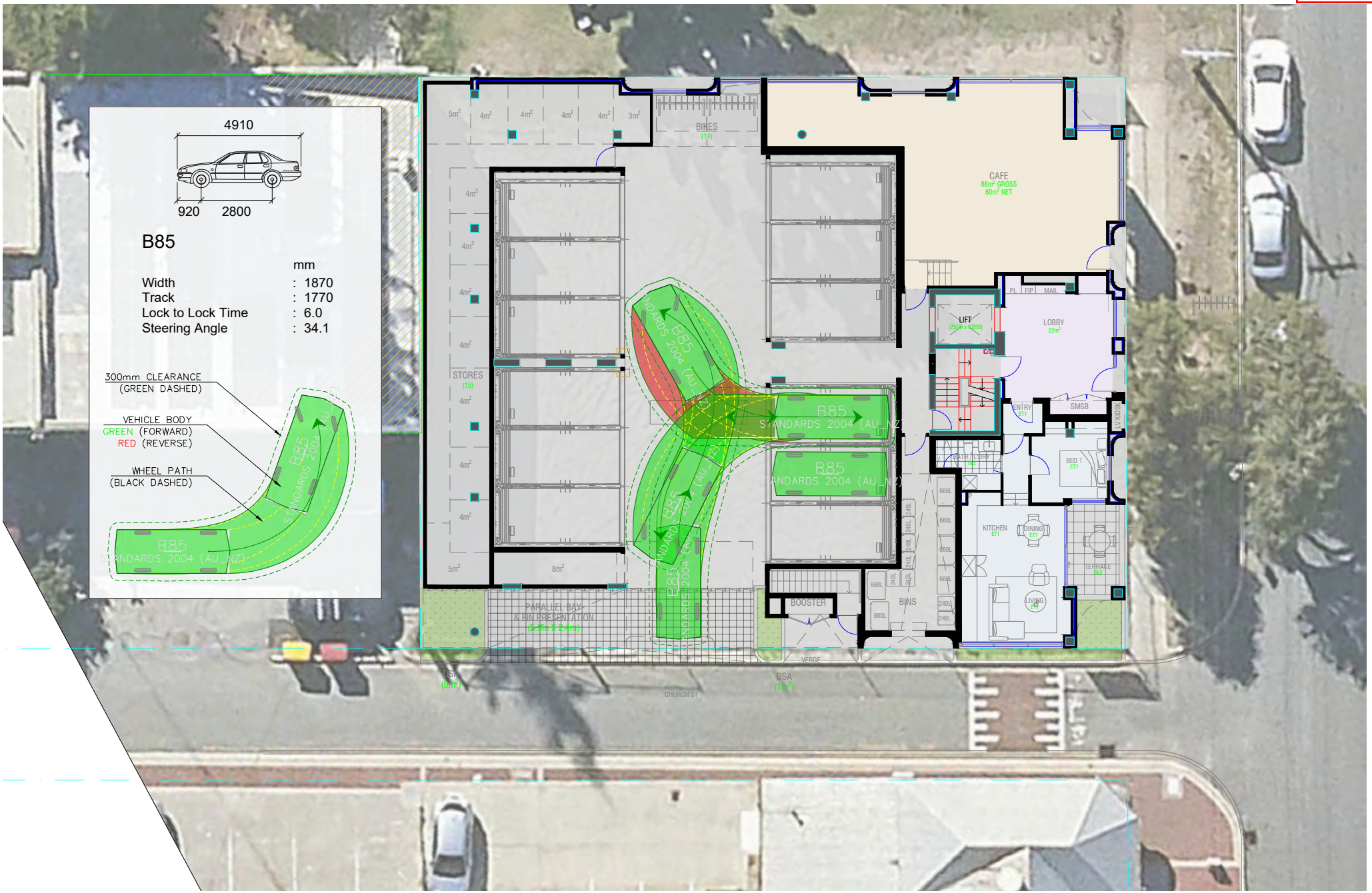

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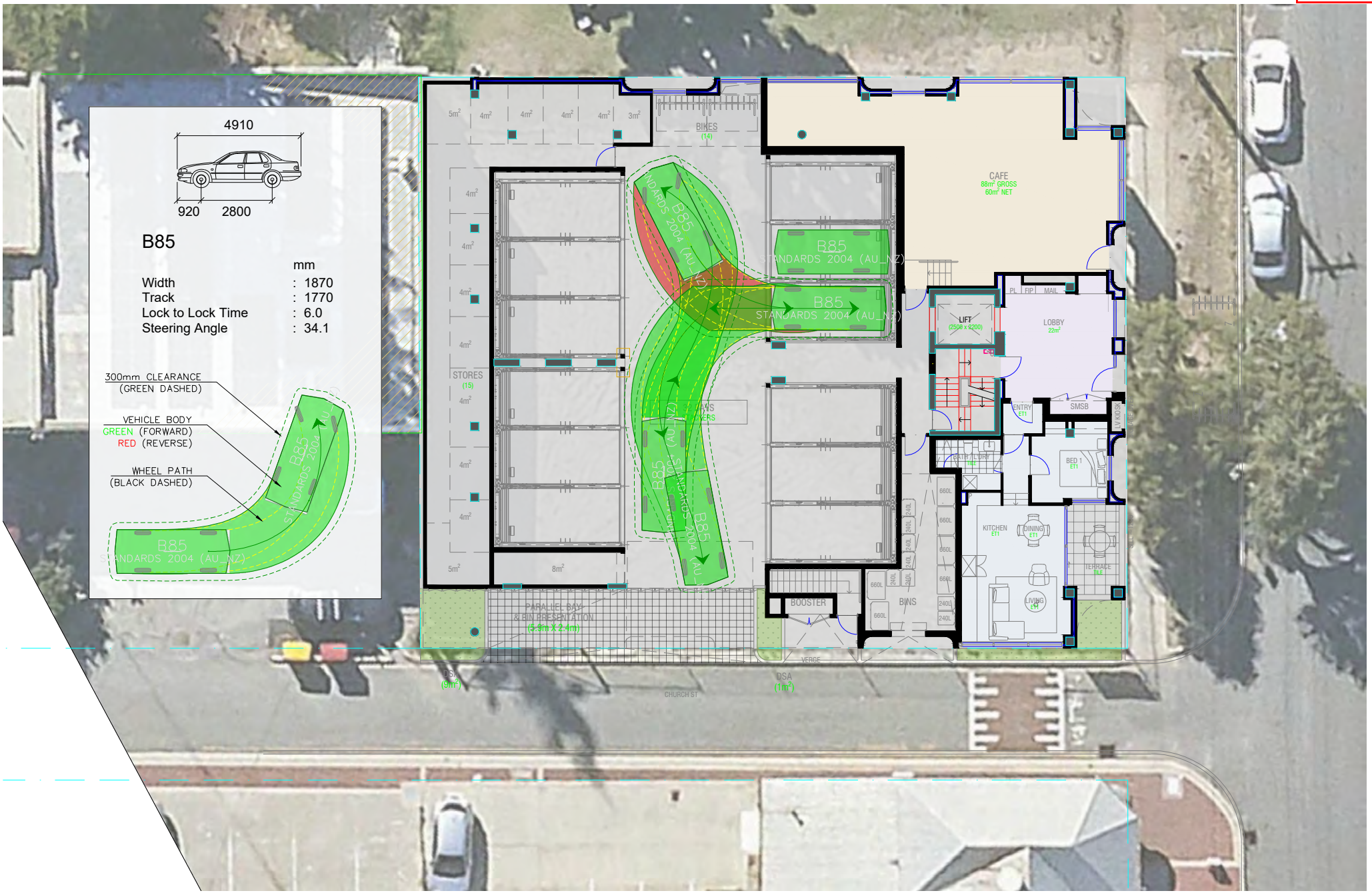

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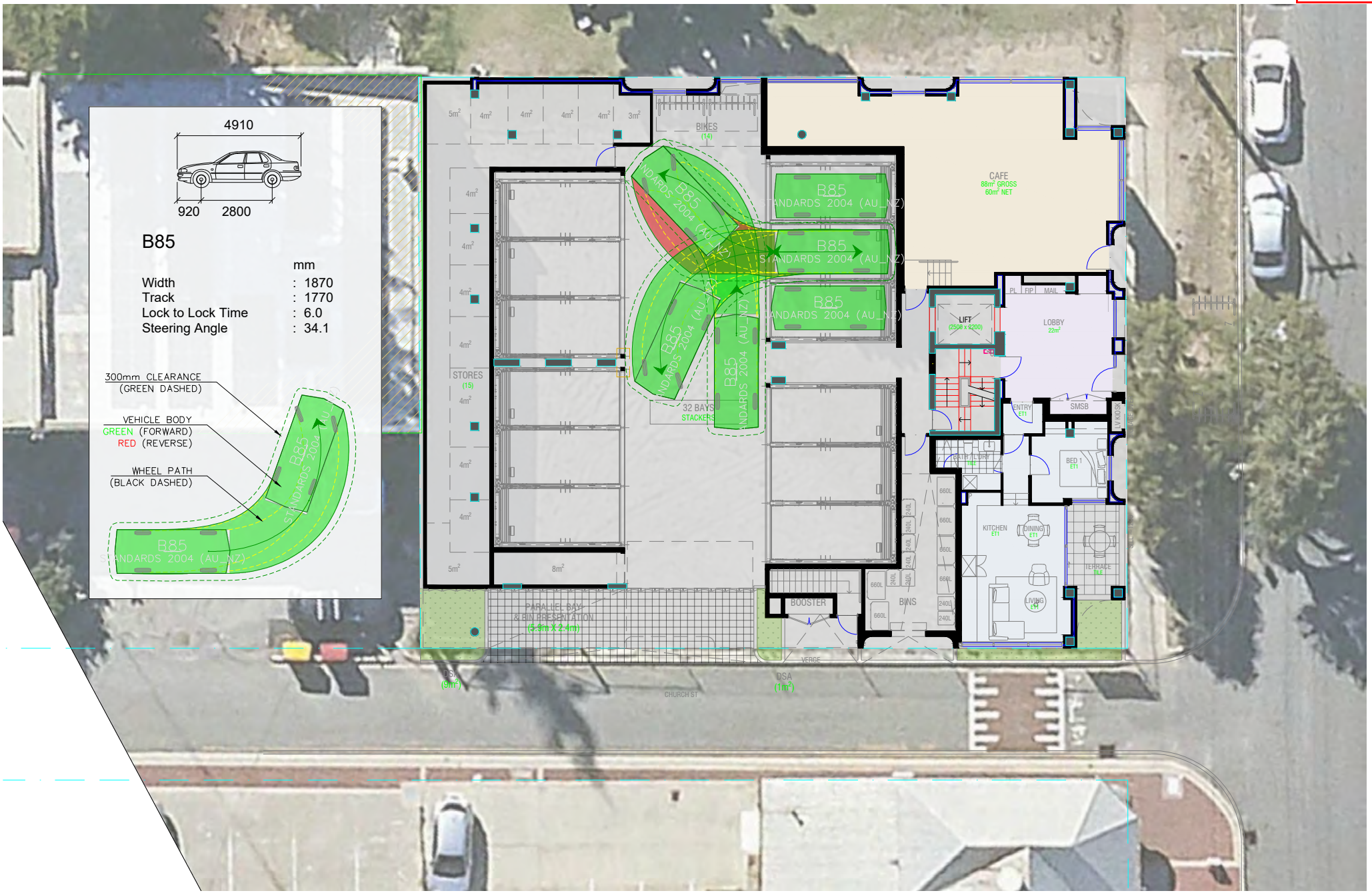

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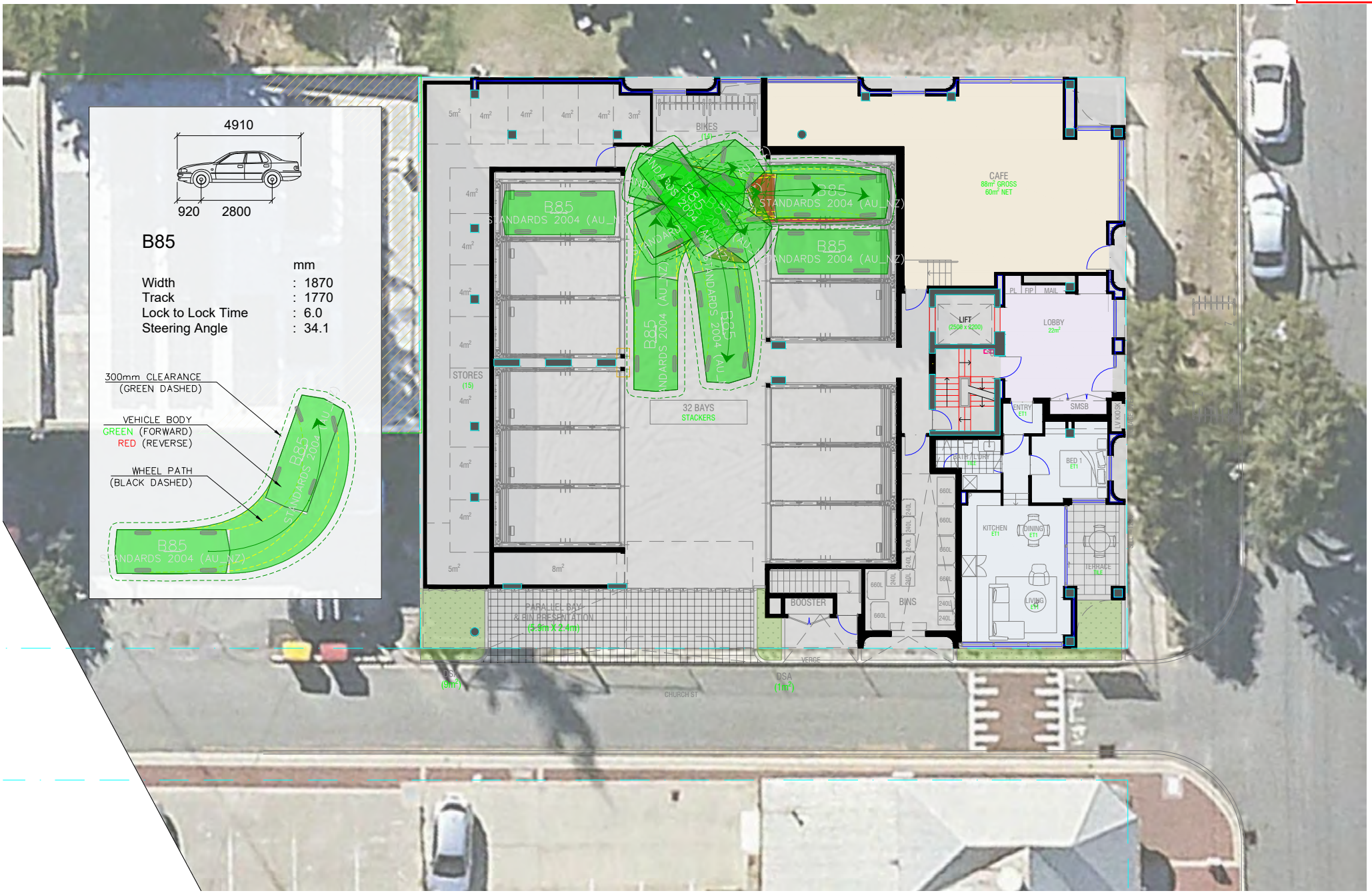

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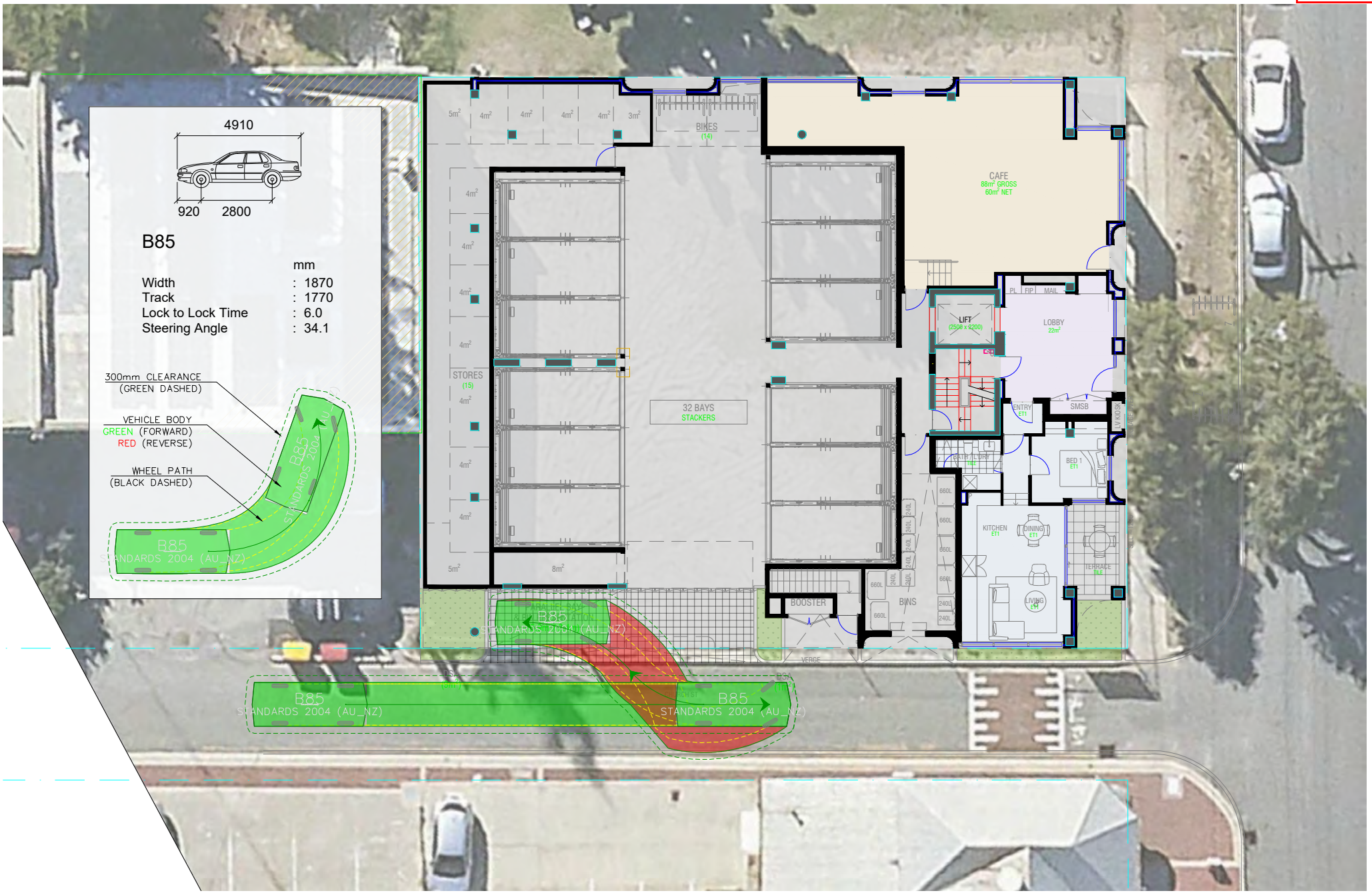

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ATTACHMENT 8

DEVELOPMENT ASSESSMENT PANEL MEETING

Acoustic Report

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REVERBERATE
CONSULTING

137-143 Lake St, Perth
Acoustic Design Report

Reference: P191190RP1

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CONSULTING

Document Information

Project	137-143 Lake St, Perth
Client	Fairwill Pty Ltd
Report title	Acoustic Design Report
Project Number	P191190
Author	

Revision Table

Report revision	Date	Comments
0	07/09/2022	DA Stage Report
1	30/11/2022	Minor update
2	11/01/2023	Address City of Vincent comments
3	05/07/2024	Design Development Report
4	16/10/2025	Update
5	29/01/2026	Issued

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Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
D_W	Weighted Level Difference—the noise level difference or reduction between two enclosed spaces. It quantifies the acoustic separation between two spaces. It relates to the R_W rating of the separating building elements (such as walls and doors) and also includes all noise flanking paths (such as ceiling voids, joins and seals) and the acoustic absorption in the receiving space. The higher the D_W rating the better the acoustic separation.
$D_{nC,W}$ / CAC	Weighted Ceiling Noise Reduction Index / Ceiling Attenuation Class—these values represent the ability of a ceiling to prevent the transmission of sound. The $D_{nC,W}$ / CAC is a measure of sound reduction between rooms with a common ceiling plenum (or space). The higher the values the better the acoustic separation provided by the ceiling.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L_{90}	Noise level exceeded for 90% of the measurement time. The L_{90} level is commonly referred to as the background noise level.
L_{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L_{Aeq}	A-weighted L_{eq}
$L_{n,w}$	Weighted Normalised Impact Sound Pressure Level—A measure of the noise impact performance of a floor and ceiling. It is a laboratory tested result and is characterised by how much impact sound reaches the receiving room via the floor and ceiling construction from a standard tapping machine test. The lower the $L_{n,w}$ rating the better the impact isolation.

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$L_{nT,w}$	Weighted Standardised Impact Sound Pressure Level— A measure of the impact noise performance of a floor and ceiling between two enclosed spaces. It is an on-site measured level that relates to the laboratory $L_{n,w}$ value. The lower the $L_{nT,w}$ rating the better the impact isolation.
NR	Noise Rating—a single number evaluation of noise level based on the Noise Rating curve The NR level is normally around 5 dB below the 'A' weighted noise level.
NRC	Noise Reduction Coefficient—A single number that represents the absorption of a material and it is the average of the sound absorption coefficients at 250, 500, 1000 & 2000 Hz for that material. NRC 1.0 represents the highest level of absorption.
R_W	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the R_W the better the noise isolation provided by a building element.
$R_w + C_{tr}$	A measure of the sound insulation performance of a building element with a C_{tr} spectrum adaptation term placing greater emphasis on the low frequency performance.
Reverberation Time	Of a room, for a sound of a given frequency or frequency band, the time that would be required for the reverberantly decaying sound pressure level in the room to decrease by 60 decibels.

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1. Introduction

This Acoustic Design Report is provided for the proposed mixed-use development at 137-143 Lake Street, Perth. The 6-storey development (plus one basement level) contains 29 apartments and one floor of commercial tenancies.

We note that the main issues associated with this development are:

- Environmental noise emission into surrounding areas
- Acoustic separation and privacy among residences
- Acoustic isolation from the commercial tenancies

City of Vincent have specific requirements for acoustic reports detailed in Policy No 7.5.21 Sound Attenuation. This report has been updated by Martti Warpenius who holds a current membership with the Australian Acoustical Society (MAAS) and has more than 38 years of experience as an acoustical engineer. The Policy No 7.5.21 outcomes have been addressed as follows:

Outcome 1	This report addresses all relevant criteria specified in Policy No 7.5.21
Outcome 2	No major roads or railway lines are located within 300 and 100 m respectively of the development. No major roads or railways are expected to contribute to the ambient noise. Noise monitoring is therefore not required
Outcome 3	All external noise sources impacting the development are discussed in Section 3. No nightclubs or significant outdoor eating areas are present within 100 m and no sources identified are expected to have a noticeable impact at the development. Therefore, noise monitoring is not required
Outcome 4	Likely impacts of street noise sources are discussed in Section 3. Newcastle Street is more than 100 m from the development resulting in no significant concerns
Outcome 5	Noise impact of proposed mechanical plant noise sources and required treatments are discussed in Section 2
Outcome 6	All existing noise sensitive land uses within 100 m of the development are shown in Figure 1 of Section 2, with adjacent Residential use at 150 Lake Street likely being the most affected
Outcome 7	Since there are no substantial external noise sources identified from surrounding uses, conceptual noise control treatments are not required at this stage
Outcome 8	The developer will confirm in writing to the City that the Acoustical Engineer's recommendations have been included in the architectural design brief
Outcome 9	The developer will submit this acoustic report with a statement detailing what recommendations from the report will be implemented in the final design specification
Outcome 10	For this development, no significant external noise sources are expected and therefore no notification of noise impact is recommended for residential sales contracts
Outcome 11	The applicant shall provide adequate proof that compliance with requirements imposed by the city arising from the Acoustic Report have been implemented. This can be a written statement, or where requested by the City, an inspection report conducted by the Acoustical Engineer

This report provides advice suitable for the DA Phase of the project. Advice issued in this report will be updated as the project progresses.

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2. Environmental Noise Emission

2.1. Environmental Noise Emission Criteria

Noise emissions within Western Australia are managed via the Environmental Protection (Noise) Regulations 1997, a prescribed standard under the Environmental Protection Act 1986.

The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by industrial noise, during various times of the day.

Time of day affects the assigned levels for noise-sensitive premises, as follows -

- Lowest levels at night (10 pm to 7 am any day or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 7 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

These assigned levels may be modified (i.e. increased) in the event that there are significant influencing land uses within 100 m and 450 m radii of the sensitive receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of major roads.

The influencing factor calculation is shown in Table 2 and results in the assigned levels shown in Table 1. Due to the proposed hours of operation, the night-time period is the critical assessment period with the most stringent noise criteria to meet. The nature of activities from the site (mechanical services noise) is relatively constant, which means that the L_{A10} noise emission criterion is the main criterion to consider.

Table 1: Environmental Noise Emission Criteria (inclusive of +5 dB influencing factor)

Receiving Premises	Time of Day	Assigned Level (dB)		
		$L_{A10,adj}$	$L_{A1,adj}$	$L_{Amax,adj}$
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	50	60	70
	0900 to 1900 hours Sunday and public holidays	45	55	70
	1900 to 2200 hours all days	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	40	50	60

Note that adjustments are applied to the noise sources for a variety of characteristics. Where tonality, impulsiveness, modulation, or music is evident in the noise reaching the neighbours then these are additionally adjusted, where they cannot be removed from the noise signature.

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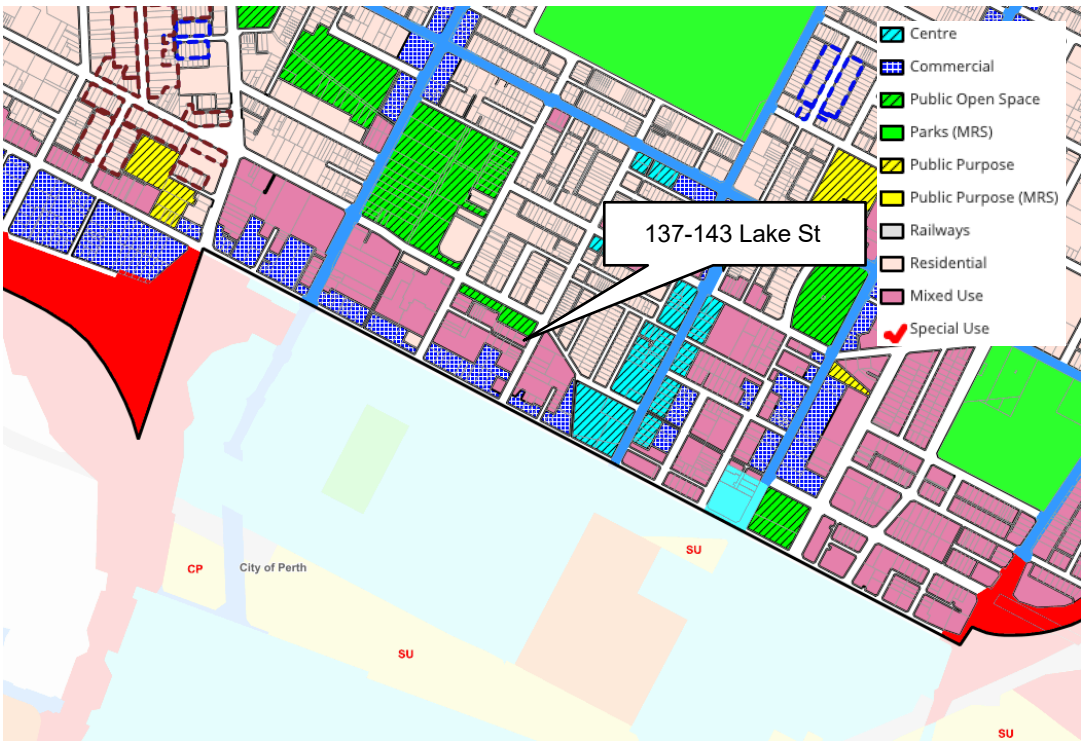

Figure 1: Land use zoning (LPS), City of Vincent Intramaps – showing noise sensitive land uses

Table 2: Calculation of influencing factor

Type of Land	450 m Radius	100 m radius	Total	
Industrial Land	0%	0%	0	dB
Commercial Land	45%	55%	5	dB
Roads within 100 m (> 6K VPD) • Nil			0	
Roads within 450 m (> 15K VPD) • Nil			0	dB
TOTAL Influencing Factor			**5**	**dB**

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2.2. Required Treatments

The nearest noise sensitive receptors are the balconies of 150 Lake Street as shown in Figure 2. This receptor is approximately 30 m from the rooftop mechanical plant

Rooftop Condenser Units

The rooftop will consist of 30 condenser units (each with maximum permitted noise level of 53 dBA @ 1 m).

Apartments below condenser units with a lightweight roof construction require treatment. For example, either a concrete pad or a double 15mm plywood multiple layers of plywood are to be added between the units and the apartments. The plywood is usually required to extend 3 m from the edge of the units. This detail will be confirmed once final condenser unit selections and ceiling cavity size are known.

Figure 2: Location of nearby residential properties to consider for environmental noise emission

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Carpark

Car Stacker noise not to exceed a sound power level of 81 dB LAeq.

The following treatments are required for the stacker:

- Hydraulic pumps are to be boxed in fibre cement, plywood, or loaded vinyl so that they are almost inaudible over the other noise sources, and the noise does not possess a tonal characteristic. We understand that these have been boxed on previous projects – please let us know if there are other issues with this proposed treatment.
- The solenoid is to be fitted with rubber contacts and boxed in fibre cement, plywood, or loaded vinyl so that at least 20 dB attenuation is achieved for this noise source (sound power must be less than 90 dB LAmax
- All louvres and openings adjacent to the stackers are to be dual stage acoustic louvres – Fantech SBL2 600 mm dual stage louvres, or ACRAN Acraflow Series 400 dual stage 400 mm acoustic louvres, or equivalent, with the minimum performance shown in Table 3.
- The ceiling of the carpark is to be lined in an NRC > 0.9 acoustically absorptive lining (e.g. 50 mm Autex Greenstuff Soffit & Slab Liner or Rockwool Comfort Liner. An alternative design is also shown in Appendix A.) Minimum surface area 180 m2.
- NRC 0.9 acoustically absorptive panels should be installed on the car stacker gates, with the absorptive side facing the car stacker.
- Car stacker is to be retested after the successful implementation of the above treatments

Table 3: Required acoustic louvre at each octave band (dB)

Acoustic Louvre performance	63	125	250	500	1000	2000	4000	8000
Insertion Loss	5	9	14	19	21	24	24	17
OR Noise Reduction	11	15	20	25	27	30	30	23

Carpark & Kitchen Exhaust Fans
Deleted

Fire Pump Room
Deleted

Carpark & Kitchen Exhaust Risers
Deleted

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2.3. Ground floor commercial areas

We note that acoustical treatments may be needed to control noise from ground floor commercial/retail operations. Such treatments may include

- façade glazing upgrades,
- use of door closers,
- upgraded floor/ceiling constructions to residential tenancies above,
- restrictions to opening hours,
- restrictions to live or amplified music,
- restrictions to outdoor activities depending on the intended use.

Of these treatments, only the façade glazing upgrade should be considered prior to construction. The other items will be implemented by the commercial/retail tenancies.

For glazing we recommend 6.38 mm laminated glass fitted with acoustic seals

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3. External Noise Intrusion

Potential noise sources within 100 m of the proposed development are identified in Figure 3. None of these noise sources are expected to be significant at the development. Where noise exceedances occur – e.g., if hypothetically Steel Fitness were playing loud music prior to 7 am, the responsibility would be on Steel Fitness to turn down the volume to comply with the noise regulations.

Figure 3: Potential noise sources considered within 100 m of the development

Neither Lake Street nor Newcastle Street are classified as roads requiring assessment for traffic noise intrusion under State Planning Policy 5.4. Traffic flows are less than 25,000 vehicles per day and so are forecast to meet the internal noise limits of L_{Aeq} 35 dB for bedrooms at night and L_{Aeq} 40 dB for habitable areas during the day with windows closed and 6 mm laminated glass, without additional treatment.

We also do not expect significant exposure to entertainment or street noise sources at the project location.

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4. Internal Sound Insulation Requirements

The proposed residential apartment development has been assessed as Class 2 / Class 3 under the National Construction Code. These buildings must achieve the requirements outlined in Part F5 of the NCC Sound Transmission and Insulation.

4.1. Ratings and Nominated Constructions

The acoustic requirements applicable to this development are outlined in Table 1 below. This Table also summarises the recommended constructions to meet the nominated ratings. These designs are intended to meet the acoustical ratings as outlined in the NCC. Additional design advice may be required for non-acoustical requirements such as fire ratings, structural integrity, buildability, wind loading, etc.

Table 4: Acoustic separation requirements for Class 2 and 3 buildings

Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction
Walls[1-5]	Separating sole occupancy units		$R_w + C_{tr} \geq 50$	• Two rows of 64 mm studs with 20 mm gap between the studs[2] • 1x16 mm fire rated plasterboard to each side • 2x75 mm, 14 kg/m^3 glasswool in the partition cavity • Minimum wall thickness 180 mm • Extend the plasterboard past the ceiling to the underside of the roof or slab above. • Minimum wall thickness 180 mm
	Separating a habitable room (other than a kitchen) of a sole occupancy unit from a bathroom, sanitary compartment, laundry or kitchen in an adjacent sole occupancy unit	Discontinuous construction	$R_w + C_{tr} \geq 50$	• Drywall option as above
	Separating a sole occupancy unit from a stairway, public corridor, public lobby or the like, or area of different classification	—	$R_w \geq 50$	Either: • Minimum 92 mm steel studs • 1x13 mm sound rated plasterboard on one side • 2x13 mm sound rated plasterboard to other side • 50 mm, 11 kg/m^3 glasswool or 14 kg/m^3 polyester insulation in the partition cavity • Extend one layer of plasterboard on one side of the partition past

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Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction
				the ceiling to the underside of the roof or slab above. OR • 150 mm concrete
	Separating a sole occupancy unit from a plantroom, or lift shaft	Discontinuous construction	$R_w \geq 50$	• Minimum 150 mm concrete • free standing 10 mm plaster wall • Gap between stud and concrete is to be no less than 20 mm
Doors	Access doors to apartments from public corridors	—	R_w 30	Minimum 35 mm solid core with acoustic seals to meet R_w 30
Floors[6,7]	Floor over apartments (including balcony flooring over apartments below)	$L_{nTw} \leq 55$	$R_w + C_{tr} \geq 50$	Minimum 230 mm concrete slab AND Minimum 100 mm ceiling cavity underneath with acoustic insulation laid onto a 13 mm plasterboard ceiling AND EITHER • Carpet on underlay overhead OR • 5 mm 'Impactamat' or equivalent under hard floors and pavers
Pumps	The point of connection between the service pipes in a building and any circulating or other pump.	A flexible coupling at the connection	—	
Services Access Doors and Panels	An access door or panel in a sole-occupancy unit - for all services		$R_w + C_{tr}$ 25 for all non-habitable rooms and kitchens	Proprietary product such as from Tyco (no access panels permitted in habitable rooms except Kitchens)
Services[8,9]	A duct, soil/waste/ supply/stormwater pipe located in a wall or floor cavity, which serves or passes through more than one occupancy unit - adjacent room is non-habitable	—	$R_w + C_{tr} \geq 25$	• 10 mm plaster ceiling/bulkhead/ wall/riser and 75 mm acoustic insulation blanket OR • Rendered 90 mm brick OR • 150 mm concrete
	A duct, soil/waste/ supply/stormwater pipe located in a wall or floor cavity, which serves or passes through more	—	$R_w + C_{tr} \geq 40$	Wall or Riser 110 mm rendered clay brick with 75 mm acoustic insulation behind OR 150 mm concrete with 75 mm acoustic insulation behind

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Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction
	than one sole occupancy unit - adjacent room is habitable			Ceiling or Bulkhead 10 mm plaster ceiling/bulkhead/ wall/riser, and 75 mm acoustic insulation blanket, and services acoustically lagged

Notes to table above

1. Acoustically rated walls to extend full height to underside of soffit/roof. Where this does not occur, ceilings to be acoustically rated
2. Unless noted otherwise, all acoustic insulation to be 14 kg/m3 acoustic grade glasswool insulation or equivalent. Nominal thickness 75 mm unless otherwise noted
3. Electrical outlets must be offset by at least 300 mm on either side of a wall between SOUs
4. Walls are not to be chased, and pipes are not to be fixed to the wall leaf on the side adjoining any other sole-occupancy unit and must have a clearance not less than 10 mm to the other wall leaf.
5. Plasterboard is not to be glued to concrete or masonry walls. Where required, plaster to be a skim coat to the render, or plasterboard may be fixed using 28 mm furring channels.
6. Any additional penetrations for lighting, ventilation grilles, sprinklers etc. to be acoustically treated
7. Minimum requirement for floor impact isolation in WA is based on the WA Supreme Court Ruling WASC 291 delivered August 2019, which determined that the minimum acceptable level of impact isolation produce a noise level of no more than 55 dB to comply with the Strata Titles Act. The NCC/BCA requirement not to exceed 62 dB is not necessarily compliant with the Strata Titles Act 1985 – Schedule 2, i.e. *"...treated to an extent sufficient to prevent the transmission of noise likely to disturb the peaceful enjoyment of the proprietor*"
8. No supply or waste pipes to have direct contact with surrounding elements. All pipes to be acoustically fixed at mounting points/penetrations. Use Bradflex, 6 mm thick neoprene, closed-cell foam or 'unicushion' between all pipes and pipe clamps. Pipes and ducts behind plaster need to be lagged with Pyrotek '4525C', Bradford 'Acoustilag 45', Acoustica 'Greenlag SQ' or equivalent. Alternative 'quiet' pipe constructions such as Rehau Raupiano, which lessen the need for wrapping can be submitted for approval
9. Water supply pipes must be in a cavity of discontinuous construction and not be fixed to the wall leaf of any other SOU other than the one which the pipe supplies, with a clearance of at least 10 mm to the other wall leaf

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4.2. Return air paths in ceilings containing wastepipes

We note that the presence of ceiling return air paths will generally mean that an additional treatment to wastepipes will be required where they are located behind the grilles in apartment bulkheads or ceiling cavities. We recommend using acoustically lined cushion heads for all return air registers within 3 m of waste or storm water pipes.

4.3. NCC/BCA Clarifications

The section below outlines specific National Construction Code BCA requirements, which, in our opinion, are not applicable to this project. These clarifications are referred to the certifier to confirm our interpretation.

4.3.1. Apartment Floors over Storerooms/Carparks

The BCA states in Clause F5.4 (a) (ii)
Floors separating apartments from a plantroom, lift shaft, stairway, public corridors, public lobby or the like, or parts with a different classification [such as storeroom or carpark] to be impact-rated

Reverberate Consulting is of the opinion that this impact rating is only applicable for floors where the apartment is under the plantroom, stairway, corridor, or similar, not for floors where the apartment is over the other space. There is no noise sensitive activity in the space below which requires impact isolation treatment, so it is recommended that no impact isolation treatment is to be installed on such floors.

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5. Conclusion

The advice contained in this report continually upgraded as the project advances.

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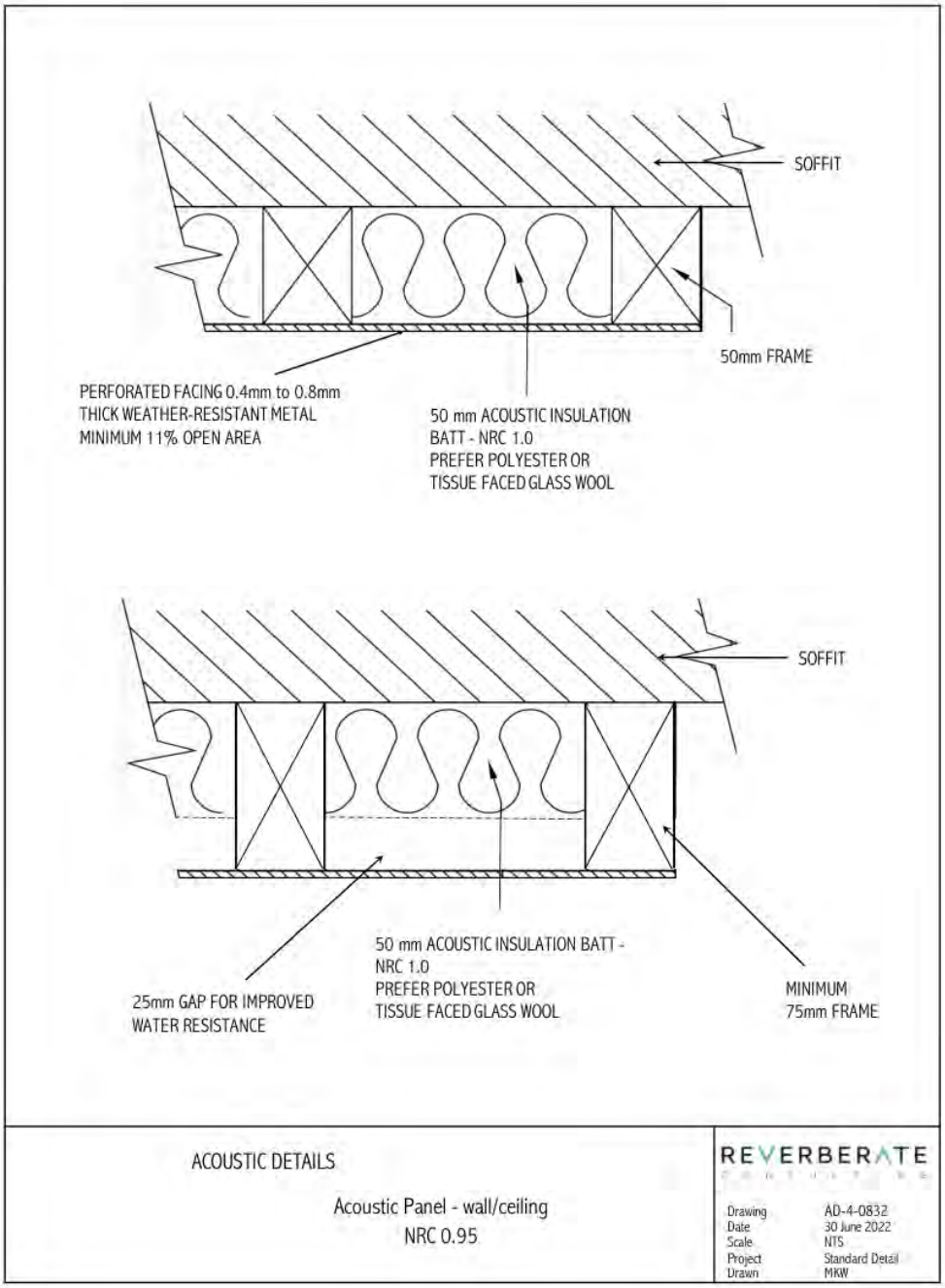
Appendix A: Standard Details



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Appendix B: Wall Markups

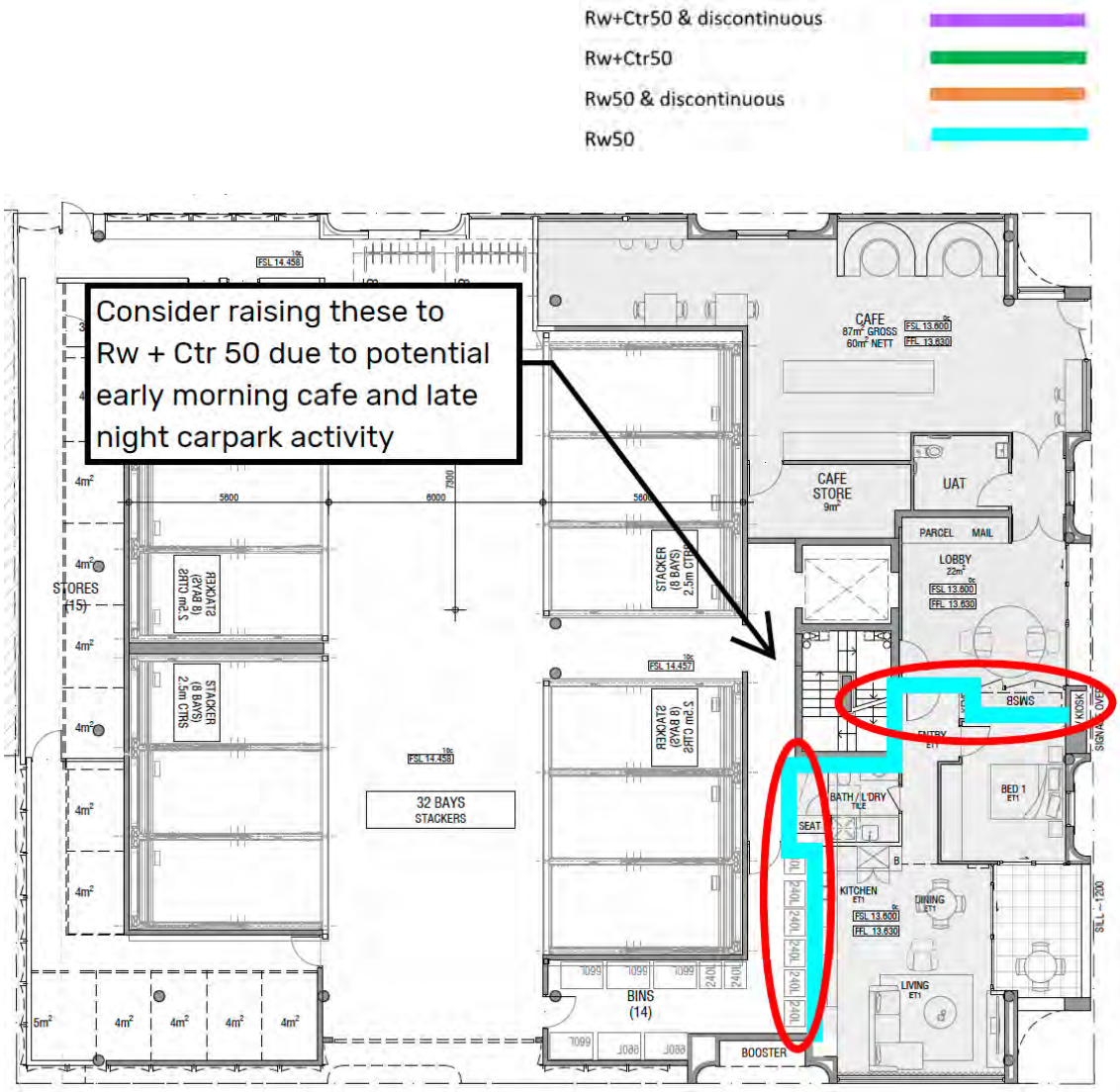

Figure 4: Ground Floor

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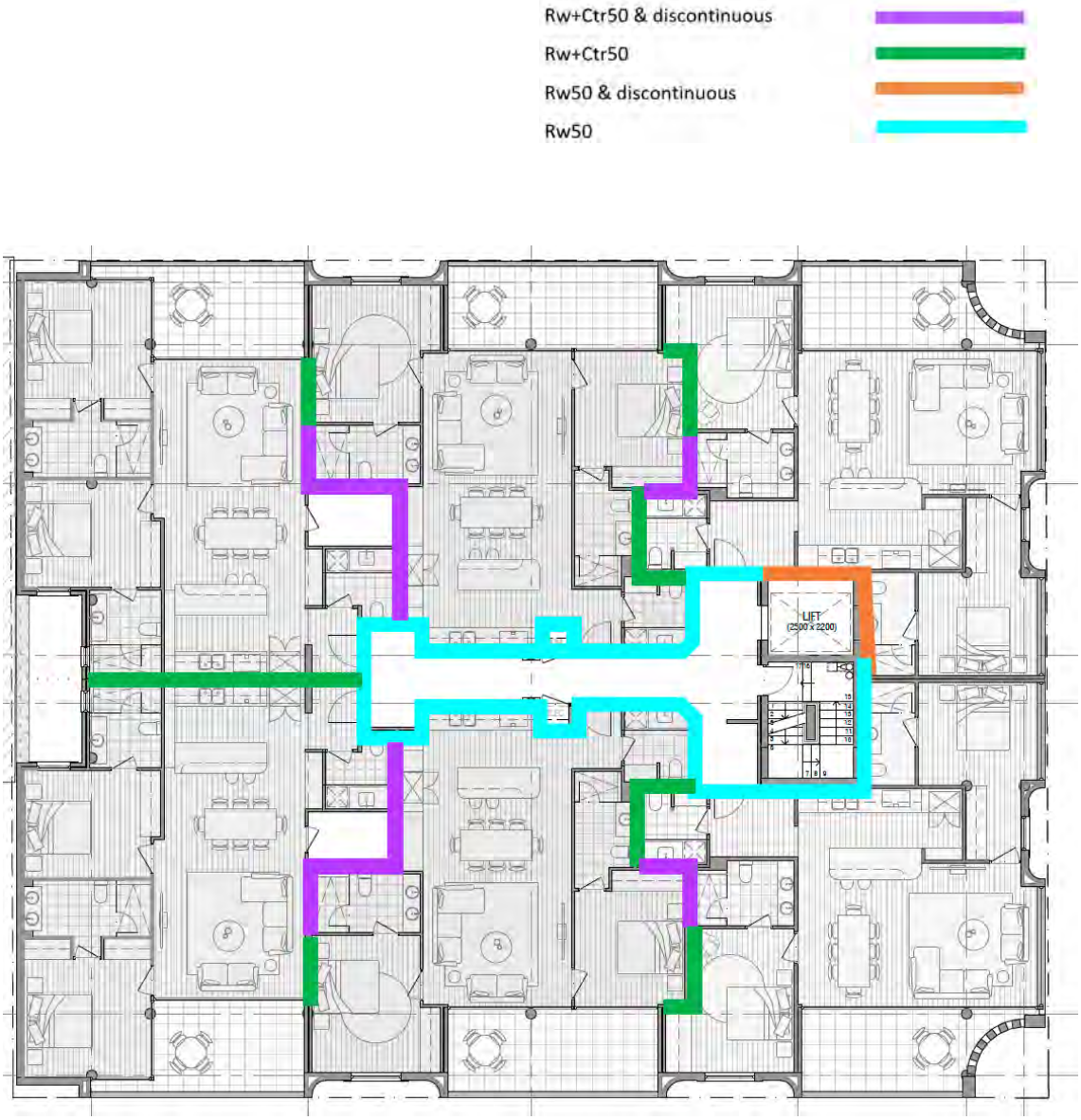

Figure 5: Level 1 to 3

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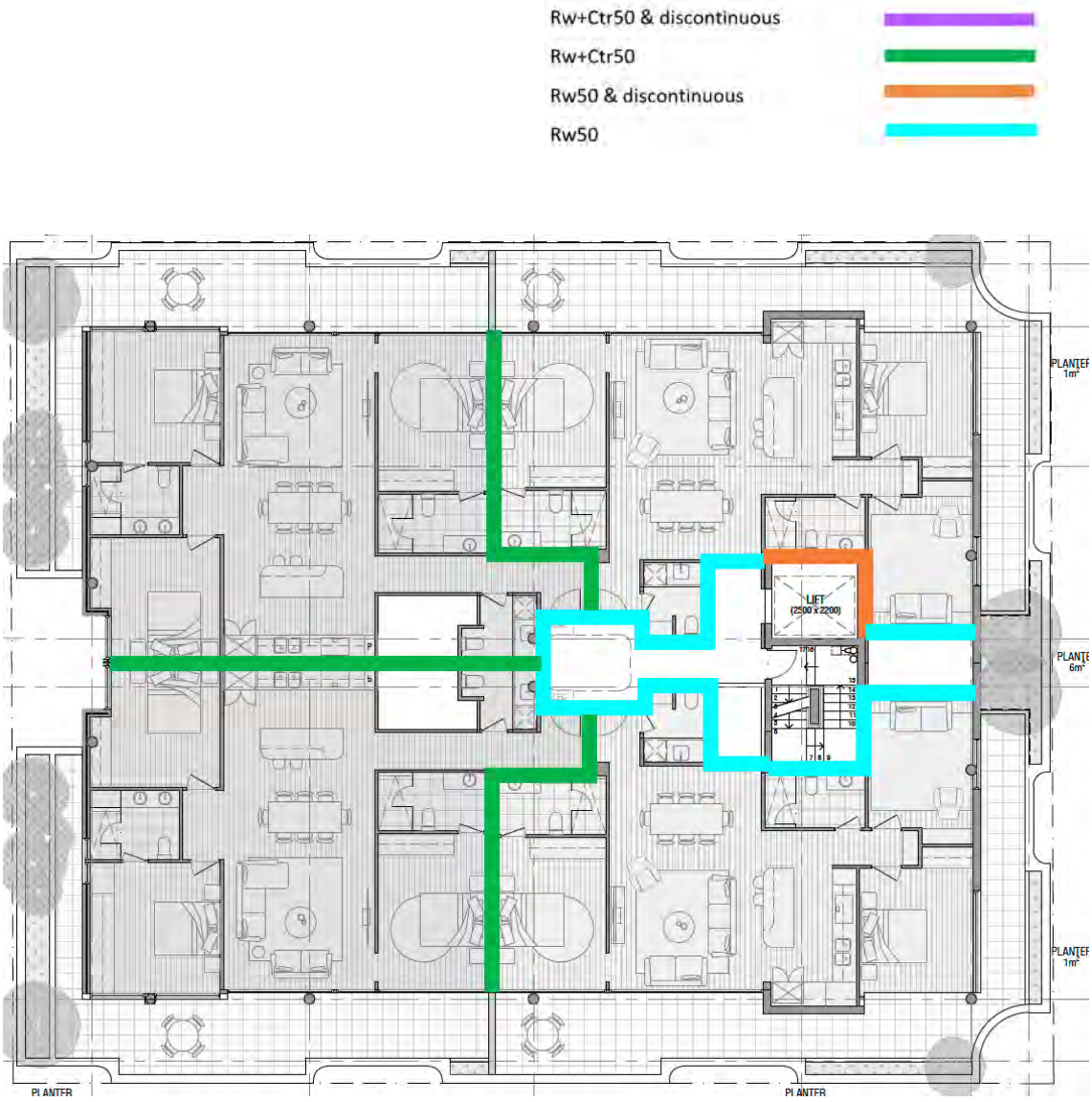

Figure 6: Level 4 to 5

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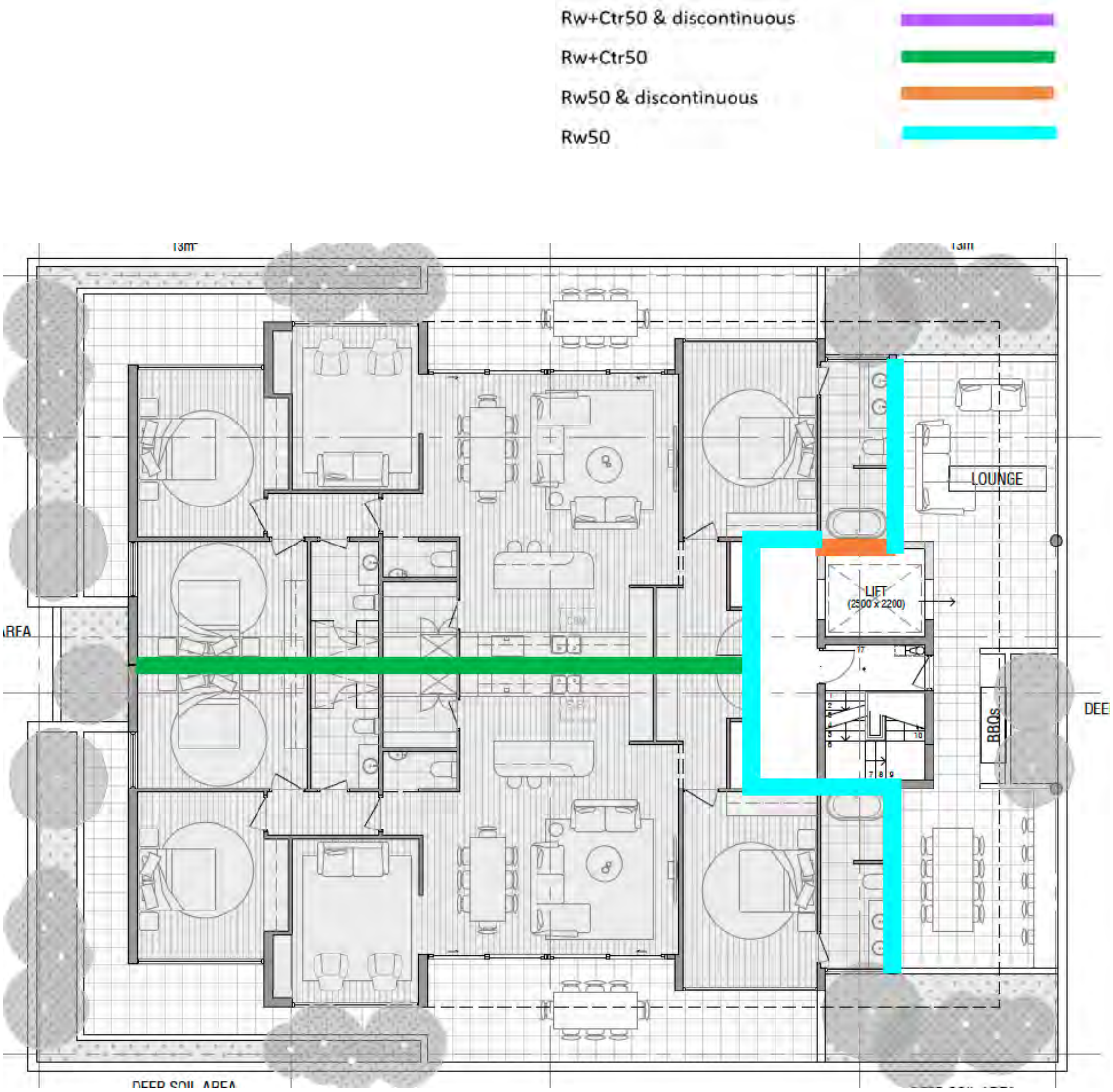

Figure 7: Level 6

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ATTACHMENT 8
REVISED SUSTAINABILITY STRATAGY

CITY OF VINCENT

ATTACHMENT 9

DEVELOPMENT ASSESSMENT PANEL MEETING

Environmentally Sustainable Design
Report

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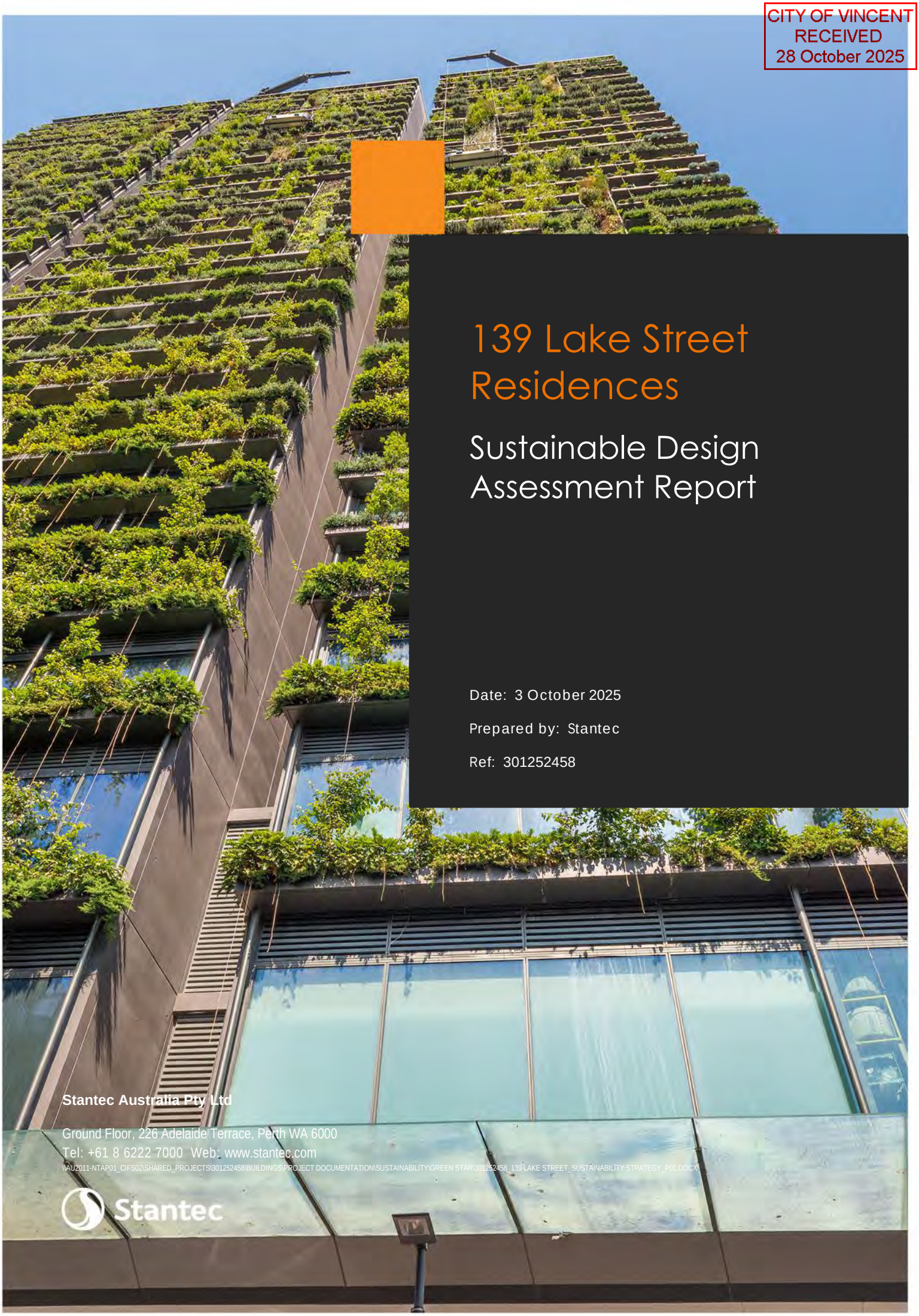

139 Lake Street Residences

Sustainable Design Assessment Report

Date: 3 October 2025

Prepared by: Stantec

Ref: 301252458

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Stantec

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Revision

Revision	Date	Comment	Prepared By	Approved By
P01	03/10/2025	Issue for Development Application	KP / MW	AL

Disclaimer

The following qualifications apply to this report:

- Information has been based on our understanding of the proposed buildings and documentation provided, as noted.
- This report is preliminary, and no modelling has been completed.
- This report provides high level guidance about feasibility of sustainability initiatives to be included in the project at design stage.
- No guarantee or warrantee of building performance and operational savings in practice can be based on this preliminary advice.

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

Stantec has assumed all information received from the client and third parties in the preparation of the report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

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Certified System
Quality
ISO 9001
SAI GLOBAL

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1. Executive Summary

This Sustainable Design Assessment Report (SDAR) has been prepared to support the Development Application (DA) for the proposed mixed-use development at 139 Lake Street, Northbridge.

The report demonstrates the project's alignment with the City of Vincent's Built Form Policy No. 7.1.1 (Section 1.10 – Energy Efficiency) highlighting its potential to achieve an equivalent to 'Australian Excellence'.

A preliminary assessment has informed the recommended sustainability strategies, which address key performance areas:

- **Energy Efficiency and Renewable Energy:** Implementation of high-performance facades, LED lighting, high-efficiency HVAC systems, a solar PV array, and a fossil fuel-free site.
- **Indoor Environmental Quality:** Appropriate ventilation and pollutant control measures, use of low-VOC finishes, provision of acoustic comfort, and access to high quality daylight and views.
- **Water Efficiency**: Use of high-efficiency water fittings and fixtures, complemented by water-sensitive landscaping.
- **Waste Management and Recycling**: Targeting a minimum 90% diversion of construction waste from landfill, with best-practice waste separation protocols to reduce operational waste.
- **Materials and Resources:** Selection of low-carbon materials and responsibly sourced finishes.
- **Climate Adaptation**: Assessment of climate risks and resilience strategies.
- **Sustainable Transport and Access:** Integration of electric vehicle (EV) charging infrastructure and end-of-trip bicycle facilities.
- **Social Sustainability and Inclusion:** Commitment to inclusive design, responsible construction practices, and workforce inclusion initiatives.

For this project, Green Star has been adopted as a framework for evaluating sustainability performance. All proposed initiatives will be coordinated with the Design Team to support alignment with the recommended strategies. A total of 35 points has been targeted to support a 5-star Green Star Equivalency.

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2. Introduction

This document has been prepared for Fairwill Pty Ltd to present the sustainability initiatives currently being considered for integration into the proposed development.

Stantec has been engaged as the sustainability consultants for the project and will oversee the delivery of the sustainability objectives. The team will be led by Aida Leon, an Associate and Sustainability Project Technical Lead. The ESD team has been formally engaged and will remain actively involved through to design completion.

A preliminary assessment has been conducted to evaluate the project's potential to achieve a minimum rating of 'Australian Excellence'. The proposed sustainability strategies have been selected based on their demonstrated effectiveness, feasibility, and alignment with best-practice initiatives observed in comparable developments.

2.1 Deliverables

The specific deliverables/commitments for each milestone are confirmed below:

- **Performance Requirement:**
  - Target a 5-star Green Star Buildings V1 Equivalency rating (i.e. minimum 35 points).
- **Development Application Deliverables:**
  - Preliminary Sustainability Report (this document).
- **Design Phase Deliverables:**
  - Sustainability Specification to be provided by a practicing Green Star Accredited Professional (GSAP) to inform the Head Contractor of the above performance requirements and criteria.
- **Post Practical Completion Phase Deliverables:**
  - Confirmation by the builder of final performance achieved as at practical completion.

2.2 Overview of Target

Based on our involvement in the project to date, we understand that the Client's sustainability targets for the site are:

- Achieve an equivalent 5-star Green Star Rating, defined in this report as 'Australian Excellence' in line with the City of Vincent's Built Form Policy no. 7.1.1.

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3. Sustainability Strategy

3.1 Overview

The suite of sustainability rating tools developed by the Green Building Council of Australia provides a framework for evaluating the extent of environmentally sustainable design within buildings. This project will use the Green Star Buildings v1 rating tool as its benchmark for assessment.

Under the Buildings V1 tool, the following ratings can be achieved:

- 15-34 points = 4 Star rating ("Australian Best Practice")
- **35-69 points = 5 Star rating ("Australian Excellence")**
- Above 70 points = 6 Star rating ("World Leader")

3.2 Categories

A feasibility study has been undertaken to assess the project's ability to meet the performance benchmarks required to support its sustainability objectives.

The total number of points available for each of the categories and proposed targeted points are as follows:

Table 1: Category Points

Category	Available Points	Targeted Points
Responsible	17	4
Healthy	14	7
Resilient	8	4
Positive	30	5
Places	8	5
People	9	5
Nature	14	4
Leadership	5	1
Total	**105**	**35**

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4. Sustainability Pathway

4.1 Recommended Initiatives

The following initiatives reflect Australian Excellence and support the project's overarching Sustainability Strategy. A summary of the targeted credits is provided below:

4.1.1 Responsible Category

Credit 1: Industry Development

- The building owner has appointed a Green Star Accredited Professional to inform the recommended sustainability initiatives for incorporation in the project.

Credit 2: Responsible Construction

- Head Contractor to provide the following:
    - Environmental Management System
    - Environmental Management Plan
    - Sustainability training for subcontractors involved in the project
- Target a minimum of 90% of construction and demolition waste to be diverted from landfill.

Credit 3: Verification and Handover

- Appropriate energy and water metering and monitoring systems.
- Air permeability to be considered as part of the building's design strategy to enhance thermal performance and indoor air quality.
- Building operations and maintenance information to be readily available.

Credit 4: Responsible Resource Management

- Separate waste and resource streams to support effective recycling practices.
- Dedicated and adequately sized waste and resource storage area.
- Safe and efficient access to waste and resource storage areas.
- Waste Management Plan to guide waste handling, separation, and disposal procedures.

Credit 9: Responsible Finishes

- At least 60% of all internal building finishes (by cost) are to be responsibly manufactured products which hold Environmental Certifications such as GECA or Green Tag.

4.1.2 Healthy Category

Credit 10: Clean Air

- Levels of indoor pollutants are maintained within acceptable limits to ensure occupant health and comfort.
- The building is naturally ventilated with minimum separation distances between pollution sources and outdoor air intakes to be met.
- Where mechanical ventilation systems are used, they must provide a 50% improvement of outdoor air for non-residential areas.

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- Measures are in place to minimise the entry of pollutants into the building.
- All ductwork is to be cleaned prior to occupation in accordance with a recognised Standard.
- Exhaust fans are to be provided in all wet areas (laundry and bathrooms).

Credit 11: Light Quality

- Lighting comfort – LED lighting and controls, Color Rendering Index (CRI) greater than 85, best practice illuminance levels, uniform light distribution, and a Standard Deviation of Colour Matching (SDCM) of 3 or lower.
- Glare from light sources is minimised within all regularly occupied areas to ensure visual comfort.
- Adequate daylight levels are considered across different space types:
    - For residential units, high daylight levels are provided to at least 60% of the combined living and bedroom areas.
    - For all other spaces, a minimum of 40% of regularly occupied areas comply with daylight requirements.
    - Blinds are specified with a Visible Light Transmittance (VLT) of ≤10%, designed to reduce glare across at least 95% of viewing façades, and allow manual control by occupants.

Credit 12: Acoustic Comfort

- The building is expected to meet at least two of the following acoustic performance criteria:
    - Maximum internal noise levels are maintained within acceptable limits.
    - Acoustic separation between spaces is sufficient to prevent sound transmission.
    - Impact noise transfer is minimised to enhance occupant comfort.

Credit 13: Exposure to Toxins

- The building's paints, adhesives, sealants, and carpets are low in TVOC (Total Volatile Organic Compounds) or non-toxic.
- The building's engineered wood products are low in TVOC or non-toxic.
- Occupants are not exposed to banned or highly toxic materials in the building classified as highly toxic.

Credit 14: Amenity and Comfort

- The building's design includes rooftop communal areas featuring seating, lounge spaces, BBQ facilities, and amenities that support relaxation and social interaction.

Credit 15: Connection to Nature

- At least 60% of regularly occupied areas will have a clear line of sight to a high quality internal or external view.
- Inclusion of elements that reflect natural patterns and materials.
- At least 5% of the building's land within the site boundary is expected to be planted.

4.1.3 Resilient Category

Credit 16: Climate Change Resilience

- The building will consider the possible impacts of climate change risks to ensure resiliency in the future, including but not limited to:
    - Extreme weather events such as flooding and heat waves, which could impact on the accessibility to the building and safety of building's occupants.

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- Relevant standards and guidelines will be considered to determine potential mitigation measures for extreme and high risks identified.

Credit 17: Operations Resilience

- The design will take into consideration actions to adequately manage any operational risks identified in the project.

Credit 19: Heat Resilience

- At least 75% of the whole site area comprises of one or a combination of strategies that reduce the heat island effect including:
    - Light coloured roofing materials, including shading structures, to have a three-year SRI of minimum 64.
    - Light coloured unshaded hard-scaping elements with a three-year SRI of minimum 34 or an initial SRI of minimum 39.
    - Hardscaping elements shaded by overhanging vegetation.

4.1.4 Positive Category

Credit 21: Upfront Carbon Emissions

- Upfront carbon emissions are expected to be reduced through good design and material selection to provide a **10%** improvement on a GBCA-defined reference building. This will include:
    - Maximising concrete replacement or low carbon concrete in all structural elements.
    - Structural efficiency of slab thickness and transfers.
    - Selection of sustainably manufactured reinforcing steel with high recycled content and Environmental Product Declarations (EPDs) compliant with ISO 14025 and BS EN 15804.
    - Materials and products to consist of responsibly sourced materials, which hold Environmental Certifications such as GECA or Green Tag where possible.
    - Dematerialisation where possible to minimise material consumption and waste.

Credit 22: Energy Use

- The building will feature low-energy consumption building services and a high-performance façade, aiming for a 20–30% improvement in operational efficiency compared to a GBCA-defined reference building.
- NatHERS rating requirements for Class 2:
    - Each sole-occupancy unit to achieve a NatHERS energy rating of **at least 6.0 stars**
    - The weighted-area average of all sole occupancy units in the building must achieve a NatHERS energy rating of **at least 7.0 stars**
- Integration of solar photovoltaic (PV) system.
- LED Lighting, daylight and controls.
- Efficient fixtures & fittings to be installed.
- Electric hot water systems.

Credit 23: Energy Source

- The development will be fully electrified, eliminating the use of fossil fuels.

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Credit 25: Water Use

- Incorporation of water-efficient fixtures to reduce consumption.
- Landscaping will be designed with drought-tolerant species and efficient irrigation systems to minimise potable water use.

Credit 26: Life Cycle Impacts

- The project aims to achieve up to a 30% reduction in life cycle impacts compared to standard practice, through the use of responsible material selection, structural efficiencies, energy-efficient systems, low GWP refrigerants and water conservation measures.

4.1.5 Places Category

Credit 27: Movement and Place

- Ready-to-charge EV charging point will be provided in a designated visitor bay, with 100% infrastructure installed across all remaining bays to support future EV charging, in accordance with NCC 2022 requirements.
- Bicycle parking facilities will be provided with safe and convenient access to encourage active transport.
- The building's design and location promote active transport options such as walking, cycling, and public transit, with convenient access to nearby amenities.

Credit 29: Contribution to Place

- Independent design reviews are held at key milestones of the project to ensure quality and alignment with project objectives.

4.1.6 People Category

Credit 31: Inclusive Construction Practices

- Provide gender-inclusive facilities and personal protective equipment (PPE) to support a diverse workforce.
- Implement site-wide policies that actively address discrimination, racism, and bullying.
- Conduct a needs analysis of potential site workers and subcontractors prior to construction to identify support requirements.
- Introduce physical and mental health programs to promote overall wellbeing.
- Evaluate the effectiveness of health and wellbeing initiatives throughout the project lifecycle.
- Implement mental health and wellbeing policies during the construction phase to raise awareness and reduce the occurrence of on-site incidents.

Credit 33: Procurement and Workforce Inclusion

- Construction team to consider developing and implementing a social procurement strategy during construction to support employment opportunities for disadvantaged and under-represented groups.

Credit 34: Design for Inclusion

- Provide equal access to the building for all principal entrance points and main thoroughfares inside and outside the building.
- Introduce appropriate visual and physical solutions to help individuals navigate the site.
- Introduce welcoming communal spaces for a diverse range of users.

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4.1.7 Nature Category

Credit 35: Impacts to Nature

- The building was not built on, or significantly impacted, a site with a high ecological value.
- The external lighting will comply with AS 4282- Control of obtrusive effects of Outdoor Lighting.
- All outdoor lighting will be directed downward, with an Upward Light Output Ratio (ULOR) of less than 5%, to prevent light spill into neighbouring properties and the night sky.

Credit 36: Biodiversity Enhancement

- The site's ecological value will be enhanced through native planting and integrated green spaces.
- A diverse mix of plant species will be used to promote biodiversity and resilience.

Credit 39: Waterway Protection

- The design includes provisions for on-site stormwater infiltration to support sustainable water management and reduce runoff.

4.1.8 Leadership Category

Credit 40: Market Transformation

- Participation in the Dulux Envirosolutions program is recommended – a sustainability initiative that enables the recovery and recycling of used Dulux paint drums on construction sites, supporting waste reduction and circular economy.

4.1.9 Assessment method for Compliance

A project specific Sustainability Specification will be prepared and included as part of the contract documents to support integration of the above recommended initiatives during construction.

While the specified contractual requirements are intended to guide the project's sustainability outcomes, they allow for minor modifications where necessary. Any such adjustments must continue to support and uphold the overall sustainability performance objectives of the project. This flexibility ensures that practical implementation can adapt to site-specific conditions or evolving best practices without compromising the integrity of the sustainability goals.

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Appendix A Proposed Sustainability Pathway

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Sustainability Pathway

Summary

Targeted Green Star rating	5 Star
Minimum Core points required	35
Total points TARGETED	35

	Risk Level
Low	Points targeted - current design & standard practice
Medium	Points TBC - minor design considerations and/ or minor uplift in cost
High	Points TBC - considerable design considerations and/or major uplift in cost

	Categ	Credit	Credit Description	Credit Targeted	Total points available	Points TARGETED	Risk Level	Comments	Responsible Disciplines											
									PM/Client	Arch	Head	Mech	Elec	Hydr	Acoustic	Landscape	Structural	Civil	Fire	ESD
1	Resp	1. Industry Development	Credit Achievement (1 point): -The building owner or developer appoints a Green Star Accredited Professional - discloses the cost of sustainable building practices to the GBCA, and - markets the building's sustainability achievements.	Credit Achievement	1	1	Low	Stantec fulfil the GSAP role.	!		!									!
2	Resp	2. Responsible Construction	Minimum Expectation: - Head Contractor to comply with ISO 14001 & implement EMS on site - Divert at least 80% of construction & demolition waste from landfill - Head Contractor to provide training on sustainability targets of building	Minimum Expectation	-	Required	Required	Minimum expectation considered standard practice.			!									
3	Resp	2. Responsible Construction	Credit Achievement (1 point) Divert at least 90% of construction & demolition waste from landfill. Waste contractors & facilities to comply with the Green Star Construction and Demolition Waste Reporting Criteria.	Credit Achievement	1	1	Low	90% diversion of construction & demolition waste from landfill is considered an achievable target for this project.			!									
4	Resp	3. Verification and Handover	Minimum Expectation: - Sub-metering of major uses, provision of a continual monitoring system, validation of meters as per NABERS protocol - Set environmental performance targets, carry out a Services & Maintainability review, commissioning including Air Infiltration testing,12 month building tuning - O&M manual, building tuning, building user information.	Minimum Expectation	-	Required	Required	Minimum expectation for metering, monitoring , commissioning an tunning considered standard practice. All disciplines to carry out an air tightness design review for the Fire systems that might affect air infiltration such as, ceiling penetrations, façade penetrations, etc The air tightness design review includes façade elements, but also interior separations between conditioned and unconditioned spaces, and integration of HVAC, electrical, communications, and plumbing elements into the system. To be considered: – Constructability and construction sequence – Scope of work and necessary coordination between trades and responsibilities	!	!	!	!	!	!		!			!	!
5	Resp	3. Verification and Handover	Credit Achievement (1 point) - An independent level of verification is provided to the commissioning and tuning activities. OR - Soft landings approach involving FM team. Path 2: Engage ICA during commissioning & tuning process. For buildings with a total building services value over $20m, both requirements must be met.	TBC	1	0	Medium	ICA is recommended	!		!	!	!	!		!			!	!

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6	Resp	**4. Responsible Resource Management**	Minimum Expectation: (1) Separation of waste streams incl. landfill, recycling, and one other waste stream representing at least 1% of total annual operational waste by volume for example organics, e-waste, batteries. Any other single waste streams (except food waste) representing >5% of total annual operational waste by volume must be accounted for. (2) Dedicated waste storage which have easy & safe access by collection vehicles. (3) Waste specialist or contractor must sign-off the designs to confirm they are adequately sized and located for safe & convenient storage & collection.	Minimum Expectation	-	**Required**	**Required**	- Dedicated and adequately sized waste and resource storage area. - Waste Management Plan to guide waste handling, separation, and disposal procedures.	!	!	!								
14	Resp	**9. Responsible Finishes**	Credit Achievement (1 point): 40% of all internal building finishes (by cost) meet a Responsible Products Value score of at least 7.	Credit Achievement	**1**	**1**	**Low**	40% of all internal finishes such as plasterboard, paints, flooring, and ceilings are likely to have third-party certifications (GECA, GreenTag, as well as EPDs).		!	!				!					!
15	Resp	**9. Responsible Finishes**	Exceptional Performance (1 point): In addition to the above, 10% of all internal building finishes (by cost) meet a Responsible Products Value score of at least 12 OR 60% of all internal building finishes (by cost) have an average Responsible Products Value score of at least 7.	Exceptional Performance	**1**	**1**	**High**	At least 60% of all internal building finishes (by cost) are to be responsibly manufactured products which hold Environmental Certifications such as GECA or Green Tag.		!	!				!					!
16	Heal	**10. Clean Air**	Minimum Expectation: - Building ventilation systems to comply with minimum separation distances between pollution sources and outdoor air intakes, and all ductwork to be cleaned prior to occupation. - Outdoor air rates 50% greater than AS1668.2:2012 OR CO_2 sensors maintaining < 800ppm within the breathing zone of each occupied space. For naturally ventilated and residential buildings, demonstrate best practice reduction & elimination of mould. - Exhaust or elimination of pollutants from printing & photocopying equipment, cooking and vehicles.	Minimum Expectation	-	**Required**	**Required**	The building is naturally ventilated with minimum separation distances to be met. - Where mechanical ventilation systems are used, they must provide a 50% improvement of outdoor air for non-residential areas. - All ductwork is to be cleaned prior to occupation in accordance with a recognised Standard. - Exhaust fans are to be provided in all wet areas (laundry and bathrooms).			!	!								
18	Heal	**11. Light Quality**	Minimum Expectation: - Flicker free lighting. CRI> 85. Best practice illuminances levels & uniformity as per AS 1680. All light sources to have minimum 3 SDCM. - Limit glare from light sources through fitted baffles, diffusers etc, or AS 1680.1 compliant UGR - Daylight access exceeds typical federal, state or local regulations through provision of a narrative and simple daylight calculations.	Minimum Expectation	-	**Required**	**Required**	Light systems are flicker free and provide a minimum CRI > 85. Best practice illuminances levels & uniformity as per AS 1680. All light sources to have minimum 3 SDCM. Blinds are specified with a Visible Light Transmittance (VLT) of≤10%, designed to reduce glare across at least 95% of viewing façades, and allow manual control by occupants. Lighting systems are provided with diffusers or other design features which maintain direct glare from the luminaries below the UGR limit within AS 1680.1		!	!		!							

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19	Heal	**11. Light Quality**	Credit Achievement (2 points) meet ONE of the below. (1) Artificial Lighting. Lighting to address quality of light, provide highlights & contrasts and avoid excessive lighting or overly uniform solutions. (2) Daylight. At least 40% of area (minimum 20% per floor / tenancy) to have high levels of daylight. For residential buildings, at least 60% of combined living & bedrooms of each apartment (minimum 20% per bedroom and living) to achieve high levels of daylight. High levels of daylight = 160 lux during 80% of hours or through manual calculations	Credit Achievement	**2**	**2**	**Low**	Adequate daylight levels are considered across different space types		!	!		!							
21	Heal	**12. Acoustic Comfort**	Minimum Expectation: An Acoustic Comfort Strategy to be prepared to describe how the building and acoustic design aims to deliver acoustic comfort to the building occupants.	Minimum Expectation	**-**	**Required**	**Required**	This requirement can be considered met when Credit Achievement has been met.			!				!						
22	Heal	**12. Acoustic Comfort**	Credit Achievement (2 points) The project must comply with all 4 criteria: internal noise levels, acoustic separation, impact noise transfer through floors and reverberation control.	Credit Achievement	**2**	**2**	**High**	In addition to the Minimum Expectation, the building is expected to meet atleast two of the following acoustic criteria: • Maximum Internal Noise Levels • Acoustic Separation • Impact Noise Transfer			!				!						
23	Heal	**13. Exposure to Toxins**	Minimum Expectation: -Low VOC paints, adhesives, sealants & carpets. -Low formaldehyde engineered wood products. -Undertake a hazardous materials survey. Stabilise or safely removed & dispose of any identified asbestos, lead or PCBs.	Minimum Expectation	**-**	**Required**	**Required**	All finishes and composite wood products to be selected with low VOC and low formaldehyde content. This includes joinery, carpets, adhesives and sealants. Wall and ceiling paints will target a level <16g/L for VOC content.		!	!	!	!	!	!		!		!	!
25	Heal	**14. Amenity and Comfort**	Credit Achievement (2 points): The building has dedicated one or several amenity rooms to act as parent room, a relaxation room, or an exercise room, dedicated for staff or regular building occupants. 1m^2 for every 10 occupants / staff. Rooms must be no smaller than 10m^2. The room(s) must also meet the following: _credit achievement for Light Quality credit _credit achievement for Acoustic Comfort credit _equal access to the building criterion for the Design for Inclusion credit.	Credit Achievement	**2**	**2**	**Low**	Each dwelling is provided with ample external space and good access to light and ventilation and protection from the elements and ambient noise to allow mindfulness or exercise. In addition, the roof level includes rooftop communal areas featuring seating, lounge spaces, BBQ facilities, and amenities that support relaxation and social interaction.		!											
26	Heal	**15. Connection to Nature**	Credit Achievement (1 point): The building provides views, includes indoor plants OR 5% of the building's floor area or site area (whichever is greater) is allocated to nature in which occupants can directly engage with.	Credit Achievement	**1**	**1**	**Low**	At least 60% of regularly occupied areas will have a clear line of sight to a high quality internal or external view. -Natural finishes are provided withing each dwelling and the surrounding landscape. - At least 5% of the building's land within the site boundary is expected to be planted.		!	!					!					

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28	Resi	**16. Climate Change Resilience**	Minimum Expectation: Complete the climate change pre-screening checklist and communicate building's exposure to climate change risk to team.	Minimum Expectation	-	**Required**	**Required**	A pre-screening climate change checklist will be completed to determine if there are any potential risks for the project.	!												!
29	Resi	**16. Climate Change Resilience**	Credit Achievement (1 point): Develop a project-specific climate change risk and adaptation assessment for the building and address any extreme and high risks through design and/or operational responses.	Credit Achievement	**1**	**1**	**Low**	The building will consider the possible impacts of climate change risks to ensure resiliency in the future Relevant standards and guidelines will be considered to determine potential mitigation measures for extreme and high risks identified.	!	!	!	!	!	!		!	!	!	!	!
30	Resi	**17. Operations Resilience**	Credit Achievement (2 point): Undertake an operations resilience assessment addressing the following: - shocks: failure of critical infrastructure, health pandemic, water security, geological hazards, cyber & physical direct attacks. - stresses: ageing infrastructure, rising cyber dependency, increasing energy costs and lack of transport accessibility & availability - the building's survivability in case of a blackout. Extreme risks to be addressed through specific design responses. High risks to be addressed through design / future operational responses.	Credit Achievement	**2**	**2**	**Medium**	The design will take into consideration actions to adequately manage any operational risks identified in the project. A separate Operational Resilience Plan will not be prepared for this project, as it is assumed that all relevant documentation and design considerations will adequately manage these risks.	!	!	!	!	!	!		!	!	!	!	!
32	Resi	**19. Heat Resilience**	Credit Achievement (1 point): At least 75% of the whole site area comprises of one or a combination of strategies that reduce the heat island effect.	Credit Achievement	**1**	**1**	**Medium**	This credit can be targeted through light coloured roofing (surfmist, whitehaven or white paint) and landscaping. - Roofing materials for roof pitched <15°, including shading structures, having a three-year SRI of minimum 64 -Unshaded hard-scaping elements with a three-year SRI of minimum 34 or an initial SRI of minimum 39 -Hardscaping elements shaded by overhanging vegetation		!	!					!				!
34	Posit	**21. Upfront Carbon Emissions**	Minimum Expectation: The building's upfront carbon emissions are at least 10% less than those of a reference building.	Minimum Expectation	-	**Required**	**Required**	Upfront carbon emissions are expected to be reduced through good design and material selection to provide a 10% improvement on a GBCA-defined reference building.	!	!	!	!					!			!
35	Posit	**21. Upfront Carbon Emissions**	Credit Achievement (3 points): The building's upfront carbon emissions are at least 20% less than those of a reference building. Demolition works must be offset.	TBC	**3**	**0**	**High**	The project aims to achieve at least a 30% reduction in life cycle emissions through the proposed design features.	!	!	!	!					!			!
37	Posit	**22. Energy Use- Reference building Pathway**	Minimum Expectation: The building's energy use is at least 10% less than a reference building. On-site renewable energy generation cannot be used to meet the Minimum Expectation.	Minimum Expectation	-	**Required**	**Required**	This should be achieved by the selected Building Services.	!	!	!	!	!	!						!
38	Posit	**22. Energy Use- Reference building Pathway**	Credit Achievement (3 points): The building's energy use is at least 20% less than a reference building. On-site renewable energy generation can be used to meet this CE.	Credit Achievement	**3**	**3**	**Low**	The design team will ensure low energy use with efficient building services. Each sole-occupancy unit is to achieve at least a 6.0-star NatHERS rating and the building achieve a weighted-area average of 7.0 stars.	!	!	!	!	!	!						!

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39	Posit	**22. Energy Use- Reference building Pathway**	Exceptional Performance (3 points): The building's energy use is at least 30% less than a reference building. On-site renewable energy generation can be used to meet this EP.	TBC	**3**	**0**	**High**	The building will feature low-energy consumption building services and a high-performance façade, aiming for a 20–30% improvement in operational efficiency compared to a GBCA-defined reference building.	!	!	!	!	!	!						!
46	Posit	**23. Energy Source**	Minimum Expectation: The building provides a Zero Carbon Action Plan. The project team must develop a Zero Carbon Action Plan for the building. The plan must be signed off by the building owner or developer and included in any operational documents for the building. The Zero Carbon Action Plan must include a target date by when the building is expected to operate as fossil fuel free. The Zero Carbon Action Plan must cover all energy consumption, procurement, and generation and cannot rely on procuring renewable fuels as its only solution. It must also include infrastructure provided for tenants or future occupants such as gas installations for cooking. The Zero Carbon Action Plan must be done prior to the tender phase of the project.	Minimum Expectation	**-**	**Required**	**Required**	The development will be fully electrified, eliminating the use of fossil fuels, with induction cooktops and electric ovens provided, along with infrastructure to support electric vehicle use and further reduce embodied energy on site. The current roof plan shows 61 panels, each rated at 0.25kW, giving a total PV capacity of 15.25kW.	!	!	!	!	!	!						!
51	Posit	**25. Water Use**	Minimum Expectation: The building installs efficient water fixtures or uses 15% less potable water compared to a reference building. For multi-unit residential buildings (Class 2 and 3), 10% less.	Minimum Expectation	**-**	**Required**	**Required**	Sanitary Fixture and Appliance Efficiency: Taps = 5 Stars Urinals = 5 Stars Toilets = 4 Stars Showers = 3 Stars (7.5min/L) Clothes washing machine= 4 star Dishwashers = 5 star		!	!			!		!			!	!
54	Posit	**26. Life Cycle Impacts**	Credit Achievement (2 points): The project demonstrates a 30% reduction in life cycle impacts when compared to standard practice.	Credit Achievement	**2**	**2**	**High**	The project aims to achieve up to a 30% reduction in life cycle impacts compared to standard practice, through the use of responsible material selection, structural efficiency, energy-efficient systems, low GWP refrigerants and water conservation measures.		!	!						!			!
55	Places	**27. Movement and Place**	Minimum Expectation: The building includes showers and changing facilities for building occupants that are accessible, inclusive and located in a safe and protected space.	Minimum Expectation	**-**	**Required**	**Required**	Class 2 buildings are exempt from these requirements. Integration of electric vehicle (EV) charging infrastructure and end-of-trip bicycle facilities will be provided with safe and convenient access.	!	!	!										!
56	Places	**27. Movement and Place**	Credit Achievement (3 points): the project must comply with all four of the following criteria: • Bicycle Parking Facilities • Sustainable Transport • Reducing Private Vehicle Use • Encouraging Walkability	Credit Achievement	**3**	**3**	**Low**	The building's design and location promote active transport options such as walking, cycling, and public transit, with convenient access to nearby amenities.	!	!	!										!
58	Places	**29. Contribution to Place**	Credit Achievement (2 points): The building's design contributes to the liveability of the wider urban context and enhances the public realm, developing a Urban Context Report OR Independent reviews are held during the development of the design.	Credit Achievement	**2**	**2**	**Medium**	Independent design reviews are held at key milestones of the project to ensure quality and alignment with project objectives.		!										

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60	People	**31. Inclusive Construction Practices**	Minimum Expectation: Head contractor to provide separate gender inclusive bathroom facilities, gender specific PPE, implement policies to address discrimination, racism & bullying, and provide training for all contractors & sub-contractors. Provide training & provide information on drug & alcohol awareness & mental health.	Minimum Expectation	-	**Required**	**Required**	The head contractor must ensure the following is provided or available on-site: • Separate gender inclusive bathroom facilities and changing amenities with a high degree of privacy • Diverse gender-specific fit-for-purpose personal protective equipment (PPE) for diverse body sizes and types The head contractor must: • Implement policies to address issues of discrimination, racism, and bullying on-site • Introduce on-site redress procedures for any relevant breaches and corrective measures to be put in place should any incident be identified • Empower a diverse lead team to manage these policies on-site • Provide training to all contractors and subcontractors on these policies (as per below) – Training must be provided to 95% of all contractors and subcontractors present on site for at least three days for: – Information on drug and alcohol awareness and mental health – Information on policies implemented on discrimination, racism, bullying on site, and safe ways to report poor behaviour			!									
61	People	**31. Inclusive Construction Practices**	Credit Achievement (1 point): The project must comply with **all three** of the following criteria: • Needs Analysis • Physical and Mental Health Programs • Evaluating the Program's Effectiveness	Credit Achievement	**1**	**1**	**Low**	• Needs Analysis to be carried out of potential site workers and sub-contractors at tender (or similar early stage) to determine appropriate actions. • Physical and Mental Health Programs addressing specific topics. The programs must cover at least 80% of the workforce that have attended the site for more than three days from commencement on site to practical completion. • The project must provide an evaluation report to the client and sub-contractors about information on the programs or initiatives that were delivered, including information on dates, attendance, and available languages as well as a review on whether the programs delivered the intended outcomes including recommendations for improving future delivery of these programs.			!									
63	People	**33. Procurement and Workforce Inclusion**	Credit Achievement (2 points): Through the implementation of a social procurement strategy/plan , at least 2% of the building's total contract value has been directed to generate employment opportunities for disadvantaged and under-represented groups.	Credit Achievement	**2**	**2**	**High**	Construction team to consider developing and implementing a social procurement strategy during construction to support employment opportunities for disadvantaged and under-represented groups. To be implemented by the head contractor.	!		!									
65	People	**34. Design for Inclusion**	Credit Achievement (2 points): The building is designed and constructed to be inclusive to a diverse range of people with different needs incl. diverse ages, genders, and abilities (for example physical, sight, sound, mind, spectrum). This applies to common spaces, bathroom facilities and amenities provided within the building.	Credit Achievement	**2**	**2**	**Low**	The following is required to meet CE: - equal access to the building that does not segregate users through all principal entrance points and main throughfares inside and outside the building. - diverse way finding through visual, physical, olfactory and auditory solutions - internal and external spaces for a diverse range of users, including social interaction rooms.		!	!									

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67	Nature	**35. Impacts to Nature**	Minimum Expectation: • The building was not built on, or significantly impacted, a site with a high ecological value. • The building's light pollution has been minimised. • There is ongoing monitoring, reporting, and management of the site's wetland ecosystem.	Minimum Expectation	-	**Required**	**Required**	The building was not built on, or significantly impacted, a site with a high ecological value. The external lighting to comply with AS 4282- Control of obtrusive effects of Outdoor Lighting. No external light fitting will have an Upward Light Output ratio (ULOR) of more than 5%.		!	!		!			!				
69	Nature	**36. Biodiversity Enhancement**	Credit Achievement (2 points): - The building's site includes external landscape (horizontal or vertical) either 15% of site area or 1:500 of the GFA, whichever is larger. - The landscaping includes a diversity of species and prioritises the use of climate-resilient and indigenous plants. >60% of plants must to indigenous and site must include at least one significant nesting tree or equivalent habitat provision per 500m2 of landscaped area. - The project team develops a site-specific Biodiversity Management Plan and provides it to the building owner or building owner representative.	Credit Achievement	**2**	**2**	**High**	The site's ecological value will be enhanced through native planting and integrated green spaces. The project team will not develop a site-specific Biodiversity Management Plan		!						!				
73	Nature	**39. Waterway Protection**	Credit Achievement (2 points): The development must demonstrate an annual average flow reduction (ML/yr) of 40% compared to pre-development levels AND meet pollution reduction targets.	Credit Achievement	**2**	**2**	**High**	Stormwater will be infiltrated on site.			!			!				!		
77	Leadership	**41. Leadership Challenges-Dulux or other**	Credit Achievement- Dulux-	Credit Achievement	**2**	**1**	**Medium**	Participation in the Dulux Envirosolutions program is recommended – a sustainability initiative that enables the recovery and recycling of used Dulux paint drums on construction sites, supporting waste reduction and circular economy.	!											
				Total	**100**	**35**														

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ATTACHMENT 10

DEVELOPMENT ASSESSMENT PANEL MEETING

Waste Management Plan

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Design with
community in mind

Ground Floor
226 Adelaide Terrace
Perth WA 6000
Tel +61 8 6222 7000

For more information please visit
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talis consultants

Waste Management Plan

139-143 Lake Street, Perth

Prepared for WP Pty Ltd atf WP Property Trust

18 March 2026

Project Number: TW22123

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DOCUMENT CONTROL

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1.0	First Approved Release	5/12/2022	DP	AB	AB
2.0	Second Approved Release	31/03/2023	AB	DP	AB
3.0	Third Approved Release	31/03/2023	AB	DP	AB
4.0	Fourth Approved Release	7/06/2023	AB	DP	DP
5.0	Fifth Approved Release	7/06/2023	AB	DP	DP
6.0	Sixth Approved Release	26/06/2024	AB	DP	DP
7.0	Seventh Approved Release	27/06/2024	AB	DP	DP
8.0	Eighth Approved Release	28/08/2025	CA	AB	AB
9.0	Ninth Approved Release	26/09/2025	JL	DP	DP
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Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Waste Management Plan Lead (WA)	TW22123-02_Waste Management Plan_11.0
Signature		

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Executive Summary

WP Pty Ltd is seeking development approval for the proposed mixed-use development located at 139-143 Lake Street, Perth (the Proposal).

To satisfy the conditions of the development application the City of Vincent (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Residential Bins					
Refuse	1,920	660	Two	Twice each week	Private Contractor
Recycling	1,640	660	Two	Twice each week	Private Contractor
FOGO	1,340	240	Six	Once each week	City of Vincent
Commercial Bins					
Refuse	1,260	660	One	Twice each week	Private Contractor
Recycling	840	660	One	Twice each week	Private Contractor
FOGO	504	240	Two	Twice each week	Private Contractor

The City will collect the residential FOGO waste from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Church Street.

A private contractor will service the residential refuse and recycling and commercial tenancy waste utilising a rear loader waste collection vehicle. The private contractor's waste collection vehicle will service the bins from the Bin Presentation Area on Church Street.

A building manager/caretaker or their authorised representative will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

WP Pty Ltd is seeking development approval for the proposed mixed-use development located at 139-143 Lake Street, Perth (the Proposal).

To satisfy the conditions of the development application the City of Vincent (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by reserve to the north, Lake Street to the east, Church Street to the south and commercial properties to the west, as shown in **Figure 1**.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse, recyclables and FOGO) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

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2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the number of residential apartments and the floor area (m^2) of the commercial tenancy. The Proposal consists of the following:

Residential:

- One Bedroom Apartment – 1;
- Two Bedroom Apartments – 18;
- Three Bedroom Apartments – 10; and

Commercial:

- Tenancy 1 (Café) – 60m^2.

2.2 Waste Generation Rates

The estimated amount of refuse, recyclables and FOGO to be generated by the Proposal is based on the City of Vincent's *Waste Guidelines for New Developments* (August 2023).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	FOGO Generation Rate
Residential				
One Bedroom Apartments	>12 Dwellings – Two Bedroom	40L/week	20L/week	20L/week
Two Bedroom Apartments	>12 Dwellings – Two Bedroom	60L/week	40L/week	40L/week
Three Bedroom Apartments	>12 Dwellings – Three Bedroom	80L/week	90L/week	60L/week
Commercial				
Tenancy 1 (Café)	Café	300L/100m^2/day	200L/100m^2/day	120L/100m^2/day

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2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Residential Waste

Residential waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the residential apartments at the Proposal will generate 1,920L of refuse, 1,640L of recyclables and 1,340L of FOGO each week.

Table 2-2: Estimated Waste Generation – Residential

Residential Apartments	Number of Apartments	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
One Bedroom Apartment	1	40	40
Two Bedroom Apartments	18	60	1,080
Three Bedroom Apartments	10	80	800
		Total	**1,920**
Recyclables			
One Bedroom Apartment	1	20	20
Two Bedroom Apartments	18	40	720
Three Bedroom Apartments	10	90	900
		Total	**1,640**
FOGO			
One Bedroom Apartment	1	20	20
Two Bedroom Apartments	18	40	720
Three Bedroom Apartments	10	60	600
		Total	**1,340**

2.3.2 Commercial Waste

Commercial waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the commercial tenancy at the Proposal will generate 1,260L of refuse, 840L of recyclables and 504L of FOGO each week.

Table 2-3: Estimated Waste Generation – Commercial

Tenancy 1 (Café)	Area (m^2)	Waste Generation Rate ($L/100m^2/day$)	Waste Generation (L/week)
Refuse	60	300	**1,260**
Recyclables	60	200	**840**
FOGO	60	120	**504**

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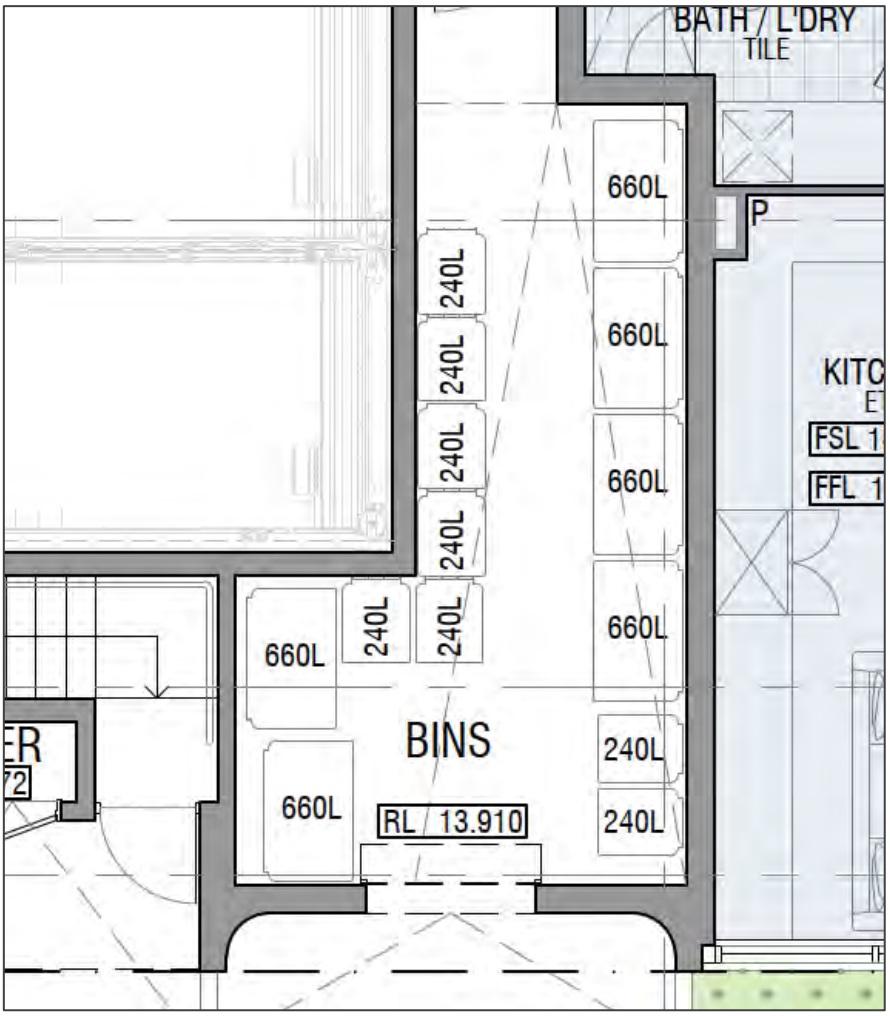
3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements and collection frequencies may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

Diagram 1: Bin Storage Area



3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, the residential apartments will have room to accommodate two under counter/kitchen bins for the separate disposal of refuse and recyclables and a kitchen caddy for FOGO waste. Waste from these internal bins will be transferred by residents directly to the Bin Storage Area and deposited into the appropriate residential bins.

The commercial tenancy will also have a minimum of three internal bins to facilitate the separate disposal of refuse, recyclables and FOGO. The contents of these internal bins will be transferred by staff or cleaners to the Bin Storage Area and deposited into the appropriate commercial bins, as

required. Staff or cleaners will transfer waste to the Bin Storage Area outside of normal operating hours to minimise disturbance to customers and visitors at the Proposal.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist residents, visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

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3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (mm)	Bin Sizes				
	140L	240L	360L	* 660L	* 1,100L
Depth	540	735	885	780	1,070
Width	500	580	600	1,260	1,240
Height	1,065	1,080	1,100	1,200	1,330

Reference: City of Vincent's Waste Guidelines for New Developments (August 2023)
** SULO Bin Specification Data Sheets*

3.3 Bin Storage Area Size

3.3.1 Residential Bins

To ensure sufficient area is available for storage of the residential bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week and FOGO once each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Two 660L refuse bins;
- Two 660L recycling bins; and
- Six 240L FOGO bins.

Table 3-2: Bin Requirements for Bin Storage Area – Residential

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	1,920	5	-	2	1
Recycling	1,640	4	3	2	1
FOGO	1,340	6	-	-	-

The configuration of these residential bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables and one collection each week of FOGO.

3.3.2 Commercial Bins

To ensure sufficient area is available for storage of the commercial bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse, recyclables and FOGO twice each week.

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Based on the results shown in Table 3-3 the Bin Storage Area has been sized to accommodate:

- One 660L refuse bin;
- One 660L recycling bin; and
- Two 240L FOGO bins.

Table 3-3: Bin Requirements for Bin Storage Area – Commercial

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	1,260	3	-	1	1
Recycling	840	2	2	1	1
FOGO	504	2	-	-	-

The configuration of these commercial bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse, recyclables and FOGO.

3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Sufficient space provided to store refuse waste, comingled recycling material and FOGO in separate bins;
- Sufficient space must be provided to allow the easy passage of bins in and out of bin stores or compounds;
- A minimum aisle width of 1,000mm for access, turning and movement of bins for collection. The aisle shall be kept free of obstructions;
- Located behind the front building setback;
- Bins shall not be visible from the property boundary except when presented for collection;
- The distance between the last bin in the bin store and the presentation point should be ideally no greater than 10m;
- Bins are reasonably secured from theft and vandalism;
- Concrete floors (in accordance with AS2870) grading to an industrial floor waste, with a hose cock to enable bins and the Bin Storage Area to be washed out;
- Undercover and be designed to not permit storm water to enter into the drain;
- Bin Storage Area shall have enough space to facilitate the cleaning of bins;
- Walls and floors of Bin Storage Area constructed of a material which facilitates the cleaning of the Bin Storage Areas;
- Doors to the Bin Storage Area self-closing and vermin proof;

- Ventilated to a suitable standard;
- Bin Storage Area shall be provided with artificial lighting, sensor or switch controlled both internal/external to the room or area. All lighting in open areas shall comply with AS4282-1997 (Control of Obtrusive Outdoor Lighting); and
- Council approved signage shall be incorporated into the Bin Storage Area to inform users of the appropriate bins for disposing of waste and guidance for the separation of refuse waste, comingled recyclables and FOGO.

Bin numbers and storage space within the Bin Storage Area will be monitored by the building manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

Additionally, signage will be used to separate the residential and commercial bins and type of bins to mitigate the likelihood of cross contamination.

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4 Waste Collection

The following sections describe the waste collection methodologies for the development.

4.1 Residential FOGO Waste

The City will service the residential FOGO waste at the Proposal and provide six 240L bins.

The City will collect FOGO once each week from the Proposal utilising its side arm waste collection vehicle.

The City will service bins from the Bin Presentation Area on the Church Street verge to the south of the Proposal. Once servicing is complete the City's side arm waste collection vehicle will continue in a forward motion, pulling out onto Lake Street moving with traffic flow.

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be lined up neatly and in a single row along the verge, with sufficient space between each bin to facilitate collection by the City's side arm waste collection vehicle.

The anticipated time required to service the residential FOGO bins from the verge is approximately 1 minute (noting the service time for each bin for a side arm waste collection vehicle), which would have minimal traffic impact on Church Street and on the access point/crossover for the Proposal.

The building manager/caretaker will ferry the bins to and from the Bin Presentation Area on collection days. The travel path between the Bin Storage Area and the Bin Presentation Area will be a flat surface and kept free of obstacles. The building manager will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

4.2 Residential Refuse and Recycling and Commercial Waste

A private waste collection contractor will provide and service two 660L bins for residential refuse and two 660L bins for residential recycling. A private waste collection contractor will also service the commercial tenancy at the Proposal and provide one 660L bin for refuse, one 660L bin for recyclables and two 240L bins for FOGO.

The private contractor will collect the refuse, recyclables and FOGO twice each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins from the Bin Presentation Area on the Church Street verge to the south of the Proposal. The building manager/caretaker will ferry the bins to and from the Bin Storage Area and the Bin Presentation Area for collection. The private contractor's rear loader waste collection vehicle will travel will left hand traffic flow on Church Street and pull up beside the Bin Presentation Area for servicing.

Servicing of the residential refuse and recycling bins and commercial bins from the Bin Presentation Area will be conducted outside of peak hours to mitigate traffic impacts on Church Street and any impacts to vehicles entering and exiting the Proposal via the access point/crossover.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, pulling out onto Lake Street moving with traffic flow. Once the bins have been

emptied the building manager/caretaker will return the bins to the Bin Storage Area as soon as possible.

Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

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4.3 Residential Bulk Waste

To assist with the reduction of illegal dumping of bulky wastes, each residential apartment has an allocated storage room of around 4m^2 which could be used for the temporary storage of bulk waste.

The building manager/caretaker will monitor the accumulation of bulk waste and advise residents on bulk waste collection procedures, typically through a communal bulk bin or verge collection service. The bulk bin could be temporarily placed in an accessible parking or visitor bay.

The City offers a paid on-demand mattress, e-waste and white goods collection service for residential dwellings. Residents will organise their own on demand collection services, as required.

4.4 Commercial Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. Collection will be monitored by the building manager/caretaker who will organise their transport to the appropriate waste facility, as required. Additionally, the café has a 4m^2 storeroom which can be used for the temporary storage of bulk and speciality waste.

4.5 Bin Mover

To assist with the ferrying of bins between the Bin Storage Area and the Bin Presentation Area, an automated bin mover could be utilised at the Proposal to mitigate occupational health and safety risks. This will be determined by the building manager/caretaker once the Proposal is operational.

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5 Waste Management

A building manager/caretaker or their authorised representative will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Rotation of empty and full bins in the Bin Storage Area to ensure residents and tenants will always have access to forward facing bins for easy disposal of waste;
- Ferrying of bins to the Bin Presentation Area on respective collection days;
- Ensure all residents and tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor residents and tenant behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with residents and tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City and private contractors to ensure efficient and effective waste service is maintained.

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6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse, recyclables and FOGO, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal.

The above is achieved using:

Residential:

- Two 660L refuse bins, collected twice each week; and
- Two 660L recycling bins, collected twice each week; and
- Six 240L FOGO bins, collected once each week.

Commercial:

- One 660L refuse bin, collected twice each week; and
- One 660L recycling bin, collected twice each week
- Two 240L FOGO bins, collected twice each week.

The City will collect residential FOGO from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Church Street.

A private contractor will service the residential refuse and recycling and commercial waste utilising a rear loader waste collection vehicle. The private contractor's waste collection vehicle will service the bins from the Bin Presentation Area on Church Street.

A building manager/caretaker or their authorised representative will oversee the relevant aspects of waste management at the Proposal.

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Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

Data source: Roads, Cadastre - Landgate, 2022. Imagery: Nearmap, 2022.

LEGEND

Site Boundary

Cadastre

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0 5 10 15 20 km

LOCALITY

139-143 Lake St
Perth WA 6000

WP Pty Ltd ATF WP Property Trust

N

0 2 4 6 8 10 m

Coordinate System: GDA 1994 MGA Zone 50
Scale @ A3: 1:300

Prepared: T Baskerville	Date: 24/08/2022
Reviewed: A Brouwer	Revision: A
Project: TW22123	

talis consultants

Figure 01

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Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

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Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
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NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au

CITY OF VINCENT

ATTACHMENT 11

DEVELOPMENT ASSESSMENT PANEL MEETING

Approved Plans of Previous Development

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: LOCATION PLAN **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:400
JOB #: 2219

NORTH

DWG: A101
ISSUE AK

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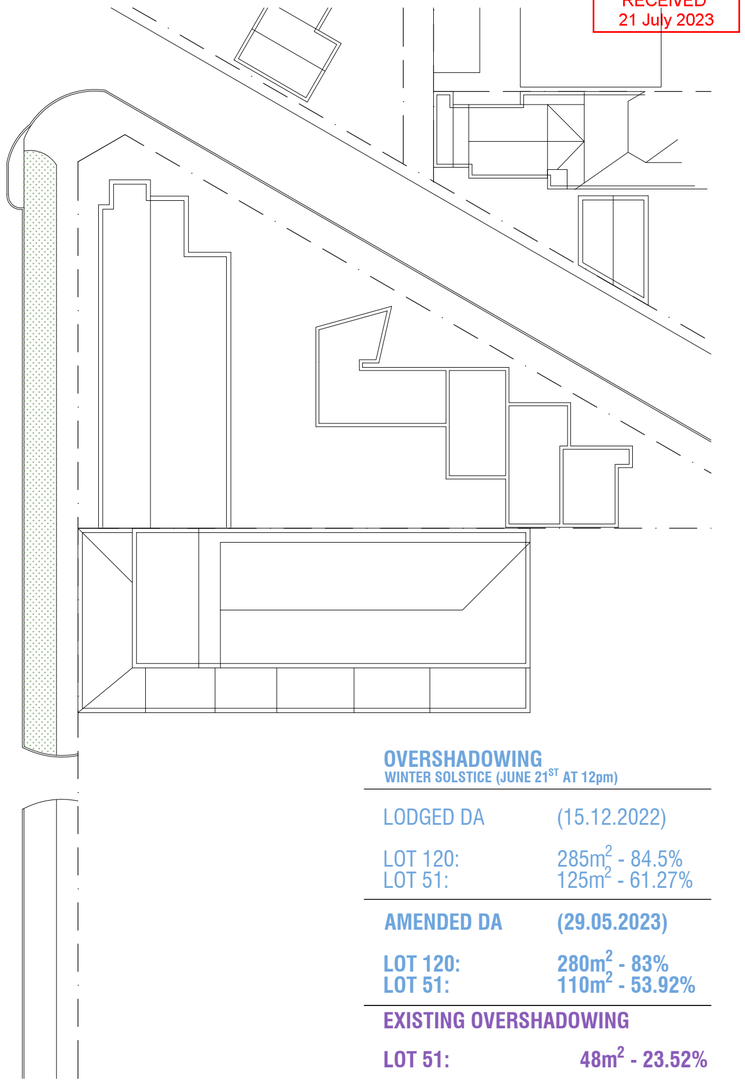

OVERSHADOWING
WINTER SOLSTICE (JUNE 21ST AT 12pm)

LODGED DA	(15.12.2022)
LOT 120:	285m² - 84.5%
LOT 51:	125m² - 61.27%
AMENDED DA	**(29.05.2023)**
LOT 120:	**280m² - 83%**
LOT 51:	**110m² - 53.92%**
EXISTING OVERSHADOWING	
LOT 51:	**48m² - 23.52%**

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: OVERSHADOWING PLAN
WINTER SOLSTICE 12pm
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:400
JOB #: 2219
NORTH
DWG: A1 01.1
ISSUE AK

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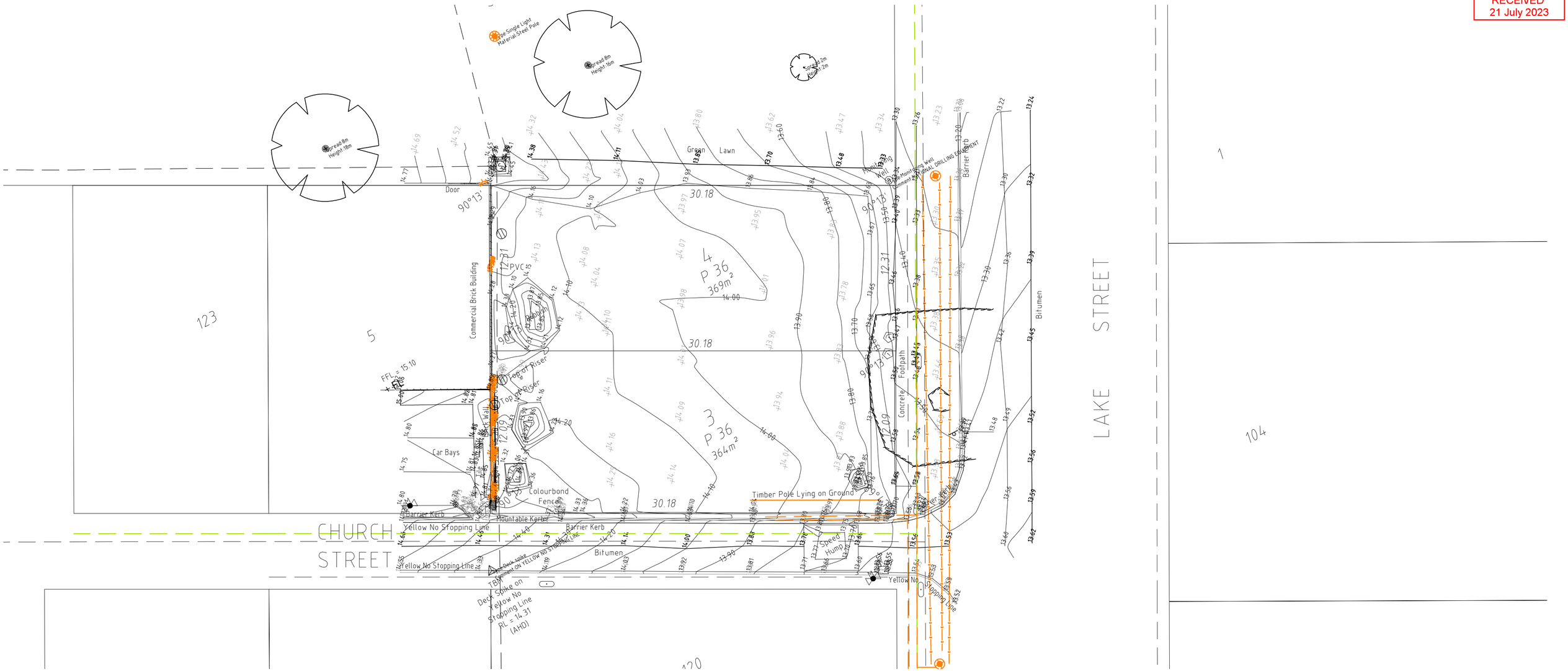

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE SURVEY **BY OTHERS**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A102
ISSUE AK

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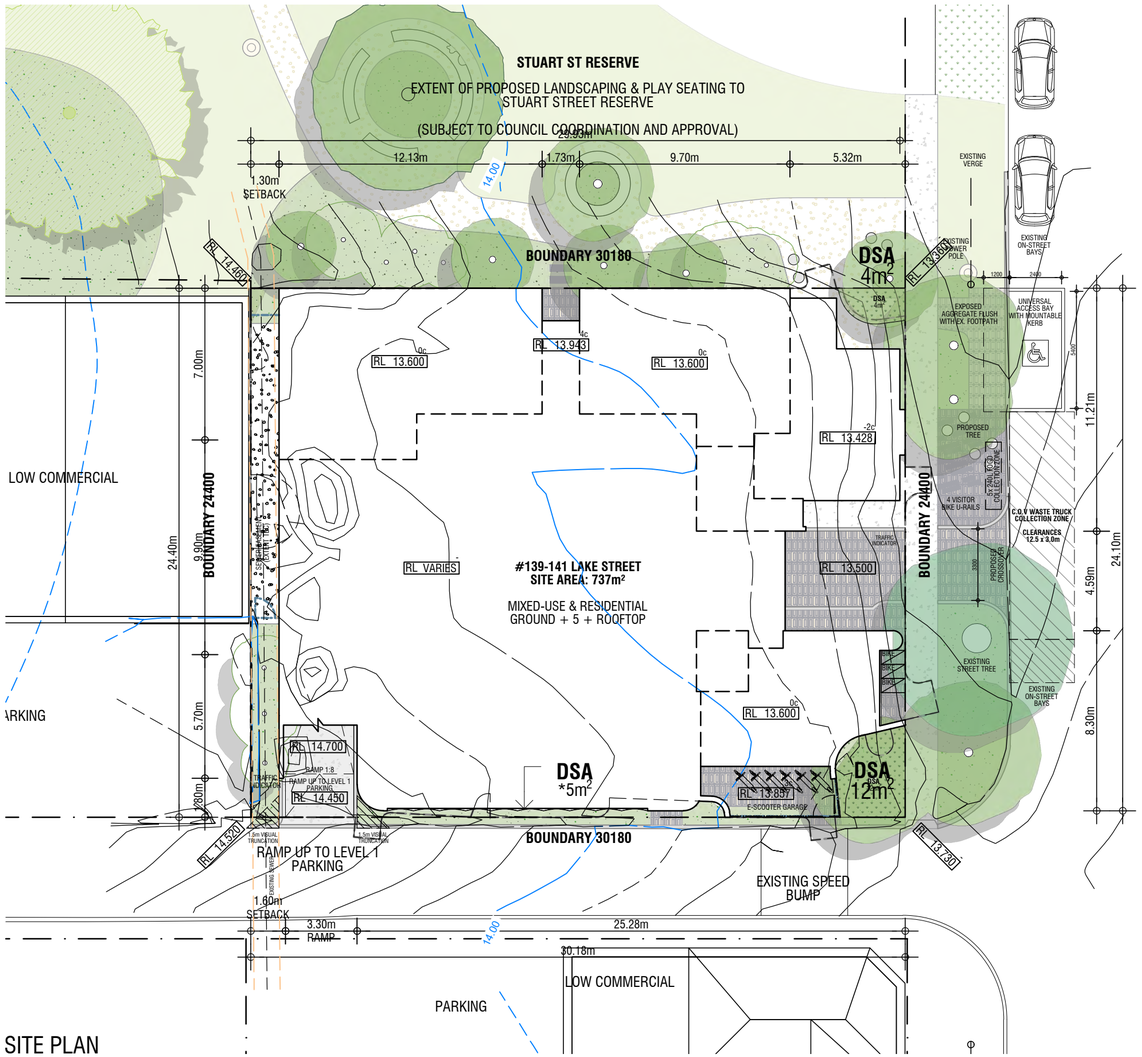
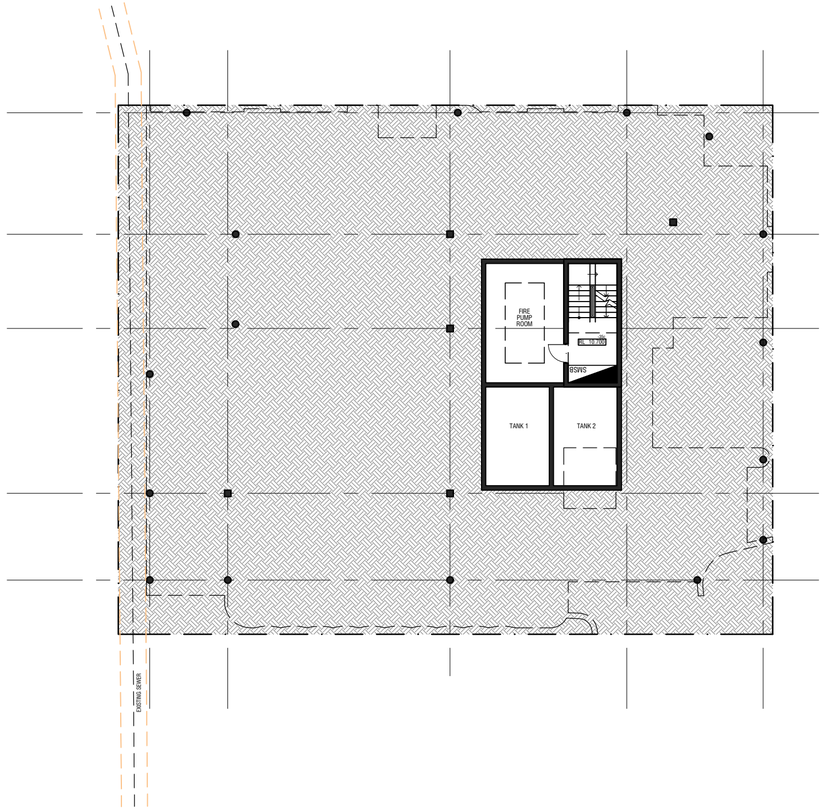


SITE PLAN



BASEMENT PLAN
RL 10.600 | -35c

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE PLAN & BASEMENT PLAN
~RL 13.600 | 0c & RL 10.600 | -35c
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A103
ISSUE AK

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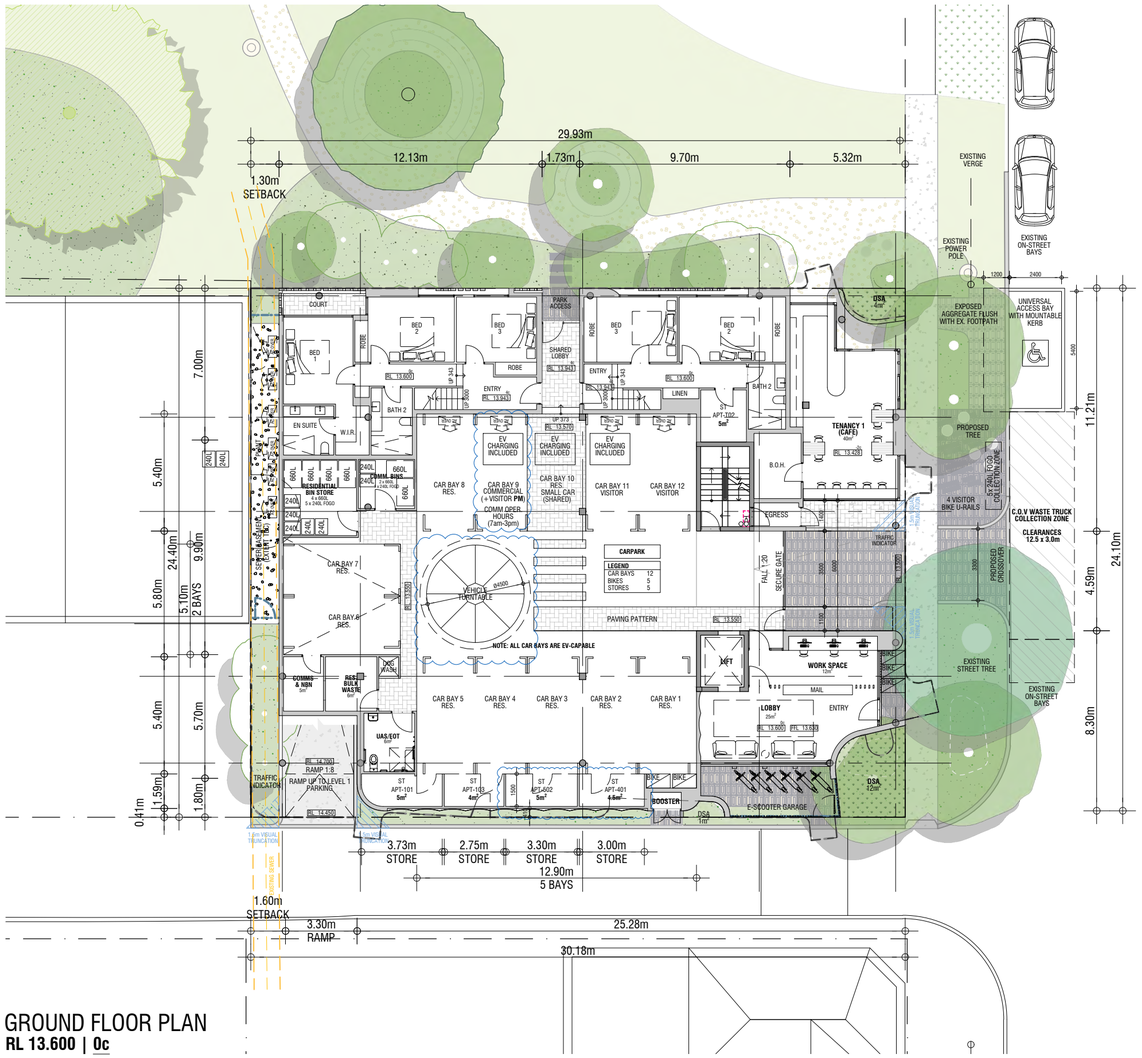
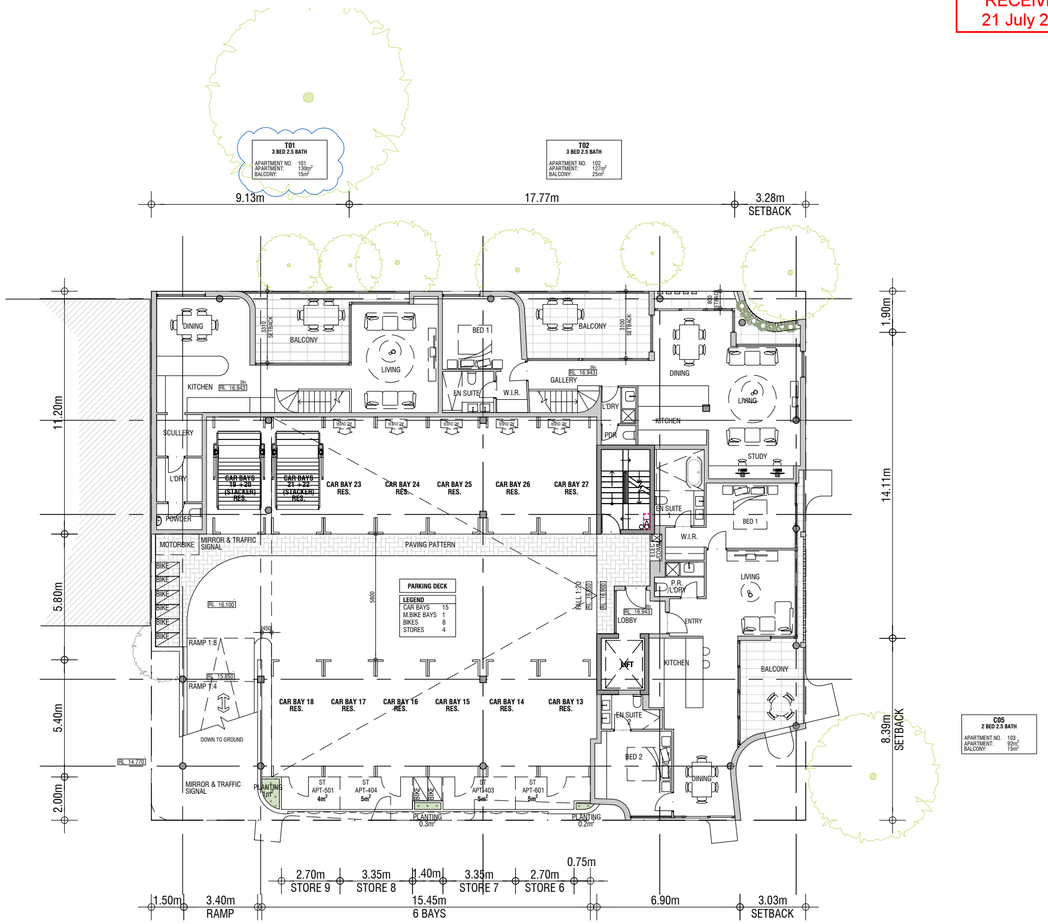


GROUND FLOOR PLAN
RL 13.600 | 0c



FIRST FLOOR PLAN
RL 16.943 | 39c

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: GROUND & FIRST FLOOR PLANS
RL 13.600 | 0c & RL 16.943 | 39c
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A104
ISSUE AK

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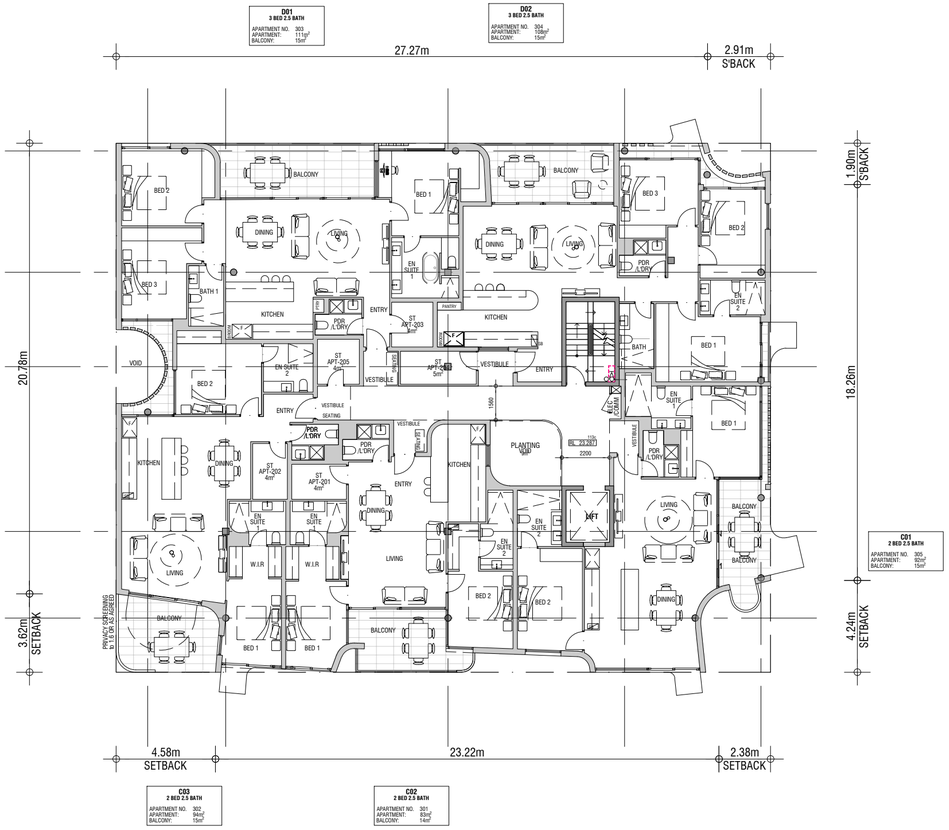
SECOND FLOOR PLAN
RL 20.115 | 76c



THIRD FLOOR PLAN
RL 23.287 | 113c

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SECOND & THIRD FLOOR PLANS
RL 20.115| 76c & RL 23.287 | 113c
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219
NORTH
DWG: A105
ISSUE AK

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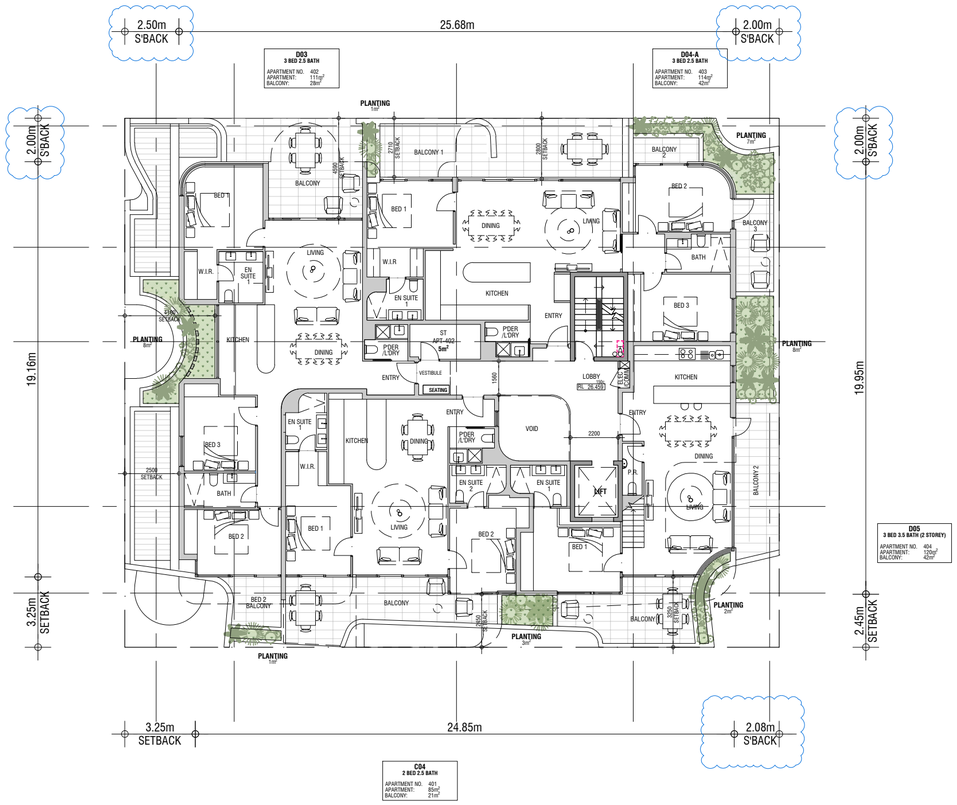
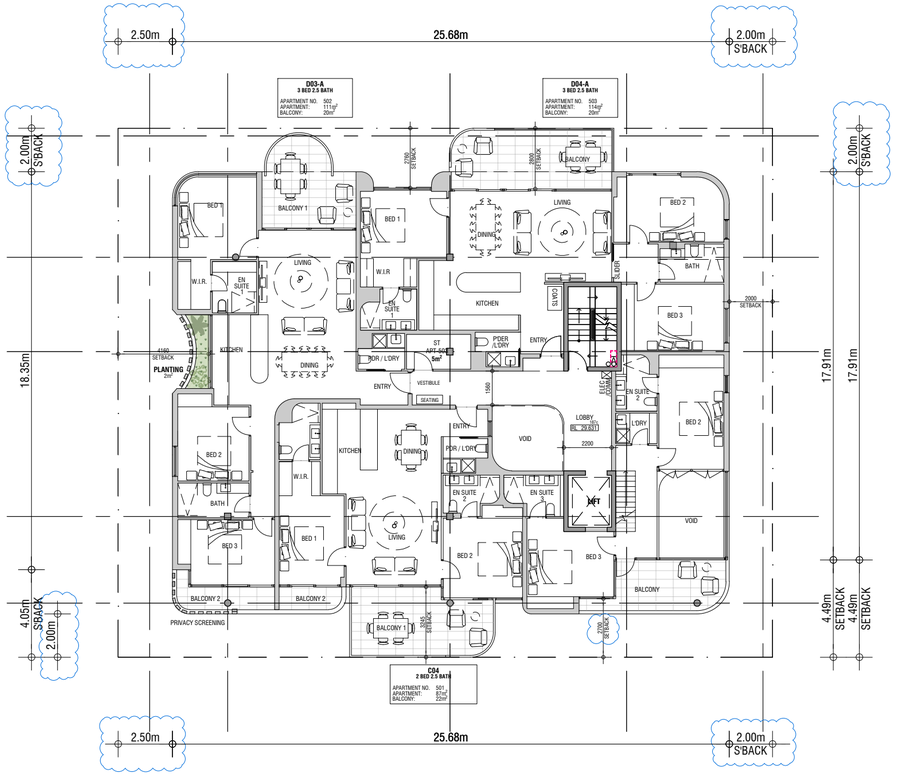


FOURTH FLOOR
RL 26.459 | 150c



FIFTH FLOOR
RL 29.631 | 187c

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: FOURTH & FIFTH FLOOR PLANS
RL 26.459 | 150c & RL 29.631 | 187c
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
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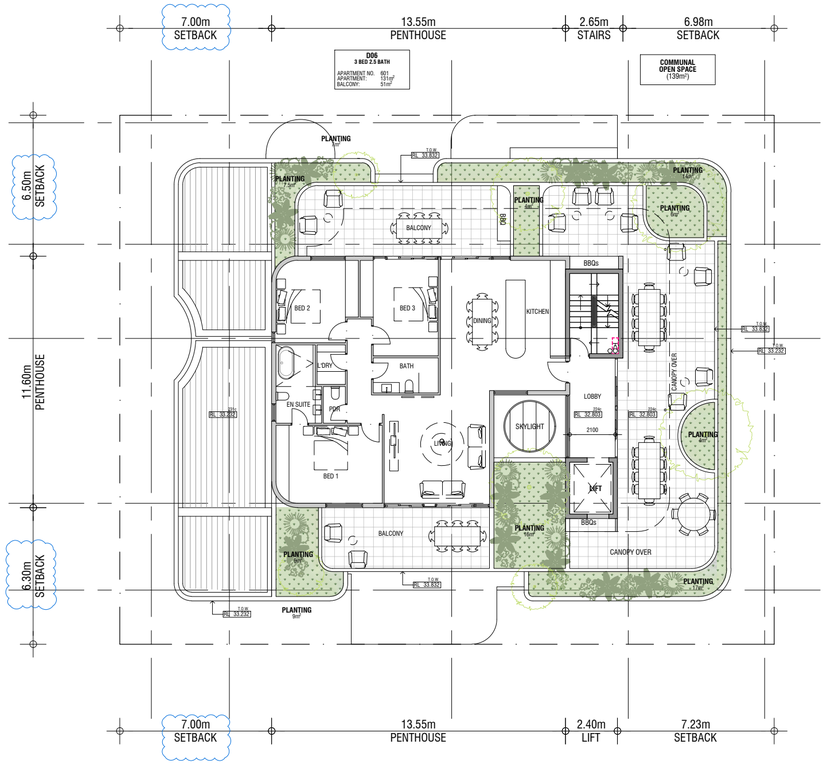

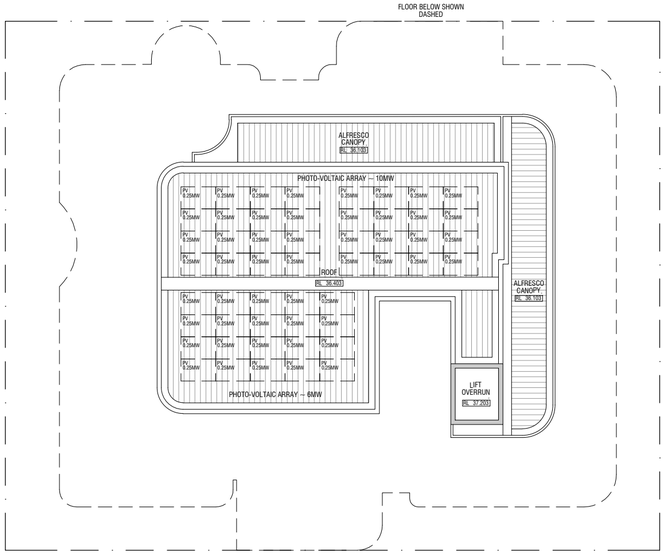

SIXTH FLOOR - AMENITY DECK & PENTHOUSE
RL 32.803 | 224c

ROOF PLAN

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SIXTH FLOOR - AMENITY DECK & ROOF PLAN
RL 32.803 | 224c
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A107
ISSUE AK

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MATERIAL SCHEDULE

AG: ALUMINUM FRAMED GLAZING (FEATURE TONE)
CBR: ALUCABOND FASCIA PANELS
FB1: FACE BRICK (RED)
FB2: FACE BRICK (GREY)
HM1: HIT & MISS MASONRY WALL (LIGHT)
HM2: HIT & MISS MASONRY WALL (DARK)
FS1: PERFORATED METAL FEATURE SCREEN (BRONZE FINISH)
FS2: PERFORATED METAL FEATURE SCREEN (DARK FINISH)
GB: GLASS BALUSTRADE
CB: MAXLINE 340® COLORBOND CLADDING
CO: CONCRETE (RAW FINISH)
MC: ANODIZED STEEL (FEATURE TONE)
SB: METAL BALUSTRADE (FEATURE TONE)

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Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: NORTH ELEVATION **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A201
ISSUE AK

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CITY OF VINCENT
RECEIVED
21 July 2023

MATERIAL SCHEDULE

AG: ALUMINUM FRAMED GLAZING (FEATURE TONE)
CBR: ALUCABOND FASCIA PANELS
FB1: FACE BRICK (RED)
FB2: FACE BRICK (GREY)
HM1: HIT & MISS MASONRY WALL (LIGHT)
HM2: HIT & MISS MASONRY WALL (DARK)
FS1: PERFORATED METAL FEATURE SCREEN (BRONZE FINISH)
FS2: PERFORATED METAL FEATURE SCREEN (DARK FINISH)
GB: GLASS BALUSTRADE
CB: MAXLINE 340® COLORBOND CLADDING
CO: CONCRETE (RAW FINISH)
MC: ANODIZED STEEL (FEATURE TONE)
SB: METAL BALUSTRADE (FEATURE TONE)

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ISSUE NUMBER			
AK	20-07-23	ISSUE TO COUNCIL RFI 3	

ISSUE NUMBER		
AJ	19-07-23	ISSUE TO TRAFFIC ENG.
AI	26-06-23	ISSUE TO COUNCIL - RFI 2
AH	30-05-23	CONSULTANT ISSUE
AG	11-05-23	ISSUE TO COUNCIL

ISSUE NUMBER		
AF	08-05-23	TRAFFIC CONSULTANT
AE	03-04-23	COUNCIL RFI
AD	30-03-23	CONSULTANT ISSUE
AC	29-03-23	CONSULTANT ISSUE

ISSUE NUMBER		
AB	28-03-23	CONSULTANT ISSUE
AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: EAST ELEVATION **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A202
ISSUE AK

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MATERIAL SCHEDULE

AG: ALUMINUM FRAMED GLAZING (FEATURE TONE)
CBR: ALUCABOND FASCIA PANELS
FB1: FACE BRICK (RED)
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ISSUE NUMBER			ISSUE NUMBER			ISSUE NUMBER			ISSUE NUMBER		
			AJ	19-07-23	ISSUE TO TRAFFIC ENG.	AF	08-05-23	TRAFFIC CONSULTANT	AB	28-03-23	CONSULTANT ISSUE
			AI	26-06-23	ISSUE TO COUNCIL - RFI 2	AE	03-04-23	COUNCIL RFI	AA	22-03-23	CONSULTANT ISSUE
			AH	30-05-23	CONSULTANT ISSUE	AD	30-03-23	CONSULTANT ISSUE	Z	09-03-23	CONSULTANT ISSUE
AK	20-07-23	ISSUE TO COUNCIL RFI 3	AG	11-05-23	ISSUE TO COUNCIL	AC	29-03-23	CONSULTANT ISSUE	Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SOUTH ELEVATION **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A203
ISSUE AK

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MATERIAL SCHEDULE

AG: ALUMINUM FRAMED GLAZING (FEATURE TONE)
CBR: ALUCABOND FASCIA PANELS
FB1: FACE BRICK (RED)
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ISSUE NUMBER		
AK	20-07-23	ISSUE TO COUNCIL RFI 3

ISSUE NUMBER		
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AI	26-06-23	ISSUE TO COUNCIL - RFI 2
AH	30-05-23	CONSULTANT ISSUE
AG	11-05-23	ISSUE TO COUNCIL

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AF	08-05-23	TRAFFIC CONSULTANT
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AD	30-03-23	CONSULTANT ISSUE
AC	29-03-23	CONSULTANT ISSUE

ISSUE NUMBER		
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AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: WEST ELEVATION **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A204
ISSUE AK

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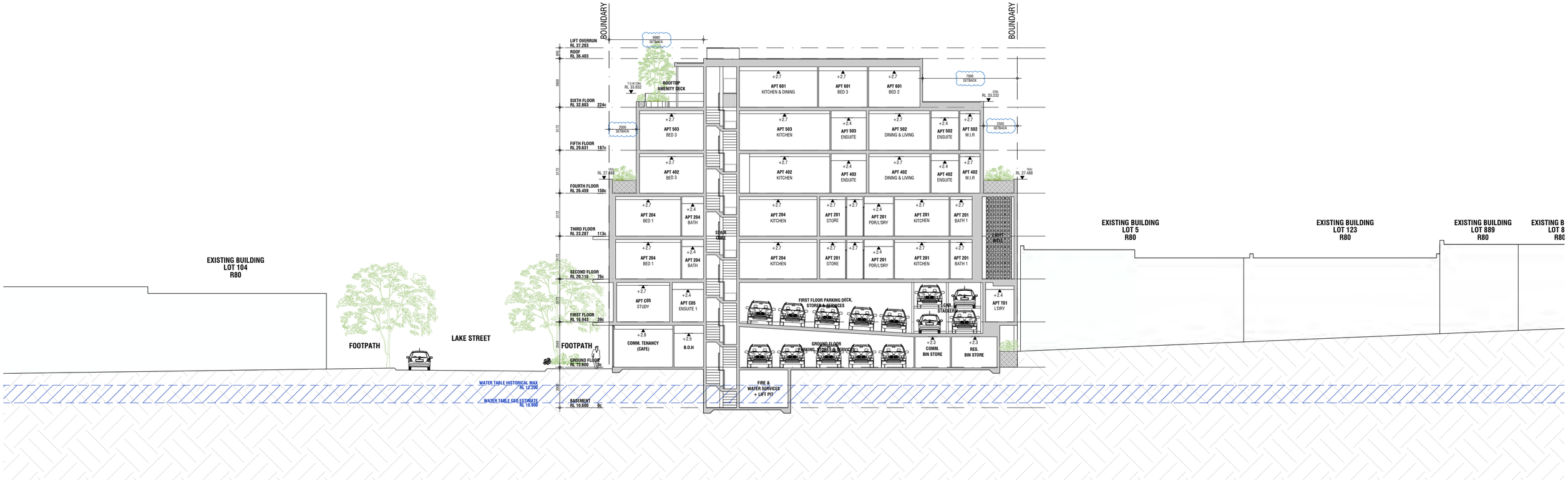

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AK	20-07-23	ISSUE TO COUNCIL RFI 3	AG	11-05-23	ISSUE TO COUNCIL	AC	29-03-23	CONSULTANT ISSUE	Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE

CLIENT: TIM WILLING(WILLING PROPERTY)

ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SECTION A
PROPOSED

STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200

JOB #: 2219

NORTH

DWG: A301

ISSUE AK

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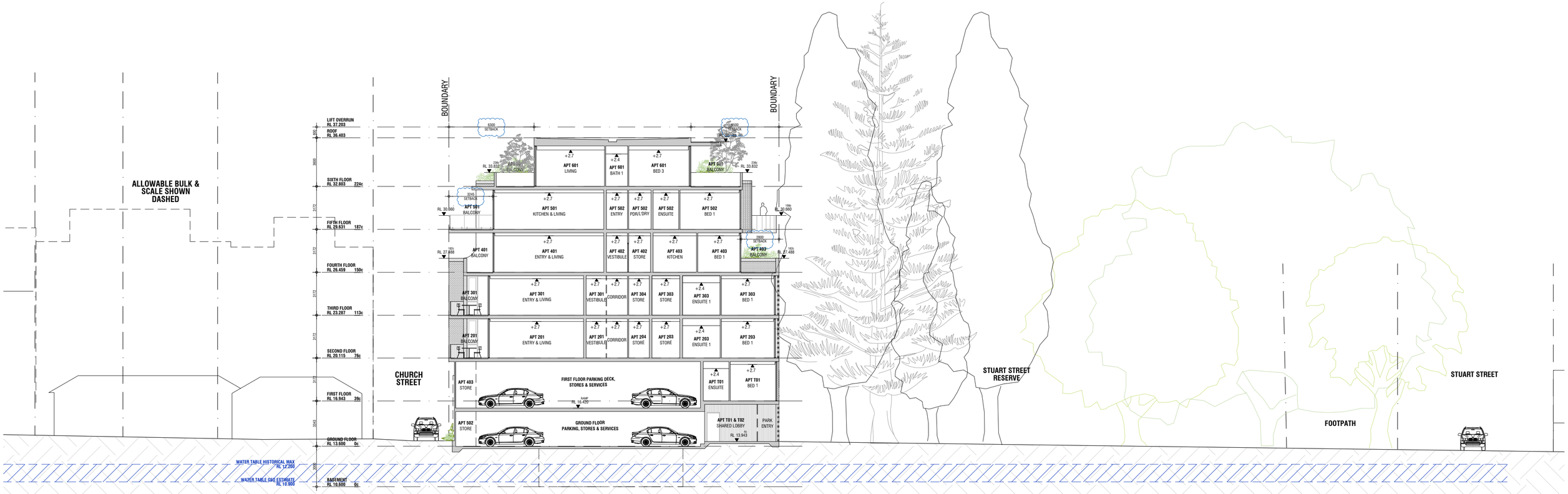

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AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SECTION B **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A302
ISSUE AK

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ISSUE NUMBER		
AK	20-07-23	ISSUE TO COUNCIL RFI 3

ISSUE NUMBER		
AJ	19-07-23	ISSUE TO TRAFFIC ENG.
AI	26-06-23	ISSUE TO COUNCIL - RFI 2
AH	30-05-23	CONSULTANT ISSUE
AG	11-05-23	ISSUE TO COUNCIL

ISSUE NUMBER		
AF	08-05-23	TRAFFIC CONSULTANT
AE	03-04-23	COUNCIL RFI
AD	30-03-23	CONSULTANT ISSUE
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ISSUE NUMBER		
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AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE SECTION (LAKE STREET)
PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:500
JOB #: 2219

NORTH

DWG: A303
ISSUE AK

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ISSUE NUMBER			ISSUE NUMBER				ISSUE NUMBER				ISSUE NUMBER			
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			AH	30-05-23	CONSULTANT ISSUE	AD	30-03-23	CONSULTANT ISSUE	Z	09-03-23	CONSULTANT ISSUE
AK	20-07-23	ISSUE TO COUNCIL RFI 3	AG	11-05-23	ISSUE TO COUNCIL	AC	29-03-23	CONSULTANT ISSUE	Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SITE SECTION (LAKE STREET) **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A304
ISSUE AK

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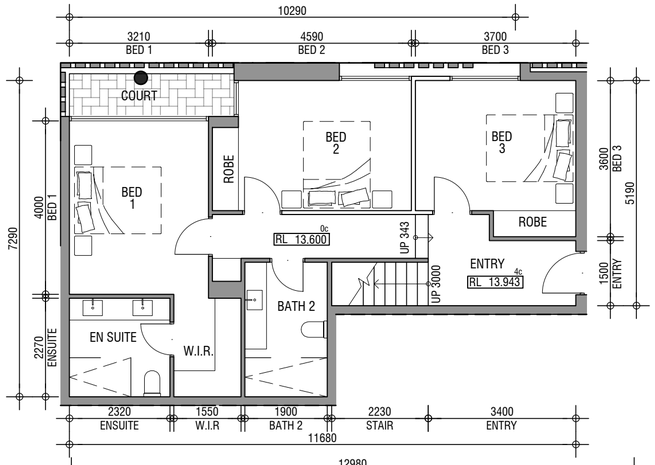
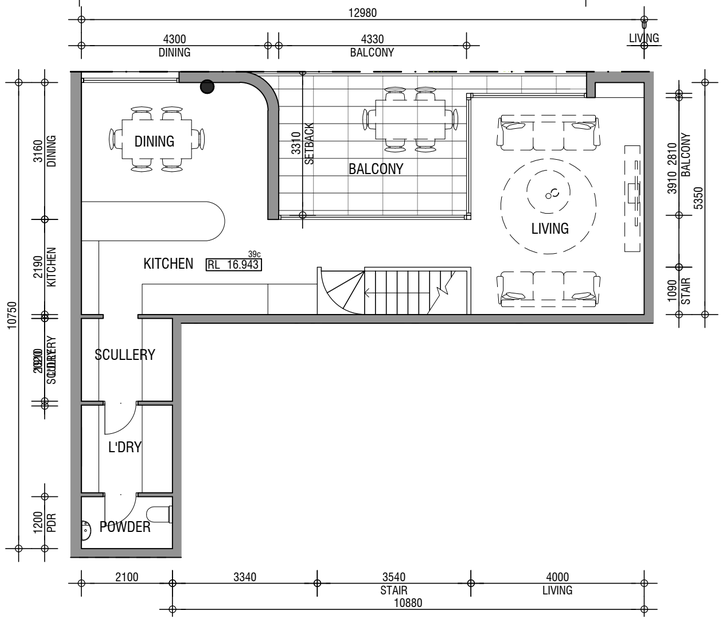
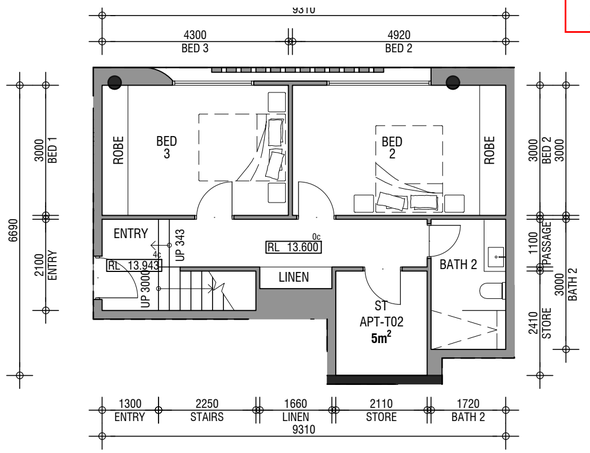
APT TYPE: T01
GROUND FLOOR



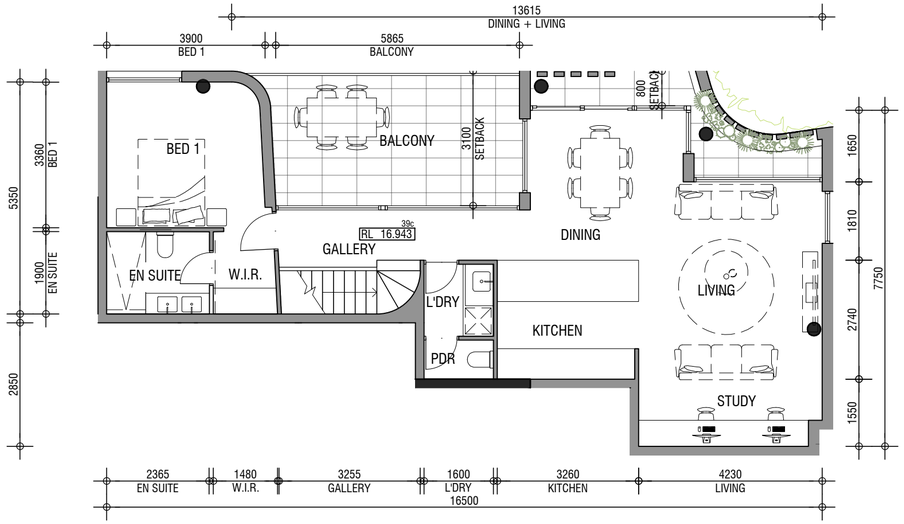
APT TYPE: T01
FIRST FLOOR



APT TYPE: T02
GROUND FLOOR



APT TYPE: T02
FIRST FLOOR



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ISSUE NUMBER			ISSUE NUMBER				ISSUE NUMBER				ISSUE NUMBER			
			AJ	19-07-23	ISSUE TO TRAFFIC ENG.	AF	08-05-23	TRAFFIC CONSULTANT	AB	28-03-23	CONSULTANT ISSUE			
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AK	20-07-23	ISSUE TO COUNCIL RFI 3	AG	11-05-23	ISSUE TO COUNCIL	AC	29-03-23	CONSULTANT ISSUE	Y	18-01-23	CONSULTANT ISSUE			

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: TOWNHOUSE PLANS
RL 13.600 & RL 17.000
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A401
ISSUE AK

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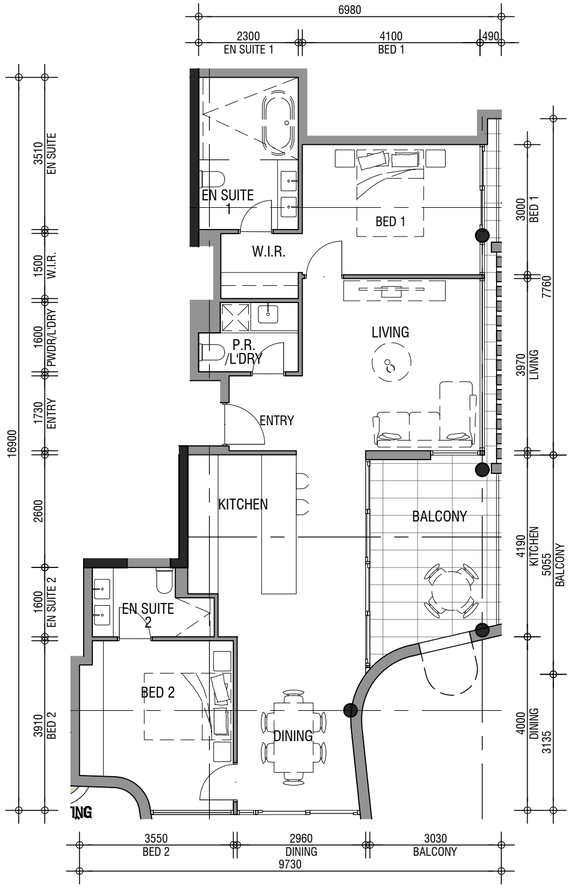
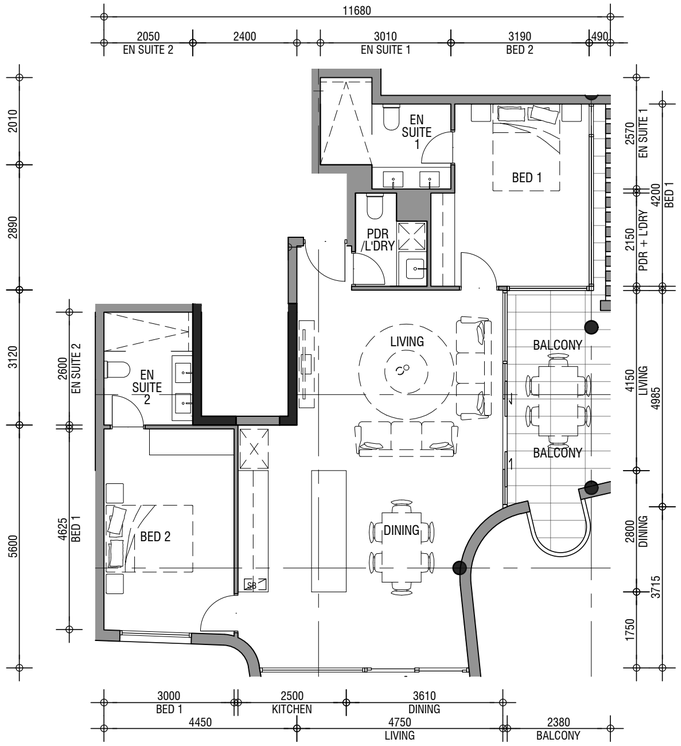


APT TYPE: **C05**
LOCATION: LEVEL 1



APT TYPE: **C01**
LOCATION: LEVELS 2 & 3 (TYPICAL)

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A402
ISSUE AK

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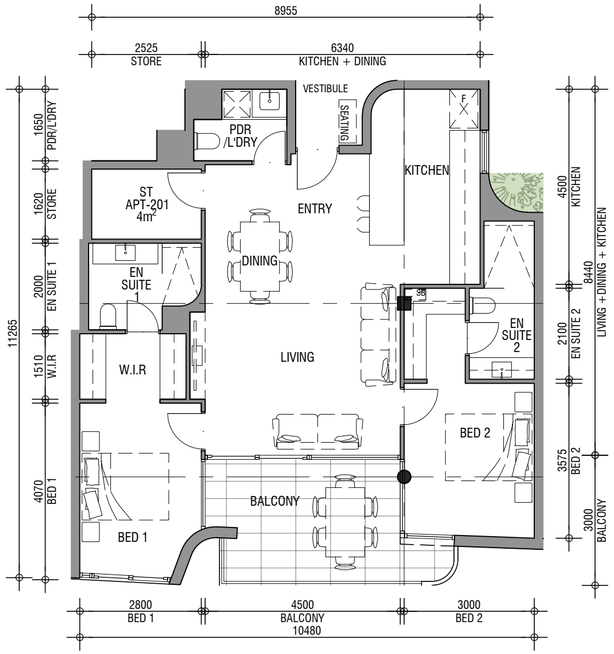
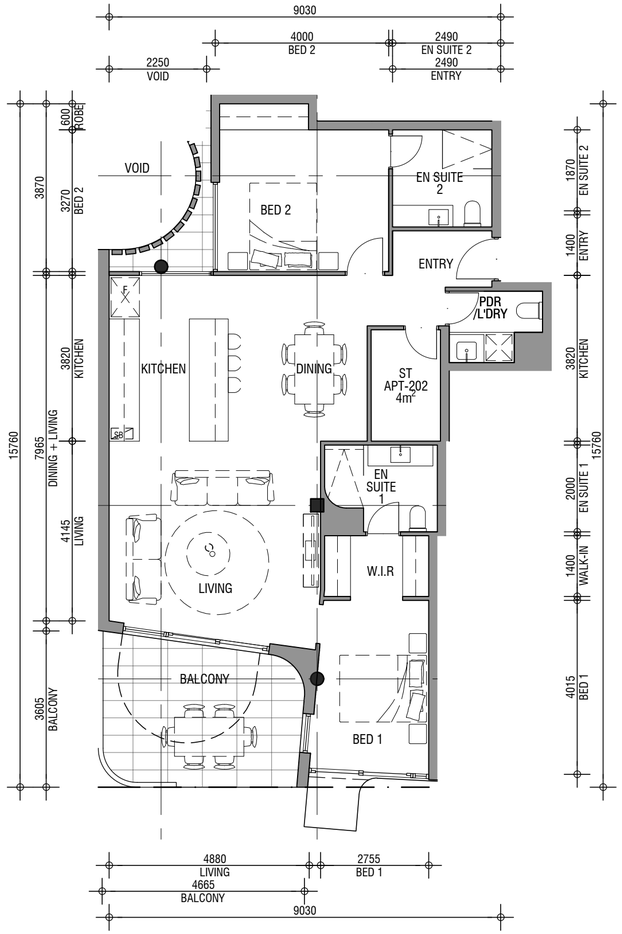


APT TYPE: **C02**
LOCATION: LEVELS 2 & 3 (TYPICAL)



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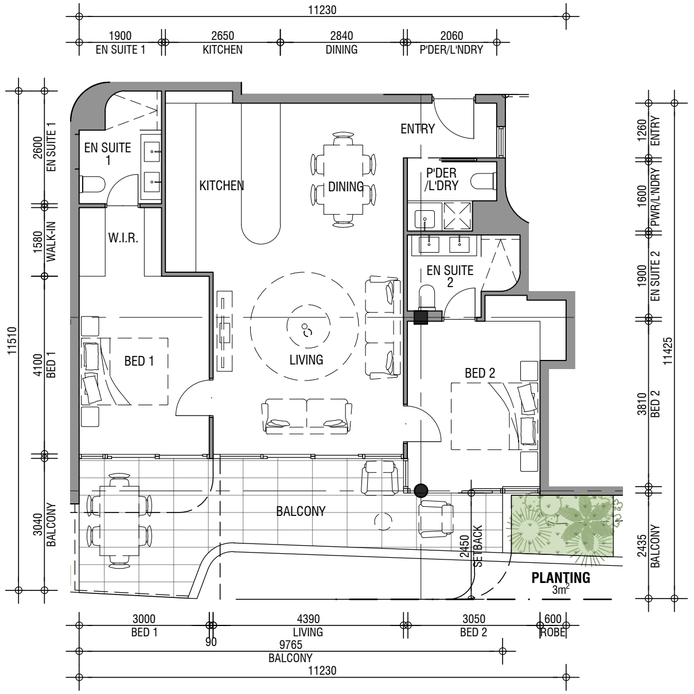
LOCATION: LEVELS 2 & 3 (TYPICAL)



APT TYPE: **C04**
LOCATION: LEVELS 4 & 5

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ISSUE NUMBER		
AB	28-03-23	CONSULTANT ISSUE
AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A403
ISSUE AK

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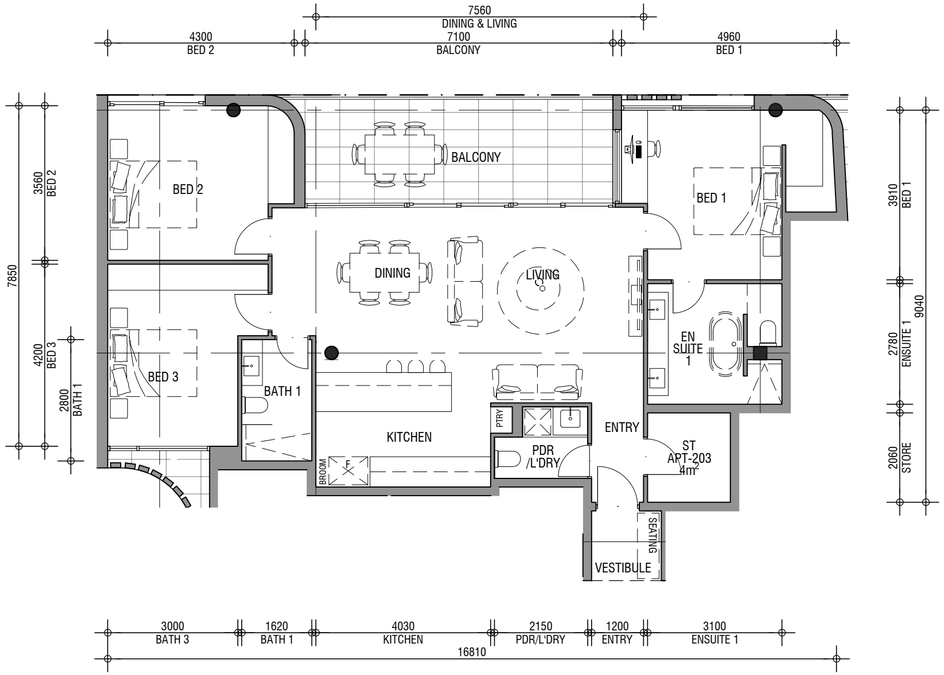

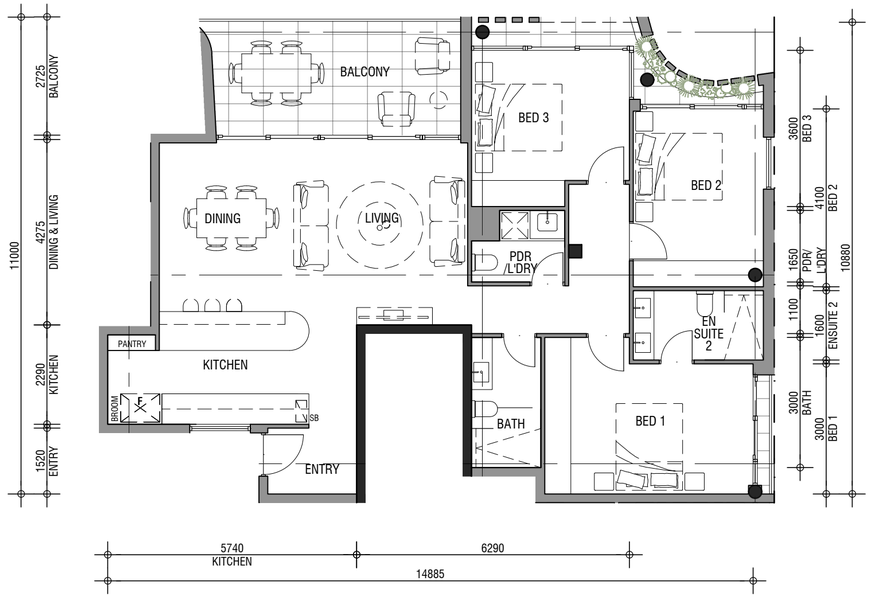

APT TYPE: **D01**
LOCATION: LEVELS 2 & 3 (TYPICAL)

APT TYPE: **D02**
LOCATION: LEVELS 2 & 3 (TYPICAL)

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A404
ISSUE AK

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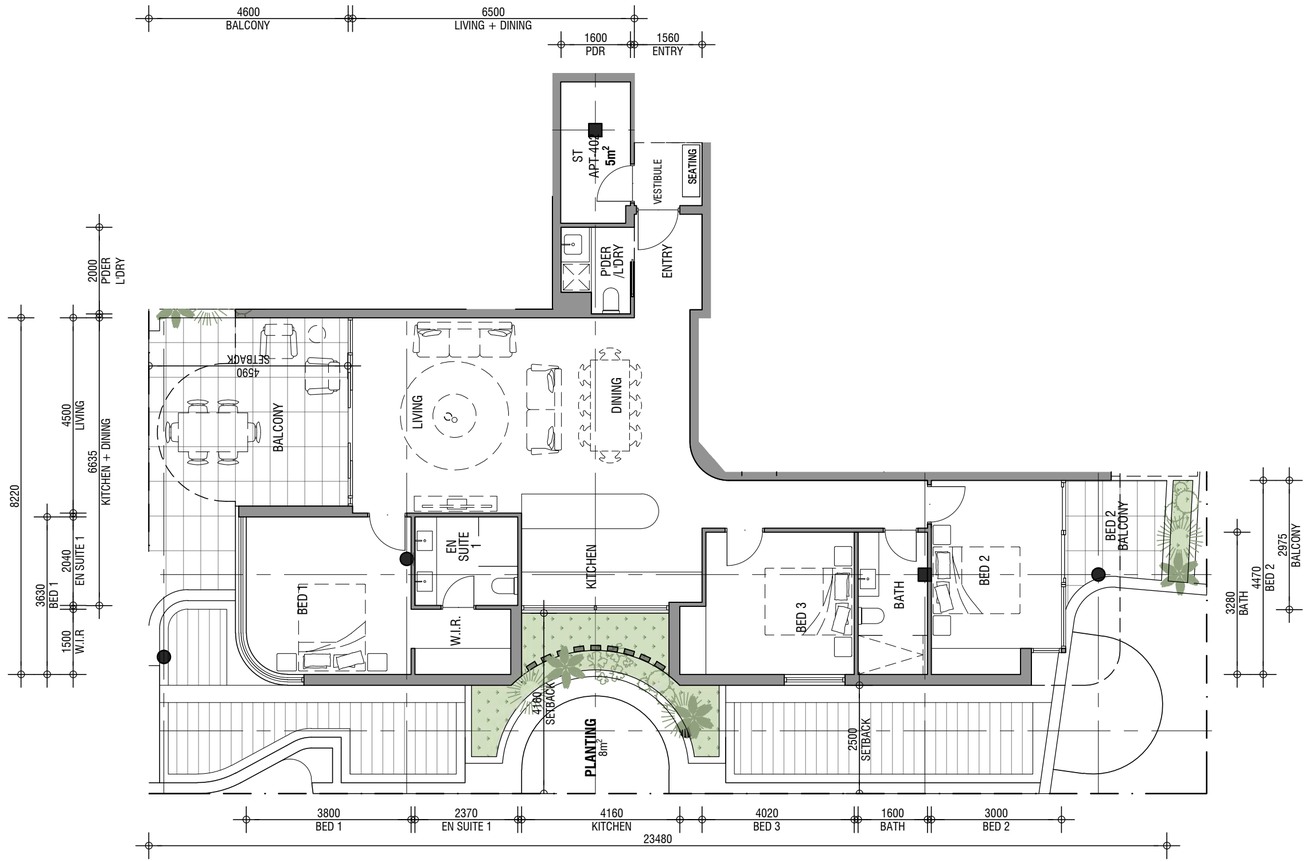
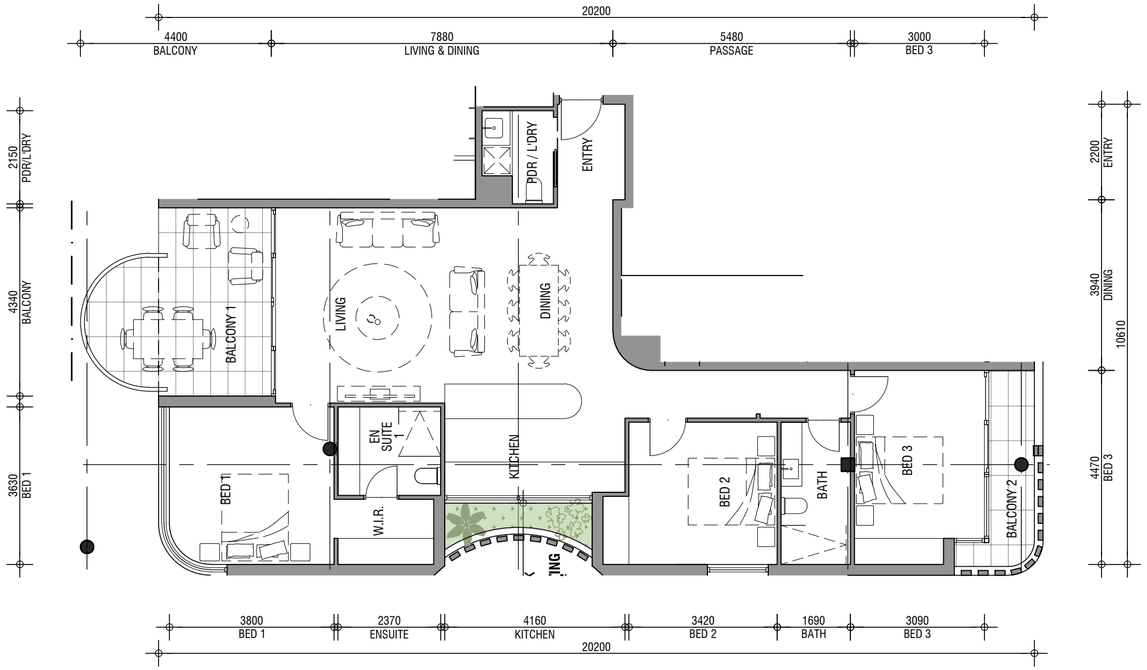


APT TYPE: **D03**
LOCATION: LEVEL 4



APT TYPE: **D03-A**
LOCATION: LEVEL 5

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AK	20-07-23	ISSUE TO COUNCIL RFI 3	AG	11-05-23	ISSUE TO COUNCIL	AC	29-03-23	CONSULTANT ISSUE	Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A405
ISSUE AK

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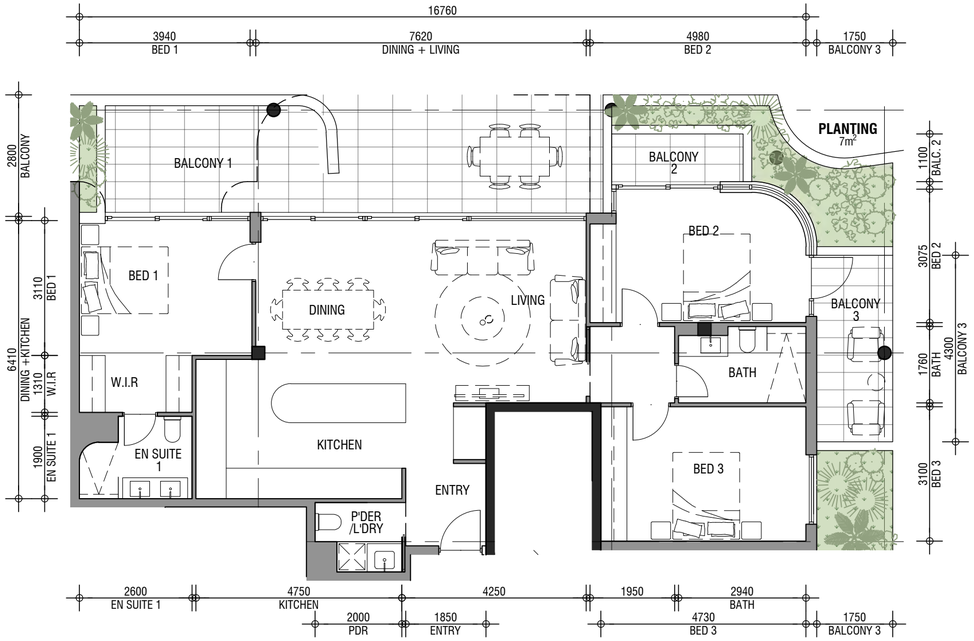
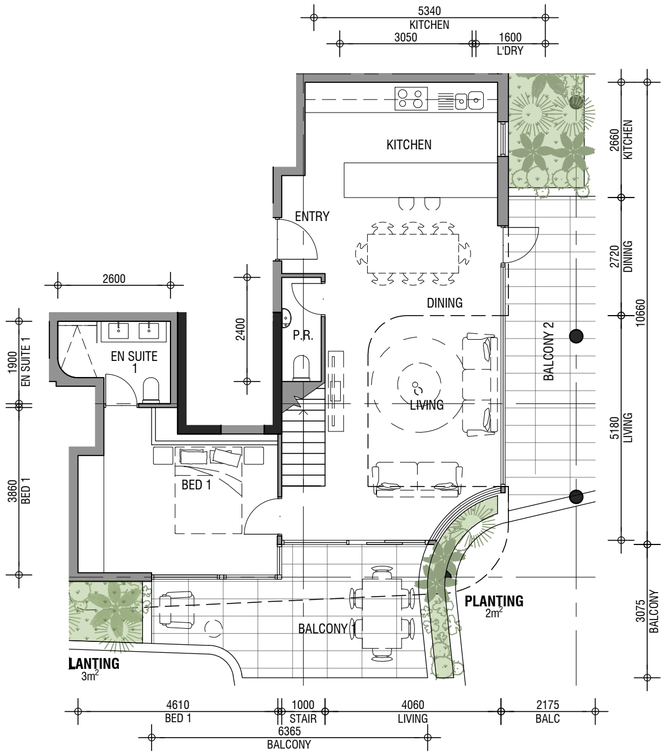
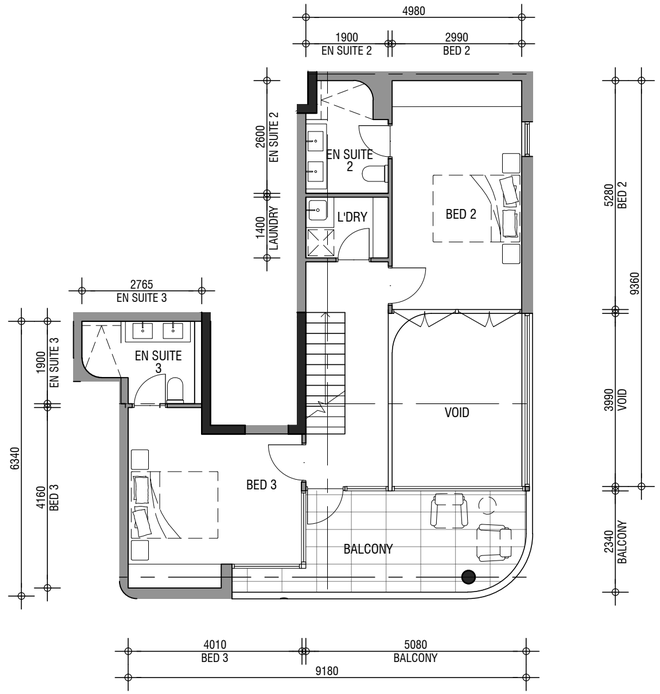


APT TYPE: **D04-A**
LOCATION: LEVELS 4 & 5





APT TYPE: **D05 (2 STOREY)**
LOCATION: LEVELS 4 & 5

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ISSUE NUMBER		
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AA	22-03-23	CONSULTANT ISSUE
Z	09-03-23	CONSULTANT ISSUE
Y	18-01-23	CONSULTANT ISSUE

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS **PROPOSED**
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A406
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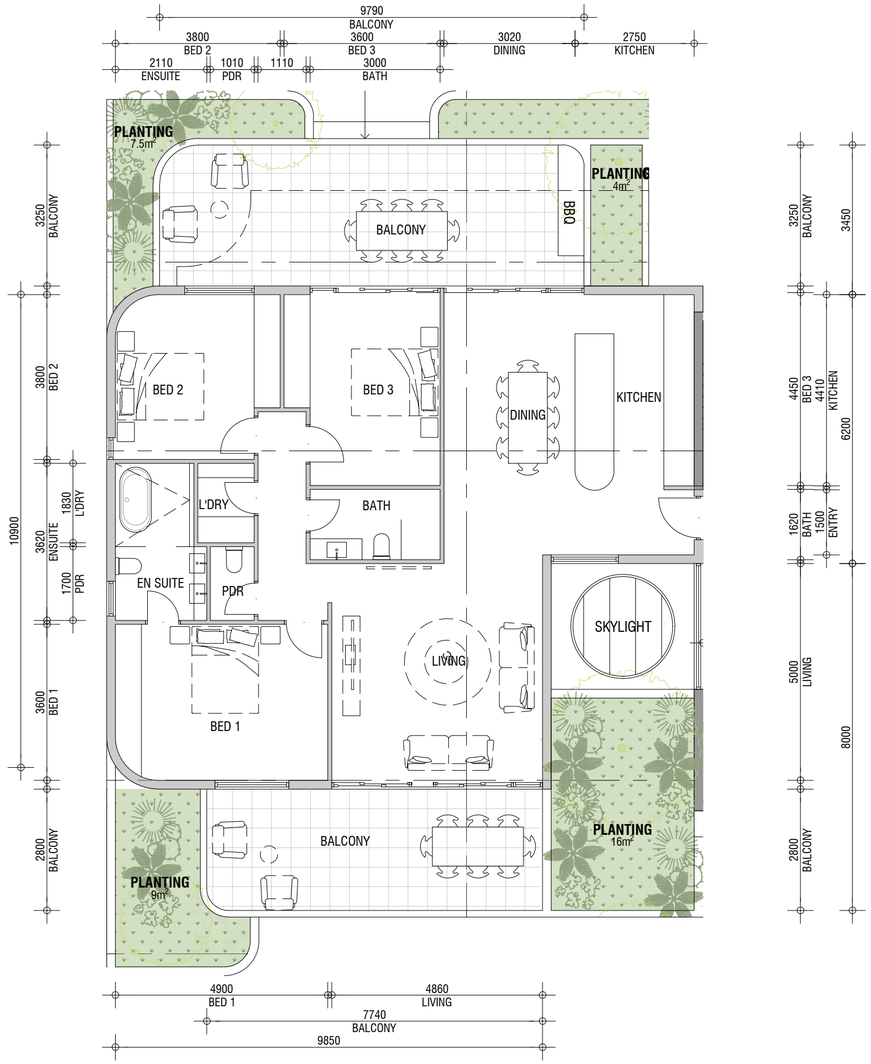

APT TYPE: **D06**
LOCATION: LEVEL 6

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: APARTMENT PLANS
PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A407
ISSUE AK

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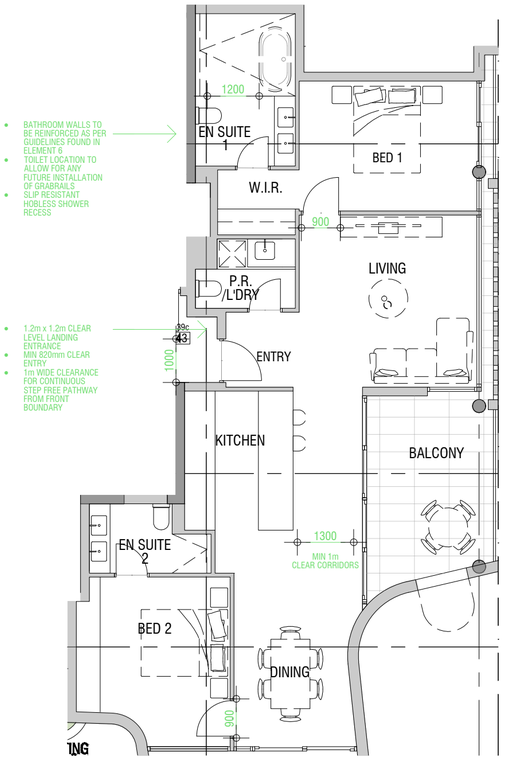
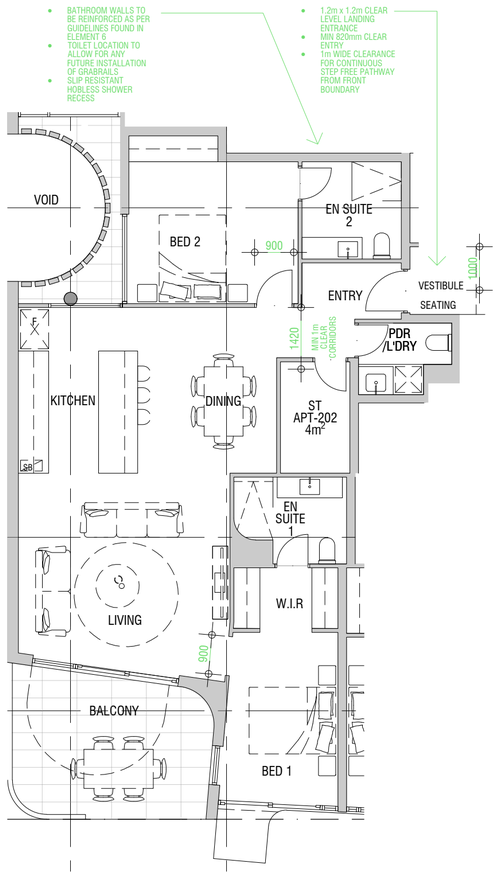
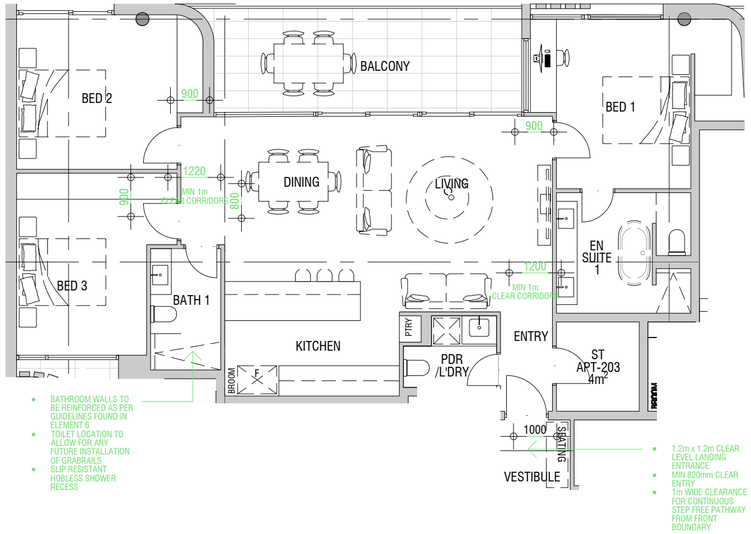


APT TYPE: **C05**
LOCATION: LEVEL 1



APT TYPE: **C03**
LOCATION: LEVELS 2 & 3 (TYPICAL)



APT TYPE: **D01**
LOCATION: LEVELS 2 & 3 (TYPICAL)

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SILVER LEVEL LIVABLE HOUSING
PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:100
JOB #: 2219

NORTH

DWG: A408
ISSUE AK

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: NORTH ELEVATION
EXISTING DA vs PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A501
ISSUE AK

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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: EAST ELEVATION
EXISTING DA vs PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A502
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PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: SOUTH ELEVATION
EXISTING DA vs PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A503
ISSUE AK

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Y	18-01-23	CONSULTANT ISSUE	

PROJECT: LAKE STREET RESIDENCE
CLIENT: TIM WILLING(WILLING PROPERTY)
ADDRESS: 137-143 LAKE STREET, NORTHBRIDGE

DWG: WEST ELEVATION
EXISTING DA vs PROPOSED
STAGE: DEVELOPMENT APPROVAL

SCALE: 1:200
JOB #: 2219

NORTH

DWG: A504
ISSUE AK

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CITY OF VINCENT

ATTACHMENT 12

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions -
Administrations Response

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Submission breakdown:

- **Objections:** 27
- **Support:** 4
- **Neither support nor object:** 2

Comments Received in Support:	Administration Comment:
• It's great to see infill development happening and the aesthetics of the proposal will enhance the area greatly while also providing housing and commercial spaces to serve the wider area. • The proposed development is a great scale for the street (I would support even higher) and allows more people to enjoy living in this area with great amenity to the city and local parks. • The design and materials look great. Fantastic to include a ground floor cafe tenancy too.	• Comments in support are noted.

Comments Received in Objection:	Administration Comment:
Parking and Traffic • The removal of all visitor bays, combined with an increase of eight apartments and a larger café tenancy, is likely to exacerbate existing parking shortages and traffic congestion in the area. This would negatively impact current residents on Church, Stuart and Lake Street. • There is already not enough car parking in the area for visitors and business owners. This will be worsened by the development. • The reasons used in the traffic impact statement to justify the lack of visitor and commercial parking do not account for the reality that most households these days use more than one car. • Assuming that residents will just switch to public transport is unreasonable. • Parking impacts are based on misleading claims. The two parking bays on Lake Street that the applicant proposes to add, are already existing, and therefore, there is no net increase in public parking supply	• Following the public consultation period, discussions with the applicant, and submission of further information, including an updated parking survey and addition of an on-site visitor car parking bay, Administration is supportive of the proposed visitor car parking. This is through the car parking surveys demonstrating that there is adequate on-street car parking available in the surrounding area for visitors to use, mainly along Lake Street and Church Street. This car parking is time limited, ensuring a constant turnover of on-street car parking, which would result in consistent availability of short-term visitor car parking. • Additionally, the site is located near high frequency public transport, including bus routes along William Street and the Perth Bus/Train Stations, and is within a walkable catchment to the Perth Central Business District. Given the site's proximity to multiple transport options, it is possible that visitors to the development would utilise these available public transport modes, reducing the reliance on car parking. • The removal of the previously approved Lake Street crossover and associated vehicle access point results in twp on-street parking bays being retained, where these bays were approved to be removed. The modification to remove the Lake Street crossover maintains on-street parking bays for visitors to use. This retention

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	of bays maintains the status quo for on-street parking, where, as previously discussed, there is sufficient on-street car parking to accommodate the visitors to the development.
• The surveys do not appear to reflect peak demand periods, when parking stress is evident.	• The parking surveys submitted by the applicant effectively capture the relevant demand periods at different times of the day and week. The City has taken this into account and is satisfied that the timing of the surveys is appropriate.
• Traffic management measures should be introduced to Church Street to improve safety and reduce congestion. • The additional traffic created by the additional dwelling would increase the traffic hazard on the isolated stretch of Church Street. This would be particularly congested during morning peak hour on Monday and Thursdays when the bins are emptied.	• Upgrading traffic management measures falls outside the scope of this development application. Despite this, the applicant has submitted a traffic impact survey, which the City has reviewed. The City is satisfied that the proposal would not have an adverse impact on the function or safety of the surrounding road network, noting that the development is expected to generate approximately 20 vehicle trips during the morning peak hour and 13 during the afternoon peak hour. Under the WAPC TIA guidelines, an increase of between 10 and 100 peak-hour vehicles is considered to have a low to moderate impact and is generally acceptable without requiring detailed capacity analysis. The estimated 13 to 20 additional vehicle trips fall at the lower end of this range, and the resulting traffic can be accommodated within the existing capacity of the road network.
Car Park	
• With the development being built all the way to the footpath, including the car park, there will be a blind spot and would pose a potential traffic hazard. • The car park entrance/exit has unmanaged safety risks, as o It is too close to the intersection o Car park exit has limited views for oncoming traffic on Church Street Pedestrian safety is at risk with cars likely to mount kerb and footpath to enter and exit car park.	• The development proposes sufficient sightline truncations areas on both sides of the access point. On this basis, the sightlines truncations to the Church Street access point minimises potential safety risks to vehicles, pedestrians and other users.
• There is a history of vehicles exiting onto Church Street have been hit by other vehicles. An additional 32 vehicles would increase this likelihood exponentially.	• The City notes the applicant's crash-history assessment, which indicates that recorded incidents in the area are relatively low and do not point to a systemic safety issue with the surrounding road network. The assessment also concludes that the development would generate a low volume of additional vehicle movements and is unlikely to increase crash risk to an unacceptable level. The City has reviewed this information and is satisfied that, with the sightline truncations provided at the Church Street access point, the additional traffic generated by the proposal can be accommodated without creating an adverse safety impact.
Height and Bulk	

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• 8% height increase exacerbates an already excessive and non-compliant building height. • The increased height creates bulk and visual dominance that would negatively affect the amenity and daylight access of the surrounding buildings and streetscape.	• The application proposes to increase the roof height by 2.4 metres from the previous approval. While this represents a further departure from the maximum height, the increased height would not adversely impact the surrounding area. The additional height continues to allow adjoining properties to maintain adequate solar access, and any perceived bulk is mitigated through design measures including landscaping, articulation, and the setting back of upper floors behind the lower levels.
• The increase in height demonstrates that the developer is pursuing higher profit and/or represents overpayment for the site and mismanagement of cost and design. This over-reaching does not result in a sensitive design with the area.	• Administration is required to assess the proposed development as it has been submitted. Within the assessment, the developer's motives are not a relative planning consideration. As part of the assessment, the proposal was referred to the City's Design Review Panel (DRP), who supported the design.
• Proposed height would set an unwanted precedent for the area.	• Although taller than existing nearby developments, the scale of the proposed development responds to the desired future character of the area, which is higher density mixed use development in the area to the south of Stuart Street and Forbes Road, and retention of the existing lower density residential development and heritage buildings to the north. This is set out in the vision of the Local Planning Strategy and William Street Planning Framework, the applicable zoning and density codes, and the assigned building height standards of four to eight storeys to the south of Stuart Street and Forbes Road.
• The proposed height is a disregard for the policies set out by the relevant guidelines and zoning set out by the City of Vincent. • What makes this development worthy of special allowances to exceed the permitted height.	• While the applicable building height standard for this site is lower than the proposed, the planning framework allows for departures to be considered where the proposal that Element Objectives area met and the outcome is consistent with the desired future character. The proposal was referred to the City's DRP, who supported the built form, which included the proposal height. The proposed height has been assessed and considered acceptable on this basis.
• The height ignores the adjoining lower scale existing buildings and will cast a shadow over the western adjoining property's solar panels. This would result in additional electricity bills and would make achieving net zero unachievable.	• The proposal has been designed to provide for daylight and solar access to nearby properties by employing an approach whereby the building mass is stepped away and articulated as the height increases, with the fourth and fifth floors set back from those below, and the sixth floor being reduced in size and set back even further. Given the commercial property is located to the west, it would receive sufficient solar access during midday and afternoons, in both the winter and summer months.
• The additional height will block out sunlight from the park.	• The proposal is located to the south of Stuart Street Reserve. Therefore, it will not result in any overshadowing of the Reserve in the morning, middle of the day or

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	afternoon either during summer or winter.
Amenity and character • The cumulative impacts of the extreme plot ratio, visitor car parking shortfall, and increased height would impact the amenity, character, and liveability of the area. • There are already large numbers of apartments included in the already approved proposal, on a small lot of land. The increase in population would result in a decreased quality of life for the current residents in the area. • Adding retail/commercial to Lake Street is undesirable. • The building provides no benefit to the area. • There are already large numbers of apartments included in the already approved proposal, on a small lot of land. The increase in population would result in a decreased quality of life for the current residents in the area.	• While the applicant does depart from the Acceptable Outcomes of R Codes in relation to plot ratio and build height, the design has incorporated measures to mitigate bulk and maintain high levels of amenity for the surrounding area. The design measures incorporated include upper level setbacks, articulation and the use of landscaping, and was supported by the City's DRP in the context of the surrounding area. Notwithstanding this, the City does not support the removal of all on-site visitor parking, as this would result in an unreasonable impact on local parking availability. In this regard, since the conclusion of community consultation, the plans have been amended to include one on-site visitor parking bay. Overall, the proposal is not considered to result in unacceptable impacts on character or liveability. • The commercial tenancy was approved as part of the previous approval and therefore its acceptability is not a consideration of this application. • The area has been identified as being suitable for the higher-density mixed-use development. The development would contribute to additional housing in an area identified for growth. On this basis, the development would be beneficial and consistent with the intended future character.
Trees and landscaping • Inadequate onsite deep soil and tree canopy proposed.	• The proposed landscaping would be acceptable for the following reasons: o Trees: The proposed landscaping plan includes the planting of seven small trees on-site, including on the ground floor, and the fourth and sixth floors. The tree planting would provide amenity for residents and assist to soften the appearance of the building, and particularly the upper floors, when viewed from the public realm frontages. o On structure landscaping: The proposal incorporates 99.1 square metres of on-structure landscaping located on the fourth and sixth floors. These areas provide amenity to the adjoining apartments and to the communal open space on the sixth floor.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	o Off site landscaping: The application proposes to plant 14 trees within the Stuart Street Reserve, along the northern boundary of the subject site.
Technical Details • The developer has advertised the proposed amendments as being minor. This is not correct, given the number of additional units, the alteration to the parking arrangement, and changes to materials. This should not be a form 2, but rather a new DA submission. • The landscape plans and architectural plans do not align. • The buildings will need to the sprinklered due to being over 4-storeys and will require internal fire hydrants due to its size. • Has any investigation been undertaken to ensure that the increase electrical maximum demand from the additional 9 dwellings will not trigger the requirement for an onsite electrical transformer. • Sheet piling should not occur during development as this would impacting the neighbourhood.	• The application was able to be lodged as a Form 2 (amendment to approval), rather than a separate application, on the basis that the development was consistent with the approval in relation to height in storeys. • While the building footprint shown on the landscaping plan differs from the development plans, in particular along Church Street and the north-west corner, Administration has based all deep soil and landscaping assessments on the submitted development plans, as these represent the formally lodged and assessable drawings. The discrepancies between the two plan sets do not alter the assessment outcome, noting that the development plans provide the accurate footprint for determining deep soil area, setbacks and landscaping opportunities. • This is a consideration that would be assessed as part of the building permit and does not form part of this application. • Matters relating to electricity are a consideration for regional electrical providers. Should a transformer be required, this would be a matter addressed by Western Power. • Construction methodologies, including whether sheet piling is required, are not determined through the planning process. Any piling works must comply with the Building Act and relevant environmental and noise regulations, which manage potential impacts on neighbouring properties. These matters would be addressed during the building permit stage and monitored through the applicable construction management requirements.
Inappropriate Use of Stuart Street Park • Proposal includes removing green space by adding an additional footpath • The proposal is utilising the park as an extension of the property. Access to the property should be via Lake Street or Church Street only.	• The proposed amendment does not alter the proposed works to Stuart Street that were approved as part of the previous approval. • The application proposes access to the car parking area from Stuart Street. Access from the park is consistent with the previous approval, where this was supported by

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	the City and DAP.
Waste Management • There is no space indicated on the architectural plans for where the bins for kerbside collection will be place. • There is insufficient space for the bins to be collected on Church Street. Bin collection should be on Lake Street, opposite the property.	• In the applicant's Waste Management Plan, they have advised that waste would be collected from the Church Street verge. This was reviewed by the City's Waste Department, who supported this arrangement.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 13

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions -
Applicants Response

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Submission breakdown:

- **Objections:** 27
- **Support:** 4
- **Neither support nor object:** 2

Comments Received in Support:	Applicant Comment:
• It's great to see infill development happening and the aesthetics of the proposal will enhance the area greatly while also providing housing and commercial spaces to serve the wider area. • The proposed development is a great scale for the street (I would support even higher) and allows more people to enjoy living in this area with great amenity to the city and local parks. • The design and materials look great. Fantastic to include a ground floor cafe tenancy too.	Comments of support noted.

Comments Received in Objection:	Applicant Comment:
Parking and Traffic • The removal of all visitor bays, combined with an increase of eight apartments and a larger café tenancy, is likely to exacerbate existing parking shortages and traffic congestion in the area. This would negatively impact current residents on Church, Stuart and Lake Street. • The surveys do not appear to reflect peak demand periods, when parking stress is evident. • Traffic management measures should be introduced to Church Street to improve safety and reduce congestion. • Parking impacts are based on misleading claims. The two parking bays on Lake Street that the applicant proposes to add, are already existing, and therefore, there is no net increase in public parking supply. • There is already not enough car parking in the area for visitors and business owners. This will be worsened by the development. • The additional traffic created by the additional dwelling would increase the traffic hazard on the isolated stretch of Church Street. This would be particularly congested during morning peak hour on Monday and Thursdays when the bins are emptied. • The reasons used in the traffic impact statement to justify the lack of visitor and commercial parking do not account for the reality that most	Comments on parking noted – refer to the applicant's response within the submission in response to the City's RFI, including updated survey.

Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
households these days use more than one car. • Assuming that residents will just switch to public transport is unreasonable.	
Car Park • With the development being built all the way to the footpath, including the car park, there will be a blind spot and would pose a potential traffic hazard. • There is a history of vehicles exiting onto Church Street have been hit by other vehicles. An additional 32 vehicles would increase this likelihood exponentially. • The car park entrance/exit has unmanaged safety risks, as - It is too close to the intersection - Car park exit has limited views for oncoming traffic on Church Street - Pedestrian safety is at risk with cars likely to mount kerb and footpath to enter and exit car park.	The design of the crossover, accessway, and carpark has been designed in collaboration with and reviewed by a qualified transport engineer and meets all relevant AS requirements. This includes sightlines, proximity to intersections, and pedestrian safety. These matters have not been identified by the City's engineers.
Height and Bulk • 8% height increase exacerbates an already excessive and non-compliant building height. • The increased height creates bulk and visual dominance that would negatively affect the amenity and daylight access of the surrounding buildings and streetscape. • The increase in height demonstrates that the developer is pursuing higher profit and/or represents overpayment for the site and mismanagement of cost and design. This over-reaching does not result in a sensitive design with the area. • Proposed height would set an unwanted precedent for the area. • The proposed height is a disregard for the policies set out by the relevant guidelines and zoning set out by the City of Vincent. • The height ignores the adjoining lower scale existing buildings and will cast a shadow over the western adjoining property's solar panels. This would result in additional electricity bills and would make achieving net zero unachievable. • What makes this development worthy of special allowances to exceed the permitted height. • The additional height will block out sunlight from the park.	The increase in plot ratio and height is negligible and has been demonstrated to not result in any privacy or overshadowing impacts. The development is broadly within the existing envelope, with setbacks and materiality retained and refined. Notwithstanding, the height is **significantly lower** than the heights permitted under the new William Street Planning Framework, which provides the desired future character of the locality. The Stuart Street Reserve is north of the site. Shadows are not cast north.
Amenity and character • The cumulative impacts of the extreme plot ratio, visitor car parking shortfall, and increased height would impact the amenity, character, and liveability of the area.	Refer response to parking and height above. Whilst amended slightly, the commercial space is approved.

Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
• Adding retail/commercial to Lake Street is undesirable. • The building provides no benefit to the area.	
Trees and landscaping • Inadequate onsite deep soil and tree canopy proposed.	The proposed amendments **increase** the amount of deep soil, exceeding minimum requirements.
Additional Apartments • There are already large numbers of apartments included in the already approved proposal, on a small lot of land. The increase in population would result in a decreased quality of life for the current residents in the area.	The proposed dwellings meet the objectives and provisions of the R.Codes. The development broadly remains within the footprint of the approved development with no additional privacy or overshadowing concerns. The revised development consolidates the crossover to a single point along Church Street, providing a superior streetscape outcome. The development continues to be supported by transport, acoustic, waste, sustainability, and landscaping reports – demonstrating the development remains satisfactory from these perspectives.
Technical Details • The developer has advertised the proposed amendments as being minor. This is not correct, given the number of additional units, the alteration to the parking arrangement, and changes to materials. This should not be a form 2, but rather a new DA submission. • The landscape plans and architectural plans do not align. • The buildings will need to the sprinklered due to being over 4-storeys and will require internal fire hydrants due to its size. • Has any investigation been undertaken to ensure that the increase electrical maximum demand from the additional 9 dwellings will not trigger the requirement for an onsite electrical transformer. • Sheet piling should not occur during development as this would impacting the neighbourhood.	• The City's officers confirmed that the proposed amendments can be considered as an amendment to the development approval. • The comment does not provide any clarification on how the development and landscaping plans differ, • Fire engineering and electrical services will form part of detailed design. • The comment does not provide any clarification on how sheet piling will impact the neighbourhood. The development will be constructed in accordance with an approved Construction Management Plan.
Inappropriate Use of Stuart Street Park • Proposal includes removing green space by adding an additional footpath • The proposal is utilising the park as an extension of the property. Access to the property should be via Lake Street or Church Street only. •	The amended development plans do not alter the proposed works to Stuart Street reserve, which formed part of the original application. These works are being progressed outside the DA process.
Waste Management • There is no space indicated on the architectural plans for where the bins for kerbside collection will be place. • There is insufficient space for the bins to be collected on Church Street. Bin collection should be on Lake Street, opposite the property.	As per the Waste Management Plan, bins will be collected via the bin presentation area along Church Street. The bin presentation area was designed in consultation with and reviewed by the developments waste consultant.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 14

DEVELOPMENT ASSESSMENT PANEL MEETING

Design Review Panel
Minutes

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL MINUTES

Wednesday 20 August 2025 at 3:30pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	• Domenic Snellgrove – Deputy Chairperson • Joe Chindarsi • Munira Mackay
City of Vincent Officers	• Karsen Reynolds – Manager Development and Design • Aviva Micevski – Coordinator Development and Design • Scout Walsh – Senior Urban Planner • Haydn Ruse – Senior Urban Planner
Proponent Team	Item 3.2 • Ben Doyle – Planning Solutions • Sam Klopper – Klopper and Davis Architects • Tayla Benzant – Klopper and Davis Architects

Meeting Minutes	
1	**Welcome and Declaration of Meeting Opening** Dominic Snellgrove declared the meeting open at 4:00pm
2	**Apologies** N/A
3	**Meeting Business**
3.2	**Item 3.2** Address: 139 and 141 Lake Street, Perth Proposal: Mixed Use Development (Amendment to Approved) Applicant: Planning Solutions Reason for Referral: Prelodgement Application – Previously Referred

DRP Comments 20 August 2025	
Overall	The proposal is supported by the DRP.
Further review	The proposal is not required to be returned to a further DRP meeting and further revisions can be referred to the DRP Chair.
Summary:	The proposal continues to improve with the current revision representing a functional and simplified approach to the design. The key area of improvement relates to amenity and the separation of Bed 2 for Unit CO3 from the bathroom. The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications. The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval. This is particularly relevant to the height and plot ratio proposed which does not achieve the acceptable outcomes of the R Codes Volume 2 and/or City's Built Form Policy and is required to be assessed against the relevant objectives of the planning framework. This should be discussed separately with the City following the receipt of the DRP minutes.

Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.

Strengths of the Proposal

- The proposal is an improvement on the previous design with a built form that has a strong masonry podium and a more distinctive, coherent and crafted tower form emerging from the base.
- The approach is functional and simplified with crafted facade resulting in a restrained, textured and layered face brick envelope referencing the past industrial context in a contemporary manner. There is a solid richness about the building which translates well to the urbane character of the area.
- The ground plane continues to work well with the wrapping of the café around to the northern elevation which provides an amplified relationship between the café and the adjoining public domain at Stuart Street Reserve.
- The proposed artists residence has potential. Recommend exploring the ability to have rotating artists who can use it as studio/external gallery.
- Enhanced on-structure planting and landscape which assists with softening the building.
- Improvement to the Lake Street interface with vehicle access being removed and solely located on Church Street. This has also improved the legibility of the communal resident entry.
- The removal of the apartments from the ground level addressing Stuart Street Reserve is positive along with the modification to the Church Street frontage to provide a greater relationship with the street.
- The floor-to-floor height for the ground level has increased.
- The proposal provides 78% cross ventilation and 70% solar access to the dwellings which is positive for the future amenity of the apartments.
- A more functional and efficient construction approach is proposed with repeating floor plates.
- Generally functional and well arranged apartment layouts with an increased diversity in dwelling type with the introduction of more two bed apartments.
- Roof mounted and screened AC condensers and solar PVs are a positive.
- The light well adjacent to the western boundary has increase in size and dimension which assists with future proofing the proposal against adjoining development.

Design Principles

Principle 1 - **Context and character**		***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• No comments. Supported.
Principle 2 - **Landscape quality**		***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• Recommend reviewing the impact of the proposed cladding materiality on the proposed landscaping due to the proposed heat load generated. • Consider that there are opportunities to introduce a further level of planters to the fourth and sixth floor, particularly extending the planter in front of the northeast apartment on the sixth floor.
Principle 3 - **Built form and scale**		***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• The marginal increase in height is of no consequence due to the improvements to the public realm that have been provided and the appropriate sleeving of the increased height. • The reduction to setbacks and marginal increase in overshadowing are not inappropriate for the setting. • The changes to the bulk and scale of the building result in corresponding benefits to commercial floor to ceiling height which is supported.

Principle 4 - **Functionality and build quality**		***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• The separation of the communal facilities is not an issue from a functionality perspective. • Recommend considering the impact of noise generated by the café on the apartment that is situated above, along with appropriate odour control measures. • Recommend considering the commercial and residential waste management strategy.	
Principle 5 - **Sustainability**		***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• Recommend providing an ESD report as the design develops.	
Principle 6 - **Amenity**		***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
	• Recommend reorganising Unit CO3 to improve the access for Bed 2 to the bathroom. This may include rearranging the pantry, powder and current bathroom positions.	
Principle 7 - **Legibility**		***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• No comments. Supported.	
Principle 8 - **Safety**		***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• No comments. Supported.	
Principle 9 - **Community**		***Principle*** ***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.***
	• Church St ground floor screen could become a canvas for a rotating collection of artworks potentially supplied through the artist in residence.	
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	• No comments. Supported.	

Other comments provided by City Officers

- At its 12 August 2025 Ordinary Council Meeting, the City's Council approved the William Street Town Centre Planning Framework. The planning framework includes all properties on the eastern side of Lake Street (between Newcastle Street and Bulwer Street) but does not include the subject site.

  The planning framework increases the building height standard for the properties on the eastern side of Lake Street that abut the subject site. This area is included in the Newcastle Street sub-precinct with a building height standard of eight storeys.

  A portion of this area is included as a 'Strategic Development Site' which allows for the building height standard to be increased to 20 storeys subject to the submission of a Local Development Plan. The 'Strategic Development Site' controls require a three storey podium to Lake Street with a building height standard of six storeys. The WSPF includes an example development figure of the 'Strategic Development Site'.

  The WSPF represents the key change in the planning context since the development was previous approved. It is recommended that this change is considered as part of the preparation of a development application.

- The modification and consolidation in vehicle access to Church Street is supported from a streetscape and amenity perspective but it is recommended that traffic reporting is provided with a development application that details the impact of the additional traffic movements on the existing road network.
- The City is comfortable that the proposal is a Form 2 and can be lodged as such.
- It is recommended that the application is lodged a DAP application in the first instance and following community consultation, the City will advise if the application can be determined under delegated authority.

4	**Meeting Close** Dominic Snellgrove closed the meeting at 5:45pm. The next meeting is scheduled to be held on 27 August 2025.

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure