



## Regional Development Assessment Panel Agenda

**Meeting Date and Time:** Tuesday, 14 April 2026; 9:30am  
**Meeting Number:** RDAP/69  
**Meeting Venue:** 140 William Street, Perth

**A live stream will be available at the time of the meeting, via the following link:**  
[RDAP/69 - 14 Apr 2026 - Shire of Augusta-Margaret River](#)

### **PART A – INTRODUCTION**

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

### **PART B – SHIRE OF CAPEL**

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
  - 3.1 Lot 13 & 14 (Street No. 74 & 76) Blackwood Avenue, Augusta – Proposed Multiple Dwellings and Mixed Use (Office, Consulting Rooms, Restaurant, Shop) – DAP/25/03030
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

### **PART C – 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*



<b>DAP Members</b>
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Francesca Lefante (Presiding Member)
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Eugee Koltasz (Deputy Presiding Member)
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Peter Lee
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Cr Julia Jean-Rice (Part B – Shire of Augusta-Margaret River)
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<b>DAP Secretariat</b>
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Ashlee Kelly
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Shanara Wijethunga
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## **PART A – INTRODUCTION**

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## **PART B – SHIRE OF CAPEL**

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**2. Disclosure of Interests**

**3. Form 1 DAP Applications**

- 3.1 Lot 13 & 14 (Street No. 74 & 76) Blackwood Avenue, Augusta –  
Proposed Multiple Dwellings and Mixed Use (Office, Consulting Rooms,  
Restaurant, Shop) – DAP/25/03030

**4. Form 2 DAP Applications**

Nil

**5. Section 31 SAT Reconsiderations**

Nil

**PART B – Item 3.1 – LOT NO. 13 & 14 (STREET NO. 74 & 76) BLACKWOOD AVENUE, AUGUSTA – PROPOSED MULTIPLE DWELLINGS AND MIXED USE (OFFICE, CONSULTING ROOMS, RESTAURANT, SHOP)**

**Form 1 – Responsible Authority Report**  
(Regulation 12)

<b>DAP Name:</b>	Regional Development Assessment Panel
<b>Local Government Area:</b>	Shire of Augusta Margaret River
<b>Applicant:</b>	Urbis
<b>Owner:</b>	WS Collective Developments Pty Ltd
<b>Value of Development:</b>	<b>\$11 million</b>
<b>Responsible Authority:</b>	Shire of Augusta Margaret River
<b>Authorising Officer:</b>	Matt Cuthbert, Manager Planning and Development Services
<b>LG Reference:</b>	P225950
<b>DAP File No:</b>	DAP/25/03030
<b>Application Received Date:</b>	15 December 2025
<b>Report Due Date:</b>	2 April 2026
<b>Application Statutory Process Timeframe:</b>	90 Days
<b>Attachment(s):</b>	<ol style="list-style-type: none"> <li>1. Location Plan</li> <li>2. Development Plans, Elevations and Renders</li> <li>3. Schedule of Submissions</li> <li>4. Applicant's Response to Submissions</li> <li>5. Design Review Panel Report (extract only)</li> <li>6. Residential Design Codes Volume 1 Part C Assessment</li> </ol>

**Responsible Authority Recommendation**

That the Development Assessment Panel resolves to:

1. Approve DAP Application reference DAP/25/03030 and accompanying plans (Survey Plans 001 Revision B, 012 Revision H and Development Plans DA002 – DA005 Revision B, DA006 – DA007 – Revision C, DA016 – DA018 – Revision C, DA019 – DA021 – Revision B, DA008 – DA015 – Revision B ) 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 Shire of Augusta Margaret River Local Planning Scheme No.1, subject to the following conditions:

**Conditions**

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. At all times, all stormwater and drainage run-off from the development shall be detained within the lot boundaries and managed to predevelopment flow regimes and/or disposed offsite by an approved connection to the drainage system in accordance with the Shire of Augusta Margaret River's Standards & Specifications, in consultation with MRWA.
3. Prior to lodging a building permit application, Lots 13 and 14 Blackwood Avenue are to be amalgamated.

4. Prior to lodging of a building permit application, the proponent shall pay the required developer contribution costs for providing community and / or common infrastructure as established through the Local Planning Scheme No.1 – Schedule 11 Community Infrastructure Development Contribution Plan for Development Contribution Areas. (Refer to Advice Note 1)
5. Prior to issue of a building permit for the development, the proponent shall make a contribution toward public art in accordance with the Shire's *Local Planning Policy 30 – Public Art*. (refer to Advice Note 2)
6. Boundary walls shall be finished to the satisfaction of the adjoining landowner, or in the case of a dispute, to the satisfaction of the Shire.
7. The Multiple Dwellings building shall not exceed 8.34 metres in height from natural ground level. The commercial building shall not exceed 10.8 metres in height from natural ground level.
8. A licenced surveyors report shall be submitted to the Shire within 30 days of completion of the buildings to confirm compliance with the maximum height limits.
9. The construction of the Multiple Dwellings is only permitted as part of a mixed use development. A building permit for the Multiple Dwellings must be issued with, or after, a building permit has been issued for the commercial building on the site.
10. The accepted **Waste Management Plan** (prepared by Urbis Consulting Pty Ltd and dated November 2025) shall be implemented on site from commencement of the use.
11. The restaurant is limited to a maximum of **80 seats**/persons.
12. The golf simulation shall be available to patrons of the restaurant only.
13. No more than **two (2) practitioners** may operate from the approved Consulting Rooms at any one time.
14. Prior to lodging of a building permit application the **Landscaping Plan** shall be updated in accordance with Appendix A3 of the Residential Design Codes, to the satisfaction of the Shire. The Landscape Plan shall be drawn to scale and show the following:
  - a) The location, name and mature heights of existing vegetation being retained, proposed trees, shrubs and ground covers on both the subject site and the adjoining street verge;
  - b) Any lawns and paved areas to be established;
  - c) Any natural landscaped areas to be retained;
  - d) Those areas that are to be reticulated or irrigated are demonstrated to be designed using water sensitive principles;
  - e) Planting schedule/timing.
15. Landscaping shall be implemented, in accordance with the approved Landscape Plan, prior to occupation/use of the development and shall be maintained at all times.
16. Prior to lodging of a building permit application the **Arboricultural Impact Assessment** (prepared by Paperbark Technologies Pty Ltd and dated September 2025) is to be updated to the satisfaction of the Shire to demonstrate car parking areas are designed in a manner to provide for the ongoing health of trees 6, 9 and 44, if they are retained. In the event these trees are not retained, this condition shall apply to any new trees

proposed to satisfy the requirements of the *Residential Design Codes Part C C1.2.5*. (Refer to Advice Note 3)

17. Trees 1-4 identified in the abovementioned Arboricultural Impact Assessment shall be retained as part of the development, with measures undertaken to retain Trees 5, 6, 9, 22, 23, 24, 28 and 44 wherever possible.
18. Prior to commencement of works, a **Construction Environmental Management and Monitoring Plan** (CEMMP) shall be prepared by the proponent to the satisfaction of the Shire. The approved CEMMP shall be implemented on site from commencement of works. (Refer to Advice Note 4)
19. Prior to lodging a building permit application, a **Sustainability Strategy** shall be prepared by a suitably qualified consultant in accordance with Section 5 - Sustainability of *State Planning Policy 7.0 – Design of the Built Environment* and consistent with the '10 Principles Design Statement' which forms part of the approved documentation, to the satisfaction of the Shire.
20. Prior to occupation of the development, an **Active Transport Plan** is to be implemented to the satisfaction of the Shire. The Active Transport Plan is to detail how and to what extent non-motorised forms of transport will be encouraged through the provision of 'end of trip facilities' such as bike parking, showers and lockers shall be provided in accordance with the approved plans.
21. Prior to lodging a building permit application, a detailed **Stormwater Management Engineering Plan** shall be prepared to the satisfaction of the Shire, in consultation with MRWA and submitted to the Shire showing drainage details, stated storage capacity, lid levels, drainage pipe inverts, sump connections details, slow-release details and calculations, offsite infrastructure connection details and a feature survey showing existing services, street trees, footpaths and furniture etc. The Shire's written acceptance of the Stormwater Management Plan must be provided with the building permit application.
22. Prior to practical completion of the development, stormwater management systems on the subject site shall be constructed in accordance with the accepted Stormwater Management Engineering Plan referred to in the abovementioned condition and shall be thereafter maintained.
23. Prior to lodging a building permit application, a detailed **Vehicle Parking Construction Engineering Plan** shall be prepared in accordance with the Australian Standard AS 2890 to the satisfaction of the Shire and submitted to the Shire showing construction details including pavement levels, thickness, cross fall, lighting and drainage disposal method. The Shire's written acceptance of the Vehicle Parking Engineering Plan(s) must be provided with the building permit application.
24. Prior to occupation of the development, **vehicle parking** areas shall be designed, sealed, lit, drained and thereafter maintained in accordance with the accepted Vehicle Parking Construction Plan(s), the Australian Standard AS 2890 and the Shire's Standards and Specifications.
25. Vehicle **crossovers** shall be constructed to minimum standard 2 coat bitumen seal and designed, constructed and drained in accordance with the Shire's crossover standards and specifications, in consultation with MRWA, prior to the occupation of the development. Footpaths are to remain continuous at location of crossovers, and shall be reinforced with mesh.

26. Prior to occupation of the development, a minimum of **55 (fifty-five) onsite car parking bays** shall be provided to the satisfaction of the Shire.
27. Prior to occupation of the development, one (1) ACROD bay and statutory signs shall be developed in accordance with AS2890.6 Parking Facilities Part 6: Off Street Parking for People with Disabilities.
28. Prior to lodging of a building permit application, details shall be submitted to the satisfaction of the Shire demonstrating the proposal complies with the following Deemed-to-Comply requirements of the *Residential Design Codes Part C*:
  - a) C2.7.1 – 20% of all dwellings meet silver level universal design in accordance with A4 Universal Design requirements, or certified Liveable Housing Australia.
  - b) C3.7.7 – walls, fences and other structures truncated or reduced to 0.75m within 1.5m of the crossover.
  - c) C3.10.2 – sources of overlooking from the Unit 10 balcony are designed to limit the line of sight into active habitable spaces of the adjoining rear lot through permanent screening.
  - d) C2.1.12 – **Noise Impact Assessment** to demonstrate compliant separation of noise sources.
29. The **Bushfire Management Plan** shall be implemented on site prior to commencement of the use and at all times thereafter.

#### Advice Notes

1. In respect to Condition 4 please email [planning@amrshire.wa.gov.au](mailto:planning@amrshire.wa.gov.au) to obtain a contributions and bonds quote for this property. It is to be noted that this will be indexed annually. The fee applicable will be determined at the time of payment.
2. In respect to Condition 5, the Shire would be prepared to accept incorporation of public art into the proposal in accordance with the Shire's Local planning Policy 30 – Public Art. Details should be provided to the Shire for approval prior to lodging a building permit application.
3. The updated Arboricultural Impact Assessment shall demonstrate that the design and works will not significantly impact the trees being retained, and that permeable car parking treatments would provide sufficient water catchment area to ensure the ongoing health of retained or new trees.
4. When undertaking any clearing, revegetation and rehabilitation, the Proponent shall take the following steps to minimise the risk of introduction and spread of dieback/weeds:
  - a) clean earth-moving machinery of soil and vegetation prior to entering and leaving the area to be cleared;
  - b) avoid the movement of soil in wet conditions;
  - c) ensure that no dieback-affected materials are brought into an area that is not affected by dieback; and
  - d) restrict the movement of machines and other vehicles to the limits of the areas to be cleared.
5. The Construction Environmental Management and Monitoring Plan is to include but is not limited to the following:
  - a) Pre start meeting with Shire Officers;
  - b) Protection of vegetation identified for retention through Tree Protection Zones;
  - c) Native fauna protection;
  - d) Litter and building rubbish control;
  - e) Stormwater, sedimentation and erosion control; and

- f) Dust control;
6. A Section 40 ministerial authorisation to take or disturb threatened fauna under the *Biodiversity Conservation Act 2016* is to be obtained prior to clearing occurring. A certified and / or registered fauna handler is required to be present during the removal of vegetation. The handler is to provide a post clearing report to DBCA [swlanduseplanning@dbca.wa.gov.au](mailto:swlanduseplanning@dbca.wa.gov.au) that includes the numbers of adult or juvenile WRP observed, taken or disturbed, any injuries or fatalities, and the location of the fauna after clearing has occurred.
  7. Any approved food premises using deep fryers and/or rotisseries is required to install a grease trap – to a size specified by the Water Corporation.
  8. Noise emissions resulting from the development or use of the land shall not exceed the assigned levels in the *Environmental Protection (Noise) Regulations 1997*.
  9. The proposed activity must comply with the *Food Act 2008* and the *Food Standards Australia New Zealand Code*.
  10. Prior to operation of an approved food premises, detailed plans and specifications of all internal fixtures, finishes and fittings must be submitted to the Local Government for assessment.
  11. Commercial developments should contain the 5% AEP on site using appropriate onsite storage with suitably designed storage such as pipe and pit, raingardens and shaping the carpark to function as part of the onsite detention with slow release (Controlled Throttled Outlet Pit detail) which will allow for the slow release of stormwater from roof and hardstand areas to the drainage system mimicking predevelopment flows.
  12. Advertising/Signage for the development is not included in this approval and may require further planning approval from the Shire.
  13. Engineering plans are required to be developed and designed by a suitably qualified engineer and submitted to the Shire's Asset Services department. The plans shall include a feature survey of the road reserve as part of the submission.
  14. All Class 2-9 buildings (commercial) require a Certified Application to be submitted when applying for a Building Permit.

**Details: outline of development application**

<b>Region Scheme</b>	N/A
<b>Region Scheme - Zone/Reserve</b>	N/A
<b>Local Planning Scheme</b>	Shire of Augusta Margaret River Local Planning Scheme No.1
<b>Local Planning Scheme - Zone/Reserve</b>	Town Centre
<b>Structure Plan/Precinct Plan</b>	N/A
<b>Structure Plan/Precinct Plan - Land Use Designation</b>	N/A
<b>Use Class and permissibility:</b>	Multiple Dwellings: 'D' Discretionary Restaurant: 'P' Permitted Office: 'P' Permitted Consulting Rooms: 'P' Permitted Shop: 'P' Permitted
<b>Lot Size:</b>	74 Blackwood Ave: 1,865m <sup>2</sup> 76 Blackwood Ave: 1,863m <sup>2</sup>
<b>Existing Land Use:</b>	Vacant land
<b>State Heritage Register</b>	No
<b>Local Heritage</b>	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
<b>Design Review</b>	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
<b>Bushfire Prone Area</b>	Yes
<b>Swan River Trust Area</b>	No

**Proposal:**

The proposal is for a mixed use development over two adjacent lots within the Augusta townsite, with a two storey Multiple Dwelling building to the rear and a three storey commercial building fronting Blackwood Avenue. The development is detailed in the Plans, Elevations and Renders at Attachment 2 and comprises:

- 10 x two bedroom multiple dwellings in a two storey residential building at the rear.
- A three storey commercial building with a shop, restaurant and associated golf simulation on the ground floor, and a combination of office space and consulting rooms on the two upper floors.
- A total of 55 onsite parking bays, 12 for the multiple dwellings (including two visitor bays) and 43 for the commercial uses, accessed from Blackwood Avenue.
- Separate commercial bin storage in the north-east corner, approximately 3m from the Blackwood Avenue frontage.
- Retention of 4 existing trees, with a possibility to retain an additional 8.

The applicant also proposes to amalgamate the two lots following planning approval.

The development presents variations to the requirements of Local Planning Scheme No.1.

<b>Proposed Land Use</b>	"Multiple Dwelling" a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area
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	<p>of ha dwelling is vertically above any part of the plot ratio area of any other but:</p> <ul style="list-style-type: none"> <li>- does not include a grouped dwelling; and</li> <li>- includes any dwellings above the ground floor in a mixed use development</li> </ul> <p>“Restaurant” means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the <i>Liquor Control Act 1988</i>;</p> <p>“Office” means premises used for administration, clerical, technical, professional or other like business activities;</p> <p>“Consulting Rooms” means premises used by no more than 2 health consultants for the investigation or treatment of human injuries or ailments and for general outpatient care;</p> <p>“Shop” means premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser or beauty therapist) but does not include a showroom or fast food outlet, a rural stall or a rural produce store</p>
<b>Proposed Net Lettable Area</b>	<p>Restaurant: 239.2m<sup>2</sup> including outdoor dining and golf simulation</p> <p>Office: 840.12m<sup>2</sup></p> <p>Consulting Rooms: 290.4m<sup>2</sup></p> <p>Shop: 64.2m<sup>2</sup></p>
<b>Proposed No. Storeys</b>	<p>Multiple Dwellings: 2 storeys</p> <p>Commercial Mixed Use: 3 storeys</p>
<b>Proposed No. Dwellings</b>	10

### Background:

76 and 78 Blackwood Avenue having a combined land area of 3728m<sup>2</sup> are undeveloped, with access provided from Blackwood Avenue. No. 74 (Lot 14) contains a considerable stand of remnant vegetation. Both sites are zoned Town Centre by Local Planning Scheme No.1 (LPS1).

Prior to lodgement of the subject application, the proposal was submitted to the Shire for Design Review in August 2025. The Shire raised concerns around the extent of variations proposed, including the building heights and car parking shortfall in that version of the Proposal, as well as the appropriateness of the design when considered against the findings of the *Augusta Character Study (2022)*. The Panel also identified several areas for improvement against *State Planning Policy 7.0 Design of the Built Environment*.

The applicant submitted a revised proposal for a second design review in November 2025. The DRP findings of the second review were largely positive, with the design considered to have substantial merit. Notwithstanding, no material change was proposed to address the extent of variations to the parking and height requirements of LPS1.

The Shire is currently in the process of transitioning to Draft Local Planning Scheme No.2 (LPS2) which is expected to come into effect in the first half of 2026. The proposal would also present variations to the provisions of Draft LPS2.

**Legislation and Policy:**Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Shire of Augusta Margaret River Local Planning Scheme No. 1 (LPS1).*
  - Clause 5.8 – Car Parking
  - Clause 5.13 – Building Height
  - Clause 4.23 – Development in Town Centre Zone
  - Schedule 8 – Carparking and Related Requirements
  - Schedule 9 – Development Standards
  - Deemed Provisions Clause 67
- *Draft Shire of Augusta Margaret River Local Planning Scheme No. 2 (Draft LPS2).*

State Government Policies

- *SPP3.7 – Bushfire & associated Planning for Bushfire Guidelines*
- *SPP7.0 – Design of the Built Environment*
- *Residential Design Codes Part C & Explanatory Guidelines (RCodes)*

Structure Plans/Activity Centre Plans

- *Augusta Character Study 2022*
- *Augusta Main Street Streetscape Concept Plan 2024*
- *Augusta Townsite Strategy 2008*

Local Policies

- *Local Planning Policy 2 – Design Review*
- *Local Planning Policy 26 – Signage*
- *Local Planning Policy 30 – Public Art*

**Consultation:**Public Consultation

The proposal was advertised from 24 December 2025 to 14 January 2026. Letters were sent to surrounding property owners, signs were erected on both sites, and the proposal was published on the Shire's YourSay website. On 7 January 2026, the Shire also posted the application on Facebook.

At the conclusion of the advertising period, a total of 101 public submissions were received. 29 (28.7%) were of support, 65 (64.3%) were objections, and 7 (6.9%) were indifferent. The following key points were raised by submitters and are included in the Schedule of Submissions:

Issue Raised	Officer comments
Height Variation	Both the Multiple Dwellings and commercial building present height variations to the limitations specified by LPS1. Of the submissions received, 58 objected to or raised concerns with the proposed building height. Concerns generally centred around the fact that the proposal was seeking "variations to the rules" rather than what the tangible result of such variations might be.

	<p>In response to the submissions, the overall building height of the Multiple Dwellings has been reduced from 8.9m to 8.34m above natural ground level.</p> <p>The proposed 10.8m height of the commercial building has not been reduced following the advertising period and is discussed in the Planning Assessment below.</p>
Car Parking Shortfall	<p>The development presents a carparking shortfall of 11.5 bays when assessed against LPS1. Of the submissions received, 49 cited concerns with this shortfall, particularly the impacts during peak holiday periods.</p> <p>It is noted this shortfall would be reduced to 7.1 bays under the parking requirements of Draft LPS2.</p> <p>No changes to carparking supply have been proposed following advertising, however the applicant has indicated they would support a condition of planning approval limiting the number of practitioners who may operate within the proposed consulting rooms at any one time, which would remove the car parking shortfall. This matter is discussed in detail in the Planning Assessment below.</p>
Multiple Dwelling Rear Boundary Wall	<p>The rear boundary wall of the Multiple Dwellings presented a variation to the boundary setback requirements of the RCodes Part C. Under the RCodes, a boundary wall of up to 7m high and 19m long is required to be broken up with a 3m wide, 3m deep indent. No such indent was proposed.</p> <p>In response to concerns raised, the applicant has reduced the height of the proposed wall by introducing a hipped roof design and reducing the FFL by 100mm. The rear boundary wall would now comply with the setback requirements of the RCodes.</p>
Advertising process and timeframe	<p>Objections were raised regarding the timing of consultation over the Christmas period.</p> <p>Following lodgement of the application in mid-December, the Shire requested the advertising be delayed until the new year as historical experience has indicated strong community opposition to advertising applications over the Christmas period. The applicant declined this request, however did agree to allow the Shire to extend the advertising period from the 14 days specified under CI64(7) of the Deemed Provisions, to 21 days. Due to internal Shire Communications Policy, the proposal could not be posted on the Shire's Facebook page until the New Year.</p>

Referrals/consultation with Government/Service Agencies

Advice received from State Government agencies is summarised as follows:

- Department of Fire & Emergency Services (DFES):  
Advised that compliance with the acceptable solutions has not been demonstrated, and recommended modifications to the BMP:
  - Further evidence to support the classifications of Plots 1, 2 and 3;
  - Compliance with Element 3 Vehicle Access is not demonstrated, particularly regarding the required turn-around area; and
  - Confirmation that the hydrants meet the Water Corporation's 'No.63 Water Reticulation Standard'.

The Planning Assessment provides evaluation of compliance with Element 3 Vehicle Access.

- Main Roads:  
The portion of Blackwood Avenue adjacent to the site falls under Main Roads jurisdiction. Main Roads has raised concerns predominantly in relation to the crossover, waste servicing and location of the bus bay in front of the site. These concerns are noted. The Shire has commenced investigations to relocate the bus bay, however this falls outside the scope of the subject application.

Main Roads have declined to provide recommended conditions or advice notes should the RDAP approve the proposal, citing that they do 'not control land use and, as such and in accordance with the powers provided under the *Main Roads Act*, is not fettered by any land use management decisions by local authorities'. Accordingly, the Shire has provided recommended drainage and access conditions.

## Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the Scheme, State and Local Planning Policies, and the Augusta Character Study as outlined in the Legislation and Policy section of this report.

Assessment of the proposal against Draft LPS2 is also included as the Draft Scheme is now considered 'seriously entertained' as it has reached the stage of final consideration by the Hon. Minister for Planning.

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

### Building Height:

Height requirements for the subject site are determined by LPS1.

Provision	Requirement	Proposal
Local Planning Scheme No.1	Clause 5.13.1 – maximum building height is 8m.	Multiple Dwelling height: 8.34m – <b>variation</b>  Commercial building height: 10.8m – <b>variation</b>
	Clause 5.13.2 – provides specific circumstances where height variations may be considered	Refer to below discussion

It should be noted that LPS1 also specifies a maximum wall height limit of 7m. This will be removed by way of LPS2, although the overall height of 8m would still apply. Accordingly, the overall building height variations have been assessed against the 8m limit.

A fact which submitters (understandably) were unaware of, as revealed during the consultation process is that Scheme provisions can be varied in certain circumstances. Indeed, the planning assessment process is typically focussed on objectively assessing such variations against established principles rather than merely 'checking' to ensure a proposal complies.

The Scheme at clause 5.13.2 identifies specific circumstances where height variations may be supported. These are:

- a) *site constraints are such as to prevent the construction of a reasonable building on the site without exceeding the relevant limit; or*
- b) *the nature of the proposed building or structure is such that, to be functional, it must be built to a higher level; or*
- c) *other extraordinary circumstances exist as reasonably determined by the local government;*

CI5.13.2 also requires that:

- e) *the local government, after considering both the information provided by the applicant and any submissions made by persons in response to the proposal being advertised is satisfied that the proposed building:*
  - i. *will be in harmony with the general character of buildings in the locality;*
  - ii. *will not adversely affect the beauty, character, quality of environment or the area generally;*
  - iii. *will maintain a satisfactory relationship to the boundaries of the lot on which it is to be constructed and relates satisfactorily to the siting, design and aspect of buildings on other nearby lots; and*
  - iv. *will not impair the amenity or development potential of adjoining lots.*

Each of the above criteria are tested below:

*Will the proposal be in harmony with the general character of buildings in the locality:*

The *Augusta Character Study* (2022) describes the established character of buildings in the Augusta town centre area as being generally low rise (1 – 2 storeys), with commercial buildings typically 1 storey. A recommendation of the Study is to encourage built form outcomes which are sympathetic to the towns established character. This should not be interpreted as a ‘prohibition’ on any development greater than 1 storey. Indeed, the Scheme allows 2 storey development as being something that can be accommodated within the 8m height requirement.

A key consideration is how the proposal will harmonise with the existing and future streetscape. The Design Review Panel noted the design cues taken from the surrounding area to be a key positive aspect of the proposal, with the architectural expression having a ‘local fit’.

The third floor would be setback approximately 8m from the front façade of the lower floors and 10m from the front boundary such that it presents largely as a two storey development to the street, and the retention of existing trees on the site would provide a level of visual absorption.

Rendered perspectives have been provided to show the proposed buildings in their setting, as requested by the Design Review Panel (see Images 1 and 2 below). These show the commercial building would not dwarf the surrounding buildings, is scaled relative to the wide road width, and would sit appropriately within the streetscape.

Essential to the experience of the townsite are the views to the east of Blackwood Avenue, over the Blackwood River. Sensitivity to height is therefore more pertinent to development on the eastern side of the road but may be more readily absorbed on the western side as proposed.



*Image 1: perspective of approach to development from the south*



*Image 2: perspective of approach to development from the north*

*Will the proposal adversely affect the beauty, character, quality of environment or the area generally:*

The beauty of Augusta is undeniable, and it is natural that the community would express a desire to “keep it as it is” as was raised by submissions during the consultation period. However, this is neither the role of planning decision makers nor is it within the legislative scope of the Planning Scheme which provides the head of power for such decisions to be made.

The findings of the Design Review recommend that the proposal has the potential to positively impact the future character of the area. As outlined, the review was favourable in terms of the quality of the design, with cues taken from the Augusta area to inform the aesthetic. The ‘stepping back’ of the third floor significantly minimises adverse streetscape outcomes in terms of building bulk and maintaining a pedestrian scale.

The applicant has opted for a higher building to avoid a larger development footprint, allowing for the retention of a minimum of four trees, with an additional eight trees to be retained if possible. This will only become apparent upon commencement of works. Adverse outcomes on the beauty, character, quality of the environment or area generally are not expected.

*Will the development maintain a satisfactory relationship to the boundaries of the lot and relate satisfactorily to the siting, design and aspect of the buildings on others nearby lots:*

This provision is aimed at ensuring that a development is suitable for the site upon which it is situated so as not to result in ‘over development’.

Initially the proposal was put forward in a way that would have resulted in off site impacts, arising from a shortfall in parking. In that scenario the height variation and use of the building combined in a way which would have resulted in a need for additional car bays to be provided offsite and as such would have, in the Shire’s view, constituted over development to the extent that it would be unlikely to gain support.

Since then, the proponent has modified the proposal so as to accommodate all required parking on site and all proposed lot boundary setbacks are now compliant.

There would be no adverse overshadowing outcomes as a result of the development. An overshadowing diagram has been provided which demonstrates overshadowing would not exceed 50% of any adjoining property or 25% of any diagonally adjacent lot, as required by the RCodes Part C, and the site to the south is a public car park which does not generate overshadowing or visual privacy concerns. In addition, the bulk and scale of the greatest intrusion of the permitted height limit is confined centrally on the site, limiting impacts of additional height at the boundaries of the lot and the existing and potential buildings on neighbouring sites.

*Will the development impair the amenity or development potential of adjoining lots:*

The proposal does not present variations to planning rules that would adversely impact adjoining lots or their development potential.

In light of the above discussion, the proposal is considered to satisfy Cl.5.13.2 and the height variation proposed for the commercial building is supported.

In regard to the minor height variation proposed for the multiple dwellings the applicant has amended the design in response to submissions received by changing the roof to a hipped design which reduces the height of the rear boundary wall, and reduced the FFL by 100mm. The overall building height has reduced from the originally proposed 8.9m to 8.34m.

All setbacks to the Multiple Dwellings are compliant. As outlined in Image 1 below, the roof of the Multiple Dwellings would sit almost 2m lower than the roof of the adjoining rear units such that they would not appear out of scale with the surrounding development. They would sit well back from the street boundary and are not expected to cause adverse impacts on the surrounding area or streetscape as a result of the variation.

The applicant has agreed to provide additional screening to the Unit 10 upper floor balcony, which would prevent any overlooking from the Multiple Dwellings onto neighbouring sites. This is reflected as a recommended condition of approval.

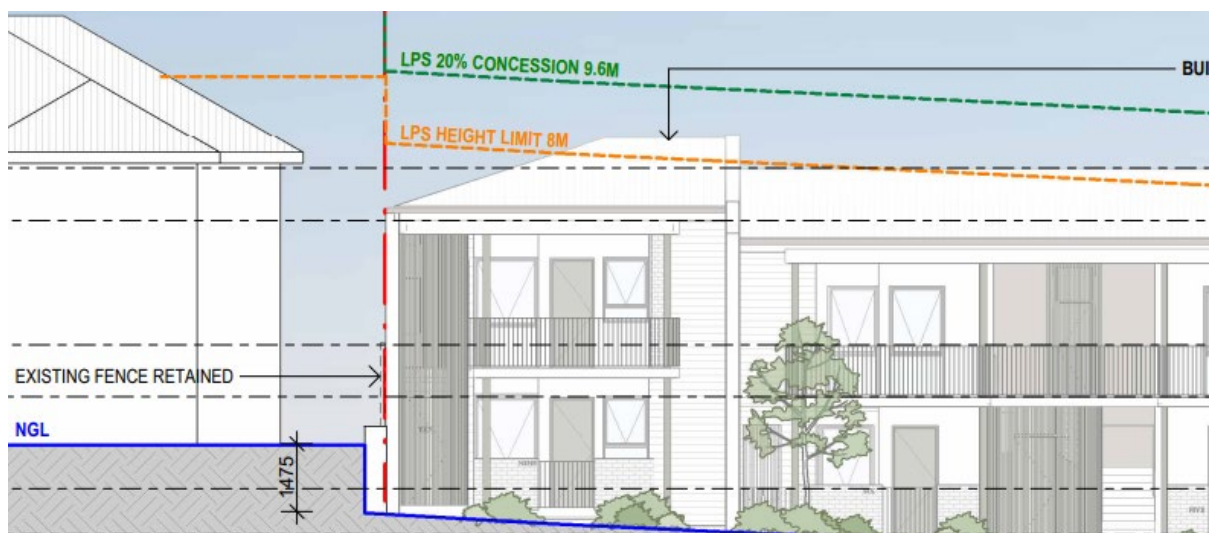


Image 1: height of proposed Multiple Dwellings in relation to the height of the existing units at the rear of the site.

#### Mixed Use:

Clause 4.23.3 of LPS1 supports residential development in the Town Centre zone subject to the requirement that *“such residential development shall comply with the Mixed Use provisions of the R-Codes”*.

Whilst the proposal is a mixture of both commercial and residential uses on the site, it does not conform to the definition of a ‘mixed use’ building in that the commercial and residential components are housed in separate buildings on the same site.

In regard to the subject site, the proposed arrangement achieves the intent of the Scheme provision by creating an active frontage to Blackwood Avenue with commercial uses at ground level. It also takes account of the unusually deep lot configuration by making use of space at the rear to accommodate the residential component. For these reasons it is supported.

Car Parking:

Car parking requirements for the commercial component of this proposal are determined by Schedule 8 of LPS1. The residential car parking requirements are determined by the RCodes Part C.

<b>Commercial Component</b>	
<b>Requirement</b>	<b>Proposal</b>
Retail: 1 bay / 25m <sup>2</sup> NLA = 2.57 bays	43 bays - <b>11.57 (12) bay deficit*</b>
Restaurant: 1 bay / 4 seats = 20 bays	
Consulting Rooms: 4 bays / practitioner = 16 bays	
Office: 1 bay / 40m <sup>2</sup> NLA = 21 bays	
Total = 59.57 bays – 5 bays for Active Transport Plan	
Total = 54.57 bays	
<b>Residential Component</b>	
1 bay / unit + 2 visitor bays = 12 bays	12 bays – complies

*\*as per RCodes Explanatory Guidelines - "where deemed-to-comply provisions for on-site parking require a fraction of a space, it must be rounded up to the nearest higher whole number".*

Both LPS1 and Draft LPS2 allow a car parking reduction of 10% (maximum of 5 bays) where an Active Transport Plan is implemented. The proposal seeks to utilise this reduction by providing bike parking and end of trip facilities. This would reduce the number of bays required by five and has been taken into account in the car parking calculation above. This is supported subject to the requirement for an Active Transport Plan being applied as a condition of approval.

Changes to parking ratios as contained in LPS2 mean that if the proposal was judged against those metrics, the car parking shortfall would be further reduced to 7.14 (8) bays. It should be noted that the Gazettal of LPS2 is due to occur within the first half of 2026 and thus it can be said to be 'seriously entertained'.

Several of the submissions received were from nearby business operators, who raised concerns about the equity of the proposed parking shortfall noting their developments were required to comply.

Following consultation the Shire suggested to the proponent several ways for the proposal to be modified in order to resolve the carparking shortfall. The applicant has advised that of the options presented, a condition of planning approval to limit the number of practitioners to two at one time would be preferred. This would make the proposal compliant with the parking standards of LPS2 and enable the Shire to support the carparking arrangement. A condition to this effect has been included in the Shire's recommendation.

Vehicle Access:

Both DFES and the Shire's CESM have raised concerns with the Bushfire Management Plan (BMP) submitted as part of the application, particularly regarding non-compliance with Element 3 – Vehicle Access, of the *Planning for Bushfire Guidelines* associated with *State Planning Policy 3.7 – Bushfire*.

Under the Guidelines, the development is required to provide a turn around area within 30m of the residential building.

The BMP states that compliance with this Acceptable Solution is 'achieved through various combinations of the road and carparks', and turnaround areas are available within 30m of both buildings by using the public carpark to the south of the site. Neither DFES or the Shire's CESM supported this approach. In response to the concerns raised, the applicant responded: *The Bushfire Consultant has advised that a turnaround is not required given the site is in an 'urban' area. In the case of a fire incident, firefighters would not drive down the driveway if there were cars parked in parking bays, and would instead fight the fire from the nearest accessible public road or vacant area.*

This does not address the Acceptable Solution of A3.1. The applicant goes on to state: *Should a turning bay be required, it may be possible for bays 29 and 30 to be used, and a new bay introduced where the existing tree is situated between bays 32 and 33, however, this scenario would result in the loss of parking and an existing tree on site, which is not a preferred outcome to the Proponent.*

The DAP should note that approval of the application as presented would result in non-compliance with the Guidelines. The Shire notes the points raised by the applicant, and that compliance with the Acceptable Solution A3.1 would not be achievable without furthering the carparking shortfall and removal of an additional tree – both key considerations in the Shire's support of the application.

**Conclusion:**

The subject proposal, if approved, will result in a significant change to the Augusta town centre which has been absent of any substantial development for some time. This explains the relatively high number of submissions received during the consultation period.

In arriving at a decision to support the proposal, the Shire has taken careful account of what aspects of the Scheme are capable of being varied and the merit or otherwise of doing so. Special importance has been placed on the feedback received from the Design Review Panel.

As outlined in this report, all elements of the proposal have been found to be supportable. In particular, the design vernacular of the proposal, inclusion of sustainable development measures and retention of existing vegetation is supported.

Initial concerns regarding the combination of height variations and car parking deficit resulting in an 'over development' of the site have been resolved by the proponent in a way which is acceptable to the Shire.

For these reasons it is recommended for approval subject to conditions.

Alternatives

If the DAP is of the view that strict compliance with the Shire's Planning Scheme is required, approval subject to removal of the top storey would be considered a suitable alternative which would see the proposal being largely consistent with the 8m height requirement and associated car parking requirements.

If the DAP are of the view that condition 13 is not warranted, the Shire requests that the following condition be imposed in order to ensure sufficient carparking is provided (albeit some would be off-site):

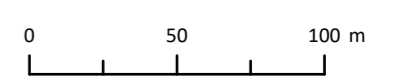
Prior to occupation of the development, the applicant entering into a legal agreement for the provision of Cash-in-lieu of car parking payment for 8 bays in accordance with Clause 5.8.7 of the Shire's TPS No.1 to the satisfaction to the Shire.



R 20761



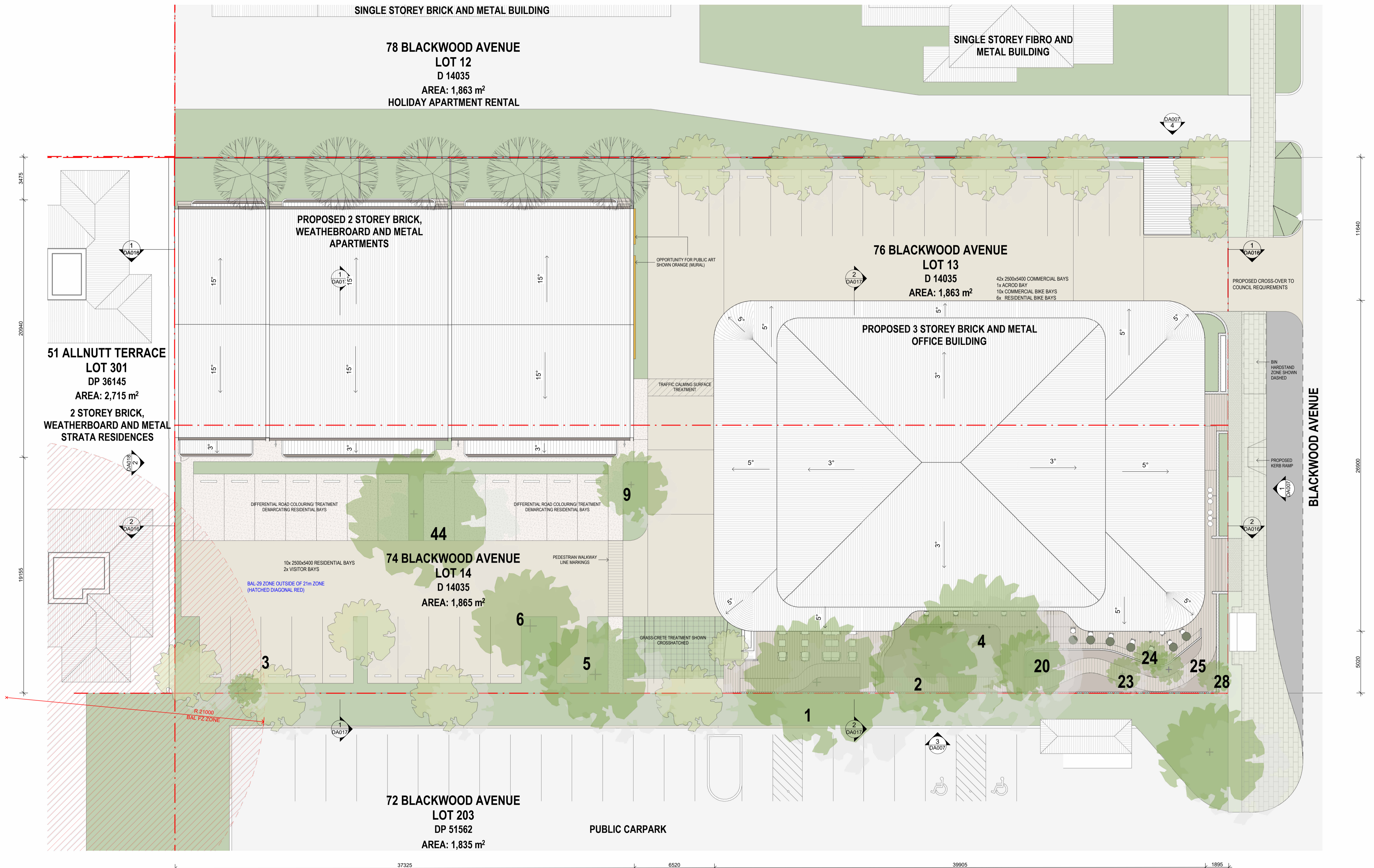
Location Plan: 74 - 76 (Lots 13 and 14) Blackwood Avenue, Augusta



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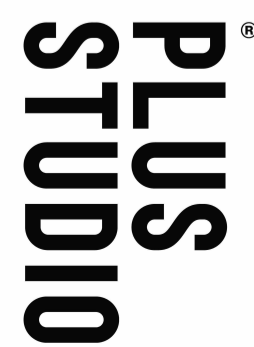






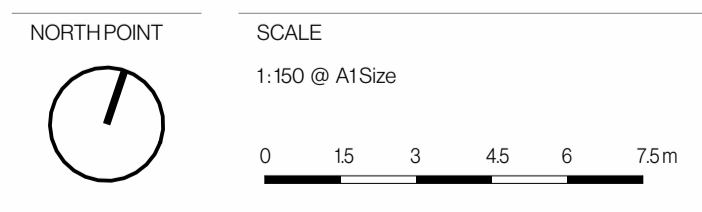
REV	DATE	REVISION DESCRIPTION	CKD	APP
A	23.09.25	DESIGN FREEZE	BL	PP
B	17.10.25	ISSUE FOR DA	BL	PP

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PROJECT TITLE  
**74-76 BLACKWOOD AVE**  
 AUGUSTA, WA

DRAWING TITLE  
**SITE PLAN**



PROJECT NUMBER  
**80738**

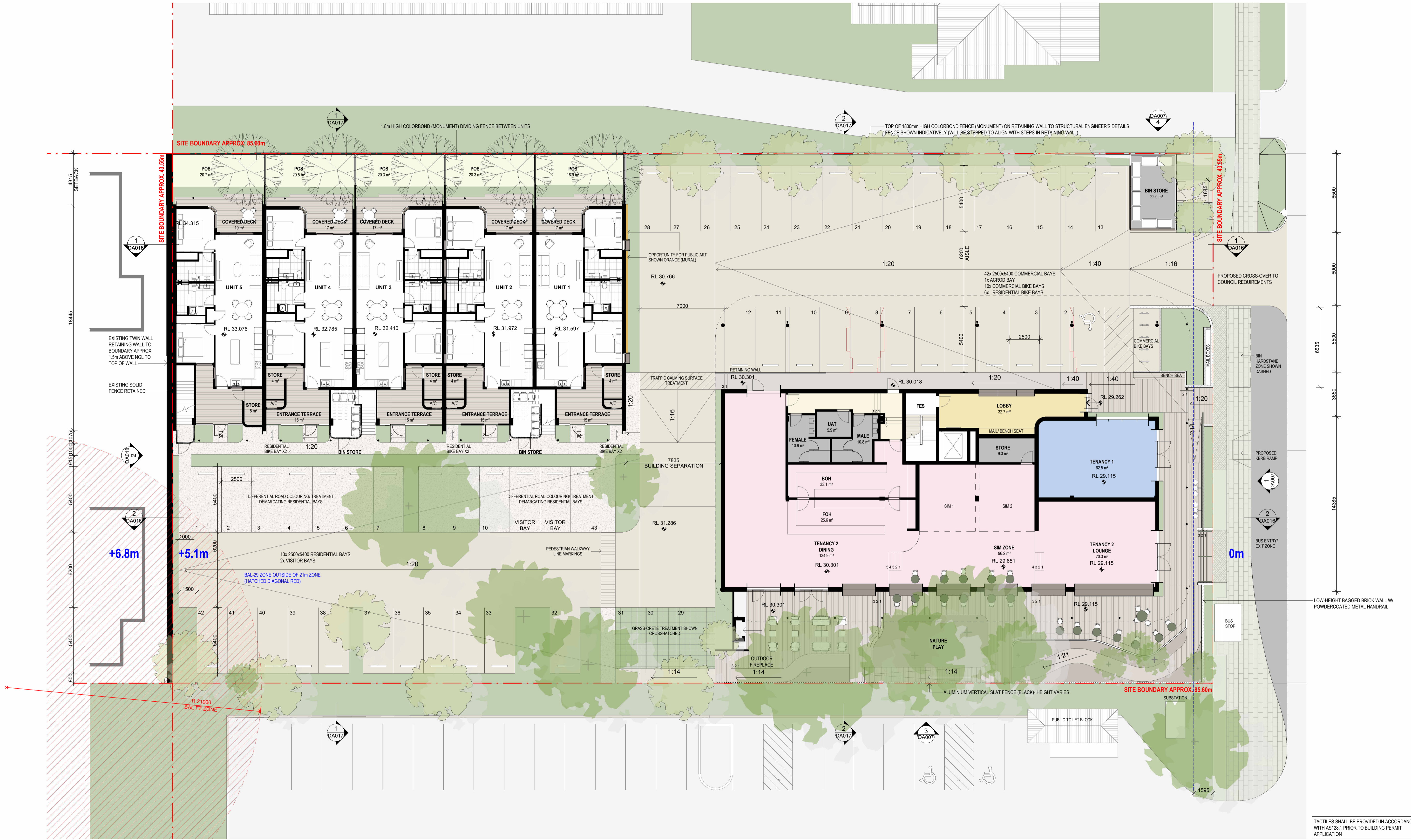
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STAGE  
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REVISION  
**B**

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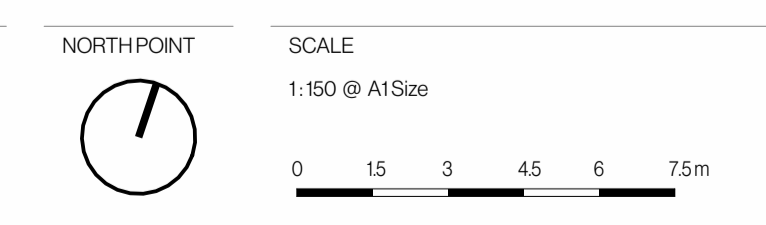
TACTILES SHALL BE PROVIDED IN ACCORDANCE WITH AS128.1 PRIOR TO BUILDING PERMIT APPLICATION

REV	DATE	REVISION DESCRIPTION	CKD	APP
B	17.10.25	ISSUE FOR DA	BL	PP

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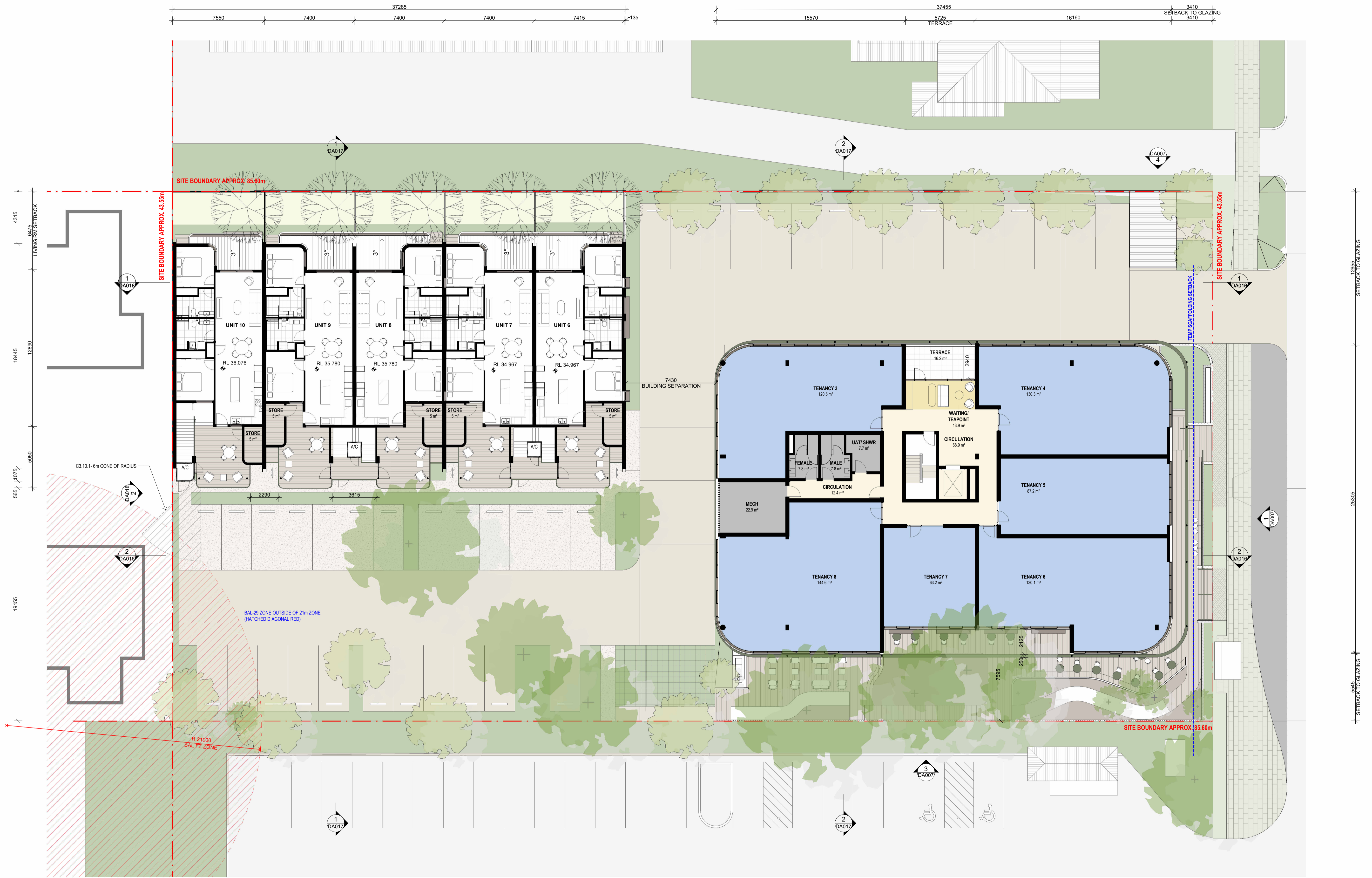


CLIENT  
**74-76 BLACKWOOD AVE**  
**AUGUSTA, WA**  
 PROJECT TITLE  
**GA- GROUND PLANE**



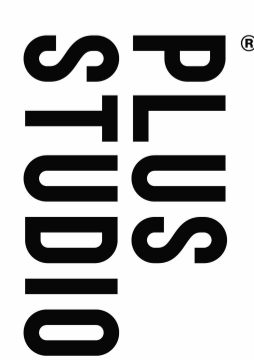
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PROJECT TITLE  
**74-76 BLACKWOOD AVE  
 AUGUSTA, WA**

DRAWING TITLE  
**GA- COMMERCIAL- LEVEL 01**

NORTH POINT

SCALE  
 1:150 @ A1 Size

PROJECT NUMBER  
**80738**

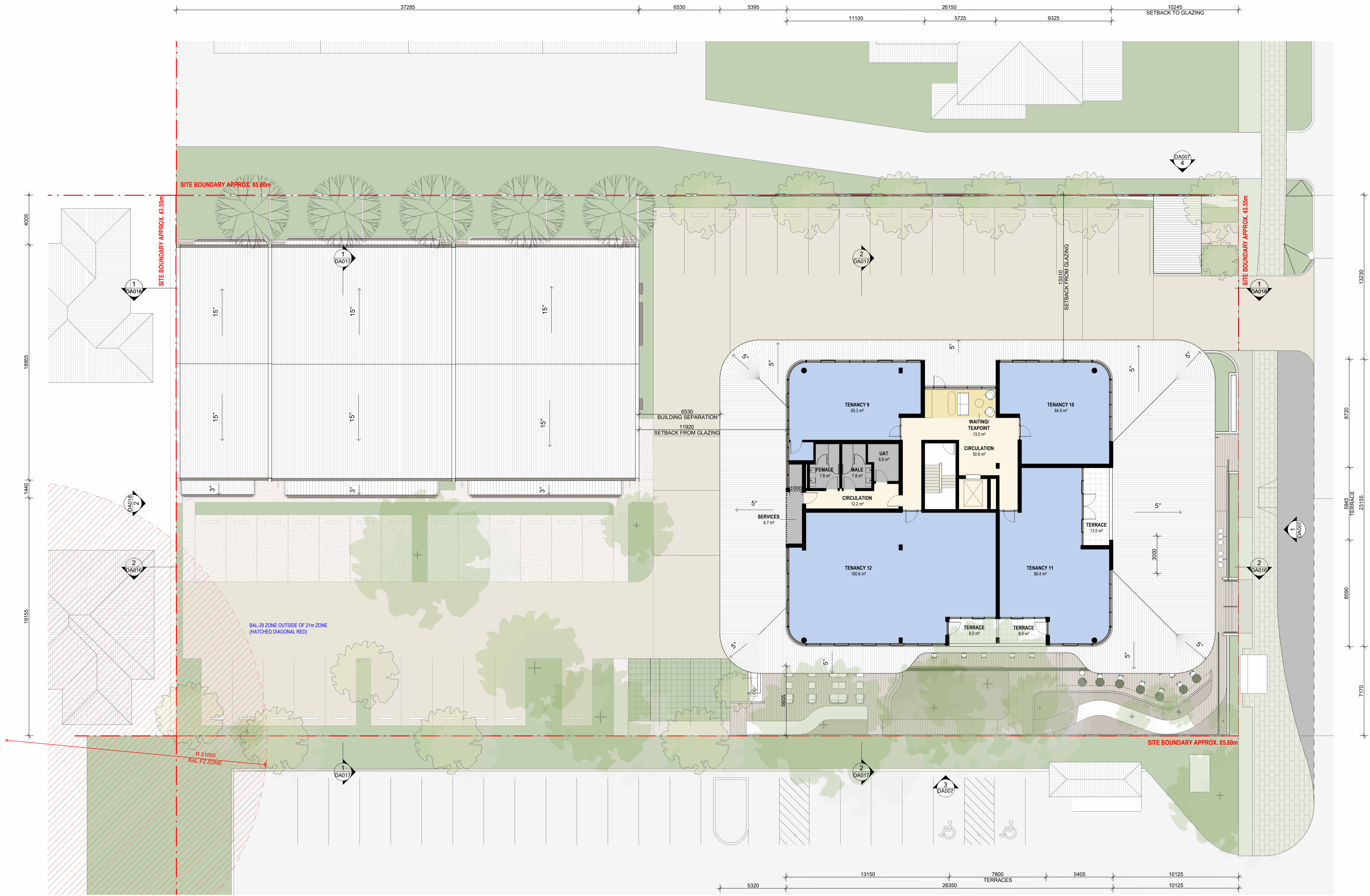
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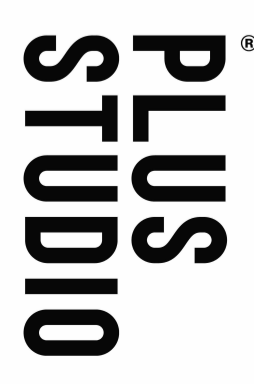
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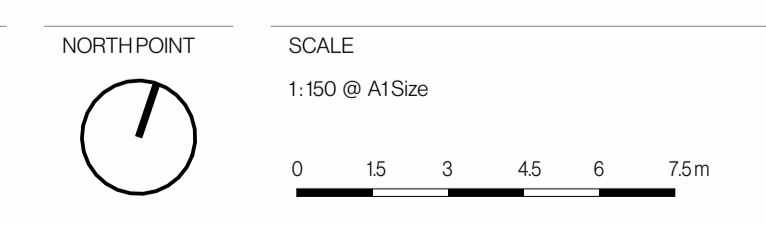
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A	23.09.25	DESIGN FREEZE	BL	PP
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**74-76 BLACKWOOD AVE  
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DRAWING TITLE  
**GA- COMMERCIAL- LEVEL 02**



PROJECT NUMBER  
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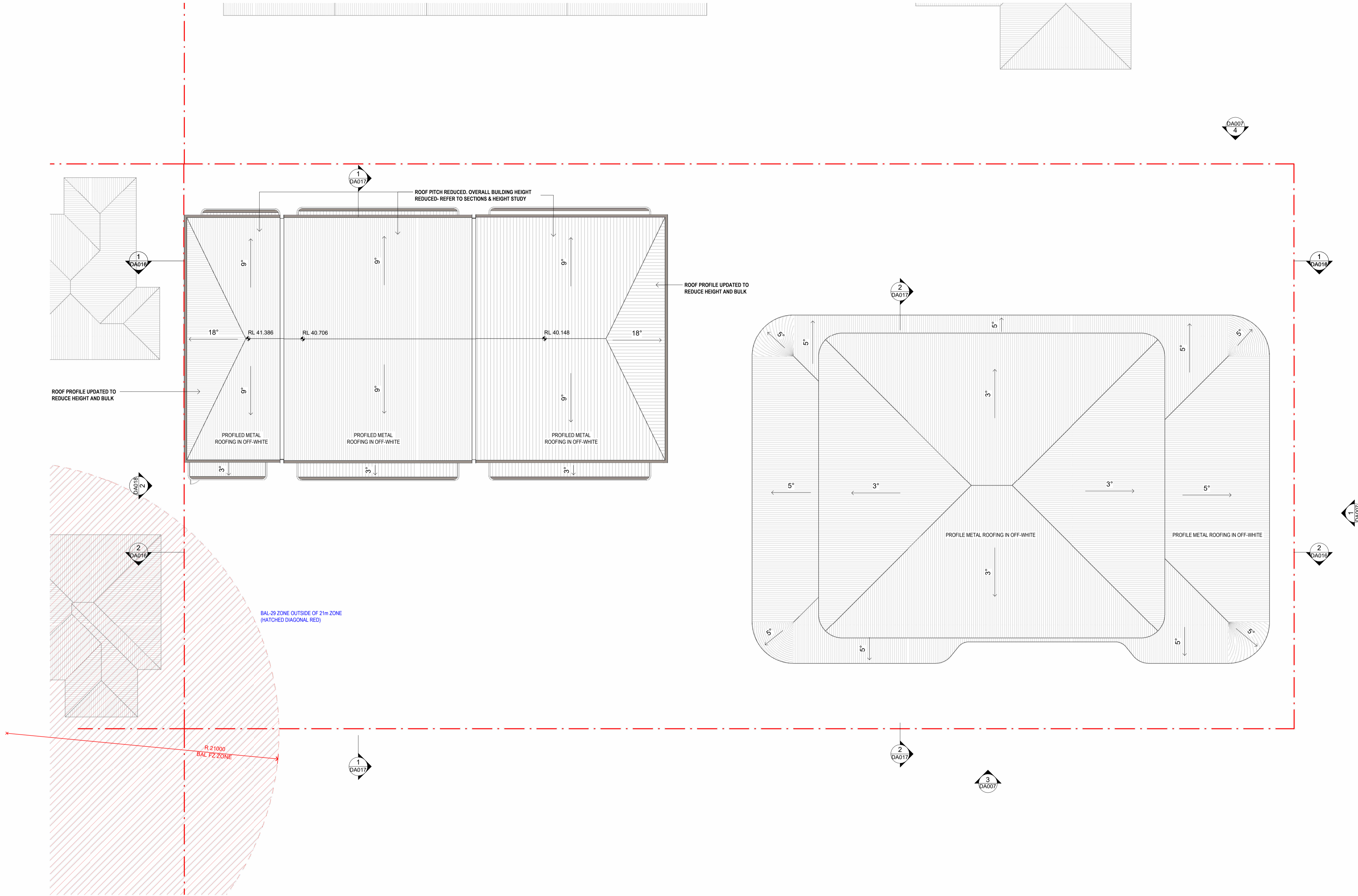
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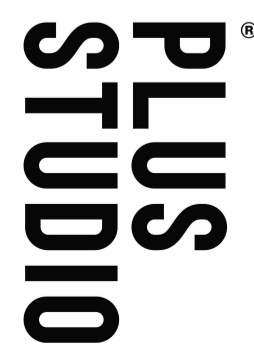
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B	17.10.25	ISSUE FOR DA	BL	PP
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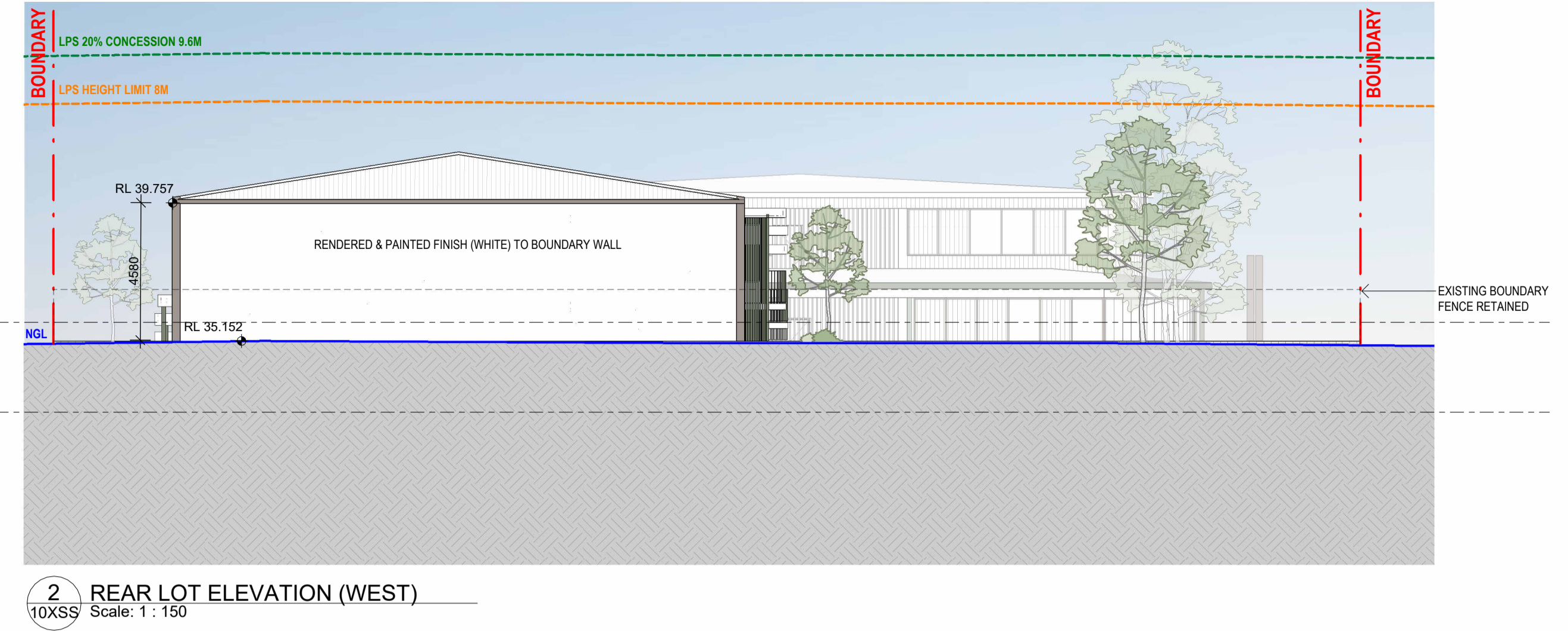
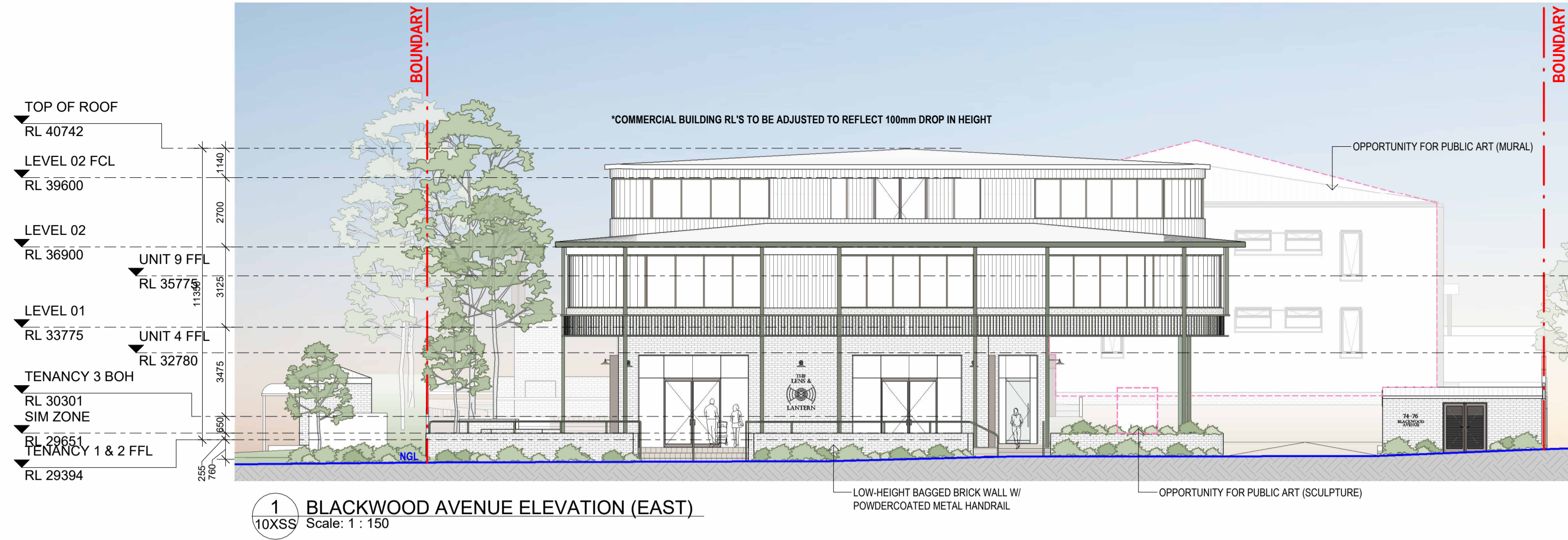
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**AUGUSTA, WA**  
 DRAWING TITLE  
**GA- COMMERCIAL- ROOF PLAN**

NORTH POINT   
 SCALE  
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PROJECT NUMBER  
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 DRAWING NUMBER  
**DA006**  
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**C**

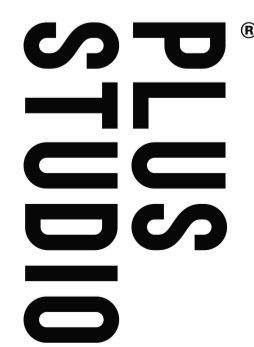
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NOTE: SITE SLOPES UP FROM BLACKWOOD AVENUE- REFER TO SIDE ELEVATIONS FOR TRUE HEIGHT IN RELATION TO NATURAL GROUND LEVEL.



REV	DATE	REVISION DESCRIPTION	CKD	APP
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**74-76 BLACKWOOD AVE  
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DRAWING TITLE  
**SITE ELEVATIONS**

NORTHPOINT  
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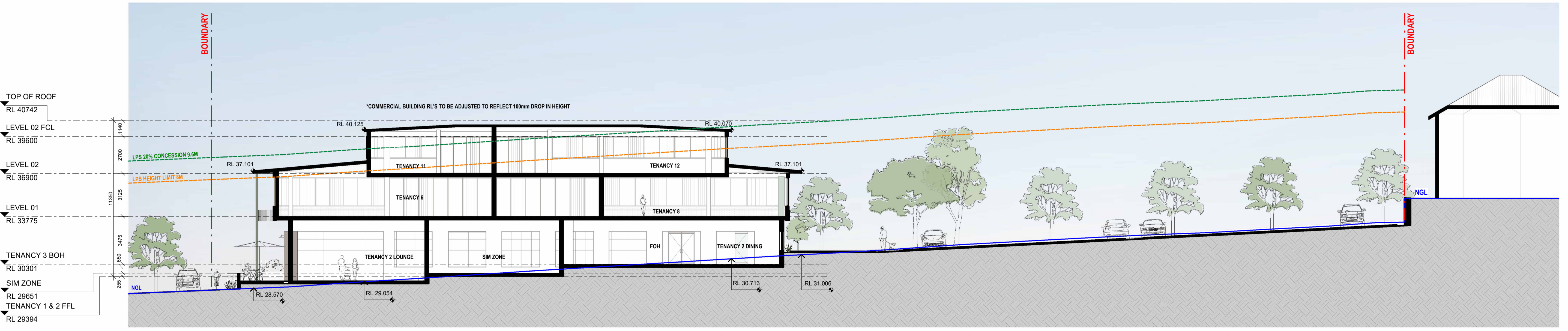
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STAGE  
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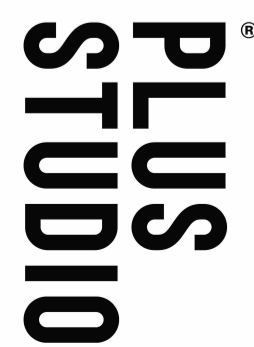
1 SITE SECTION  
Scale: 1 : 150



2 SITE SECTION  
Scale: 1 : 150

REV	DATE	REVISION DESCRIPTION	CKD	APP
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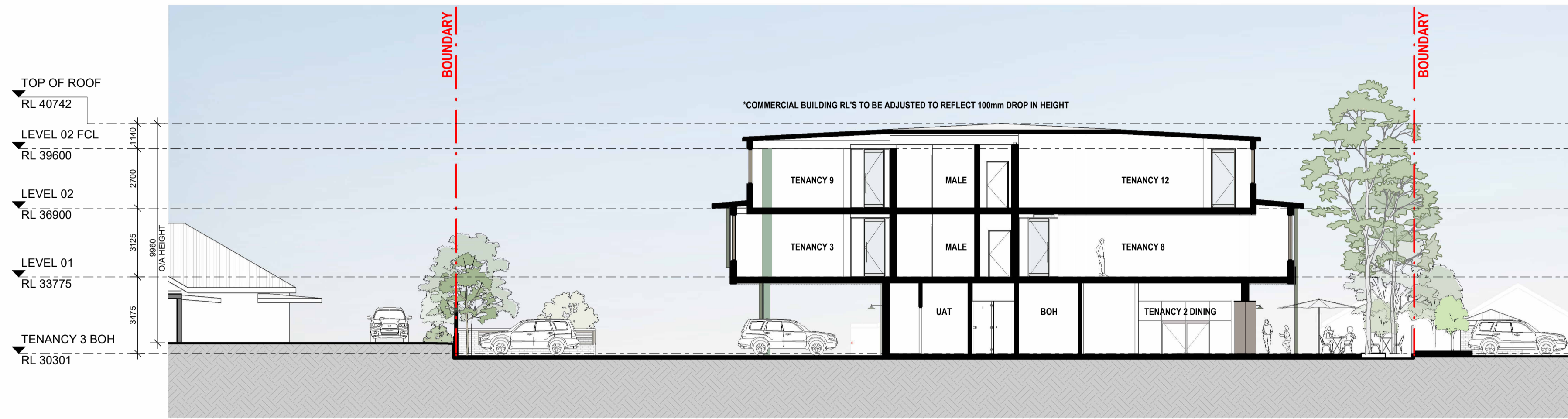
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74-76 BLACKWOOD AVE  
AUGUSTA, WA

DRAWING TITLE  
SECTIONS

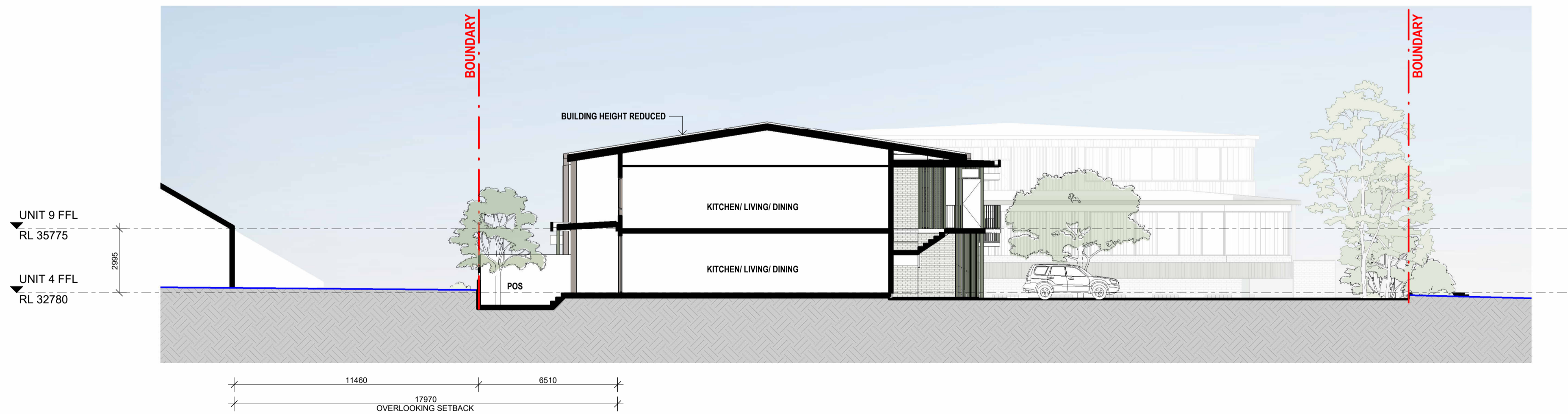
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PROJECT NUMBER  
80738  
DRAWING NUMBER  
DA016  
STAGE  
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2 COMMERCIAL BUILDING CROSS-SECTION  
Scale: 1 : 150



1 APARTMENTS CROSS-SECTION  
Scale: 1 : 150

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PROJECT TITLE  
**74-76 BLACKWOOD AVE**  
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DRAWING TITLE  
**SECTIONS**

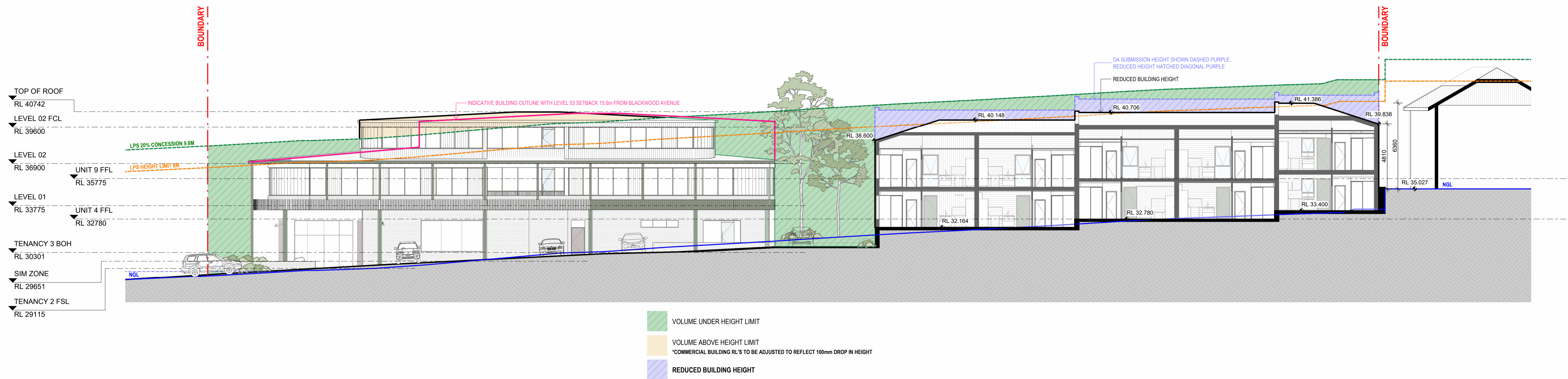
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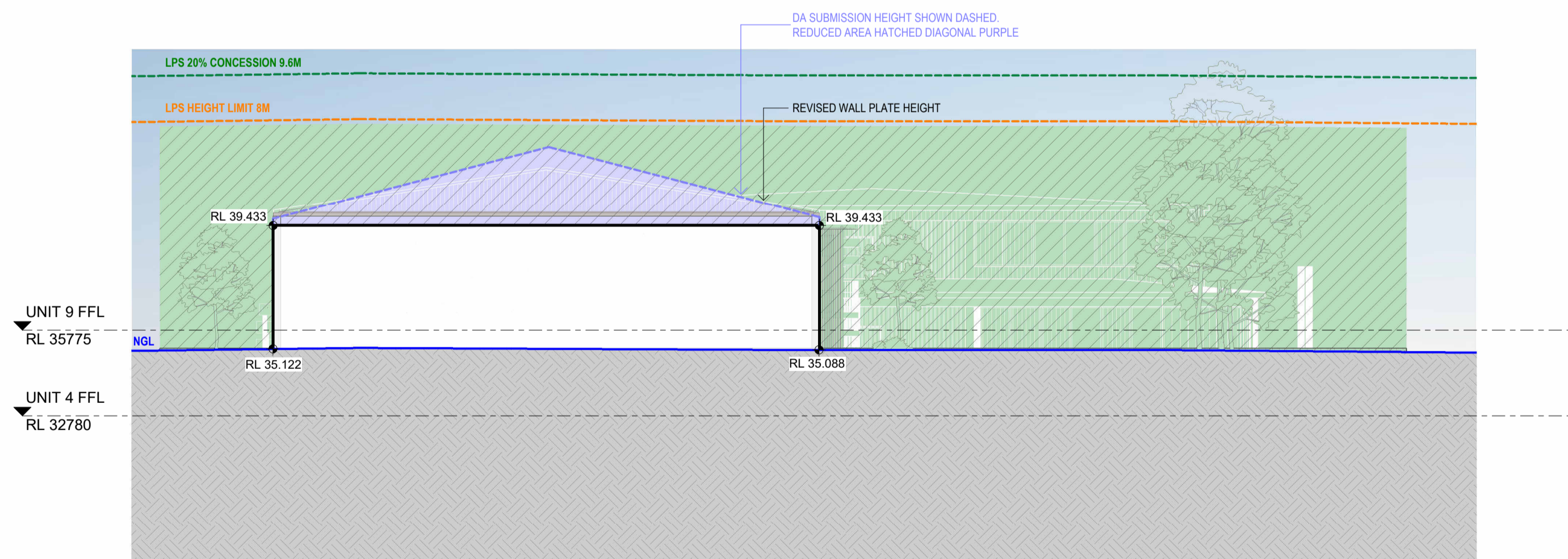
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**1 SITE SECTION- HEIGHT STUDY**  
Scale: 1 : 150



**2 APARTMENTS CROSS-SECTION- HEIGHT STUDY**  
Scale: 1 : 150

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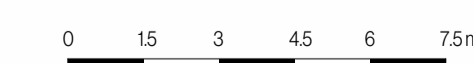


PROJECT TITLE  
**74-76 BLACKWOOD AVE  
AUGUSTA, WA**

DRAWING TITLE  
**HEIGHT STUDY**

NORTHPOINT

SCALE  
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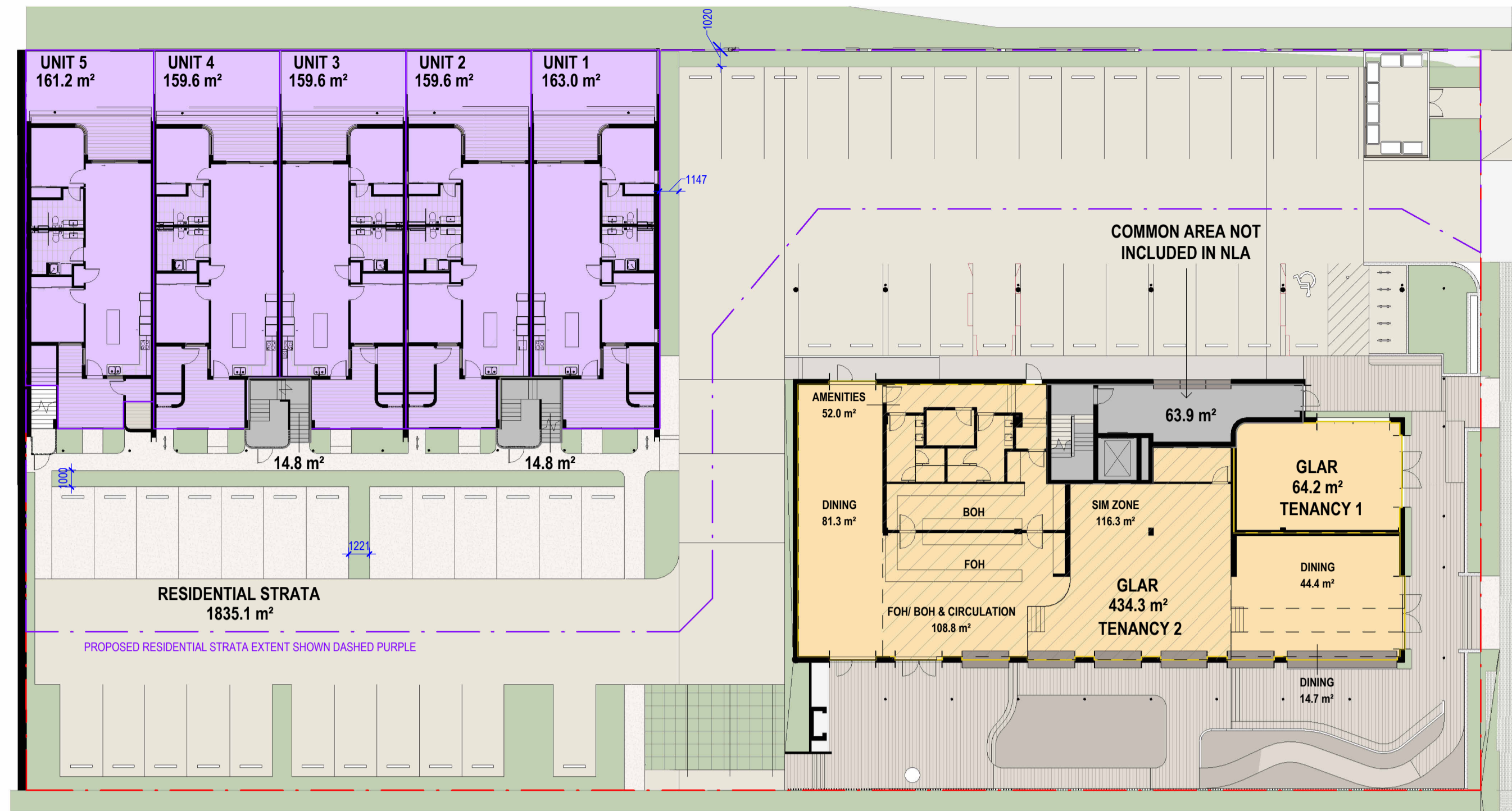


PROJECT NUMBER  
**80738**  
DRAWING NUMBER  
**DA018**

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1 GA- GROUND  
Scale: 1 : 250

**COMMERCIAL**

**GLAR SCHEDULE**

NET LETTABLE AREA METHOD OF MEASUREMENT PER PROPERTY COUNCIL AUSTRALIA- METHOD OF MEASUREMENT FOR LETTABLE AREA- COMMERCIAL 2008- GROSS LETTABLE AREA- RETAIL (GLAR)

GROUND FLOOR	COMMENTS	AREA
TENANCY 1		64.2 m <sup>2</sup>
TENANCY 2	DINING	125.7 m <sup>2</sup>
	BOH/ FOH SERVERY ZONES	108.8 m <sup>2</sup>
	TOILET FACILITIES & CIRCULATION	52.0 m <sup>2</sup>
	GOLF SIMS	116.3 m <sup>2</sup>

**NLA SCHEDULE**

NET LETTABLE AREA METHOD OF MEASUREMENT PER PROPERTY COUNCIL AUSTRALIA- METHOD OF MEASUREMENT FOR LETTABLE AREA- COMMERCIAL 2008- SUBDIVIDED FLOOR

LEVEL	TENANCY	AREA
LEVEL 01	TENANCY 3	127.4 m <sup>2</sup>
	TENANCY 4	139.4 m <sup>2</sup>
	TENANCY 5	94.5 m <sup>2</sup>
	TENANCY 6	138.0 m <sup>2</sup>
	TENANCY 7	67.0 m <sup>2</sup>
	TENANCY 8	151.0 m <sup>2</sup>
LEVEL 02	TENANCY 9	70.3 m <sup>2</sup>
	TENANCY 10	70.9 m <sup>2</sup>
	TENANCY 11	101.9 m <sup>2</sup>
	TENANCY 12	170.1 m <sup>2</sup>
<b>TOTAL</b>		<b>1130.5 m<sup>2</sup></b>

**RESIDENTIAL**

**AREA SCHEDULE**

AREA INCLUDES TERRACES, POS, BIN STORES & SERVICES ZONES ACCESSIBLE SOLELY BY UNIT OWNER. EXCLUDES COMMON BIN STORES, STAIRS & CIRCULATION WHERE SHARED AMONGST MULTIPLE TENANTS.

LEVEL	UNIT	AREA
GROUND	UNIT 1	163.0 m <sup>2</sup>
	UNIT 2	159.6 m <sup>2</sup>
	UNIT 3	159.6 m <sup>2</sup>
	UNIT 4	159.6 m <sup>2</sup>
	UNIT 5	161.2 m <sup>2</sup>
LEVEL 01	UNIT 6	131.4 m <sup>2</sup>
	UNIT 7	128.7 m <sup>2</sup>
	UNIT 8	128.7 m <sup>2</sup>
	UNIT 9	128.7 m <sup>2</sup>
	UNIT 10	140.3 m <sup>2</sup>

**SITE SCHEDULE**

AREAS PROVIDED ARE APPROXIMATE. REFER TO DEPOSITED PLAN FOR ALL SITE AREAS AND BOUNDARY DIMENSIONS.

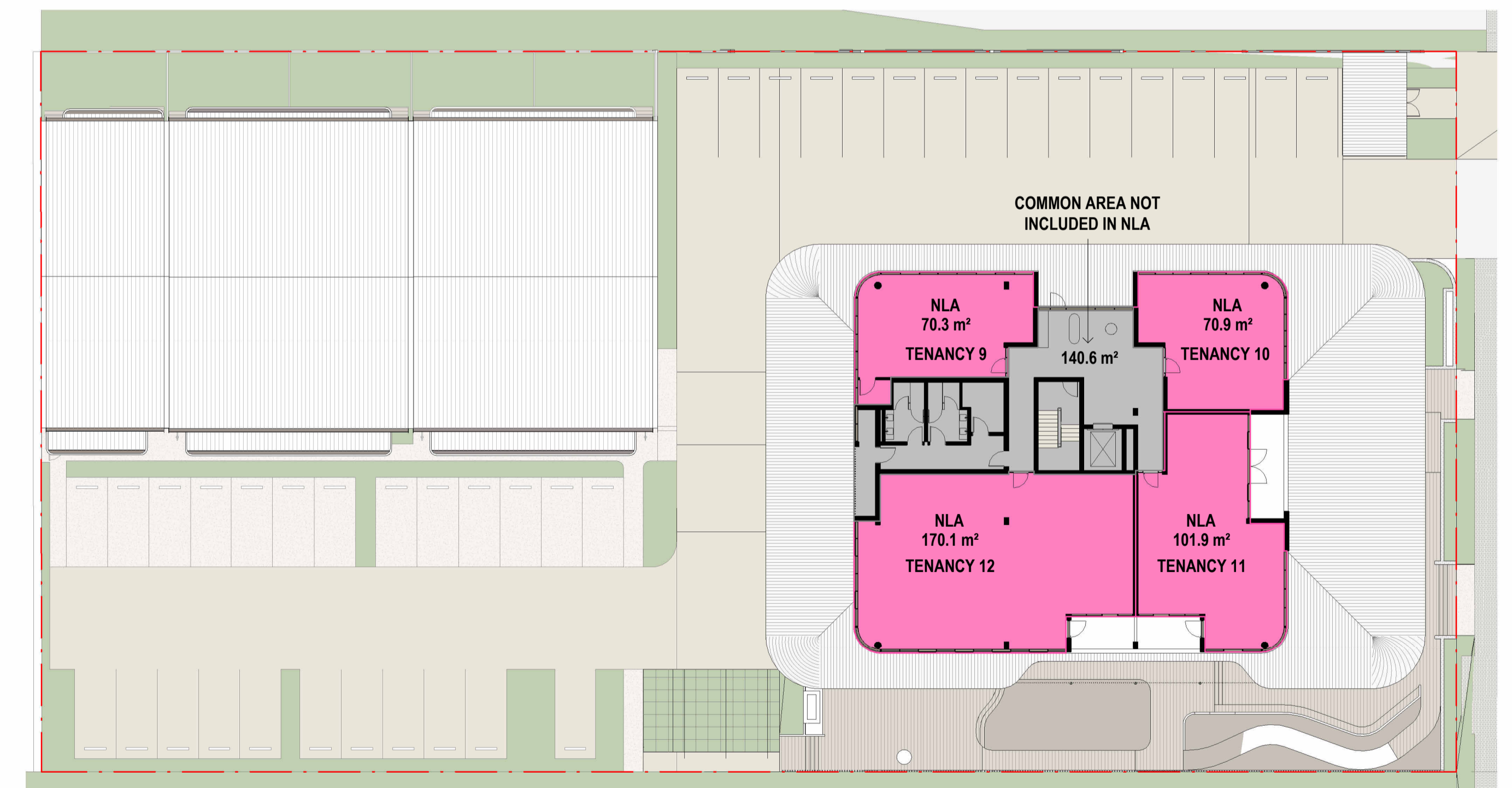
RESI. STRATA AREA	1835 m <sup>2</sup>
COMMERCIAL STRATA AREA	1893 m <sup>2</sup>
<b>SITE AREA (TOTAL)</b>	<b>3728 m<sup>2</sup></b>

	PARKING TYPE	COUNT
COMMERCIAL	2500x5400 STANDARD BAYS	42
	ACROD BAY	1
	BIKE PARKING	10
RESIDENTIAL	2500x5400 STANDARD BAYS*	10
	2500x5400 VISITOR BAYS*	2
	BIKE PARKING	6

\*RESIDENTIAL BAYS OVERSIZED TO ACCOMMODATE 4WD'S TYPICAL FOR SOUTH-WEST REGION



2 GA- LEVEL 01  
DA007 Scale: 1 : 250

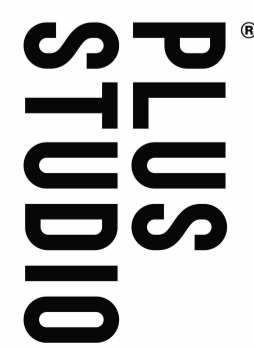


3 DA MEASUREMENT- LEVEL 02  
DA007 Scale: 1 : 250

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NOT FOR LEASING PURPOSES

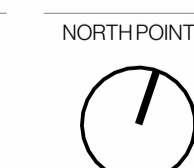
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A	23.09.25	DESIGN FREEZE	BL	PP
B	17.10.25	ISSUE FOR DA	BL	PP

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PROJECT TITLE  
**74-76 BLACKWOOD AVE  
AUGUSTA, WA**

DRAWING TITLE  
**DA MEASUREMENT PLANS**



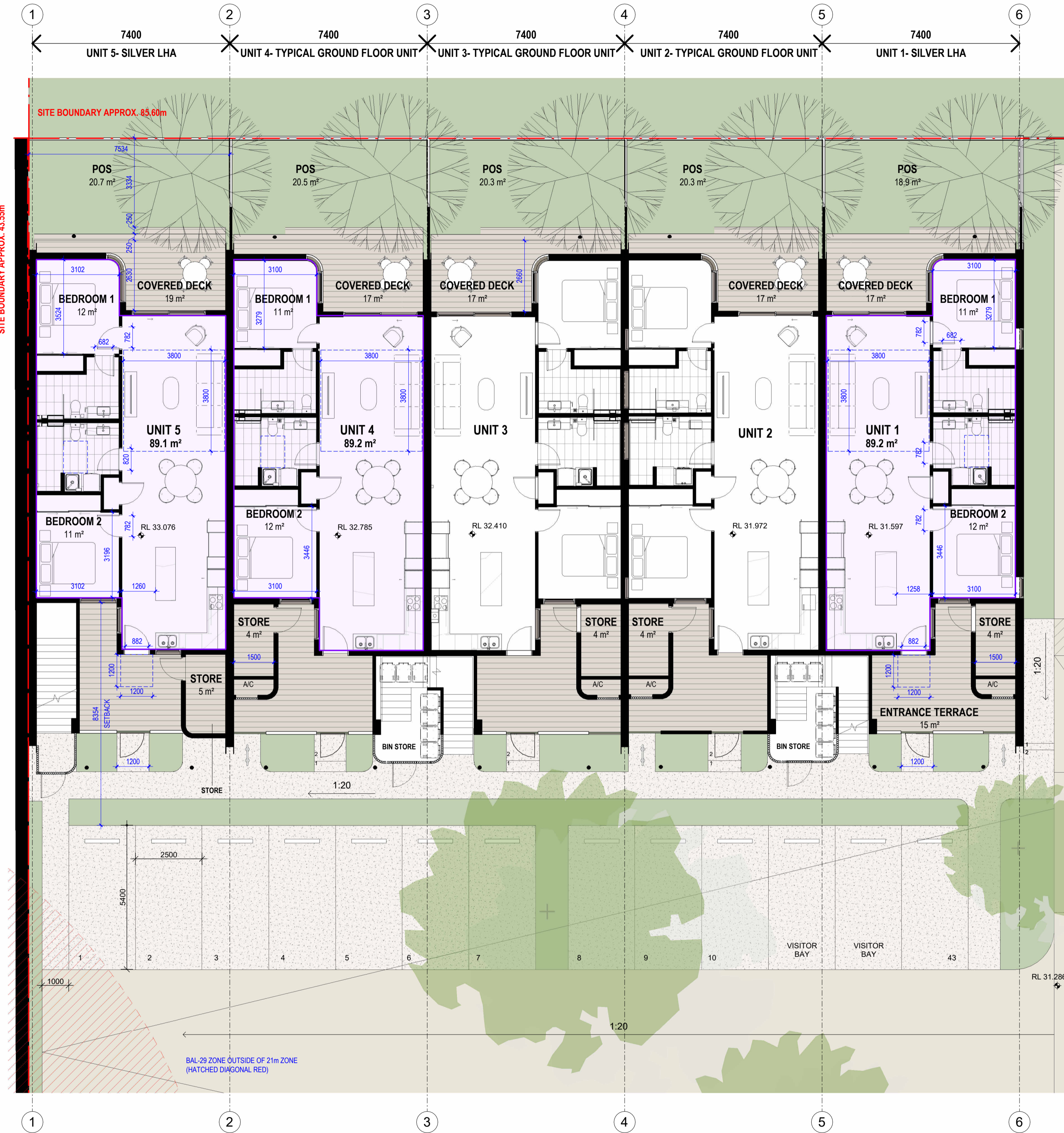
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0 25 5 75 10 125m

PROJECT NUMBER  
**80738**  
DRAWING NUMBER  
**DA019**

STAGE  
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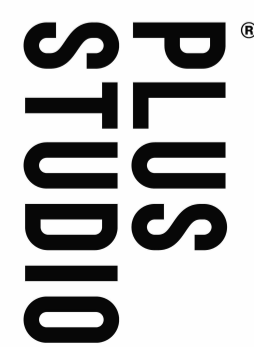


1 GA- APARTMENTS- GROUND FLOOR  
Scale: 1 : 100



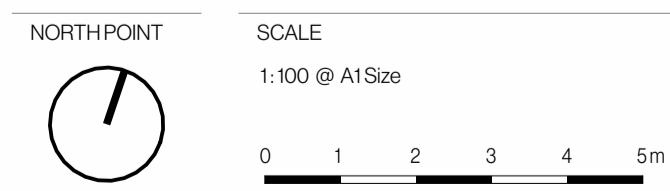
2 GA- APARTMENTS- LEVEL 01  
Scale: 1 : 100

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PROJECT TITLE  
74-76 BLACKWOOD AVE  
AUGUSTA, WA

DRAWING TITLE  
APARTMENTS- R-CODE COMPLIANCE



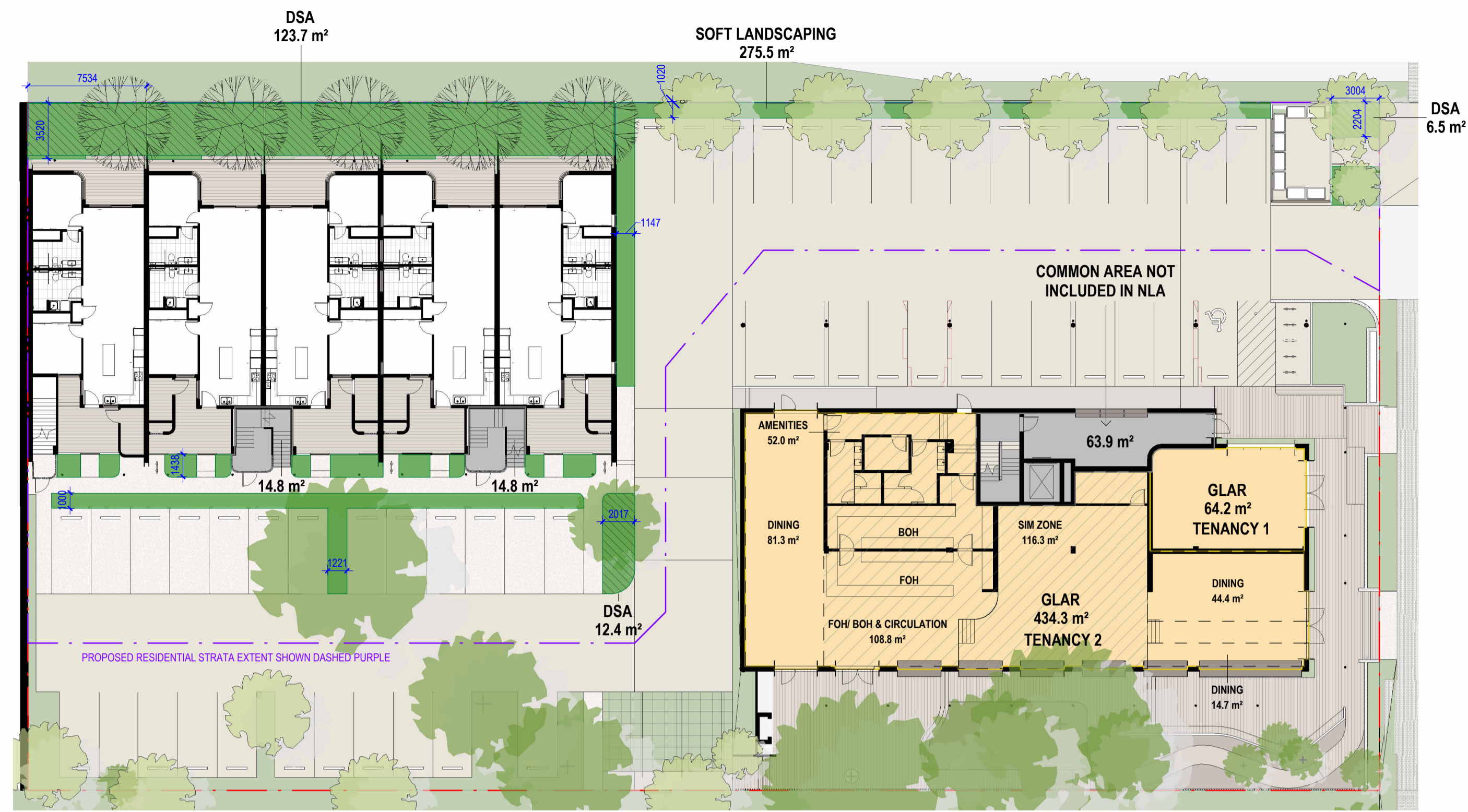
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1 R-CODE COMPLIANCE- LANDSCAPE  
Scale: 1 : 250

R-CODE VOLUME 1 PART C- TREES & LANDSCAPING

RESI. STRATA AREA	1835 m²
-------------------	---------

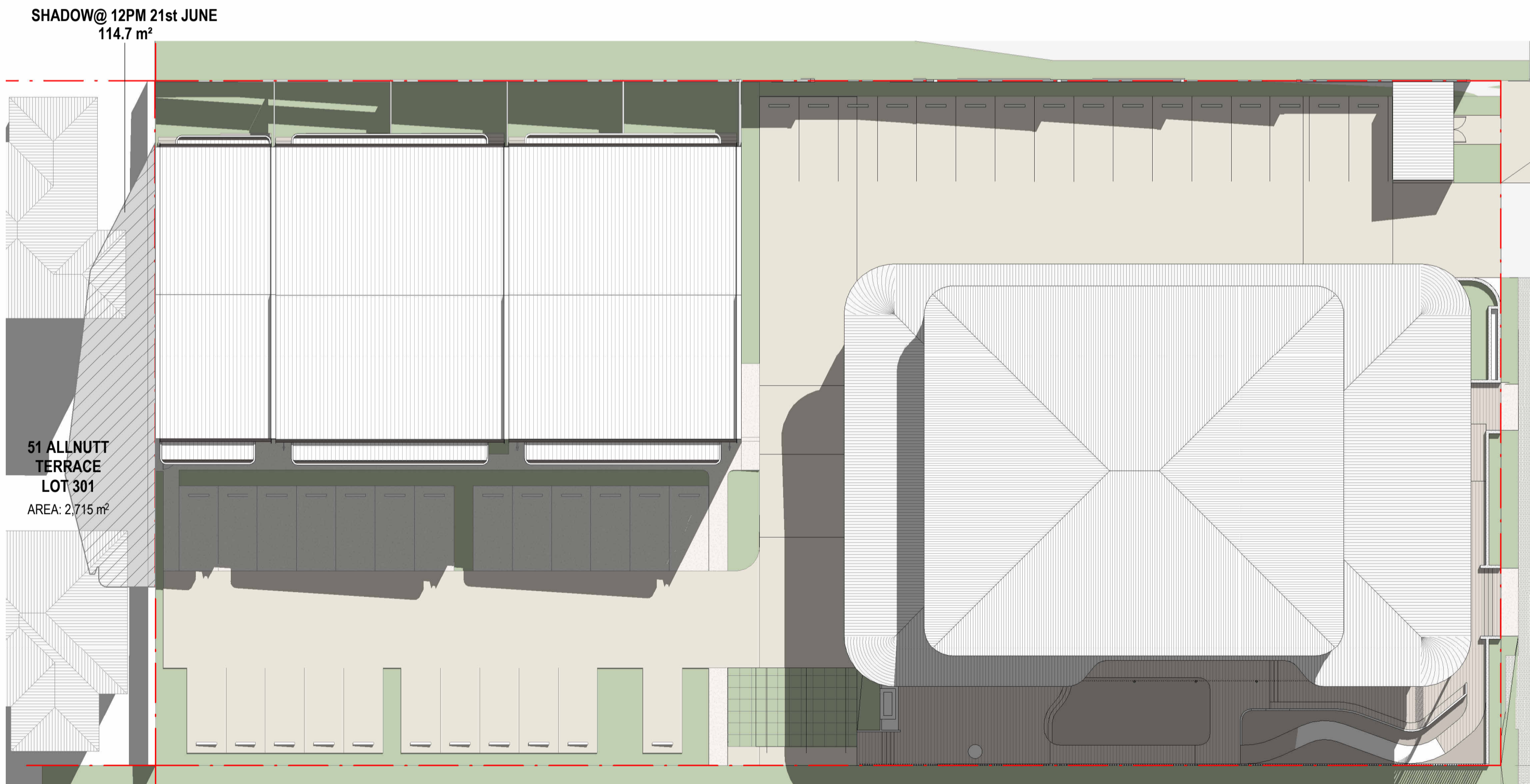
C1.2.1- SOFT LANDSCAPING

REQUIREMENT	REQ'D	PROVIDED
MIN. 15% SOFT LANDSCAPING W/ MIN. DIMENSION OF 1m	275.25 m2	275.50 m2

C1.2.4- TREE CANOPY

	REQ'D	PROVIDED*
MULTIPLE DWELLINGS, SITES GREATER THAN 1000m2	2x MEDIUM TREES OR 1x LARGE TREE + 1 SMALL TREE  PLUS  1 MEDIUM TREE PER 400m2 IN EXCESS OF 1000 m2 OR PART THEREOF (ADDITIONAL 3x MEDIUM TREES REQUIRES)  TOTAL REQUIRED: 3x MEDIUM TREES + 1 SMALL TREE + 1 LARGE TREE	5 MEDIUM DECIDUOUS TREES W/ MATURE CANOPY >6m  MIN. DEEP SOIL AREA DIMENSIONS 3.2m X 7.4m  1x SMALL TREE  PLUS  1x MATURE SMALL TREE RETAINED + 1x MATURE LARGE TREE RETAINED IN LIEU OF NEW LARGE TREE REQUIRED

\* A NUMBER OF MATURE TREES HAVE BEEN RETAINED ACROSS THE ENTIRETY OF THE DEVELOPMENT (RESIDENTIAL & COMMERCIAL). SOME OF THESE TREES FALL OUTSIDE OF THE RESIDENTIAL STRATA ZONE BUT HAVE BEEN RETAINED AS PART OF AN HOLISTIC APPROACH TO SITE PLANNING.



2 R-CODE COMPLIANCE- OVERSHADOWING  
Scale: 1 : 250

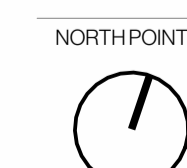
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A	23.09.25	DESIGN FREEZE	BL	PP
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DRAWING TITLE  
LANDSCAPE- R-CODE COMPLIANCE

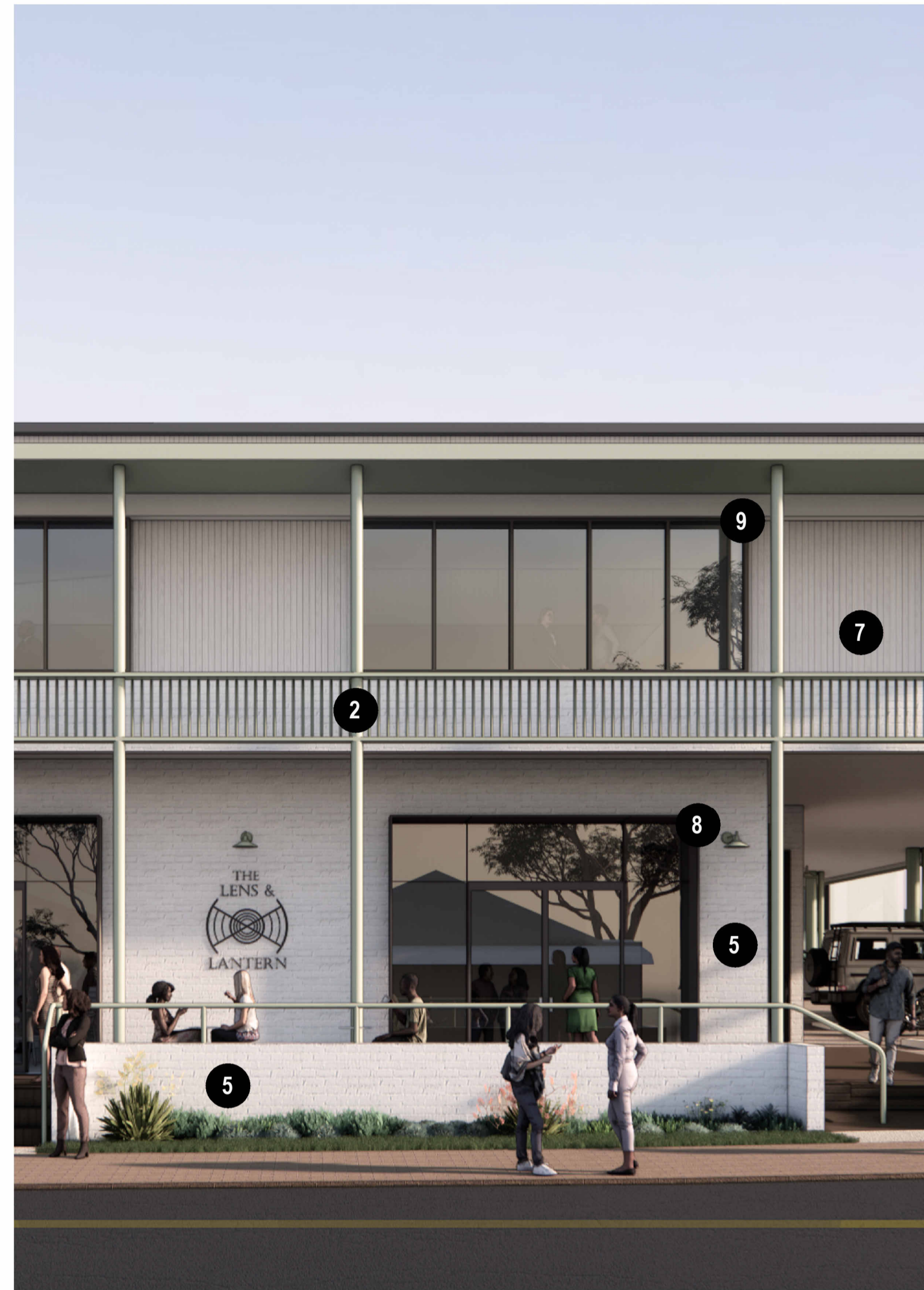


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80738  
DRAWING NUMBER  
DA021

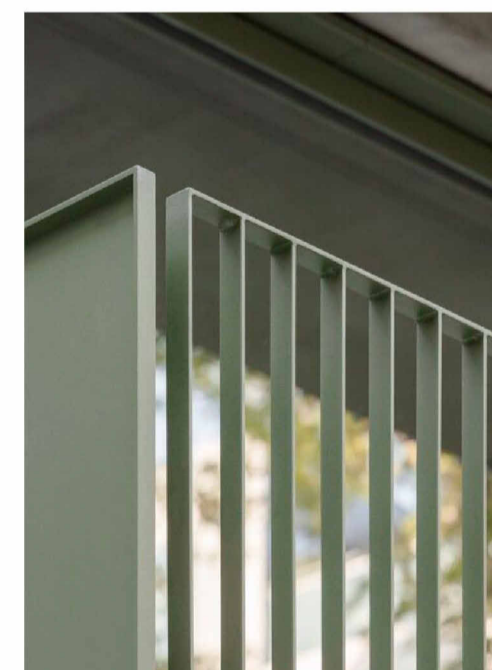
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OPPORTUNITY FOR PUBLIC ARTWORK



1 METAL BALUSTRADE PAINTED - SAGE GREEN



2 METALWORK FRAMING PAINTED - SAGE GREEN



3 ALUMINIUM SLATS PAINTED - SAGE GREEN



4 VERTICAL WEATHERBOARD PAINTED - SAGE GREEN



5 BAGGED BRICKWORK PAINTED - WHITE



6 RENDER PAINTED - WHITE



7 WEATHERBOARD PAINTED - WHITE



8 ALUMINIUM WINDOW BOX POWDER COATED - GUNMETAL GREY/ AGED BRONZE



9 ALUMINIUM FACADE FRAMING POWDER COATED - TO MATCH ALUMINIUM WINDOW BOXES

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DRAWING TITLE  
**MATERIALITY**

NORTHPOINT  
 SCALE  
 1:50 @ A1 Size

PROJECT NUMBER  
**80738**  
 DRAWING NUMBER  
**DA008**

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BLACKWOOD AVENUE

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PROJECT TITLE  
**74-76 BLACKWOOD AVE**  
**AUGUSTA, WA**

DRAWING TITLE  
**VISUALISATION- BLACKWOOD AVENUE**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER	STAGE
<b>80738</b>	<b>DA</b>
DRAWING NUMBER	REVISION
<b>DA009</b>	<b>B</b>

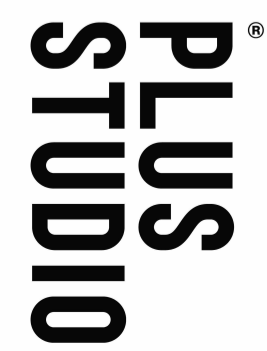
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**VISUALISATION- BLACKWOOD AVENUE**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER  
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DRAWING TITLE  
**VISUALISATION- BLACKWOOD AVENUE**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER	STAGE
80738	DA
DRAWING NUMBER	REVISION
DA011	B

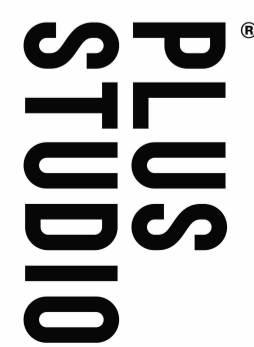
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OUTDOOR DINING

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**74-76 BLACKWOOD AVE**  
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DRAWING TITLE  
**VISUALISATION- OUTDOOR DINING**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER  
**80738**

DRAWING NUMBER  
**DA012**

STAGE  
**DA**

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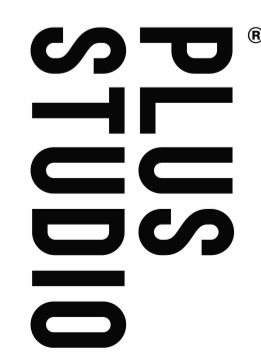
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NORTHPOINT  
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APARTMENTS

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PROJECT TITLE  
**74-76 BLACKWOOD AVE**  
**AUGUSTA, WA**

DRAWING TITLE  
**VISUALISATION- APARTMENTS**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER  
**80738**

DRAWING NUMBER  
**DA014**

STAGE  
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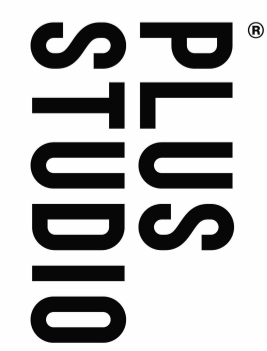
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APARTMENTS

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PROJECT TITLE  
**74-76 BLACKWOOD AVE**  
**AUGUSTA, WA**

DRAWING TITLE  
**VISUALISATION- APARTMENTS**

NORTHPOINT  
 SCALE  
 @ A1 Size

PROJECT NUMBER  
**80738**

DRAWING NUMBER  
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**SCHEDULE OF SUBMISSIONS – P225950**  
**DAP/25/03030 – Lot 13 (No.76) and Lot 14 (No.74) Blackwood Avenue, Augusta**

SUBMITTER	SUMMARY OF COMMENTS
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**External Agency Comments**

<p>a. Department of Fire &amp; Emergency Services</p>	<p>General Comment</p> <ul style="list-style-type: none"> <li>• DFES notes that several documents that are part of the overall submission provide different details relating to the BAL assessment. Some plans detail alternative assessments with a BAL-FZ line provided at 21 metres, indicating that Class A Forest should apply near the development site. Further discussion regarding vegetation classification is provided below.</li> <li>• Specific requirements of SPP 3.7 and the Guidelines are to be further addressed in the BMP as outlined in the below assessment Tables 1 and 2.</li> </ul> <p>Recommendation: Compliance with acceptable solutions not demonstrated – modifications required</p> <p>DFES advises that the BMP has not demonstrated that the proposed development complies with the following requirements of SPP 3.7 and the Guidelines:</p> <ol style="list-style-type: none"> <li>1. Element 2: Siting and Design;</li> <li>2. Element 3: Vehicular Access; and</li> <li>3. Element 4: Water Supply.</li> </ol> <p>DFES recommends the BMP be modified as per the Assessment advice provided in Tables 1-3 to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location. The required modifications are listed in the table(s) below. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.</p> <p>Could you please forward notification of the application determination to DFES for our records.</p> <p>Table 1: Assessment – Policy Measure 7.1 ii. c. Compliant Preparation of a Bushfire Attack Level (BAL) Contour Map</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 75%;">Vegetation Classification or Exclusions</th> <th style="width: 25%;">BMP Modification Required</th> </tr> </thead> <tbody> <tr> <td> <p>Classified Plot 1 – not demonstrated Vegetation Plot 1 cannot be substantiated as Class B Woodland with the limited information and photographic evidence provided. Photo IDs 2 and 4 do not represent Class B Woodland with the dense foliage cover present, and the aerial imagery show canopy density that appears greater than 30%.                      The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest.                      If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS 3959, or the resultant BAL ratings may be inaccurate.                      It is noted that the development plans include a 21 meters BAL FZ line, which indicates that the vegetation classification of Class A Forest has been applied at some point.</p> </td> <td> <p>BAL Rating cannot be validated.                      Further evidence to support the vegetation classification of Plot 1 is required.</p> </td> </tr> </tbody> </table>	Vegetation Classification or Exclusions	BMP Modification Required	<p>Classified Plot 1 – not demonstrated Vegetation Plot 1 cannot be substantiated as Class B Woodland with the limited information and photographic evidence provided. Photo IDs 2 and 4 do not represent Class B Woodland with the dense foliage cover present, and the aerial imagery show canopy density that appears greater than 30%.                      The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest.                      If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS 3959, or the resultant BAL ratings may be inaccurate.                      It is noted that the development plans include a 21 meters BAL FZ line, which indicates that the vegetation classification of Class A Forest has been applied at some point.</p>	<p>BAL Rating cannot be validated.                      Further evidence to support the vegetation classification of Plot 1 is required.</p>
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**SCHEDULE OF SUBMISSIONS – P225950**  
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	<p>Exclusion Plots 2 and 3 – comment only  Evidence to support the exclusion of the plots (Plot 3) managed to low threat in accordance with AS 3959 is required.  Evidence has not been provided to validate management of vegetation in the area to low threat in perpetuity. DFES notes that if the decision maker can support the exclusion of Plot 3, Plot 2 can also be excluded. If Plot 3 is not excludable, Plot 2 will need to be classified as it will not be more than 100 metres away from classified vegetation.  If unsubstantiated, the vegetation should be classified as per AS 3959, or the resultant BAL ratings may be inaccurate.</p>	<p>Decision maker to be satisfied with the exclusion of Plots 2 and 3.  Further evidence to support the vegetation exclusion of Plot 3 is required.</p>												
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**SCHEDULE OF SUBMISSIONS – P225950**  
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	<p>Table 3: Policy Measure 7.1 iv. and Section 9.4.2 of the Guidelines: DFES Role as Hazard Management Agency (HMA)  DFES wishes to provide the below additional advice in its role and responsibilities of HMA for Fire in Western Australia</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #e1f5fe;"> <th style="text-align: left;">DFES Other Technical Advice</th> <th style="text-align: left;">Action</th> </tr> </thead> <tbody> <tr> <td style="width: 30%;"> DFES Land Use Planning </td> <td> It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, environmental health or any other approvals required by a relevant authority under written laws. </td> <td style="width: 10%;"> Comment only. </td> </tr> </tbody> </table>	DFES Other Technical Advice	Action	DFES Land Use Planning	It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, environmental health or any other approvals required by a relevant authority under written laws.	Comment only.
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b. Main Roads	<p>Main Roads is not prepared to support the development at this stage due to road safety concerns associated with the full-movement crossover attributed to deficient vehicle/SISD sight lines for exiting traffic onto Blackwood Avenue, discussed below.</p> <p>The main concern centres around the implications of retaining the bus bay as it blocks/impacts available vehicle sight lines to the south, albeit that sight lines to the north are also deficient and should be improved by removing at least one on-street bay along the frontage of Lot 12. Main Roads also has concerns with the proponent’s ability to manage post development stormwater flows on site, given the high impervious nature of the development.</p> <p><b>Crossover Sightlines</b>  Sightlines to both and the north and south are considered to be deficient and constrained by existing on-street parking. Within town centre environments Main Roads has previously accepted a minimum sightline of 40 – 45 metres although 73 metres is generally considered desirable.  Sightlines to the north is estimated at approximately 25 metres and requires removal of on-street parking bays to improve sight lines.  Available sightlines to the south appears to be in the order of approximately 17 metres if standard vehicle swept paths are utilised to position the bus, however, a detailed sightline analysis is required to be undertaken to determine the maximum sightline that can be achieved with the retention of the bus bay. Failing this aspect, consideration should be given to relocate the bus bay in order to obtain Main Roads support for the development and approval of associated works within the road reserve.</p> <p><b>Existing Bus Stop</b>  As discussed, we note that the development documentation notes the retention of the existing bus bay on Blackwood Avenue albeit with consideration of a shorter bay so as to accommodate the proposed development crossover, which is a full-movement access.  A swept path analysis for the TransWA bus (assumed to be the largest bus/coach) should to be provided to demonstrate that buses can safely enter and exit the bay without conflict, similar to the ones provided for the rubbish trucks. The bus bay should also incorporate an island on the northern side (painted or hard), to physically separate the bus bay from the site access</p>					

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	<p>driveway and improve sightlines to the south. There should also be an assessment of the available sightlines for exiting vehicles when a coach is in the bus bay to ensure that sufficient distance is available for vehicles to exit safely.</p> <p><b>Waste Collection</b>  The proposed waste servicing arrangement would require bins to be moved to the bus stop for collection, creating the potential for delays and conflict with buses using the bay. This differs from on-street servicing elsewhere in Augusta, which does not occur within dedicated bus stop environments. To avoid these conflicts, the site access should be reconfigured to allow rubbish trucks to enter the car park for servicing. This approach would also improve provision for other commercial deliveries and drop-offs, reducing reliance on Blackwood Avenue.</p> <p><b>Stormwater</b>  Although stormwater management is proposed to be addressed at a later design stage, it is strongly recommended this be considered earlier. The development is expected to be approximately 85% impervious and is likely to require large-volume stormwater capture solutions. These requirements may influence the configuration of proposed roads and buildings. Stormwater design will need to follow the Decision Process for Stormwater Management in Western Australia and ensure excessive flows are not directed onto the adjoining footpath network.</p> <p><b>Turn Treatments</b>  Finally, preliminary turning warrant assessment indicates that the site access meets warrant criteria for a minimum BAL/BAR treatment. While Main Roads may exercise discretion given the urban context, the fact that the warrants are met will inform the level of control applied to the detailed access design and provides scope to require refinements if necessary.</p> <p><b>Landscaping</b>  Main Roads will not support the installation of any third-party owned/managed landscaping within the road reserve, as this area is under an existing agreement with the Shire.</p> <p>Following the above advice, the Applicant’s response was forwarded to Main Roads and the Shire requested any conditions and advice notes from Main Roads, should the DAP approve the proposal. Main Roads responded as follows:</p> <p>The assessment is based on the proposal as submitted and the existing network context, which includes a bus bay within the road fronting the subject land. Until such time as these constraints are resolved or formally modified by the relevant authorities, they remain a limiting factor in the assessment of safe access.</p> <p>A review of Main Roads records regarding any prior discussion and/or consultation regarding the installation/approval of the bus bay suggests that Main Roads may not have been consulted on the matter. All regulatory line marking on public road requires the approval of Main Roads. If the Shire has any records relating to the matter it would be appreciated if you could</p>

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	<p>forward this on to the Region.</p> <p>In relation to the applicant’s comments regarding their perceived right to develop the property, Main Roads acknowledges that the subject land comprised of two lots, both of which are entitled to a crossover for vehicle access, however, this would typically be an entitlement to a ‘basic access’ (one-way movement). Main Roads also acknowledges in relation to Lot 14 that the bus bay will be directly impacted and will need to be removed in order to receive Main Roads approval for the crossover works component. The responsibility to manage the relocation, however, is the responsibility of the applicant and/or the Shire.</p> <p>In relation to the applicant’s comments regarding their perceived right to develop the joint property in accordance with the scope outlined in the Shire’s local planning framework, Main Roads advises that it does not control land use and, as such and in accordance with the powers provided under the <i>Main Roads Act</i>, is not fettered by any land use management decisions by local authorities. Main Roads’ primary concern is to maintain the safety and efficiency of the network to an acceptable standard. In this particular case, given the proposed land use intensity, Main Roads would not be supportive of a two-way full-movement access in the manner proposed and, as previously outlined, requires the bus bay to be removed to ensure appropriate sight lines can be achieved for vehicles entering the site.</p> <p>Main Roads wishes to clarify that turn treatments would not be required, however, the driveway would be required to be designed to an appropriate standard to ensure that vehicles can seamlessly enter and exit the site with minimal impact on the network.</p> <p>As discussed, it is also anticipated that the road verge and/or the bus bay would be impacted by construction activities for the duration of the construction period and it is recommended that the proposal be referred to the PTA as a matter of course.</p> <p>Main Roads note that it has previously, at the time of the issuing of pre-liminary advice to the applicant, recommended that the Shire initiate the investigation process with the PTA and/or other tourism stakeholders to relocate the bus bay.</p> <p>The applicant’s comments regarding the Shire’s role in stormwater management are noted. However, stormwater design has the potential to directly influence the layout and function of access arrangements, as well as the performance of the adjacent road network under Main Roads control. Early consideration of stormwater requirements is therefore necessary to ensure that the proposed access and frontage design can be accommodated without adverse impacts, including the risk of runoff affecting the road reserve or pedestrian infrastructure.</p> <p>Main Roads maintains concerns regarding the proposed waste servicing arrangement, which relies on use of the bus bay. This introduces the potential for operational conflict and disruption to both servicing vehicles and bus movements. While the applicant has indicated that conflicts would be infrequent, the assessment must consider the suitability of the arrangement under typical and foreseeable operating conditions. The current proposal does not demonstrate that these interactions can be</p>

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	<p>managed safely or efficiently. Relocation of the bus bay would address this issue. Reconfiguration of the site to accommodate servicing within the development remains the preferred outcome, as it would reduce reliance on the road reserve and minimise potential conflicts.</p> <p>Main Roads recommends that the above matters be addressed prior to approval of the proposal to ensure that the proposal can be implemented in its current form.</p>
<b>Internal Shire Department Comments</b>	
a. Community Emergency Services Manager	<p>Vegetation Classifications</p> <ul style="list-style-type: none"> <li>• Plot 1 – Appears incorrect, areas more representative of forest as opposed to Woodlands. Photographic evidence is insufficient to support Woodland. Change not believed to impact BAL's</li> <li>• Plot 2 &amp; 4 – Classifications appear correct</li> <li>• Plot 3 – Does not appear correct. Exclusion claimed is non vegetated, mapping shows numerous areas of vegetation.</li> </ul> <p>Element 1: Location</p> <ul style="list-style-type: none"> <li>• Not assessed</li> </ul> <p>Element 2: Siting &amp; Design of the Development</p> <ul style="list-style-type: none"> <li>• A2.1a Appears to comply with the guidelines.</li> <li>• A2.1b Not assessed</li> <li>• A2.2 – APZs not shown, unable to assess</li> <li>• A2.3 – Appears to comply with the guidelines</li> <li>• A2.4 – Appears to comply with the Guidelines</li> </ul> <p>Element 3: Vehicular Access</p> <ul style="list-style-type: none"> <li>• A3.1 – Does not appear to comply with the guidelines. Proposal relies upon car parking bays to be utilised for turnaround, not supported as no guarantee that bays will be free and available. Proposed existing carpark to the South not supported as does not meet width requirements and same assumptions made.</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>• A4.1 – Appears to comply with the guidelines</li> </ul>
b. Public Health	<p>Mixed use development including noise sensitive premises (residential units) and café/restaurant. Acoustic report included (appendix J), but no noise impact assessment or noise management plan. Noise impact assessment would be required to determine level of noise from café/restaurant onto surrounding noise sensitive premises, taking into account the zoning of commercial, and transport factor of main road  No details of café/restaurant operations or opening hours – e.g. early morning before 7am may have some noise issues for the residential units.</p> <p>Connected to mains sewer and water</p>

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	<p>No details on fit out of café/restaurant. This can be referred to health at building stage to ensure compliance with the Food Standards.</p> <p>Recommended Department Conditions:            Noise emissions resulting from the development or use of the land shall not exceed the assigned levels in the <i>Environmental Protection (Noise) Regulations 1997</i>, and shall not unreasonably interfere with the health, welfare and amenity of an occupier of another premises.</p> <p>The proposed activity must comply with the <i>Food Act 2008</i> and the Food Standards Australia New Zealand Code.</p> <p>Prior to the construction and fit out of the approved food premises, detailed plans and specifications of all internal fixtures, finishes and fittings must be submitted to the Local Government for assessment.</p> <p>Any approved food premises using deep fryers and/or rotisseries is required to install a grease trap – to a size specified by Local Government and the Water Corporation.</p>
c. Infrastructure Services	<p>Drainage and access conditions to be set by MRWA. Recommend the following advice note subject to MRWA endorsement:</p> <p>Commercial developments should contain the 5% AEP on site using appropriate onsite storage with suitably designed storage such as pipe and pit, raingardens and shaping the carpark to function as part of the onsite detention with slow release (Controlled Throttled Outlet Pit detail) which will allow for the slow release of stormwater from roof and hardstand areas to the drainage system mimicking predevelopment flows.</p>
d. Environmental Sustainability	<ul style="list-style-type: none"> <li>• Several peppermint trees are scheduled for removal, warrants a fauna spotter to be present during clearing activities.</li> <li>• Site considered to be generally degraded due to absence of under-storey vegetation.</li> <li>• Relatively steep site warrants the need for a sediment management plan to be prepared.</li> </ul> <p>Recommended Department Conditions:            Prior to lodging of a building permit application, a Landscape Plan shall be prepared by a qualified landscape consultant to be in general accordance with the Landscape Concept Plan submitted with the development application. The Landscape Plan shall be drawn to scale and show the following: (condition may need updating following further advice from proponent on how they meet deep soil area and min dimensions for landscaping)</p> <ol style="list-style-type: none"> <li>a) The location, name and mature heights of existing vegetation being retained, proposed trees, shrubs and ground covers on both the subject site and the adjoining street verge(s);</li> <li>b) Any lawns and paved areas to be established;</li> <li>c) Any natural landscaped areas to be retained; and</li> <li>d) Those areas that are to be reticulated or irrigated are demonstrated to be designed using water sensitive principles.</li> </ol>

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	<p>e) Planting schedule/timing.</p> <p>Landscaping shall be implemented, in accordance with the approved Landscape Plan, prior to occupation/use of the development and shall be maintained at all times.</p> <p>Trees 1-4 identified in the Preliminary Tree Survey and Arboricultural Impact Assessment dated September 2025 shall be retained as part of the development with measures undertaken to retain Trees 5, 6, 22, 23, 24, 28 and 44 wherever possible.</p> <p>A section 40 ministerial authorisation to take or disturb threatened fauna under the Biodiversity Conservation Act 2016 is to be obtained prior to clearing occurring. A certified and / or registered fauna handler is required to be present during the removal of vegetation. The handler is to provide a post clearing report to DBCA <a href="mailto:swlanduseplanning@dbca.wa.gov.au">swlanduseplanning@dbca.wa.gov.au</a> that includes the numbers of adult or juvenile WRP observed, taken or disturbed, any injuries or fatalities, and the location of the fauna after clearing has occurred.</p> <p>Prior to commencement of works, a Construction Environmental Management and Monitoring Plan (CEMMP) shall be prepared by the proponent to the satisfaction of the Shire. The approved CEMMP shall be implemented on site from commencement of works. (advice Note below)</p> <p>When undertaking any clearing, revegetation and rehabilitation, the Proponent shall take the following steps to minimise the risk of introduction and spread of dieback/weeds:</p> <ul style="list-style-type: none"> <li>a) clean earth-moving machinery of soil and vegetation prior to entering and leaving the area to be cleared;</li> <li>b) avoid the movement of soil in wet conditions;</li> <li>c) ensure that no dieback-affected materials are brought into an area that is not affected by dieback; and</li> <li>d) restrict the movement of machines and other vehicles to the limits of the areas to be cleared.</li> </ul> <p>The development shall be implemented in accordance with the Principles Design Statement submitted with the development application.</p> <p>Advice Notes:  The Construction Environmental Management and Monitoring Plan to include but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Pre start meeting with Shire Officers;</li> <li>b) Protection of vegetation identified for retention through Tree Protection Zones;</li> <li>c) Native fauna protection;</li> <li>d) Litter and building rubbish control;</li> <li>e) Stormwater, sedimentation and erosion control; and</li> <li>f) Dust control;</li> </ul>

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	<p>Note additional comments were later provided as follows:</p> <p>Overall, the sustainable design details are quite vague and could be tightened up. Recommend development is built in accordance with a Sustainability Strategy to be prepared and approved prior to submitting a building license.</p> <ol style="list-style-type: none"> <li>1. Passive design – Requires details of thermal mass and overall passive design elements.</li> <li>2. Water-wise: <ul style="list-style-type: none"> <li>- refers to <i>‘where possible, surface water will be directed to the landscape zones that border the carpark’</i>. Needs to be more concise. Details should be provided on how this will be achieved?</li> <li>- Needs to provide details of fixtures with high WELs ratings across the development.</li> </ul> </li> <li>3. Embodied carbon/energy efficiency <ul style="list-style-type: none"> <li>- low embodied sources of material need to be included in sustainability report and required as a condition of approval.</li> <li>- Rather than provision for solar, solar PV should be installed at time of construction. Solar PV should be designed in accordance with an energy assessment demonstrating power requirements.</li> <li>- Needs to specify number of EV bays. EV bays/stations should be installed as part of the development.</li> <li>- Electric fixtures/systems should be detailed in a Sustainability report, including installation of solar heat pumps.</li> </ul> </li> <li>4. Façade Design <ul style="list-style-type: none"> <li>Percentage of double glaze should be presented as a condition of approval. Unsure about only a proportion of development includes double glazing? If not all double glazed then a report to suggest how the building will perform with a mix of double glaze and other.</li> </ul> </li> </ol> <p>Regarding proposed permeable car parks either side of the large tree to be retained, this is generally supported. Requires consulting arborist to confirm whether this is suitable. Require a condition to ensure carparks are developed in a manner that allows tree health to be retained.</p> <p>Additional recommended conditions:  A Sustainability Strategy shall be prepared by a suitably qualified consultant in accordance with the Sustainability section of SPP 7.0 prior to issue of a building license, including but not limited to the following:</p> <ol style="list-style-type: none"> <li>a) Inclusion of water-wise designs, designed in a manner to direct surface water to landscape zones;</li> <li>b) Details of fixtures with high level Water Efficiency Labelling and Standards (WELS);</li> <li>c) Details of low embodied energy materials;</li> <li>d) Design in accordance with solar passive design elements, i.e. thermal mass</li> <li>e) Designed to include the following: <ul style="list-style-type: none"> <li>- solar PV across residential and commercial buildings in accordance with quantified energy demand;</li> <li>- Installation of EV bays and infrastructure;</li> </ul> </li> </ol>

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	<ul style="list-style-type: none"> <li>- 100% electric buildings</li> <li>f) Installation of double glazing, with the ratio of double glazing required determined in accordance with solar passive design principles.</li> <li>g) Use of grass-crete and inclusion of asphalt with a higher solar reflectance value in the carpark.</li> </ul> <p>Prior to lodging of a building permit application the Arboricultural Impact Assessment is to be updated to the satisfaction of the Shire to demonstrate car parking areas are designed in a manner to provide for the ongoing health of trees 6, 9 and 44, if they are retained. In the event these trees are not retained, this condition shall apply to any new trees proposed to satisfy the requirements of the <i>Residential Design Codes Part C C1.2.5</i>.</p>
e. Waste Services	<ul style="list-style-type: none"> <li>• Waste Management Plan (WMP) provided with proposal</li> <li>• Estimated volumes of commercial waste &amp; recycling and residential waste, fogo &amp; recycling predictions</li> <li>• Diagram of onsite bin storage plan and receptacles</li> <li>• Description of kerbside collection presentations for residential collections and commercial rear lift collections within shared bus bay zone</li> </ul> <p>The WMP is comprehensive and outlines how waste and recycling activities will be managed, the Shire residential 3 bin system has 140L general waste bins as the norm, the WMP is quantifying 240L general waste bins which might incur additional kerbside collection costs, other than this minor point, I am satisfied that waste management relative to this proposal has been addressed.</p>
<b>Public Submissions</b>	
1. Indifferent	<p>Finally, growth in Augusta.</p> <p>The design is appealing however I have concerns regarding the deficit in the number of parking bays, the height of the precinct and delivery vehicles sharing the bus bay.</p> <p>During the peak holiday season there is already limited parking in the town, further shortfalls will cause a bottleneck in this area bringing traffic to a halt and making crossing the road from the existing designated parking area even more treacherous. If Augusta had designated crossing areas this would improve ambulant flow and ensure a safe crossing. A decrease in the number of units will alleviate the parking issue.</p> <p>There will be an impact of shadowing on neighboring properties and across the main road which is a thoroughfare for people crossing. As Augusta is still an ageing community this shadowing affect with impact older people crossing the main road safely. Reducing the business precinct to two stories will rectify this issue and I am sure the neighboring premises would appreciate the light.</p>

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	<p>Sharing the bus zone with delivery vehicles will be hazardous for people accessing and egressing the public carpark whether by vehicle or walking. There should be no impact with children, elderly and people with disabilities alighting from the School and TransWA bus. This needs to be reassessed, I am not in favour of this shared access for safety reasons.</p>
2. Object	<p>Whilst I'm in favour of central, accessible units for older residents to downsize to, the design and height is not in keeping with Augusta's character. It looks like it's been picked up from Subi and plonked there. This would never be considered in places like Witchcliffe or Cowaramup.</p> <p>With so many blocks under development now, the main street is in danger of becoming a miss-matched mess or same-same blandsville. Augusta is in urgent need of a well-considered, coherent direction for its visual identity. What would be more appropriate for this and future developments in the main street are two-storey weatherboard properties (think Colour Patch - blending old with new styles in a tasteful way). And, with the appropriate amount of allocated parking too. This development falls way short of the required parking spaces for its size.</p>
3. Indifferent	<p>I lease a retail shop in the commercial strip across the road from this new development and have been working and living in Augusta for 45 yrs. It's hard to put words to this, whilst professionally done and attractive in presentation, it is everything we as a community have talked about not wanting. Three story is so far away from my understanding that we as a community were hoping to be in keeping to a small fishing hamlet, different from Margaret River/ Dunsborough. which I hear from tourist all the time. I see the developers report/ survey on parking must have been done in winter months and prior to the closure of Karridale post office. Peak season at the moment there is no parking available in the main street, side streets and parking in the car park along side development.</p> <p>Most local, holiday, and day trip is up to about 2pm you can't tell people not to come to shops or visit the town till after 2pm or tell people to come out of season. I guess my main concern is that whilst there are many car bays with in the development which is great, it is accessed by a lane similar to the Colourpatch cafe. Everyone parks along the river front, which congests the river front, stopping river uses from access as they don't realize there is cafe parking at back. 4yrs ago I moved from [redacted] to [redacted] for ownership of the bays in front of my shop incase parking got worse. I could put signage "Private [redacted] patrons" if needed and mainly in short term better parking due the patrons of the Doctors surgery took all the bays up for 1 to 2 hrs at a time. It worries me that this sets precedence. How many more developments are to come along the main street with shortage of parking as there has been no forward planning for future parking and no where to go. The bus stop share is questionable. I also would like to express the time frame and the lack of transparency. There also seems to be an affiliation with the street scape plans also questionable.</p>
4. Indifferent	<p>To start I have used the response - indifferent.  This is that I don't want my response pigeon hold into support or object.</p> <p>I have a business in town, [redacted] and I am on ACDA and I am the Chamber of Commerce president. I applaud anyone wanting to invest in Augusta but I have a few concerns.</p> <p>The town like many others has parking issues. I feel this needs to be addressed separately before any DA's are looked at. The</p>

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	<p>community needs to be informed of how the car bay requirement is worked out. At the moment it seems to be different for all businesses. Since the Karridale post office was closed mornings in Augusta are busy with people taking car bays for the post office.</p> <p>I am waiting for the streetscape new committee which I am volunteering to be on. The plan that the shire has on the website for streetscape is not what the town wanted and there are way too many concerns, Loss of parking for one. The DA for this proposal seems to include some of the shire photos.            Has the developer had conversations with shire about streetscape?</p> <p>Another concern in town is bin pick up. Unfortunately bins get placed on roadsides in the commercial area and cars block the bins.            The contractor has difficulty picking up creating bins all over the show.            Where would this development have their bins picked up from?</p> <p>The build I believe will be of quality but question the size and design.            Is it really the character of Augusta?</p> <p>The size if approved will set a precedent. Does this size suit the environment of this coastal town?            The cost will be high, what will the cost of renting commercially. Will that then push for higher lease prices from other building owners?            Augusta does not have the high tourist numbers and foot traffic like other areas.            We don't want the town full of empty premises if rents are too high.</p> <p>The residential units look brilliant and definitely required.            A good initiative to keep some for staff.</p> <p>It would be great if the developer could sit with the Hotel and the development on the cr of Ellis and Blackwood to see if they have similar themes or could work towards that.            Perhaps the shire could instigate a meeting!</p>
5. Support	<p>My only concern is the supply of adequate car parking being available for the units and business users, as the proposed plan looks to have inadequate parking for the building.            The parking in the Main Street is already at a premium during busy times of the year, for example Christmas and New Year week and at Easter break</p>
6. Support	<p>The proposed planning variations to LPS 1 and Planning Codes seem fair, and don't appear to be at the detriment to the existing locale or environment.</p>

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	<p>Noting the trees identified for retention and potential retention (where they be integrated with the building’s footprint), the tree retention plan seems reasonable. It is refreshing to see owners/planning consultants opting to retain healthy, established marri (black cockatoo foraging/nesting) and peppermint (western ringtail possum habitat) trees and integrate it into their design.</p> <p>It's good to see some diversification of residential housing stock, which will always be in high demand, especially in the regions.</p> <p>It would be good to see any development contributions being wholly invested in the Augusta and immediate surrounding localities.</p>
7. Object	<p>The FIRST 3-STOREY DEVELOPMENT IN OUR TOWN CENTRE would set a PRECEDENT.</p> <p>According to the shire's planning strategy, one of the ten principles of good design is "Built form and scale: Ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area".</p> <p>Time and time again, the people of Taalinup Augusta, and many of those who visit, have expressed their love for our 'SLEEPY SEASIDE VILLAGE'. That is at risk from this development.</p> <p>This MASSIVE development is set to cement the intended future character of the local area, whether its developers realise it or not.</p> <p>The aggressive timing of consultation makes it clear this developer has no regard for Taalinup Augusta's community, history or character. The interstate designer makes it clear the remit has been to maximise profit without regard for the nuances of our beautiful area, its people or its future. Although I love the curves, this design could have been plucked from anywhere in suburban Perth.</p> <p>Planning strategies and schemes are there for a reason - to set the tone for development. They are carefully agreed between community, shire planning and the state - why should they not be met?</p> <ul style="list-style-type: none"> <li>- The height limitations should not be exceeded - it has continually been clear through consultation regarding local planning schemes that a 2-storey limit in our town centre was suitable - allowing the first 3-storey development in our town centre sets a precedent that will be difficult to walk back. Given the entire western side of Blackwood avenue is sloped in a similar way, we risk having a towering thin town centre on one side, a step-down to the other side, and the rest of town being nestled into the trees.</li> <li>- The shire should work with the developer to meet parking requirements. Having a cash-in-lieu arrangement must take into consideration the land value which is being otherwise utilised by extra building on this lot - even to purchase the land to build a new carpark elsewhere is prohibitive for our town centre (which is further shrunk by LPS2)</li> <li>- With no storage and tight parking, the residential units are clearly not designed for people to reside long-term in which is</li> </ul>

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	<p>disappointing in a town which could easily free up 10 large houses in exchange for 10 high quality downsize residences</p> <ul style="list-style-type: none"> <li>- Residential units, at least on the bottom floor, should be specified for ageing in place</li> <li>- The shire's public art policy for developer contribution should be imposed in full</li> <li>- The design seems oblivious to where the sun shines, the wind blows, where the heat and shadows collect, why people love Augusta, and how windows are cleaned in the real world.</li> </ul> <p>Please do not allow any height concessions to the planning scheme pass.</p>
8. Object	<p>Submission Response – Development Application</p> <p>1. Parking Provision  The proposed development does not meet the required number of parking bays under the Augusta Margaret River Shire (AMRS) planning requirements. The shortfall of approximately 11.5 bays is excessive and unacceptable for this location. This area is already heavily constrained, with parking at a premium. The Post Office located directly opposite services not only Augusta residents but also residents of Karridale and outer Augusta, particularly following the closure of the Karridale Post Office. Any further reduction in available parking will exacerbate existing pressures and negatively impact surrounding services and businesses.</p> <p>2. Bus Zone Parking  The existing bus zone should be retained exclusively as a bus zone. This space is essential for safe bus drop-offs and pick-ups for school children, commuters travelling to outer areas, transport operators, and tourism buses. The proposal to allow dual use of this area as a loading zone for the development is not supported. Safety considerations—particularly for children and other vulnerable users—must take precedence. Tourism is a significant and growing component of the Augusta economy, and adequate, dedicated bus infrastructure is critical to support this activity.</p> <p>3. Building Height  The proposed building height does not comply with the maximum heights specified under the AMRS Local Planning Scheme. Approval of an increased height would set an undesirable precedent for other developments within the Shire, potentially undermining established planning controls and community expectations.</p> <p>4. Rear Wall Height – Western Boundary  The height and length of the rear wall along the western boundary exceed AMRS planning provisions. This noncompliance will result in adverse impacts on adjoining properties, including visual bulk and potential amenity impacts for residents along the western boundary.</p> <p>5. Landscaping and Vegetation Retention  No underground services plans were provided to Paperbark Technologies – Arboriculture Consultants at the time they</p>

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	<p>prepared their recommendations. Without this information, the feasibility of retaining existing vegetation cannot be properly assessed.</p> <p>If underground services are installed along the southern boundary, it is likely that no native vegetation—including the existing Marri trees—will be retained. This outcome would be contrary to the intent of the landscaping recommendations and would result in a significant loss of established native vegetation.</p>
9. Object	<p>My concerns relate to the height and scale of the 3 storey section of the development and the potential impact on the streetscape appearance in that area of town.</p> <p>The fact that development is proposed for 74 -76 Blackwood Ave is welcomed, however along with many local residents I am keen to see a quality development that builds on the ambience of Augusta in developing along the theme of a Seaside Village. Good street frontage appeal and adequate well planned parking are two highly important aspects to be considered in any future development of the main street, and I urge Shire to take these points on board in making any recommendation. Augusta still has the opportunity to make its main street a tourist attraction in its own right!</p>
10. Object	<p>Re the development</p> <p>I am concerned re the Red Tailed Cockatoos who frequently visit the trees on that site.</p>
11. Object	<p>Way too large &amp; will dwarf the shopping area. There are not enough parking bays in town as it is! A shortfall in town parking is unacceptable!!</p>
12. Object	<p>In general I am supportive of accommodation being built (smaller dwellings). Specifically for people to downsize &amp; stay in their town independently. Multi purpose with commercial spaces is fine. My concern (objection) is due to the shortfall of car parking bays. Some or all 11.5 bays taken up outside complex i.e. in shopping strip, opposite or nearby is unacceptable &amp; will impact on locals who support local retailers &amp; use it as a hub to connect regularly. I'm thinking of many of our older residents who find it challenging during peak holidays to find parking and/or move safely around this area due to the volume of traffic.</p>
13. Object	<p>We strongly object to any 3 storey development in Augusta.</p> <p>Augusta will start to lose its small coastal feeling if a building of this size is allowed to proceed</p>
14. Object	<p>There are a series of issues with this proposal that do not fit with Augusta's wellbeing and improvement.</p> <ol style="list-style-type: none"> <li>1. Considering the parking aspect on Blackwood ave at present, how can a new project be submitted and be 11.5 parking bays short of requirements. Does not take in to consideration how difficult it is at present to park and move safely to wherever needed. Please do not allow this proposal to short change on parking requirements.</li> <li>2. I think the setback should be further in anticipation of future development of Blackwood Ave, can we not plan for the future.</li> </ol> <p>The proposed facade definitely does not fit with the ambience of our town. The Photos on display are not all true and accurate. Why must we accept any inaccuracy in presentation, this will be a multi million \$ development.</p> <p>I would love for Augusta to grow and flourish but before private enterprise starts up we MUST have the infrastructure to make our progress viable, in place before hand not always trying to catch up.</p> <p>Please make this proposal be suitable for our town too not just for the developers pocket which will just create problem for the Shire at a later date. Be Smart, be strong, and be intelligent about this proposal.</p> <p>I am just a grass roots person with lots of life experience but not the education to be technical. Accept my comments as</p>

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	<p>intended please.</p> <p>It appears that the plan does not take into consideration the existing design and layout of Blackwood Ave with the Towns people and the Shire wishing to redesign and make safer the layout of the main street.</p>
15. Object	<p>Objection to Proposed Multi-Storey Development at (P225950 - 74-76 (Lots 13 and 14) Blackwood Avenue, Augusta)</p> <p>I am writing to formally object to the proposed large multi-storey development at (P225950 - 74-76 (Lots 13 and 14) Blackwood Avenue, Augusta) within our small coastal town of Augusta.</p> <p>This development is fundamentally incompatible with the established character, scale, and environmental sensitivity of our community. The proposal raises serious concerns in the following areas:</p> <ol style="list-style-type: none"> <li>1. Incompatibility with Town Character and Scale Our town is defined by its low-rise buildings, coastal landscape, and village-scale streetscape. A large multi-storey development would be visually dominant and out of proportion, eroding the charm and identity that residents and visitors value. Approving a development of this size would set an undesirable precedent for overdevelopment in an area that has historically been protected from it.</li> <li>2. Visual Impact and Loss of Coastal Amenity Due to its height and bulk, the proposed development would significantly impact coastal views, overshadow surrounding properties, and detract from the natural skyline. Coastal towns rely on their visual openness and connection to the environment—this proposal would irreversibly damage that relationship.</li> <li>3. Infrastructure and Traffic Strain Local infrastructure, including roads, parking, drainage, and community services, is not designed to support a development of this scale. Increased traffic congestion, parking overflow, and pressure on essential services would negatively affect residents' quality of life and public safety.</li> <li>4. Environmental Concerns Coastal environments are inherently fragile. Increased density in population, construction activity, and long-term occupation pose risks to local ecosystems, coastal erosion patterns, and stormwater management. The proposal does not sufficiently demonstrate how these risks will be mitigated in a changing climate.</li> <li>5. Community Impact This development does not reflect the needs or wishes of the local community. It prioritises short-term commercial gain over long-term sustainability and liveability. Our town's appeal lies in its scale, tranquillity, and sense of place—qualities that would be compromised by this project.</li> </ol>

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	<p>Conclusion            For the reasons outlined above, I strongly urge the planning authority to refuse this application or require substantial redesign to align with the existing character, scale, and environmental constraints of our coastal town. Development should enhance, not overwhelm, the communities it enters.</p>
16. Support	I support this project as we need to build up not out as there is limited supply of land in the town area It is also important to encourage people to invest more in the community
17. Object	<p>I lived in Augusta for 33 years and during that time have seen many changes to the character of the shire towns and not always for the best. This proposal is too big and will look out of place with the buildings in the main street.            Augusta has a special charm that attracts many people it would be such a shame to destroy that.</p>
18. Object	<p>The building is not in keeping with the local surrounds and should be scaled back in height and size.            The Town needs infrastructure to support the community that already reside here.            I would push that it's too big and that all residential would mean exactly that... residence who reside in a property. Under No circumstances should this permit short stay use for holiday purposes!            It's time to start saying NO and for the state government to stop forcing major growth on towns that can not support an increase without providing essentials; such as schools &amp; childcare, health care and access to a minimum standard of liveability that is reflective of what someone in a city would only expect to have at their door step not hours away on dangerous country roads supported by volunteers.</p>
19. Object	<p>The proposal is inconsistent with the Strategic Community Plan that had extensive community involvement. If this development goes ahead it will make the community's desires in managing our built environment unattainable. This proposal is not consistent with the draft street scape concept plan. Further changes will need to be made if this proposal goes ahead. Particularly in relation to the bus parking bay, delivery vehicles and parking. Building heights are not appropriate for Augusta and contrary to the LPS. The town centre already has insufficient parking. Congested parking is already a safety concern for the older less mobile members of our community. There are significant conflicts with single vehicles accessing parking, delivery truck parking, long vehicles trying to park or access the service station and long vehicles heading to the caravan parks and the marina. The proposed retaining wall doesn't meet residential design codes. The proposed parking deficit is selfish short term thinking. Given the existing lack of parking any proposal that adds to the issue and increases the safety risk should not be approved. I have been visiting Augusta for 58 years and have been a permanent resident for 9 years. I am not against change and have seen many in Augusta over the last 67 years. Some good some bad. This development proposal has the potential to significantly change the amenity of the town centre. On behalf of my family (we have maintained an Augusta connection over 5 generations) we hope the final decision on this proposal delivers a positive long term gain for our community and not just deliver short term developer profits at the broader Augusta community's expense.</p>
20. Object	<p>Augusta does not require a 2/3 story commercial building. Many of Augusta shop fronts are empty, so the need for more is not necessary. If they are wanting to put a new building they need to have a look around the town and try to fit in with the surrounding area. We don't want Augusta to end up an eye sore like Margaret River &amp; Dunsborough.            Also, the question lies of what will go into this commercial building? Will it affect our local businesses? Will it take away the livelihood of our residents who run these shops?</p>

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	<p>As for parking, Augusta is already limited! When the holiday season is on, majority of Augusta's car parks are taken, so take that into consideration when removing 11.5 bays with the monstrosity that's been put forward to our community. This building will not suit or fit into the surrounding area of the town. Great that the space is going to be filled but maybe try to work with the community and not against it!  Please consider the voices of Augusta and don't put such an eyesore in this beautiful town.</p>
21. Support	Nil
22. Object	<p>I am writing as a full time resident and business owner in the town of Augusta to express my strong objection to the proposed development P225950 - 74-76 (Lots 13 and 14) Blackwood Avenue, Augusta.  I object on the following basis:</p> <ul style="list-style-type: none"> <li>- Visual bulk, the proposal does not respect the neighbourhood character and will have a negative impact on the streetscape whilst also over shadowing surrounding residents and businesses. The design and scale has no cohesion with the towns current streetscape of which is a major draw card for tourism being that of a quiet, small coastal town.</li> <li>-Non compliance with local policy, the proposal exceeds local planning codes in regard the height variations. The height restrictions have been implemented to set a standard that the community as a whole are expected to adhere to ... allowing a Development of this calibre though sets precedent for future submissions that breach local height building codes. Both buildings (8.9m above natural ground level and 10.8m above natural ground level) will be the tallest buildings in Augusta, building of this scale is incompatible with existing zoning and local amenity. Even IF parts of the proposal meet discretionary height provisions, careful assessment of impacts and community consultation has not been explored. Overbearing impact of the buildings will overwhelm surrounding properties and the change the aesthetic of our humble town for ever.</li> <li>-Car parking shortfall of 11.5 bays defies compliance to the local planning code also. This will undoubtedly create a material detriment to the local businesses. Traffic congestion, on-street overspill, obstruction and access resulting in safety risks will all play apart with this shortfall. It appears as though the development has been designed under the expectation that the parking on the property next door will supplement the developments shortfall.</li> </ul>
23. Object	<p>From the paperwork provided the Shire has identified the fact that the building won't meet the requirements of parking by 11.5 bays. Is the code for 12 bays? If so then the development only has room for half a bay for cars to park? Alarm bells are ringing, considering other approvals in the town of Augusta to develop a site have been knocked back on this point alone.  There are a number of codes that are asking to be approved, ( to be broken) so that the building development may go ahead. I can't see the reasoning behind this if the AMR Shire has spent so long on developing the codes for all, and standing by them that it would now consider waiving height restrictions, walls in proximity to boundary lines and solid walls without indents?  The look of the town of Augusta is one of a beachside town and that is the appeal that draws people to visit and to live in Augusta.  The drawings of the proposed building is one of a metropolitan complex in a city not of a coastal town.</p>
24. Object	I'm concerned about the visual amenity of the proposed structure as it appears excessive to surrounding infrastructure and I

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	<p>believe it will have a detrimental impact on the visual character of the main street environ.            I am also particularly concerned about the proposed removal of mature native trees on the site. I believe these trees contribute significantly to the local character and biodiversity of the region and provide habitat for native fauna.            Loss of established native trees cannot be mitigated through replacement planting as suggested in the Tree Impact Assessment document.            I note that the application documentation does not include a fauna assessment. I have personally observed various species of native fauna utilising the site including vulnerable species such as black cockatoos, evidence of ringtail possums, and have observed brush tailed phascogale within 50 metres of the site. I am concerned the native fauna will be impacted by the proposal.</p>
25. Object	<p>I am concerned that the proposed development on the grounds of that it does not meet the current height restrictions that the town buildings are required to abide by.            As this is a new proposed development, I believe it should have to comply with parking restrictions and regulations that are inline with the shire covenants.            I believe that new infrastructure is required in the Augusta townsite, however this size of development is not in keeping with the required shire requirements as it is currently proposed.</p>
26. Support	Nil
27. Indifferent	<p>The Chamber of Commerce is putting this submission in with hesitation as we have not had ample time to go through the submission and speak to all members.</p> <p>We are grateful that there are people wanting to invest in this beautiful town but at the same time acknowledge there has not been adequate consolation with business that are already operating in the town.</p> <p>Most comments relate to parking concerns. We have issues now, so with the new developments that are already in with the shire, we feel it will be an increased issue.            Will the height limit set precedent for other developments? Is this fitting to the character of Augusta?            Some of the photos that the developer used showed changes in the street, angled parking and median strips. This is not in any concrete plan as we are still waiting for a workshop with a street scape committee.</p> <p>We are very disappointed that we had late notice about this development from the shire.            Communication is key!</p>
28. Object	<p>I object strongly. The proposal will have an overwhelming visual impact on our town. It is in total contrast to any other existing building and out of character with our relaxed coastal hamlet. As a community we are already trying to address the existing lack of parking, and implement better management of the congestion occurring in that very section of the main street with heavy pedestrian traffic, including many of our elderly residents, accessing existing shopping, cafes, post office, and banking services. This is a total Goliath of a building to ask our community to support.</p>
29. Support	A great asset to augusta

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30. Object	This three storey proposal is totally inappropriate for Augusta especially with insufficient allocated parking as there is already a parking shortfall in the main street.
31. Object	Nil
32. Object	<p>Parking is my main concern. On any morning it is difficult to find a spot and this will only increase the problem. To overcome this residents will use the existing council carpark.</p> <p>The building should not exceed Shire codes which Community members have had to abide by the Council.</p> <p>Timing for consultation has been strategically done during holidays and when the local news paper does not go to print to allow locals to express their views. Diagrams are a misrepresentation of the actual situation. Parking bays opposite the newsagency are parallel not angled and the road is narrow. Does this fit in with the proposed shire plan for the Main Street? This needs to go to public consultation.</p>
33. Support	<p>Whilst I do support this development and like the general appearance, I strongly feel that this is too strongly residential and the community needs more facilities and especially a restaurant open in the evenings. Not a coffee shop. In fact bringing a winery to town serving decent meals through day and evening would be excellent. And the parking issue should be addressed as we don't want to become like Dunsborough.</p> <p>Augusta provides accommodation well to visitors in AirBnB and caravan parks, so this development should be centred on providing for the community.</p> <p>Sadly I don't think it will unless some changes to use are made.</p>
34. Object	<p>In general, many aspects of the proposed development P225950 are expected to contribute positively towards the local community. However there are some issues and concerns as follows:</p> <ol style="list-style-type: none"> <li>1. The timing and duration of the feedback period.  The application was received by AMR Shire from the developer on December 15th.  Advertising for local feedback commenced on December 24 and closes on Jan 14th.  AMR Shire usually provides a weekly email to highlight local issues but there has been no such email from AMR shire on this topic (understandable given the timing).  News of the proposal was only distributed widely thru Augusta via a local social media post on January 6th sharing the Shire's 'Have your Say' page.  The original posting date on the Shire's website is not stated on the post.  The timing (over the new year holiday season) and the relatively short consultation period may meet formal procedural requirements - but grossly fails the pub test for what is fair and reasonable. Many Augusta locals are either out of town, busy with visiting friends and family, or flat out catering for the tourist high season.  Given recent history in Augusta, the site's developers (and the Shire of Augusta Margaret River) should be more aware of the local sensitivities around development proposals and ensure the consultation process is at least perceived as reasonable by the majority of Augusta residents.  In this case the timing of the feedback is perceived locally as an attempt by the property developers to bulldoze their plans through the approvals process using the holiday period to minimise exposure and with no genuine regard or respect for local</li> </ol>

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	<p>sentiment or feedback. Trust is hard won and easily lost and the developers will poison the relationship with Augusta locals unless the consultation period is extended.  I suggest extension of the feedback period for another 2 weeks (Jan 28th) and more effort by the Shire and the developers to advertise the process.</p> <p><b>2. Parking Capacity</b>  The proposal has a car parking shortfall of 11.5 bays against the car parking requirements of LPS1. I understand the pending LPS2 has a lower parking requirement. How much lower is not clear and LPS2 has not yet been approved by the WA State Government.  Also, the entire site only provides only 1 ACROD parking bay (allocated to the commercial building) and no ACROD bays for the residential building - which is profoundly inadequate in a town with an average age over 60.  Whilst car parking space in the Augusta town centre has not generally been an issue to date, the situation in other local towns (Eg Dunsborough and Margaret River) is a stark warning of what will happen to Augusta in future if developments are allowed to proceed without adequately catering for the parking demand they will generate.  The idea of having a planning scheme is to try and avoid foreseeable problems which will otherwise manifest gradually over coming decades. Unless there is some other significant benefit to the community and/or mitigation of the parking issue which will also last decades, then developers should be required to comply with the LPS1 requirements as they are the current rules - and if the proposal is relying on more relaxed parking rules in LPS2 then at least make clear how the proposal sits against the pending LPS2 scheme.</p> <p><b>3. Building Height</b>  The mixed use commercial building would have an overall building height of up to 10.8m above natural ground level, a variation to the 8m building height permitted by LPS1. For context the proposed height exceeds the current planning requirements by 35%.  Whilst the setback of the upper story is noted and the general design (look and feel) of the proposed commercial building is ok, its height and forward positioning of the building will be a formidable imposition on the Augusta streetscape.  Local sentiment is that the commercial building is generally too imposing on the streetscape and detracts from the 'seaside town' look and feel that Augusta is famous for and which locals cherish.  It is understood that the 3rd story may be required to make the development viable, but it is the responsibility of developers to come up with a design which delivers adequate financial return and complies with local planning requirements. Choosing to put forward a greenfield design which significantly flouts LPS design just looks like design laziness and/or financial greed.  Local sentiment is that the front of the proposed building is too imposing on the streetscape and should be scaled down.</p> <p>The multiple residential dwellings building would have an overall building height of 8.9m above natural ground level. The maximum building height permitted by LPS1 is 8m.  There is a need for more availability of smaller, modern residential units in Augusta and the building's set back at the rear of</p>

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	<p>the block makes the 0.9m over height less visible and less of a concern locally and overall the benefits of this building outweigh the disbenefits.</p> <p>4. Aged &amp; Disabled Access            Whilst the commercial building will be required to provide suitable access for aged and disabled people, the access facilities available in the residential building are not clear from the published plans.            Augusta has an average age over 60 with a significant part of the older population looking to downsize. Whilst the upper level units (accessible only by stairs) will not be suitable for elderly residents, I encourage the developers to ensure the five ground floor units are suitable for elderly or disabled residents.            Also as noted above, there is no allowance for ACROD parking for the residential building and only one bay in the whole complex which is grossly insufficient within the Augusta community. More ACROD bays should be included in the design.</p>
35. Object	This proposal is not in keeping with the character of this town nor is it congruent to current main street business needs of access and parking. This proposal is grossly oversized for its location and also falls outside of shire regulations. Please consider more local consultation and do not proceed.
36. Support	Good for town. Needs development for growing population
37. Support	Augusta is a tired little town where there has been no substantive redevelopment or renovation of the central portion of the Augusta CBD and that is holding back business from opening up in Augusta. This development shows confidence in the town and will perhaps grow Augusta out of being a town for old people.
38. Object	<p>While I am not opposed to development at the site in question I do object to all the points raised in the letter.</p> <ul style="list-style-type: none"> <li>- Multiple dwellings building should have a maximum overall height of 8m as per LPS1.</li> <li>- Mixed use commercial building should be two stories only and 8m maximum height as per LPS1. 10.9m and 3 stories would set a precedent for other developers all over Augusta. Maintaining the Augusta character is paramount.</li> <li>- the rear boundary wall should not exclude the neighbours from seeing into the distance, a 7m high wall is unfair.</li> <li>- a shortfall of 11.5 parking bays is outrageous. They can make a more modest development with just two stories and not burden ratepayers with a parking shortfall that would need to be addressed by the Shire. Even if they offer to pay for it.</li> </ul> <p>I strenuously object.</p>
39. Object	<p>I am writing to voice my concerns about the proposed Multiple Dwelling and Mixed Use development for 74-76 Blackwood Ave, Augusta. I am concerned about the size of the proposed development, particularly the height of the three storey building. There are no other three storey buildings in Augusta, or any that I am aware in the Augusta Margaret River Shire and I feel that approving a development of this height/scale would set a precedent for other potential developments in the region. I am not sure that Augusta is ready for this type of development, and is at risk of losing its small town charm if it was to go ahead.</p> <p>I am also concerned that the development plan has a 11.5 car parking bay shortfall, when it's my understanding that smaller business development plans for Augusta have been knocked back due to the lack of parking space available.</p>
40. Object	Why does the proposal have 11.5 parking bays below required standards?

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	Lack of parking is always an issue as towns develop & grow. This needs to be considered seriously.
41. Support	As a semi-regular visitor to the town/area I believe this development will assist in providing additional amenity to the area and support it on these grounds.
42. Object	I feel the development is too large to be in keeping with the streetscape. A reduction to 2 storeys would be more appropriate. The car parking shortfall is also a concern with parking in town already at a premium over the busy season.
43. Support	Great to see investment in the Main Street of Augusta giving modern accommodation and commercial premises.  While I am supportive more consideration should be given to parking in an already congested CBD
44. Object	How can they even try get this approved - when locals have to stick to codes why don't they
45. Object	The three-storey development proposal for the office, shop and restaurant contrasts with the current buildings (maximum 2-storey) in the main street of Augusta. The proposal for a south-facing cafe-restaurant facing the public toilet block (next door) shows obvious lack of local knowledge given the very strong south-west and south easterly winds Augusta faces for most of the year. This aspect for a cafe would be diabolical. While there appears to be adequate parking for office tenants and apartments there is very little space left for garden. While there is demand for housing, is there demand for so many offices? The development may empty the commercial strip of Augusta leaving all the current buildings empty. The proposed development might suit Dunsborough or Applecross but it lacks amenity and suitability for the township of Augusta. A more modest proposal would be welcome.
46. Object	Although I am not opposed to development in Augusta, I am writing to formally object to the proposed development (74-76 Blackwood Ave) currently under consideration, on the basis that it does not provide adequate on-site parking. I am the owner of a nearby building that was required, at the time of its development, to comply fully with parking requirements set by the planning authority. Meeting these requirements necessitated a significant financial investment, which was undertaken in good faith and in accordance with the applicable planning controls and expectations. The current proposal appears to fall short of those same standards. Allowing a development to proceed without providing adequate parking creates an uneven and inequitable playing field between existing, compliant developments and new applicants. It also undermines the intent of the planning framework, which is designed to manage traffic, parking demand, and impacts on surrounding properties and businesses. Of particular concern is the likely spillover of parking demand into surrounding streets and properties. This would place additional pressure on already limited parking resources and could negatively affect the operation and viability of the business located at my site, including customer access, staff parking, and overall amenity. I respectfully request that the planning authority give due consideration to the precedent this approval would set and to the cumulative impacts on existing developments that have complied with parking requirements at considerable cost. At a minimum, I believe the proposed development should be required to meet the same parking standards that were applied to my site and others in the area. Thank you for considering this objection. I trust that the matter of parking adequacy and equity between developments will be carefully reviewed as part of the assessment process.
47. Object	Concerns for why the local council have regulations if they are going to be over ridden. This will set a precedent for future

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	developments to disregard local bi laws. Rule number 1 in any development is to have adequate parking and this clearly fails with 11 car park shortfall. All for future development of the Augusta town centre but with logical thought process. Please let common sense prevail and request changes to building to fall in line with guidelines set by local council.
48. Object	Keep it ground level with the whole base floor commercial for shops, cafes, restaurants etc
49. Object	This is ridiculous. Does not meet building codes. Too high - not enough parking. etc. Augusta does not need this sort of development. The charm of Augusta is in its natural beauty - developments like this does not belong here. Dunsborough and Margaret River have been ruined by such developments. We can't even get a neglected jetty repaired - update our aging hospital - the list goes on and on. Let's take care of these items before building inappropriate buildings. There are enough underutilized commercial property in Augusta.
50. Object	The development does not abide by building codes and should not be an exception to these. Residents of Augusta must adhere to building codes so should developers. Augusta is a sleepy seaside town known for its natural beauty. A development like the one proposed does not compliment the town. People come to Augusta to live and visit because there is a slow pace, where you can leave city life behind. <b>KEEP AUGUSTA AS IT IS, DO NOT ALLOW MONEY AND GREED TO RUIN OUR TOWN!</b>
51. Object	Please do not permit a 3 storey building in Augusta. It is completely incongruent with Augusta's laid back coastal charm. It will impact the amenity of our beautiful, friendly, low-key town.
52. Object	I would like to say that a three story complex in Augusta is way out of context for our home. There is not enough public amenities or parking as it is now. We are not against progress but on a much smaller scale. We are a little country town and already struggle to provide for our existing community. Who makes these decisions without community consultation? DAP should not have the authority to override decisions that should be made in our community for our community.
53. Support	I think this development will be good for Augusta and I have no issue with the extra height proposed. I welcome residential mixed use development in the town centre. I do have an issue with putting the outdoor dining area to the south of the building overlooking the car park and public toilets on the adjacent block. This is a very windy place. The south easterlies can be brutal. We love sunshine. We have recently lost the best place to have breakfast in town now that the Deckchair cafe has relocated. To sit on the east side overlooking the street and on the north is delightful all year round. The north east corner is likely the 'sweet spot'. Please reconsider the climate response and the opportunity for better street activation.
54. Object	Nil
55. Indifferent	Concerned that the height being considered is over 2 metres higher than the standard which is not really suited to a small regional town that has minimal high rise. This would look okay in a larger town like Margaret River not a sleepy town like Augusta. No mention of parking bays to support such a large building. Parking is already an issue without something this large being built. Not sure how the SW Joint Design Review could see this as being acceptable here. The panel must not have even visited to see how outrageous this 3 storey option is totally out of character for this town centre.

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56. Object	<p>No enough parking bays, not even for delivery?!            Using public infrastructure so they can maximize profits.            "Mixed use"?! It'll be owned by developers. No one in town will be able to buy or rent there. It'll get turned into short stay accommodation and a couple crap shops, WITH NOT ENOUGH PARKING!</p> <p>It's over height over width planning regulation breaking back wall is a joke.</p> <p>This needs to be looked at by people who aren't standing to profit from it.            People who actually care about the community there not just adding building for the sake of growth.            Sort yourselves out.            Stop selling out beautiful small towns for tourism and profit.            Ask they community what they actually want.            Then use council and state money to build and buy it and keep away from developers.</p>
57. Object	Property not in line with town planning strategy. I am supportive of residential/commercial use structure within the existing framework.
58. Object	Wrong location, we struggle for parking now let alone after this is approved
59. Object	Too high, and won't fit in.
60. Object	Fix Augusta infrastructure first. Development too big for aesthetic of Augusta
61. Support	Brilliant. We need more medium density house to reduce land clearing.
62. Object	<p>Whilst I support sympathetic development in the Augusta CBD and overall I believe the development type will be a positive factor for town, I do not support the variations to height restrictions as outlined in LSP1 or the variation to retaining requirements of the current design codes. This development should be required to meet the aesthetic requirements of LSP1 and these over-height restrictions risk negatively impacting the character of town.</p> <p>The parking shortfall is also of serious concern as the central town area is already very tight for parking during holiday and peak periods.</p>
63. Object	I object to the overall appearance which is not sympathetic to our beautiful small coastal town. I also object to the height and wall variations as well as the 11.5 parking bay shortfall. It is already a struggle to find parking in peak season, and this will make it worse.
64. Object	Why can these guys go outside the planning requirements of height etc if I'm not allowed. Same rules for all should apply
65. Object	The development is too large and not in keeping with the 'vibe' of Augusta. Not opposed to development, but this is excessive and would be an eyesore on the coastal town that is popular for being low key compared to a lot of the Capes towns.
66. Object	Augusta already has insufficient parking bays in the area. Over the peak season, the local community has difficulty to access parking close to the proposed building, including parking to access the medical centre, the post office and the chemist. Augusta has a large senior community who need those parking spots available, which will ensure that they have easy access

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	to those important services. The proposed building should include a plan to have sufficient parking spots without compromising the existing parking bays.
67. Object	The overall height of the proposed building is an issue. We should stick to the current limitations set by the shire.
68. Object	Parking facilities for this area of shops including the post office, chemist and doctors surgery are already limited especially during peak tourism season. A shortfall in meeting the LDP parking requirements will put added pressure on already limited street parking and limit access of local residents to shops and essential services due to lack of parking bays. With the development including commercial premises the assumption is that it will attract additional traffic. Any overflow will put parking pressure on already limited parking and effect existing local business and essential service providers.
69. Object	The size of the development is not in keeping to the character of Augusta. The development breaches multiple sections of the LPS1 code. Additional pressure on regional roads and lack of parking. Only four trees guaranteed to be retained, yet there are tens of trees on the property. Loss of habitat and tree canopy for central Augusta.
70. Object	If we are to have new buildings in Augusta to encourage growth, at least let us have buildings and developments that fit in with Augusta and the buildings we have. We are the best town in the Shire with the nicest views and houses/buildings. Let's not just build for the sake of building. A new hospital would be a much better building than what is proposed
71. Support	Nil
72. Support	Great idea  Go ahead
73. Object	Not happy. Building higher than allowed and way less parking than required. There is already a shortage of parking now over the busier period. Augusta is referred to regularly as a retirement town. Double storey buildings are not a good idea for all the older people. Would they have a lift? The pictures of what is planned does not fit in with the look of Augusta at all. Single level buildings with enough parking would be better. Not against the vacant block being developed but need it to suit the town. Not sure what other shops are needed in town as there are already vacant buildings waiting to be shops. Not sure if the accommodation is double storey or if one unit is down stairs with another upstairs. Augusta really need accessible accommodation for elderly and disabled as there is a lack of. Not stairs.
74. Support	I support the development. Additional parking should be supplied by the developer
75. object	It is totally unsuitable to build a large building without being required to supply new parking areas . You can not expect to take existing parking spaces away from our town - we are short on them already!! As a full time resident we have enough problems

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	trying to get parking for the Newsagency, Bakery, Chemist, Doctors etc etc. (unless it's mid winter) Also why aren't they being forced to abide by our local government laws re height restrictions etc ..... It requires definite rethink!!!
76. Support	I would like to see the already proposed and considered upgrades to Blackwood Avenue to be seamlessly integrated into this development proposal. Footpaths, road pavement, tree planting and street lighting should all be integrated into the development proposal.
77. Indifferent	<p>I strongly encourage the proponent to incorporate significantly more sustainable building practices and materials into the development. Augusta's climate, environmental values, and community expectations make this an ideal site to demonstrate leadership in sustainable construction.</p> <p>In particular, I request that the development consider:</p> <ul style="list-style-type: none"> <li>• Use of local, renewable materials, such as hemp-based construction products, which are increasingly viable in Western Australia and offer excellent thermal performance, low embodied carbon, and strong durability.</li> <li>• High-performance double-glazed windows to ensure the building can withstand Augusta's colder winter conditions, reduce heating demand, and improve long-term energy efficiency for residents and commercial tenants.</li> <li>• Comprehensive solar integration, including rooftop photovoltaic panels and battery storage where feasible, to reduce reliance on grid energy and lower operational emissions.</li> <li>• Maximising all available sustainability measures, such as rainwater harvesting, passive solar design, improved insulation, and low-impact landscaping.</li> </ul> <p>A development of this scale has the potential to become a model for future projects in the region. By prioritising sustainable materials and energy-efficient design, the proposal could set a benchmark for environmentally responsible construction in Augusta and demonstrate what a forward-thinking, climate-resilient building can look like.</p>
78. Object	already have parking issues in our town, and development like this is over the top for a small town. Too large, too ugly, does not fit in with the small fishing town vibe that is created and adored by locals and visitors alike. It will affect me as a local living here already struggling to get a park at the post office (across the road) bringing more people to town. Business already struggling through winter and I'm sure it's an out of town investor planning to charge through the nose and raise all the prices of rent. I'm sure the shire won't put restrictions on these apartments being used as air bnb and not even helping with the already bad housing crisis in our shire. Poor communication this being opened during the busiest time of year also. This block had huge native trees on it that I have already watched be chainsaw down recently, such a disgrace
79. Support	<p>I am not opposed to the proposed mixed use development comprising dwellings, office space, consulting rooms, and a restaurant. I support appropriate development that contributes positively to the town.</p> <p>However, I have concerns regarding car parking provision. The proposal falls short by 11.5 car bays against the requirements of Local Planning Scheme No. 1 (LPS1). Adequate on-site parking is essential to prevent overflow parking, congestion, and negative impacts on surrounding streets and existing businesses.</p> <p>I do not believe a variation to the parking requirements should be supported in this instance. The shortfall should be fully</p>

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	remedied to ensure compliance with LPS1 and to maintain the amenity, safety, and functionality of the area. I respectfully request that approval be conditional upon the proponent addressing and resolving the car parking deficiency in full.
80. Object	Any new development needs to adhere to existing development rules especially regarding car/vehicle parking. Also current height of developments need to comply with existing rules in keeping with the local surroundings.
81. Object	Many variations applied for, inappropriate large development out of character with Main Street. Already a dearth of parking and a deficit of nearly 12 parking bays in this development. Angle parking is inappropriate for the area. Heights applied for well exceed what any smaller development would be allowed.
82. Support	This is what the town needs.
83. Support	Great addition to the town! Augusta needs more development as it is becoming much larger and cannot support everyone currently
84. Object	<ol style="list-style-type: none"> <li>1. Property must meet planning height restriction of 8m, not above. Same rule for all and in keeping with keeping the towns uniqueness.</li> <li>2. Definitely must provide adequate parking and delivery pull in bay. Parking is increasing an issue on the main street and a new build should not exacerbate the issue. The maximum number of bays should be required as part of the planning approval.</li> <li>3. Like the idea of activation of the area with the same restrictions as others have had to abide to.</li> </ol>
85. Object	Way too big and it is breaking LPS rules. Augusta is a nice little town and that's how locals like it. We are not Perth! First the windfarm, now this, what next?!
86. Object	I don't see why the proposal needs so many variations from the LPS1. How about a development that can fit within the guidelines. This needs scaling back. To allow this development will create the precedent, and outside investors will be running rampant, ruining the small town character Augusta is known for. Too big and too high, reducing the amenity of the neighbouring properties. This development will place increased traffic and parking pressure on a town centre that already struggles to cope.
87. Object	<p>Why are they allowed so many variations the LPS1?</p> <p>This will negatively affect outlooks and living conditions for its neighbours as well as visitors to the centre of town where there is a major shortfall in car parking spaces.</p> <p>This is not the direction the township of Augusta wants to be heading in.</p>
88. Object	<p>The scale, style, and intended uses of this development are not what people come to, or live in Augusta for.</p> <p>Once the shire opens the gate of variations for height limits, we will lose the village appeal of the town.</p> <p>Please, this is completely out of character for Augusta.</p> <p>Welcome to Dunsborough.</p>
89. Support	Nil
90. Support	While Augusta is a charming small town with a close knit community, it is also fast becoming a tourist destination and hive of activity in the busier months.

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	<p>I believe that main street developments and progress will only benefit all businesses and tourism in the area. My husband and I co-own the local [redacted] shop, and we welcome any additions to the main street and the community.</p> <p>There is a great need for any new residential development in the region, also with many local couples/families being displaced or homeless.</p> <p>I also believe in healthy competition, and anywhere that may become a local hub will add to the sense of community, not detract.</p>
91. Support	I think it's a great idea. Augusta needs development. Has too little opportunity.
92. Indifferent	Referring to the pictures provided the appearance of the building looks overwhelming for the CBD of Augusta. I would prefer to see any new building developments fronting Blackwood Ave to have extensive landscaping including native trees and gardens leading to the entrance of building rather than harsh block style constructions adjacent to the main street. My preference in the design of the building preferably would be to conform with either a seaside or historical characteristic to suit the existing surrounds and the history of the town.
93. Support	This is a high quality, well-thought-out and beautifully presented submission for a development that caters for much needed commercial and residential space in our town. Its location will help to balance the energy of the town and upgrade the quieter, somewhat neglected north-west section of the main street.
94. Object	<p>Although this proposal looks marvellous, it will prevent further vehicle parking in an already limited vehicle parking area in the main street.</p> <p>Seeing as it will be three storeys high, underground, or lower storey parking would be far more suitable and safer, especially for aged residents and families with young children. Lower level vehicle parking would accommodate the many extra vehicles in town during holiday periods.</p> <p>Thank you for the opportunity to comment.</p>
95. Support	Nil
96. Support	Love the concept, heading up a new era for Augusta
97. Support	<p>Great to see a quality development proposal with a commercial aspect in the centre of Augusta.</p> <p>Addresses and enlivens the streetscape, provides amenity not directly impacted by cars, and much needed diversity of commercial activity on the main street.</p> <p>The proposal provides more than adequate carpaking on site - for 11 months of the year car parking in Augusta in not an issue, and in peak season walking should be encouraged. We need more quality space, not more bitumen for cars.</p>
98. Object	Surely with the streetscape development reducing the amount of accessible parking it would make more sense to use this area as a car park. Many people would be unable to walk the distance from the Civic area where more car parking will be available.
99. Support	looks a great bit of architecture and great to see some more commercial space in Augusta
100. Support	The design as per the renders in the planning submission appears to be sympathetic with the best current architectural example in the Augusta commercial town site, being the Augusta Hotel. The development looks as though it will sit "softly"

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	<p>within the streetscape and not appear to be a cheap crude commercial entity, unlike some of the more mature strip developments that have been previously allowed within the Augusta town centre.</p> <p>We believe the development will integrate seamlessly with the proposed streetscape proposals.</p> <p>There is in our view a strong demand for residential apartments close to the town centre and an undoubted need for a medium sized dining establishment in Augusta. The provision of good quality office space will over time assist in attracting professional services to the growing community.</p> <p>Looking to the development as a whole, given the maximum height proposed is only for a small proportion of the total building, we believe the development will not "over power" the street or negatively dominate the landscape.</p> <p>This development will enhance the amenity of Augusta without taking anything from the towns unique location and the natural beauty of its surrounds.</p>
101. Object	<p>While I am not opposed to development of the site in question I do strenuously object to all the points raised in the letter.</p> <ul style="list-style-type: none"> <li>- Multiple dwellings should have a maximum overall height of 8m as per LPS1.</li> <li>- Mixed use commercial building should be two stories and 8m maximum height as per LPS1. 10.9m would set a precedent for other developers on Blackwood Ave.</li> <li>- the rear boundary wall should not exclude the neighbours from seeing into the distance, a 7m high wall is unfair.</li> <li>- a shortfall of 11.5 parking bays is outrageous. They can make a more modest development or build with underground parking and not burden ratepayers with a parking shortfall that would need to be addressed by the Shire. Even if they offer to pay for it.</li> </ul> <p>I strenuously object.</p>

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<b>Government Agencies</b>		
<p>a. Department of Fire &amp; Emergency Services</p>	<p>General Comment</p> <ul style="list-style-type: none"> <li>• DFES notes that several documents that are part of the overall submission provide different details relating to the BAL assessment. Some plans detail alternative assessments with a BAL-FZ line provided at 21 metres, indicating that Class A Forest should apply near the development site. Further discussion regarding vegetation classification is provided below.</li> <li>• Specific requirements of SPP 3.7 and the Guidelines are to be further addressed in the BMP as outlined in the below assessment Tables 1 and 2.</li> </ul> <p>Recommendation: Compliance with acceptable solutions not demonstrated – modifications required</p> <p>DFES advises that the BMP has not demonstrated that the proposed development complies with the following requirements of SPP 3.7 and the Guidelines:</p> <ol style="list-style-type: none"> <li>1. Element 2: Siting and Design;</li> <li>2. Element 3: Vehicular Access; and</li> <li>3. Element 4: Water Supply.</li> </ol> <p>DFES recommends the BMP be modified as per the Assessment advice provided in Tables 1-3 to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location. The required modifications are listed in the table(s) below. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.</p> <p>Table 1: Assessment Policy Measure 7.1 included.</p> <p>It has not been demonstrated that the current reticulation system (hydrants) would meet the Water Corporation's 'No. 63 Water Reticulation Standard' given the distance from the front of the lot to the rear of the building.</p> <p><b>Compliance with Water Supply for firefighting not demonstrated.</b> Modification to the BMP is required to address the Assessment advice.</p>	<p>Note: This Development Application does not trigger mandatory DFES referral. Comments received largely reflect the Shire's internal department comments – refer responses provided in (a) below.</p> <p>The Bushfire Consultant advises that the 21m BAL-FZ line shown on the plans was drawn on the basis of a desktop assessment prior to inspecting the site, and assumed a worst-case vegetation classification (Forest) to inform design.</p> <p>During the site inspection it was evident that the vegetation structure was Woodland, not Forest; hence the BMP has the Woodland classification reflected in it.</p> <p>An additional hydrant can be provided on site to satisfy a condition of Development Approval, provided this does not require the provision of additional pumps and tanks.</p>

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<p>b. Main Roads</p>	<p>I refer to your email of 23 December 2025 and advise that Main Roads is not prepared to support the development at this stage due to road safety concerns associated with the full-movement crossover attributed to deficient vehicle/SISD sight lines for exiting traffic onto Blackwood Avenue, discussed below.</p> <p>The main concern centres around the implications of retaining the bus bay as it blocks/impacts available vehicle sight lines to the south, albeit that sight lines to the north are also deficient and should be improved by removing at least one on-street bay along the frontage of Lot 12. Main Roads also has concerns with the proponent’s ability to manage post development stormwater flows on site, given the high impervious nature of the development.</p> <p>Crossover Sightlines</p> <p>Sightlines to both and the north and south are considered to be deficient and constrained by existing on-street parking. Within town centre environments Main Roads has previously accepted a minimum sightline of 40 – 45 metres although 73 metres is generally considered desirable.</p> <p>Sightlines to the north is estimated at approximately 25 metres and requires removal of on-street parking bays to improve sight lines.</p> <p>Available sightlines to the south appears to be in the order of approximately 17 metres if standard vehicle swept paths are utilised to position the bus, however, a detailed sightline analysis is required to be undertaken to determine the maximum sightline that can be achieved with the retention of the bus bay. Failing this aspect, consideration should be given to relocate the bus bay in order to obtain Main Roads support for the development and approval of associated works within the road reserve.</p> <p>Existing Bus Stop</p> <p>As discussed, we note that the development documentation notes the retention of the existing bus bay on Blackwood Avenue albeit with consideration of a shorter bay so as to accommodate the proposed development crossover, which is a full-movement access.</p>	<p><u>Crossover</u></p> <p>The subject site is comprised of two lots, both of which are entitled to a crossover for access. Access to the site is unreasonably limited by the TransWA bus stop, which significantly limits all access to the site. The relocation of the bus stop is currently under consideration by the Shire of Augusta Margaret River and the PTA.</p> <p>It is unreasonable to limit the development of the site in the context of the planning framework on the basis of the bus bay. It should be noted that the bus stop is not a registered PTA bus stop and is used very infrequently. Furthermore, the on-street parking lines for the bus bay have been laid in an overly generous manner, stretching across the site. It is Proponent’s view that these lines should be shown in a more rational manner, which would be permit at least one crossover to the site, to which the Proponent is permitted.</p> <p>In regards to the parking bay to the north, whether this parking bay is introduced or not will be at the discretion of the Shire as it intends to deliver the on street parking strategy which is currently in consultation phase.</p> <p>The comments from MRWA indicate that it is at odds with the Shire’s vision as shown in the final Augusta Streetscape Concept Plan. Whist it is acknowledged that the</p>

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	<p>A swept path analysis for the TransWA bus (assumed to be the largest bus/coach) should be provided to demonstrate that buses can safely enter and exit the bay without conflict, similar to the ones provided for the rubbish trucks. The bus bay should also incorporate an island on the northern side (painted or hard), to physically separate the bus bay from the site access driveway and improve sightlines to the south. There should also be an assessment of the available sightlines for exiting vehicles when a coach is in the bus bay to ensure that sufficient distance is available for vehicles to exit safely.</p> <p><u>Waste Collection</u> The proposed waste servicing arrangement would require bins to be moved to the bus stop for collection, creating the potential for delays and conflict with buses using the bay. This differs from on-street servicing elsewhere in Augusta, which does not occur within dedicated bus stop environments. To avoid these conflicts, the site access should be reconfigured to allow rubbish trucks to enter the car park for servicing. This approach would also improve provision for other commercial deliveries and drop-offs, reducing reliance on Blackwood Avenue.</p> <p><u>Stormwater</u> Although stormwater management is proposed to be addressed at a later design stage, it is strongly recommended this be considered earlier. The development is expected to be approximately 85% impervious and is likely to require large-volume stormwater capture solutions. These requirements may influence the configuration of proposed roads and buildings. Stormwater design will need to follow the Decision Process for Stormwater Management in Western Australia and ensure excessive flows are not directed onto the adjoining footpath network.</p> <p><u>Turn Treatments</u> Finally, preliminary turning warrant assessment indicates that the site access meets warrant criteria for a minimum BAL/BAR treatment. While Main Roads may exercise discretion given the urban context, the fact that the warrants are met will inform the level of control applied to the detailed access design and provides scope to require refinements if necessary.</p>	<p>roads is a Main Roads WA road, it is also the Main Street of the Augusta Town Centre and should operated in this manner.</p> <p><u>Bus Stop</u> In relation to the existing bus stop, the Shire’s long term intention, as outlined in the final Augusta Streetscape Concept Plan, is to relocate the bus stop, and we understand discussions with PTA are occurring in this regard. Timing for the relocation is unknown at this time.</p> <p>The Proponent is entitled to a crossover to each lot, and has made reasonable efforts to accommodate the current position of the bus stop within the proposed design.</p> <p><u>Waste Collection</u> With respect to waste collection, the adjacent TransWA bus stop is used infrequently. In the unlikely event that a waste collection vehicle and a bus arrive simultaneously, any overlap would be brief while passengers embark and disembark the bus.</p> <p>An onsite delivery bay was investigated during design development, however, the SWDRP recommended relocating it to the street. This recommendation was based on the steep topography of the site, the turning circle requirements, and the DRP’s preference to prioritise a high quality</p>

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	<p>Landscaping</p> <p>Main Roads will not support the installation of any third-party owned/managed landscaping within the road reserve, as this area is under an existing agreement with the Shire.</p>	<p>built-form street frontage rather than a large onsite parking area.</p> <p><u>Stormwater</u>  The Shire is expected to impose specific conditions addressing stormwater management. Accordingly, stormwater requirements fall under the Shire’s jurisdiction and are not a matter for MRWA to manage.</p> <p><u>Turn Treatments</u>  With respect to turn treatments, the site is located within a Town Centre environment. In this context, the proposed crossover is considered appropriate and consistent with other crossovers throughout the Augusta Town Centre.</p> <p><u>Landscaping</u>  The Proponent agrees that the requirement to provide landscaping to areas outside of the site boundary should not be part of its scope, and should be the responsibility of the Shire.</p>

<b>Internal Shire Departments</b>		
<p>a. Community Emergency Services Manager</p>	<p>Vegetation Classifications</p> <ul style="list-style-type: none"> <li>• Plot 1 – Appears incorrect, areas more representative of forest as opposed to Woodlands. Photographic evidence is insufficient to support Woodland. Change not believed to impact BAL’s</li> <li>• Plot 2 &amp; 4 – Classifications appear correct</li> <li>• Plot 3 – Does not appear correct. Exclusion claimed is non vegetated, mapping shows numerous areas of vegetation.</li> </ul>	<p>Vegetation classifications:</p> <ul style="list-style-type: none"> <li>• Plot 1  Western Environmental, the Project’s Bushfire Consultant, has confirmed that the vegetation structure reflects the Woodland classification in AS3959, given substantial management of understorey below the trees. The fuel loads present do not resemble Class A Forest which would overestimate fire behaviour in this small patch of vegetation.</li> </ul>

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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
	<p>Element 1: Location</p> <ul style="list-style-type: none"> <li>• Not assessed</li> </ul> <p>Element 2: Siting &amp; Design of the Development</p> <ul style="list-style-type: none"> <li>• A2.1a Appears to comply with the guidelines.</li> <li>• A2.1b Not assessed</li> <li>• A2.2 – APZs not shown, unable to assess</li> <li>• A2.3 – Appears to comply with the guidelines</li> <li>• A2.4 – Appears to comply with the Guidelines</li> </ul> <p>Element 3: Vehicular Access</p> <ul style="list-style-type: none"> <li>• A3.1 – Does not appear to comply with the guidelines. Proposal relies upon car parking bays to be utilised for turnaround, not supported as no guarantee that bays will be free and available. Proposed existing carpark to the South not supported as does not meet width requirements and same assumptions made.</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>• A4.1 – Appears to comply with the guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Plot 3 There is some vegetation in these areas, however the Bushfire Consultant has confirmed that the predominant status is non-vegetated land with small areas of low threat vegetation. Previously, the <i>Guidelines for Planning in Bushfire Prone Areas</i> allowed for combination of the exclusions for non-vegetated areas and low threat vegetation which dealt with mosaic issues like this. If required, the BMP could be updated as a Condition of Approval to reclassify vegetated portions in Plot 3 as 'Excluded AS 3959: 2018 clause 2.2.3.2 (f)', however, this change will not affect the outcome of the BMP and therefore result in no design changes.</li> </ul> <p>Element 2</p> <ul style="list-style-type: none"> <li>• An APZ has been determined by the Bushfire Consultant to not be required.</li> </ul> <p>Element 3</p> <ul style="list-style-type: none"> <li>• The Bushfire Consultant has advised that a turnaround is not required given the site is in an 'urban' area. In the case of a fire incident, firefighters would not drive down the driveway if there were cars parked in parking bays, and would instead fight the fire from the nearest accessible public road or vacant area.</li> </ul> <p>Should a turning bay be required, it may be possible for bays 29 and 30 to be used, and a new bay introduced where the existing tree is situated between bays 32 and 33, however, this scenario would result in the loss of parking and an existing tree on site, which is not a preferred outcome to the Proponent.</p> <p>Whilst it is understood that the comments regarding turning circles refer to emergency vehicles, the traffic consultant has provided some modelling of options to use the bends within the driveway as opportunities to turn around.</p>

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		<p>Please see below swept path which demonstrates the expectation for car park operation.</p>  <p>If the resident visitor bays are full, a vehicle can comfortably turn around and exit the site in forward gear, as demonstrated below:</p>
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<p>b. Public Health</p>	<p>Mixed use development including noise sensitive premises (residential units) and café/restaurant.          Acoustic report included (appendix J), but no noise impact assessment or noise management plan.          Noise impact assessment would be required to determine level of noise from café/restaurant onto surrounding noise sensitive premises, taking into account the zoning of commercial, and transport factor of main road.</p> <p>No details of café/restaurant operations or opening hours – e.g. early morning before 7am may have some noise issues for the residential units.</p> <p>Connected to mains sewer and water</p> <p>No details on fit out of café/restaurant. This can be referred to health at building stage to ensure compliance with the Food Standards.</p> <p>Recommended Department Conditions:          Noise emissions resulting from the development or use of the land shall not exceed the assigned levels in the <i>Environmental</i></p>	<p>The Acoustic Assessment prepared by the Project’s Acoustic Consultant, Herring Storer, concluded that noise traffic impacts will be minimal given the relatively low numbers of vehicles using Bussell Highway in this location, with the main source of noise being mechanical services, which can be managed.</p> <p>The Project will be required to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> and a condition of Development Approval is anticipated in this regard. The Proponent disagrees, however, with the inclusion of the additional wording proposed to the condition ‘... and shall not unreasonably interfere ...’ as this requires a subjective assessment by the Shire which is not reasonable, and should be removed.</p> <p>A Noise Management Plan will be accepted as a Condition of Approval, if required by the Shire.</p> <p>The café/restaurant premises is not expected to open prior to 7am.</p>

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	<p><i>Protection (Noise) Regulations 1997</i>, and shall not unreasonably interfere with the health, welfare and amenity of an occupier of another premises.</p> <p>The proposed activity must comply with the <i>Food Act 2008</i> and the Food Standards Australia New Zealand Code.</p> <p>Prior to the construction and fit out of the approved food premises, detailed plans and specifications of all internal fixtures, finishes and fittings must be submitted to the Local Government for assessment.</p> <p>Any approved food premises using deep fryers and/or rotisseries is required to install a grease trap – to a size specified by Local Government and the Water Corporation.</p>	<p>The Project will be connected to mains sewer and water as required.</p> <p>Other conditions identified relating to food premises will be accepted as Condition(s) of Approval (subject to review of draft conditions requested by the Proponent prior to the Shire's finalisation of the RAR).</p> <p>The condition relating to the construction and fit out is agreed, however, should be required to be submitted prior to operation, rather than issue of the Building Permit, to allow the building works to progress while the fitout is being resolved by the Proponent, in liaison with the Shire.</p> <p>The installation of a grease trap should form an Advice Note only as this will be determined by the Water Corporation Regulations and not a Condition of Approval.</p>
c. Infrastructure Services	<p>Drainage and access conditions to be set by MRWA. Recommend the following advice note subject to MRWA endorsement:</p> <p>Commercial developments should contain the 5% AEP on site using appropriate onsite storage with suitably designed storage such as pipe and pit, raingardens and shaping the carpark to function as part of the onsite detention with slow release (Controlled Throttled Outlet Pit detail) which will allows for the slow release of stormwater from your roof and hardstand areas to the Shire's system mimicking predevelopment flows.</p>	Noted and agreed.
d. Environmental Sustainability	<ul style="list-style-type: none"> <li>• Several peppermint trees are scheduled for removal, warrants a fauna spotter to be present during clearing activities.</li> <li>• Site considered to be generally degraded due to absence of under-storey vegetation.</li> <li>• Relatively steep site warrants the need for a sediment management plan to be prepared.</li> </ul> <p>Recommended Department Conditions:</p>	<p>A Condition of Approval requiring a fauna spotter during clearing activities is accepted.</p> <p>A Sediment Management Plan can be prepared to satisfy a Condition of Approval (or be included in the CEMMP).</p>

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	<p>Prior to lodging of a building permit application, a Landscape Plan shall be prepared by a qualified landscape consultant to be in general accordance with the Landscape Concept Plan submitted with the development application. The Landscape Plan shall be drawn to scale and show the following: (condition may need updating following further advice from proponent on how they meet deep soil area and min dimensions for landscaping)</p> <ul style="list-style-type: none"> <li>a) The location, name and mature heights of existing vegetation being retained, proposed trees, shrubs and ground covers on both the subject site and the adjoining street verge(s);</li> <li>b) Any lawns and paved areas to be established;</li> <li>c) Any natural landscaped areas to be retained; and</li> <li>d) Those areas that are to be reticulated or irrigated are demonstrated to be designed using water sensitive principles.</li> <li>e) Planting schedule/timing.</li> </ul> <p>Landscaping shall be implemented, in accordance with the approved Landscape Plan, prior to occupation/use of the development and shall be maintained at all times.</p> <p>Trees 1-4 identified in the Preliminary Tree Survey and Arboricultural Impact Assessment dated September 2025 shall be retained as part of the development with measures undertaken to retain Trees 5, 6, 22, 23, 24, 28 and 44 wherever possible.</p> <p>A section 40 ministerial authorisation to take or disturb threatened fauna under the Biodiversity Conservation Act 2016 is to be obtained prior to clearing occurring. A certified and / or registered fauna handler is required to be present during the removal of vegetation. The handler is to provide a post clearing report to DBCA <a href="mailto:swlanduseplanning@dbca.wa.gov.au">swlanduseplanning@dbca.wa.gov.au</a> that includes the numbers of adult or juvenile WRP observed, taken or disturbed, any injuries or fatalities, and the location of the fauna after clearing has occurred.</p>	<p>A Landscape Plan has been submitted with the Development Application. A condition requiring provision and implementation of a Landscape Plan is therefore considered not to be required.</p> <p>A condition requiring tree retention as proposed in the Development Application is accepted.</p> <p>Advice notes relating to the Proponent's responsibilities in the case of clearing is accepted.</p> <p>A Condition requiring preparation of a CEMMP is accepted, along with an Advice Note addressing those matters identified by the Shire in its comments.</p> <p>An Advice Note relating to minimising risk of dieback and weeds is accepted.</p> <p>The application will be implemented in accordance with the Design Statement lodged (and subsequently approved) with the Development Application.</p>

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	<p>Prior to commencement of works, a Construction Environmental Management and Monitoring Plan (CEMMP) shall be prepared by the proponent to the satisfaction of the Shire. The approved CEMMP shall be implemented on site from commencement of works. (advice Note below)</p> <p>When undertaking any clearing, revegetation and rehabilitation, the Proponent shall take the following steps to minimise the risk of introduction and spread of dieback/weeds:</p> <ul style="list-style-type: none"> <li>a) clean earth-moving machinery of soil and vegetation prior to entering and leaving the area to be cleared;</li> <li>b) avoid the movement of soil in wet conditions;</li> <li>c) ensure that no dieback-affected materials are brought into an area that is not affected by dieback; and</li> <li>d) restrict the movement of machines and other vehicles to the limits of the areas to be cleared.</li> </ul> <p>The development shall be implemented in accordance with the Principles Design Statement submitted with the development application.</p> <p>Advice Notes:  The Construction Environmental Management and Monitoring Plan to include but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Pre start meeting with Shire Officers;</li> <li>b) Protection of vegetation identified for retention through Tree Protection Zones;</li> <li>c) Native fauna protection;</li> <li>d) Litter and building rubbish control;</li> <li>e) Stormwater, sedimentation and erosion control; and</li> <li>f) Dust control;</li> </ul>	
e. Waste Services	<ul style="list-style-type: none"> <li>• Waste Management Plan (WMP) provided with proposal</li> <li>• Estimated volumes of commercial waste &amp; recycling and residential waste, fogo &amp; recycling predictions</li> <li>• Diagram of onsite bin storage plan and receptacles</li> </ul>	Noted and agreed.

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	<ul style="list-style-type: none"> <li>Description of kerbside collection presentations for residential collections and commercial rear lift collections within shared bus bay zone</li> </ul> <p>The WMP is comprehensive and outlines how waste and recycling activities will be managed, the Shire residential 3 bin system has 140L general waste bins as the norm, the WMP is quantifying 240L general waste bins which might incur additional kerbside collection costs, other than this minor point, I am satisfied that waste management relative to this proposal has been addressed.</p>	
f. Planning Services	<p><b>1.2 Trees and Landscaping</b>  The RCode assessment provided with the application states how many trees are proposed to be added and retained within the residential strata, but it's difficult to tell from the landscaping plan which ones are which. Would it be possible to please provide a notated copy of the landscape plan with notations on which trees would make up the small, medium and large trees proposed to satisfy C1.2.4 &amp; C1.2.5?  I've spoken with the Shire's Sustainability Officer and we're concerned that the deep soil zones won't be large enough for what appear to be the small or large trees – see screenshot below.</p> <p>In lieu of achieving the deep soil area and dimension requirements, we would request a response to the design principles, ideally with advice from an arborist to confirm that alternative techniques or drainage strategies have been incorporated that would allow for the ongoing health of the trees, particularly the large Marri to be retained. It doesn't appear this would be able to achieve the tree protection zone requirements.</p> <p><b>2.2 Solar Access and Natural Ventilation</b>  The Unit 1 bathrooms don't appear to have openable windows, which is required by C2.2.3. If so, could you please address the design principles for this requirement?</p>	<p>The trees referred to in the Shire's comments are all labelled on the plan and in the information submitted with the application. Furthermore, the Architect plans show the numbers and which trees are being retained.</p> <p>In reference to the deep soil zones within the car bay area, these trees are identified for retention.</p> <p>The Proponent will accept a Condition as follows:</p> <p>In the event of retention of Trees #6 and #44, the car bays either side of the trees shall be constructed of permeable material, in a similar manner to the proposed grass based car parking proposed to car bays #29, 30 and 31.</p> <p>The minimum deep soil dimensions and areas are provided per R-Codes Vol 1 Table 1.2b Tree size and deep soil area. The areas counted toward DSA are captured on DA021 Plan 1 and are indicated by the hatched diagonal green areas with corresponding area values and minimum dimensions (total= 142.6sqm).</p> <p>The residential portion of proposal is approximately 1300sqm. This requires 130sqm of deep soil space and a minimum of 2 medium sized trees. With respect to the deep soil zone, the</p>

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	<p>Could you please also provide evidence that C2.2.5 requirements for solar access are achieved?</p> <p><b>3.7 Access</b>            My understanding is that the bin store and wall to the south of the driveway entrance would not comply with C3.7.7, as both would be within 1.5m of the driveway and exceed 0.75m high. Could you please provide a response to the design principles here? Hopefully advice from MainRoads will also assist in assessing this variation.</p> <p><b>3.10 Visual Privacy</b>            The cone of vision from the Unit 10 balcony captures active habitable space of the adjoining rear unit, and some of the south facing balconies appear to overlook each other, which wouldn't comply with C3.10.4. The Shire typically does not support overlooking variations so would request additional screening to meet the deemed-to-comply requirements. Is this something that could be considered, or alternatively, could you please provide a response to the design principles?</p>	<p>medium tree size soil zone requirement is 36sqm with minimum dimension of 3m.</p> <p>The current landscape plans and architectural drawings show the 130sqm of deep soil area to the north of the residential units, with a minimum width of 3.3m and 5 medium trees. The current design is therefore compliant and a Condition is not required.</p> <p>In relation to solar access, high level operable awning windows are provided to Unit 1 bathrooms - refer to the elevations for location. These occur above the cut-plan of the plan and hence are not shown on the plan.</p> <p>The units contain primary living spaces achieving a northern aspect (ie. located on the north elevation). As such, all units achieve the minimum 2 hours of direct sunlight between 9am and 3pm on 21<sup>st</sup> June.</p> <p>In relation to cone of vision, it is not clear from satellite imagery that the use of the adjacent landscaped area of 51 Allnut Terrace constitutes an active habitable space as it appears to be a landscape swale. Notwithstanding, screening to the corner of Unit 10 balcony will be captured in the building permit application.</p>

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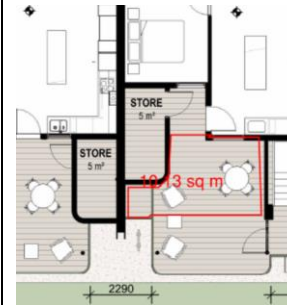
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**Table 1.1b** Private open space requirements

Dwelling size	Minimum private open space area (per dwelling)	Minimum private open space dimension
Studio / 1 bedroom	8m <sup>2</sup>	2m
2 bedrooms	10m <sup>2</sup>	2.4m
3 or more bedrooms	12m <sup>2</sup>	2.4m
Ground floor dwelling	15m <sup>2</sup>	3m

*When calculating the extent of private open space for multiple dwellings, exclude service areas such as bin storage, clothes drying, air conditioning units and the like.*



In relation to visual privacy between dwellings from the southern balconies, it should be noted that upper balconies are currently double the minimum size and whilst the outer area provides a minor degree of overlooking, the minimum area of 10m<sup>2</sup> remains with a protected cone of vision. Screening may be considered to these balconies, however, is not supported by the Proponent given its impact on the views derived to the coast from these dwellings ie. the predominant view is to the coast and not between the balconies.

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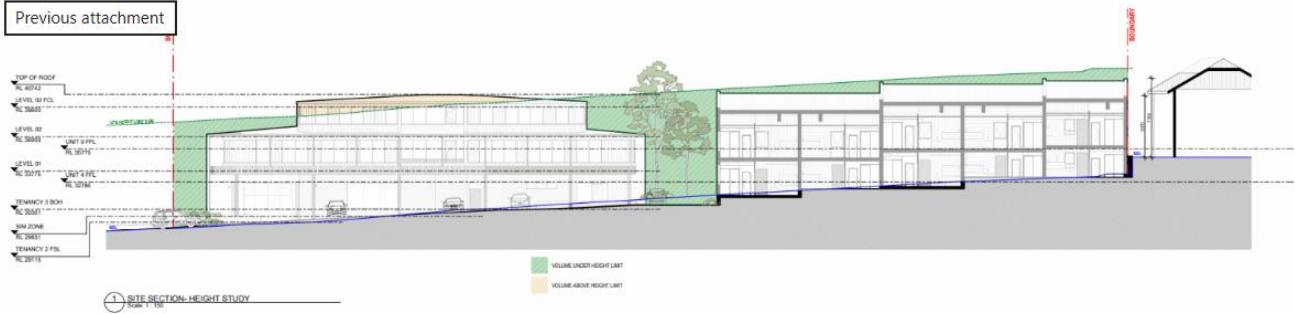
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<b>Public Submissions in support of Proposal (29 submissions)</b>		
1. Investment in Town Centre	Support investment occurring in the Augusta Town Centre, and the provision of a wider range of services, facilities and enhancing amenity. Shows confidence in the future of the Town, and will support tourism. Will upgrade a ‘tired, neglected’ section of the Main Street.	Noted and agreed.
2. Efficient use of land	Support making better use of available Town Centre land, providing for a growing population, and reducing need for land clearing of other areas.	Noted and agreed.
3. Contemporary development	Supports modern accommodation and commercial premises.	Noted and agreed.

<b>Public Submissions Objecting to Proposal (64 Objections) (Note: 7 submissions noted as indifferent)</b>		
4. Building height	<p>Concern over 3 storey height proposed, and suggesting 2 storeys is more appropriate.</p> <p>Concern regarding the proposed height of the rear nil setback wall to the adjoining site and its potential impact on amenity</p>	<p>The application proposes a 3 storey mixed use development at the front of the site, and a 2 storey multi-residential development at the rear of the site.</p> <p><u>Mixed Use Building</u></p> <p>The proposed Mixed Use Building is proposed with a maximum height of 10.8m.</p> <p>Draft Local Planning Scheme No.2 (LPS2) expected to be gazetted imminently, allows for a maximum 8m building height above natural ground level to the top of the ridge, with 20% discretion able to be applied where appropriate ie. 9.6m. This is the same height limit as currently allowed under LPS1.</p> <p>The application proposes a variation of 1.2m (or 12%) increase to the discretionary height allowance. Only a small portion of the building exceeds the maximum height limit, being only 21.75m<sup>2</sup> of cross sectional area above the 9.6m height limit, with the majority of this being in the roof zone. This portion is well set back from the street, adjacent property boundaries and the edges of the building to minimise visual impact and bulk/scale at the street front.</p> <p>The Development Application report provides support for the height variation, including the need to consider the steep natural incline of the site (rising 5.1m over 85.6m (ie. 1:17 slope), and geotech conditions (with rock close to the surface), which has required a careful balancing of good design outcomes with access, parking and universal design requirements.</p>

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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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		<p>The Proponent has sought to avoid the use of retaining walls wherever possible on this sloping site (as opposed to development occurring at No.80 Blackwood Avenue), by accommodating level changes within the building form, creating a far more attractive design outcome.</p> <p>Perspectives submitted to assist with the public advertising process for the Development Application show the proposed views of the development from various locations along the Main Street.</p> <p>The building proposes a relatively flat roof with minor pitch only for the front commercial building, and a pitched roof for the rear residential building. The flatter roof on the commercial building assists in accommodating the Proponent’s required floorspace, and results in a building that is generally comparable (and in some cases less than) a conventional two storey building with a pitched roof.</p> <p>Were the Shire’s planning framework to allow for the averaging of height, and to allow the measurement of height from a range of locations on the site, rather than the highest point, the Project is expected to comply with the prescribed maximum height limit.</p> <p>The below image provides an example of averaging over the site, based on the allowable site development requirements:</p>  <p>The diagram is a site section titled 'SITE SECTION: HEIGHT STUDY' showing a building profile on a sloping site. On the left, a vertical scale lists levels: 'TOP OF ROOF' (RL 20142), 'LEVEL 00 FFL' (RL 20080), 'LEVEL 01' (RL 20080), 'LEVEL 01' (RL 20075), 'STANBY 1 BOH' (RL 20081), 'SUN ZONE' (RL 20081), and 'STANBY 2 FFL' (RL 20075). A red vertical line indicates the 'Previous attachment' height limit. The building's roof is shown with a flat section and a pitched section. Green shading indicates 'VOLUME UNDER HEIGHT LIMIT' and yellow shading indicates 'VOLUME ABOVE HEIGHT LIMIT'. A legend at the bottom right defines these colors. A north arrow and scale bar are at the bottom left.</p> <p>The Proponent estimates that the building will effectively be lower than the BP Station on Blackwood Avenue, and several nearby residential homes and apartments, including the below example:</p>
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**RESPONSE TO SCHEDULE OF SUBMISSIONS – P225950  
DAP/25/03030 – Lot 13 (No.76) and Lot 14 (No.74) Blackwood Avenue, Augusta**

SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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		 <p data-bbox="632 784 1073 808"><b>Development at 38 Blackwood Avenue</b></p> <p data-bbox="632 846 2022 1040">During design development, including through the DRP process, the Project Team tested a wide range of design options, including those which were broader and slightly lower in height. These, however, resulted in a boundary to boundary design which was considered to be visually dominating due to its bulk and scale, and required the removal of more trees on the site. The options would also have resulted in a long blank wall facing adjoining properties which was not considered a desirable outcome, and these options were therefore discounted.</p> <p data-bbox="632 1081 2022 1146">The proposal does not represent an over development of the site, with site cover proposed at 34% in lieu of the allowable 75%, and a plot ratio of 0.82 in lieu of the allowable 1.0.</p> <p data-bbox="632 1182 1986 1279">The design proposed is considered to provide a balancing of the various considerations with only a small proportion of the site impacted by the over height component, with the remaining portion of the site being well below the height limit.</p> <p data-bbox="632 1317 2018 1446">Following advertising, the Project Team has reviewed a number of elements of the proposal (refer attached Amended Plans) which has resulted in a minor reduction in the pitch of the commercial building roof and the potential to lower the floor level by 100mm (the maximum that is able to be achieved), resulting in a minor reduction in height for this building from 13% to 12% of the site area, which is less than 450m<sup>2</sup>.</p>
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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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PROFILED METAL ROOFING IN OFF-WHITE

464.6 sq m

PROFILED METAL ROOFING IN OFF-WHITE

PROFILED METAL ROOFING IN OFF-WHITE

our attachment

CLIENT

(For reference)

Residential Building

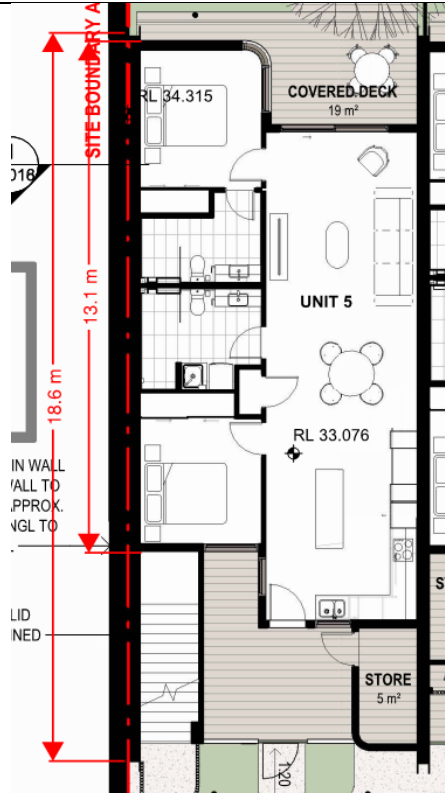
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**RESPONSE TO SCHEDULE OF SUBMISSIONS – P225950**  
**DAP/25/03030 – Lot 13 (No.76) and Lot 14 (No.74) Blackwood Avenue, Augusta**

SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
		<p>The Residential building that formed part of the advertised design package has a maximum height of 8.8m which complies with the maximum allowable height of 9.6m (using the 20% variation allowable). The overall building height and the height of the nil setback wall to the neighbouring property is also compliant.</p> <p>Notwithstanding, following receipt of comments from the public advertising period, the Proponent has modified the roof of the residential building to a hipped style at the front and rear of the building, and is able to reduce the floor level by 100mm. This results in a reduction in the height of the wall on the boundary from 7m to 4.58m.</p> <p>In addition, the length and height of the wall is compliant with the applicable R60 standards and with Town Centre development standards which allow a nil setback wall along this boundary.</p> <p>Under the R-Codes, the rear boundary measures approximately 39 m in length, permitting up to two-thirds (approximately 26 m) of boundary wall construction at a height of up to 9m (or 14m under the R50 code before a 3m setback is required). The proposed boundary wall length and height are well within these allowances. Whilst the advertised plans showed a compliant wall at 7m high and 19m long, the wall height in the proposed Amended Plans is only 4.58m high which is well within the allowance of both the R-Codes and Town Centre requirements.</p> <p>Given the site to the rear is higher than the subject site (and notwithstanding the height of the wall as proposed was still compliant), the modifications to the roof form result in a reduction in the height of the wall to no more than a single storey height.</p>

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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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		 <p style="text-align: right;">(for reference purposes)</p>
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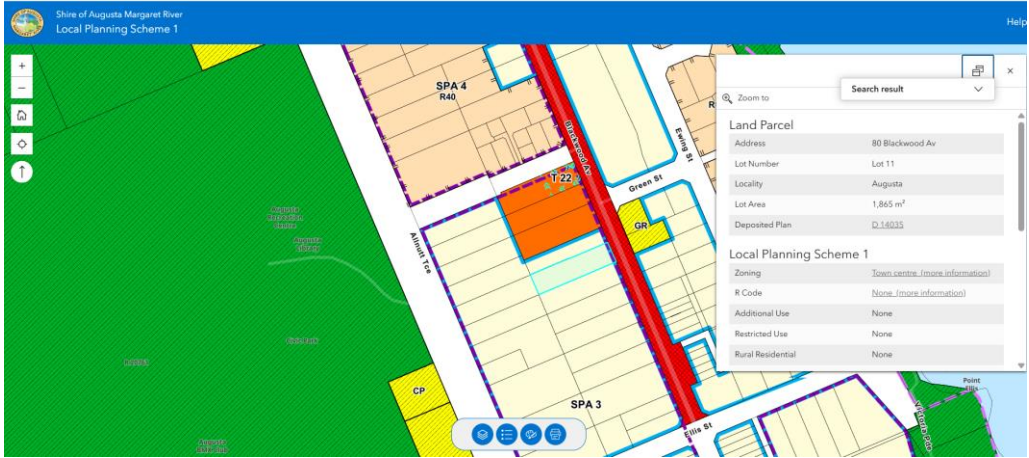
<p>5. Architectural character</p>	<p>Concern over architectural character, its suitability to the Augusta vernacular, and concern that the development would not complement Augusta's architectural character.</p>	<p>The proposed development has been carefully designed to respond to Augusta's coastal town character, informed by the Augusta Character Study and the Augusta Main Street Streetscape Concept Plan.</p> <p>The architectural language draws from regional country town and post-settlement hospitality architecture, rather than metropolitan precedents.</p> <p>The main building form takes cues from regional country pub architecture, with articulated massing, setbacks, verandah elements, and a strong civic presence without excessive bulk. The use of weatherboard cladding, brickwork and a muted coastal colour palette reinforces a local and enduring character.</p>
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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
		<p>The proposal has been designed to soften its street presence through setbacks, landscaping and a stepped form that responds to site topography and retained vegetation. It also aligns with the Shire's strategic objective to strengthen the Augusta Town Centre by providing an active frontage and a clear sense of arrival at the western end of Blackwood Avenue.</p> <p>The overall design has been supported by the SWDRP. The Panel considered that the development is in keeping with the overall character of Augusta, and is in accordance with the Town's design objectives.</p>
<p>6. Residential building design and use</p>	<p>Concern regarding the nature and design of the residential unit component, sustainability of buildings, and the use of residential dwellings for holiday accommodation.</p>	<p>The intent for the residential units is for long term residential use, to ensure the dwellings contribute to local housing needs and community stability.</p> <p>The development aims to meet the need for downsizer housing within the Town, and responds to this need by providing appropriately scaled dwellings within walking distance of shops and services.</p> <p>Each residential apartment is provided with a storage room accessible from the outdoor balcony, in accordance with the R Codes. The internal layouts will be refined through the next stages of the project, with a focus on maximising internal storage. Where additional storage is required, local storage units (within a 5 minute drive) are available.</p> <p>All ground floor residential units are well suited for aging in place, and have been designed to meet Silver Liveable Housing standards, through step free access, wider doorways, accessible bathrooms, and adaptable layouts. Proximity to services further supports long term independent living.</p> <p>Upper floor balconies provide views over Augusta Town Centre to the water.</p> <p>The design responds directly to climate through setbacks, shading, articulated facades, and passive solar principles. Building orientation, shading devices, and material selection provide solar control, privacy, and weather protection appropriate to Augusta's coastal conditions.</p>
<p>7. Building bulk and impact on streetscape</p>	<p>Concern that the proposal is an overdevelopment of the site and that the building is too large and look out of place on the main street</p>	<p>The proposal is consistent with, and references the Shire's adopted streetscape plan. The DRP considered the bulk and scale and impact on streetscape and was comfortable with these elements of the design proposed.</p> <p>The development is generally compliant with the design requirements and development standards outlined in the LPS and relevant planning policies that apply to the future of Augusta Town Centre, other than where otherwise addressed in this Response.</p>

**RESPONSE TO SCHEDULE OF SUBMISSIONS – P225950  
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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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		<p>The proposal is well below the maximum permitted plot ratio and site cover maximums, and provides for setbacks from boundaries where nil setbacks are allowed for. Built form has been limited to reduce site coverage, retain mature trees, respect natural ground conditions, and avoid a bulkier building footprint. The building is well articulated on all sides, with the upper levels set back from the street, reflecting the slope of the site, to further minimise the impact of building bulk.</p> <p>When compared to other development within the Town Centre, the development is less dense than the development recently approved at 80 Blackwood Avenue (to the north of the subject site), and past developments such as 38 Blackwood Avenue.</p> <p>80 Blackwood Avenue has the same zoning as the subject site, and has been permitted to remove all trees, subdivide the site (for residential purposes in conflict with the planning framework), fully develop the site and place a minor commercial component at the front with limited parking.</p> <p>This is in contrast with the proposed development at No.74 and No.76 where the Proponent only intends to develop 34% of the site.</p>  <p>The screenshot shows a map from the Shire of Augusta Margaret River Local Planning Scheme 1. A red line indicates the location of 80 Blackwood Av. A pop-up window provides details for a specific land parcel:</p> <table border="1"> <thead> <tr> <th colspan="2">Land Parcel</th> </tr> </thead> <tbody> <tr> <td>Address</td> <td>80 Blackwood Av</td> </tr> <tr> <td>Lot Number</td> <td>Lot 11</td> </tr> <tr> <td>Locality</td> <td>Augusta</td> </tr> <tr> <td>Lot Area</td> <td>1,865 m<sup>2</sup></td> </tr> <tr> <td>Deposited Plan</td> <td>D.18035</td> </tr> </tbody> </table> <p>Below this, the zoning information for Local Planning Scheme 1 is shown:</p> <table border="1"> <thead> <tr> <th colspan="2">Local Planning Scheme 1</th> </tr> </thead> <tbody> <tr> <td>Zoning</td> <td>Town centre <a href="#">(more information)</a></td> </tr> <tr> <td>R Code</td> <td>None <a href="#">(more information)</a></td> </tr> <tr> <td>Additional Use</td> <td>None</td> </tr> <tr> <td>Restricted Use</td> <td>None</td> </tr> <tr> <td>Rural Residential</td> <td>None</td> </tr> </tbody> </table>	Land Parcel		Address	80 Blackwood Av	Lot Number	Lot 11	Locality	Augusta	Lot Area	1,865 m <sup>2</sup>	Deposited Plan	D.18035	Local Planning Scheme 1		Zoning	Town centre <a href="#">(more information)</a>	R Code	None <a href="#">(more information)</a>	Additional Use	None	Restricted Use	None	Rural Residential	None
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**DAP/25/03030 – Lot 13 (No.76) and Lot 14 (No.74) Blackwood Avenue, Augusta**

SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
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		<div data-bbox="632 302 1560 865"></div> <p data-bbox="1560 841 1873 865">(for reference purposes)</p> <p data-bbox="632 906 2011 1036">Where there is concern for this proposal setting a precedent for 3 storeys, it is noted that there are already a number of 3 storey buildings throughout the town. In addition, many residential houses are equivalent to 3 levels (due to the slope of the sites), including the Augusta Hotel at 3 storeys (where the function room is above, toilets and reception, services and parking below).</p>
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<b>SUBMITTER</b>	<b>SUMMARY OF COMMENTS</b>	<b>RESPONSE</b>
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**84 Blackwood Avenue, Augusta**



**Example of three storey homes in the area.**


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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
		 <p><b>Augusta Hotel, 53 Blackwood Ave, Augusta WA 6290</b></p> <p>A number of public concerns were raised around the approved streetscape and the future of Augusta generally. These are not specific to this development, and a separate matter for the Shire to consider.</p> <p>In respect to the matter of precedent, each proposal that is lodged with the local government is assessed on its own merits, within its context and on the basis of its response to the applicable planning framework.</p>
8. Parking	Concern regarding the proposed parking shortfall on site, and parking in the Town Centre generally, and impact on businesses and visitors to Augusta	<p>A comprehensive parking assessment was prepared to accompany the Development Application on the basis of the Draft LPS 2 provisions, given the gazettal of the Shire's new LPS2 is imminent.</p> <p>The proposal presents a shortfall of only 7 parking bays (with 55 bays provided on site). In the advertising of the proposal, the Shire assessed the parking on the basis of its current LPS 1 which has higher parking requirements (resulting in a shortfall of 11.5 bays). Given the imminent gazettal of LPS 2 (expected in Q1 2026), and its status as a seriously entertained planning document, assessment on this basis is considered appropriate.</p> <p>The parking shortfall is largely attributed to the inclusion of consulting rooms within the proposal, which attract a higher parking demand. Were the application to be made only for office uses on the upper levels, the parking would be largely compliant. Inclusion of the consulting rooms is considered appropriate and important to address a considered shortage in suitable consultant accommodation in Augusta. As with</p>

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		<p>most country towns, consultants are often itinerant due to demand, and only present in town for a few days or a week from time to time. In addition, it is likely that only one patient would be seen at a time with only 1 or 2 patients waiting.</p> <p>The parking provision for this land use is therefore expected to far exceed actual demand.</p> <p>Many of the concerns raised in the submissions revolved around the perceived and historical undersupply of car bays for other businesses in Augusta. Of particular note is the businesses on Blackwood Avenue opposite the proposed development (81-93 Blackwood Avenue) which provide 39 car bays, with only 24 accessible for the public along Blackwood Avenue.</p> <p>Using the same car parking rates, it is estimated that, based on total floor area, these businesses require 59 car bays. These businesses have an approximate shortfall of 20 car bays, a much larger deficit than in the proposed development.</p> <p>Similarly, one of the retail businesses on the intersection of Blackwood Avenue and Ellis Street has only one allocated bay for approximately 200m<sup>2</sup> of retail area. This singular car bay is understood to be used by the Manager who does not reside in Town, meaning no parking is available for direct customers of this business.</p> <p>Whilst the frustrations around parking for local businesses are understood, the lack of supply for other businesses is unrelated to this development proposal.</p> <p>Similarly, matters raised in many of the public submissions relate to the removal of car bays as outlined in the Augusta Streetscape Concept Plan, which are not related to this development proposal, and a matter for the Shire to address directly through a separate process.</p> <p>As outlined in one public submission <i>'for 11 months of the year, car parking in Augusta is not an issue'</i>. Recent site observations indicate that parking demand is not even consistently at capacity in peak season, and during January multiple vacant bays were observed at the existing, adjacent public car park at 72 Blackwood Avenue.</p> <p>It is also noted that the bays in use within the adjacent public carpark are largely occupied for long term boat storage and vehicle storage, with a commercial vehicle consistently parked across parking bays at the rear of the parking area. The vehicles parked long term in these bays occupy up to 16 of the available</p>

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		<p>parking bays. Photographic evidence taken on Saturday 10 January and Sunday 18 January is provided to support this observation. This is an enforcement issue that is the responsibility of the Shire to manage.</p>  <p>Whilst parking availability in Augusta can be constrained during peak holiday periods, the proposed development does not remove existing public parking, and instead delivers additional formalised bays that improve overall parking supply and efficiency within the Town Centre.</p> <p>The proposal also complies with the required number and design of ACROD bays.</p> <p>With existing public car parks being underutilised even at peak times, the suggestion of a cash in lieu contribution is considered unwarranted in this instance. With high costs of land acquisition and construction, a cash in lieu arrangement would significantly impact development feasibility.</p> <p>Observations locally indicate that where cash in lieu conditions have been imposed, projects have failed to progress due to financial non viability, which delays and prevents much needed investment in the Town Centre.</p> <p>Given that the proposal delivers substantial on-site parking and does not remove existing public bays, a cash in lieu contribution should not be required as a Condition of Approval.</p>
9. Bus bay and waste	Concern that conflict will be created in the	The Traffic Impact Assessment (TIA) submitted with the Development Application and a Traffic Management Plan (TMP), prepared to satisfy an anticipated condition of Development Approval, ensures

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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
removal conflict	use of the bus bay also for waste collection	<p>that delivery vehicle movements are managed safely and do not conflict with bus operations or peak pedestrian activity. The TMP will address delivery times, vehicle sizing, and operational protocols to minimise impacts on public safety and traffic flow.</p> <p>It is understood that consideration is being given by the Shire, in liaison with the Public Transport Authority (PTA) to relocate the existing bus stop away from the Main Street, as proposed in the Streetscape Concept Plan. Such a change would further reduce congestion in front of the site and enhance safety and amenity for public transport users.</p> <p>Bin stores are located at the front of the site, adjacent to the Main Street. The Waste Management Plan prepared in support of the Development Application has been supported by Shire Officers, and will be implemented to minimise disruption, with the bins collected in the same manner as other residential and commercial developments in the Town.</p>
10. Location of Alfresco area	Concern that the alfresco area is not appropriately located on the southern side of the building (impact of shade, wind, and located adjacent to toilet block).	<p>During design development a range of options were tested in relation to the location of the alfresco area. Whilst the location selected is located on the southern side of the building, the key driver was to ensure the protection of trees in this location as a key design feature to provide shade, wind amelioration and amenity to the alfresco area, and for habitat protection. The location also enables aspect and views to be maximised from the building.</p> <p>The Landscape Plan submitted with the application demonstrates a high quality outcome for the alfresco area with screening and shading to create a comfortable environment for customers.</p> <p>Locating the alfresco area on the northern elevation may have contributed to nuisance noise for the adjoining site to the north. It would also have required the removal of mature trees on the southern side of the site to accommodate parking.</p>
11. Accessibility	Concern that the aged and disabled, and young people will not be able to access the development.	<p>The project has been designed to ensure universal access standards, and is required to comply with AS1428.1 which is reinforced by the R-Codes.</p> <p>The Architect has worked carefully with the site levels to ensure that a continuous, accessible path from Blackwood Avenue through to the rear of the site is achieved.</p> <p>The SIM zone is located on a split level however, use of this area is generally not conducive for wheelchair bound users. Space has been allocated for a future wheelchair lift if the use of the space were to change in the future and wheelchair access required under the NCC.</p>

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SUBMITTER	SUMMARY OF COMMENTS	RESPONSE
12. Commercial concerns	Concern regarding broader impact on the commerciality of the Town.	<p>Concerns regarding commercial leasing costs, foot traffic and the risk of vacant premises are noted, however, these are not relevant planning considerations.</p> <p>The Proposal is consistent with the Objectives of the Scheme and Planning Framework which seek to provide a range of services and facilities appropriate to a Town Centre context; along with providing for residential uses and provision of higher order economic activities such as office space.</p> <p>The proposal seeks to provide flexible, commercial spaces within the Town Centre, intended to attract a range of services that complement existing businesses and strengthen activity along Blackwood Avenue, rather than compete with them.</p> <p>Currently, the Town Centre offers very little in the way of office premises, rather the local business are predominately retail and hospitality. It is expected that the development will not negatively impact other local business.</p> <p>It is also worth noting that the Proponent is a resident of Augusta and has a personal interest in ensuring that the Augusta Town Centre provides a range of amenities and provisions for residents and visitors.</p> <p>Nevertheless, the proposal aims to support local employment during construction and ongoing operation, providing permanent jobs in hospitality, services, and maintenance. The office premises and consulting rooms further provide employment opportunities, additional facilities and services for locals, and increased customer base for other local businesses.</p>
13. Loss of trees impacting local fauna	Concern that the proposal will result in a substantial loss of trees and habitat on the site	<p>The retention of established trees has been a key design driver (and the main reason for the positioning of the alfresco dining area), with arboricultural and environmental advice informing both the tree retention and landscape approach. The building footprint, parking layout and setbacks have been carefully adjusted to respond to existing vegetation wherever possible and practicable. Mature trees will be retained where feasible, and the proposal incorporates substantial new planting, which will continue to provide habitat and foraging opportunities within the Town Centre environment.</p> <p>A fauna assessment was prepared and provided to the Shire as part of the application, however it is noted that this was not included in the advertised Development Application package. The extent of vegetation proposed to be removed on the site has been assessed and does not exceed the thresholds that would trigger further environmental requirements, as clearance of canopy is well below the 1ha limit.</p>
14. Overshadowing and views	Concern that the proposal will result in potential	Overshadowing analysis demonstrates that impacts are limited and within acceptable parameters of the R-Codes. Reduced site coverage and the flat roof form assist in limiting shadow impacts compared to a

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	<p>overshadowing of adjoining sites and may impact on views</p>	<p>pitched roof alternative on the commercial building. The height of the building should not cause significant consistent shadowing, and in any case, the site to the south is a public carpark.</p> <p>The building is set back from the northern and southern boundaries and has substantially less overshadowing impact compared to a permitted boundary height of 7m.</p> <p>Proposed modifications to the building form, as shown on the Amended Plans which have been prepared following consideration of comments received during the advertising period, will further minimise the impact of overshadowing.</p> <p>Potential view impacts have been carefully considered, including an assessment of surrounding properties that may be affected. Based on this review, any buildings which may have a view are distant from the subject site. In any case, views are not a valid planning consideration under the planning framework.</p>
<p>15. Consultation and Advertising</p>	<p>Concern that the advertising period for the proposal was not suitable</p>	<p>Advertising, consultation periods and decision making time frames are determined by statutory processes under the planning framework. The timing of the advertising period was not intentional however, following an initial request, the applicant did extend the advertising period to 21 days in lieu of the standard 14 days</p> <p>Community feedback has nonetheless been extensive and has informed both the assessment of the proposal and the ongoing refinement to the design and proposal, as demonstrated in the amended plans.</p> <p>The proposal has been prepared to align with the design framework for the Augusta Town Centre, seeking to contribute to the long term vitality of the main street while providing additional services, parking and activation in a central location.</p> <p>It is also worth noting that the applicant is a resident of Augusta and has a personal interest in the future of Augusta and ensuring that Blackwood Avenue provides a range of amenities and provisions for residents. The Applicant was involved in a number of discussions with residents and visitors during the advertising of the application.</p>

## REVIEW AND RECOMMENDATIONS

### OVERVIEW

The proposal has substantial design merit, with many of the Review 1 items addressed, yet with major issues to be resolved, including height limits and parking provision.

The review acknowledges positions raised by Council in the above Assessment in respect to parking and height.

The Panel considered the undersupply of car bays in the proposal, noting that by replacing consulting rooms with more office space in their proposal the proponents have reduced the short fall from 21 bays to 7.14. Council may still apply payment lieu, but it is not the major shortfall noted above.

Reference was made to the public parking adjoining the site and benchmarking against similar provisions in other schemes.

Other than parking and height the Council noted substantial compliance with the scheme.

The Panel understands that Council doesn't have the power to condition the height variations being sought and has consistently applied parking in lieu conditions where appropriate.

The descriptions of the master plan options that have been considered and detailed in the presentation were useful in considering the proponent's preferred scheme, since the options highlight the site constraints.

The proponent acknowledged agreement with the key issues of the commentary from Review 1 and acknowledged that the planners have to work within the scheme.

The review considers that substantial improvements have been made to the design in response to Review 1. The detailed response is well presented and specifically addresses all substantive issues raised in Review 1.

With a plot ratio of 0.82 and site cover of 0.34 the Panel did not consider over-development of the site.

The panel commentary on the response is included in the 10 Principles below. Comments with secondary clause numbers in double brackets (a) relate to the Review 1 paragraphs and the proponent's response document.


### SUMMARY EVALUATION AGAINST SPP7.0

Good Design Principles	Comments:
1: Context and character	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a) The revised approach to Context and Character have resulted in substantial improvements to the street interface</li> <li>b) The general arrangement of the 2 buildings is supported.</li> <li>c) Approach to materials selection is supported.</li> <li>d) Mixed-use development is supported under the Townsite Strategy 2008, but the recommended floor to floor height of 3.8m for ground floor is not met.</li> <li>e) Redesigned roof form to the commercial building is supported.</li> <li>f) The revised character study is supported.</li> <li>g) The building frontage engages well with the street and the town centre.</li> </ul> <p><b>Areas for improvement/Comment</b></p> <ul style="list-style-type: none"> <li>h) Overall height challenges scheme requirements.</li> </ul>
2: Landscape quality	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. The approach to landscape is commendable as is the revised cut and fill.</li> <li>b. Arborist's report noted.</li> <li>c. Improvements at the crossover are supported.</li> <li>d. The R-code landscape requirement of 15% achieved for the whole site.</li> </ul>

	<ul style="list-style-type: none"> <li>e. Use of Agonis flexuosa as the theme planting is supported.</li> <li>f. Relocation of the residential units to create more space to the north.</li> <li>g. Provision of the landscape plan is noted.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>h. The reduction in exposure of the parking near the street is noted.</li> <li>i. It is unfortunate that the BAL rating created by the adjoining church site should have an adverse effect on this development, in that it restricts the opportunity for a simpler form to the rear of the site.</li> </ul>
3: Built form and scale	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. The approach to form and scale is mostly supported and separating the two parking areas reduces the visual impact.</li> <li>b. The three storey development on the site may still present as a viable design outcome. Renders that show the approaches to the site from north and south would better illustrate the buildings in their setting than those presented to the Review (See also c. below). The Stepping back the third storey is an obvious improvement to the relationship of the commercial building to the street. The height limit remains a Council / DAP issue.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>c. Review 1 noted that fixed height limits defined in metres don't adequately consider roof forms, variable floor to floor heights, setbacks or site topography. However, given the preference for pitched roofs in this location, the prescribed height limit is clearly intended to limit buildings to two storeys.</li> <li>d. (b)Attention to the detail of distant views is noted.</li> <li>e. (c) Windows added to the blank wall to the eastern face of the residential block is noted.</li> <li>f. (d)In Review 1 the building was set back and occupied less than 50% of the frontage. Landscape improvements noted, as consideration of the bin store location.</li> <li>g. (e)Relocation of the residential units to the south is noted as are the R-code related changes to Unit 1</li> <li>h. (f) Unit bin stores compliance noted.</li> </ul>
4: Functionality and build quality	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. The separation of the functions in separate buildings is supported.</li> <li>b. The intent to use robust materials suitable for the coastal location is supported, subject to final details.</li> <li>c. The attention to DDA compliance in the proposal, which is relatively difficult on the sloping site, is noted.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>d. (a) Revised ramping and levels is supported.</li> <li>e. (b)Revised access to upper floor tenancies via the carpark is supported.</li> <li>f. (c) Revised plant and equipment provision is supported subject to detail.</li> <li>g. (d)Rotated stair noted.</li> <li>h. (e)Pedestrian path on the site and to the south is supported.</li> <li>i. (f) Rendered finish to the west wall of the residential block is supported.</li> <li>j. (f) The revised design will provide pedestrian refuge in lieu of an</li> </ul>

	<p>awning over the path.</p> <ul style="list-style-type: none"> <li>k. (i) Revised DDA compliance to provide 2 Silver LHA units noted.</li> <li>l. (j) Required bike parking now noted for residential and commercial.</li> <li>m. The residential entries are improved, but door to kitchen sink relationship is not a great outcome. Consider reconfiguring the layout.</li> </ul>
5: Sustainability	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. Review 1 asked for further develop all of the considerations raised by the proponent and panel. The information presented for this review is sufficient to provide confidence in the proposed intent and technical outcomes. The commitment to the use of an ESD specialist is noted.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>b. Confirmation in a sustainability strategy and more information on the technical aspects of the approach to sustainability are required.</li> <li>c. Formal commitment to ESD outcomes is recommended for a development of this scale.</li> </ul>
6: Amenity	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. General provision is good particularly for the commercial building.</li> <li>b. Good light and ventilation.</li> <li>c. North light to residential</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>d. (d) Revisions are acceptable.</li> <li>e. (e) Improved residential outlook noted.</li> <li>f. (f) Observation of compliance of residential windows and northern balconies is noted (Dwg DA020).</li> <li>g. (g)EOT facilities noted.</li> <li>h. (h) Transport plan noted at Attachment H.</li> <li>i. (i) All electric equipment noted.</li> </ul>
7: Legibility	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. There appear to be few legibility issues.</li> <li>b. Defined entry points useful.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>c. There is substantial comment in the presentation documents but little of relevance.</li> <li>d. Wayfinding and signage to be developed.</li> <li>e. Southern pedestrian access as actioned.</li> </ul>
8: Safety	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. The clear separation of the parking is a sensible outcome.</li> <li>b. CPTED and BAL intent is noted. BAL report provided.</li> <li>c. Indicative paving safety configuration supported.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>d. (d)Exterior lighting mentioned in the presentation should be developed further. This may be included in a planning condition.</li> <li>e. More emphasis is required on pedestrian priority – Provision of 2 pedestrian routes noted as a substantial improvement. The use of steps at the top of the southern route is an acceptable outcome,</li> </ul>

	given the slope on the site.
9: Community	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. The project addresses core elements of tourism, commercial and residential outcomes as well as employment opportunities.</li> <li>b. Revised frontage and open area to the south supported.</li> </ul>
10: Aesthetics	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>a. Architectural expression has developed and the local fit is better achieved in this Review and supported.</li> <li>b. Separation of the two buildings with a different design, but some commonality is supported as are the changes to the residential units and landscape.</li> </ul> <p><b>Areas for Improvement/Comment</b></p> <ul style="list-style-type: none"> <li>c. (c) Development of the art component is now committed but not finalised.</li> <li>d. (d) Articulation of the East wall of the residential building should be sufficient to obviate the need for a mural on this wall. The wall will be less visually dominant than the elevational drawings might convey.</li> <li>e. Commentary on the design intent provides considered approach to aesthetic outcomes.</li> </ul>
<p>The design has progressed in its planning and appearance with well-considered responses to the site, as well as all Review 1 comments including attention to local character.</p> <p>Compliance with the scheme in respect to height and parking remains a matter for the planning authority.</p>	

Design Review Panel Chair:	Signature:	Date:
Craig Smith		04 December 2025



Department of Planning,  
Lands and Heritage

OFFICIAL



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# Residential Design Codes

Volume 1

2024

## PART C

# ASSESSMENT TEMPLATE

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**R-CODES VOLUME 1, PART C – ASSESSMENT**

<b>General</b>	
<b>Local government:</b>	Shire of Augusta Margaret River
<b>Assessing officer:</b>	Lina O'Halloran
<b>Development description:</b>	Multiple Dwellings and Mixed Use (Office, Consulting Rooms, Restaurant, Shop)
<b>Reference number:</b>	DAP Reference: DAP/25/03030 Shire Reference: P225950

<b>Property Details</b>	
<b>Address:</b>	74-76 Blackwood Avenue, Augusta
<b>Lot Area:</b>	Lot 13: 1835 m2 Lot 14: 1893 m2 Combined Total: 3728 m2

# PART D - LAND

## 1.1 SITE AREA

DEEMED-TO-COMPLY		YES	NO	N/A	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	COMMENTS / CONDITION OF APPROVAL
C1.1.1	Average & Minimum site area in accordance with Table D	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R60- Multiple Dwelling- Average 85m2 site area per dwelling  Minimum lot area/ Minimum frontage- N/A	All apartment lot areas average > 100m2- Refer to DA011- DA Measurement plans for breakdown by apartment	N/A	Nil
C1.1.2	Minimum site area calculated as required for a single house or grouped dwelling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.3	Corner Truncation to a public street, up to a maximum of 20m2 to be added	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
	Battle-axe access leg no more than 20% of required site area in Table D	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.4	Variation approved by the WAPC	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
	Existing lot with permanent legal access to a public road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.5	R25 & below only			<input checked="" type="checkbox"/>				
C1.1.6 R30 - R40 only	Reduced by up to 35% for an accessible dwelling to gold level universal design or a small dwelling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
	Site not less than 100m2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.7 R50+	Where 4 or more dwellings or sites, reduction applied to a maximum 50%	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
	Reduced by up to 35% for an accessible dwelling to gold level universal design or a small dwelling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.8	Site not less than 100m2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
	Where 4 or more dwellings or sites, small dwelling reduction applied to a maximum 50%	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.8	For multiple dwellings in areas coded R30 to R60; where a significant existing tree is retained, the average site area may be reduced by 10%. <small>(This reduction is limited to dwellings not already subject to a reduced average site area under C1.1.6 or C1.1.7)</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

# 1.0 THE GARDEN

## 1.1 PRIVATE OPEN SPACE

DEEMED-TO-COMPLY	YES	NO	N/A	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	COMMENTS / CONDITION OF APPROVAL
C1.1.1 Primary garden area in accordance with Table 1.1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unit 1 & 5: 30m2 Unit 2,3,4: 25m2	Unit 1: 35m2 Unit 5: 39m2 Unit 2,3,4: 37m2 Minimum dimension > 3m	N/A	Nil
C1.1.2 Splitting of PGA for grouped dwellings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.1.3 Private open space to multiple dwellings (balcony) in accordance with Table 1.1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unit 6-10 (2 bedrooms): 10m2 w/ 2.4m min. dimension	Unit 6-10: 20m2 Minimum dimension: 3.7m	N/A	Nil
C1.1.4 Balconies to be unscreened for 25%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Balconies Unscreened	N/A	Nil

## 1.2 TREES AND LANDSCAPING

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	COMMENTS / CONDITION OF APPROVAL
C1.2.1 – 15% soft landscaping per site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Residential Strata Area: 1835m2 15%= 275.25 m2	275.5 m2	N/A	Nil
C1.2.2 – 30% soft landscaping of the primary street setback area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.2.3 – Communal street and communal open space is landscaped and provided with adequate lighting to footpaths and vehicle access areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Communal street and open space landscaped	Communal street and open space landscaped - refer to Landscape Architect drawings.	N/A	Condition of approval recommended for lighting to be incorporated into an <b>updated Landscape Plan</b> , consistent with feedback from DRP
C1.2.4 – Minimum trees and deep soil area in accordance with Tables 1.2a & 1.2b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Site > 1000m2 (1835m2): 2 medium trees or 1 large tree & 1 small tree <b>PLUS</b> 1 medium tree per 400m2 in excess of 1000m2 or part thereof (additional 3 medium trees required)  Total required: 5 medium trees or 1 large tree, 1 small tree and 3 medium trees	5 Medium trees provided – complies  Total deep soil area (DSA) required: 180m <sup>2</sup> DSA provided: 123.7m <sup>2</sup> – <b>variation</b>  Min. dimension required: 3m Dimension provided: 3.2m – complies	The medium trees would be provided within the private open space to the north of the ground floor apartments. The Shire's Sustainability Services team has not raised concerns with the proposed DSA shortfall. Overall the approach to landscaping is supported noting the retention of existing trees is proposed where possible.	Nil
C1.2.5 – Shade trees for uncovered at grade car-parking for grouped and multiple dwellings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10 resident bays + 2 visitor bays= 3 small trees required	1 mature large tree (Tree 44) and 1 mature medium tree (Tree 9) retained - <b>variation</b>  Large tree DSA required: 64m <sup>2</sup> . DSA provided: 7.56m <sup>2</sup> – <b>variation</b> Min dimension required: 6m Dimension provided: 1.2m – <b>variation</b>  Medium tree DSA required: 36m <sup>2</sup> DSA provided: 12.4m <sup>2</sup> – <b>variation</b> Min dimension required: 3m Dimension provided: 2m – <b>variation</b>	Retention of the existing large and medium trees is supported in lieu of providing 3 new small trees. The applicant has agreed to provide permeable material to car bays 7, 8 and 43 to increase the DSA for Trees 44 and 9. The applicant has also agreed to provide permeable material to car bays 32 and 33 to support the retention of Trees 5 and 6, which fall outside of the residential strata area.	A condition of approval requiring the <b>Arboricultural Impact Assessment</b> to be updated to demonstrate the car parking areas are designed to provide for the ongoing health of the retained trees, is recommended.
C1.2.6 – reduced landscaping subject to retaining a significant existing tree	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.2.7 – Where a significant existing tree is retained on site, tree protection zone is provided in accordance with AS4970	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Tree protection zone required.	Plan proposed to be provided by the contractor prior to commencement of site works	N/A	Condition of approval requiring preparation of a <b>Construction Environmental Management and Monitoring Plan</b> is recommended, which will be required to cover off tree protection zones.
C1.2.8 – Landscaping plan (for multiple dwellings or 5+ dwellings) in accordance with Appendix 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscaping Plan required.	Landscape Concept Plan provided – doesn't include all requirements outlined in RCodes, such as stormwater, irrigation and lighting – <b>variation</b>	N/A	Condition of approval recommended for <b>updated Landscaping Plan</b> which meets Appendix 3 requirements.

## 1.3 COMMUNAL OPEN SPACE – Multiple dwellings only

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	COMMENTS / CONDITION OF APPROVAL
C1.3.1 – Minimum communal open space requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				10 dwellings- No requirement
C1.3.2 – Communal open space separated or screened sources of noise and odour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C1.3.3 – Design and orientation of communal open space to minimise impacts of noise, odour, lightspill and overlooking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

## 1.4 WATER MANAGEMENT AND CONSERVATION

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	COMMENTS / CONDITION OF APPROVAL
C1.4.1 – Stormwater retained on site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Stormwater requirements to be determined by MainRoads.
C1.4.2 – Notwithstanding C1.4.1, stormwater directed to a district or local stormwater drainage system where required by the decision-maker	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Stormwater requirements to be determined by MainRoads.

## 2.0 THE BUILDING

### 2.1 SIZE AND LAYOUT OF DWELLINGS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.1.1 – Designated primary living space, for multiple dwellings the primary living space with a minimum dimension of 3.8m	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.1.2 – Primary living space to have direct and physical access to primary garden area/private open space (single houses and grouped dwellings)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.1.3 – Primary living space to have direct access to private open space (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.1.4 – Max depth of single aspect primary living space (multiple dwellings only)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				All apartments achieve dual aspect
C2.1.5 – Bedrooms to have a minimum internal floor area of 9m <sup>2</sup> and a minimum dimension of 2.7m (multiple dwellings only)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Bedroom 1: 11m <sup>2</sup> Bedroom 2: 12m <sup>2</sup>	N/A	Nil
C2.1.6 – Minimum ceiling height (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Habitable rooms: 2.65m Non-habitable rooms: 2.4m	Habitable rooms: 2.7m Non-habitable rooms: 2.4m	N/A	Nil
C2.1.7 – Minimum internal dwelling floor area (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 Bed x 2 Bath: 72 m <sup>2</sup>	89m <sup>2</sup>	N/A	Nil
C2.1.8 – Dwelling mix (10+ multiple dwellings)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.1.9 – Storage requirements in Table 2.1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 Bedroom dwelling: 4m <sup>2</sup> w/ min. 1.5m dimension & 2.1m height	Unit 1-4: 4m <sup>2</sup> Unit 5-10: 5m <sup>2</sup>  Internal dimension: 1.5m  Height: Min. 2.1m	N/A	Nil
C2.1.10 – Reduced storage area dimension	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.1.11 – Major openings setback a minimum of 3m where facing directly onto car parking and corridors (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		8.3m setback from parking provided for ground floor Units from parking line to major opening. Landscape buffer and entrance terraces address visual, noise and light spill	N/A	Nil
C2.1.12 – Separation of noise sources (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Condition requiring <b>Noise Impact Assessment</b> applied

### 2.2 SOLAR ACCESS AND NATURAL VENTILATION

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.2.1 – Openable external window requirements for habitable rooms	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10% of habitable room area  Bedrooms: 1.2m <sup>2</sup> transparent glazed area required based on larger bedroom area of 12m <sup>2</sup>  Living, Dining & Kitchen Combined Area= 47.5m <sup>2</sup> 10%: 4.75m <sup>2</sup>	Bedrooms: Min. Transparent Glazed Area Provided per Bedroom: 2.4m <sup>2</sup>  Living, Dining & Kitchen Combined Area- Glazed Area Provided per Bedroom: 5m <sup>2</sup>	N/A	Nil
C2.2.2 – Courtyard requirements (when proposed as the only source of daylight to a habitable room)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.2.3 – Openable window requirements for bathrooms on external walls (excluding boundary walls)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unit 1 bathroom requires an openable window	High level operable awning windows shown on elevations.	N/A	Nil
C2.2.4 – Orientation of major openings to primary living spaces (single houses and grouped dwellings)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.2.5 – Percentage of dwellings achieving solar access to major openings to primary living spaces (multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Primary living space of at least 70% of units to have at least 2 hours direct sunlight between 9am – 3pm on 21 June  Up to 15% of units may receive no direct sunlight between 9am – 3pm on 21 June	Primary living space of all units located on northern elevation and achieve the required solar access	N/A	Nil

### 2.3 PARKING

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.3.1 – Occupant parking in accordance with Table 2.3a	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 parking bay per dwelling (minimum)	1 resident parking bay per apartment provided (Total of 10)	N/A	Nil
C2.3.2 – Motorcycle/scooter parking (multiple dwellings)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<19 dwellings- no motorcycle/ scooter parking required		N/A	Nil
C2.3.3 – Design of car spaces and manoeuvring areas as per AS2890.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Condition of approval applied
C2.3.4 – Visitor parking in accordance with Table 2.3a	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9-12 dwellings- 2 bays	2 visitor bays provided	N/A	Nil
C2.3.5 – Design and location of visitor parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.3.6 – Bicycle parking in accordance with Table 2.3b	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Occupant bicycle parking- 0.5x total number of dwellings= 5  Visitor bicycle parking- 10 or more dwellings- 0.1x total number of dwellings= 1	6 bicycle parking bays provided via 3x ground floor mounted bike racks	N/A	Nil

### 2.4 WASTE MANAGEMENT

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.4.1 – Space for bin storage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sufficient bin store space for Shire's 3 bin system for each unit	14 x 240L bins per floor in lieu of 3 x 140L bins for each unit	A/Manager Waste Services has reviewed plan and is satisfied proposed bin configuration is an acceptable alternative.	Yes – condition of approval for accepted <b>Waste MGMT Plan</b> to be implemented.
C2.4.2 – Waste management plan (multiple dwellings or 5+ grouped dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Waste Management Plan required	Waste Management Plan provided	As above	As above
C2.4.3 – Screening of waste storage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.4.4 – Communal waste storage area requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil

**2.5 UTILITIES**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.5.1 – Service utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.5.2 – Functional utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C2.5.3 – Solar collectors (where provided)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil

**2.6 OUTBUILDINGS**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.6.1 – Requirements for outbuildings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C2.6.2 – Additional outbuilding standards where designed to be compatible with the colour and materials of the dwelling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

**2.7 UNIVERSAL DESIGN**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.7.1 – 20% of dwellings to achieve silver level universal design (10 + grouped or multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	20% x 10 dwellings= 2 units	2 units nominated and demonstrated as achieving Silver LHA	N/A	Condition of approval applied.
C2.7.2 – Gold level universal design requirements where seeking to apply site area variation in Part D, C1.1.6 or C1.1.7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

**2.8 ANCILLARY DWELLINGS**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.8.1 – Ancillary dwelling requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

**2.9 SMALL DWELLINGS**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.9.1 – Small dwelling requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

**2.10 HOUSING ON LOTS LESS THAN 100m<sup>2</sup>**

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C2.10.1 – Design standards for houses on lots less than 100m <sup>2</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

## 3.0 NEIGHBOURLINESS

### 3.1 SITE COVER

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.1.1 – Site cover in accordance with Table 3.1a (For single house and grouped dwelling development, refer section 5, C5.1 until 10 April 2026)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R60= 70% maximum site cover	Site Cover= 712m2 Site Area= 1835m2  Site Cover = 38%	N/A	Nil

### 3.2 BUILDING HEIGHT

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.2.1 – Building height in accordance with Table 3.2a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			Requirements of LPS1 override RCode provisions related to height. Refer to RAR for assessment.	Conditions regarding height applied

### 3.3 STREET SETBACKS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.3.1 – Setback of buildings in accordance with Table 3.3a	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.3.2 – Porch, verandah, balcony projections into the street setback area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.3.3 – Setback from corner truncations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.3.4 – Garages setback from primary street in accordance with Table 3.3b	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.3.5 – Setback of carports from a primary street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.3.6 – Setback of garages and carports from a secondary street, right-of way and communal street in accordance with Table 3.3a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.4 LOT BOUNDARY SETBACKS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.4.1 – Buildings set back from lot boundaries in accordance with Table 3.4a	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Setbacks in accordance with Table 3.4a.  Side boundaries: wall heights <7m = 1.5m setback  Rear boundary: wall height 4.58m above NGL of adjoining rear lot = 1.5m rear setback required	Side boundaries >1.5m setback  Rear boundary wall (nil setback) – requires assessment against C3.4.4	N/A	LPS1 requires rear setbacks to be set by the local government with regard to the likely impact on adjoining properties. Assessment of rear setback as per RCode requirements is relevant.
C3.4.2 – Maximum length for two storey walls	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.4.3 – Setback of carports, patios, verandahs or equivalent structure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.4.4 – Maximum height and length of boundary walls in accordance with Table 3.4b	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R50 and above. Frontage greater than 8.5m  Max boundary wall height = 7m Max boundary wall length= 14m, at which point the wall is to be set back a minimum of 3m measured from the lot boundary for a minimum length of 3m, with a cumulative maximum of two-thirds the length of the lot boundary the wall abuts measured from behind the street setback line.	Boundary wall height: 4.58m (reduced from 7.4m above NGL of adjoining rear lot)  Boundary wall length: 18.4m  No 3m x 3m separation required	N/A	Nil
C3.4.5 – Boundary wall abutting an existing or simultaneously constructed wall	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.4.6 – Grouped dwellings on the same lot set back as if there is a boundary between them	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.4.7 – Multiple dwelling buildings on the same lot set back as though there is a lot boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.5 SITE WORKS AND RETAINING WALLS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.5.1 – Retaining walls, fill and excavation in the street setback area max 0.5m, except where necessary to provide for pedestrian universal access and/or vehicle access, drainage works, or natural light to a dwelling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.5.2 - Retaining walls and fill behind the street setback in accordance Table 3.5a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.5.3 – Excavation behind the street setback line and up to the lot boundary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil

### 3.6 STREETScape

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.6.1 – Single houses and grouped dwellings address the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.2 – Multiple dwelling upper level balconies address the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Upper level balconies and/or windows overlook street and public areas.	South facing balconies overlook public carpark, Unit 6 bedroom windows face toward street	N/A	Nil
C3.6.3 – Front door protection from the weather	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.4 – Ground floor multiple dwellings access to the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.5 – Maximum garage door width	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.6 – Maximum carport width	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.7 – Fence or wall within the primary street setback area requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.8 – Pillars as part of street fence/wall	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.6.9 – Secondary street fencing for corner sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.7 ACCESS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.7.1 – Vehicle access hierarchy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.2 – One vehicle access per lot	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.3 – Driveway dimension requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		6m wide – noted this also complies with SPP3.7	N/A	Nil
C3.7.4 – Driveways that allow vehicles to exit in forward gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.5 – Driveway allow passing (when 30m+)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		6m wide in all areas	N/A	Nil
C3.7.6 – Driveways onto primary distributor or integrator arterial roads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Conditions not provided by Main Roads. Shire recommended condition re construction of <b>crossover</b>
C3.7.7 - Sightlines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Walls no higher than 0.75m within 1.5m of where they adjoin the driveway	Bin store setback 2.9m from crossover. Wall to south of driveway in front of commercial building setback 1.5m from crossover, however curve of wall imposes into the truncation area and exceeds 0.75m – <b>variation</b>	N/A	Applicant has agreed to a condition of approval requiring compliance to be confirmed at building permit stage rather than modifying the drawings prior to determination.
C3.7.8 – Pedestrian access (grouped and multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.9 – Delineated or separate pedestrian access (10+ grouped and multiple dwellings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.10 – Pedestrian access legs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.7.11 – Communal street or battleaxe leg requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Nil
C3.7.12 – Lighting and landscaping of communal streets or battleaxe legs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			N/A	Conditions of approval recommended requiring the <b>landscaping plan</b> be updated in accordance with Appendix 3 requirements.
C3.7.13 – Notwithstanding C3.7.11, communal streets to 20 or more lots requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.8 RETAINING EXISTING DWELLINGS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.8.1 – Requirements where a dwelling is retained	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.9 SOLAR ACCESS FOR ADJOINING SITES

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.9.1 – Maximum overshadowing in accordance with Table 3.9a	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R50 or higher Adjoining property= 50% Diagonally adjacent lots= 25%	Adjoining properties = <50% Diagonally adjacent lots = <25%	N/A	Nil
C3.9.2 – Maximum overshadowing where R40 or greater and has a lot frontage of 7.5m or less	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
C3.9.3 – Maximum overshadowing requirements where the adjoining property shares a northern lot boundary with more than one lot	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				

### 3.10 VISUAL PRIVACY

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED	DESIGN PRINCIPLE (IF APPLIED)	CONDITION OF APPROVAL (IF APPLIED)
C3.10.1 – Visual privacy requirements where adjoining a developed site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Major opening from bedroom/ study= 3m  Major opening from habitable room other than bedroom/ study= 4.5m  Outdoor habitable space= 6m	Major opening from bedroom/ study= 4.3m  Major opening from habitable room other than bedroom/ study= 6.4m  Outdoor habitable space= Unit 10 cone of vision captures active habitable space of adjoining rear unit.		Condition of approval applied, details of screening will be required with the building permit.

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					Applicant has agreed to show details of screening to the corner of the balcony with the building permit application.		
<b>C3.10.2</b> – Notwithstanding C3.10.1, Visual privacy design solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				As above
<b>C3.10.3</b> – Offsetting of bedroom and study windows	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<b>C3.10.4</b> – Overlooking for grouped or multiple dwellings within a lot	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sources of overlooking on the same lot are to apply C3.10.1 and C3.10.2	South facing balconies would overlook each other.	P3.10.1, P3.10.2, P3.10.3  The upper balconies are double the minimum size and whilst the outer area provides a minor degree of overlooking, the minimum area of 10m <sup>2</sup> remains with a protected cone of vision. Overlooking would not extend to existing development beyond the lot boundaries. Screening would be detrimental to the views to the coast and is not considered necessary.	Nil
<b>C3.10.5</b> – Visual privacy where adjoining a vacant or unknown site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<b>C3.10.6</b> – Notwithstanding C3.10.5, visual privacy design solutions where adjoining a vacant or unknown site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				



## **PART C – OTHER BUSINESS**

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