GOVERNMENT OF WESTERN AUSTRALIA

WAPC Western Australian Planning Commission

LEADING A CONTEMPORARY PLANNING SYSTEM

agenda

Statutory Planning Committee

Notice is hereby given the next meeting of the Statutory Planning Committee will be:

Wednesday, 13 May, 2026, 10:00 am

Pages

1. Meeting Opening and Commencement

1.1 Acknowledgement of Country

1.2 Apologies and leave of absence

1.3 Disclosure of interests

1.4 Disclosures of representation

1.5 Declaration of due consideration

1.5.1 Additional Information for Members

1.6 Confirmation of Previous minutes - Wednesday, 15th April 2026 9 - 55

2. Deputations and presentations

2.1 Development Application - Construction of 73 multiple dwellings, No.1 (Lot 9644) Park Lane, Bassendean – Determination (Item 3.1) 56 - 70

Presenters: Jen Berrigan; Joyce Chung; and Luis Schilling - DevelopmentWA

2.2 Section 31 Reconsideration of Subdivision Approval Conditions - Lot 9001 Bussell Highway, Reinscourt (Item 3.3) 71 - 79

Presenters: Filipe Vieria - Rowe Group; Nathan Peart - EcoForm; and Max Vaghella - Landowner

2.3 Standard Structure Plan - The Northern part of the Kennedy Bay Structure Plan – Determination (Item 3.4) 80 - 86

Presenters: Robyn Hitchin; Reyne Dial; Tanya Moran; and Chris Green - Rowe Group

2.4 Development Application - Royal Perth Hospital Emergency Department Redevelopment (S Block) Stage 1 works - Lot 916 (No. 212) Wellington Street, Perth - For approval (Item 3.2) 87 - 94

Presenters: Nathan Limpus - Silver Thomas Hanley; Dion DiCrescenzo and Evan Hambleton - Office of Major Infrastructure and Delivery; Barry Hope and Kristy Keenan - Lendlease

2.5 Standard Structure Plan - The Northern part of the Kennedy Bay Structure Plan - Determination (Item 3.4) 95 - 96

Written Submission: Assunta Dinardo - Resident

3. Non-confidential items for discussion, decision or noting

3.1 Development Application - Construction of 73 multiple dwellings, No.1 (Lot 9644) Park Lane, Bassendean - Determination (13-50086-1) 97 - 231

Attending Officers: Dale Sanderson - Planning Director, Metro Central, Ben Hesketh - Planning Manager, Metro Central North, and Jeremy Thompson - Senior Planner, Metro Central North

The proposed development requires approval solely under the Metropolitan Region Scheme (MRS) by the Western Australian Planning Commission (WAPC) as the development is classified as a public work under the *Public Works Act 1902*.

The key considerations identified in assessing this proposal are:

- the appropriateness of the built form, including height and appearance; and
- impacts on surrounding area through traffic generation and car parking provision.

3.2 Development Application - Royal Perth Hospital Emergency Department Redevelopment (S Block) Stage 1 works - Lot 916 (No. 212) Wellington Street, Perth - For approval (10-50286-3) 232 - 252

Attending Officers: Dale Sanderson - Planning Director, Metro Central, Ben Hesketh - Planning Manager, Metro Central North, Preeti Jumari - Senior Planning Officer, Metro Central South, and Stuart Harrison - A/Principal Associate (Design Review), Government Architect Western Australia

The key matter for consideration in the assessment of the Stage 1 works is the extent to which the works 'lock-in' elements of the RPH ED project, ahead of its design being finalised and considered by the WAPC.

The Department of Planning, Lands and Heritage (the Department) has undertaken significant engagement with the RPH ED project team to ensure that the Stage 1 works do not compromise

planning objectives for the area. It is recommended that the application be approved, subject to conditions.

3.3 Section 31 Reconsideration of Subdivision Approval Conditions – Lot 9001 Bussell Highway Reinscourt (DR117/2025) 253 - 333

Attending Officer: Ryan Shaw - Director Planning Appeals, Planning Appeals, and Matthew Tallon - Senior Planner Officers, Planning Appeals

On balance, in this instance, it is considered that the site attributes when weighed alongside the challenges and practicalities posed by providing secondary access, supports its removal. In this context, the scale and design of the subdivision within a Broader Landscape Type A location, and the ability to condition additional contingencies measure to, in part, offset any loss, weigh heavily in the exercise of discretion.

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, it is recommended that the Statutory Planning Committee varies its decision of 23 July 2025 by modifying conditions 1 and 20 of approval as set out above.

3.4 Standard Structure Plan - The Northern part of the Kennedy Bay Structure Plan - Determination (SPN/2255) 334 - 434

Attending Officers: Justin Breeze - Planning Director, Metro South, Aiden O'Brien - Planning Manager, Metro South West, Sam Lissiman - Senior Planner, Metro South West, and Tanvir Asgar - Engineering Manager, Infrastructure Policy and Planning

Information relating to the above is in the following report and the northern portion of the structure plan is being presented to the Committee for its consideration (**A9:** Structure plan map – amended).

As the structure plan is generally consistent with the local planning framework and WAPC policy and practice, it is recommended the draft structure plan be modified in accordance with the attached schedule of modifications (**A10:** Schedule of modifications) and resubmitted to the WAPC for its approval

4. Confidential items for discussion, decision or noting

4.1 WAPC Model Development Conditions Schedule Project – For

Noting (PLH2025P0595)

5. Urgent or other business

6. Meeting conclusion and closure

Information for WAPC members

Quorum: 5 of 9 members



Ms Emma COLE
WAPC Chairperson



Mr Ray HAEREN
WAPC Deputy Chairperson



Ms Megan ADAIR
WAPC Board Member



Ms Helen BROOKES
WAPC Board Member



Ms Claire FRANKLIN
SPC Member



Mr Chris HARMAN
SPC Member



Cr Caroline KNIGHT
SPC Member



Mr Paul LAKEY
WAPC Board Member



Ms Rebecca MOORE
SPC Member

The Western Australian Planning Commission (WAPC) is established under the *Planning and Development Act 2005* to provide independent advice to the Government on integrated land use planning and development, and to facilitate the preparation, implementation and delivery of state planning policies, strategies and plans through its functions and statutory decisions. Schedule 2 of the Act provides for the WAPC to establish committees to support it in delivering its functions and prescribes the establishment of a Statutory Planning Committee (SPC).

The SPC has been established to support the WAPC in undertaking its statutory planning functions including exercising powers to make any decisions the WAPC may delegate to the Committee. Its purpose is to develop and apply statutory planning frameworks which deliver the WAPC's strategic direction, policies and plans.

The key objectives of the SPC are to:

1. Support the WAPC to undertake its statutory planning functions including but not limited those related to:

   1.1. The maintenance of and minor amendments to region planning schemes where consistent with applicable strategic planning framework.

   1.2. The preparation, review, maintenance and amendment of local planning schemes (including any development contribution provisions these may entail). The preparation, review, maintenance and

amendment of local planning schemes (including any development contribution provisions these may entail).

1.3. The determination of local planning strategies, local structure plans (standard and precinct), local development plans and local planning policies where these require the approval of the WAPC.

1.4. The determination of applications for subdivision (including strata subdivision)

1.5. The determination of applications for approval of leases and licenses

1.6. The determination of applications for the use and development of land where this requires the approval of the WAPC excluding proposals:

1.6.1. made under Part 17 of the *Planning and Development Act 2005*.

1.6.2. that are mandatory significant developments for the purposes of section 171L(2) of the *Planning and Development Act 2005;*

1.6.3. subject to a section 171M Premier Authorisation under the *Planning and Development Act 2005*;

1.6.4. critical to major State priority projects such as significant renewable energy facilities, the Future of Fremantle; and

1.6.5. classified as 'State significant' under the Governments Lead Agency Framework.

1.7. Approval of management plans and arrangements and condition compliance in relation to the above.

1.8. Enforcement activities in relation to the above.

2. Provide advice, make recommendations and determine applications in accordance with authority delegated to it.
3. Provide advice to the WAPC on the effective and efficient delivery of statutory planning functions.
4. Provide advice to local government and other government agencies and bodies on statutory planning matters.

Part 11B of the *Planning and Development Act 2005* permanently established the WAPC as the decision-making authority for prescribed significant development proposals. Prescribed significant development proposals are specified in regulation 5 of the Planning and Development (Significant Development) Regulations 2024 as being development valued at $20 million or more for land in the Metropolitan or Peel Region Scheme or the Swan Valley Planning Scheme areas; and $5 million or more for land in other parts of the state. Other projects may be authorised for determination under Part 11B by the Premier, on the advice of the Minister. There are presently no criteria for mandatory significant development proposals.

In accordance with Section 171P of the *Planning and Development Act 2005*, the WAPC must determine Part 11B applications in accordance with the provisions of the 'applicable planning instrument'. The WAPC may determine significant development applications that conflict with provisions of the applicable planning instrument in some circumstances, as set out in Section 171R(1) of the *Planning and Development Act 2005*. These considerations are in addition to any discretion or variation clauses in the applicable planning instrument.

The WAPC as the planning authority for applications submitted under Part 11B and the WAPC has delegated the function to the SPC.

Membership:
The composition of the Statutory Planning Committee is in accordance with Schedule 2(4) of the *Planning and Development Act 2005.*

4. Statutory Planning Committee

(1) The Commission is to establish a committee to be known as the Statutory Planning Committee.

(2) The Statutory Planning Committee is to consist of the following persons —

(a) 2 or more members of the board appointed by the Commission;

(b) 1 or more persons appointed by the Commission with the approval of the Minister —

i. who are not members of the board; and

ii. who have knowledge, expertise and experience in the field of urban and regional planning;

(c) 1 or more persons, not being members of the board, appointed by the Commission with the approval of the Minister to represent the interests of local governments;

(d) any 1 or more other persons, not being members of the board, appointed by the Commission with the approval of the Minister.

Statutory Planning Committee

Minutes

Wednesday, 15 April, 2026

Members:	Commissioner Cole - Chairperson Commissioner Haeren - Deputy Chairperson Commissioner Adair Commissioner Lakey Member Franklin Member Harman Member Moore
Apologies:	Commissioner Brookes Member Knight
Others Present	Lauren Aitken - Director, Office of Director General Leon Arndt - Graduate Officer, DPLH Youth Programs, Ryan Carvell - A/Planning Director, Regional South Michael Daymond - WAPC Strategic Advisor, Reform, Design and State Assessment Paola Di Perna, Planning Director, Significant Development Assessment Unit Tristan Emrich - Commission Support Team Leader Jacky Jurmann - Principal Planning Officer, Significant Development Assessment Unit Shannon Lockyer - Principal Planner, First Nations Australian Planning Jonathan Mesnard - A/Manager, Commission Support Business Rohan Miller - A/ Executive Planning Director, Metro Alyce Parker - Senior Planner, Schemes and Strategies Mek Piggot - A/Planning Manager, Schemes and Strategies Thomas Quigley - Commission Support Officer Phillida Rodic – Acting Chief Planning Advisor, Reform, Design and State Assessment Belinda Sleap - A/Senior Commission Support Officer

UNCONFIRMED

1. Meeting Opening and Commencement

The Chairperson declared the meeting open at 9:20 am.

1.1 Acknowledgement of Country

The Chairperson acknowledged the Whadjuk people of the Noongar Nation as the Traditional Owners and custodians of the land on which the meeting is taking place and welcomed members.

1.2 Apologies and leave of absence

Commissioner Brookes
Member Knight

1.3 Disclosure of interests

Commissioner Haeren declared a Perceived Impartiality Interest on Item 3.2 - Shire of Wyndham/East Kimberley - Draft Local Planning Strategy - Certification to Advertise. Commissioner Haeren advised that, through a previous employer, he undertook work for the Shire on the local planning strategy, and for Development WA on planning for Kununurra Town Centre, East Lily Creek and Ord Expansion. More than 10 years have passed since these activities, with no ongoing contracts or commercial relationships in the intervening period. Members agreed that Commissioner Haeren is permitted to be present during the discussion and decision-making procedure on the item as it is unlikely to influence Commissioner Haeren's conduct in relation to the matter.

Commissioner Haeren declared an Actual Impartiality Interest on Item 3.4 - Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination. Commissioner Haeren advised that, through a previous employer, he undertook work for the Town of Victoria Park on the Oats Steet Precinct Structure Plan, which includes the subject land. Although this was over a year ago, with no ongoing contracts or commercial relationships, members agreed that Commissioner Haeren should not be present during the discussion or decision-making procedure on the item.

Commissioner Lakey declared a Proximity Interest on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination. Commissioner Lakey advised that he is a Director of Bethanie Group which has an aged care facility located in direct proximity to the proponent's site. Members agreed that Commissioner Lakey should not be present during the discussion or decision-making procedure on the item.

UNCONFIRMED

1.4 Disclosures of representation

Commissioner Cole advised that she had been contacted by the proponent to request a meeting on this item in the normal course of her duties as Chairperson of the WAPC, had a brief discussion and referred the proponent to meet with Officers of the Significant Development Assessment Unit. Commissioner Cole had not been provided with any additional information that was not available to other members of the Commission

1.5 Declaration of due consideration

All members indicated that they had received and considered the agenda items prior to the Statutory Planning Committee meeting.

1.5.1 Additional Information for Members

Members noted receipt of additional information provided following publication of the agenda.

1.6 Confirmation of Previous minutes - Wednesday, 18 March 2026

Moved by Commissioner Haeren
Seconded by Commissioner Lakey

That the minutes of the Statutory Planning Committee meeting held on Wednesday, 18 March 2026, be confirmed as a true and correct record of the proceedings.

The motion was put and carried

2. Deputations and presentations

2.1 City of Belmont - Draft Local Planning Strategy (2025) - Certification to Advertise (Item 3.1)

Presenters: Chantelle Gilbert and Alex Bott – City of Belmont

Chantelle Gilbert and Alex Bott made a deputation to the Statutory Planning Committee regarding Item 3.1 - City of Belmont - Draft Local Planning Strategy (2025) - Certification to Advertise.

2.2 Shire of Wyndham/East Kimberley - Draft Local Planning Strategy - Certification to Advertise (Item 3.2)

Presenters: Katherine Gilpin and Nick Kearns - Shire of Wyndham/East Kimberley

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Katherine Gilpin and Nick Kearns made a deputation to the Statutory Planning Committee regarding Item 3.2 - Shire of Wyndham /East Kimberley - Draft Local Planning Strategy - Certification to Advertise.

2.3 Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination (Item 3.4)

Commissioner Haeren declared an Actual Impartiality Interest on this item and left the meeting at 9:34 am.

Presenters: Belle Smithies and David Maiorana – Rowe Group, Kim Latham – Encon, Kevin Tiburcio – National Storage, Siew-Fung Then – Ewert Leaf, Sarah Cooney – Plan E, Carlo Morello – Traffix Group

Belle Smithies and David Maiorana made a deputation to the Statutory Planning Committee regarding Item 3.4 - Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination.

Commissioner Haeren returned to the meeting at 9:45 am.

2.4 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Commissioner Lakey declared a Proximity Interest on this item and left the meeting at 9:45 am.

Presenters: Anthony Denholm and Alexander Petrovski – City of Subiaco

Anthony Denholm and Alexander Petrovski made a deputation to the Statutory Planning Committee regarding Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.5 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Presenters: Ben Rosser and Cameron Buchan - Cedar Woods, Chris Green – Rowe Group

Ben Rosser, Cameron Buchan, and Chris Green made a deputation to the Statutory Planning Committee regarding Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

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Commissioner Lakey returned to the meeting at 10:05 am.

2.6 Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination (Item 3.4)

Written Submission: T Ong

Members noted the written submission on Item 3.4 - Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination.

2.7 Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination (Item 3.4)

Written Submission: Name Redacted

Members noted the written submission on Item 3.4 - Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination.

2.8 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Written Submission: Vitaly Vidavskiy and Olga Vidavskaya – Resident

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.9 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Written Submission: Olga Vidavskaya

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.10 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

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Written Submission: Gary Roberts – Resident

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.10 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Written Submission: Philip Thacker – Resident

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.11 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Written Submission: Dr Jennifer Nicol

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

2.12 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (Item 3.5)

Written Submission: Mark Hoebee - St Ives Group

Members noted the written submission on Item 3.5 - Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination.

3. Non-confidential items for discussion, decision or noting

3.1 City of Belmont - Draft Local Planning Strategy (2025) - Certification to Advertise (TPS/3285)

REASON FOR DECISION

Members discussed their reasons for supporting the proposal and outlined the following:

- Continued strength of Strategy in supporting additional land use and employment growth in the wider Kewdale Industrial area and Perth Airport.

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- Acknowledged the City of Belmont's efforts to achieve and exceed density and employment self-sufficiency targets.

- The strategy is consistent with the metropolitan planning framework, including planning for urban corridors.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the Department's report.

Moved by Commissioner Haeren
Seconded by Member Franklin

That the Statutory Planning Committee resolves in relation to the City of Belmont Draft Local Planning Strategy to:

1. *In accordance with Regulation 12(3) of the Planning and Development (Local Planning Schemes) Regulations 2015, require the City of Belmont Draft Local Planning Strategy (Attachment 2) to be modified in accordance with the Schedule of Modifications (Attachment 3).*

2. *Subject to the above modifications being satisfactorily undertaken, certify the local planning strategy under Regulation 12(4) of the Planning and Development (Local Planning Schemes) Regulations 2015.*

3. *To advise the local government that the local planning strategy is to be advertised in accordance with Regulation 13 of the Planning and Development (Local Planning Schemes) Regulations 2015, with an approved longer period of 28 days for submissions.*

The motion was put and carried

3.2 Shire of Wyndham/East Kimberley - Draft Local Planning Strategy - Certification to Advertise (TPS/3363)

REASON FOR DECISION

Members discussed their reasons for supporting the Strategy and outlined the following:

- The significant economic opportunities requiring coordinated land use and strategic planning.

- Support for the integrated approach to preparation involving relevant stakeholders.

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- The collaborative work undertaken with the Shire, particularly in resolving planning areas and establishing an agreed pathway forward.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the Department's report.

Moved by Commissioner Haeren
Seconded by Member Harman

That the Statutory Planning Committee resolves in relation to the Shire of Wyndham-East Kimberley Draft Local Planning Strategy to:

1. *In accordance with Regulation 12(3) of the Planning and Development (Local Planning Schemes) Regulations 2015, require the Shire of Wyndham/East Kimberley Draft Local Planning Strategy (A3) to be modified in accordance with the Schedule of Modifications (A1).*

2. *Subject to the above modifications being satisfactorily undertaken, certify the draft Local Planning Strategy under Regulation 12(4) of the Planning and Development (Local Planning Schemes) Regulations 2015.*

3. *To advise the local government that the draft Local Planning Strategy is to be advertised in accordance with Regulation 13 of the Planning and Development (Local Planning Schemes) Regulations 2015, with an approved longer period of 28 days for submissions.*

The motion was put and carried

3.3 Shire of Derby/West Kimberley - Draft Local Planning Strategy – Certification to Advertise (TPS/3427)

REASONS FOR DECISION

Members discussed their reasons for supporting the proposal and noted that the Shire received a grant through the Regional North Local Government Assistance Program for the purpose of preparing the new Shire of Derby/West Kimberly - Draft Local Planning Strategy.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the Department's report.

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Moved by Commissioner Adair
Seconded by Member Franklin

That the Statutory Planning Committee resolves in relation to the Shire of Derby/West Kimberley Draft Local Planning Strategy to:

1. *In accordance with Regulation 12(3) of the Planning and Development (Local Planning Schemes) Regulations 2015, require the Shire of Derby/West Kimberley draft Local Planning Strategy (A2) to be modified in accordance with the Schedule of Modifications (A3);*

2. *Subject to the above modifications being satisfactorily undertaken, certify the draft Local Planning Strategy under Regulation 12(4) of the Planning and Development (Local Planning Schemes) Regulations 2015;*

3. *To advise the local government that the draft Local Planning Strategy is to be advertised in accordance with Regulation 13 of the Planning and Development (Local Planning Schemes) Regulations 2015, with an approved longer period of 28 days for submissions.*

The motion was put and carried

3.4 Part 11B Development Application - Self-storage facility with incidental shop and a commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park - Determination (SD-038-25)

Commissioner Haeren declared an Actual Impartiality Interest on this item and left the meeting at 10:17 am.

REASON FOR DECISION

Members discussed their reasons for supporting the proposal and outlined the following:

- The proposal had been planned in the context of the current planning framework while being responsive to the emerging precinct planning through design that facilitates future adaptive reuse and compatibility with the emerging development context.

- The facility is located in the periphery of the mixed use transition area and will provide a use to support a higher urban density centre.

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- The proposal had undergone the State Design Review Panel (SDRP) process, with feedback subsequently incorporated by the proponent.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the Department's report.

Moved by Member Harman
Seconded by Commissioner Lakey

That the Statutory Planning Committee resolves:

A. to note this application is capable of being determined under the applicable planning instrument, being the Town of Victoria Park Local Planning Scheme No. 2, and it has been considered and determined accordingly; and

B. under section 171P(1) of the Planning and Development Act 2005 to approve development application reference SD-038-25 and accompanying plans (date-stamped 3 March 2026) for construction of a self-storage facility with incidental shop and one commercial tenancy at Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park, subject to the following:

Conditions

Approval Timeframe

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

Conformity with Plans

2. *The development is to be undertaken in accordance with the approved plans (date-stamped 3 March 2026) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the Town of Victoria Park.*

3. *A copy of the final working drawings (prepared for submission of relevant building permit applications) and all associated plans, report and information that address the conditions of*

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approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.

4. *Prior to submission of the relevant building permit application, the approved development plans (date-stamped 3 March 2026) are to be modified, as follows:*

   (a) inclusion of traffic control measures, including signage and pavement marking based solutions, to provide clarity on the proposed one-way entry and exit access movement and reduce potential traffic conflict; and
   (b) repositioning of the proposed pedestrian footpath to abut the Milford Street boundary and reconfiguring the proposed landscape area.

Amalgamation & Public Access

5. *Prior to occupation of the development, suitable arrangements are to be made for all lots within the development site, as shown on the approved plans, to be legally amalgamated into a single freehold lot on one Certificate of Title at the landowner/ applicant's expense, to the satisfaction of the Western Australian Planning Commission.*

6. *Prior to occupation of the development, an easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 in favour of the Town of Victoria Park and the public is to be registered on the certificate/s of title of Lot 20 (No. 178) and Lot 21 (No. 176) Swansea Street East, East Victoria Park specifying access rights across the proposed footpath along the boundary with Milford Street to the Town of Victoria Park and the public at large as indicated on the final approved plans.*

   Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan) and registered at the landowner/applicant's expense to the satisfaction of the Western Australian Planning Commission. The easement(s) is to state as follows: "Public Access Easement - Pedestrian Access Only".

Land Use

7.

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(a) This approval is for the following land uses as defined under the Town of Victoria Park Local Planning Scheme No.2 and depicted on the approved development plans (date-stamped 3 March 2026):

(i) Warehouse / Storage and Shop;

(ii) Tenancy 1 - Convenience store; Fast food outlet/Lunch Bar; Amusement Parlour; Market; and Trade Display.

(b) The proposed Shop use as defined under the Town of Victoria Park Local Planning Scheme No.2 and depicted on the approved development plans (date-stamped 3 March 2026) is to remain incidental to the Warehouse / Storage use.

<u>Construction</u>

8.

(a) Prior to submission of the relevant building permit application a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Town of Victoria Park and the Public Transport Authority. The Plan is to address the following, but not limited to:

(i) hours of construction;
(ii) temporary fencing, hoardings, gantries and signage;
(iii) site access and egress;
(iv) construction traffic management;
(v) pedestrian and cyclist management and any footpath obstructions;
(vi) any potential impacts to bus services or bus stops surrounding the development site and mitigation measures;
(vii) parking arrangements for staff and contractors;
(viii) deliveries and storage of construction materials and machinery;
(ix) management of vibration, dust and erosion;
(x) management of any site dewatering or stormwater discharge;
(xi) investigation and management of any identified acid sulfate soils;
(xii) management of construction noise and any other site generated noise;
(xiii) management, recycling and removal of construction waste;
(xiv) protection of street trees and public realm infrastructure; and

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(xv) public communication and complaint handling procedures.

(b) The approved Construction Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

Materials, and Finishes

9.

(a) The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives, (date-stamped 3 March 2026) (other than as amended by conditions of approval), to the satisfaction of the Western Australian Planning Commission.

(b) Prior to submission of the relevant building permit application, the applicant is to submit final details of the materials, colours and finishes of the exterior of the building(s), which are consistent with or enhance those detailed on the approved development plans and perspectives (date-stamped 3 March 2026), and all fencing visible from the public realm, to the satisfaction of the Western Australian Planning Commission.

Landscaping and public realm

10.

(a) Prior to submission of the relevant building permit application, an updated Landscape Plan(s) is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Town of Victoria Park. The Landscape Plan(s) are to be updated to include the following modifications:

(i) identification of all verge tress to be removed and retained;
(ii) identification of all proposed mature trees;
(iii) identification of the low landscape retaining wall;
(iv) replacement of the tree species Eucalyptus rudis;
(v) review of all plant species against Department of Primary Industries and Regional Development's PSHB susceptibility list;
(vi) inclusion of irrigation and landscape maintenance plans; and
(vii) labelling of all of the legend features.

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(b) Prior to occupation of the relevant stage of the development, written confirmation from a suitably qualified professional is to be provided confirming that all landscaping and reticulation onsite and in the public realm has been established in accordance with the approved Landscape Plan(s).

(c) Landscaping and reticulation are to be implemented in accordance with the approved Landscaping Plan and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.

11.

(a) Prior to submission of the relevant building permit application, a Tree Protection Plan establishing tree protection zones as per Australian Standard AS4970-2009, and detailing the protection and care of all street trees within the Milford Street and Swansea Street East road reserves during construction, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Town of Victoria Park.

(b) The approved Tree Protection Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

<u>Sustainability and water</u>

12.

(a) Prior to submission of the relevant building permit application, written confirmation is to be provided from a suitably qualified professional confirming the sustainability measures contained within the Sustainability Management Plan, dated 8 July 2025, have been incorporated in the final drawings and documents, to the satisfaction of the Western Australian Planning Commission.

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the sustainability measures identified within the approved Sustainability Management Plan (dated 8 July 2025), have been implemented to the satisfaction of the Western Australian Planning Commission.

(c) The accepted sustainability initiatives shall be incorporated into the development and thereafter maintained by the landowner/applicant and/or managers of the development to the satisfaction of the Western Australian Planning Commission.

13.

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(a) *Prior to submission of the relevant building permit application, a Water Management Report demonstrating that all stormwater from the development will be retained on site; the onsite storage/infiltration system is sufficient to contain a 1:100 year storm event (over 24 hours); and that no stormwater infrastructure is within tree protection zones, is to be submitted to, and approved by the Western Australian Planning Commission, on advice from the Town of Victoria Park.*

(b) *The approved Water Management Report is to be implemented, to the satisfaction of the Western Australian Planning Commission.*

Transport, access and parking

14.

(a) *Prior to occupation of the development, certification is to be provided by a suitably qualified professional confirming that all points of ingress and egress, vehicle access-ways, loading bays, car parking spaces, universal access, and bicycle parking are consistent with the approved plans and have been constructed, drained, sealed and marked in accordance with the relevant Australian Standard, to the satisfaction of the Western Australian Planning Commission, on advice from the Town of Victoria Park.*

(b) *All car parking spaces, loading bays, bicycle parking and access-ways are to be maintained by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

(c) *The parking areas and associated access-ways must not be used for the purpose of storage or obstructed in any way, to the satisfaction of the Western Australian Planning Commission.*

Waste management

15.

(a) *Prior to submission of the relevant building permit application, the Waste Management Plan, dated 22 July 2025, is to be updated to reflect the final approved plan, and submitted to, and approved by the Western Australian Planning Commission, on advice from the Town of Victoria Park.*

(b) *The approved Waste Management Plan is to be implemented and adhered to by the applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission*

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Lighting

16.

(a) Prior to submission of the relevant building permit application, the landowner/applicant is to submit an external Lighting Plan, prepared by a suitably qualified person, detailing external illumination of the development in accordance with Australian Standard AS 4282, for approval by the Western Australian Planning Commission, on advice from the Town of Victoria Park.

(b) Prior to occupation of the development, the applicant is to provide certification from a suitably qualified person demonstrating the lighting has been installed in accordance with the approved Lighting Plan, to the satisfaction of the Western Australian Planning Commission.

(c) The approved Lighting Plan is to be implemented and adhered to unless otherwise approved by the Western Australian Planning Commission.

17. Signage is to be limited to the areas as depicted on the approved development plans (date-stamped 3 March 2026), unless otherwise approved by the Western Australian Planning Commission, on advice from the Town of Victoria Park.

Advice Notes

A. This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements that may relate to the development. Contact the Town of Victoria Park for further advice on building, health, engineering and road reserve requirements.

B. With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

C. With regard to Conditions 2, 3 and 4, the final working drawings and associated documents are to comply with all of the relevant conditions of development approval, as confirmed by the Western Australian Planning Commission (WAPC), and any variations from the approved plans are required to be clearly identified.

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Once the WAPC is satisfied that the working drawings are consistent with the approved development plans and any reports and information submitted have adequately addressed the conditions of approval, the WAPC will provide a clearance letter and copies of the working drawings to the Town of Victoria Park to assist with the issuing of a building permit.

The final plans and documents submitted to the WAPC to satisfy the conditions of this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the WAPC, via an Amendment Application process (Form 11B-2).

D. *With regard to Condition 8:*

   (i) *The Public Transport Authority and Transperth require a minimum notice period of 10 business days prior to any proposed road closure that may affect bus services or bus stops. Notification can be provided via email to: transperth.servicedisruptions@pta.wa.gov.au*
   (ii) *Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. Please refer to the Department of Water and Environmental Regulation's ASS guidelines for information to assist with the management of ground and/or groundwater disturbing works: Acid sulfate soils publications.*

E. *With regard to Condition 10, any proposed landscape works outside the development lot boundaries will require consent from the Town of Victoria Park as the landowner, prior to implementation. Any street tree removal may require payment of costs to the Town of Victoria Park. The Town of Victoria Park does not support the planting of Eucalyptus rudis as it is not suitable for commercial/domestic landscapes.*

F. *With regard to Condition 13, the Water Management Report is to include water sensitive urban design strategies, particularly along Swansea Street East, with consideration given to how roof runoff may be managed.*

G. *With regard to Condition 16, the Lighting Plan is to include details of lighting (light spill diagrams and lux levels) to illuminate the vehicle and pedestrian entry points, communal areas, bicycle parking area(s), publicly accessible spaces and*

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any other security and safety lighting for the development, to enhance amenity and safety and demonstrate that the external lighting will not impact adjoining properties.

H. The Town of Victoria Park advises:

(i) In relation to a future building permit application:

• Suitable barriers must be provided to ensure exits are not blocked at the point of discharge.
• External fire hydrants to be protected in accordance with NCC / BCA, Volume 1 requirements.
• Disabled access and facilities must be provided in accordance with NCC / BCA Volume 1 requirements.
• A building permit cannot be issued until the conditions of the development approval have been given a planning clearance and a building permit application may be put on hold until a planning clearance is obtained.

(ii) Existing trees located within the verge are a Town of Victoria Park asset and as such must be retained except where otherwise approved for removal by the Town of Victoria Park. In this respect the Town would approve the removal of trees ids. 21579 and 21580 subject to the payment to the Town of a Helliwell valuation fee of $3872.82.

(iii) A verge permit is required to be obtained from the Town of Victoria Park prior to commencement of any work in the verge (including, but not limited to, landscaping, parking, paving and lighting) in relation to this development approval.

(iv) Verge landscaping is to be in accordance with the Town of Victoria Park's Street Verge Guidelines. The Town of Victoria Park advises that the existing footpath and pram ramp crossing to/over Milford Street is to be maintained.

(v) Crossover location and construction shall comply with the Town of Victoria Park's Specifications for Crossover Construction. A separate application must be made to the Town of Victoria Park for approval prior to construction of a new crossover.

(vi) A Work Zone Permit application is to be submitted to and approval issued by the Town of Victoria Park, prior to any works or temporary storage on a public thoroughfare (including roads, parking bays, footpaths or verges). To download an application form and for further information, please refer to the Town of Victoria Park's website.

(vii) Any alterations, relocation or damage of existing infrastructure within the road reserves is to be reinstated at

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the landowner/applicant's cost in accordance with the requirements of the Town of Victoria Park.

I. The Water Corporation advises:

(i) Formal building approval will be required for the development. An application can be submitted via the Water Corporation online portal BuilderNet. Documents required for approval may include final construction site plans, architectural floor plans, and hydraulics plans.

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

J. Western Power advises a load connection request/application for electricity transmission services for the development will be required.

K. If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

The motion was put and carried

Commissioner Haeren returned to the meeting at 10:23 am.

3.5 Part 11B Development Application - Mixed Use Development at 2 Upham Street, Subiaco - Determination (SD-029-24)

Commissioner Lakey declared a Proximity Interest on this item and left the meeting at 10:23 am.

The recommendation of the Department of Planning, Lands and Heritage was moved to open debate on the item.

REPORT RECOMMENDATION

Moved by Commissioner Adair
Seconded by Commissioner Haeren

That the Statutory Planning Committee resolves:

A. to note this application is capable of being determined under the applicable planning instrument, being the City of Subiaco Local

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Planning Scheme No. 5, and it has been considered and determined accordingly; and

B. *under s.171P(1) of the Planning and Development Act 2005 to APPROVE development application reference SD-029-24 and accompanying plans (date-stamped 10 February 2026) for a mixed use development at Lot 13 (No. 2) Upham Street, Subiaco, subject to the following:*

Conditions

Approval Timeframe

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

Conformity with Plans

2. *The development is to be undertaken in accordance with the approved plans (date-stamped 10 February 2026) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.*

3. *Prior to submission of the relevant building permit application, revised plans are to be submitted to the satisfaction of the Western Australian Planning Commission, which includes the following modifications:*

    i) *increase the setback to Level 6 (Building 3) by a further 3.5 metres from the Upham Street boundary, or as otherwise demonstrated, to minimise the overshadowing impacts of the development when measured at 12 noon on 21 June on the adjacent St Ives dwellings;*
    ii) *The materials and finishes for the development, be further refined and include but not limited to updating the street interface treatment for Buildings 2 and 3 to the upper most floors to assist in mitigating the perceived bulk of the development;*
    iii) *Removal of all proposed pathways and any avoidable service connections in the public open space reserve;*
    iv) *Inclusion of two designated car parking bays for the commercial tenancy;*

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v) Inclusion of 21 motorcycle/scooter bays;
vi) Provision of a minimum of 118 residential bicycle spaces and accommodate different styles of bicycles in the storage and layout, including floor mounted U rails;
vii) Provision of two staff bicycle parking spaces and associated end or trip facilities (one shower and two lockers);
viii) Provision of 24 safe and accessible visitor bicycle bays, preferably at building entrances.

4. A copy of the final working drawings (prepared for submission of relevant building permit application(s)) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the WAPC, and any variations from the approved development plans are required to be clearly identified.

Notifications on Title

5. Prior to occupation of the development, an easement in accordance with Section 136C of the Transfer of Land Act 1893 is to be created to ensure reciprocal rights of access and ongoing maintenance of the proposed portion of the Bishop Street footpath located within the subject lot, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

Construction

6.

(a) Prior to submission of the relevant building permit application, a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco. This plan is to address the following, but not limited to:

i) hours of construction;
ii) temporary fencing, hoardings, gantries, and signage;
iii) site access and egress;
iv) construction traffic management;
v) pedestrian and cyclist management and any footpath obstructions;
vi) parking arrangements for staff and contractors;

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vii) deliveries and storage of construction materials and machinery;
viii) management of vibration, dust, and erosion;
ix) management of any site dewatering or stormwater discharge;
x) management of construction noise and other site generated noise;
xi) demolition and construction waste management, recycling, and removal;
xii) protection and reinstatement of street trees and public realm infrastructure; and
xiii) public communication and complaint handling procedures.

(b) The approved Construction Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

7.

(a) Prior to submission of the relevant building permit application, a Vibration Management Plan is to be submitted to, and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.
(b) The approved Vibration Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

8.

(a) Prior to submission of the relevant building permit application, a dilapidation report prepared by a suitably qualified professional is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco, detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), and ancillary structures, including but not limited to the adjoining properties listed below:

- *38 Coral Tree Avenue, Jolimont*
- *40a-40e Coral Tree Avenue, Jolimont*
- *50 Mere View Way, Jolimont*
- *52 Mere View Way, Jolimont*
- *6 Tighe Street, Jolimont*
- *35 Bishop Street, Jolimont*
- *35 Tighe Street, Jolimont (Buildings and Improvements within western portion of Subiaco Common only)*
- *39 Bishop Street, Jolimont*
- *41 Bishop Street, Jolimont*

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- *45 Bishop Street, Jolimont*
- *46 Bishop Street, Jolimont*
- *19 Cartography Lane, Jolimont*
- *21 Cartography Lane, Jolimont*
- *23 Cartography Lane, Jolimont*
- *43 Mercator Terrace, Jolimont*
- *45 Mercator Terrace, Jolimont*
- *47 Mercator Terrace, Jolimont*

(b) A copy of the dilapidation report(s) is to be provided to the City of Subiaco and the respective landowner/s of the abovementioned properties.

(c) If the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the Western Australian Planning Commission on the advice of the City of Subiaco, that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

Landscaping and Public Open Space

9. Prior to occupation of the development, the portion of land reserved as Public Open Space under the City of Subiaco's Local Planning Scheme No. 5 at No. 2 (Lot 13) Upham Street, Subiaco shall be ceded to and vested in the Crown under section 152 of the Planning and Development Act 2005. The ceding is to be shown on a Diagram or Plan of Survey and the land shall be ceded free of cost and without payment of any compensation by the Crown.

10.

(a) Prior to submission of the relevant building permit application, detailed landscaping plans and specifications for both the subject site and adjoining public open space and road reserves are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.

(b) Prior to occupation of the development, certification that the landscaping, including within public open space reserve, has been completed in accordance with the approved landscaping strategy and plans, is to be submitted to the satisfaction of the Western Australian Planning Commission.

(c) All landscaped areas within the subject lot are to be maintained to the satisfaction of Western Australian Planning Commission.

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(d) *Landscaping within the adjoining public open space reserve is to be maintained for a period of two (2) years following completion of the works by the applicant, to the satisfaction of Western Australian Planning Commission.*

11.

(a) *Prior to submission of the relevant building permit application, a Tree Protection Plan including Tree Preservation Zones (TPZ) and Structural Root Zones (SRZ), prepared in accordance with AS4970-2009 being established and maintained around the Public Open Space reserve and each existing street tree, is to be submitted to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.*

(b) *The approved Tree Protection Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.*

Lighting

12.

(a) *Prior to submission of the relevant building permit application, a Lighting Strategy detailing external illumination of the development in accordance with AS4282, AS1158.3.1 is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.*

(b) *Prior to occupation of the development, the applicant is to provide certification from a suitably qualified person demonstrating the external lighting has been installed in accordance with the approved strategy, to the satisfaction of the Western Australian Planning Commission.*

(c) *The approved lighting plans are to be implemented and adhered to, unless otherwise approved by the Western Australian Planning Commission, on advice from the City of Subiaco.*

Materials and Finishes

13.

(a) *The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives, (date-stamped 10 February 2026) (other than as amended by conditions of approval) to the satisfaction of the Western Australian Planning Commission.*

(b) *Prior to submission of the relevant building permit application, the applicant is to submit final details of the*

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materials, colours and finishes of the exterior of the building(s), to the satisfaction of the Western Australian Planning Commission.

14.

(a) Prior to occupation of the development, the external face of all boundary walls on or adjacent to the lot boundaries are to be face brick or rendered and finished to a high standard consistent with the external finishes of the development, to the satisfaction of the Western Australian Planning Commission.

(b) The finishes are to be thereafter maintained to the satisfaction of the Western Australian Planning Commission.

15. Prior to submission of the relevant building permit application, all external fixtures including, but not limited to TV and radio antennae, satellite dishes, plumbing vents and pipes, solar panels, air conditioners and hot water systems shall be integrated into the design of the building and not be visible from the primary street and or secondary street or otherwise located to not be visually obtrusive to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

16.

(a) Prior to submission of the relevant building permit application, an updated Transport Impact Assessment (TIA) and associated SIDRA files are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco. The updated TIA is to include, but not limited to:

i) Clear justification of adopted trip rates;
ii) A breakdown of trips by residential and commercial components; and
iii) Updated SIDRA modelling to include the intersection of Hay Street and Bishop Street.

(b) Prior to occupation of the development, the recommendations of the approved Traffic Impact Assessment, including any necessary works, shall be implemented, to the satisfaction of the Western Australian Planning Commission.

17.

(a) Prior to occupation of the development, a Travel and Parking Management Plan is to be submitted to and

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approved by the Western Australian Planning Commission, on advice from the Department of Transport and Major Infrastructure and the City of Subiaco. The Plan is to address, but is not limited to, the following:

i) mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by residents, staff and visitors of the development;
ii) allocation and management of resident, visitor, customer, staff and special use car parking facilities;
iii) identification and management of loading, delivery and waste management areas;
iv) identification of ACROD bays;
v) parking / storage for bicycles and other personal mobility devices;
vi) end of trip facilities for staff, including showers and lockers;
vii) provision of charging facilities for electric vehicles and personal mobility devices;
viii) demonstration of the effective and safe management of traffic movements within all car parking areas and accessways for vehicles, pedestrians, cyclists, and other micromobility users; and
ix) wayfinding and directional signage, for all transport users, within parking areas and accessways.

(b) The approved Travel and Parking Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

18. Prior to occupation of the development, the new vehicle crossover on Upham Street shall be constructed and any redundant or temporary vehicle crossovers shall be removed and the kerbing and verge landscaping reinstated, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

19.

(a) Prior to occupation of the development, certification is to be provided by a suitably qualified professional confirming that all car parking spaces, vehicle accessways, access aisles and bicycle bays are constructed and line marked in accordance with Australian Standards AS2890.1:2004 and AS2890.3 and are consistent with the approved plans, to the satisfaction of the Western Australian Planning Commission.
(b) All car parking spaces, vehicle accessways, access aisles and bicycle bays are to be maintained by the owners

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and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Public Realm and Community Facilities

20.

(a) Prior to the submission of the relevant building permit, a Community Facilities Management Plan shall be submitted for approval to the Western Australian Planning Commission, on advice from the City of Subiaco, for the publicly accessible areas abutting Bishop Street that addresses the following matters:

i) The manner in which the areas will be made available to the public in perpetuity for the life of the development;
ii) Ongoing maintenance;
iii) Public liability, including sufficient insurance; and
iv) Any other matter deemed relevant.

(b) Prior to occupation of the development, the approved Community Facilities Management Plan shall be implemented and distributed to the nearby landowners and occupiers for information purposes, to the satisfaction of the Western Australian Planning Commission.

21. Prior to occupation of the development, satisfactory arrangements shall be made with the local government for a contribution of up to 15% of the construction cost of a protected pedestrian wombat crossing on Bishop Street and upgrading of pram ramp crossings at the corner of Bishop and Upham Streets, to the satisfaction of the Western Australian Planning Commission on advice the City of Subiaco.

22.

(a) Prior to submission of the relevant building permit application, a public art strategy for the development to the value of 1% of the construction value up to a maximum value of $1 million is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco.
(b) Prior to occupation of the development, the approved public art strategy is to be implemented to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.
(c) The on-site public art component is to be maintained in accordance with the approved public art strategy, to the

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satisfaction of the Western Australian Planning Commission.

Signage

23.

(a) Prior to submission of the relevant building permit application, a comprehensive signage strategy shall be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco. The Strategy is to address signage locations, characteristics, dimensions and clearances to pedestrian and vehicle spaces below.

(b) The approved signage strategy is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Water Management

24.

(a) Prior to submission of the relevant building permit application, a Water Management Report is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Water Corporation and City of Subiaco. The Report is to address, but not limited to, the following:

i) on-site retention of stormwater;
ii) drainage calculations demonstrating that the development will contain stormwater within the site for 1 in 100 years storm event (1% Annual Exceedance Probability); and
iii) no stormwater is to enter to the road reserves or the City of Subiaco and Water Corporation drainage network.

(b) The approved Water Management Report is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

Sustainability

25.

(a) Prior to submission of the relevant building permit application, a Sustainability Report detailing the developments sustainability initiatives demonstrating that a certification greater than the minimum Four-Star Green

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Star is achieved for the development, is to be submitted to, and approved by, the Western Australian Planning Commission. The initiatives are to be incorporated in the final drawings and documents.

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the sustainability measures identified within the approved Sustainability Report have been implemented, to the satisfaction of the Western Australian Planning Commission.

(c) The accepted sustainability initiatives shall be incorporated into the development and thereafter maintained by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Waste Management

26. The approved Waste Management Plan (dated 6 February 2026) is to be implemented and adhered to by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

Wind

27.

(a) Prior to the submission of the relevant building permit application, the applicant must submit to the Western Australian Planning Commission, a Wind Impact Assessment prepared by a suitably qualified and experienced wind engineering consultant. The assessment is to:

- *Evaluate potential pedestrian level wind impacts generated by the proposed development, having regard to relevant Australian Standards and local microclimatic conditions;*
- *Identify any areas where wind conditions are likely to exceed accepted comfort or safety criteria; and*
- *Include recommendations to mitigate any identified impacts on the development and adjacent sites and streets.*

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the wind mitigation measures identified within the approved Wind Impact Assessment have been

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implemented to the satisfaction of the Western Australian Planning Commission.

Advice Notes

(a) This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements that may relate to the development. Contact the City of Subiaco for further advice on building, health, engineering and road reserve requirements.

(b) With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) With regard to Conditions 2 and 3, a copy of the final working drawings prepared for the submission of an application for a building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission (WAPC). The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the WAPC, and any variations from the approved development plans are required to be clearly identified.

Following satisfactory assessment of the plans and documents, the WAPC will provide a clearance letter and copies of the document to the local government to assist with building permit assessment. Where works and/or building permit are proposed to be staged, the WAPC may agree to a staged clearance of working drawings and associated conditions of approval.

The final plans and documents submitted to the WAPC to satisfy the conditions if this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the WAPC, via an Amendment Application process (Form 11B-2).

(d) With regard to Condition 6, any on-street parking bays located on the Bishop and Upham Street frontages shall be maintained

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during construction unless otherwise approved by the City of Subiaco.

(e) With regard to Condition 10:

(i) Works within the public realm shall be undertaken at the applicant's expense in accordance with the approved plans and details and thereafter maintained to the satisfaction of the Western Australian Planning Commission.
(ii) The City of Subiaco advises additional service connections, sub-surface trenching and excavations within the green corridor is to be minimised. Additional pathways connecting private alfresco areas to the green corridor must be minimised, reduced or removed and if absolutely necessary, must be a maximum of 1.2 metres wide and made from stabilised gravel fines or other permeable material acceptable to the City of Subiaco.

(iii) The landscaping plans shall include, but not be limited to:

(i) Replacement trees at a ratio of 3:1 to a minimum size of 100 litres.
(ii) A minimum of 70% local native tree species in the deep soil zones;
(iii) A species list that excludes any species listed on the PSHB Australian Host List.

(f) With regard to Condition 11, the Tree Protection Zone is to be a minimum of two (2) metres extending out from the base of the tree. Where excavation to a depth greater than 100mm is proposed the clearance should be greater than three (3) metres from the base of an existing street tree.

(g) With regard to Condition 17, the Department of Transport and Major Infrastructure recommends the following aspects should be considered for inclusion in the Travel and Parking Management Plan:

(i) Unbundling a proportion of the residential car parking from the sale of the apartments and/or managing some residential car bays as shared parking;
(ii) A car share scheme for residents and an allocation of bays for car share vehicles;
(iii) Providing access to electrical charging facilities for e-bikes and e-scooters, at a rate of at least 25% of spaces;
(iv) At least 30% of bicycle parking spaces should be provided at horizontal/ground level for heavier and larger bikes; and

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(v) Working with the City of Subiaco to ensure that public parking in the vicinity of the development is appropriately managed.

(h) With regard to Condition 22, the public art strategy may include providing one or more artworks on the development site with any remaining moneys being provided as a cash-in-lieu contribution in accordance with the City of Subiaco's Local Planning Policy 8.3 – Percent for Public Art and Public Realm.

(i) All works, indicated on the approved plans, including footings, must be wholly located within the cadastral boundaries of the development site, to the satisfaction of the Western Australian Planning Commission.

(j) The applicant is advised to make suitable arrangements with the City of Subiaco to relocate any existing infrastructure within the verge in order to accommodate crossover(s), and approval must be sought from the City of Subiaco prior to its relocation. All costs associated with relocation of the infrastructure are the responsibility of the property owner(s).

(k) The Department of Water and Environmental Regulation advises that clearing of native vegetation is prohibited, unless authorised by a clearing permit, or is clearing that is exempt in accordance with Schedule 6 of the Environmental Protection Act 1986 or the Environmental Protection (Clearing of Native Vegetation) Regulations 2004.

(l) The Water Corporation advises that any works carried out in proximity to Water Corporation assets must receive prior approval by applying for an Asset Protection Risk Assessment. Further details are provide in the Water Corporation's Technical Guidelines.

(m) If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

AMENDING MOTION

Members moved a motion to amend Condition 3 and Condition 3(i) of the recommendation. Condition 3 to be amended to include the wording "to the satisfaction of the Chairperson of the Western Australian Planning Commission" to facilitate the review of revised plans. Condition 3(i) to be amended to include reference to courtyards for ground-floor apartments to reduce overshadowing impacts.

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Moved by Commissioner Haeren
Seconded by Member Harman

3. *Prior to submission of the relevant building permit application, revised plans are to be submitted to the satisfaction of the Chairperson of the Western Australian Planning Commission, which includes the following modifications:*

   (i) increase the setback to Level 6 (Building 3) by a further 3.5 metres from the Upham Street boundary, or as otherwise demonstrated, to minimise the overshadowing impacts of the development when measured at 12 noon on 21 June on the adjacent St Ives dwellings and courtyards;

The Chairperson put the recommendation of the Department to a vote.

The votes were recorded as follows:

For: Commissioner Adair, Commissioner Cole, Member Harman, and Commissioner Haeren
Against: Member Franklin and Member Moore

The amending motion was put and carried

REASONS FOR DECISION:

- The revised conditions were determined as addressing planning matters requiring further review, including overshadowing, refinement of materials and finishes for street interface and upper floors, improved car, scooter and bike parking, refinement of landscaping, requirement for updated travel and parking management plan and confirmation of greater than the minimum Four-Star Green Star certification.

- The proposed modification to address overshadowing was identified as being critical for support of the proposal.

- The assessment was noted as thorough, with opportunities for design iteration to respond to identified issues.

- While additional advice notes proposed by the proponent were not supported, a definitive modified condition was preferred to ensure certainty in achieving satisfactory design outcomes as part of the approval.

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- The exercise of discretion under the applicable planning provisions of Clause 34 of the City's Local Planning Scheme forms the basis of a merit-based decision.

- Site context, with location within a District Centre, a 7-storey use being constructed adjacent to the site and surrounding development predominantly facing away from the site given its former use as a Council depot.

The votes were recorded as follows:

For: Commissioner Adair, Commissioner Cole, Member Harman and Commissioner Haeren
Against: Member Franklin and Member Moore

Members speaking against the proposal noted that further information should address key matters, including built form, height, bulk, scale, and overshadowing impacts, with these elements not sufficiently resolved. Members queried whether sufficient certainty was provided regarding how proposed conditions would be achieved.

SUBSTANTIVE RESOLUTION

That the Statutory Planning Committee resolves:

A. to note this application is capable of being determined under the applicable planning instrument, being the City of Subiaco Local Planning Scheme No. 5, and it has been considered and determined accordingly; and

B. under s.171P(1) of the Planning and Development Act 2005 to APPROVE development application reference SD-029-24 and accompanying plans (date-stamped 10 February 2026) for a mixed use development at Lot 13 (No. 2) Upham Street, Subiaco, subject to the following:

Conditions

Approval Timeframe

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

Conformity with Plans

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2. *The development is to be undertaken in accordance with the approved plans (date-stamped 10 February 2026) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.*

3. *Prior to submission of the relevant building permit application, revised plans are to be submitted to the satisfaction of the Chairperson of the Western Australian Planning Commission, which includes the following modifications:*

   (i) increase the setback to Level 6 (Building 3) by a further 3.5 metres from the Upham Street boundary, or as otherwise demonstrated, to minimise the overshadowing impacts of the development when measured at 12 noon on 21 June on the adjacent St Ives dwellings and courtyards;
   (ii) The materials and finishes for the development, be further refined and include but not limited to updating the street interface treatment for Buildings 2 and 3 to the upper most floors to assist in mitigating the perceived bulk of the development;
   (iii) Removal of all proposed pathways and any avoidable service connections in the public open space reserve;
   (iv) Inclusion of two designated car parking bays for the commercial tenancy;
   (v) Inclusion of 21 motorcycle/scooter bays;
   (vi) Provision of a minimum of 118 residential bicycle spaces and accommodate different styles of bicycles in the storage and layout, including floor mounted U rails;
   (vii) Provision of two staff bicycle parking spaces and associated end or trip facilities (one shower and two lockers);
   (viii) Provision of 24 safe and accessible visitor bicycle bays, preferably at building entrances.

4. *A copy of the final working drawings (prepared for submission of relevant building permit application(s)) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the WAPC, and any variations from the approved development plans are required to be clearly identified.*

Notifications on Title

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5. *Prior to occupation of the development, an easement in accordance with Section 136C of the Transfer of Land Act 1893 is to be created to ensure reciprocal rights of access and ongoing maintenance of the proposed portion of the Bishop Street footpath located within the subject lot, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.*

Construction

6.

(a) *Prior to submission of the relevant building permit application, a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco. This plan is to address the following, but not limited to:*

(i) *hours of construction;*
(ii) *temporary fencing, hoardings, gantries, and signage;*
(iii) *site access and egress;*
(iv) *construction traffic management;*
(v) *pedestrian and cyclist management and any footpath obstructions;*
(vi) *parking arrangements for staff and contractors;*
(vii) *deliveries and storage of construction materials and machinery;*
(viii) *management of vibration, dust, and erosion;*
(ix) *management of any site dewatering or stormwater discharge;*
(x) *management of construction noise and other site generated noise;*
(xi) *demolition and construction waste management, recycling, and removal;*
(xii) *protection and reinstatement of street trees and public realm infrastructure; and*
(xiii) *public communication and complaint handling procedures.*

(b) *The approved Construction Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.*

7.

(a) *Prior to submission of the relevant building permit application, a Vibration Management Plan is to be submitted to, and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.*

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(b) The approved Vibration Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

8.

(a) Prior to submission of the relevant building permit application, a dilapidation report prepared by a suitably qualified professional is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco, detailing the current condition and status of all buildings (both internal and external together with surrounding paved areas and rights of ways), and ancillary structures, including but not limited to the adjoining properties listed below:

- *38 Coral Tree Avenue, Jolimont*
- *40a-40e Coral Tree Avenue, Jolimont*
- *50 Mere View Way, Jolimont*
- *52 Mere View Way, Jolimont*
- *6 Tighe Street, Jolimont*
- *35 Bishop Street, Jolimont*
- *35 Tighe Street, Jolimont (Buildings and Improvements within western portion of Subiaco Common only)*
- *39 Bishop Street, Jolimont*
- *41 Bishop Street, Jolimont*
- *45 Bishop Street, Jolimont*
- *46 Bishop Street, Jolimont*
- *19 Cartography Lane, Jolimont*
- *21 Cartography Lane, Jolimont*
- *23 Cartography Lane, Jolimont*
- *43 Mercator Terrace, Jolimont*
- *45 Mercator Terrace, Jolimont*
- *47 Mercator Terrace, Jolimont*

(b) A copy of the dilapidation report(s) is to be provided to the City of Subiaco and the respective landowner/s of the abovementioned properties.

(c) If the dilapidation survey is denied by an adjoining owner, the applicant must demonstrate in writing to the satisfaction of the Western Australian Planning Commission on the advice of the City of Subiaco, that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

Landscaping and Public Open Space

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9. *Prior to occupation of the development, the portion of land reserved as Public Open Space under the City of Subiaco's Local Planning Scheme No. 5 at No. 2 (Lot 13) Upham Street, Subiaco shall be ceded to and vested in the Crown under section 152 of the Planning and Development Act 2005. The ceding is to be shown on a Diagram or Plan of Survey and the land shall be ceded free of cost and without payment of any compensation by the Crown.*

10.
   (a) *Prior to submission of the relevant building permit application, detailed landscaping plans and specifications for both the subject site and adjoining public open space and road reserves are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.*
   (b) *Prior to occupation of the development, certification that the landscaping, including within public open space reserve, has been completed in accordance with the approved landscaping strategy and plans, is to be submitted to the satisfaction of the Western Australian Planning Commission.*
   (c) *All landscaped areas within the subject lot are to be maintained to the satisfaction of Western Australian Planning Commission.*
   (d) *Landscaping within the adjoining public open space reserve is to be maintained for a period of two (2) years following completion of the works by the applicant, to the satisfaction of Western Australian Planning Commission.*

11.
   (a) *Prior to submission of the relevant building permit application, a Tree Protection Plan including Tree Preservation Zones (TPZ) and Structural Root Zones (SRZ), prepared in accordance with AS4970-2009 being established and maintained around the Public Open Space reserve and each existing street tree, is to be submitted to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.*
   (b) *The approved Tree Protection Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.*

Lighting

12.
   (a) *Prior to submission of the relevant building permit application, a Lighting Strategy detailing external*

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illumination of the development in accordance with AS4282, AS1158.3.1 is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco.

(b) Prior to occupation of the development, the applicant is to provide certification from a suitably qualified person demonstrating the external lighting has been installed in accordance with the approved strategy, to the satisfaction of the Western Australian Planning Commission.

(c) The approved lighting plans are to be implemented and adhered to, unless otherwise approved by the Western Australian Planning Commission, on advice from the City of Subiaco.

Materials and Finishes

13.

(a) The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives, (date-stamped 10 February 2026) (other than as amended by conditions of approval) to the satisfaction of the Western Australian Planning Commission.

(b) Prior to submission of the relevant building permit application, the applicant is to submit final details of the materials, colours and finishes of the exterior of the building(s), to the satisfaction of the Western Australian Planning Commission.

14.

(a) Prior to occupation of the development, the external face of all boundary walls on or adjacent to the lot boundaries are to be face brick or rendered and finished to a high standard consistent with the external finishes of the development, to the satisfaction of the Western Australian Planning Commission.

(b) The finishes are to be thereafter maintained to the satisfaction of the Western Australian Planning Commission.

15. Prior to submission of the relevant building permit application, all external fixtures including, but not limited to TV and radio antennae, satellite dishes, plumbing vents and pipes, solar panels, air conditioners and hot water systems shall be integrated into the design of the building and not be visible from the primary street and or secondary street or otherwise located to not be visually obtrusive to the satisfaction of the Western

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Australian Planning Commission, on advice from the City of Subiaco.

16.

(a) Prior to submission of the relevant building permit application, an updated Transport Impact Assessment (TIA) and associated SIDRA files are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Subiaco. The updated TIA is to include, but not limited to:

i) Clear justification of adopted trip rates;
ii) A breakdown of trips by residential and commercial components; and
iii) Updated SIDRA modelling to include the intersection of Hay Street and Bishop Street.

(b) Prior to occupation of the development, the recommendations of the approved Traffic Impact Assessment, including any necessary works, shall be implemented, to the satisfaction of the Western Australian Planning Commission.

17.

(a) Prior to occupation of the development, a Travel and Parking Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Department of Transport and Major Infrastructure and the City of Subiaco. The Plan is to address, but is not limited to, the following:

i) mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by residents, staff and visitors of the development;
ii) allocation and management of resident, visitor, customer, staff and special use car parking facilities;
iii) identification and management of loading, delivery and waste management areas;
iv) identification of ACROD bays;
v) parking / storage for bicycles and other personal mobility devices;
vi) end of trip facilities for staff, including showers and lockers;
vii) provision of charging facilities for electric vehicles and personal mobility devices;
viii) demonstration of the effective and safe management of traffic movements within all car parking areas and accessways for vehicles, pedestrians, cyclists, and other micromobility users; and

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ix) wayfinding and directional signage, for all transport users, within parking areas and accessways.

(b) The approved Travel and Parking Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

18. Prior to occupation of the development, the new vehicle crossover on Upham Street shall be constructed and any redundant or temporary vehicle crossovers shall be removed and the kerbing and verge landscaping reinstated, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

19.

(a) Prior to occupation of the development, certification is to be provided by a suitably qualified professional confirming that all car parking spaces, vehicle accessways, access aisles and bicycle bays are constructed and line marked in accordance with Australian Standards AS2890.1:2004 and AS2890.3 and are consistent with the approved plans, to the satisfaction of the Western Australian Planning Commission.

(b) All car parking spaces, vehicle accessways, access aisles and bicycle bays are to be maintained by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Public Realm and Community Facilities

20.

(a) Prior to the submission of the relevant building permit, a Community Facilities Management Plan shall be submitted for approval to the Western Australian Planning Commission, on advice from the City of Subiaco, for the publicly accessible areas abutting Bishop Street that addresses the following matters:

i) The manner in which the areas will be made available to the public in perpetuity for the life of the development;
ii) Ongoing maintenance;
iii) Public liability, including sufficient insurance; and
iv) Any other matter deemed relevant.

(b) Prior to occupation of the development, the approved Community Facilities Management Plan shall be implemented and distributed to the nearby landowners

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and occupiers for information purposes, to the satisfaction of the Western Australian Planning Commission.

21. Prior to occupation of the development, satisfactory arrangements shall be made with the local government for a contribution of up to 15% of the construction cost of a protected pedestrian wombat crossing on Bishop Street and upgrading of pram ramp crossings at the corner of Bishop and Upham Streets, to the satisfaction of the Western Australian Planning Commission on advice the City of Subiaco.

22.

(a) Prior to submission of the relevant building permit application, a public art strategy for the development to the value of 1% of the construction value up to a maximum value of $1 million is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco.

(b) Prior to occupation of the development, the approved public art strategy is to be implemented to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

(c) The on-site public art component is to be maintained in accordance with the approved public art strategy, to the satisfaction of the Western Australian Planning Commission.

Signage

23.

(a) Prior to submission of the relevant building permit application, a comprehensive signage strategy shall be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Subiaco. The Strategy is to address signage locations, characteristics, dimensions and clearances to pedestrian and vehicle spaces below.

(b) The approved signage strategy is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Water Management

24.

(a) Prior to submission of the relevant building permit application, a Water Management Report is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Water

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Corporation and City of Subiaco. The Report is to address, but not limited to, the following:

i) on-site retention of stormwater;
ii) drainage calculations demonstrating that the development will contain stormwater within the site for 1 in 100 years storm event (1% Annual Exceedance Probability); and
iii) no stormwater is to enter to the road reserves or the City of Subiaco and Water Corporation drainage network.

(b) The approved Water Management Report is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

Sustainability

25.

(a) Prior to submission of the relevant building permit application, a Sustainability Report detailing the developments sustainability initiatives demonstrating that a certification greater than the minimum Four-Star Green Star is achieved for the development, is to be submitted to, and approved by, the Western Australian Planning Commission. The initiatives are to be incorporated in the final drawings and documents.
(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the sustainability measures identified within the approved Sustainability Report have been implemented, to the satisfaction of the Western Australian Planning Commission.
(c) The accepted sustainability initiatives shall be incorporated into the development and thereafter maintained by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Waste Management

26. The approved Waste Management Plan (dated 6 February 2026) is to be implemented and adhered to by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Subiaco.

Wind

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27.

(a) Prior to the submission of the relevant building permit application, the applicant must submit to the Western Australian Planning Commission, a Wind Impact Assessment prepared by a suitably qualified and experienced wind engineering consultant. The assessment is to:

- *Evaluate potential pedestrian level wind impacts generated by the proposed development, having regard to relevant Australian Standards and local microclimatic conditions;*
- *Identify any areas where wind conditions are likely to exceed accepted comfort or safety criteria; and*
- *Include recommendations to mitigate any identified impacts on the development and adjacent sites and streets.*

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the wind mitigation measures identified within the approved Wind Impact Assessment have been implemented to the satisfaction of the Western Australian Planning Commission.

Advice Notes

(a) This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements that may relate to the development. Contact the City of Subiaco for further advice on building, health, engineering and road reserve requirements.

(b) With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) With regard to Conditions 2 and 3, a copy of the final working drawings prepared for the submission of an application for a building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission (WAPC). The final working drawings and associated documents

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are to comply with all conditions of development approval, as confirmed by the WAPC, and any variations from the approved development plans are required to be clearly identified.

Following satisfactory assessment of the plans and documents, the WAPC will provide a clearance letter and copies of the document to the local government to assist with building permit assessment. Where works and/or building permit are proposed to be staged, the WAPC may agree to a staged clearance of working drawings and associated conditions of approval.

The final plans and documents submitted to the WAPC to satisfy the conditions if this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the WAPC, via an Amendment Application process (Form 11B-2).

(d) With regard to Condition 6, any on-street parking bays located on the Bishop and Upham Street frontages shall be maintained during construction unless otherwise approved by the City of Subiaco.

(e) With regard to Condition 10:

(i) Works within the public realm shall be undertaken at the applicant's expense in accordance with the approved plans and details and thereafter maintained to the satisfaction of the Western Australian Planning Commission.

(ii) The City of Subiaco advises additional service connections, sub-surface trenching and excavations within the green corridor is to be minimised. Additional pathways connecting private alfresco areas to the green corridor must be minimised, reduced or removed and if absolutely necessary, must be a maximum of 1.2 metres wide and made from stabilised gravel fines or other permeable material acceptable to the City of Subiaco.

(iii) The landscaping plans shall include, but not be limited to:

(i) Replacement trees at a ratio of 3:1 to a minimum size of 100 litres.

(ii) A minimum of 70% local native tree species in the deep soil zones;

(iii) A species list that excludes any species listed on the PSHB Australian Host List.

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(f) With regard to Condition 11, the Tree Protection Zone is to be a minimum of two (2) metres extending out from the base of the tree. Where excavation to a depth greater than 100mm is proposed the clearance should be greater than three (3) metres from the base of an existing street tree.

(g) With regard to Condition 17, the Department of Transport and Major Infrastructure recommends the following aspects should be considered for inclusion in the Travel and Parking Management Plan:

(i) Unbundling a proportion of the residential car parking from the sale of the apartments and/or managing some residential car bays as shared parking;
(ii) A car share scheme for residents and an allocation of bays for car share vehicles;
(iii) Providing access to electrical charging facilities for e-bikes and e-scooters, at a rate of at least 25% of spaces;
(iv) At least 30% of bicycle parking spaces should be provided at horizontal/ground level for heavier and larger bikes; and
(v) Working with the City of Subiaco to ensure that public parking in the vicinity of the development is appropriately managed.

(h) With regard to Condition 22, the public art strategy may include providing one or more artworks on the development site with any remaining moneys being provided as a cash-in-lieu contribution in accordance with the City of Subiaco's Local Planning Policy 8.3 – Percent for Public Art and Public Realm.

(i) All works, indicated on the approved plans, including footings, must be wholly located within the cadastral boundaries of the development site, to the satisfaction of the Western Australian Planning Commission.

(j) The applicant is advised to make suitable arrangements with the City of Subiaco to relocate any existing infrastructure within the verge in order to accommodate crossover(s), and approval must be sought from the City of Subiaco prior to its relocation. All costs associated with relocation of the infrastructure are the responsibility of the property owner(s).

(k) The Department of Water and Environmental Regulation advises that clearing of native vegetation is prohibited, unless authorised by a clearing permit, or is clearing that is exempt in accordance with Schedule 6 of the Environmental Protection Act 1986 or the Environmental Protection (Clearing of Native Vegetation) Regulations 2004.

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(l) The Water Corporation advises that any works carried out in proximity to Water Corporation assets must receive prior approval by applying for an Asset Protection Risk Assessment. Further details are provide in the Water Corporation's Technical Guidelines.

(m) If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

The motion was put and carried

Commissioner Lakey returned to the meeting at 10:53 am.

4. Confidential items for discussion, decision or noting

Moved by Member Moore
Seconded by Commissioner Adair

The Statutory Planning Committee move to the consideration of confidential items for discussion, decision or noting and resolve, pursuant to Regulation 27 of the Planning and Development (Western Australian Planning Commission) Regulations 2024, that the meeting be closed to members of the public.

The motion was put and carried

5. Urgent or other business

Nil.

6. Meeting conclusion and closure

The next ordinary meeting is scheduled for 9am on Wednesday 29 April, 2026.

There being no further business before the Committee, the Chairperson thanked members for their attendance and declared the meeting closed at 10:55 am.

_____
CHAIRPERSON

_____
DATE

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WAPC Western Australian Planning Commission

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, May 13, 2026

Deputation Information

Type of Deputation: Verbal Deputation

Agenda Item: 3.1

Agenda Title: Development Application - Construction of 73 multiple dwellings, No.1 (Lot 9644) Park Lane, Bassendean – Determination

Is the presentation in support or against the report recommendation? (contained within the agenda) Support

Presenter Information

Name of Presenter Jen Berrigan

Preferred pronouns/title Ms

Organisation: DevelopmentWA

Email Address:

Mobile Number:

Additional Attendees

Joyce Chung - Community and Stakeholder Engagement
Luis Schilling - Architect

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

Brief overview of the development at 1 Park Lane, Bassendean

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

2026-05-13 SPC Deputation Presentat... .pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

GOVERNMENT OF WESTERN AUSTRALIA

Wednesday 13 May 2026

1 Park Lane, Bassendean



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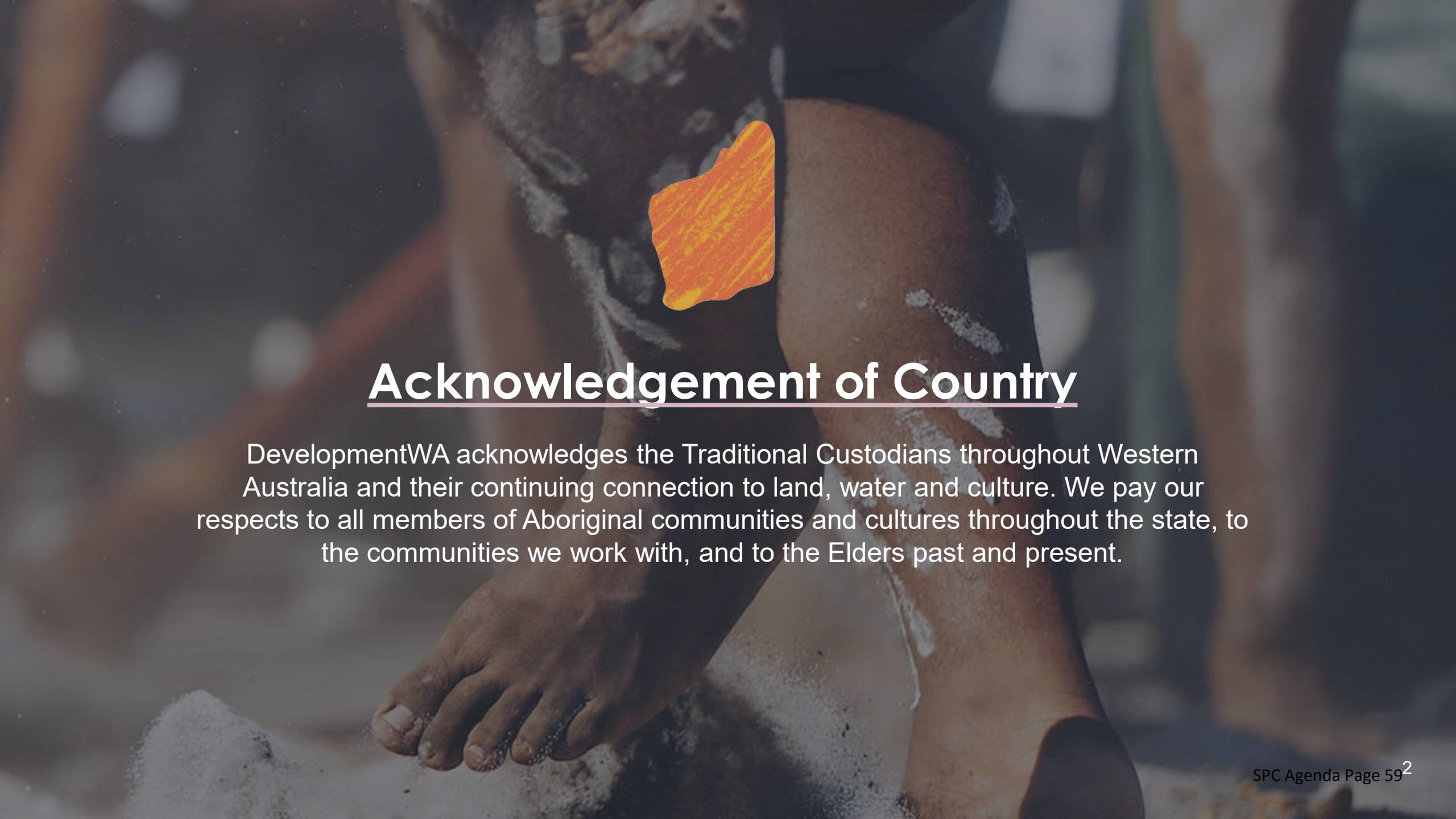
DevelopmentWA



Acknowledgement of Country

DevelopmentWA acknowledges the Traditional Custodians throughout Western Australia and their continuing connection to land, water and culture. We pay our respects to all members of Aboriginal communities and cultures throughout the state, to the communities we work with, and to the Elders past and present.

Project Update

Indicative Project Information

Number of Apartments	73
Social Housing	15 (20%)
Affordable Housing	58 (80%)
Height	9 storeys
Apartments	24 x 1 Bedroom 49 x 2 Bedroom
Parking	53 car bays + 46 bicycle
Builder	PACT Construction
Architect	Plus Studio



Other relevant information

- Project will be sold to a Community Housing Provider
- 15 x trees to be retained (10x of which are significant, mature trees)
- 20 x trees proposed to be removed to facilitate construction (4 x of which are dead, or deemed to be a priority for removal)
- 19 x new, largely native trees proposed to be installed
- Enclosed pocket park / garden for residents
- Secure residents' car parking gate
- Car parking unallocated – managed by CHP
- CHP management office and communal room
- 7-star NatHERS average for development
- Silver Liveable Housing Design
- EV ready charging bays
- Solar panels generating approximately 15% of the overall building energy demands (annual average)

Public comments - DA

- **Traffic:** The TIS confirms the increase in traffic from this development is a relatively minor percentage of the existing traffic. No objections raised by MRWA or the Town of Bassendean on traffic grounds.

- **Parking:** Parking provision aligns with other case studies that found social housing tenants utilise parking at a reduced rate than market housing, even in locations that are not near public transport. These studies found a ratio of between 0.3 and 0.5 car parking bays were required. This development provides 0.6 parking bays per dwelling.

- **Building Height:** The proposal aligns with the Bassendean Precinct Structure Plan (draft) which identifies the site for an 8-10 storey development. The overall development, including the height, massing, scale and landscaping was considered and supported by the GAWA.

- **Building façade:** Renders updated (following page) with public art to be provided (approx. $250k).

- **Affordable and social housing:** 80% of the development is allocated for affordable housing. A CHP will lease and manage the tenancies, with an onsite management presence.

Site orientation
Ground floor layout





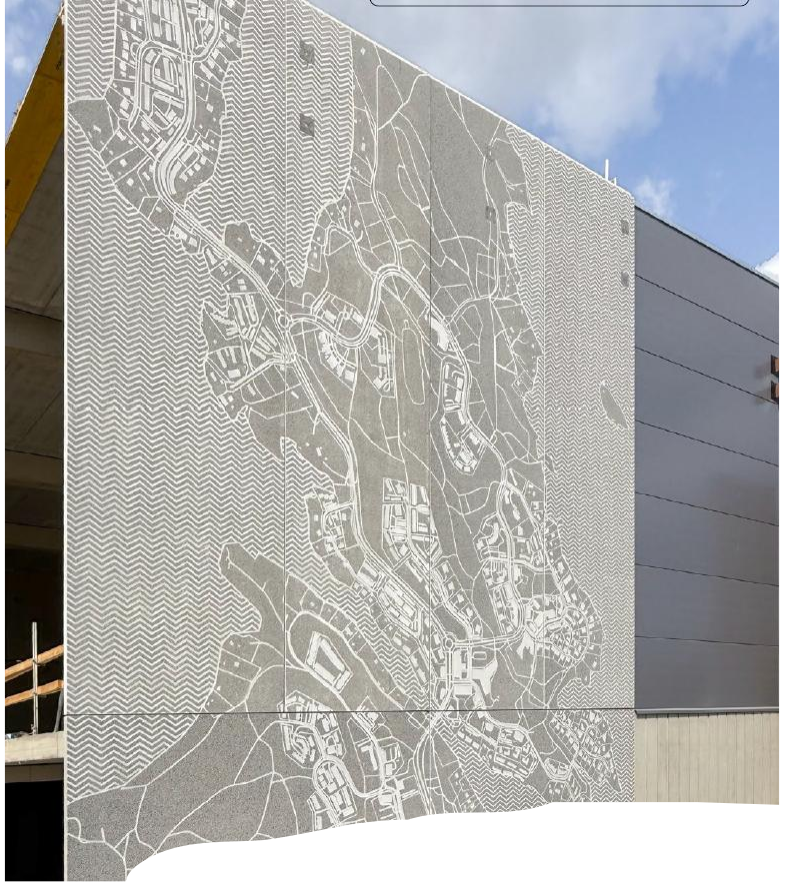


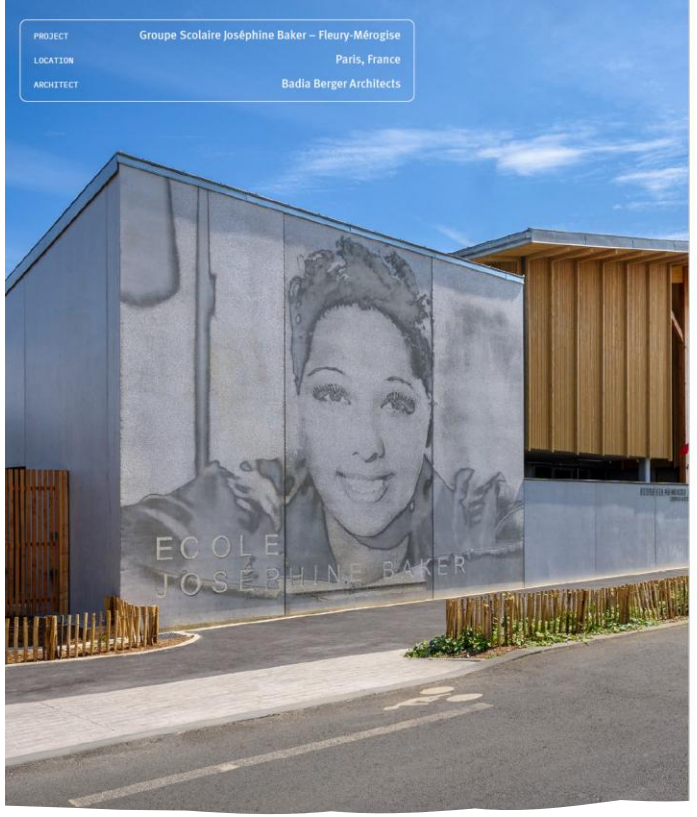
















Examples of public art cast into concrete

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WESTERN AUSTRALIA

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WAPC Western Australian Planning Commission

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, May 13, 2026

Deputation Information

Type of Deputation: Verbal Deputation

Agenda Item: 3.3

Agenda Title: Section 31 Reconsideration of Subdivision Approval Conditions - Lot 9001 Bussell Highway, Reinscourt (DR117/2025)

Is the presentation in support or against the report recommendation? (contained within the agenda) Support

Presenter Information

Name of Presenter Filipe Vieira

Preferred pronouns/title Mr

Organisation: Rowe Group

Email Address:

Mobile Number:

Additional Attendees

Max Vaghella (Landowner)
Nathan Peart (Bushfire Consultant)

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

Applicant's summary of proposal in support of the report recommendation.

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

9953_20260507_Deputation_Final_fv.pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.



ROWE GROUP DESIGN

35 YEARS 1991 – 2026

LOT 9001 BUSSELL HIGHWAY, REINSCOURT

SECTION 31 RECONSIDERATION OF SUBDIVISION CONDITIONS

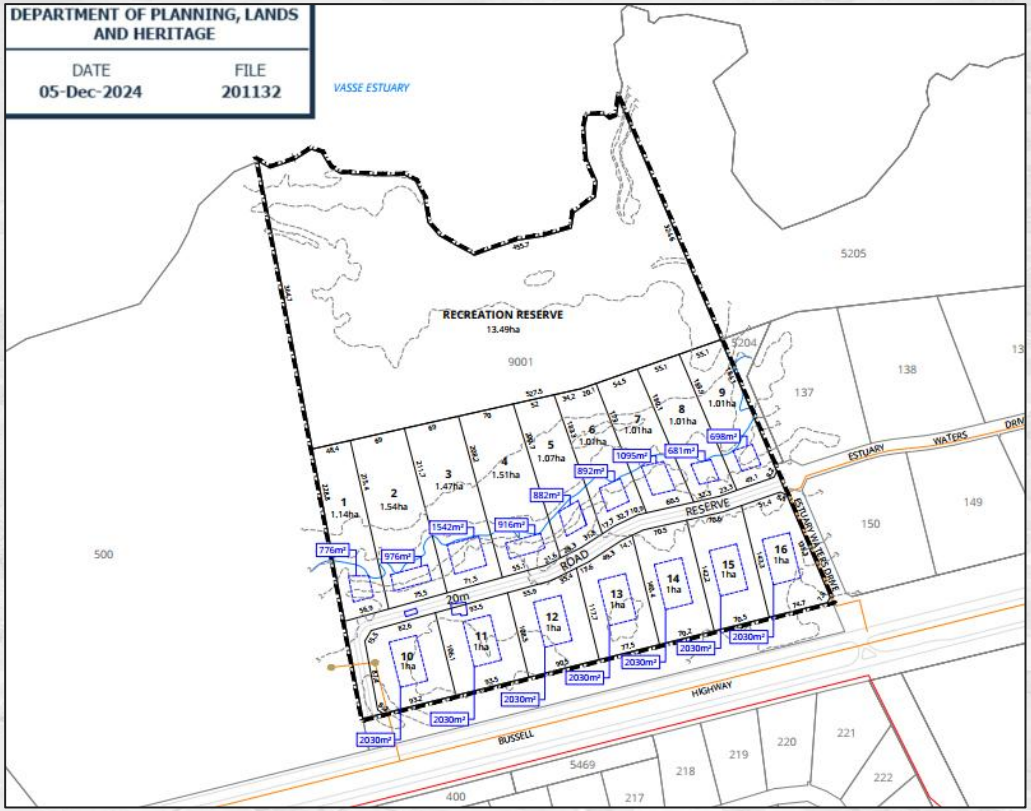
STATUTORY PLANNING COMMITTEE MEETING

13 MAY 2026

PROPOSED SUBDIVISION – LOT 9001 BUSSELL HIGHWAY, REINSCOURT

SUMMARY OF PROPOSAL

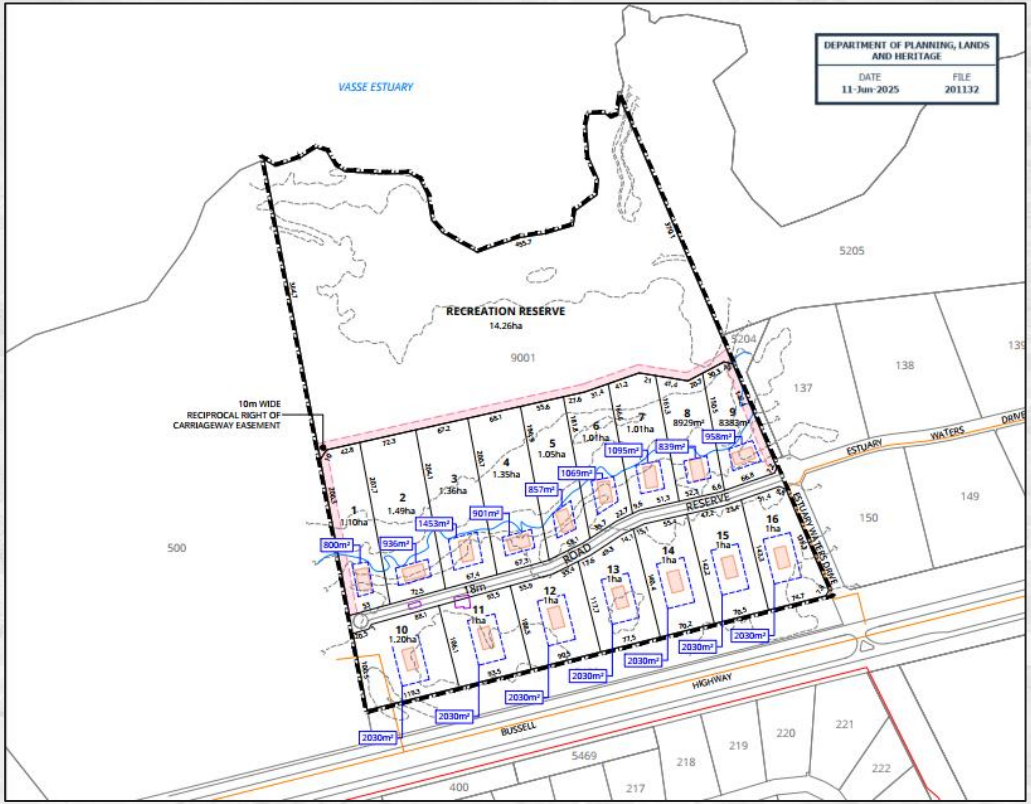
In November 2024, a subdivision application was submitted for 16 rural residential lots in Reinscourt, approximately 3.5km south-east of the Busselton town centre.



PROPOSED SUBDIVISION – LOT 9001 BUSSELL HIGHWAY, REINSCOURT

WESTERN AUSTRALIAN PLANNING COMMISSION DETERMINATION

- In July 2025, the Western Australian Planning Commission (WAPC) approved the application, including a condition that the subdivision plan be modified.



SPC Agenda Page 75

STATE ADMINISTRATIVE TRIBUNAL REVIEW

- Application to State Administrative Tribunal (SAT) for review of Condition 22 - ceding of Recreation Reserve free of cost.
- Ceding of Recreation Reserve ultimately accepted through mediation.
- Grounds of review revised to focus on longer term management of carriageway easement.

PROPOSED SUBDIVISION –
LOT 9001 BUSSELL HIGHWAY, REINSCOURT

SECTION 31 RECONSIDERATION

Seeks an 'Outcomes based Solution' premised upon:

- Very high groundwater table impacting the 'constructability', durability and on-going maintenance of the proposed 10m carriageway easement.
- No secondary access permitted to Bussell Highway.
- Lack of support from City of Busselton & DBCA to original carriageway element.

PROPOSED SUBDIVISION – LOT 9001 BUSSELL HIGHWAY, REINSCOURT

SUMMARY

The report and recommendations reflect a careful balance between:

- Bushfire risk management; and
- Practical deliverability of the proposed subdivision

The revised access easement arrangement:

- Addresses DBCA's operational needs and is supported by the City of Busselton

The additional conditions proposed:

- Mitigate DFES concerns regarding water supply.


ROWE
GROUP
DESIGN
35
YEARS
1991 – 2026
THANK YOU
QUESTIONS

WAPC Western Australian Planning Commission

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, May 13, 2026

Deputation Information

Type of Deputation: Verbal Deputation

Agenda Item: 3.4

Agenda Title: Standard Structure Plan - The Northern part of the Kennedy Bay Structure Plan - Determination (SPN/2255)

Is the presentation in support or against the report recommendation? (contained within the agenda) Support

Presenter Information

Name of Presenter Robyn Hitchin

Preferred pronouns/title Ms

Organisation: Rowe Group

Email Address:

Mobile Number:

Additional Attendees

Reyne Dial
Tanya Moran
Chris Green

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

Deputation in support of Item 3.4

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

9054_PP01A_20260506_WAPC Statut... .pdf

Acknowledgements

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Yes

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Yes

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Agenda Item 3.4 Standard Structure Plan
The Northern Part of the Kennedy Bay Structure Plan

WAPC Statutory Planning Committee Meeting - 13 May 2026



Place DEVELOPMENT

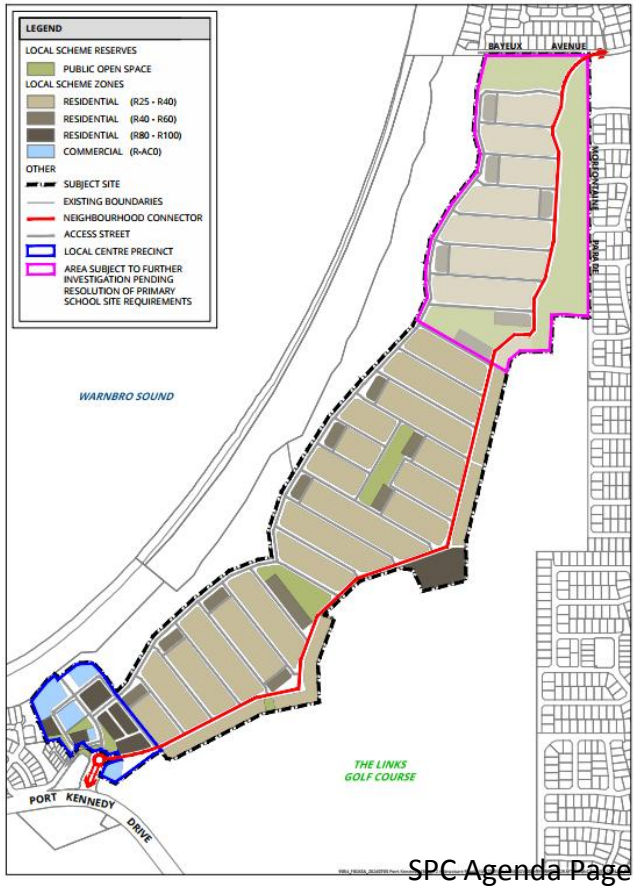
ROWE GROUP DESIGN

35 YEARS 1991 – 2026

INTRODUCTION AND DEVELOPMENT SUMMARY

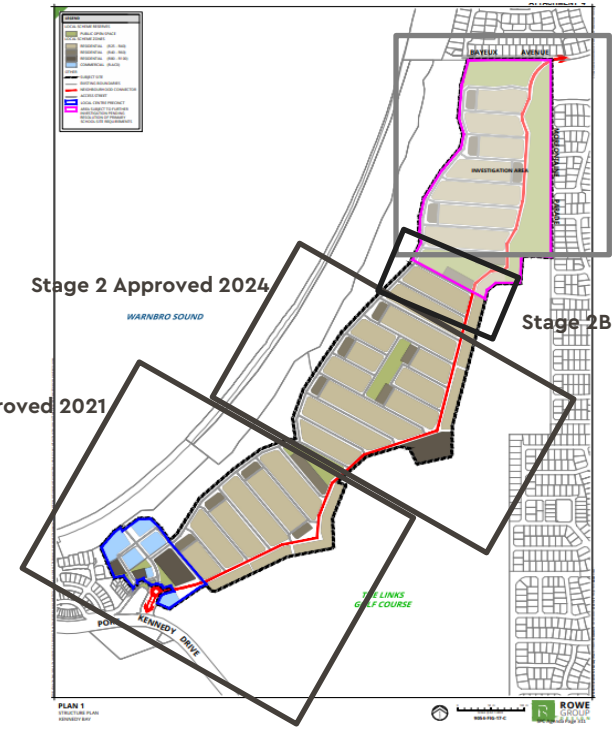
2017	Sale and Development Agreement (SADA) Port Kennedy Development Act
Oct 2020	**LSP Approved Subject to Modifications (identification of a potential school site)**
Jan 2021	2021 Stage 1 Subdivision Approved
Nov 2022	WAPC/SPC deferred consideration of LSP
Oct 2024	Stage 2 Subdivision Approved
Apr 2026	Stage 2B Subdivision Approved
May 2026	Stage 3 Subdivision Application Lodged

LSP approved 2020 >

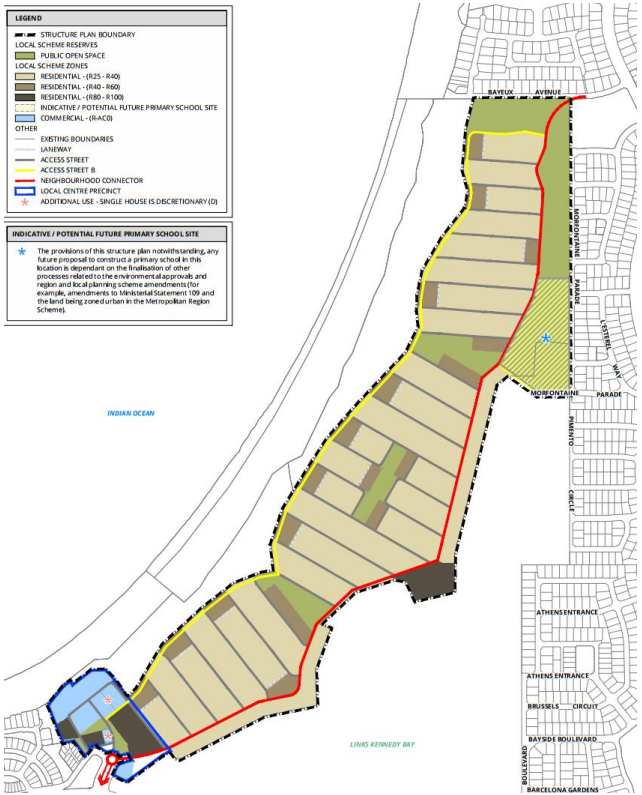


CURRENT STATUS & MODIFIED LSP

Subdivision Applications



2026 Modified LSP



SUPPORT RECOMMENDATION

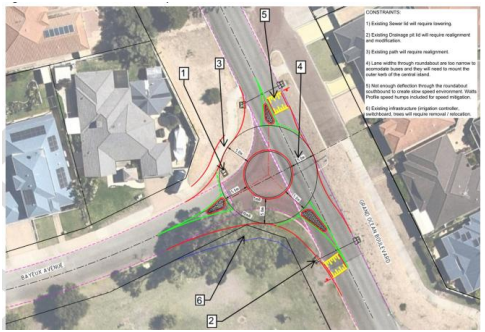
Our Request: The SPC/WAPC support the recommendation

Key Messages

- Planning matters fully resolved
  - School site size, location and configuration are supported by DoE
  - Bayeux intersection resolved following extensive engagement with DPLH and City
  - Draft TIA prepared consistent with recommended modifications
- Endorsement of the LSP will facilitate Stage 3 and supply a further 250 lots

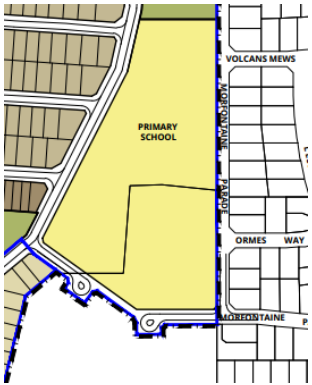


Preferred Intersection Treatment



No objection to Mini Roundabout





Indicative Primary School Site

Place
DEVELOPMENT

ROWE
GROUP
DESIGN

35
YEARS
1991 – 2026

THANK YOU / QUESTIONS

WAPC Western Australian Planning Commission

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, May 13, 2025

Deputation Information

Type of Deputation: Verbal Deputation

Agenda Item: 3.2

Agenda Title: Development Application - Royal Perth Hospital Emergency Department Redevelopment (S Block) Stage 1 works - Lot 916 (No. 212) Wellington Street, Perth - For approval (10-50286-3)

Is the presentation in support or against the report recommendation? (contained within the agenda) Support

Presenter Information

Name of Presenter Nathan Limpus

Organisation: Silver Thomas Hanley

Email Address:

Mobile Number:

Additional Attendees

Dion DiCrescenzo
Barry Hope
Kristy Keenan
Evan Hambleton
John Wischhausen

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

Landscaping and Architectural Overview

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

Acknowledgements

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Yes

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Yes

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ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT

DPLH SPC - FORWARD WORKS PRESENTATION

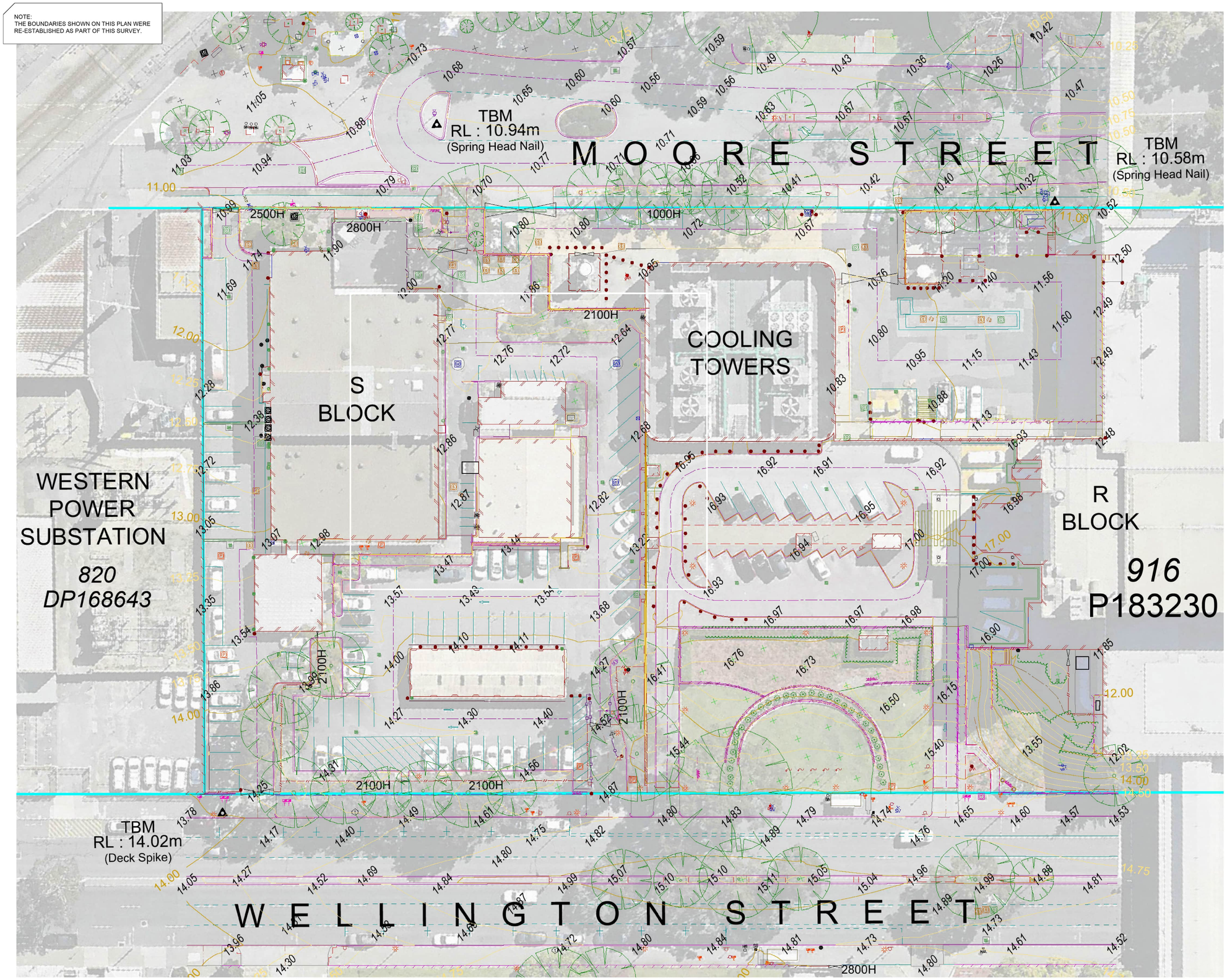
PERTH PULSE ALLIANCE
a transformation with heart

13 MAY 2026

PERTH PULSE ALLIANCE
a transformation with heart

ARCHITECTURAL DRAWINGS

NOTE:
THE BOUNDARIES SHOWN ON THIS PLAN WERE RE-ESTABLISHED AS PART OF THIS SURVEY.



LINE TYPES

- BRICK PAVING
- DRIVEWAY CENTRE
- DRIVEWAY EDGE
- FOOTPATH
- KERB TOP
- KERB BOTTOM
- PARKING BAY
- PEDESTRIAN RAMP
- ROAD BITUMEN EDGE
- ROAD CENTRELINE
- TACTILE
- LINE MARKING CROSSWALK
- LINE MARKING DASHED
- LINE MARKING SINGLE SOLID
- BARRIER METAL GUARDRAIL
- BUS SHELTER
- HANDRAIL
- SEATING
- TANK PERIMETER
- SIGN MULTIPLE POLES
- STRUCTURE CANOPY
- AWNING
- BUILDING LINE
- SOFFIT STRING
- COLUMN / PIERS OUTLINE
- CONCRETE EDGE
- DOOR
- FENCE
- FENCE FIBRO
- FENCE MESH
- FENCE METAL
- RAMP
- ROCK PITCHING
- SHED
- STEPS OR STAIRS
- BIKE RACK
- UNKNOWN STRUCTURE
- WALL
- WALL RETAINING
- WALL TOP
- BOOM GATE
- BANK BOTTOM
- BANK TOP
- HOSE REEL
- DRAIN GRATE EDGE
- POWER STRUCTURE
- WATER HYDRANT BOOSTER
- WHEEL STOP
- WATER ABOVE GROUND PIPE
- VENT
- BUSH LINE
- LAWN / GRASS
- CONTOURS MAJOR
- CONTOURS MINOR
- CADASTRAL BOUNDARY

LEGEND

- TEMPORARY BENCHMARK - TBM
- FIRE WATER PIT
- HYDRANT (GROUND)
- HYDRANT (PILLAR)
- WATER MANHOLE
- WATER METER
- WATER PIT
- WATER STOP VALVE
- WATER TAP
- RETICULATION CONTROL VALVE
- LIGHT POLE
- POWER CABLE PIT
- POWER DOME
- POWER MANHOLE
- EARTH ROD
- GAS VALVE
- DRAINAGE DOWNPIPE
- DRAINAGE GULLY CIRCULAR
- DRAINAGE GULLY SQUARE
- DRAINAGE INSPECTION OPENING
- DRAINAGE MANHOLE
- DRAINAGE SIDE ENTRY PIT
- COMMS POLE
- COMMS MANHOLE
- COMMS PIT
- SEWER INSPECTION OPENING
- SEWER MANHOLE
- UNKNOWN MANHOLE
- UNKNOWN PIT
- AIR CON
- BOLLARD
- BUS STOP
- CAMERA
- DRINK FOUNTAIN
- FLAGPOLE
- GATE CENTRE
- LITTER BIN
- MAIL BOX
- OTHER POLE OR POST
- SECURITY POST
- TICKET MACHINE
- COLUMN CENTRE
- SIGN ONE POLE
- TREE
- BUSH
- NATURAL SURFACE POINT
- SURFACE POINT

SUBSURFACE UTILITY INFORMATION

PRESENT ON THIS DRAWING	METHOD OF LOCATION	CLASSIFICATION OF SUBSURFACE UTILITY INFORMATION AS 5488-2013	POTENTIAL RISK OF UTILITY DAMAGE
	DBYD PLANS OR UNKNOWN SOURCE	QUALITY "D" H & V UNKNOWN	HIGH
✓	VISUAL UTILITY IDENTIFICATION (VISIBLE PITS SURVEYED)	QUALITY "C" H+500mm V+500mm	HIGH
✓	UTILITIES LOCATED AND MARKED (ELECTRO/GPR)	QUALITY "B" Ha.300mm Va.500mm	MEDIUM
	UTILITIES POTHOLED, TRACED/SIGHTED OR SURVEYED AT INSTALLATION	QUALITY "A" Ha.50mm Va.50mm	LOW

NOTE:
THIS DRAWING DOES NOT SHOW ALL SUBSURFACE UTILITIES. CURRENT DIAL BEFORE YOU DIG (DBYD) INFORMATION SHOULD BE OBTAINED AND DUE DILIGENCE EXCERCISED BEFORE COMMENCING ANY EXCAVATION WORKS.

NOTE:
AHD DATUM BASED ON SSM CITY35 VIA TRIG OBSERVATION.

PLEASE REFER TO THE DIGITAL DATA FILE FOR ADDITIONAL SPATIAL INFORMATION.

AERIAL IMAGE OVERLAID FOR CONTEXT ONLY.

PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
B	01/05/2026	PRE-LODGEMENT CONSULT - REVISED	MS
A	23/02/2026	PRE-LODGEMENT CONSULTATION	MS

PRELIMINARY

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DO NOT SCALE FROM THIS DRAWING.

PERTH PULSE ALLIANCE
a transformation with heart

Government of Western Australia
Department of Transport and Major Infrastructure
Office of Major Infrastructure Delivery

CONSULTANT
silver thomas hanley
ARCHITECTURE
SUITE 6, LEVEL 3 | 1 HOOD STREET | SUBIACO WA 6008

PROJECT
ROYAL PERTH HOSPITAL
EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING
SITE SURVEY PLAN - FORWARD WORKS

DRAWN	APPROVED	REDUCTION
Author	Approver	0 30mm

STH PROJECT No.	PROJECT REF No.	SCALE	DATE
3434	32834	1:200 @A1	01/05/2026

DRAWING No. RPHED-STH-AR-DRG-S-023-L00-000 REV. B

NORTH

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MCIVER STATION

MCIVER CARPARK

CHILDREN'S COURT

RAILWAY LINE

WASTE DISPOSAL

NGULLA MIA

MOORE STREET

EXISTING COOLING TOWER

LOT 916 DP 183230

EXISTING DROP-OFF CARPARK

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

R BLOCK

WESTERN POWER SUB STATION

RED CROSS LIFEBLOOD

WELLINGTON STREET

LORD STREET

F BLOCK

D BLOCK

E BLOCK

C BLOCK

B BLOCK

A BLOCK

RPH EMERGENCY

G BLOCK

J BLOCK

K BLOCK

L BLOCK

P BLOCK

H BLOCK

VICTORIA SQUARE MAIN ENTRANCE

EMERGENCY

GODERICH BLOCK

NOTES

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LEGEND

300 COS — CHECK ON SITE DIMENSION, TO BE USED WHENEVER WE ARE TYING INTO AN EXISTING STRUCTURE

RL — REDUCED LEVEL (RL). ELEVATION POINT RELATIVE TO DATUM.

ANGULAR SETOUT DIMENSION FOR CONFIRMING GRIDS

PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
C	01/05/2026	PRE-LODGEMENT CONSULT - REVISED	MS
B	10/04/2026	PRE-LODGEMENT CONSULT - REVISED	MS
A	23/02/2026	PRE-LODGEMENT CONSULTATION	MS

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CONSULTANT
silver thomas hanley
ARCHITECTURE
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PROJECT
ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING
PROPOSED SITE PLAN - FORWARD WORKS

DRAWN	APPROVED	REDUCTION
Author	Approver	0 30mm

STH PROJECT No.	PROJECT REF No.	SCALE	DATE
3434	32834	As indicated @ B1	01/05/2026

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MCIVER CARPARK

WASTE DISPOSAL

NGULLA MIA

RAILWAY LINE

MOORE STREET

EXISTING COOLER TOWER

LOT 916 DP 183230

S BLOCK

WESTERN POWER SUB STATION

RED CROSS LIFEBLOOD

EXISTING DROP-OFF CARPARK

R BLOCK

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WELLINGTON STREET

LORD STREET

F BLOCK

D BLOCK

E BLOCK

C BLOCK

B BLOCK

A BLOCK

RPH EMERGENCY

WA COUNTRY HEALTH SERVICE

G BLOCK

J BLOCK

K BLOCK

L BLOCK

P BLOCK

H BLOCK

VICTORIA SQUARE MAIN ENTRANCE

EMERGENCY

GODERICH BLOCK

NORTH

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REV	DATE	DESCRIPTION	BY
A	23/02/26	PRE-LODGEMENT CONSULTATION	MS

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CONTRACTOR

lendlease

CLIENT

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Department of **Transport and Major Infrastructure**
Office of **Major Infrastructure Delivery**

CONSULTANT

silver thomas hanley
ARCHITECTURE

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PROJECT

ROYAL PERTH HOSPITAL
EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING

EXISTING SITE PLAN - FORWARD WORKS

DRAWN	APPROVED	REDUCTION
RR	MS/HL	0 30mm

STH PROJECT No.	PROJECT REF No.	SCALE	DATE
3434	32834	1 : 500 @ B1	23/02/26

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LEGEND

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- RL — REDUCED LEVEL (RL). ELEVATION POINT RELATIVE TO DATUM.
- 8° — ANGULAR SETOUT DIMENSION FOR CONFIRMING GRIDS

PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
C	01/05/2026	PRE-LODGEMENT CONSULT - REVISED	MS
B	10/04/2026	PRE-LODGEMENT CONSULT - REVISED	MS
A	23/02/2026	PRE-LODGEMENT CONSULTATION	MS

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PERTH PULSE ALLIANCE
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Department of **Transport and Major Infrastructure**
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CONSULTANT
silver thomas hanley
ARCHITECTURE
SUITE 6, LEVEL 3 | 1 HOOD STREET | SUBIACO WA 6008

PROJECT
ROYAL PERTH HOSPITAL
EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING
L01 FLOOR SLAB EXTENTS

DRAWN	APPROVED	REDUCTION
RR/GC	MS/NL	0 30mm

STH PROJECT No.	PROJECT REF No.	SCALE	DATE
3434	32834	As indicated @B1	01/05/2026

DRAWING No.: RPHED-STH-AR-DRG-S-023-L01-100 REV: C

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WAPC Western Australian Planning Commission

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, May 13, 2026

Deputation Information

Type of Deputation: Written Deputation

Agenda Item: 3.4

Agenda Title: Standard Structure Plan - The Northern part of the Kennedy Bay Structure Plan - Determination (SPN/2255)

Is the presentation in support or against the report recommendation? (contained within the agenda) Against

Presenter Information

Name of Presenter ASSUNTA DINARDO

Organisation: Resident

Email Address:

Mobile Number:

Additional Attendees

Nil

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

The Traffic Impact Assessment (TIA) and the City of Rockingham does not address the requirement for a service road (or CAP Road) as per the original structure plan for the residents affected on Bayeux Avenue.

Bayeux Avenue will see traffic volumes increased from 500vpd to >6,000 vpd so there is concern for residents on how we are supposed to reverse safely out of our driveways/reverse caravans/boats etc with

such constant high traffic volumes. The surrounding roads - Grand Ocean Blvd, Chelmsford Ave have service roads and with similar traffic volumes.
Also am submitting my concerns on behalf of my friend who resides at No. 2 Bayeux Ave - how are these residents supposed to reverse out and turn right in when the driveway is positioned in the functional area of the roundabout. To state that this access will designed at a later stage does not provide any level of comfort or feedback that should be provided at the planning stage.

Will there be a PowerPoint Presentation? No

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda. Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted. Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

WAPC Western Australian Planning Commission

REPORT TO	Statutory Planning Committee		
Meeting date	13 May 2026	**File number**	13-50086-1
Title	Development Application - Construction of 73 multiple dwellings, No.1 (Lot 9644) Park Lane, Bassendean – Determination		
Purpose	For decision		
Head of power	Clause 48 of the Metropolitan Region Scheme		
Delegation	2.7 of DEL 2024/02 Delegation of Committees		
Confidentiality	Non-confidential		
Responsible officer	Dale Sanderson – Planning Director, Metro Central	**Responsible Officer Conflict of Interest**: Nil	
Date DPLH received / conformed	16 January 2026		
Processing days	117 days		
Statutory determination due date	7 May 2026 (including agreement by applicant)		
SITE DETAILS			
Region(s)	Metropolitan (Central)		
Local government(s)	Town of Bassendean		
Region Scheme / Zoning	Metropolitan (MRS) Urban		
Local Scheme / Zoning	Town of Bassendean Local Planning Scheme No. 11 District Centre		
Property address	1 Park Lane, Bassendean		
Site area	3,353m^2		
Existing land use	Car Park		
Landowner/s	State of Western Australia		
Applicant/s Consultant/s	DevelopmentWA		
Local Government recommendation/s	Defer		
ATTACHMENTS			
A1 – Development and Landscaping Plans A2 – Updated Development Perspectives A3 – Location Plan A4 – Zoning Plan A5 – Summary of Public Submissions A6 – GAWA comments and Applicant's Response A7 – Transport Impact Statement A8 – Assessment – Residential Design Codes - Volume 2			

EXECUTIVE SUMMARY

The development application proposes the construction of 73 multiple dwellings at 1 Park Lane, Bassendean.

The development is being undertaken by DevelopmentWA in partnership with the Federal Government's Housing Australia Future Fund (HAFF) and, once completed, will be managed by a Community Housing Provider (CHP).

The proposed development requires approval solely under the Metropolitan Region Scheme (MRS) by the Western Australian Planning Commission (WAPC) as the development is classified as a public work under the *Public Works Act 1902*.

The key considerations identified in assessing this proposal are:

- the appropriateness of the built form, including height and appearance; and
- impacts on surrounding area through traffic generation and car parking provision.

The application is presented to the Statutory Planning Committee for determination due to the high level of community interest in the proposal.

The proposal is generally consistent with the planning framework and is recommended to be approved, subject to conditions.

RECOMMENDATION

That the Statutory Planning Committee resolves, under clause 48 of the Metropolitan Region Scheme, to APPROVE the application construction of 73 multiple dwellings at Lot 9664 (1) Park Lane, Bassendean, subject to the following conditions and advice:

CONDITIONS:

1. ***The development is to be carried out generally in accordance with the approved plans and documents date-stamped 14 April 2026 attached to this approval, subject to any modifications as required by the conditions of approval.***

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

3.
   (a) ***Prior to the commencement of works, a Landscape and Tree Retention Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.***
   (b) ***Once approved, the Landscape and Tree Retention Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.***

4.

(a) Prior to the commencement of works, a Construction Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

(b) Once approved, the Construction Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

5.

(a) Prior to the commencement of works, an updated Transportation Noise Assessment is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

(b) Once approved, the recommendations of the Transportation Noise Assessment are to be implemented in full to the satisfaction of the Western Australian Planning Commission.

6.

(a) Prior to the commencement of works, a Sustainability Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.

(b) Once approved, the Sustainability Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

7.

(a) Prior to commencement of works, a Stormwater Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Town of Bassendean.

(b) Once approved, the Stormwater Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

8.

(a) Prior to commencement of works, a Public Art Strategy identifying the contribution of Public Art to the value of $250,000 is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

(b) Once approved, the Public Art Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

9.

(a) Prior to the commencement of works, a Lighting Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

10.

(a) Prior to the commencement of works, a Crime Prevention Through Environmental Design Statement is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.

(b) Once approved, the Crime Prevention Through Environmental Design Statement is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

11.

(a) Prior to the commencement of works, a schedule of colours, materials and finishes is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.

(b) Once approved, the schedule is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

12.

(a) Prior to the commencement of works, investigation for soil and groundwater contamination is to be carried out at the site to determine if remediation is required to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Water and Environmental Regulation.

(b) If required, remediation (including validation of remediation), shall be completed prior to occupation of the development to the satisfaction of the Western Australian Planning Commissions on advice from the Department of Water and Environmental Regulation.

13.

(a) Prior to the occupation of the development, a Car Parking Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Town of Bassendean.

(b) Once approved, the Car Parking Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.

14. Prior to occupation of the development, all driveways, car parking and manoeuvring areas which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

15. Prior to occupation of the development car parking bays, manoeuvring spaces and bicycle parking must comply with Australian Standard AS/NZ 2890.1: Parking facilities – Off-street car parking and AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking; and maintained onsite for the life of the development.

16. Prior to the occupation of the development, any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding streets to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

17. Prior to the occupation of the development any redundant crossovers shall be removed and kerbing and verge reinstated to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

18. Doors to storerooms shall be designed to open outwards, except where this will impede emergency access routes, to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

19. Prior to the occupation of the development, shading devices shall be provided to all windows facing east and west as required by 4.1 A4.1.4 of the Residential Design Codes (Volume 2), unless specifically exempted by a sustainability report completed by a relevant expert.

20. The Waste Management Plan dated 15 December 2025, or an updated plan as agreed, is to be implemented and adhered to at all times for the life of the development, to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Bassendean.

ADVICE

1. In regard to Condition 3, the Landscape and Tree Retention Plan should include the following details:

- ***a) tree protection in accordance with AS4970 – Protection of Trees on Development Sites. Tree protection should consider the impact of changes to the proposed ground levels, landscaping and any development within the tree protection zone. Tree protection should cover both on site and verge trees;***
- ***b) details of plant species (avoiding Polyphagous Shot-Hole Borer susceptible species), densities, size and location of planting areas;***
- ***c) details and specifications of the path network (including providing universal access around the site), furniture, surface treatments and pathways;***
- ***d) proposed landscape within verge areas in accordance with Town of Bassendean requirements;***
- ***e) Reticulation of vegetation;***
- ***f) Planting heights of any vegetation within 1.5m of vehicle access points; and***
- ***g) details of ongoing management and maintenance.***

2. In regard to Condition 4, the Construction Management Plan should detail how the construction of the development will be staged and managed to minimise the impact on the surrounding area (including any forward works). The plan shall address the management of dust, noise, waste, storage of materials, construction traffic, site access, parking, safety/ security and the protection of public assets.

3. In regard to Condition 5, the updated Transport Noise Assessment should include the following details:

- ***a) assessment to be based on the development plans date stamped 14 April 2026 by the Department of Planning, Lands and Heritage; and***
- ***b) the train configuration and speeds used as inputs to the noise modelling and the data source(s) must be stated in the noise report.***

4.* In regard to Condition 6, the Sustainability Strategy *should include the following details;

- ***a) requirements for shading devices for major openings to habitable rooms facing east and west;***
- ***b) proposed infrastructure including solar panels and EV charging stations. Where initiatives are not proposed it should indicate how the development could adapt in future to incorporate infrastructure; and***
- ***c) how the development incorporates energy efficiency and water management initiatives that exceed minimum practice.***

5. In regard to Condition 7, Stormwater Management Plan should include the following details:

- ***a) Stormwater containment and disposal on site. If ground conditions are deemed unsuitable for onside disposal via infiltration (as verified by a geotechnical***

investigation), agreement must be reached with the Town of Bassendean for disposal into its drainage network.

b) Stormwater discharge shall not exceed pre-development discharge to Guildford Road Reserve.

6. In regard to Condition 8, Public Art Strategy, should include the following details:

a) provision of public art within landscape areas; and
b) any further contribution for public art that may be submitted to the Town of Bassendean.

7.* In regard to Condition 9, the Lighting Plan *should include the following details:

a) lighting location within communal and visitor parking areas, communal open space, circulation, service areas and building entries; and
b) demonstrated compliance with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' to ensure lighting spill and glare will not impact residents or adjoining properties.

8. In regard to Condition 10, the Crime Prevention Through Environmental Design (CPTED) Statement is to be prepared in accordance with the Western Australian Planning Commission's Safer Places by Design CPTED planning guidelines.

9. The Department of Water and Environmental Regulation advises that;

a) In regard to Condition 12 in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a mandatory auditor's report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance. A current list of accredited auditors is available from www.dwer.wa.gov.au.
b) Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a low to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works.

10. In regard to Condition 13, the Car Parking Management Plan should include the following details:

a) final breakdown of car parking bay allocations (residents, visitors and office) and how these will be managed;
b) measures for the promotion and support of alternate modes of travel to minimise the demand for private vehicle car parking;
c) provision of ACROD parking facilities and electrical parking facilities; and
d) management associated with ride share and deliveries/loading.

11. Main Roads Western Australia advises that prior to undertaking works within the Guildford Road Reserve, a Working on Roads Permit must be obtained from Main Roads. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

12. The Town of Bassendean advises that:

a) In the event a street tree within the verge abutting the site is damaged, removed or suffers irreversible effects to its health as a result of the development, and within the first three years after completion of the development, the applicant/owner will be liable to pay the Town of Bassendean for replacement trees in accordance with the Town's Street Tree Policy; OR the value of the tree (based on the Burnley Method of Amenity Tree Evaluation – Moore, 2006) (whichever is greater), plus the cost of removal of the tree.

b) The vehicle crossover shall be designed and constructed in accordance with the Town of Bassendean's specifications.

c) Before Your Dig Australia (BYDA) provides a free pre-excavation referral service, whereby information regarding infrastructure networks likely to be impacted by works can be obtained. It is recommended asset plans be obtained from BYDA prior to the commencement of any excavation works onsite. Further information can be obtained from Before Your Dig Australia.

d) Use of the verge, including storage of materials and access, requires the prior approval of the Town of Bassendean. Further information and the application for a verge permit is available via: Verge Permits

e) In accordance with Main Roads Traffic Management for Works on Roads Code of Practice (September 2023), any party undertaking work on, adjacent or near a carriageway must prepare a Traffic Management Plan (TMP) that adequately provides for the safety of workers and road users while maintaining an adequate level of service for road users. The TMP must be endorsed for use by the Town of Bassendean prior to implementation. Failure to provide or implement a TMP may result in compliance and enforcement action pursuant to the Town's Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2010 or through the Western Australian Police. For further information or advice please review the Code and/or contact the Town's Engineering and Assets department on 9377 9000.

13. ***The Public Transport Authority advise that Prior to commencement of the development, the applicant/owner must obtain approval from the PTA for works in and around an operating railway corridor in accordance with the PTA's document 8103-400-004 – Procedure – Working In and around the PTA Rail Corridor, Assets and Infrastructure, to the satisfaction of the PTA. The application must be submitted a minimum of 6 months prior to the commencement of the development. Please email the application to PTAThirdPartyAccess@pta.wa.gov.au.***

PROPOSAL DETAILS

DevelopmentWA has lodged a development application for the construction of 73 multiple dwellings at Lot 9644 (1) Park Lane, Bassendean (the site).

The development proposes the following:

- A nine storey residential building comprising 73 apartments (49 two bedroom and 24 one bedroom dwellings).
- 58 dwellings are to be provided as affordable housing and 15 as social housing. Affordable housing provides long term rental options for people on low to moderate income as defined through the HAFF. Social housing is for very low to low income households allocated through the Department of Communities.
- Office space (52m^2) to be provided on the ground floor for the CHP to manage the site.

- 53 at-grade car parking bays, 31 located internal to the site and 22 accessed directly from Park Lane.
- Retention of 11 trees and removal of 19 trees, with two trees subject to further review. 6 medium replacement trees, as well as numerous small trees are to provided. A communal pocket park is to be located to the north corner of the site.
- Waste collection to be undertaken by private contractor from Park Lane (**A1 – Development and Landscaping Plans**).

The application is accompanied by a suite of technical appendices, including a transport impact statement, transport noise assessment, tree report and waste management plan. Updated development perspectives, showing greater detail around the proposal, were provided during the assessment (**A2 – Updated Development Perspectives**).

BACKGROUND

Location

The site is located to the south-west of the intersection of Guildford Road and Wilson Street, Bassendean (**A3 – Location Plan**). The lot is triangular-shaped and bound by Guildford Road to the north-west, Wilson Street to the east and Park Lane to the south-west.

The site is approximately 10 kilometres north-east of the Perth Central Business District and is located within 100 metres of Bassendean Train Station to the west and within 400 metres of Bassendean Shopping Centre to the east.

Local Planning Framework

The site is zoned Urban under the MRS (**A4 – Zoning Plan**). The Town of Bassendean's (the Town's) Local Planning Strategy provides clear direction for targeted growth within the Town, with the Bassendean District Activity Centre identified to accommodate a significant portion its population and retail growth.

The site is zoned District Centre under the Town's Local Planning Scheme No 11 (LPS 11), which defers land use permissibility to a structure plan or local development plan. No R-Code is currently designated for the site.

The Town Centre Masterplan (the Masterplan) was adopted by the Town in November 2021 and identified the site as a new development opportunity of 8 – 10 storeys.

The Draft Bassendean Precinct Structure Plan (draft PSP) was considered by the Town in February 2026. Council resolved to undertake consultation from 20 March 2026 to 8 May 2026. The draft PSP prescribes a nine storey maximum building height and R-Code of R-AC1 for the site. Neither the Masterplan nor draft PSP have been formally endorsed by the WAPC.

Improvement Scheme / Improvement Plan

Bassendean Train Station is one of 10 initial station precincts identified in the State Government's Precincts WA initiative. Precincts WA proposes improvement plans and improvement schemes to unlock diverse and well-located housing close to train stations. The draft improvement plan for this area has been referred to affected local governments, and a report on submissions is currently being prepared for consideration by the WAPC.

Public Works

The development is proposed to be undertaken by DevelopmentWA with funding provided from the HAFF. The HAFF aims to provide funding support for social and affordable housing to address current shortfalls. The project provides 80% affordable housing and 20% social housing in a build-to-rent model. Once completed, the dwellings will be managed by a CHP, which will be responsible for their ongoing operation and maintenance.

Community housing is a public work under Schedule 1 of the *Public Works Act 1902*. The development is deemed a public work as it is being undertaken by DevelopmentWA, which is a public authority authorised to develop housing by the *Western Australian Land Authority Act 1992.*

Pursuant to Sections 5 and 6 of the *Planning and Development Act 2005*, public works are exempt from the need to obtain approval under the Town's LPS 11, but require approval under the MRS by the WAPC.

Public Consultation

Public consultation was undertaken by way of an interactive survey on the Department of Planning, Land and Heritage (the Department's) 'Have Your Say' website, onsite signage, notice in a local newspaper and the Department's social media platforms for a period of 21 days from 6 to 27 February 2026. A total of 707 responses (including 698 surveys and nine emails) were received. Of the responses, 325 (47.2%) did not support the proposal, 319 (45.1%) supported the proposal subject to changes and 54 (7.6%) supported the proposal without requiring changes.

The main concerns raised by objectors were:

- impacts on traffic in the area and associated vehicle and pedestrian safety;
- insufficient parking bays to cater for residents with increased demand on surrounding properties and the remainder of the Town;
- amenity impacts from the nine-storey building on the local area and the general appearance of the development; and
- potential for anti-social behaviour associated with social housing.

A summary of the issues raised and the applicant's response, is included in **A5 – Summary of Public Submissions**. Where appropriate these matters are discussed further in the Discussion section of this report.

Local Government and Agency Consultation

The application was referred to the Town, Main Roads WA (MRWA), the Department of Water and Environmental Regulation (DWER) and the Public Transport Authority (PTA) for comment.

The Town recommends the application be deferred so that the outcomes of the design review process (discussed below) can be taken into consideration prior to it providing a final recommendation. Notwithstanding, the Town provided draft conditions should the WAPC approve the application.

MRWA and PTA supports the proposal subject to conditions related to the noise impacts of surrounding infrastructure (Guildford Road and the train line). PTA also requested a 'works approval' conditions given the proximity to the Ellenbrook/Midland/Airport Lines.

DWER advised of reporting requirements associated with the contamination previously identified on the site and recommended conditions associated with assessment and remediation works if required.

Design Review

On 17 November 2025 the application was subject to design review by the office of the Government Architect Western Australia (GAWA). Post-lodgement (13 March 2026), the GAWA provided additional design advice in accordance with *State Planning Policy 7.0 - Design of the built environment.* This advice, and the applicant's response to it, are included in **A6 - GAWA advice and Applicant's Response**.

The GAWA advised the application was considered acceptable subject to further refinement. This is discussed in further detail below.

Reserve Management Order

The site is owned by the State and currently comprises Reserve 37441, which is subject to a Management Order (MO) to the Town for the purposes of parking, park and markets. On 27 September 2022, the Town formally declared the site surplus to its requirements and resolved to relinquish management of the reserve to facilitate redevelopment of the land. The process for revoking the MO (along with cancelling the reserve and seeking a new freehold title) cannot occur until a divestment decision regarding the future use of the site has been determined. This has now occurred and the necessary land tenure actions to cancel the reserve and enable freehold conversion has been initiated by the Department. This is estimated to be finalised in July 2026.

The current status of the reserve and MO does not prevent determination of the development application. However, any approval granted cannot be implemented until the MO is removed, as commencing development beforehand would be inconsistent with Section 46 of the *Land Administration Act 1997*.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
Metropolitan Region Scheme	Fully consistent
State Planning Policy 7.0 - Design of the Built Environment	Broadly consistent, some discretion required
State Planning Policy 5.4 - Road and rail noise	Fully consistent
Residential Design Codes Volume 2 – Apartments	Broadly consistent, some discretion required

DISCUSSION

State Planning Framework

Perth & Peel @ 3.5million

The Central Sub-Regional Planning Framework (the Framework) focuses on achieving increased densities in targeted urban consolidation areas such as activity centres, station precincts and urban corridors, and making better use of existing infrastructure. The Town is expected to accommodate at least an additional 4,150 infill dwellings within its local government area by 2051.

The site is located within the Bassendean district activity centre and abuts the Guildford Road urban corridor and Bassendean station precinct. The proposal is therefore consistent with the intention of the Framework in that it will deliver density on a site with good access to public transport (Bassendean Train Station) and other amenities and services.

Metropolitan Region Scheme

Clause 43 of the MRS requires the WAPC to have regard to a wide range of matters when determining an application for development approval if, and to the extent that, they are of State or regional importance. The proposal has been assessed against the relevant matters, including the requirements of orderly and proper planning, relevant State Planning Policies, WAPC policy or strategy, the purpose for which the land is zoned and reserved, compatibility of development with its setting, effect on the natural environment, preservation of amenity, relationship to development of adjoining land, considerations, traffic and transport, preservation of vegetation, consultation with other authorities and the recommendation of the Town.

Clause 22 of the MRS states the purpose of the Urban zone is "*to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities*". The development is wholly consistent with these purposes, as it proposes residential development and associated amenities.

Traffic Generation

The site abuts Guildford Road, which is designated as a Primary Regional Road under the responsibility of MRWA, and currently carries approximately 20,000 vehicles per weekday. No direct access is proposed to Guildford Road. Wilson Street and Park Lane are under the care and control of the Town. Access to the development is proposed from Park Lane.

The WAPC's *Transport Impact Assessment Guidelines - Volume 4 (Individual Developments)* requires the preparation of a traffic impact statement (TIS) for development of this scale. A TIS was submitted that outlines the proposed development is expected to generate 334 vehicle trips per day (VTPD). This includes 39 trips per hour in the AM peak and 23 trips per hour in PM peak.

The TIS (**A7 – Transport Impact Statement**) confirms the increase in traffic from this development is a relatively minor percentage of the existing traffic. No objections were raised by MRWA or the Town on traffic grounds.

Submissions received during public consultation raised concern over the existing traffic situation, however, the scale of development will not result in detrimental impact on the road network. It is noted that the existing traffic volumes are largely due to regional traffic. Further, the provision of high-density residential development in close proximity to public transport, jobs and amenities is critical to encourage mode-shift and reduce car dependence as Perth continues to expand.

The provision of higher density development within the town centre was considered through the Town's Masterplan and draft PSP. Both documents encourage transit-oriented development and discuss opportunities for improved movement networks which will assist in resolving long term, compounded impacts from further development.

The site is in close proximity to high frequency public transport routes, no objections were received from MRWA or the Town, and the TIA has demonstrated relatively low levels of additional traffic will be generated from the site during peak times. Accordingly, the development will have a negligible impact on the surrounding road network, including Guildford Road which is currently congested due to regional traffic volumes.

Landscaping and tree retention

Landscaping is proposed to be integrated throughout the development and provides serves multiple purposes such as recreation, tree retention and softening of the built form. Eleven existing trees are to be retained, with 19 trees requiring removal due to the proposed location of the development or the existing health of the trees. Two trees are currently under review pending further engineering details. An additional six medium trees and numerous small trees are also proposed.

The landscape response is supported by the GAWA and it is recommended to be conditioned to ensure implementation and maintenance through the life of the development.

Site contamination & remediation

Detailed contamination assessment was undertaken prior to lodgement of the development application, which identified the presence of asbestos containing material, believed to be herbicides or pesticides from historical use of horticulture or agriculture.

The site was formally reported to DWER, with a Remediation Action Plan (RAP) being drafted in August 2024. The site must be remediated and reclassified before any residential development can occur. Remediation works have been scheduled, but will not be completed, or validated prior to the determination of this application.

Given the contamination classification process would occur post-determination of this application, DWER has recommended conditions regarding investigation and remediation of the land, if required. These conditions form part of the Department's recommendation, but will not need to be satisfied in the event the site is reclassified by DWER in the interim.

Road and Rail Noise

The site is within proximity to the Perth-Midland rail line and Guildford Road and *State Planning Policy 5.4 - Road and Rail Noise* (SPP 5.4) therefore applies.

A transport noise assessment incorporating detailed noise modelling was prepared on behalf of the applicant. The assessment concludes that without mitigation, the noise levels experienced at the development will exceed the maximum permitted under SPP 5.4. In order to comply with SPP 5.4, quiet house design requirements will need to be implemented into the development. The Department's recommendation includes a condition requiring the updating of the noise report and subsequent implementation of the acoustic report's recommendations in this respect.

State Planning Policy 7.0 – Design of the Built Environment

The proposal was considered against the 10 principles of good design under *State Planning Policy 7.0 - Design of the Built Environment* (SPP 7.0) through design review carried out by the GAWA. The GAWA generally supports the application, noting some further works are required to be undertaken which can be dealt with through detailed design. These include various conditions of approval including the requirement for a:

- Schedule of colours, materials and finishes – Allows textures and materials to be specified (i.e. precast concrete to be defined as pigmented rather than painted) to ensure appropriate visual outcome.
- Sustainability Management Plan – to set out sustainability initiates to be undertaken and, where not specifically included, detail how they can be incorporate in the future (e.g. electric vehicle charging).
- Lighting plan – ensuring CPTED requirements are meet whilst not impacting on residential amenity.

- Landscaping Plan – detailed plan including vegetation (including species list), furniture and movement networks to ensure integration between landscaped area and the building.

Given the review process undertaken and the support provided by the GAWA, the application meets the requirements of SPP 7.0.

Residential Design Codes Volume 2

The *Residential Design Codes Volume 2* (R-Codes) applies to all multiple dwellings (apartments) in areas coded R80 and above. The site is not currently subject to an R-Code, however, the Department has had regard to the R-AC1 density code proposed for the site under the Town's draft PSP.

The R-Codes requires development to be assessed under both the acceptable outcomes and the relevant element objectives requirements. Even if an acceptable outcome is met, the development must also fulfil the broader element objectives.

An assessment of the proposal against the R-Codes is included as **A8 – Assessment – Residential Design Codes - Volume 2**, with key elements of the assessment discussed further below.

Element 2.2 - Height

The R-Codes list an acceptable outcome of nine storeys for R-AC1 coded sites, with an indicative building height of 30 metres in Table 2.2. The proposed building is nine storeys high with a maximum height of 31.48 from natural ground level to top of the building.

The proposal meets the element objectives for Building Height (refer page 2 of **A8**), as the height is consistent with the desired future scale of the area. While some four and five storey buildings are located approximately 400 metres away (on the corner of Whitfield Street and Old Perth Road) the area contains predominantly single or double storey dwellings. The intention to accommodate increased building height in this location is expressed through the Framework, Town's Masterplan and the draft PSP (see figure below from draft PSP presented to Council in February 2026). The site is also intended to be subject to an improvement plan and scheme which will provide for further high-density developments that take advantage of the strategic qualities of the area.



Figure 1 – Building Height plan from Draft PSP – Town of Bassendean

At the closest point, the building is set back 10.25m to the rear lot boundary of the adjoining properties to the south. This setback comprises the laneway and waste collection hardstand, with one medium tree in close proximity. By locating the building footprint appropriately on the site, the development avoids direct impacts on adjoining properties.

The overall development, including the height, massing, scale and landscaping was considered and ultimately supported by the GAWA. Noting additional information provided, and further detailed consideration to be given at design stage, the overall design is supported.

As such, the proposed heights are appropriate in their context and supported.

Element 3.9 – Car and Bicycle Parking

Car parking has been calculated based on R-Codes acceptable outcomes for the residential component of the development and the Town's *Local Planning Policy 8 Car parking and End of Trip Facilities* for the office component. This results in a requirement for 79 bays, while 53 parking bays are provided - representing a shortfall of 26 parking bays.

The applicant's justification for the shortfall in parking bays is summarised as follows:

- The parking provision aligns with other case studies that found social housing developments utilise parking at a rate less than market housing, even in locations that are not near public transport. These studies found a ratio of between 0.3 and 0.5 car parking bays were required. This development provides 0.6 parking bays per dwelling.
- Reduced parking provision in this location aligns with the principles of the WAPC *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development*, *State Planning Policy 4.2 – Activity Centres for Perth and Peel* and *Department of Transport – Parking Guidelines for Activity Centres*.
- Car parking is not allocated to apartments, but will be managed by the CHP and leased as required as part of rental agreements to ensure appropriate management of resident bays.
- Adequate bicycle parking is provided and the site is well connected to the Perth – Midland Principle Shared Path.
- The site is within walking distance to key amenities including Bassendean Shopping Centre, BIC Reserve, Bassendean Bowling Club, commercial and retail along Old Perth Road, and the Bassendean Community Hall and Library.

The proposal meets the element objectives for Car and Bicycle Parking (refer page 18 of **A8**) due to the location of the site being in close proximity to high frequency public transport with connection provided for walking and cycling access to the local amenities. A condition for a car parking management plan is recommended to establish ongoing management of parking bays, including allocation for non-residential and visitor use.

The location of, and access to, car parking will not impact the surrounding streetscape or amenity of adjoining properties and the layout of parking is deemed safe and accessible. Parking provision is considered adequate for the proposal, given that the location is in close proximity to services, has good connections to public transport and provides sufficient bicycle parking spaces. As such, the provision and design of car parking is supported.

CONCLUSION

The proposal is generally consistent with the purpose and intent of the planning framework, as it provides for high density affordable and social housing within close proximity of public transport and key local amenities. The proposed design, height and scale of the development is appropriate within the context of the site, having regard to future development intentions within the area.

The proposal is generally supported by referral agencies, noting that the Town's request for deferral is based on procedural matters rather than specific concerns identified with the proposal. Submissions received during public advertising focused primarily on traffic and car parking, height and aesthetics and the introduction of public housing. These matters have been considered against the requirements of the planning framework and determined to be acceptable.

The development represents a quality architectural and landscape design, consistent with *State Planning Policy 7.0 Design of the Built Environment*, and accords with the intent of the local planning framework by delivering a high quality development on the site. Outstanding issues are capable of being addressed through recommended conditions of approval. It is recommended the application be approved, subject to conditions.

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 14-Apr-2026

FILE 13-50086-1



DA DRAWING SET

SHEET NUMBER	SHEET NAME
DA000	COVER PAGE
DA001	SITE PLAN
DA100	GROUND FLOOR PLAN
DA101	LEVEL 01 - 08
DA102	ROOF PLAN
DA200	MATERIAL SCHEDULE
DA201	EXTERNAL ELEVATION - NORTH
DA202	EXTERNAL ELEVATION - EAST
DA203	EXTERNAL ELEVATION - WEST
DA204	EXTERNAL ELEVATION - SOUTH
DA210	SECTION 01
DA211	SECTION 02
DA700	APARTMENT TYPES
DA800	SHADOW DIAGRAM

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08.12.25	ISSUED FOR DA		
B	05.03.26	ISSUED FOR DA		

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PLUS STUDIO®

PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

COVER PAGE

NORTH POINT

SCALE

@ A1 Size

PROJECT NUMBER 80749

STAGE DA

DRAWING NUMBER DA000

REVISION B

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PC	POWER COMB.
PP	POWER POLE
TP	TELEPHONE PIT
LP	LIGHT POLE
GI TP	123.32 TOP GI FILLAMENT
CE TW	123.32 TOP WALL
CE TB	123.32 TOP RETAINING
TS TF	123.32 TOP FENCE

WILSON STREET

GUILDFORD ROAD

PARK LANE

BEWARE: OVERHEAD POWER LINES IN AREA. ADVISE TRADES

PEG NOT FOUND

NAIL & PLATE FOUND

ADJACENT LOT NAIL FOUND

PEG FOUND NUMBERED

NOTE: VERGE TREES TO BE PROTECTED DURING CONSTRUCTION

49.84

90°00'

90°30'0"

138°59'0"

17.72

15.0

7.87

BRICK PAVING PARKING

BRICK PAVING

CONCRETE

ROCK RET WALL

BRICK RET WALL

CONCRETE FENCE

BRICK & GALV CLEAR

BRICK & GALV OFFICES

BRICK & GALV TOILETS

BRICK & GALV SHED

BRICK AFIBPO & GALV CLEAR

BRICK & GALV WATER CLOSET

FIBRO (FAIR COND.)

BRICK WALL

BITUMEN PAVING

CYCLONE FENCE

GROUND FLOOR

FIRST FLOOR

PORCH

BALCONY

TWO-STOREY BRICK & TILE ON SLAB

SEWER JUNCTION INV. 13.4 DEPTH: 1.2 NOTE: UP

SEWER JUNCTION INV 14.3 DEPTH 1.8 NOTE: UP

SEWER MH (14.48)

SEWER MH (17.76)

SEWER JUNCTION

CONCRETE DRAINAGE SUMP

CONCRETE DRAINAGE MANHOLE

CONCRETE DRAINAGE GRATE

CONCRETE PAVED GUTTER

SIDE ENTRY GULLY

STREET SIGN

STREET LIGHT

POWER POLE

STAY ANCHOR

LIGHT POLE

TIGHT POLE

BOLLARD

GATE

KERB MOUNT

ROLL KERB

CROSSOVER

ISLAND

VERGE TREE

TREE

STUMP

LOT MISCLOSE
0.016 m

Scale 1:200
0 2 4 6 8

DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

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LICENSED SURVEYORS

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PO Box 1611
Osborne Park
Business Centre WA 6917

P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

JOB #	542738	GPS	Lat: -31.903435 Long: 115.948641	ROADS	Bitumen	ELEC.	O/Head
CLIENT	Department of Planning, Lands and Heritage			KERBS	Mountable / Nil	COMMS.	Yes
ADDRESS	#1 Park Lane	LOT	Lot 9644 (DP 214165)	FOOTPATH	Concrete	WATER	Yes
SUBURB	Bassendean			SOIL	Sand	GAS	Check Alinta
LGA	TOWN OF BASSENDEAN	AREA	3353m² VOL. LR3047 FOL. 677	DRAINAGE	Good	SEWER	Yes
DRAWN	T. Gill	DATE	29 Mar 23 SSA No	VEGETATION	Light Grass Cover	COASTAL	No (Approximate Only Confirm With Sewer)



REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08.12.25	ISSUED FOR DA		
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PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

SITE PLAN

NORTH POINT

SCALE

As indicated @ A1 Size

0 2 4 6 8 10 m

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PROJECT NUMBER	STAGE
80749	DA
DRAWING NUMBER	REVISION
DA001	B



REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08.12.25	ISSUED FOR DA		
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WILSON STREET

PACT

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PROJECT TITLE

12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

GROUND FLOOR PLAN

NORTH POINT

SCALE

1:100 @ A1 Size

0 2 4 6 8 10m

PROJECT NUMBER

80749

DRAWING NUMBER

DA100

STAGE

DA

REVISION

B

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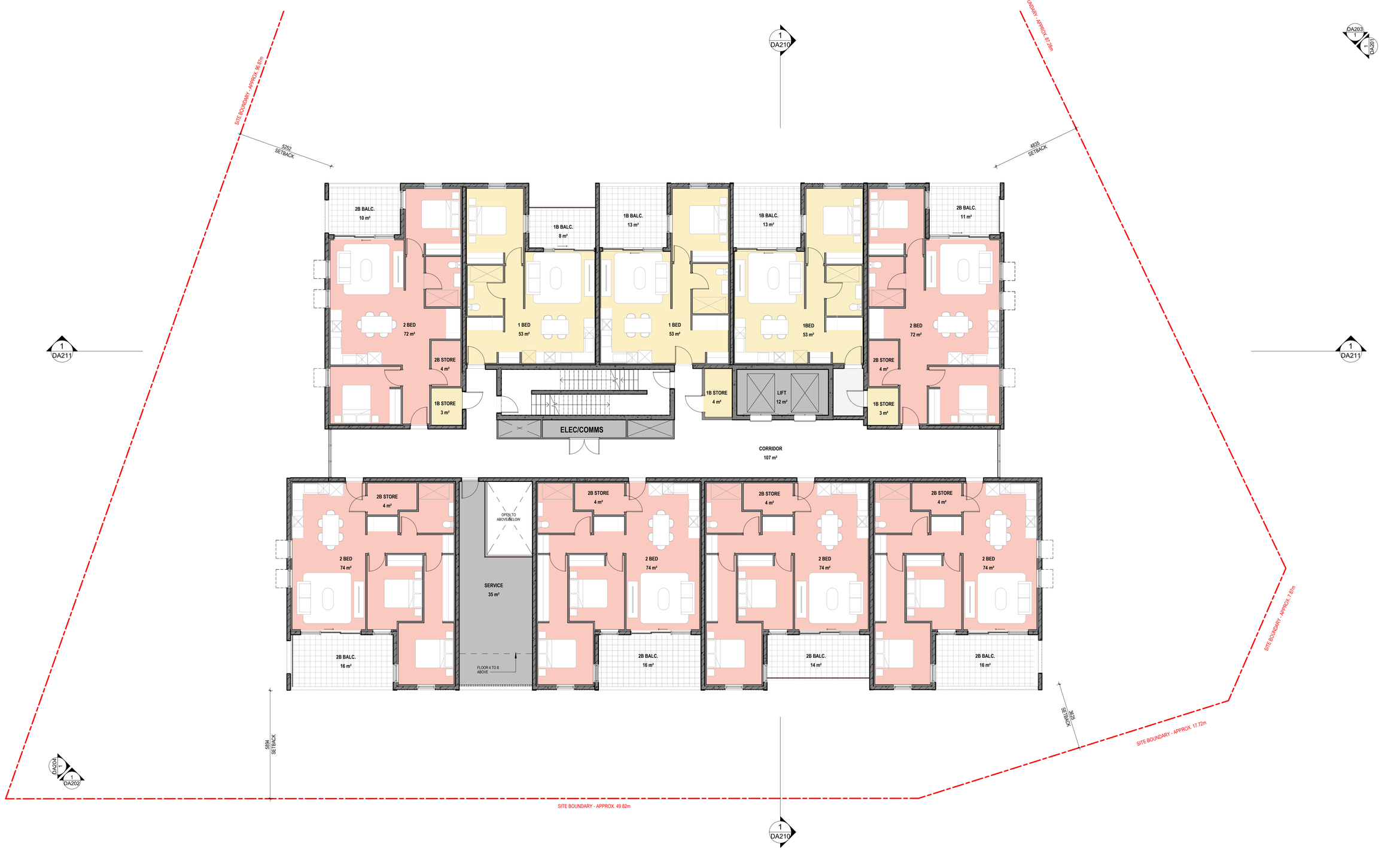

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PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

LEVEL 01 - 08

NORTH POINT

SCALE

1:100 @ A1 Size

0 2 4 6 8 10m

PROJECT NUMBER

80749

DRAWING NUMBER

DA101

STAGE

DA

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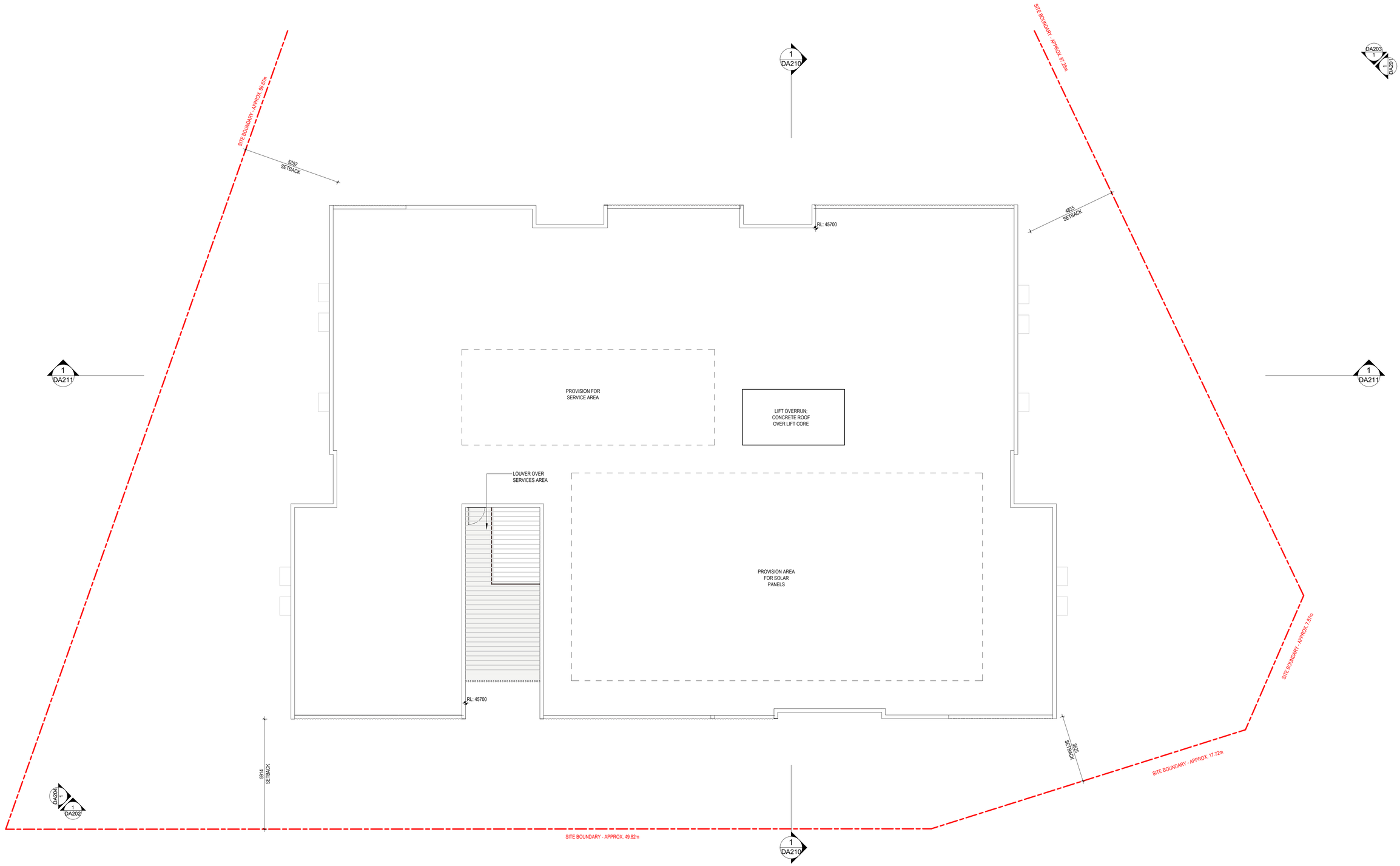

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PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

ROOF PLAN

NORTH POINT

SCALE

1:100 @ A1 Size

0 2 4 6 8 10m

PROJECT NUMBER

80749

DRAWING NUMBER

DA102

STAGE

DA

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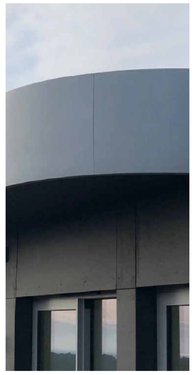
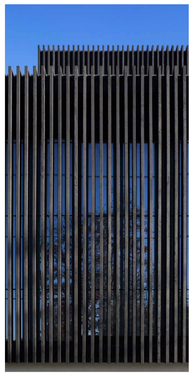


1

POWDER COATED ALUMINUM FASCIA, PANELS OR DOORS

1A **DESERT RED OR SIMILAR**

1B **PAINT TO MATCH DARK PRECAST SYSTEM**

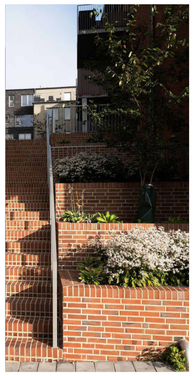


3

POWDER COATED VERTICAL METAL SCREEN SYSTEM

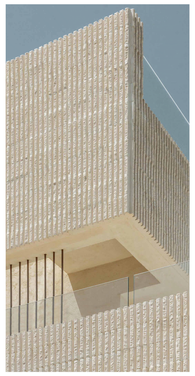
2A **PAINT TO MATCH DARK PRECAST SYSTEM**

2B **DOLOMITE /OFF-WHITE**



3

BRICK WALL (AT FEATURE LANDSCAPING)



4

PRECAST GROOVED, TEXTURIZED PANELS

4A **JABIRU**

4B **DOLOMITE**

4C **CAPPUCCINO**

4D **DESERT RED**



5

POWDER-COATED ALUMINUM GUARDRAIL

6

PRECAST PANEL SYSTEM (JABIRU OR SIMILAR)

7

PRECAST PANEL SYSTEM (DOLOMITE/ OFF WHITE)

8

PRECAST PANEL SYSTEM (CAPPUCCINO OR SIMILAR)

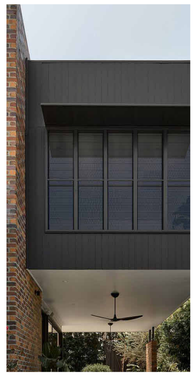
9

PRECAST PANEL SYSTEM (DESERT RED OR SIMILAR)



10

GLASS LOUVERS / GLAZING WITH DARK BRONZE TRIM



11

STEEL WINDOW SHADE TREATMENTS - COLOUR TO MATCH ADJACENT PRECAST

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08.12.25	ISSUED FOR DA		
B	05.03.26	ISSUED FOR DA		

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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
MATERIAL SCHEDULE

NORTH POINT

SCALE
1:100 @ A1 Size

PROJECT NUMBER
80749

DRAWING NUMBER
DA200

STAGE
DA

REVISION
B

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1 NORTH ELEVATION
Scale: 1 : 100

1A	DESERT RED POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS
1B	DARK POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS
2A	DARK POWDER COATED VERTICAL METAL SCREEN SYSTEM
2B	DOLOMITE/OFF-WHITE POWDER-COATED VERTICAL METAL SCREEN SYSTEM
3	BRICK WALL (AT FEATURE LANDSCAPING)
4A	JABIRU OR SIMILAR - PRECAST GROOVED
4B	DOLOMITE/OFF-WHITE - PRECAST GROOVED
4C	CAPPUCCINO OR SIMILAR - PRECAST GROOVED
4D	DESERT RED OR SIMILAR - PRECAST GROOVED
5	POWDER-COATED ALUMINUM GUARDRAIL
6	JABIRU OR SIMILAR - PRECAST CONCRETE
7	DOLOMITE/OFF-WHITE - PRECAST CONCRETE
8	CAPPUCCINO OR SIMILAR - PRECAST CONCRETE
9	DESERT RED OR SIMILAR - PRECAST CONCRETE
10	GLASS LOUVERS / GLAZING WITH DARK BRONZE TRIM
11	STEEL WINDOW SHADE TREATMENTS - COLOUR TO MATCH ADJACENT PRECAST

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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
EXTERNAL ELEVATION - NORTH

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

STAGE
DA

DRAWING NUMBER
DA201

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1 EAST ELEVATION
Scale: 1 : 100

1A	DESERT RED POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	3	BRICK WALL (AT FEATURE LANDSCAPING)	4D	DESERT RED OR SIMILAR - PRECAST GROOVED	8	CAPPUCCINO OR SIMILAR - PRECAST CONCRETE
1B	DARK POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	4A	JABIRU OR SIMILAR - PRECAST GROOVED	5	POWDER-COATED ALUMINUM GUARDRAIL	9	DESERT RED OR SIMILAR - PRECAST CONCRETE
2A	DARK POWDER COATED VERTICAL METAL SCREEN SYSTEM	4B	DOLOMITE/OFF-WHITE - PRECAST GROOVED	6	JABIRU OR SIMILAR - PRECAST CONCRETE	10	GLASS LOUVERS / GLAZING WITH DARK BRONZE TRIM
2B	DOLOMITE/OFF-WHITE POWDER-COATED VERTICAL METAL SCREEN SYSTEM	4C	CAPPUCCINO OR SIMILAR - PRECAST GROOVED	7	DOLOMITE/OFF-WHITE - PRECAST CONCRETE	11	STEEL WINDOW SHADE TREATMENTS - COLOUR TO MATCH ADJACENT PRECAST

REV	DATE	REVISION DESCRIPTION	CKD	APP
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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
EXTERNAL ELEVATION - EAST

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

STAGE
DA

DRAWING NUMBER
DA202

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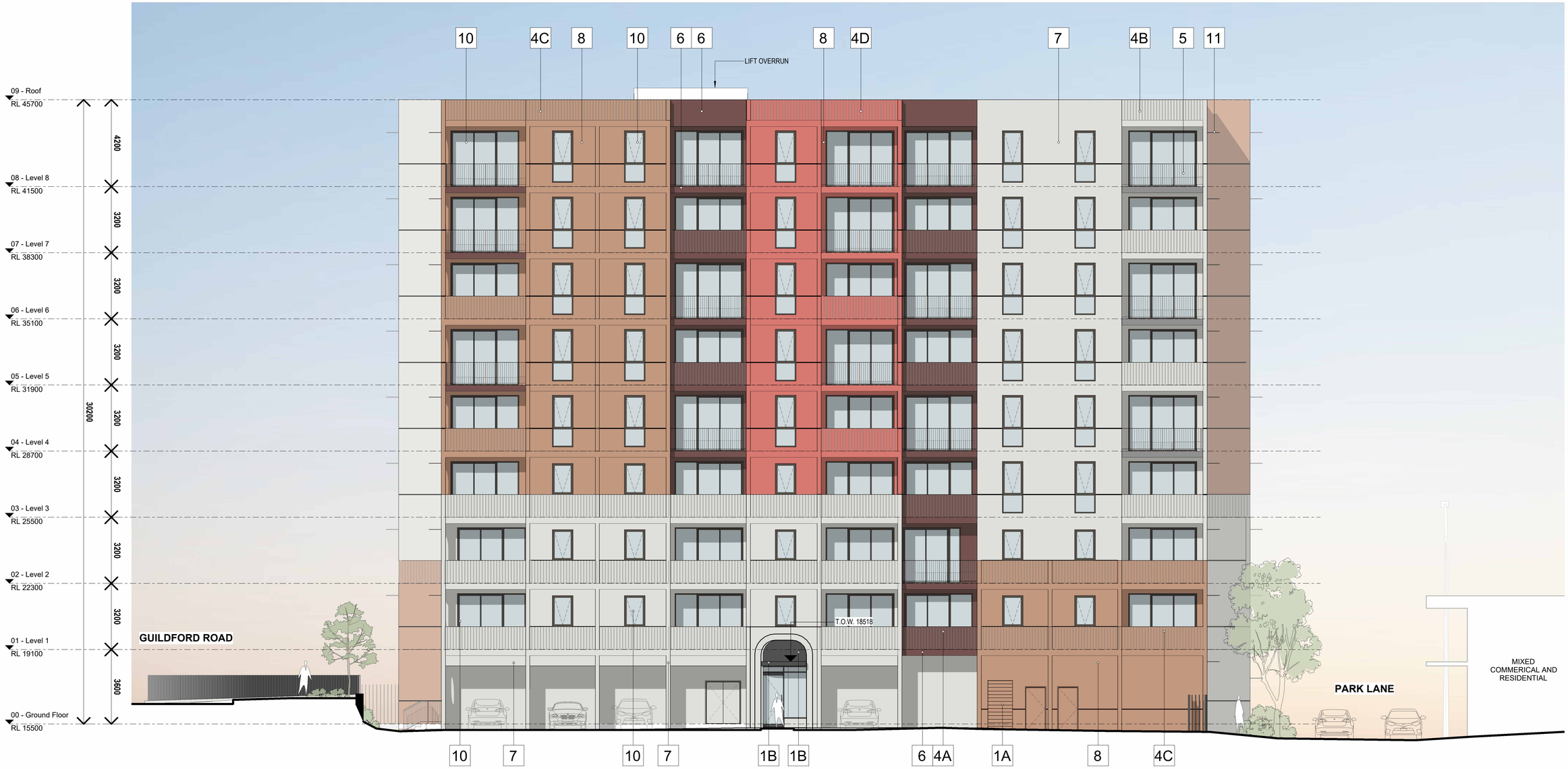

1 WEST ELEVATION
Scale: 1 : 100

1A	DESERT RED POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	3	BRICK WALL (AT FEATURE LANDSCAPING)	4D	DESERT RED OR SIMILAR - PRECAST GROOVED	8	CAPPUCCINO OR SIMILAR - PRECAST CONCRETE
1B	DARK POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	4A	JABIRU OR SIMILAR - PRECAST GROOVED	5	POWDER-COATED ALUMINUM GUARDRAIL	9	DESERT RED OR SIMILAR - PRECAST CONCRETE
2A	DARK POWDER COATED VERTICAL METAL SCREEN SYSTEM	4B	DOLOMITE/OFF-WHITE - PRECAST GROOVED	6	JABIRU OR SIMILAR - PRECAST CONCRETE	10	GLASS LOUVERS / GLAZING WITH DARK BRONZE TRIM
2B	DOLOMITE/OFF-WHITE POWDER-COATED VERTICAL METAL SCREEN SYSTEM	4C	CAPPUCCINO OR SIMILAR - PRECAST GROOVED	7	DOLOMITE/OFF-WHITE - PRECAST CONCRETE	11	STEEL WINDOW SHADE TREATMENTS - COLOUR TO MATCH ADJACENT PRECAST

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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
EXTERNAL ELEVATION - WEST

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

DRAWING NUMBER
DA203

STAGE
DA

REVISION
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1 SOUTH ELEVATION
Scale: 1 : 100

1A	DESERT RED POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	3	BRICK WALL (AT FEATURE LANDSCAPING)	4D	DESERT RED OR SIMILAR - PRECAST GROOVED	8	CAPPUCCINO OR SIMILAR - PRECAST CONCRETE
1B	DARK POWDER-COATED ALUMINUM FASCIA, PANELS & DOORS	4A	JABIRU OR SIMILAR - PRECAST GROOVED	5	POWDER-COATED ALUMINUM GUARDRAIL	9	DESERT RED OR SIMILAR - PRECAST CONCRETE
2A	DARK POWDER COATED VERTICAL METAL SCREEN SYSTEM	4B	DOLOMITE/OFF-WHITE - PRECAST GROOVED	6	JABIRU OR SIMILAR - PRECAST CONCRETE	10	GLASS LOUVERS / GLAZING WITH DARK BRONZE TRIM
2B	DOLOMITE/OFF-WHITE POWDER-COATED VERTICAL METAL SCREEN SYSTEM	4C	CAPPUCCINO OR SIMILAR - PRECAST GROOVED	7	DOLOMITE/OFF-WHITE - PRECAST CONCRETE	11	STEEL WINDOW SHADE TREATMENTS - COLOUR TO MATCH ADJACENT PRECAST

REV	DATE	REVISION DESCRIPTION	CKD	APP
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PLUS STUDIO®

PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
EXTERNAL ELEVATION - SOUTH

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

STAGE
DA

DRAWING NUMBER
DA204

REVISION
B

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1 SECTION
Scale: 1 : 100

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08.12.25	ISSUED FOR DA		
B	05.03.26	ISSUED FOR DA		

ECI CONTRACTOR

PACT

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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
SECTION 01

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

STAGE
DA

DRAWING NUMBER
DA210

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1 SECTION 02
Scale: 1 : 100

REV	DATE	REVISION DESCRIPTION	CKD	APP
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PROJECT TITLE
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE
SECTION 02

NORTH POINT

SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

PROJECT NUMBER
80749

DRAWING NUMBER
DA211

STAGE
DA

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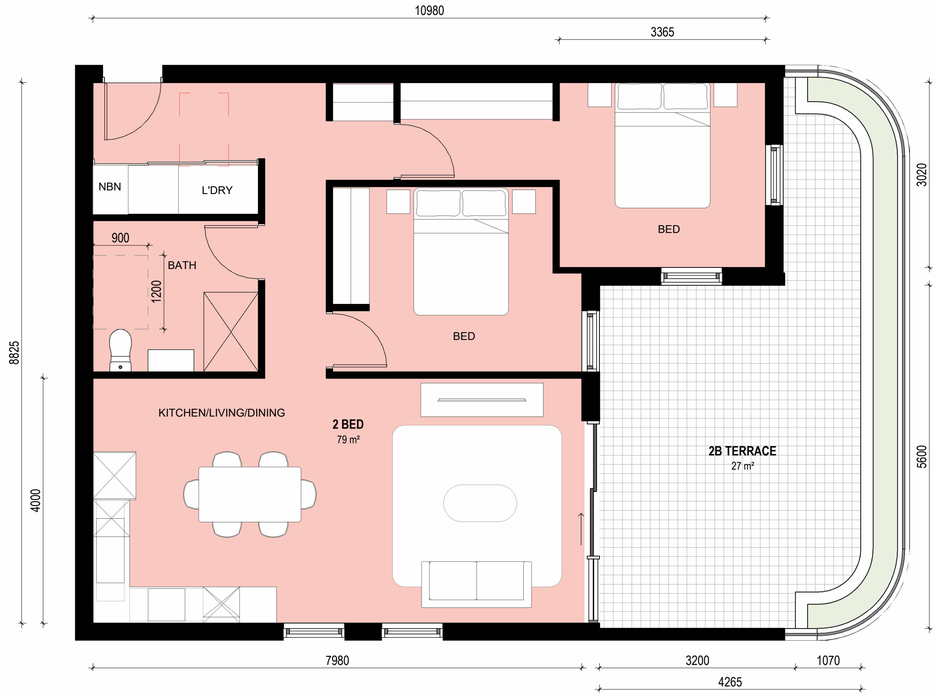

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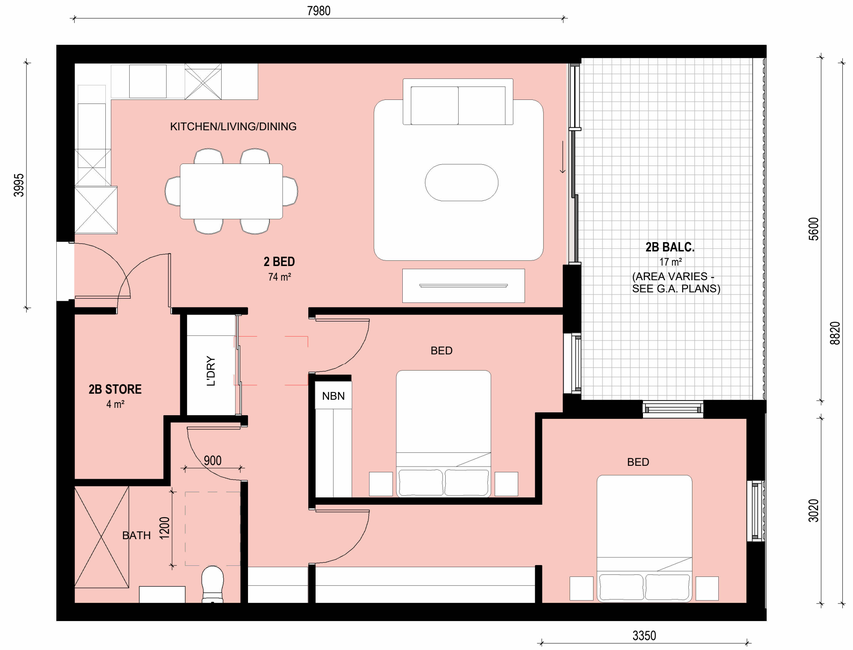
Scale: 1 : 50



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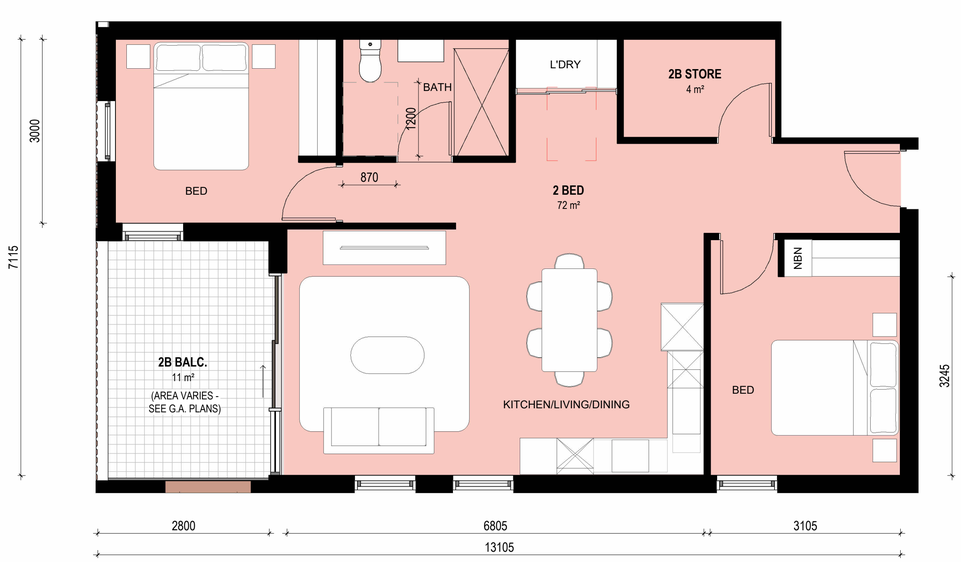
Scale: 1 : 50



2 TYPICAL APT. TYPE C
Scale: 1 : 50



4 TYPICAL APT. TYPE D
Scale: 1 : 50

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	09.12.25	ISSUED FOR DA		

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PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

APARTMENT TYPES

NORTH POINT

SCALE

1:50 @ A1 Size

0 0.5 1 1.5 2 2.5 m

PROJECT NUMBER

80749

STAGE

DA

DRAWING NUMBER

DA700

REVISION

A

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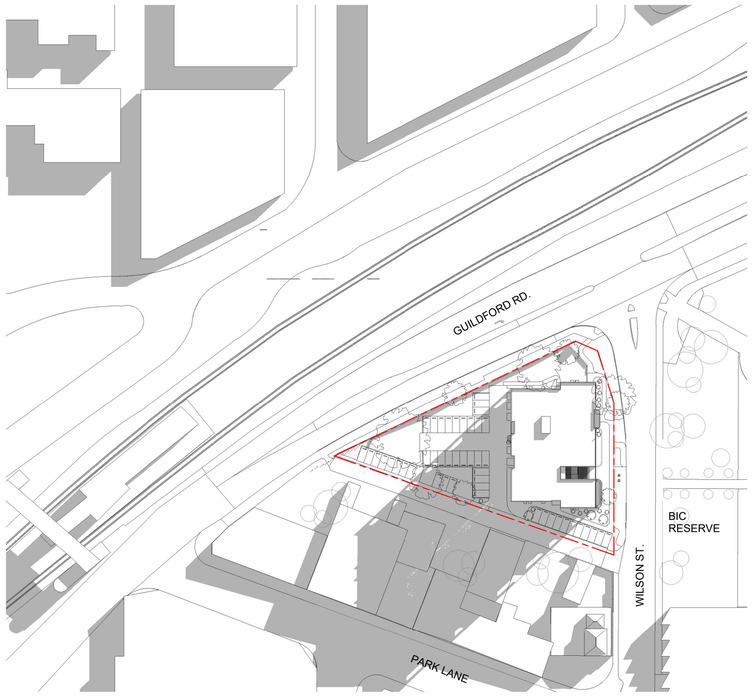
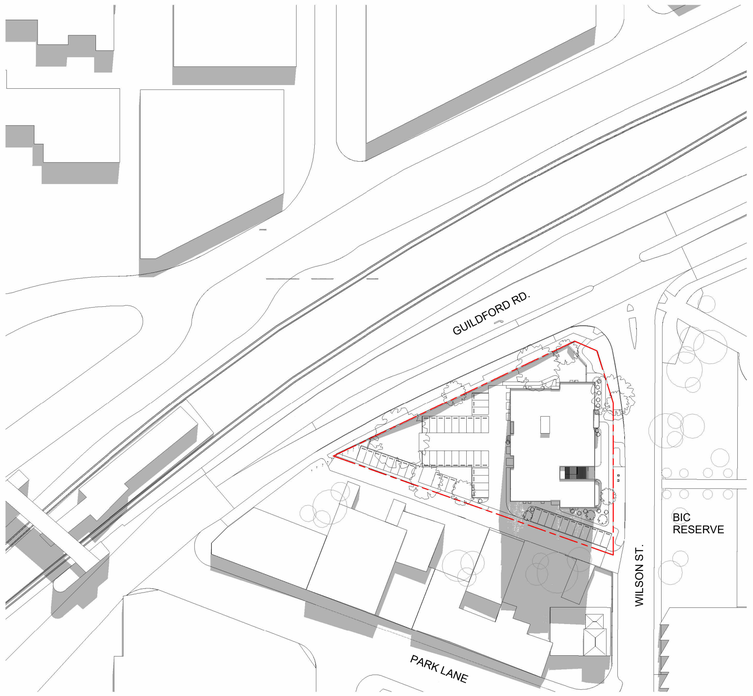


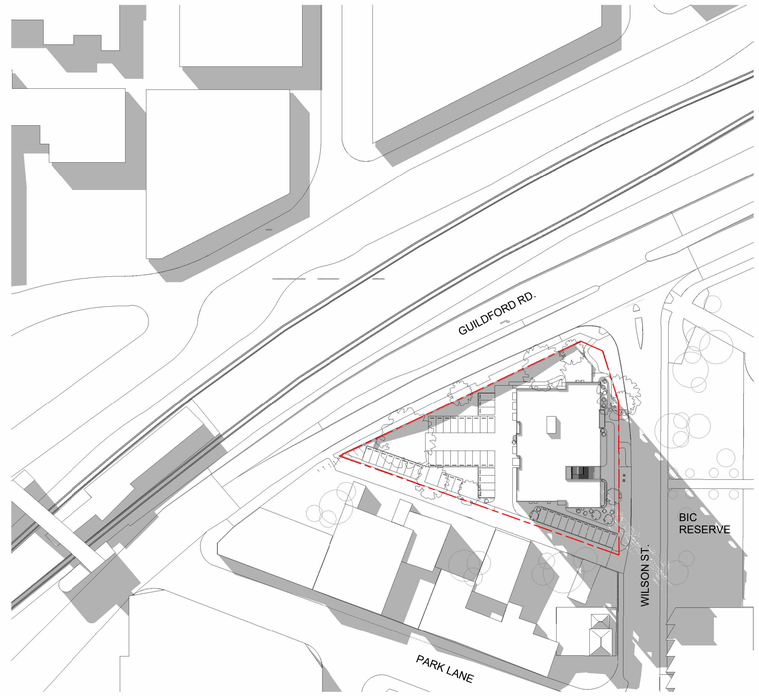
SHADOW DIAGRAM WINTER SOLSTICE 9AM

SCALE: 1 : 1000



SHADOW DIAGRAM WINTER SOLSTICE NOON

SCALE: 1 : 1000



SHADOW DIAGRAM WINTER SOLSTICE 3PM

SCALE: 1 : 1000

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	09.12.25	ISSUED FOR DA		

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PROJECT TITLE

12 - HAFF BASSENDEAN

1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE

SHADOW DIAGRAM

NORTH POINT

SCALE

1: 1000 @ A1 Size

0 10 20 30 40 50 m

PROJECT NUMBER

80749

STAGE

DA

DRAWING NUMBER

DA800

REVISION

A

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



REV	DATE	DWN	APP	DESCRIPTION
A	03.11.25	GM	KD	LANDSCAPE SKETCH PLAN
B	04.11.25	GM	KD	RE-DESIGN TO FOLLOW NEW ARCH BASE
C	05.11.25	GM	KD	TREE RETENTION - AMENDED
D	05.12.25	GM/KD	KD	REDESIGN TO NEW ARCHITECTURAL SET

LEGEND

TREES

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES PROPOSED TO BE REMOVED
- SELECTED LARGE DECIDOUS TREES EG. JACARANDA CANOPY: 8m
- SELECTED MEDIUM NATIVE TREES EG. WA WEEPING PEPPERMINT CANOPY: 6m
- SELECTED SMALL NATIVE TREES EG. WEEPING PAPER BARK CANOPY: 5-7m
- SELECTED SMALL DECIDUOUS TREES EG. CREPE MYRTLE CANOPY: 4-5m
- SELECTED SMALL NATIVE TREES EG. RED FLOWERING BROADLEAF PAPER BARK CANOPY: 3-4M
- SELECTED SMALL TREES EG. OLIVE TREE CANOPY: 3m

FEATURE PLANTS

- KANGAROO PAW

PLANTING

- PLANTING TYPE 01 GROUNDCOVERS
- PLANTING TYPE 02 SHRUBS
- PLANTING TYPE 03 STRAPPY/MIXED
- PLANTING TYPE 04 CASCADING/MIXED
- SELECTED LAWN SPECIES SOFT LEAF BUFFALO

SURFACE TREATEMENT

- TYPE 01 INSITU GREY CONCRETE
- TYPE 02 FEATURE PAVING - TYPE 01 - FINISH TBC
- TYPE 03 FEATURE PAVING - TYPE 02 - FINISH TBC
- TYPE 04 EXISTING BRICK PAVING

MISC

- PICNIC SETTING
- BENCH SEAT
- BIKE RACKS
- RETAINING WALLS INDICATIVELY SHOWN

REFER TO PAGE 102 FOR PLANTING SCHEDULE, IMAGES AND NOTES

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

PARK LANE APARTMENTS

LANDSCAPE SKETCH PLAN

LANDSCAPE CONCEPT DESIGN

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JOB No. 0628 PAGE 101 REV D

SCALE 1:250 @A1

PACT

1 PARK LANE, BASSENDEAN

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5. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

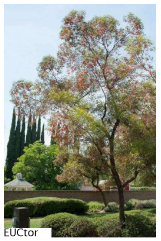
REV	DATE	DWN	APP	DESCRIPTION
A	03.11.25	AC/GM	KD	PLANTING PALETTE + PRECEDENT IMAGES
B	04.11.25	GM	KD	PRECEDENT IMAGES - UPDATED

PLANTING PALETTE

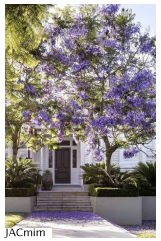
TREES

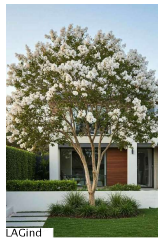

AGOfle

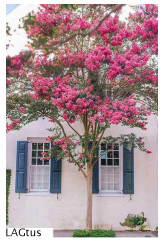

EUCfor


EUCtor


EUCvic

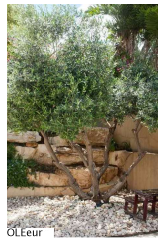

JACmim


LAGind


LAGtus


MELqui


MELvir


OLEeur

GROUNDCOVERS


EREgla


GREgin


KENpro


HIBsca


MYOpar


SCAhum

GRASSES


CONcan


DIArev


FICnod


LIRjus


LOMtan

SHRUBS


GREtan


LEUbro


MELnes


PIMfer


PITmis


RHAori


SYZora


VIBodo


WESgre

FEATURE PLANT


ANIfla

PRECEDENT IMAGES

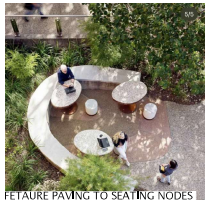

TURF + TREE PLANTING


PICNIC SETTING


BENCH SEAT


RAISED PLANTERS WITH IN-BUILT BENCHES


BIKE RACK


FETAURE PAVING TO SEATING NODES
EG. EXPOSED AGGREGATE CONCRETE

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
ACOfle	Agnis flexuosa	WA Peppermint Tree	As Shown	100L
ELCfor	Eucalyptus forrestiana	Fushia Gum	As Shown	100L
ELCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
ELCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
JACmim	Jacaranda mimosifolia	Jacaranda	As Shown	100L
LASind	Lagerstroemia indica	White Crepe Myrtle	As Shown	100L
LASlus	Lagerstroemia fuscarora	Pink Crepe Myrtle	As Shown	100L
MELqui	Melaleuca quinquenervia	Broad-leaved Paperbark	As Shown	100L
MELvir	Melaleuca viridiflora	Weeping Paperbark	As Shown	100L
OLEeur	Oles europaea	Bambalina Olive	As Shown	100L
Groundcovers and Cascading:				
ERGgla	Erenophila glabra	Kalbarri Carpet	2/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
KENpro	Kennedia prostrata	Running Postman	2/m2	140mm
HIBsca	Hibiertia scandens	Snake Vine	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	2/m2	140mm
Grasses, Herbs, Ruses & Sedges:				
CONcan	Corostylis candicans	Grey Cottonheads	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
FICnod	Ficinia nodosa	Knobby Club Rush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
Shrubs:				
GREtan	Grevillea 'Tangerine Dream'	Tangerine Dream Grevillea	1/m2	200mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
MELnes	Melaleuca nesophila	Little Nessie	3/m2	200mm
PIMfer	Pimelea ferrugnea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhaphiolepis 'Snow Maiden'	Dwarf Indian Hawthorn	3/m2	200mm
SYZora	Syzgium 'Orange Twist'	Lilly Pilly	2/m2	200mm
VIBodo	Viburnum odoratissimum	Dense Fence	2/m2	200mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Feature Plants:				
ANIfla	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L

NOTES

1. GENERAL

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

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE, GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 30mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

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

4. IRRIGATION

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

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landscape architecture
Karrinyup WA 6018
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email: kelsie@kdla.com.au

LANDSCAPE CONCEPT DESIGN

JOB No. 0628 PAGE 102 REV B

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PARK LANE APARTMENTS

PLANTING PALETTE + PRECEDENT IMAGES

PACT

1 PARK LANE, BASSENDEAN











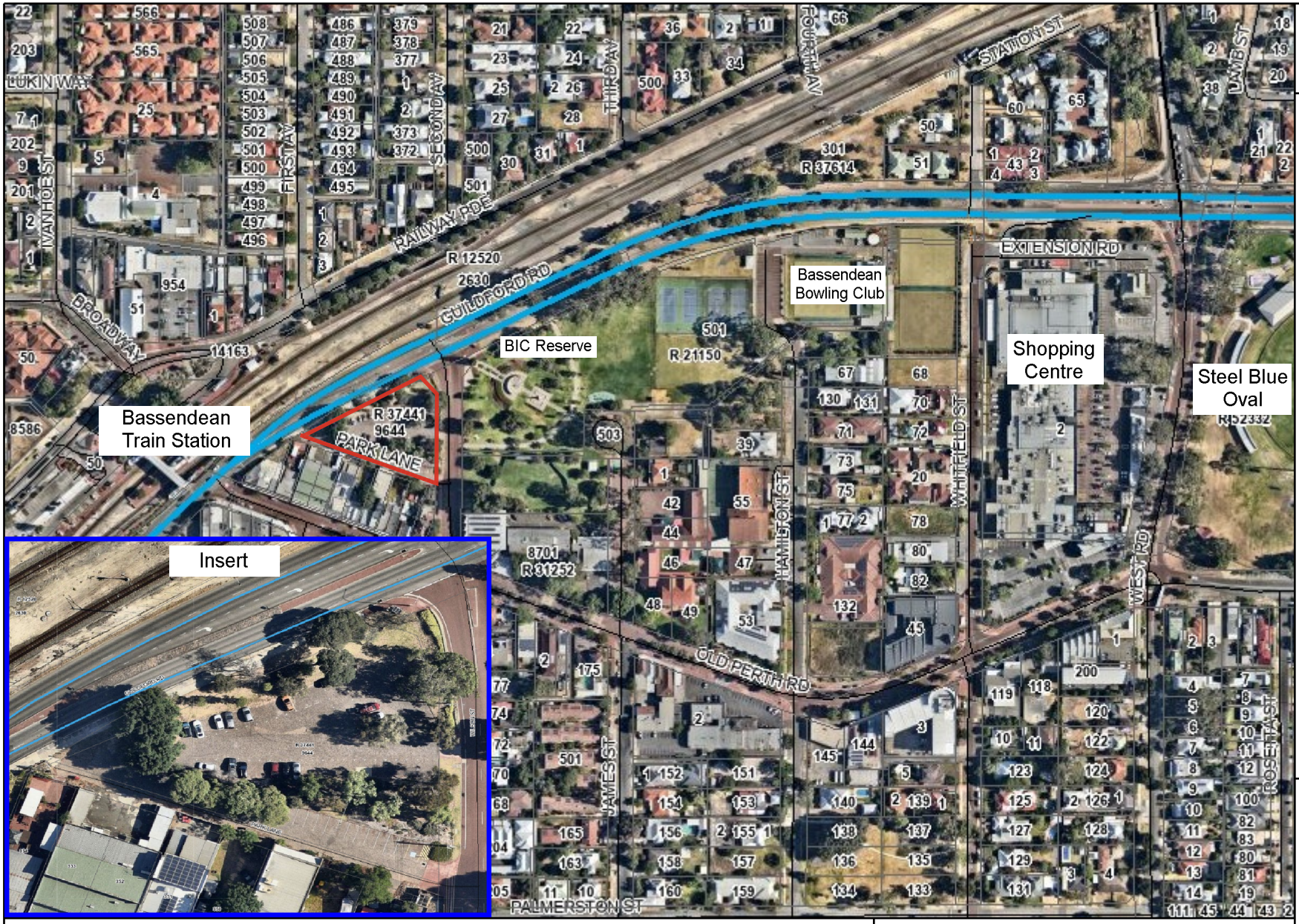

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- Roads
  - State Highway
  - Main
  - Minor
  - Laneway
  - Not Applicable
- Subject site

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Attachment 3 - Location Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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N

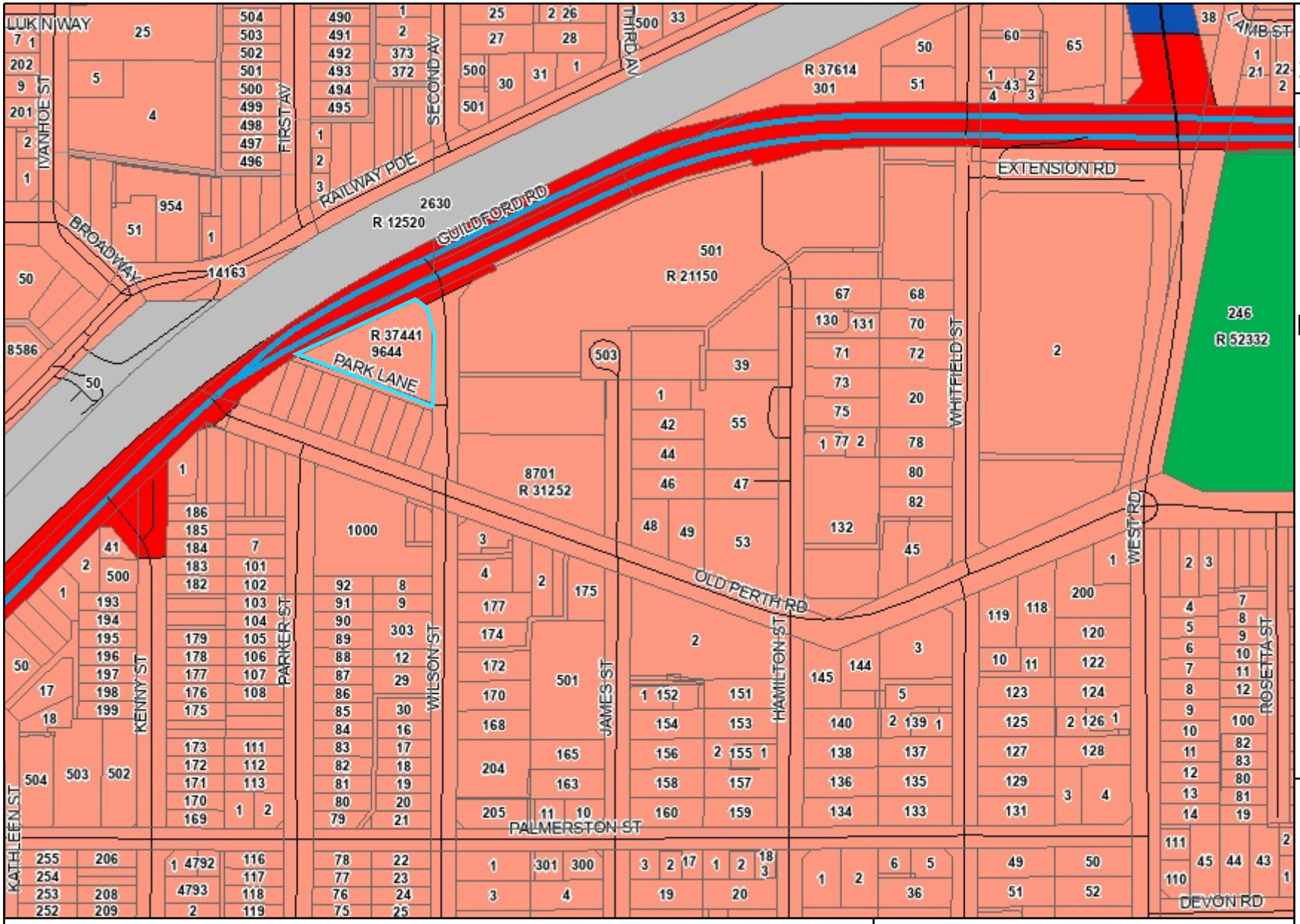
0 0.10 0.19 Kilometres

1: 4,514 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 15-Apr-2026



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- Roads
  - State Highway
  - Main
  - Minor
  - Laneway
  - Not Applicable
- Region Scheme Boundary
- Region Scheme Zones and Reserves
  - Other regional roads
  - Primary regional roads
  - Railways
  - Regional open space
  - Urban
- Subject site

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Attachment 4 - Zoning Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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N

0 0.10 0.19 Kilometres

1: 4,514 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 15-Apr-2026

Attachment 5 – Summary of Public Submissions

General Comments

Issue/Submission	Applicant Response
General aesthetics/Design	
Designs are uninspiring/boxy/ brutalist/institutional, eyesore and not reflective of Bassendean's heritage character or "country town" feel.	A collaborative Design Review Panel (DRP) process was undertaken between DevelopmentWA and Department of Planning Lands and Heritage, chaired by the Associate Government Architect, who broadly supported the intent and built form outcomes of the proposal. A final cohesive colour and material palette for the development will be refined at detailed design stage of the development. Submission of a final selection palette is supported as a condition of approval. The development is sympathetic to the established, and reflective of the intended, Bassendean Town Centre character and seeks to create a unique sense of place, promoting development and economic activity and acting as a catalyst for investment in the area. Whilst there are no commercial or retail uses proposes within the development , the CHP Office and communal area facing Wilson Street provide permeable glazing and fencing, for passive surveillance and engagement with the public realm and visual links to the Bassendean main street. Furthermore, the architectural illustrations and renders within the DA pack were produced in a low-resolution format and those renders therefore failed to properly demonstrate the facade textures and colours. Refer to prior comments on design rationale
The building is not an attractive "entry statement" that the community can be proud of. The design will date quickly resulting in a negative outcome.	
Previous concepts for the development (available to the public) incorporated greater detail of design (materials, colour, activation and articulation). The design has gone backwards.	
For development of this scale/height a high quality aesthetic should be required. The proposal seeks the height but does not deliver on high quality design.	
The proposal does not incorporate any activation at the ground floor level. Non-residential uses (café/retail) could be provided.	
Sustainability	
The proposed development is aiming for a 6 Star NatHERS rating, which is lower than the current NCC requirement of minimum 7 Star rating.	A range of sustainability measures have been incorporated into the development, including provision for electric vehicle charging, solar panels, and water efficient fixtures. Based on the submitted documentation, 78% of apartments achieve compliant cross ventilation, and all apartments receive a minimum of two hours of direct sunlight in accordance with the requirements of the R Codes, with northern orientation utilised where practicable. The building design carefully balances access to northern light with the need to manage acoustic impacts arising from the adjacent rail corridor and Guildford Road to the north. Recessed glazing to the eastern and western elevations has been incorporated where feasible to reduce solar heat gain during summer morning and afternoon
The orientation of dwellings, while removing south facing apartments will be impacted by morning and afternoon sun for east/west facing balconies. This will result in temporary structures which will impact the overall façade.	
The proposal talks to suggested or future features (such as solar panels, charging stations) but does not commit to anything.	

	periods. The project is designed to meet/exceed the NCC requirement of 7 star NatHERS (average) with no dwelling to achieve a rating lower than 6-star,
Landscape & Tree retention	
Greater landscaping should be used to reduce the impact of the development.	The landscaping plan for the site uses native and deciduous trees complemented by ground cover planting, with landscaping adjacent to streets providing amenity to both residents and the public realm. Generous new landscaping introduces a green network connection established throughout Bassendean, with deep soil zones and planted edges to soften built form and enhance biodiversity. New landscaping also creates additional amenity spaces to the internal spaces of the development site. - 15x trees to be retained (10x of which are significant, mature trees) - 20x trees proposed to be removed to facilitate construction (4x of which are dead, or deemed to be a priority for removal) - 19x new, largely native trees proposed to be installed - Additional mix of shrubs, native plants and groundcover to be installed
The development should not lead to the unnecessary removal of trees through direct means (removing trees that are worthy of retention) or indirectly by the trees not being sustainable in relation to the building (building being too close to trees / overshadowing etc).	An Arborist report has been undertaken to assess tree health, with site planning of the building and car parking formulated around retention of healthy, mature trees. The landscape for the site places a focus on ground level planting for true deep soil and growth of trees without impediments above or below, ensuring trees reach maturity.
Additional community space (parklet) should be provided as it was shown in previous iterations of the plan.	
CPTED	
Insufficient lighting has been provided to ensure safe use of the grounds and the laneway at nighttime.	Pedestrian paths along Park Lane and Wilson Street and within the car park meet CPTED principles, with most direct path of travel and adjacent to openings for passive surveillance. Submission of a full CPTED report as a condition of approval would be supported.
Social Housing	
The high concentration of social housing in a single building is not supported. The extent of social housing will bring anti-social issues to the Bassendean area (which already has a higher than average amount of social housing). Ninth Avenue Inglewood demonstrates how social housing can impact the surrounding residents.	The proposal has been designed and will be managed in a manner that supports positive integration with the surrounding area and aligns with best practice community housing delivery models. The development will be owned and managed by a registered Community Housing Provider operating under the WA Community Housing Regulatory Framework , which requires

Robust tenancy management, on-site supervision/security, clear behaviour protocols and rapid complaint resolution need to be incorporated into this development.	robust tenancy selection processes, active tenancy management, and ongoing property maintenance, which are critical to ensuring well managed and stable residential outcomes. The project includes 20% social housing which equates to 15 dwellings. The remaining 58 (80% are to be affordable dwellings) The development has been informed by CPTED principles, including passive surveillance, clear delineation between public, communal and private spaces, well designed access points, and high quality common areas. These measures are intended to support resident safety, minimise opportunities for conflict, and contribute positively to street activation and local amenity. Comparisons with other developments are noted however each development must be assessed on its own merits, having regard to its design, management framework, and local context. The combination of a regulated management model, clear operational protocols, and a design response grounded in CPTED principles provides an appropriate and effective site response and the proposal is not expected to result in unreasonable impacts on the amenity or safety of the surrounding area. As an additional CPTED measure, this project has included for a CHP office on the ground floor.
General	
The users won't be able to open their balconies without noise from the road, rail and surrounding land uses (hotel).	The Noise Management Plan prepared by Lloyd George Acoustics addresses noise management for the development and built form measures glazing, door and wall treatments to manage rail and road noise.
The development will affect surrounding properties through visual privacy impacts, overshadowing and light spill.	Visual privacy, overshadowing and light spill impacts have been appropriately managed through building setbacks, articulation and orientation, compliance with applicable height and overshadowing controls under the R-Codes, and the incorporation of screening, landscaping, and lighting design measures.
Waste collection relies on Park Lane which will impact the use of this laneway for the development and other users.	Refer to prior commentary, on waste strategy, timing of Waste truck in Park Lane and overall conservative estimates.
Other/General	
Consultation period was too short and did not provide for reasonable time to respond.	DPLH to respond
The density will strain schools, health services, parking, roads and public transport; requests for independent assessments and funding for upgrades.	The location of this project is in line with State Government policy to increase density around train stations
The cost of the development does not match private development which provides for greater amenity for only a small increase. The use of state money should be reviewed to ensure the	Not a planning consideration.

project represents value for money in delivering positive outcomes.	

Traffic

Issue/Submission	
Guildford Road is "already congested", "gridlocked", and "at capacity", especially near Collier Road rail crossing, Lord Street, and the Guildford Bridge. Lengthy delays are experienced entering/exiting local streets during peak hours, with some saying they already avoid key intersections due to bottlenecks. The road network is already under strain and any increase will heavily impact the system.	The Transport Impact Statement (TIS) confirms that the proposal is expected to generate low traffic volumes (~334 vpd), with minimal peak hour impacts. Given the site's proximity to Bassendean Station and town centre services, a reduced reliance on private vehicles is anticipated. The additional traffic is not expected to materially impact the operation of Guildford Road or the surrounding network.
Existing intersections area are already unsafe or overburdened, including: Guildford Rd / Wilson St (visibility, turning difficulty, peak-hour queuing) Park Lane / Wilson St (dangerous right-turns, limited sightlines, heavy arterial traffic) Old Perth Rd / Wilson St (narrow, constrained, school zone access) West Rd / Guildford Rd (already congested). Adding additional traffic will increase risk of accidents and congestion and worsen queuing at nearby intersections.	The TIS assessed the surrounding road network and confirms that the scale of traffic generated by the development is modest and within the capacity of the existing network. The identified intersections will continue to operate safely, with no upgrade works required as a result of the proposal. Given the low level of additional traffic, the proposal is not expected to materially change existing safety conditions or queuing at nearby intersections. The development traffic represents a small increment relative to existing volumes.
Increased traffic near St Michael's Primary School, library, senior centre, and playgrounds heightens safety concerns for children and elderly pedestrians.	The site benefits from an established low-speed local street environment, and the modest increase in traffic is not expected to significantly alter existing conditions. Walking access is well supported by footpaths and crossings, and the location promotes short local trips by walking and public transport.
The traffic modelling in the Transport Impact Statement (TIS) is unrealistic, relying on outdated Covid-era traffic counts and assumptions. The assumption that residents will favour public transport is incorrect, with ABS data showing high car use among Bassendean residents.	The TIS utilises recent traffic data and standard industry methodologies. Given the site's immediate proximity to Bassendean Station and town centre services, the assumption of higher public transport and active travel use is considered appropriate and consistent with planning policy for transit-oriented development.
The modelling and TIS downplays turning movement conflict, doesn't examine cumulative impacts with other nearby developments and ignores the lost car park.	The proposal generates a low number of vehicle movements, and access arrangements are consistent with typical residential developments. The scale of traffic is not sufficient to create significant turning conflicts or cumulative impacts on the surrounding network.
Concern that local access streets (Park Lane, Wilson St, Bridson St, Parker St) will become rat-runs, worsening safety for residents and children.	The development is not expected to generate through-traffic. Trips will primarily be local in nature (residents accessing the site) and will not change the function of surrounding streets. As such, no increase in rat-running is anticipated.
Insufficient on site car parking bays will cause increased traffic due to 'circling' as drivers look for bays. Adding to congestion.	The proposed parking provision has been assessed in the TIS and is appropriate for a transit-oriented location. The development is expected to support reduced car ownership, and

	no material increase in circulation traffic is anticipated.
Guildford Road pedestrian crossing and the train station underpass are already unsafe. Adding more cars and pedestrians will increase the chance of conflict. Additional infrastructure is required to the area, including traffic calming, crossing improvements or pedestrian overpass to the train station.	The proposal will generate minimal additional pedestrian and vehicle movements, and is not expected to materially affect safety conditions at Guildford Road or the underpass. These are existing regional infrastructure elements operating independently of the development.
No evidence has been provided for the increased capacity for surrounding roads and intersections via upgrades to support the surrounding area (noting Guildford Road cannot be widened due to location and width of rail corridor and surrounding bridges).	The TIS demonstrates that the existing road network has sufficient capacity to accommodate the development. Given the low traffic generation, additional infrastructure or upgrades are not required as a result of the proposal.
Park Lane is too narrow and unsuitable as the single access point for all vehicles.	Park Lane functions as a local access laneway, and is suitable for the level of traffic associated with the development. Traffic volumes will remain low and consistent with its existing role.
Park Lane does not have turn around capabilities leading to people not able to turn around should parking not be available. This will lead to safety issues of vehicles reversing down the laneway.	Vehicle access and servicing have been assessed, and the design accommodates appropriate manoeuvring and turning movements, including waste vehicle access. The arrangement is considered safe and operationally suitable.
Support/neutral comments	
Not overly worried… Guildford Road is already an issue; this won't make it much worse. Close to a train station no problem. Traffic isn't really an issue around here anyway; the area is quiet. Being near public transport, the impact will be minimal. Traffic will be fine / Not a major factor. Increased foot traffic will be positive for local businesses.	Comments are noted.

Car Parking

Issue/Submission	
The car parking provided is inadequate for the number of dwellings provided. The development is predominantly two bedrooms which will likely generate two cars. The ratio used in parking does not align with that for the Bassendean area which has a higher utilisation of vehicles than the standard, which should be using the R-Codes for requirements.	The site's location within 50 metres of Bassendean Station offers convenient access to alternative transport options. The parking provision promotes sustainable transport and reduces reliance on private vehicles, while still accommodating private car ownership. DevelopmentWA have undertake studies on the utilisation of parking is social housing developments which has informed the number of parking bays offered in this development.
The overflow of the parking shortfall will impact the surrounding area. Street parking will overflow onto Park Lane, Wilson St, Kenny/Parker/West Rd and Old Perth Rd reducing availability for customers, community users and commuters	The site was formally reserved under a Management Order for the purpose of a Park, Parking and Market, with the Town of Bassendean (the Town). In September 2022, the Town transferred the management of the Crown

	Reserve to the State Government (Department of Planning Lands and Heritage) with the intent to remove the car park for development purposes.
External events (markets, outdoor cinemas, ceremonies and football evens) already overwhelm parking capacity.	The site benefits from immediate access to a train station, local services, and walkable amenities, alongside strong cycling infrastructure, which together provide genuine alternatives to daily car use for many trips. Parking has been provided to reflect this context, supported by evidence from comparable developments and the ability to actively manage parking over time. The development is designed to support a range of travel choices, recognising that different households will have different needs, rather than relying on a one size fits all parking model.
The project removes a well-used public car park which is used for commuters, library, BIC reserve events and commercial uses on Old Perth Road. The removal of this parking will compound any impacts of a lack of parking for the development (these people have to park somewhere)	The parking supply has been determined having regard to the site's highly accessible location, the nature of the development, and planning framework which seeks to reduce reliance on private vehicle use and encourage more sustainable travel behaviours. The development incorporates flexibility through parking management measures rather than reliance on additional physical capacity. This includes the ability to manage and allocate bays in response to actual demand, supported by the proximity to public transport, walkable services, and the provision of alternative transport infrastructure. In this context, the absence of capacity to retrospectively increase parking is not considered problematic, as the parking provision has been appropriately contemplated and planned for in the overall site planning, in order to meet the car parking needs of the development.
Once the parking bays are set there will not be any way to create more bays. This will remove any ability to solve any problems caused by the shortfall.	The parking provision has been carefully considered at the design stage and aligns with policy expectations for a transit-oriented development. The proposal is intended to support long-term reduced car dependence, rather than accommodate future increases in parking demand.
Given the number of apartments and bays required the problem with parking will not be 'occasional' but ongoing.	The TIS indicates that parking demand is expected to be appropriately balanced with supply, taking into account the site's accessibility to public transport and services. Ongoing parking issues are not anticipated.
Lack of parking will increase 'circling' impacting traffic (See traffic section).	Given the modest scale of the development and the appropriateness of the parking provision, the TIS does not identify any material increase in circulation traffic associated with drivers searching for parking.
The proposal does not provide for parking of visitors/trades/services/deliveries etc	The proposal includes 11 visitor bays, which is appropriate for the scale and nature of the development. Short-term servicing (e.g.

	deliveries) can also be accommodated within the site or via typical kerbside arrangements.
People struggling to find parking will result in illegal/unsafe parking, blocking sightlines. This will have overflow impacts on safety for pedestrians, vehicle users and emergency services as well as bring down the character of the area.	The development is not expected to result in significant overspill parking. Existing parking controls and enforcement mechanisms will continue to apply, and no adverse impacts on safety or emergency access are anticipated.
The assumption that proximity to the station will suppress car ownership/use is incorrect. Shift work, dispersed jobs, family logistics and limited buses are reasons the public transport will not cater for the lack of parking.	The site is located immediately adjacent to Bassendean Station and within a walkable town centre, which is strongly associated with lower car ownership and higher public transport use. This approach is consistent with State planning policy for activity centres. The parking bays available within the project will be closely managed by the CHP to ensure they are allocated to those in need. In the event all parking allocations are exhausted, the CHP has the ability to select tenants who don't need a parking bay
The site is not comparable to Fremantle where the case study for the parking was provided.	The Case Studies that were referred to in the parking assessment were 100% social and not managed by a CHP. We anticipate the parking to be carefully managed by the CHP to ensure minimal impact to surrounding streets and residents
The parking configuration will disadvantage certain groups who typically rely on vehicles for day to day movement, including: certain workers (lower-income /shift-working /essential-service residents) Families with young children. Elderly people.	It is anticipated that a condition for a Car Parking Management which addresses car bay allocation measures, site access and compliance management of bays is supported. Visitor bays will also be marked to limit incorrect use.
No information has been provided on how the parking bays will be managed and/or allocated to prevent abuse of the parking system. This could result in visitor parking being used as de facto resident parking.	The planning framework provides the opportunity for alternative car parking provisions to be considered by the decision maker where appropriate. The CHP's are to manage the allocation of parking bays and where necessary, are able to select tenants who do not require parking, should all bay be allocated elsewhere.
Other applications within Bassendean (i.e. proposed Brewery) have required to have compliance with parking standards and even refused if not compliant.	Each development application is assessed on its own merits, having regard to site context, accessibility and planning policy. The subject site's proximity to high-quality public transport supports a reduced parking provision. In this particular instance, the CHP is able to manage the allocation of bays and units, to ensure the parking bays are not over allocated.
Support/neutral comments	
No issue / Non issue / It's fine with parking. Support for reduced private bays near transit and more bike storage. Using street management (time limits/permits) will discourage long-stay parking. "always find parking"	Comments are noted.

Height

Issue/Submission	

Nine storeys are excessive in height for the for Bassendean's village/heritage context and would visually dominate the town entry.	The Town Centre Masterplan, informed by the Town's Local Planning Strategy includes the subject site and its anticipated height of 8-10 storeys, consistent with that proposed. The development introduces higher density living within proximity of a train station, established town centre environment and complementary services, consistent with Transit Oriented Development (TOD) principles. The proposal has been refined to strengthen its connection to Bassendean's local character by incorporating warm, mineral-oxide pigmented precast concrete inspired by traditional Perth brick, along with façade rhythms and datums that reference the proportions of Old Perth Road and surrounding heritage streetscapes. Subtle veranda-like podium feel elements further echo the sheltered edges of Bassendean's historic shopfronts, while the landscape design reinforces site identity through retention of significant trees, integration of the historic entryway, and native planting that reflects the local ecological setting. Together, these measures provide a clearer and more cohesive architectural and landscape response to local heritage while maintaining the contemporary design approach supported by the Design Panel. The proposal maximises opportunities associated with the Bassendean Station by introducing a critical mass of people and delivering a mix of medium density opportunities. Despite the height increase from that existing, the development provides areas of greater setback generosity, which improve opportunities for outlook, natural light access, and visual relief to lower-density neighbours. The R-Codes do not provide a maximum overshadowing for lots zoned R80 and above, however the development is setback from and articulated along the southern boundary in an effort to limit overshadowing where practical.
The height is out of character, with mostly 1- 3 (up to 5) storey development nearby. This includes heritage streetscape and associated aesthetic.	
The overall design is an eyesore (See amenity).	
The site sits at a gateway to Old Perth Road; height should reinforce, not overwhelm, the town's character.	
The height will overshadow public and private spaces nearby (including BIC Reserve), reducing natural light	
The design has a monolithic appearance and without setbacks or modulation does not present a 'human' scale.	
Fear that approving a nine-storey building sets a precedent for further high-rise, permanently changing the town's scale.	
The development does not have any setbacks, vertical or horizontal articulation or varied materials to reduce impacts on bulk. The design does not 'step' providing a continuous façade with no transition to surrounding sites.	
The development could use underground parking to enable fewer stories but retain yield.	
The height of the building would have a negative impact on the surrounding landscaping.	
Support/neutral comments	
"No issue with the height," or "height not important if design is good and impacts are managed."	Noted.
Taller buildings in this location (as a TOD) is supported.	Noted.

Attachment 6 – GAWA comments and Applicant's Response

Item	SPP 7.0 Requirement	Comments / further considerations required	Applicant Response
Summary		The project is located in an established area, north of the main street of Bassendean (Old Perth Road) and west of the Bassendean Improvement Committee (BIC) Reserve. The identified site is triangular in shape, with Guildford Road to the north-west presenting acoustic and amenity challenges. Key design issues for the concept design DR2 are summarised below: • Site planning and orientation is generally supported. • The retention of existing established trees on the site is strongly supported. • The composition and architectural design of the facades need development to match the intent of the former scheme. • The proposed material palette is not clearly defined in the drawings. Clear descriptions should be added to the drawings to show the intended materials and finishes.	
PRINCIPLE 1: CONTEXT AND CHARACTER	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The linkages to these local sources should be stronger. A contemporary architectural response is supported.	The proposal has been refined to strengthen its connection to Bassendean's local character by incorporating warm, mineral-oxide pigmented precast concrete inspired by traditional Perth brick, along with façade rhythms and datums that reference the proportions of Old Perth Road and surrounding heritage streetscapes. Subtle veranda-like podium feel elements further echo the sheltered edges of Bassendean's historic shopfronts, while the landscape design reinforces site identity through retention of significant trees, integration of the historic entryway, and native planting that reflects the local ecological setting. Together, these measures provide a clearer and more cohesive architectural and landscape response to local heritage while maintaining the

			contemporary design approach supported by the Design Panel.
PRINCIPLE 2: LANDSCAPE QUALITY	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Support for increasing shrubbery and young trees, strengthening amenity, biodiversity, and integrated landscape quality across communal spaces. But requires detailed landscape plan showing shrubs and trees.	Detailed landscape plan to be provide through working drawings.
PRINCIPLE 3: BUILT FORM AND SCALE	Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	Use pigmented finishes over painted finishes for precast concrete.	External precast will be coloured with oxide; there is no painted precast concrete proposed externally.
PRINCIPLE 4: FUNCTIONALITY AND BUILD QUALITY	Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.	1. Ensure roof drainage is concealed and is documented. 2. Ensure the proposed dwelling on the southeast corner at ground to be used as a caretaker dwelling.	The dwelling on the ground floor is not proposed as a caretaker dwelling. It is a dwelling similar to all others in the development. The CHP has an office on the ground floor of the building, likely attended during business hours (or part business hours)
PRINCIPLE 5: SUSTAINABILITY	Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	1. Incorporate targeted east–west shading to reduce heat gain and improve comfort. 2. Document EV Bay locations 3. Document PV installations proposed and future.	1. Currently over achieving 1:4 ratio 2. future provision for EV bays only (conduit and space for an EV Distribution Board). 3. currently considering 30kWh solar array
PRINCIPLE 6: AMENITY	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	1. Consideration provides direct access to balcony from main bedroom where possible. 2. Provide additional planting near the eastern service area	No proposed change to the design. Refer to Principle 1 for design ethos

PRINCIPLE 8: SAFETY	Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	1. The fencing should complement the architectural language of the built form and contribute to a cohesive streetscape. 2. Provide an integrated lighting strategy throughout, including the car park, landscaped areas balconies and circulation spaces.	1.Fencing Integration The perimeter fencing will be designed to complement the architectural language of the building through the use of permeable palisade or garrison style fencing with a brick or block plinth, ensuring visual cohesion with the façade and contributing to an attractive, consistent streetscape. 2.Integrated Lighting Strategy A fully integrated lighting strategy will be developed for the project, covering the car park, landscaped areas, balconies, entry points, and internal circulation spaces. This strategy will enhance safety, visibility, and passive surveillance while aligning with CPTED principles and the overall design intent.
PRINCIPLE 10: AESTHETICS	Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	1. Incorporate contextually appropriate masonry elements and landscape treatments. 2. Clarify treatment and specification of finishes	1.The proposal incorporates masonry elements and landscape treatments that directly reference Bassendean's established character. Warm, neutral-toned, oxide pigmented precast concrete and brick inspired textures have been selected to align with the local material palette, supported by complementary layered planting and landscape details that reinforce site identity. 2. The drawing DA200 and DA report clearly document all façade finishes, including material types, colours, textures, and application methods. These clarifications ensure a cohesive, high quality architectural expression that is both durable and consistent with the intended contemporary aesthetic.

urbii
Sustainable Transport. Safe Solutions

1 Park Lane, Bassendean
Proposed Residential Development

TRANSPORT IMPACT STATEMENT



Prepared for:
Development WA

December 2025

1 Park Lane, Bassendean

Prepared for: Development WA
Prepared by: Paul Ghantous
Date: 15 December 2025
Project number: U25.060h

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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Development WA with regards to the proposed residential development, located at 1 Park Lane, Bassendean.

The subject site is located at the south-west corner of Guildford Road and Wilson Street, as shown in Figure 1. Park Lane runs along the rear (southern) boundary of the site. The site presently accommodates a public at-grade car park, with vehicle access via Wilson Street and Park Lane (Figure 2).

The site is surrounded by a mix of residential, commercial, community and retail land uses. Retail attractions are located along Old Perth Road, within walking distance of the site. Bassendean Train Station and Bus Stand is located on the other side of Guildford Road, within 200m walking distance of the site.

It is proposed to develop the site into a residential development, delivering a total of 73 apartment units. The proposed development forms part of the Housing Australia Future Fund (HAFF) program, a national initiative established by the Commonwealth Government to significantly increase the supply of social and affordable housing across Australia.

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

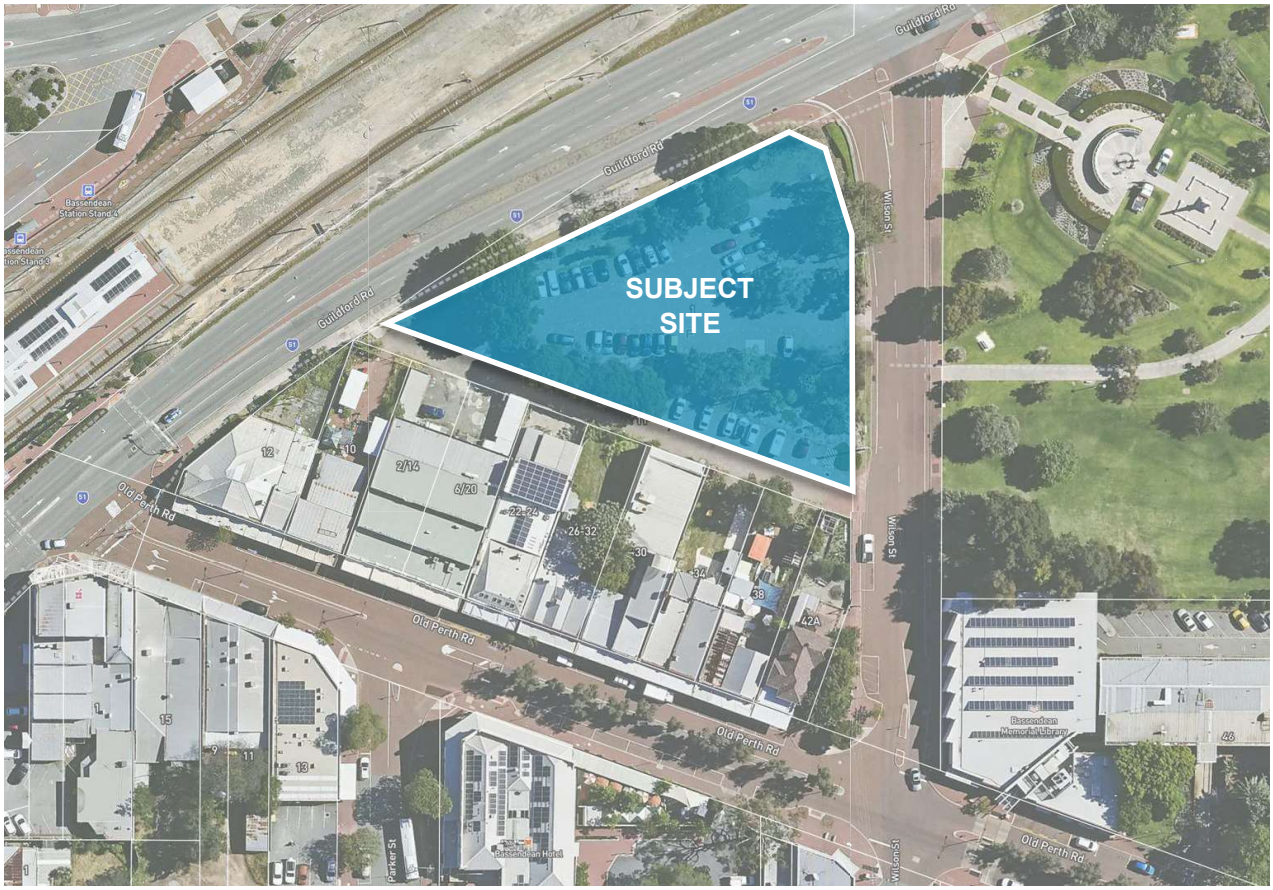

Figure 1: Subject site



Figure 2: Existing site use

2 Project background

2.1 Housing Australia Future Fund (HAFF) Program

The Housing Australia Future Fund (HAFF) is a Commonwealth-led initiative whose purpose is to significantly increase the supply of social and affordable housing (S&AH) across Australia. In Western Australia, the program is being implemented in partnership between the Commonwealth Government and the State Government of Western Australia, through the agency Development WA (and other relevant agencies) and operating on government-owned land in well-connected locations.

The developments will take the form of build-to-rent apartments or specialist affordable housing and will be sold to registered Community Housing Providers (CHPs) at completion, who will then manage them over extended terms (e.g., 25-year operational terms).

Around 20 % of dwellings will be designated as social housing and 80 % as affordable community housing. A suite of about 21 projects has been announced under the agreement, with 14 projects forming the “first tranche”, delivering nearly 1,100 homes, and a further seven under design.

The chosen sites are located close to high-frequency public transport, including newly developed or planned stations under the METRONET program or other major infrastructure corridors, reflecting a Transit Oriented Development (TOD) focus.

The WA component of HAFF therefore forms a central plank in the State’s broader housing and urban infill strategy — enabling higher-density, well-located housing supply, benefiting both housing affordability and transport/land-use integration.

2.2 Bassendean site context

The HAFF Bassendean site is located at Lot 9644 (No. 1) Park Lane, Bassendean WA 6054. The site is zoned Urban under the Metropolitan Region Scheme and is designated as a District Centre under the Town of Bassendean Local Planning Scheme No. 11.

The site sits within the established but still growing Bassendean Town Centre, a strategic activity node approximately 12 km north-east of the Perth CBD. The surrounding urban structure reflects a mixed town-centre character, with generally low-density residential areas to the north and south, local commercial and retail activity concentrated along Old Perth Road to the south, and community-oriented land uses to the east including aged care facilities, a Montessori school and public open space.

This mix of uses provides convenient access to everyday services and supports higher-density housing outcomes consistent with State and local planning directions for infill and affordable housing in well-located centres.

A key locational advantage of the site is its immediate proximity to high-quality public transport. Bassendean Train Station is located directly adjacent to the town centre and within a short walking distance of the site, providing frequent rail services on the Midland Line with direct connections to Perth CBD, Midland and intermediate centres.

The station also operates as a local bus interchange, with multiple services linking Bassendean to surrounding suburbs and activity areas, which further strengthens public transport accessibility for future residents.

Vehicular access to and from the site is supported by a connected local street grid and nearby higher-order routes. Park Lane and Wilson Street provide direct local access, while Old Perth Road and Guildford Road form the primary east–west movement spines through Bassendean, offering regional connectivity and multiple route choices for private vehicles and servicing traffic.

This network helps disperse traffic movements across several streets rather than relying on a single frontage.

The walking and cycling environment is also favourable. The town-centre setting provides short, direct pedestrian routes to the station and nearby shops and services, and the site is close to cycling infrastructure including the Principal Shared Path running parallel to the Midland rail corridor.

These facilities support safe and convenient active-transport connections to the station precinct, local destinations and the broader metropolitan cycling network.

Overall, the site presents a highly advantageous transport and land-use context for the proposed higher-density affordable housing development. The combination of a transit-rich location, strong access to town-centre amenities, and good active-transport connectivity is expected to support comparatively lower car dependence and trip generation rates, with higher propensity for public transport, walking and cycling than typical suburban residential developments.

3 Scope of work

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

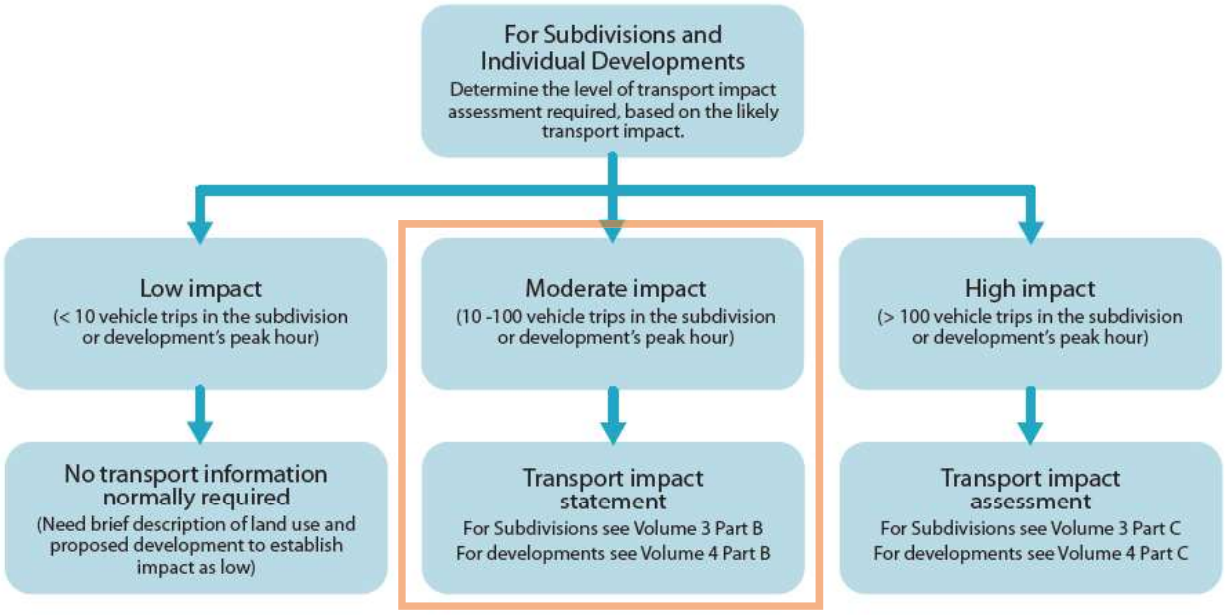

Figure 3: WAPC Transport Assessment Guidelines – reporting requirements

This TIS considers the following aspects of the proposal:

- Existing road network, traffic volumes, and transport infrastructure surrounding the site;
- Access arrangements for vehicles, cyclists, and pedestrians;
- Onsite car parking and bicycle parking provisions;
- Estimated traffic generation;
- Public transport accessibility; and
- Assessment of transport safety, capacity, and network integration.

4 Proposed development

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

- A total of 73 residential apartment units, including:
  - 24x 1-bed apartments
  - 49 x 2-bed apartments
- A Community Housing Provider (CHP) office (~60m^2);
- 43 residential car parking bays;
- 11 visitor car parking bays;
- 40 bicycle parking spaces for residents in a secure store room;
- 6 visitor bicycle parking spaces, conveniently accessed from the site frontage footpath; and,
- A centralised bin store.

Vehicle access to the site is proposed via one crossover connecting to Park Lane at the rear of the site. Bins will be wheeled out from the communal bin store for collection from the bin hardstand on the southern boundary of the site (Park Lane).

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

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

5 Vehicle access and parking

5.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

As detailed in the proposed development plans and in Figure 4, vehicle access to the site is via one full-movement crossover on Park Lane, at the rear of the site. The driveway is 5.8m wide, which is sufficient for two-way traffic flow.



Figure 4: Proposed vehicle access

5.2 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite bays are 2.4m wide by 5.4m long. Aisle width is 5.8m. A 1m blind aisle extension is provided at the end of the car park aisles. Access to the car park is secured via a sliding gate.

Minor amendments and refinement to the car park layout may be undertaken at subsequent design stages.

5.3 Policy context and justification for parking provision

5.3.1 Overview

The proposed development provides a total of 54 car parking bays, including:

- 43 car parking bays for residents, including 31 bays internally within the site car park and 12 bays accessed directly off Park Lane. This equates to a parking provision ratio of **0.59** resident bays per apartment.
- 11 visitor car parking bays accessed directly off Park Lane adjacent to the site.

This section outlines the Western Australian planning policy framework that supports the proposed car parking supply and explains how the development aligns with current Transit Oriented Development (TOD) and activity centre objectives.

5.3.2 Alignment with WAPC Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The Development Control Policy 1.6 (DCP 1.6) establishes the State's framework for integrating land use and transport planning around major public transport nodes, including railway stations. The policy promotes compact, mixed-use urban forms that reduce car dependence and encourage walking, cycling, and public transport use.

DCP 1.6 recognises that higher residential densities and mixed-use developments within walkable catchments of train stations can reduce car dependence, increase accessibility for those without access to private cars, and minimise congestion on the road network.

Within transit-oriented precincts, the policy encourages local governments to adopt parking standards that reflect the availability of public transport and provides discretion to vary standards. It also promotes the progressive replacement of surface-level car parking near stations with more transit-supportive uses over time.

The proposed 0.59 resident bays per dwelling ratio is consistent with these principles. The site location within 200 metres of Bassendean Train Station offers excellent access to frequent public transport services, supporting lower car ownership levels and reduced demand for onsite parking.

5.3.3 Consistency with State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 (SPP 4.2) provides the strategic framework for activity centres in the Perth and Peel regions and reinforces the importance of integrating land use and transport planning. It encourages higher-density mixed-use development within walking distance of high-frequency public transport.

SPP 4.2 specifically supports reduced parking provision in well-connected centres, stating that local governments and developers should adopt lower car parking ratios where development is accessible by public transport or where shared parking arrangements can be achieved.

The proposed parking ratio aligns with the intent of SPP 4.2 by balancing onsite resident needs with broader objectives to reduce private vehicle dependence and encourage greater public and active transport mode share.

5.3.4 Department of Transport – Parking Guidelines for Activity Centres

The Parking Guidelines for Activity Centres published by the Department of Transport provide further guidance for applying flexible, context-based parking standards in transit-accessible locations. The guidelines advocate for reduced parking supply in areas with strong public transport access and high-quality walking and cycling connections.

They also encourage the use of Travel Demand Management (TDM) measures such as shared parking arrangements, unbundled parking, secure bicycle storage, and improved pedestrian connectivity.

The proposed development incorporates these principles through a balanced provision of resident and visitor parking, secure bicycle parking, and strong pedestrian connections to Bassendean Station. This supports sustainable transport choices and reduces the reliance on private vehicles.

5.3.5 Summary and conclusion

The proposed parking provision represents an appropriate and balanced outcome, consistent with Transit Oriented Development (TOD) principles, which promote performance-based and context-sensitive parking outcomes within walkable, transit-supportive precincts.

The site is located within short walking distance of Bassendean Train Station on the Midland Line, providing direct access to the Perth Central Business District and broader metropolitan areas through line transfers. Accordingly, the development benefits from high public transport accessibility, significantly reducing dependence on private vehicles. The current rail network map is provided in Appendix C for reference.

Urban planning and transport policy in Western Australia typically support reduced car parking ratios for developments located within 400–800 metres of high-frequency public transport, provided that the proposal demonstrates a clear mode-shift opportunity and supports active travel.

The proposed ratio of 0.59 resident bays per dwelling aligns with this principle and reflects the affordable housing and tenure-blind objectives of the HAFF Program, where occupants are expected to exhibit lower average car ownership compared with traditional market-rate housing.

The provision of 11 visitor parking bays on the adjacent street exceeds the minimum expectations for a development of this nature, where visitor demand is typically low and may also be accommodated within the surrounding local road network.

Complementary measures incorporated into the design — including secure bicycle parking, universal pedestrian access, and direct connectivity to the rail station and local bus routes — further support sustainable travel behaviour and justify the proposed reduced car parking rate.

On this basis, the proposed parking supply is considered appropriate, sufficient to accommodate expected demand, and consistent with State and local planning policy objectives.

6 Provision for service vehicles

The proposed development is residential in nature and will not generate significant delivery and other service vehicle traffic. Bins will be wheeled out from the centralised bin store to a presentation hardstand on the southern boundary of the site, within the Park Lane verge.

Allowance has been made for a waste collection vehicle to enter Park Lane in forward gear, turn around by reversing into the development driveway, and then exit back to Park Lane in forward gear. The truck will then park adjacent to the bin presentation hardstand for rear loader waste collection.

The waste contractor will be provided with an access remote to open the secure access gate, which will allow the waste truck to reverse into the driveway.

Swept path analysis has been undertaken for a 9.8m rear loader waste truck. The swept path analysis demonstrates sufficient clearance for manoeuvring within Park Lane and is provided in Appendix D of this report.

7 Hours of operation

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

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

8 Daily traffic volumes and vehicle types

8.1 Traffic generation

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

- Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* (2024).
- RTA TDT 2013/04a; and
- WAPC *Transport Impact Assessment Guidelines* (2016).

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	TfNSW - High density residential (Regional)	4.57	0.53	0.32	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate 334 vehicles per day (vpd), with 39 vehicles per hour (vph) and 23 vph generated during the AM and PM peak hours, respectively.

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

Table 2: Traffic generation – Weekday AM and PM peak hours

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	73	334	39	23	10	29	15	8

8.2 Impact on surrounding roads

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

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

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

9 Traffic management on the frontage roads

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

9.1.1 Guildford Road

Guildford Road near the subject site is an approximately 20m wide, four-lane dual carriageway road. A path for walking and cycling is provided along the southern side of the road. A raised and kerbed median is provided, with a right turn pocket at the intersection with Wilson Street.

Guildford Road is classified as a *Primary Distributor* road in the Main Roads WA road hierarchy (Figure 6) and operates under a speed limit of 60km/h (Figure 7).

Primary Distributor roads are the responsibility of Main Roads Western Australia and are typically for the movement of inter-regional and/or cross town/city traffic.

Traffic count data obtained from Main Roads WA indicates that Guildford Road carried approximately 20,000 vehicles per day in 2024.

The daily traffic profile shows the peak hour occurs at around 7am to 8am in the morning and 4pm to 5pm in the afternoon (Figure 5). Traffic volumes are consistent throughout the day.

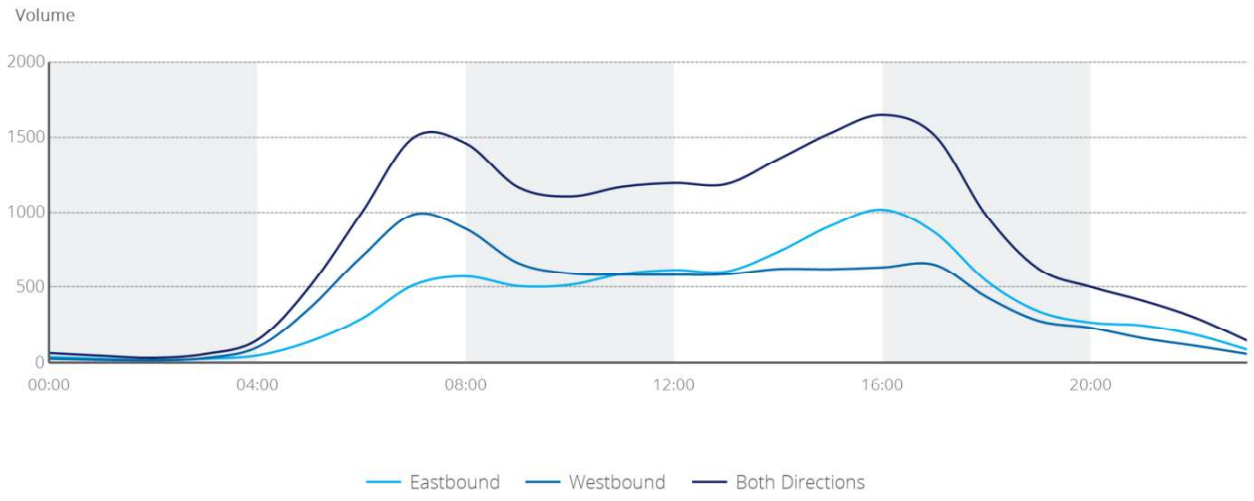

Figure 5: Weekday traffic profile on Guildford Road

Source: Main Roads Traffic Map – Guildford Rd, West of West Rd (SLK 9.16) 2024

9.1.2 Wilson Street

Wilson Street near the subject site is an approximately 11.5m wide, two-lane undivided road. The road is surfaced with red asphalt treatment, to help calm traffic speed and improve driver alertness. A path for walking and cycling is provided along the eastern side of the road.

Wilson Street is classified as a *Local Distributor* road in the Main Roads WA road hierarchy (Figure 6) and operates under a speed limit of 50km/h (Figure 7). Local Distributor roads are the responsibility of Local Government and are for the movement of traffic within local areas and connect access roads to higher order distributors (Figure 8).

Traffic data obtained from the Town of Bassendean indicates that Wilson Street carried around 1,500 vehicles per day (vpd) in 2020.

9.1.3 Park Lane

Park Lane near the subject site is a 5m wide laneway, which runs for a length of 95m from Wilson Street to Guildford Road. Park Lane terminates at Guildford Road and forms a T-intersection with Wilson Street to the east.

90 degree car parking is provided along the length of Park Lane, with the parking located outside the road reservation and within the subject site.

Park Lane is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 6) and operates under a speed limit of 50km/h (Figure 7). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 8).

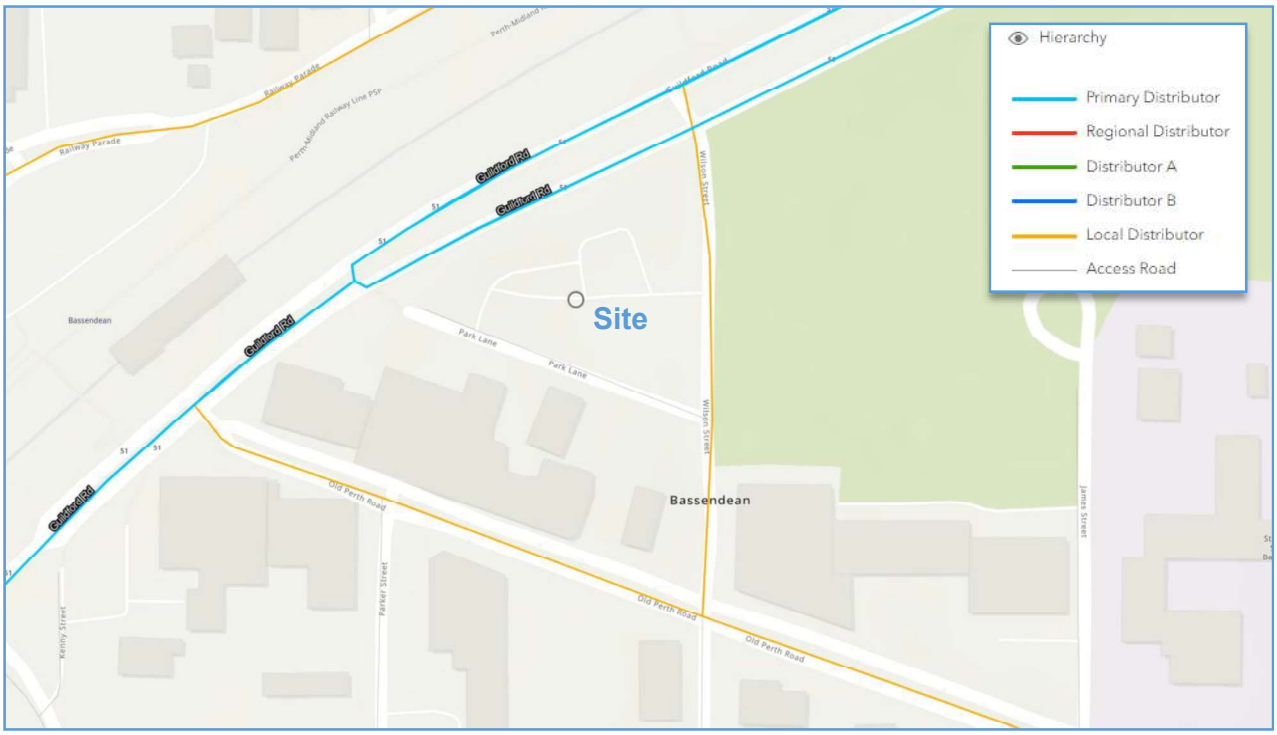

Figure 6: Main Roads WA road hierarchy plan

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

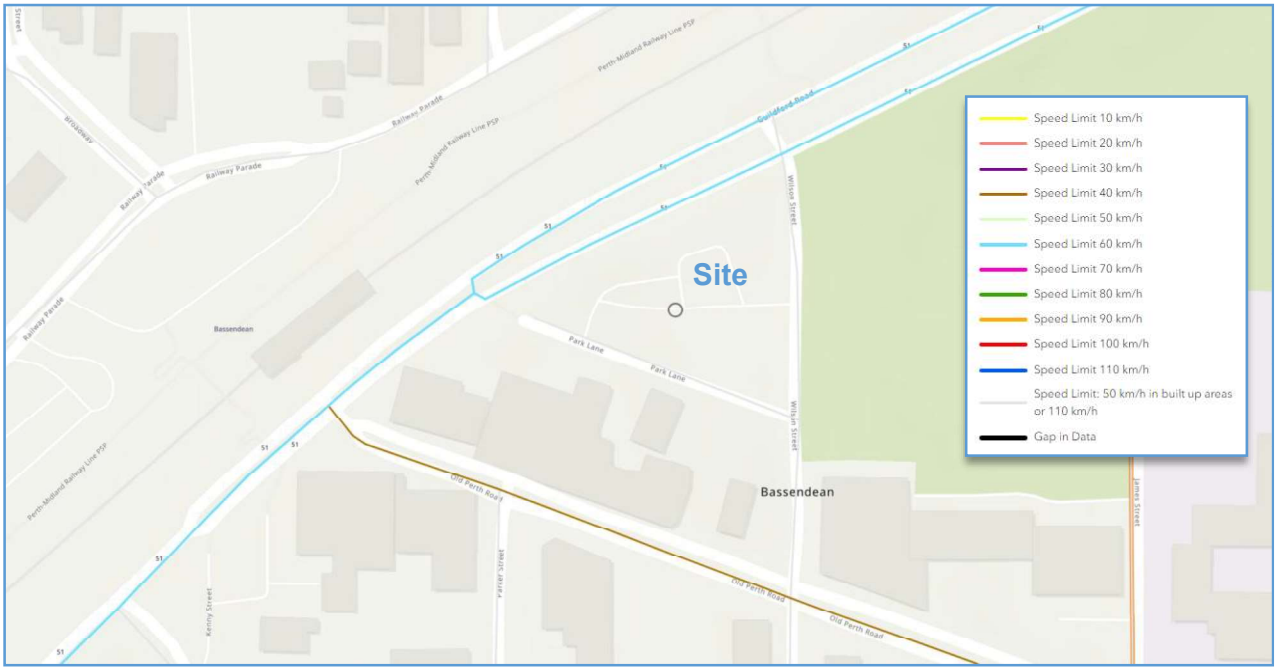

Figure 7: Main Roads WA road speed zoning plan

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

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

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

Figure 8: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

10 Public transport access

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

The subject site benefits from excellent public transport accessibility given its immediate proximity to Bassendean Train Station and the adjacent bus interchange. Multiple Transperth bus routes operate within a short walk of the development, providing strong north–south and east–west connectivity across nearby suburbs and to regional destinations.

The bus services operating adjacent to the site are detailed in Table 3.

Table 3: Bus routes servicing the subject site

Route	Route Description
45	Bayswater Stn - Bassendean Town Centre via Ashfield (Figure 10)
47	Bassendean Stn - Morley Stn via Collier Rd & Embleton Av (Figure 10)
355	Galleria Bus Stn - Whiteman Park Stn via Collier Rd, Bassendean Stn & Altone Rd (Figure 11)
356	Galleria Bus Stn - Ballajura Stn via Morley Stn, Bassendean Stn, Sturtridge Rd (Figure 11)
357	Bassendean Stn - Whiteman Park Stn via Suffolk St & Arthur St (Figure 11)

Bassendean Train Station and the associated bus interchange are located within 200 metres west of the site, as shown in Figure 9. The station is on the Midland Line, which provides frequent, high-capacity passenger rail services through Bassendean, delivering direct connectivity to the Perth CBD to the west and Midland to the east.

This level of rail accessibility, combined with the adjacent bus interchange and multiple bus routes servicing the site, offers future residents a convenient and practical alternative to private vehicle travel.

The immediate proximity of high-frequency rail and feeder bus services supports strong public transport mode-share potential and aligns the development with State objectives for transit-oriented and sustainable transport outcomes.

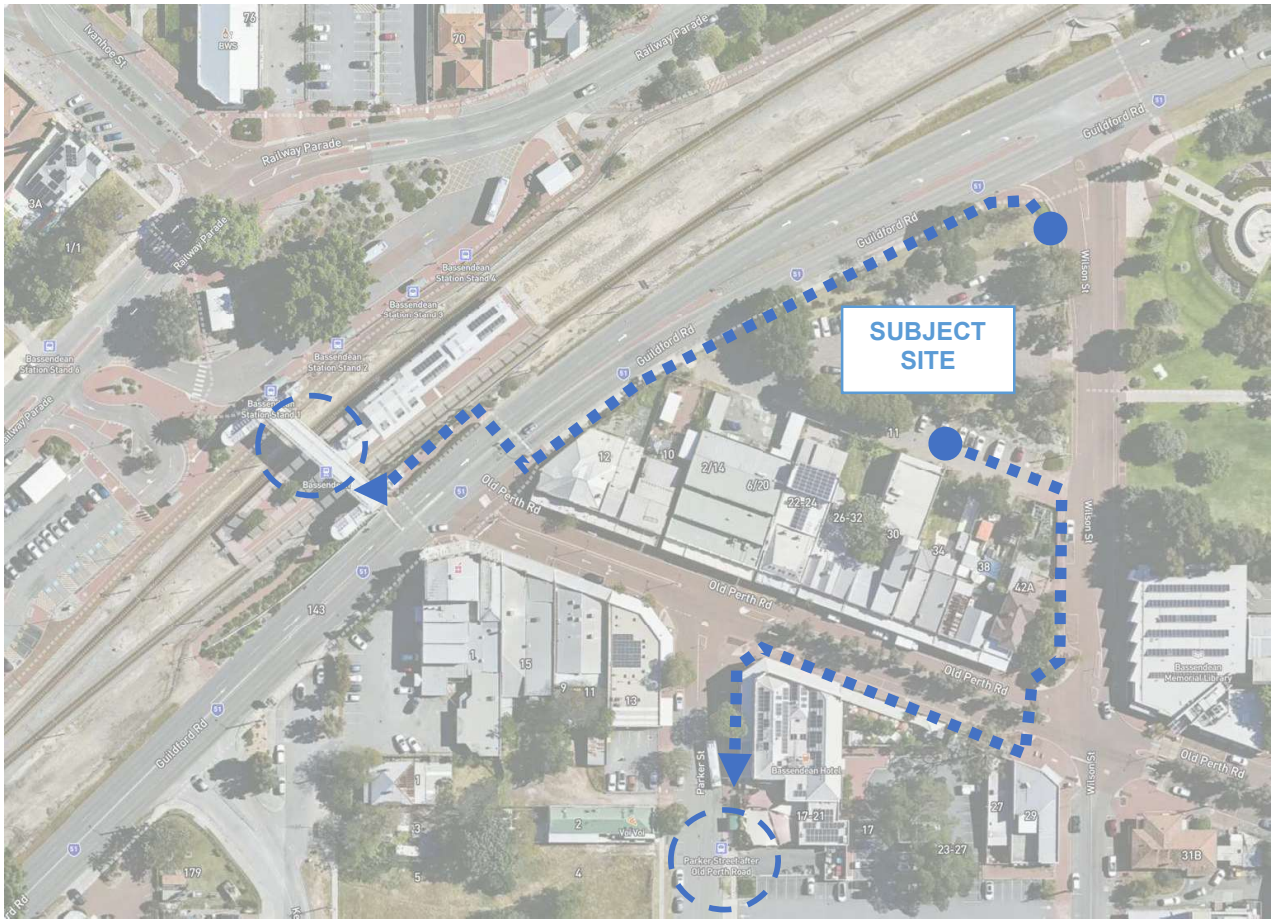

Figure 9: Closest transit stops serving the proposed development

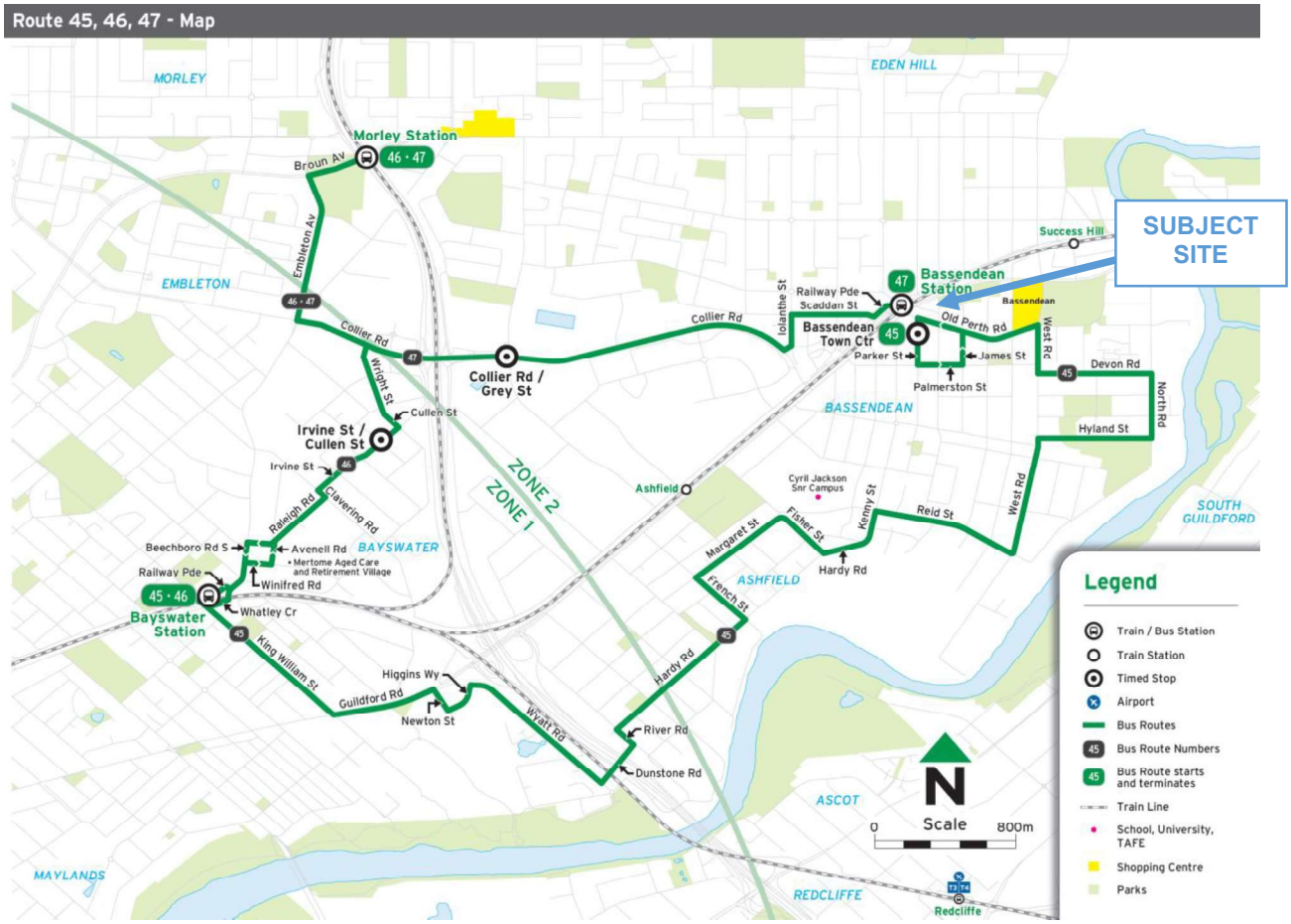

Figure 10: Transperth public transport plan (routes 45 & 47)

Source: Transperth

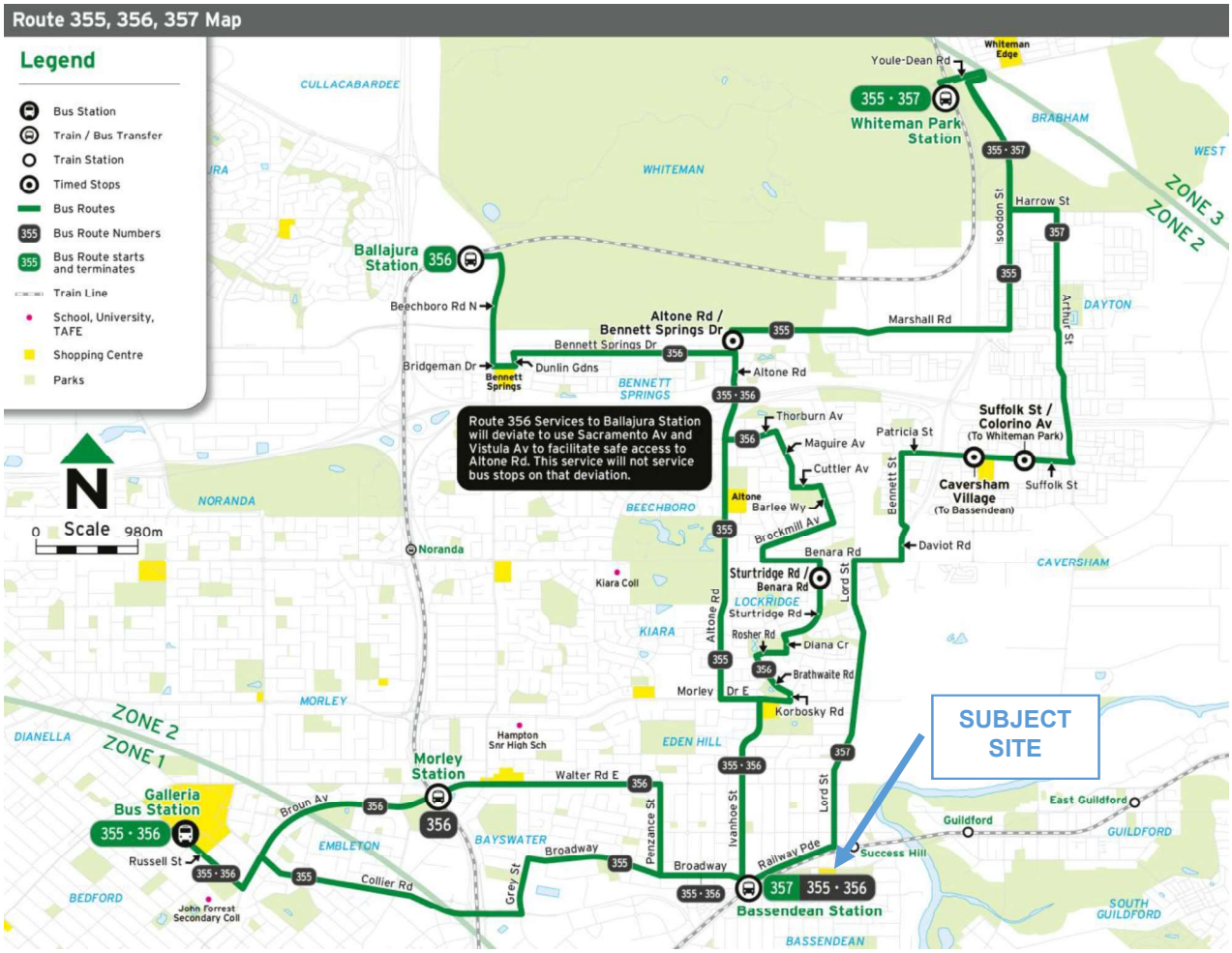

Figure 11: Transperth public transport plan (routes 355, 356 & 357)

Source: Transperth

11 Pedestrian access

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

11.1 Pedestrian facilities and level of service

A footpath is provided on Guildford Road and Wilson Street adjacent to the subject site.

Pedestrian crossing facilities, including kerb ramps and refuge islands, are provided at nearby intersections and midblock, which promote improved access for bicycles, wheelchairs, and prams.

A signalised walking crossing is provided at the intersection of Guildford Road / Old Perth Road to facilitate the controlled crossing of people walking and cycling.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 4.

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

Table 4: Traffic volume thresholds for pedestrian crossings

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

An internal path network is provided within the development, with multiple access gates connecting to the external path network.

12 Bicycle access

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

12.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 12) shows the existing cycling connectivity to the subject site. The Perth–Midland Principal Shared Path (PSP) is a high-quality, continuous east–west route linking Bassendean to Success Hill and Guildford, and further west toward Bayswater and the Perth CBD and east toward Midland. Access points to the PSP are available at and around Bassendean Station and within the immediate station precinct, giving the site a direct, low-stress connection to this regional spine route.

The local bicycle network is supported by a mix of shared paths and quiet on-road links. Shared paths extend through the town-centre streets and adjacent reserves, connecting the site to local destinations such as Bassendean Village, schools, civic uses and open space. Together, these facilities form a legible network that enables both regional commuting by bike via the PSP and short local trips by bike within the Bassendean Town Centre and surrounding residential areas.

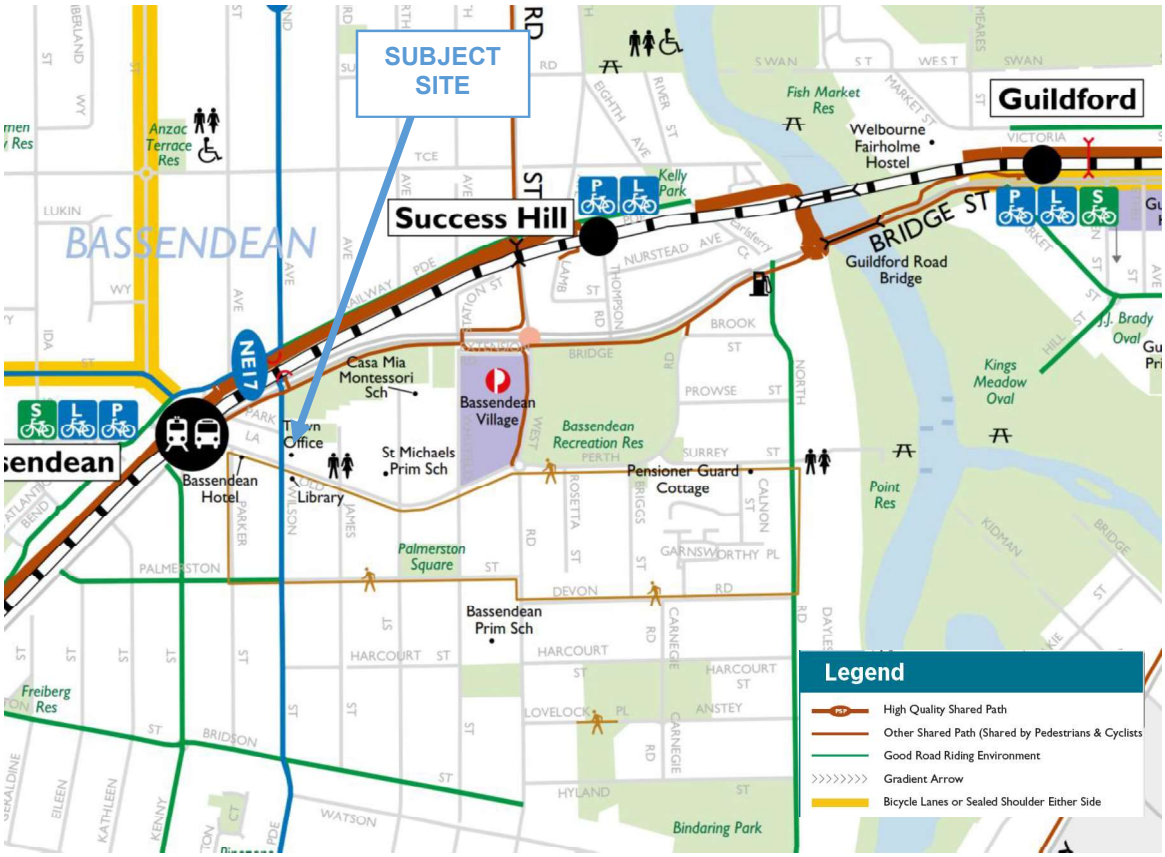

Figure 12: Perth bicycle network plan

The Strava cycling heatmap tool shows that Guildford Road and the Railway PSP are relatively popular cycling routes in the area (Figure 13).

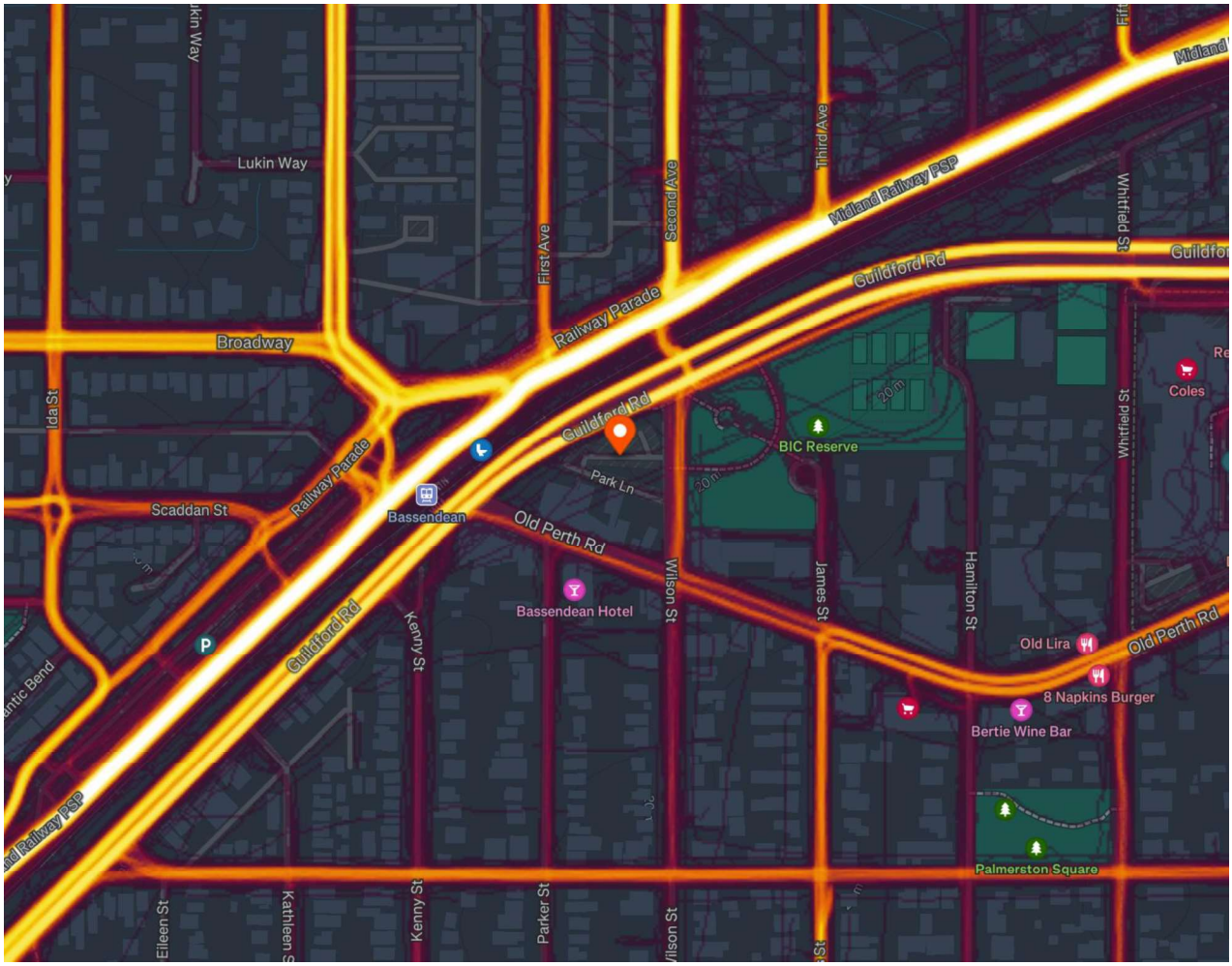

Figure 13: Strava cycling heatmap

12.2 Bicycle parking and end of trip facilities

A secure ground-floor bicycle store accommodating 40 resident bicycles is provided within the development, offering convenient and weather-protected access for occupants. The storeroom will be fitted with fixed racks and security measures consistent with best practice.

In addition, 6 visitor bicycle spaces are proposed near the main building entrance in a visible and accessible location to encourage active transport use by short-stay visitors. These spaces are located adjacent to the public footpath, ensuring natural surveillance and easy wayfinding.

The combination of resident and visitor bicycle facilities provides convenient, safe, and secure end-of-trip amenities that support mode shift towards cycling and public transport, consistent with the HAFF objectives for sustainable travel behaviour.

12.3 Sustainable transport catchment

The subject site is strongly positioned to support sustainable and active modes of travel for future residents and visitors. Its location, immediately east of Bassendean Train Station, provides direct, convenient access to high-frequency passenger rail services on the Midland Line, enabling efficient connections to Perth CBD, Midland and intermediate centres. The station also operates as a local bus node, with routes interfacing in the town centre and providing links to surrounding suburbs, reinforcing the suitability for transit-oriented living and reducing the need for private vehicle use for many day-to-day trips.

The surrounding street network and town-centre public realm provide a connected, legible and comfortable walking environment. Continuous footpaths, low-speed local streets and controlled crossing points support safe and direct pedestrian movement between the site, the station precinct, town-centre shops and services, nearby schools and community facilities. These attributes encourage walking as a practical mode for short local trips and as the primary first- and last-mile access mode to public transport.

As shown by the cycling and micromobility isochrone (Figure 14), the development sits within a broad active-transport catchment. An 8km cycling catchment (typically a comfortable 20–25 minute ride) extends across a substantial portion of the Midland rail corridor and adjacent inner north-eastern suburbs, encompassing areas such as Ashfield, Bayswater, Maylands, Morley, Dianella, Noranda, Beechboro, Eden Hill, Success Hill, Guildford and Midland. This catchment includes key local destinations such as activity centres, schools, open space reserves, recreational areas and employment locations, highlighting the practicality of cycling and other micromobility modes for everyday travel.

Cycling access is supported by a combination of regional shared-path infrastructure and local low-stress routes. The Perth–Midland Principal Shared Path runs parallel to the rail corridor immediately adjacent to the station precinct and provides a high-quality east–west spine route linking Bassendean with surrounding centres. Local shared paths and quiet on-road streets within the town-centre grid connect directly to this PSP and to nearby community facilities and open space, providing multiple route choices for cyclists. Secure bicycle parking at and around Bassendean Station further supports bike-to-train travel and strengthens cycling as a first- and last-mile mode.

Overall, the integration of high-quality rail and bus services with a connected walking and cycling environment creates a favourable sustainable-transport catchment for the HAFF Bassendean development. This multimodal accessibility supports reduced car dependence, aligns with State and local objectives for compact, transit-oriented development, and is expected to contribute to a higher share of trips undertaken by public transport and active modes by future residents.

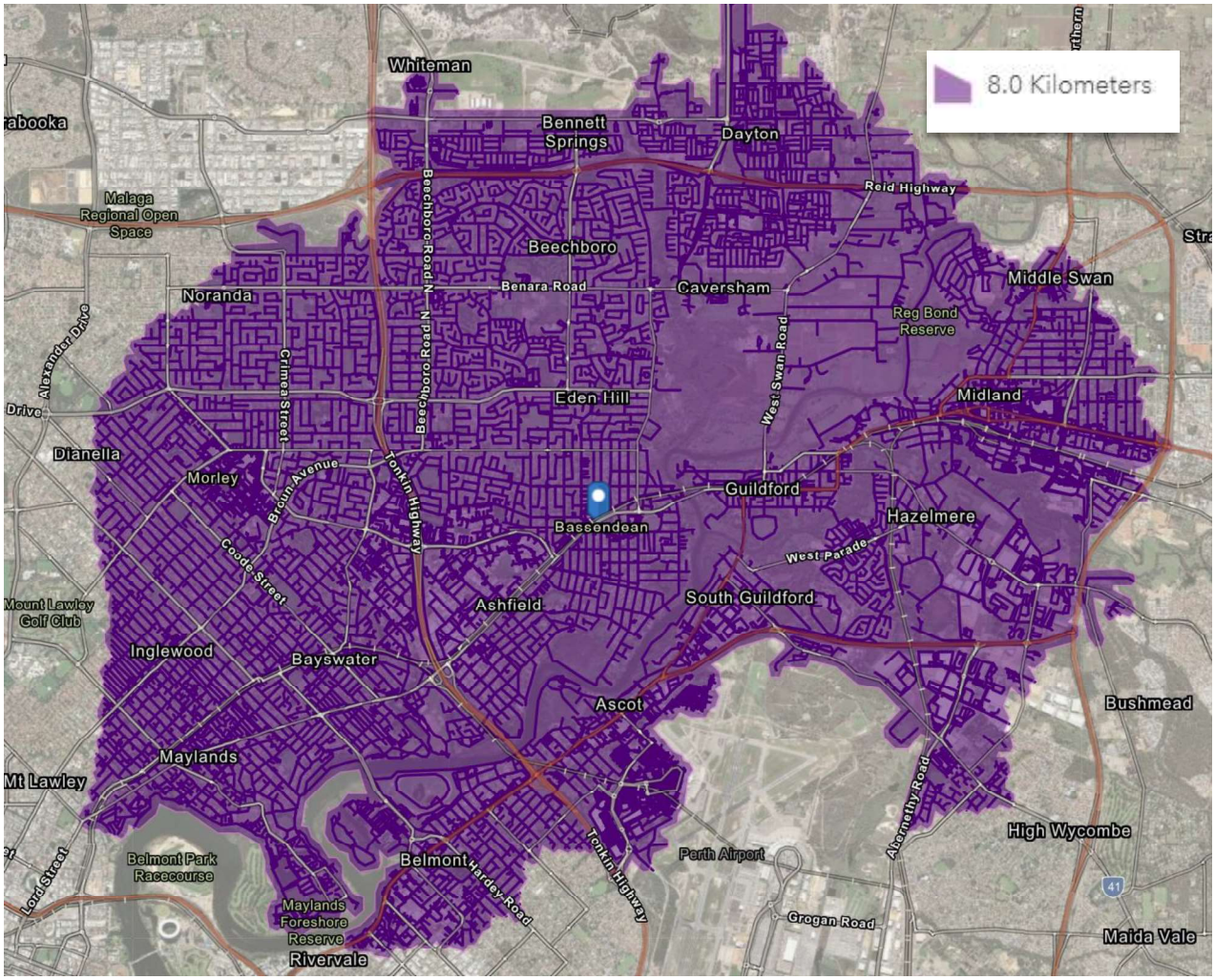

Figure 14: Cycling and micromobility catchment

13 Site specific issues

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

14 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 15, 12 crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 5.

The proposed development will generate low traffic volumes consistent with residential use. These movements can be readily accommodated by the existing road network without affecting intersection performance or safety. Given the low and non-systemic crash history, and the absence of any identified pattern of concern, the minor increase in vehicle movements associated with the proposal is not expected to have any measurable impact on road safety.



Figure 15: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

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

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	3	25.00
PDO Major	6	50.00
PDO Minor	3	25.00

Year	No.	%
2020	1	8.33
2021	2	16.67
2022	3	25.00
2023	1	8.33
2024	5	41.67

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	3	25.00
Rear End	3	25.00
Right Angle	2	16.67
Right Turn Thru	1	8.33
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	3	25.00

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	1	8.33
Dawn Or Dusk	0	0
Daylight	10	83.33
Not Known	0	0
Other / Unknown	1	8.33

Conditions	No.	%
Dry	9	75.00
Not Known	0	0
Other / Unknown	2	16.67
Wet	1	8.33

Alignment	No.	%
Curve	1	8.33
Not Known	0	0
Other / Unknown	7	58.33
Straight	4	33.33

Total		12

15 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Development WA with regards to the proposed residential development, located at 1 Park Lane, Bassendean.

The subject site is located at the south-west corner of Guildford Road and Wilson Street, with Park Lane running along the rear (southern) boundary of the site. The site presently accommodates a public at-grade car park, with vehicle access via Wilson Street and Park Lane.

The site is surrounded by a mix of residential, commercial, community and retail land uses. Retail attractions are located along Old Perth Road, within walking distance of the site. Bassendean Train Station and Bus Stand is located on the other side of Guildford Road, within 200m walking distance of the site.

It is proposed to develop the site into a residential development, delivering a total of 73 apartment units. The proposed development forms part of the Housing Australia Future Fund (HAFF) program, a national initiative established by the Commonwealth Government to significantly increase the supply of social and affordable housing across Australia.

The site features good connectivity with the existing road, walking and cycling network. There is excellent public transport coverage through nearby bus services and access to the rail network via Bassendean Train Station, which is located within walking distance.

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

The analysis demonstrates that the proposed development will have no material impact on the surrounding road network and is consistent with the strategic objectives of the HAFF program.

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

16 Appendices

Appendix A: WAPC TIS Checklist – Individual Development

ITEM	PROVIDED	COMMENTS/PROPOSALS
Proposed Development	☑	
Existing Land Uses	☑	
Proposed Land Use	☑	
Context With Surrounds	☑	
Vehicular Access and Parking	☑	
Access Arrangements	☑	
Public, Private, Disabled Parking Set Down/Pick Up	☑	
Service Vehicles (Non-Residential)	N/A	
Access Arrangements	N/A	
On/Off-Site Loading Facilities	N/A	
Service Vehicles (Residential)	☑	
Rubbish Collection and Emergency Vehicle Access	☑	
Hours Of Operation (Non-Residential Only)	N/A	
Traffic Volumes	☑	
Daily Or Peak Traffic Volumes	☑	
Type Of Vehicles (For Example, Cars, Trucks)	☑	
Traffic Management on Frontage Streets	☑	
Public Transport Access	☑	
Nearest Bus/Train Routes	☑	
Nearest Bus Stops/Train Stations	☑	
Pedestrian/Cycle Links to Bus Stops/Train Station	☑	
Pedestrian Access/Facilities	☑	
Existing Pedestrian Facilities Within the Development (If Any)	☑	
Proposed Pedestrian Facilities Within Development	☑	
Existing Pedestrian Facilities on Surrounding Roads	☑	
Proposals To Improve Pedestrian Access	☑	
Cycle Access/Facilities	☑	
Existing Cycle Facilities Within the Development (If Any)	☑	
Proposed Cycle Facilities Within Development	☑	
Existing Cycle Facilities on Surrounding Roads	☑	
Proposals To Improve Cycle Access	☑	
Site Specific Issues	☑	
Safety Issues	☑	
Identify Issues	☑	
Remedial Measures	☑	

Appendix B: Proposed development plans



REV	DATE	REVISION DESCRIPTION	CKD	APP
A	09.12.25	ISSUED FOR DA		

EC CONTRACTOR: PACT

CLIENT: DevelopmentWA

ARCHITECT: BOOFLOO / PERTH / PLUS STUDIO

PROJECT TITLE: 12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE: SITE PLAN

NORTH/POINT

SCALE: 1:250 @ A1 Size

PROJECT NUMBER: 80749

STAGE: DA

DRAWING NUMBER: DA001

REVISION: A

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BIC RESERVE
WILSON STREET
PARK LANE
GULLFORD ROAD
RAIL RESERVE
MIXED COMMERICAL AND RESIDENTIAL
PLUS STUDIO
DevelopmentWA
PACT
12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054
GROUND FLOOR PLAN
80749
DA100
DA
A



REV	DATE	REVISION DESCRIPTION	O/D	APP
A	09.12.25	ISSUED FOR DA		

EC CONTRACTOR: PACT

CLIENT: DevelopmentWA

ARCHITECT: PLUS STUDIO

PROJECT TITLE: 12 - HAFF BASSENDEAN
1 PARK LANE BASSENDEAN WA 6054

DRAWING TITLE: LEVEL 01 - 08

NORTH/POINT

SCALE: 1:100 @ A1/Scm

PROJECT NUMBER: 80749

STAGE: DA

DRAWING NUMBER: DA101

REVISION: A

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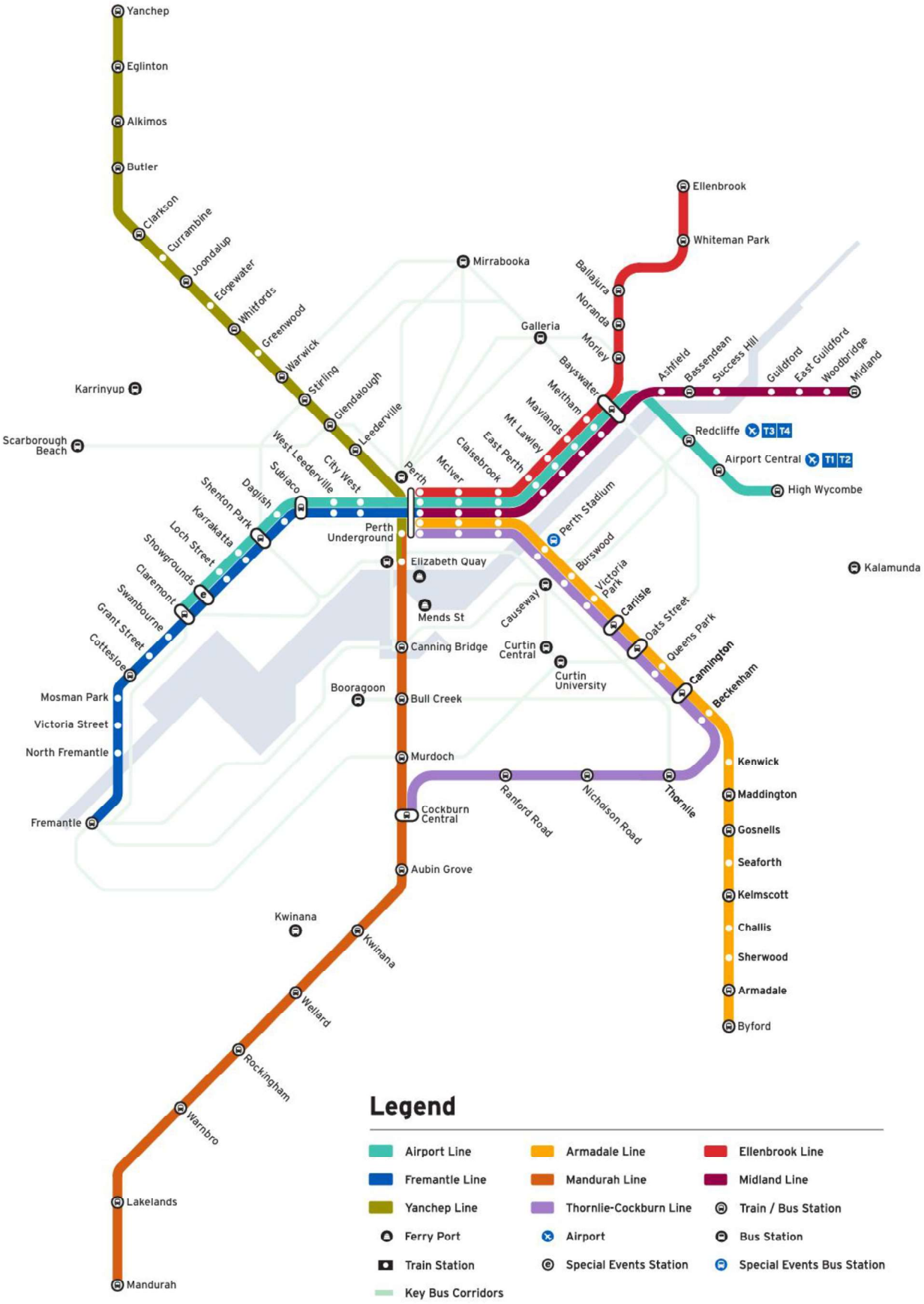
Appendix C: Transperth system map

Source: Transperth – map updated October 2025


Yanchep
Eglinton
Alkimos
Butler
Clarkson
Currambine
Joondalup
Edgewater
Whitfords
Greenwood
Warwick
Stirling
Glendalough
Leederville
Karrinyup
Scarborough Beach
West Leederville
City West
Subiaco
Daglish
Shenton Park
Karrakatta
Loch Street
Showgrounds
Claremont
Swanbourne
Grant Street
Cottesloe
Mosman Park
Victoria Street
North Fremantle
Fremantle
Perth
Perth Underground
Mirrabooka
Galleria
Ellenbrook
Whiteman Park
Ballajura
Noranda
Morley
Bayswater
Meltham
Maylands
Mt Lawley
East Perth
Claisebrook
McIver
Ashfield
Bassendean
Success Hill
Guildford
East Guildford
Woodbridge
Midland
Redcliffe
Airport Central
High Wycombe
Perth Stadium
Elizabeth Quay
Mends St
Canning Bridge
Curtin Central
Curtin University
Causeway
Burswood
Victoria Park
Carlisle
Oats Street
Queens Park
Cannington
Beckenham
Kalamunda
Booragoon
Bull Creek
Murdoch
Cockburn Central
Aubin Grove
Ranford Road
Nicholson Road
Thornlie
Kenwick
Maddington
Gosnells
Seaforth
Kelmscott
Challis
Sherwood
Armadale
Byford
Kwinana
Kwinana
Welard
Rockingham
Warnbro
Lakelands
Mandurah
Legend
Airport Line
Armadale Line
Ellenbrook Line
Fremantle Line
Mandurah Line
Midland Line
Yanchep Line
Thornlie-Cockburn Line
Train / Bus Station
Ferry Port
Airport
Bus Station
Train Station
Special Events Station
Special Events Bus Station
Key Bus Corridors

Appendix D: Swept path diagrams

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

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

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

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



Revision notes:		
Rev:	Date:	Notes:
1	15/12/2025	Dark blue swept path line represents a 500mm buffer

Drawn by: Paul Ghantous	Project: U25.060h - 1 Park Lane, Basserdean Proposed Residential Development	Date: 15/12/2025	urbii Sustainable Transport. Safe Solutions	
Client: Development WA	Drawing Title: Swept path analysis - waste truck entry 9.8m Rear Loader Waste Truck	Scale @ A3: 1:300		
		Revision: sk01		

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customer@urbii.com.au
0433858164



Revision notes:		
Rev:	Date:	Notes:
1	15/12/2025	Dark blue swept path line represents a 500mm buffer

Drawn by: Paul Ghantous	Project: U25.060h - 1 Park Lane, Basserdean Proposed Residential Development	Date: 15/12/2025	urbii Sustainable Transport. Safe Solutions
Client: Development WA	Drawing Title: Swept path analysis - waste truck exit 9.8m Rear Loader Waste Truck	Scale @ A3: 1:300	
		Revision: sk02	

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SPP7.3 R-CODES VOLUME 2 - APARTMENTS

ASSESSMENT TEMPLATE

DESIGN WA For a Better Built Environment

Disclaimer: This assessment template is not intended to replace R-Codes Volume 2. Applicants and assessors should refer to the R-Codes Volume 2 for information on the relevant provisions that are applicable to a development.

ELEMENT 2.2	BUILDING HEIGHT	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	**8 storey height of development – 30.2m height** **Building height proposed is consistent with 7-9 storey sale of development for of R-AC1 / R-AC2 development for high density urban centres.**	The maximum heights are consistent with the desired future scale of the area as specified by the draft PSP and masterplan.The impact of height is further discussed in the body of the report.
O2.2.2 – The height of buildings within a development responds to changes in topography.	**Existing typography of 14.5– 16.5m across the site** **RL levels proposed 15.10 – 15.5m respond to level changes without compromising vehicle and universal access level requirements**	The development is located on the lower part of the site to reduce potential impacts on surrounding properties.
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	**Roof is to be utilised for solar panels and service infrastructure** **No roof top communal space provided, which is instead available at ground level.**	Roof layout is incorporated into the overall design of the development including façade treatment.
O2.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	**Articulation of the building and setback maintains opportunities for solar access to adjacent properties and public open space. The orientation of the site and development will result in shadow predominantly falling to Park Lane and adjacent commercial developments at 12pm mid-winter. A single residential property and a portion of BIC reserve are shadowed in the late afternoon (3pm) mid-winter, however the extent of over shadowing is minor.**	Aside from compliance with solar access (discussed below) adjoining properties predominantly have garages towards the laneway. These will take the majority of any overshadowing from the proposed building.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument. *(Excerpt from table 2.1)*		

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) *refer 2.2*	2	3	3	4	4	5	3	6	7	9	

8 storey height of development – 30.2m height

Building height proposed is consistent with 7-9 storey sale of development for of R-AC1 / R-AC2 development for high density urban centres.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 2.3 STREET SETBACKS

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	**3.9m – 5.6m setback of building to Wilson Street as the primary frontage. 5.2m setback to Park Lane as secondary frontage.** **Setbacks allows for front setback landscaping (deep soil and planter zones)** **Siting of development appropriately balances the urban character of the existing streets within the Bassendean Station and District Centre context**	The overall layout of the development considers the multiple street frontages and does not encroach on the character of the area. The Draft Precinct Structure Plan (draft PSP) and Town Centre Masterplan (Masterplan) depict similar character and setbacks to what is proposed.
O2.3.2 – The street setback provides a clear transition between the public and private realm.	**Footpath creates delineation between the public and private realm. Front setback area landscaping contributes to a +softened building edge**	As per applicant comment.
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	**Setback allows for separation of development for privacy without compromising streetscape engagement**	As per applicant comment.

O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.	**Provides clear lines of sight to the street from habitable rooms and outdoor spaces for passive surveillance**	Units provide active surveillance to all street frontages. Street setbacks do not prevent passive surveillance.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Minimum primary and secondary street setbacks *refer 2.3*	4m [4]	2m	2m		2m		2m or Nil [5]	2m or Nil [5]	2m or Nil [5]		

(4) Minimum secondary street setback 1.5m, (5) Nil setback applicable if commercial use at ground floor

Complies - Minimum setback of 3.9m setback of building to Wilson Street as the primary frontage. 5.2m setback to Park Lane as secondary frontage.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 2.4 SIDE AND REAR SETBACKS

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	ASSESSOR COMMENT
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	**The proposed development provides minimum rear setbacks of 4.4 meters and minimum side setbacks of 10.6 meters, ensuring adequate separation between neighbouring properties in accordance with the relevant planning requirements**	The location of the building footprint avoids direct and immediate impacts on adjoining properties.
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character**.**	**Setbacks are designed to align with the established or intended streetscape character, ensuring that the development maintains consistency with the surrounding urban context and complements the existing pattern of setbacks in the area**	The site does not have a consistent streetscape given the surrounding land uses. The setbacks are consistent with what is exhibited in the surrounding area.

O2.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.	**Tree retention across the site is integrated with parking areas and built form. 10 x mature trees retained.**	The setbacks permit the retention of a number of trees as well as additional planting for the development.
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	**Setbacks create an appropriate buffer and gradual transition between the development and adjacent sites, supporting a harmonious interface to reduce potential impacts and ensures compatibility with the surrounding urban context**	The overall design is considered to transition to surrounding development including setbacks, heights, landscaping and building design.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where:

a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument **AND /OR**

b) a greater setback is required to address *3.5 Visual privacy*.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Boundary wall height (storeys)[1,2] *refer 2.4*	1 [3]		1 [3]	2 [3]	2 [3]		2	3	4		
Minimum side setbacks[6] *refer 2.4*	2m	3m	3m		3m		Nil				
Minimum rear setback *refer 2.4*	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m *refer 2.4*	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

Complies. Minimum rear setback - 4.4m, Minimum side setbacks – 10.6m

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in *2.7 Building separation*, *3.3 Tree canopy and deep soil areas*, *3.5 Visual privacy* and *4.1 Solar and daylight access*.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 2.5 PLOT RATIO

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	**Appropriate bulk and scale. Plot ratio of 1.7m based on site area of 3353sqm and development area of 5716sqm (see below comments).**	The overall design of the development considered the impact of bulk of buildings, noting the plot ratio is significantly less than that permitted.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Plot ratio [7] *refer 2.5*	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	

(6) Refer to Definitions for calculation of plot ratio

Provided plot ratio of 1.7 is aligned with the bulk and scale of higher density residential / midrise urban centre developments. Consistent with the District Centre coding for the site

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 2.6	BUILDING DEPTH	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	**Apartments comply with Figure 4.3a requirements.** **Additional depth of overall building doesn't compromise solar access.**	The design layout provides suitable apartment layouts to achieve adequate access to daylight and natural ventilation.
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	**Habitable rooms (kitchen / living / dining) spaces are directly adjacent to major openings of balcony spaces for access to daylight and ventilation**	As above - All units are provided with adequate access to daylight and natural ventilation.
O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	**Depth of habitable rooms allows for access to sunlight and natural ventilation aligned with operable openings**	All rooms permit solar access and natural ventilation based on size and location of openings.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to *4.1 Solar and daylight access* and *4.2 Natural ventilation*. **Central corridor provides access to apartments on eastern and western orientations** **27m building depth with apartment depths varying from 10.2m – 13.4m** **Widened corridors (2m – 2.6m) to provide additional light, space and ventilation into internal circulation areas and wider balconies to apartments.** **Ceiling heights that are 3.2m – 4.2m habitable rooms support solar access and ventilation**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		

ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	**Within site boundary: N/A** **Adjacent property boundaries: achieves minimum 9m separation to adjacent properties**	Not applicable - no separation within the site.
O2.7.2 – Building separation is in proportion to building height.	**Building separation for < 4 storeys, 5-8 storeys meet required separations of Table 2.7**	Separation of building to surrounding properties is commensurate with building height.
O2.7.3 **–** Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	**Separation of balcony spaces, habitable rooms between corridors for distinction between dwellings**	The layout does not result in any conflict of internal or external properties or negatively impact ventilation, solar access and outlook.
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	**Communal open space provided at ground level adjacent public realm, enhanced by landscaping** **Separation of balcony spaces on levels 1-8 ensures privacy for occupants**	The development includes communal spaces located on the ground floor which incorporates suitable space for landscaping and trees.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.7.1 – Development complies with the separation requirements set out in Table 2.7.

Table 2.7 Building separation

	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer *2.4 Side and rear setbacks* (Table 2.1) and *3.5 Visual privacy* (Table 3.5)	9m	12m
Distances apply from major openings of rooms, or the inside of balustrading of balconies. Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.				

Separation of rooms (balconies and habitable spaces) adequate to meet Table 2.7.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.2	ORIENTATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	**Irregular dimensions of the lot result in development oriented to eastern boundary as primary elevation** **Where possible, openings are provided for access to northern light**	Development orientation is generally restricted given the layout of the development site. Building separation (as discussed above) provides for adequate solar access for all units.
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	**Separation of development from the southern boundaries mitigates shadow implications**	The proposed development will not compromise solar access to the properties on the opposite side of Right of Way due to site planning and street setback from the Right of Way.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.

Buildings focus on providing a more urban external facing edge in key locations while taking a softer landscape approach to communal spaces and external landscape spaces.

A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.

The north / north western elevation has been strengthened with the location of the CHP office, ensuring a highly urban response whilst also maintaining a landscaping and pedestrian response that connects the development to Bassendean Station

A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:

- adjoining properties coded R25 and lower – 25% of the site area[1]
- adjoining properties coded R30 – R40 - 35% of the site area[1]
- adjoining properties coded R50 – R60 – 50% of the site area[1]
- adjoining properties coded R80 or higher – Nil requirements.

(1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)

Overshadowing of communal open spaces is minimised through careful siting of buildings.

A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites. **N/A**

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	**Tree reporting prepared as part of design delivery identifies established trees for retention** **Development designed to retain trees and provide shade to shared communal spaces and car parking**	Development seeks to retain a large number of existing trees and have, where possible, adapted the design for this purpose.
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	**No on-structure planting is proposed in the development** **Ground level planting located for true deep soil and to allow growth of trees without impediments above or below**	As per applicant comment.
O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.		

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.3.1 – Retention of existing trees on the site that meet the following criteria:
- healthy specimens with ongoing viability **AND**
- species is not included on a State or local area weed register **AND**
- height of at least 4m **AND/OR**
- trunk diameter of at least 160mm, measured 1m from the ground **AND/OR**
- average canopy diameter of at least 4m.

Tree retention subject to investigation of Tree Report prepared by Jonathon Eppsen. Medium – large trees retained on site

A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.
Tree report prepared by Jonathon Epps (Arborculturalist) identified tree conditions and the removal / retention of existing trees on the site

A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.
Significant deep soil areas are provide for large tree growth. In addition, space for large trees to create shade and reduce heat island impacts.

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% OR 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree and small trees to suit area
› 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area

[1] Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes

3353sqm site area – existing tree retained on site – 7% deep soil required (235sqm)

6 large and medium trees required – complies, more than 20 trees proposed on site. Deep soil provided exceeds 7%, facilitating on site for new trees as well as existing retained trees.

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided[1] (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m²	3m	2m (DSA) + 1m (RSZ)	200L
Large	›9m	›12m	64m²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

[1] Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

Refer assessment comments above.

Fig, Peppermint, Rottnest Tea Tree, Crepe Myrtle, Silver Princess tree species existing and proposed on site. Canopy of 3m – 8m

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees. **No extensive permeable paving or decking proposed, only pedestrian paths for movement around the site and street connectivity. Trees retained on site and complemented by additional planting**
A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. **N/A**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.4	COMMUNAL OPEN SPACE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	**Communal space provides paved areas and high amenity landscaped areas. A mix of passive and active communal space with landscaped areas, communal garden, shared communal facilities such as bench seating areas and common room.**	As per applicants comments.
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.	**Communal open space is safe, universally accessible and provides a high level of amenity for residents**	All communal areas include passive surveillance to enhance safety and provide a high level of amenity for residents.
O3.4.3 – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	**Communal open space can be enjoyed by way of views from private open spaces, but its use does not impact on private open spaces.**	Building design allows for protection of privacy from communal spaces.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.4.1 – Developments include communal open space in accordance with Table 3.4		

Table 3.4 Provision of communal open space

Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m² per dwelling up to maximum 300m²	At least 2m² per dwelling up to 100m²	4m

6sqm per dwelling = 438sqm (max 300sqm as per Table 3.4) required
60sqm communal space (from communal area) and 210sqm (Guildford Rd) = 270sqm provided at ground level of the development.

A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development. **Communal space internal and external, accessible from Wilson St as primary street. Complies**

A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June. **Complies**

A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces. **Complies**

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas. **Communal space located away from services, vehicle areas and waste collection**

A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm**. Internal and external secured communal space provided can be used year round for residents active and passive use**

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties. **Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.5	**VISUAL PRIVACY**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining	**The orientation and design of windows and balconies ensure that direct overlooking of habitable rooms and private outdoor spaces are minimized, with the cone of vision falling within the lot and adjacent road reserves rather than neighbouring properties. The**	As per applicant comment. Setbacks provide sufficient distance between development and adjoining properties, while building design prevents overlooking from internal balconies.

daylight and solar access, ventilation and the external outlook of habitable rooms.	**design approach maintains daylight, solar access, and ventilation for all habitable rooms, while providing passive surveillance and preserving the amenity of adjacent dwellings**	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.

Table 3.5 Required privacy setback to adjoining sites

Cone of vision from unscreened:	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

Development abuts land coded District Centre and Public open space under LPS11.

Cone of vision from development falls within the lot and adjacent road reserves.

A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building). **Complies – balconies only partially screened on one side.**

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen. **Living rooms, dining rooms adjacent to balcony spaces have direct outlook to balcony or external facade**

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies. No overlooking from development. **Openings and balconies sites to provide passive surveillance and outlook from private open space without compromising adjacent properties or dwellings amenity.**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	**Parking is designed to be hidden within the development and integrated into the landscape approach, minimising the visual dominance of parking for both residents and the street.**	Building design, including landscaping, provide for transition between private and public domain. Built form allows surveillance over communal areas while not impacting privacy of residents.
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	**Developments courtyards and balconies are oriented to face either the street or communal spaces to improve passive surveillance and safety.** **Development designed with CPTED principles in mind, ensuring residents and visitors can maintain sightlines through the site.**	Overall development, including built form and landscaping, provides for facades that allow surveillance without detracting from the streetscape or amenity of future or surrounding residents.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard. **Ground floor dwelling does not provide access to the street / POS, however major openings are provided for perceived surveillance. Footpaths around the site enable pedestrian movement to dwelling and broader development.**		
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building). **Car parking located behind the primary and secondary street setbacks**		
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas. **Balconies oriented to overlook Wilson St / Park Lane**		
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas. **Permeable balcony facades provide casual surveillance.**		
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m. **Minimal level changes proposed within the front setback area.**		
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m. **No front fencing proposed**		
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment. **Landscaping provides and relief on the site that offers ancillary screening, without concealing areas of development**		
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street. **Bins located to secondary street and screened from view**		
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.[1] (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution. Complies. **Services and utilities remain accessible but are screened from view and do not have acoustic implications or create visual clutter**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.7	**PEDESTRIAN ACCESS AND ENTRIES**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	**All entries and pathways are universally accessible, safe and provide passive surveillance**	As per applicant comment.
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	**Multiple pedestrian entrances provided on each frontage for access to development and common spaces. Colour and material gateway elements are incorporated to emphasise front entrances.** **No fencing is proposed to obstruct the line of site and access. Vehicle access gate offers security to Park Lane and the parking area on site**	As per applicant comment.

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries. **Pedestrian pathways around each frontage connect the site, to the development and to broader pedestrian networks**
A3.7.2 **–** Pedestrian entries are protected from the weather. **Pedestrian entries offer partial weather protection for improved pedestrian environment**
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site**. CPTED principles applied for clear, well-lit access to the development**
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed. **N/A – separation of access and movement networks**
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry. **N/A**
A3.7.6 – Bins are not located at the primary pedestrian entry. **Bin store and connection from Park Lane as secondary street**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.8	VEHICLE ACCESS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	**Single point of entry from Park Lane provides sufficient egress without compromising primary frontage or access onto major road networks**	Access to parking is through the laneway and not designated from public streets The proximity of parking to intersections was considered by the Traffic Impact Statement submitted.
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	**Vehicle access is designed to be discreet at multiple locations, in a landscape setting so as not to detract from the streetscape. Where gates for security purposes are incorporated into the development, it will incorporate materials that complement the landscaping and promote a friendly community character, without dominating the streetscape**	The access (and car parking) is located fromn the laneway. The configuration (including topography) of the site prevents parking being hidden. The location of the parking is considered to have the smallest amount of visual impact, being towards the laneway and public realm.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street. **Single vehicle access from Park Lane**		
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.		
A3.8.3 – Vehicle entries have adequate separation from street intersections. **Vehicle access located away from conflicting access points or intersections**		
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties. **Car parking sleeved to ground floor secondary street does not have interface with habitable rooms or dwellings**		
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.		
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: – the driveway serves more than 10 dwellings – the distance from an on-site car parking to the street is 15m or more **OR** – the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road. **Two way access provided with vehicle access point**		
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a). **No fences or structures proposed within truncation zone**		

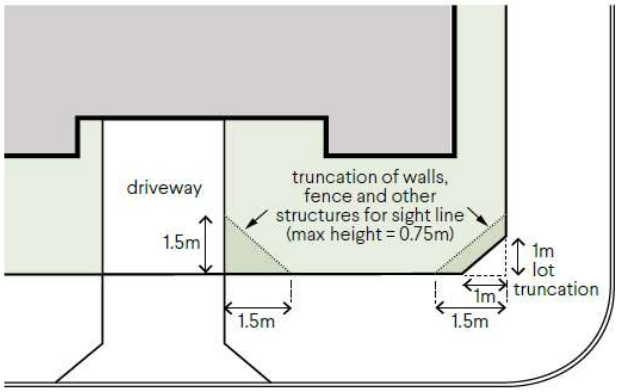


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 3.9	CAR AND BICYCLE PARKING	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	**The cycling provision achieves and exceeds the bike parking requirements of the R-Codes. Bike store provided for convenience and ensures high visibility and safety. There are separate stores for conventional and electric bikes.**	As per applicant comment.
O3.9.2 – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	**Car parking provision does not achieve the minimum parking requirement of the R-Codes, however reduced parking is appropriate adjacent to a train station.** **The development appropriately balances the provision of car bays on site to cater for demand while minimising parking to promote public transport use.**	The site is located in close proximity to the Bassendean Train Station. Other facilities including retail and recreation are within walking distance of the site. Management of the remainder of the car park will be undertaken by staff situation on site. This is discussed further in the body of the report.

O3.9.3 – Car parking is designed to be safe and accessible.	**Car parking is designed to be safe, equitable, accessible and overlooked by apartments and the street**	Car parking design meets relevant Australian Standards. Access to parking is considered in line with applicants' comments.
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	**Parking is sleeved by built form on Wilson Street and by landscaping on secondary streets**	As discussed in 3.8.2 above.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

Parking

Resident

Location A: 24 x 1 bedroom dwellings -> 18 bays, 49 x 2 bedroom dwellings -> 49 bays = 67 bays required. Development provides 31 on site bays

Visitor bays

1 + 7.5 = 8.5 (9) bays required. 23 visitor bays provided.

Bicycle bays

0.5 x 73 = 36.5 (37) residential bays, and 6.7 (7) visitor bicycle bays

40 residential bays and 6 visitor bays provided

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9. **Motorcycle/Scooter parking: 1/10 bays (over 20 dwellings) – 6.7 (7) motorcycle/scooter bays required. None provided**

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9. **Complies**

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments. **Compliance with parking requirements**

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street. **Car parking located behind secondary street setback**

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces. **Car parking located within one egress point, screened from street via landscaping. Car parking within direct pedestrian pathway to building entry point.**	
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries. **Visitor parking bays to be signed accordingly**	
A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments. **No formal shade structures. Cantilever of building over some parking bays provided**	
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays. **7 trees required within car park. Complies**	
A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape. **N/A**	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.1	**SOLAR AND DAYLIGHT ACCESS**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	**All dwellings are receive more than 2 hours of direct sunlight. No south facing apartments proposed**	As per applicants comments.
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	**Windows are positioned to capitalise on winter sunlight access for dwellings on upper levels and on the ground floor**	All windows are designed to optimise solar access from habitable rooms from north, east or west.
O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: – from mid-spring to autumn in climate zones 4, 5 and 6 **AND** – year-round in climate zones 1 and 3.	**Shade treatments integrated into the external facades minimise heat gain and glare, providing cooling mechanisms to the development**	As per applicants comments, noting consideration of appropriate shading devices is recommended as a condition of approval.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.1.1 – In climate zones 4, 5 and 6 only: **a)** Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND**		

b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June. **All dwellings provide more than 2 hours of direct sunlight, optimising dwellings with access to winter sunlight.**
A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing. **Minimum of one window to the external wall, providing glazing to habitable rooms**
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room. **Complies – windows to multiple walls of habitable rooms for natural sunlight**
A4.1.4 – The building is oriented and incorporates external shading devices in order to: – minimise direct sunlight to habitable rooms: ▪ between late September and early March in climate zones 4, 5 and 6 only **AND** ▪ in all seasons in climate zones 1 and 3 – permit winter sun to habitable rooms in accordance with A 4.1.1 (a).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.2.1 – Development maximises the number of apartments with natural ventilation.	**The development corner apartments designed to maximise the opportunities for cross ventilation**	Design meets the number of units required for cross ventilation.
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	**The development provides extensive natural ventilation to living spaces**	All habitable rooms contain openings to allow natural ventilation.
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	**All apartments, including single aspect apartments, are designed to have high ceilings, high windows with extensive natural ventilation**	As per applicants comments.

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m. **Dwellings do not provide habitable rooms with openings on two walls**
A4.2.2 – **(a)** A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building **(b)** Single aspect apartments included within the 60 per cent minimum at (a) above must have:

▪ ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND** ▪ room depth no greater than 3 × ceiling height **(c)** For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings. **78% of apartments achieve natural ventilation as per SPP 7.3 design guidelines, achieved through utilising single aspect dwellings oriented between 45° and 90° of the prevailing cooling wind direction when dual aspect ventilation is not possible.**
A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end or no openings on side walls does not exceed 20m. **Complies**
A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air. **Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	**Apartments are designed for good functionality and liveability and comply with silver access requirements.**	The layouts permit sufficient space to cater for appropriate furniture (livening and dining spaces).
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	**All dwellings and bedrooms meet the R-Codes minimum sizes. Ceiling heights exceed the minimum requirements. All apartments have good access to daylight and ventilation**	As per applicant comment.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed × 1 bath[1]	67m²
3 bed × 1 bath[1]	90m²
[1]An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.	

1 bedroom: 53sqm area, 2 bedroom: 72-79sqm area

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m²	[1]3m
Other bedrooms	9m²	[1]3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
[1]Excluding robes		

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

Complies - Ceiling heights of 3m+

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	**Private open space areas exceed the minimum dimensions and area, and are free of service infrastructure**	All dwelling types provide for sufficient balcony spaces to ensure usable outdoor spaces that will be usable by residents.
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	**Balconies are oriented, where possible, for access to northern light and outlook to support liability**	The design and orientation of units provide for solar access and ventilation for liveability of residents.
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	**Balconies adjoin with primary living spaces (dining, living areas)**	Balconies are integrated into the unit types, collocated with other living areas.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.

Table 4.4 Private open space requirements

Dwelling type	Minimum Area[1]	Minimum Dimension[1]
Studio apartment + 1 bedroom	8m²	2.0m
2 bedroom	10m²	2.4m
3 bedroom	12m²	2.4m
Ground floor / apartment with a terrace	15m²	3m

[1] Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

1 bedroom dwellings
3.5m x 3.7m = 12.95sqm area
Minimum 3.5m dimension

2 bedroom dwellings (based on type C)
3.5m x 3.7m = 11.3sqm area
Minimum 2.9m dimension

A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms. **No screening implemented into private open space**	
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design. **Landscaping provides a softened building edge and defines the public and private realm**	
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design. **No fixtures within private open space**	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.5	**CIRCULATION AND COMMON SPACES**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	**All corridors are provided with view at end of corridors to support passive surveillance** **Circulation spaces near stair and lift access for direct route to ground floor and dwellings**	Circulation spaces provides sufficient size to allow convenient movement.
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	**Doors are recessed to provide a sense of ownership, address and privacy with front doors offset where possible between opposite apartments.** **Universal accessibility to all circulation spaces and to each front door. Extra width is provided for corridors to improve accessibility and amenity. Circulation spaces are used as informal meeting spaces allowing neighbours to meet and chat**	Circulation spaces are provided with natural ventilation through openness to the north and south. Given the other amenities (including communal areas) the circulation spaces are not designed for social interaction, but given the size (approximately 2m width) available are not designed to discourage this.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.5.1 – Circulation corridors are a minimum 1.5m in width. **Widened corridors (2m – 2.6m) provide increased circulation and offer additional light and ventilation**		
A4.5.2 – Circulation and common spaces are designed for universal access. **Complies**		
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment. **Spaces located to address primary frontage (Wilson St) for passive surveillance and create sense of community upon arrival**		
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings. **Internal light fixtures subject to detailed design and to be located to avoid light spill**		

A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion. **Openings are located away from central circulation and common spaces**	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.6 STORAGE

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	**Complies – dwellings provide the required storage spaces in the development for one and two bed dwellings. Storage provided within n the dwelling, or located just outside individual dwelling main entry**	All unites are provided with storage suitable for the dwelling. Where possible this is located within or abutting the unit, however each block incorporates some standalone storage areas.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.

Table 4.6 Storage requirements

Dwelling type	Storage area[1]	Minimum dimension[1]	Minimum height[1]
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		

[1] Dimensions exclusive of services and plant.

A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance. **Ground floor parcel room and bulk store provided for additional large items**

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space[1], is integrated into the design of the building or open space and is not readily visible from the public domain. **Storage integrated within dwelling or level of dwelling for easy access for residents**

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.7	MANAGING THE IMPACT OF NOISE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	**Noise Management Plan prepared by Lloyd George Acoustics addresses noise management for the development**	As per applicant comment. Conditions are recommended to ensure construction standards to achieve required noise levels.
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	**Bedrooms are separated from corridor and circulation spaces** **Air conditioning units are located within a visually and acoustically managed location on the roof**	As above. No specific acoustic treatments (i.e. noise walls) are proposed.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent). **Complies**		
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom. **Adequate separation between bin stores, plant rooms, habitable and communal spaces**		
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources. **Habitable rooms located away from noise sources where practical**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

ELEMENT 4.8	DWELLING MIX

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	**Mix of 1 bedroom and 2 bedroom dwellings provided** **1 bed – 32%, 2 bed - 68%**	The development proposes a mix of single and double bedroom units.

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.8.1 – **a)** Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument **OR** **b)** Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers. **More than 20% dwelling diversity provided**
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor. **Mix of single and two bedroom dwellings distributed throughout the development at alternative aspects**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.9 UNIVERSAL DESIGN

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	**All dwellings to meet Silver Level Universal Design – complies**	As per applicant comment.

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.9.1 – **a)** 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR** **b)** 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.10	FAÇADE DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	**Quality, simple material palette with the use of precast panels, textured panel features and powder coated elements tie in with the simplistic roof forms.** **Building mass is broken down through shifts in the colour and materiality.**	The design of the development, including facades, was considered by the Government Architect who found the proposal acceptable.
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	**Building facades highlight entry elements, unit frontages and balconies spaces to provide visual interest and assist in wayfinding of development**	As 4.10.1 above.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.10.1 – Façade design includes: – scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm – rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour. **Changes in colour and material palette, glazing elements and feature elements (e.g. brick wall) to create sense of density to the proposal and an enhanced built form outcome**		
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building. **Eight storey building height does not break down defined lower, middle, top elements of the building, and instead defines the lower base and then utilises consistent material for levels 4-8**		
A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. **Development of a larger building form than directly adjacent development, however utilises colour and material references to Old Perth Road**		
A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm. **Building fixtures not visible from the street or public realm**		
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: **N/A** – define and provide weather protection to entries – are integrated into the façade design – are consistent with the streetscape character.		
A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character. **N/A**		

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.11	ROOF DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	**Concealed roof form integrated with colour and material palette**	The roof design was considered through the GAWA review and deemed to be compatible with the proposed design and surrounding area.
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	**Airconditioning plant is seated on platforms above the roof which are screened fully in the same material finish as the roof.**	The roof will be utalised for the purpose of plant that will be sufficiently screened from surrounding areas.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character. **Roof form integrated with overall building bulk and scale**		
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street. **Services located to the roof of the development and concealed from view**		
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites. **No usable roof space provided for development. Private balconies and communal spaces at ground floor to be used for active and passive recreation.**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

ELEMENT 4.12	LANDSCAPE DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	**Landscaping concept prepared by Kelsie Davies landscaping** **Landscaping provides focus on improving tree canopy and shade along streets to support walkability. Landscape spaces adjacent to streets provide amenity to both residents and the public realm. Most apartments directly overlook landscape spaces**	As per applicant comment.
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	**Tree and planting palette is focused on low maintenance, high amenity planting. Tree strategy has been provided, including the provision of evergreen and deciduous trees to provide a balance between shade in summer and solar access in winter.**	As per applicant comment. A condition is recommended requiring further, specific detail to be submitted through detailed landscaping plan prior to occupation of the development.
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	**Water efficient irrigation is proposed along with a drought–hardy planting palette that minimises the need for irrigation.**	As per applicant comment. A condition is recommended requiring further, specific detail to be submitted through detailed landscaping plan prior to occupation of the development.
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	**Landscape integrated with development and connects to the external landscape and verge spaces**	Landscape allows passive use and connection as well as working with the built form to provide increased amenity to future users and the public realm.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles. **Landscaping concept prepared by Kelsie Davies landscaping**		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas. **Canopy coverage and landscaping to mitigate hardstand spaces and heat island effect**		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12. **No on structure planting proposed**		

Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m³	1,200mm	64m² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m³	1,000mm	36m² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive. Internally located fixtures and services where practical. Fire

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.13	ADAPTIVE REUSE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	**N/A**	Not applicable.
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.	**N/A**	Not applicable.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.13.1 – New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.		
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

ELEMENT 4.14	MIXED USE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	**CHP office and communal resident space at ground level oriented to Wilson Street, providing activation through extensive glazing**	Selection of land uses on ground floor will provide some activation towards Wilson Street.
O4.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	**Secure and screened services to manage noise and odour** **Noise managed through appropriate mitigation measures of SPP5.4 and reporting by Lloyd George Acoustics**	As per applicant comment.

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses. **Development site located within District Centre and abuts low scale commercial and residential development. 3.2m ceiling height on ground level allow for flexibility of future land uses.**
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable. **Entry to CHP Office via Wilson St as primary frontage of development**
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements**. Parking provisions for residential proposed, with ad hoc use of the office space to utilise unsecured resident and visitor parking for the site**
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents. **Office component is minor in nature and related to the broader social and affordable housing land use and management of dwellings. Office will not have impacts on the residential dwellings**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.15	ENERGY EFFICIENCY	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	**Development to comply with ESD provisions and maintain building code compliance at detailed design stage**	

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.15.1 –

a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) **OR**

b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.[1]

Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**

ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.16.1 – Minimise potable water consumption throughout the development.	**Development will explore opportunities to minimise potable water**	Condition recommended that requires sustainability matters including water management to be reviewed
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	**All stormwater is to be contained on site, and managed in accordance with Town of Bassendean requirements**	As per applicant comment. Details to be finalised through stormwater plan required as condition of approval.
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	**All stormwater is to be contained on site, and managed in accordance with Town of Bassendean requirements**	As 4.16.2.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.16.1 – Dwellings are individually metered for water usage. **Development to comply and managed as part of detailed design stage.**		
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site. **Stormwater to be retained on site as per Town of Bassendean requirements**		
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system. **Stormwater to be retained on site as per Town of Bassendean requirements**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

ELEMENT 4.17	WASTE MANAGEMENT	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	**Refer to Waste Management Plan prepared by Urbii** **Bin store design to accommodate sufficient number of bins for development. Private collection of waste and location of bin pad collection from Park Lane**	The Waste Management Plan identifies collection from the laneway which is considered to have the least impact on surrounding residents.
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	**Refer to Waste Management Plan**	Waste collection processes are set out through the Waste Management Plan.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the *WALGA Multiple Dwelling Waste Management Plan Guidelines* (or local government requirements where applicable).		
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Appendix 4A (or equivalent local government requirements).		
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).		
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

ELEMENT 4.18	Utilities	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	**Development will comply with service provider requirements**	As per applicant comment.
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	**Development will comply with service provider requirements and be easily accessible**	As per applicant comment.
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	**Utilities are integrated into development at ground floor, screened and located to be accessible where required**	As per applicant comment.
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	**Internal utilities are located so as to preserve and maintain amenity and comfortable living**	All dwelling types cater for utility cupboard and laundry services that don't negatively impact surrounding amenity or impact the usability/liveability of units.
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive. **Utilities and services are located within the internal of the building (such as lobby and communal walks) and the roof space, and adequately located for screening and acoustical purposes**		
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling. **Development capable of fibre to premises**		
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage. **External fixtures located so as to not be externally visible and concealed within shared service spaces within the main building corridor. Services are not located on balconies, to preserve usability an amenity of private outdoor spaces.**		
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling. **Laundries internally located, integrated within the living / dining (European laundry).**		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**N/A**	

LOCAL PLANNING POLICY NO. 1 – BASSENDEAN TOWN CENTRE ASSESSMENT

Applies to all applications for subdivision approval or development approval involving land that is zoned District Centre under the operative local planning scheme

	POLICY REQUIREMENT	
	Development – General	
1.1	All development is to be generally in accordance with any planning guidance provided by the Town Centre Masterplan adopted by Council on 23 November 2021.	Subject site identified as a 'development site' under the Masterplan, envisioned to a building height of 8-10 storeys. Proposed mixed use development introduce dwelling diversity at an appropriate medium scale. Complies.
1.2	Entrances to buildings shall be clearly identifiable from the street.	Primary entry from Wilson Street – elevated from public realm. Contrast fascia colour defines entry point. Complies.
1.3	Blank walls at street level shall not be longer than 2.0m.	Primary and secondary elevations of development (Wilson St / Park Lane) provide breaks in blank facades. Meets intent.
1.4	Ground-level facades to non-residential premises shall have a minimum of 80% clear glazed area at ground level and not be obstructed by the use of obscure glazing, tint, roller shutters, signage, shelving or decals	CHP Office and Communal area to provide permeable glazing. Areas of glazing provide passive surveillance and engagement with the public realm. Meets intent.
1.5	Appropriate lighting for pedestrian safety should be provided to all pedestrian paths and parking areas.	Pedestrian paths along Park Lane and Wilson Street and within car parking meet CPTED principles, with most direct path of travel and adjacent to openings for passive surveillance. Complies.
1.6	Crossovers shall be limited to one crossover per development site and be a maximum of 6.0m wide	Crossover from Park Lane 13 metres at boundary to accommodate truncations for safe manoeuvring. Driveway width to 5.9 metres. Meets intent.
1.7	Commercial tenancies shall have a minimum floor to ceiling clearance of 3.0m	No commercial areas proposed. Communal area provides floor to ceiling height of 3.6 metres. Meets intent.
1.8	Car parking shall not be located between the road reserve boundary and building frontages, with parking to be accessed from secondary streets where available.	Primary pedestrian access and orientation of development to Wilson Street. Secondary access to Park Lane with vehicles screened through landscaping and vehicle gate. Complies.
1.9	All plant and equipment must be concealed from public view using screening or other means that is an integral part of the building design. Surface mounted services piping and conduits will not be permitted.	Services located to roof of the development, concealed from view. Ground level services contained behind louvres for screening or internalised. Complies.

Appendix 10 – Planning Justification

	Requirement	*Proposed*	*Comment*
2.6 Building Depth	Maximum 20 metre building depth	27 metre building depth is proposed	The increased building depth responds to the 60m lot depth and irregular lot shape, enabling a building that maintains residential amenity and streetscape consistency. The design allows for efficient internal layouts and improved separation for sunlight and ventilation, without compromising open space, setbacks, or causing additional overshadowing of adjacent properties. The increased building depth does not impact the amenity of the apartments which satisfy the solar and daylight access and natural ventilation elements of the R-Codes.
3.4 Communal Open Space	300sqm communal open space required	270sqm of communal space	The development proposes communal open space at the ground floor, accessible from the internal communal area, as well as additional space to the northern elevation, accessed from the central corridor and lobby. The retention of significant trees on the site provides opportunities for genuine landscaping within the communal open space. The communal open space is safe, universally accessible and provides a high level of amenity for residents with the inclusion of picnic seating, bicycle racks, communal benches and extensive landscaping, which enhances the quality of spaces for residents amenity and areas. Open space is located to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.
3.6 Public Domain Interface	Ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.	Ground floor dwelling does not provide direct access to Wilson Street	The main entry to the ground floor dwelling is provided internally within he development, managing the security and privacy of residents. While not directly accessible from the street, private open space and communal courtyard areas are provided along the Wilson Street frontage for a positive and engaging street interface, allowing for passive surveillance and providing opportunities for casual interactions.
3.9 Car and Bicycle Parking	Visitor parking: 9 bays Residential: 67 bays Bicycle parking: 7 visitor bays	Visitor parking: 23 bays Residential: 31 bays Bicycle parking: 6 visitor bays	The development provides 31 on site resident bays and 23 visitors bays. A Transport Impact Statement (TIS) has been prepared by Urbii and demonstrates the site has provided adequate parking for the proposed number of dwellings. The site's proximity to Bassendean Station and the Town Centre, with access to high-frequency public transport and walkable connections, supports reduced reliance on private vehicles and encourages sustainable travel. The development also includes the ability for EV charging bays to be delivered in the future. The development provides for 0.59 resident bays per dwelling which is consistent with

			transit-oriented design principles and similar social and affordable housing developments which typically require between 0.3 and 0.5 car parking bays per dwelling as per the outcomes of the Parking Study in Appendix 3.
4.10 Façade Design	In buildings with height greater than four storeys, façades include a defined base, middle and top for the building	Eight storey building height does not break down defined lower, middle, top elements of the building	Darker colours are introduced as visual recesses, effectively differentiating the lower podium (base) from the upper residential levels (middle and top), enhancing the visual depth of the façade and reinforces the lower element as a distinct architectural element. Detailed arch entries at the ground level further define the pedestrian entry and create a strong sense of arrival, anchoring the base of the building within the streetscape. Breaks in the building's form generate three vertical components, providing visual relief to the wide façade and emphasizing the transition between the base, middle, and top. These vertical breaks are accentuated by shifts in colour, drawing inspiration from local buildings and contributing to the development's contextual integration.

WAPC Western Australian Planning Commission

REPORT TO	Statutory Planning Committee		
Meeting date	13 May 2026	**File number**	10-50286-3
Title	Development Application - Royal Perth Hospital Emergency Department Redevelopment (S Block) Stage 1 Works – Lot 916 (No. 212) Wellington Street, Perth – For approval		
Purpose	For decision		
Head of power	Clause 48 of Metropolitan Region Scheme		
Delegation	2024/02 Powers of Committees, delegation 2.7		
Confidentiality	Non-confidential		
Responsible officer	Dale Sanderson – Planning Director, Metro Central	**Responsible Officer Conflict of Interest**: Nil	
Date DPLH received	12 March 2026		
Processing days	62 days		
Statutory determination due date	11 May 2026		
SITE DETAILS			
Region	Metropolitan (Central)		
Local government	City of Perth		
Region Scheme/Reserve	Metropolitan (MRS) Public Purposes - Hospital		
Local Scheme / Zoning	N/A		
Property address	Lot 916 (No. 212) Wellington Street, Perth		
Site area	2.5 Hectares		
Existing land use	Carpark and vacant buildings		
Landowner	Metropolitan Health Services Board		
Applicant	Department of Housing and Works, on behalf of the Perth Pulse Alliance and the Office of Major Infrastructure Delivery		
Local Government recommendation	Defer		
ATTACHMENTS			
A1 - Location Plan A2 - Development Drawings A3 - Zoning Plan A4 - SDRP DR2 Report (Confidential)			

EXECUTIVE SUMMARY

The development application proposes Stage 1 works to facilitate the Royal Perth Hospital Emergency Department Project (S Block) (the RPH ED project) at the western edge of the Royal Perth Hospital (RPH) precinct.

The Stage 1 works comprise the construction of ground slab and three lift pits, four access ramps from Wellington Street and Moore Street, reinforced concrete piling, retaining walls, associated civil works, and underground stormwater drainage infrastructure.

The development requires approval solely under the Metropolitan Region Scheme (MRS) by the Western Australian Planning Commission (WAPC), as it constitutes a public work and is located on land reserved for Public Purposes - Hospital. As the proposal relates to a State-significant project that will be presented to the WAPC in the future, this application is presented to the Statutory Planning Committee for determination.

The key matter for consideration in the assessment of the Stage 1 works is the extent to which the works 'lock-in' elements of the RPH ED project, ahead of its design being finalised and considered by the WAPC.

The Department of Planning, Lands and Heritage (the Department) has undertaken significant engagement with the RPH ED project team to ensure that the Stage 1 works do not compromise planning objectives for the area. It is recommended that the application be approved, subject to conditions.

RECOMMENDATION

That the Statutory Planning Committee resolves under Clause 48 of the Metropolitan Region Scheme to APPROVE the application for Stage 1 works for the Royal Perth Hospital Emergency Department Redevelopment (S Block) at Lot 916 (No. 212) Wellington Street, Perth, subject to the following conditions and advice:

CONDITIONS

1. ***The development is to be carried out generally in accordance with the approved plans and documents date-stamped 14 April 2026, attached to this approval, subject to any modifications required by the conditions of approval.***

2. ***This decision constitutes development approval only and is valid for a period of four years from the date of approval. Where the approved Stage 1 works are not substantially commenced within this period, the approval shall lapse and be of no further effect.***

3.
   a. ***Prior to the commencement of works, a Construction Management Plan is to be submitted to and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth; and***
   b. ***Once approved, the Construction Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.***

4. ***Prior to the commencement of development, the proposed floor levels of pedestrian and vehicle entrances to the building are to be designed to match the existing levels of the immediately adjacent footpaths, with final details to be submitted to and approved to the***

satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.

5.

- ***a. Prior to the commencement of works, a Stormwater Management Plan is to be approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.***
- ***b. Once approved, the Stormwater Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.***

6. Redundant crossovers are to be removed, and the footpath, kerb and verge treatment reinstated, with civil drawings being approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.

ADVICE

1. The Western Australian Planning Commission's approval of the Stage 1 works associated with the Royal Perth Hospital Emergency Department Project (S Block) does not constitute support for, or approval of, any aspect of the future main works or subsequent stages of development, which will be subject to separate statutory consideration.

2. In the event of any inconsistency between this development approval and any future development approval(s) relating to the Royal Perth Hospital Emergency Department Project (S Block), the provisions of the subsequent development approval(s) will prevail.

3. This approval relates to development approval only. The applicant is advised that it remains their responsibility to ensure compliance with all other applicable legislation, local laws, policies and any licence or permit requirements that may apply to the development. Any works within a road reserve or outside the subject site boundary may require separate approval from the relevant authority.

4. In relation to Condition 3, the Construction Management Plan should detail the management of dust, noise, vibration, traffic, construction access, contractor parking, tree protection, waste management, material storage, and site safety and security. The Construction Management Plan should demonstrate compliance with the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997; and confirm that construction works outside the hours of 7:00am to 7:00pm Monday to Saturday, and at any time on Sundays and public holidays, will not occur unless otherwise approved under an endorsed Noise Management Plan.

5. This approval only relates to works within Lot 916 (No. 212) Wellington Street, Perth. Works shown outside of the lot boundaries will require separate approval from the City of Perth.

6. ***The applicant is advised that, prior to the commencement of works, a Basic Summary of Records (BSR) should be obtained from the Department of Water and Environmental Regulation (DWER) to confirm the contaminated sites status of the development site and any compliance requirements under the Contaminated Sites Act 2003.***

7. ATCO Gas Australia (ATCO) advises:

Prior to commencing any construction, access works or excavation, Before You Dig Australia (www.byda.com.au) should be contacted to identify the location of any buried gas infrastructure.

The proposed works are in proximity to ATCO gas infrastructure and require the submission of an ATCO Critical Asset notification via the ATCO Australia online portal and may require an Engineering Assessment to determine whether additional safety, risk mitigation or asset protection measures are necessary.

PROPOSAL DETAILS

The Department of Housing and Works (DoHW) has submitted a development application for Stage 1 works (Stage 1) associated with the RPH ED project at Lot 916 (No. 212) Wellington Street, Perth (the site), on behalf of the Perth Pulse Alliance (the Alliance) and the Office of Major Infrastructure Delivery (OMID).

The site is bounded by Wellington Street to the south, Moore Street to the North, and is located in close proximity to McIver Train Station and bus routes along Wellington Street as shown in Figure 1 below and **A1 - Location Plan**. The site occupies approximately 6,500m² of the 2.5-hectare lot.

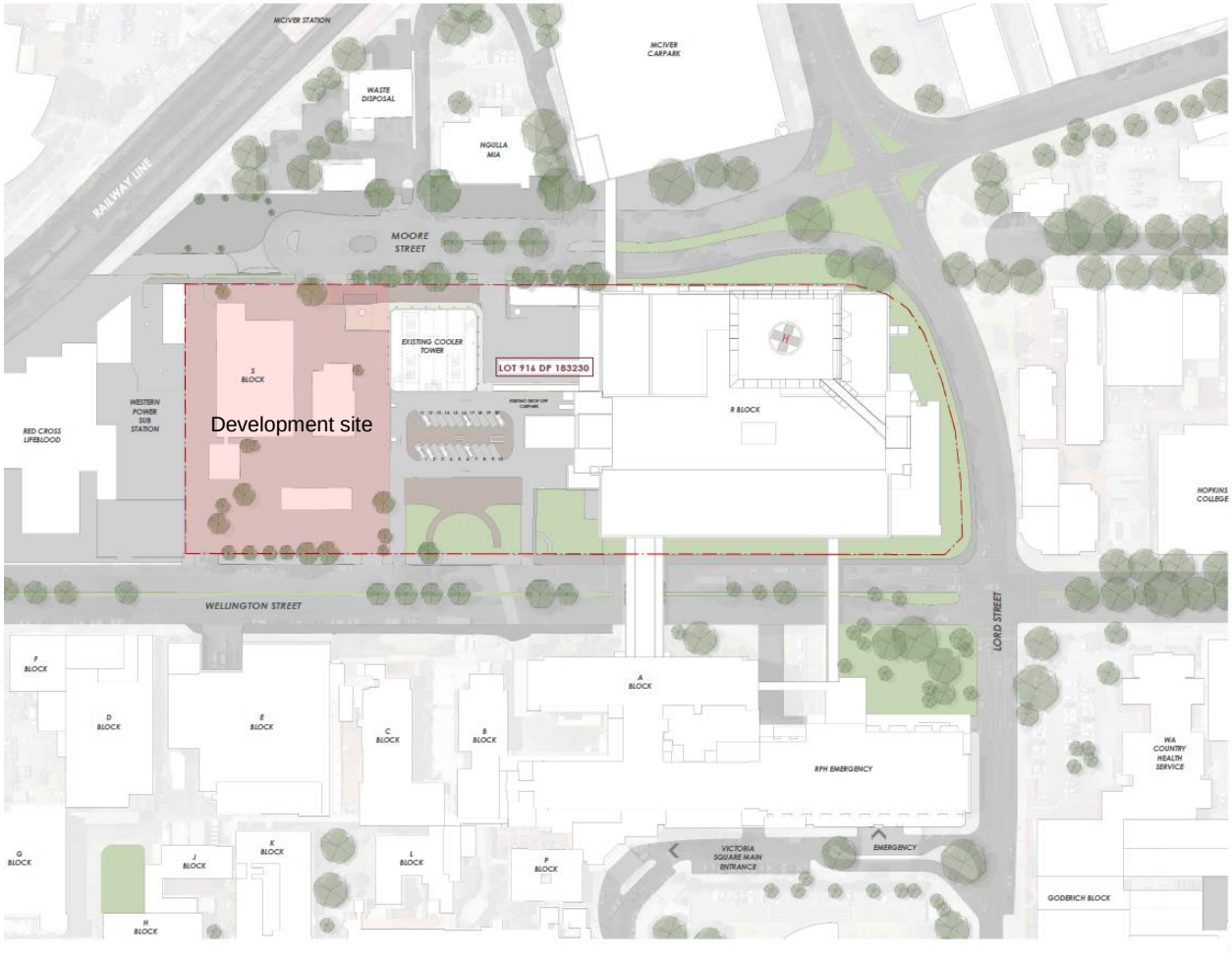


Figure 1 The development site

The proposed Stage 1 works comprise the following:

- Ground slab – Earthworks including soil cut and fill to prepare the subgrade, and construction of ground-bearing reinforced concrete slabs at two levels, an upper slab at RL 12.0 adjacent to Wellington Street and a lower slab at RL 10.25 adjacent to Moore Street. Three lift pits are proposed at RL 10.5. The ground slab incorporates four vehicle access ramps from Wellington Street and Moore Street.
- Foundation works – Reinforced concrete piles interconnected by pile caps to transfer loads from future building columns and core walls.
- Civil works – Associated civil works including upgraded crossovers, verge treatments, pavement construction, and vehicle turning paths to accommodate service vehicles and ambulances.
- Stormwater infrastructure – Underground stormwater drainage infrastructure connecting to the City of Perth's drainage network within Moore Street (**A2 - Development Drawings**).

The estimated cost of the Stage 1 works is $42 million, with completion anticipated in October 2026, if approved.

BACKGROUND

The site is reserved under the Metropolitan Region Scheme (MRS) for Public Purposes - Hospital (**A3 - Zoning Plan**). As the works are being undertaken by a public authority and are located on land reserved Public Purpose – Hospital under the MRS, the works require development approval solely from the WAPC under the MRS.

RPH is a State-significant tertiary health facility located within the Perth Central Business District (CBD). In November 2025, the State Government committed to a staged redevelopment of the RPH precinct to address operational constraints within the existing Emergency Department and respond to forecast growth in demand. As part of this commitment, a new Emergency Department building (S Block) is proposed at the western edge of the RPH precinct.

The current application seeks development approval for Stage 1 works for the RPH ED. These works are intended to facilitate the timely delivery of the Emergency Department redevelopment, with the future main works (Stage 2) scheduled for completion by the end of 2028, subject to WAPC approval of a future Stage 2 development application.

The Perth Pulse Alliance (the Alliance) is the delivery partner for the RPH ED project. The Alliance was announced in January 2026 by the State Government to progress the design, early works and delivery of the RPH ED. RPH precinct master planning is also being undertaken by the Alliance, to guide the redevelopment of the broader Royal Perth Hospital precinct.

In November 2025, the State Government announced its Precincts WA (Station Precincts) initiative to prepare improvement plans and improvement schemes for 10 priority metropolitan train station precincts, including Claisebrook Train Station. The initiative is intended to maximise housing opportunities within 800 metres of stations through a State-led planning framework, including the preparation of precinct-specific planning controls and a streamlined decision-making process. The site is located within 800 metres of Claisebrook Train Station and therefore within the indicative station precinct boundary.

Consultation

The proposal was referred to the City of Perth, Department of Health, Public Transport Authority, Western Power and ATCO Gas for comment. Comments received are summarised in the table below.

Agency	Agency advice (summarised)
City of Perth	The City supports the proposed RPH ED project, but does not support the proposed staged nature of development approvals. The City considers a staged approval for a single building on a complex site in Perth city-centre to be poor planning practice as: • the design is still progressing through State Design Review Panel scrutiny, with unresolved concerns relating to ambulance access, core locations, functionality, site legibility, ground-level interfaces with Moore and Wellington Streets, and • ongoing negotiations regarding helicopter flight paths that will involve changes to the City Planning Scheme No. 2 Special Control Area. The City requests that the application be deferred until the outstanding matters are resolved. Notwithstanding, the City has recommended conditions in the event the application is approved.
Department of Health	No objection to the proposed development. Recommends that drinking water, non-drinking water and sewage outlets to be appropriately marked and a Basic Summary of Records (BSR) from DWER is obtained to confirm the site's suitability for hospital land use.
Public Transport Authority (PTA)	The PTA is supportive of the proposal and recommends the inclusion of one advice note regarding potential relocation of a CAT bus stop on Wellington Street for street-level activation in the future.
Western Power	Western Power has no comments or objections to the application.
ATCO Gas	ATCO Gas Australia has no objection to the proposal, subject to the inclusion of advice notes regarding presence of a high-pressure natural gas pipeline within the Wellington Street road reserve.

Design Review and Workshops

The RPH ED proposal was reviewed by the State Design Review Panel (SDRP) on 19 February 2026 (DR1) and 14 April 2026 (DR2) (**A4 – SDRP DR2 Report)**.

The SDRP supports the project and acknowledges design refinement that has been undertaken since DR1, while emphasising the importance of the development contributing to a flexible, humane and place-shaping outcome. Key recommendations focus on improving integration with future connectivity, transport and access legibility, pedestrian safety, façade activation, landscape quality, and strengthening sustainability and aesthetic responses prior to submission of the Stage 2 development application.

Three workshops were held between the Department, an independent health architecture consultant engaged by the Department and the RPH ED project team to test and resolve key elements of the project design to ensure that early design decisions do not prejudice the WAPC's future determination of the main works (Stage 2). Across these workshops, the following key matters were explored and resolved:

- Confirmation that the scope and design of the Stage 1 works are limited to establish the primary structural and access framework and retain sufficient flexibility to accommodate future design outcomes for the Emergency Department and broader RPH precinct.
- Agreement on key access and movement principles, including clinically driven ambulance access requirements, the need for Priority 1 ambulance arrivals at Level 2, and the separation

of emergency, service and public movements to support safe and functional hospital operations.
- Consideration of circulation and connectivity arrangements, including Level 2 and Level 3 circulation, connectivity between S Block and R Block, and refinement of access ramps and interfaces with Wellington Street and Moore Street.
- Consdieration of street interface and public realm matters, including improving legibility of arrivals and acknowledging opportunities for Wellington Street public realm enhancements to be addressed at later stages.
- Acknowledgement that broader north-south pedestrian and cyclist connections, including links to McIver Station and potential connections via the Western Power site, are longer-term precinct matters being investigated through the RPH precinct master planning process.
- Clarification that matters relating to Moore Street public realm, public access limitations and coordination with the McIver Station upgrade are not required to be resolved through the Stage 1 works and can be appropriately addressed through future planning and development stages.

Overall, the workshops provided assurance that the proposed Stage 1 works can proceed without unreasonably constraining future planning, access, connectivity or interface outcomes associated with the RPH ED Stage 2 works or planning for the wider RPH precinct.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
Metropolitan Region Scheme	Fully consistent

DISCUSSION

Metropolitan Region Scheme

The Stage 1 works have been assessed against the relevant planning considerations listed under clause 43 of the MRS, including the purpose of the reservation, orderly and proper planning, relevant State Planning Policies, WAPC policy and strategic directions, compatibility with the surrounding setting, access and movement, amenity, environmental considerations, and the advice of relevant authorities. Key matters arising from the Department's assessment are discussed below.

Purpose of Reservation and Location of Works

The Stage 1 works are wholly consistent with the intent and purpose of the Public Purposes – Hospital reservation under the Metropolitan Region Scheme, as they are directly associated with the delivery of a major State health infrastructure. The works will facilitate the timely delivery of the RPH ED project and support the continued long-term use of the site for hospital purposes, consistent with State and regional planning objectives for critical health infrastructure.

A comprehensive site selection process was undertaken to determine the preferred location of the RPH ED by the project team. The site is well-located in relation to existing hospital buildings with clinical adjacencies, public transport and the arterial road network and being a large unoccupied site, allows for the staged redevelopment of RPH without adversely impacting its ongoing function. Accordingly, the Department is satisfied that the use of this land for the RPH ED is appropriate.

Ambulance and Operational Access

The prioritisation of ambulance access and emergency operations is a fundamental operational requirement for the proposed Emergency Department and has been a primary driver of the RPH ED design and reflected in the Stage 1 works. The Stage 1 works establish the primary structural and

access framework required to support future emergency department operations, including the location and geometry of ambulance access ramps, lift pits and structural cores necessary to accommodate clinically driven access requirements. These elements fix the broad access and circulation strategy to ensure safe, efficient and segregated ambulance, service and public movements consistent with emergency operational needs. Wellington Street currently contains a contiguous central pedestrian island where access to the site is proposed, which will need to be modified to facilitate 'right in' movements to the site. The Alliance is currently working with the City in relation to the design of necessary upgrades to Wellington Street and these are expected to be resolved as part of the Stage 2 works.

Pedestrian Connectivity

Pedestrian connectivity, particularly north-south movement between McIver Station/Moore Street and Wellington Street, is an important longer‑term consideration, given the site's proximity to major public transport infrastructure and its role as a key destination for staff, patients and visitors.

The Stage 1 works do not establish a ground‑level north-south connection. However, these works do not prevent the future delivery of pedestrian and cyclist connections either on the site or nearby, which will need to be identified through RPH precinct master planning. The applicant has advised that ground‑level pedestrian and cyclist links adjacent to emergency operations are not preferred, and that future north-south connectivity is being planned through alternative routes, including via the Western Power site (subject to relocation of existing aging infrastructure) and a potential overpass connection from McIver Station.

Accordingly, while walkability, legibility and permeability are important considerations for the precinct, these matters can be appropriately resolved through the RPH precinct master planning and the Stage 2 development application.

Urban Interface and Public Realm

The presence of ambulance ramps on / along the Wellington and Moore Street frontages is not a preferred planning outcome with respect to future street activation, pedestrian amenity and quality of interface.

Notwithstanding, this matter has been thoroughly considered through the SDRP process and design workshops facilitated by the Department. While the location of ambulance ramps at street interface is not preferred, it is acknowledged that their placement is driven by essential clinical, operational and site‑specific constraints, including emergency response time requirements, level changes across the site and the need to safely separate ambulance, service and public movements. The SDRP and the Department are satisfied that, with ongoing design refinement at the main works stage, an acceptable built‑form, street interface and public realm outcome can be achieved without compromising emergency operations.

Importantly, the Stage 1 works do not prejudice final façade design, ground‑level activation, landscaping treatments or public realm outcomes. These matters will be addressed through detailed architectural and landscape design at the main works stage, informed by precinct‑wide planning objectives and the evolving RPH master planning process.

Amenity, Landscape and Design Quality

While the Stage 1 works do not deliver final public realm or landscape outcomes, they do not preclude the future provision of quality outdoor environments, landscaping and street activation. Opportunities to enhance amenity and achieve cohesive, legible and humane environments for patients, visitors and staff will be important considerations at the Stage 2 development stage. The Stage 1 works are

set back 8.3 metres from Wellington Street, providing flexibility regarding the future treatment of this space.

The Stage 1 works establish the structural and access framework necessary to facilitate future design outcomes without constraining the ability to deliver clear entrance hierarchies, intuitive wayfinding and a legible relationship between the Emergency Department, surrounding streets and nearby transport nodes.

Future Helipad and Flight Path

The provision of a helipad has been identified as an operational requirement for the RPH ED, with the final location and associated flight paths subject to ongoing multi‑agency coordination. The flight path for the existing helipad on R Block to the east is protected through a Special Control Area established via Amendment 47 to the City's City Planning Scheme No. 2 in February 2024. The Special Control Area restricts development potential on sites within the flight path. Similar controls would be required to accommodate a helipad on top of the proposed RPH ED. The applicant has advised that the Stage 1 piling and substructure works are being designed to retain flexibility for future helipad delivery, with investigations underway to align flight paths with the existing helipad on R Block as closely as possible. If a suitable flight path cannot be secured from the proposed RPH ED building envelope, alternative options will need to be considered. This a future matter, and potential risk, for the proponent to resolve. Notwithstanding, for the short-term, there is an existing helipad on R block and in the longer-term, options exist to locate a helipad on other parts of the site.

City of Perth Request for Deferral

The rationale for the City's request to defer the application until broader design, access and planning matters are resolved, is based on sound planning reasoning. However, the Stage 1 works are necessary to ensure the timely delivery of the State-significant health infrastructure, during a time where there is increasing pressure upon the health system and infrastructure.

The Department is satisfied that the matters raised by the City will not be unreasonably prejudiced by the Stage 1 works and can be appropriately addressed through the subsequent Stage 2 development application and the precinct master planning process. The SDRP has carried out two design reviews of the proposed RPH ED, with the latest acknowledging the design refinement carried out since DR1 and recognising the complex functional requirements, as well as site and delivery constraints of the project. The SDRP has emphasised the importance of a good design outcome to support the broader precinct. While the Stage 1 works would fix the location of vehicle and ambulance ramps, lift pits, and structural cores necessary to accommodate clinically driven access requirements, there remains significant flexibility in regard to building design, the location of pedestrian access, landscaping, and public realm interface through Stage 2 development application.

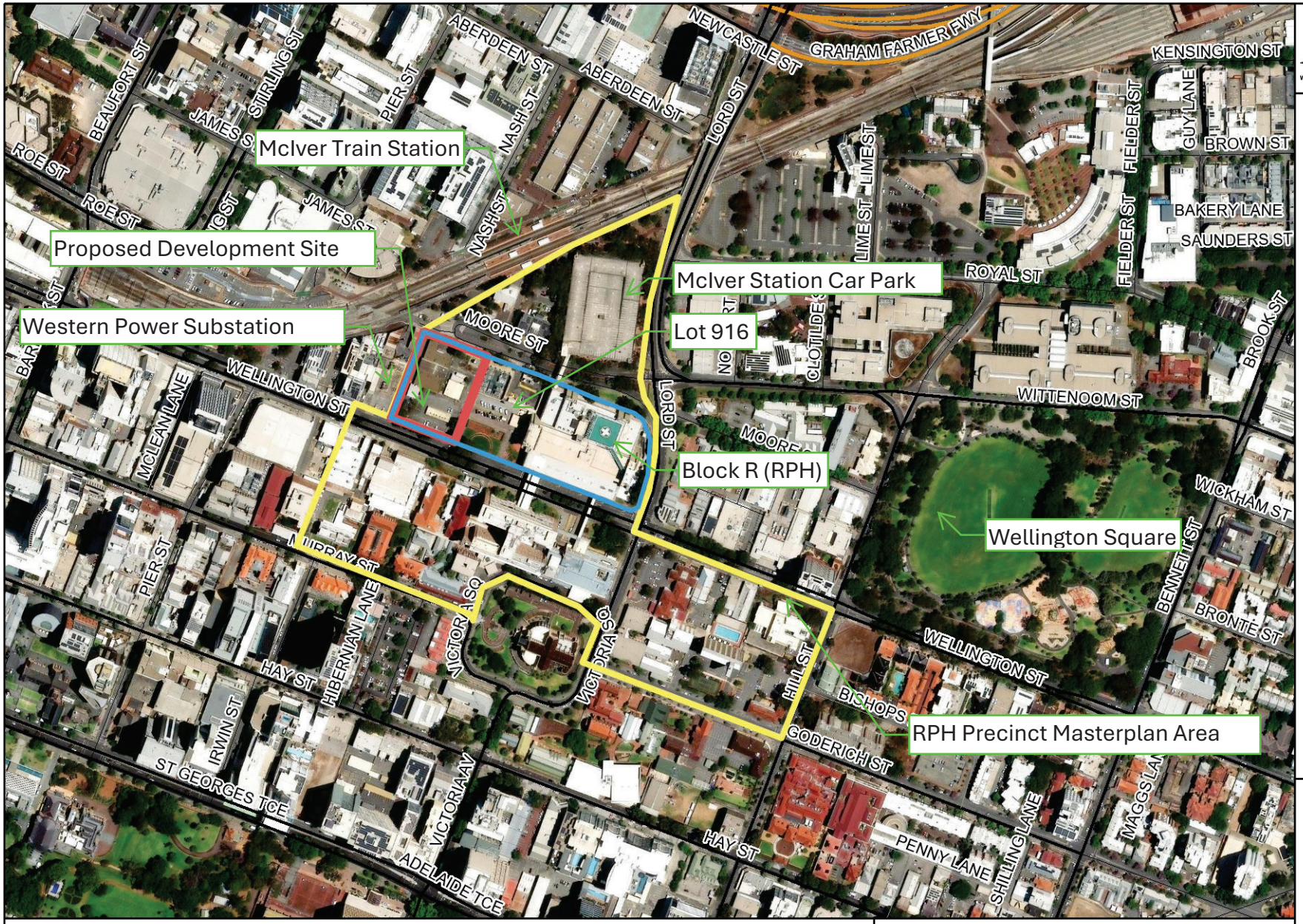
Department of Health Comments

Stage 1 works do not include the installation or operation of any potable or non-potable water infrastructure. As no plumbing systems are proposed, there is no risk of cross-connection or contamination of drinking water at this stage. Labelling and backflow prevention requirements will be addressed at detailed design and construction stages in accordance with AS/NZS 3500.

Given the site's proximity to the adjoining Western Power substation, there is potential for contaminated land. Stage 1 works do not involve rezoning, the establishment of a sensitive land use, or occupation of the site. However, as the works may disturb potentially contaminated soil, an advice note advising the applicant to obtain a Basic Summary of Records (BSR) from the Department of Water and Environmental Regulation (DWER) is recommended.

CONCLUSION

The application seeks approval for Stage 1 works to facilitate the construction and delivery of the RPH ED, a key item of State health infrastructure. The subject land is reserved under the Metropolitan Region Scheme for Public Purposes - Hospital, and the proposed works are consistent with the intent and purpose of the reservation. While the Stage 1 works establish the primary structural and access framework required to support future emergency department operations, they do not unreasonably prejudice the future assessment, design quality or delivery of the main works or broader RPH precinct redevelopment. Matters relating to detailed design, access, interface and precinct integration can be appropriately addressed through subsequent statutory processes. On this basis, conditional approval of the application is recommended.



Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Aerial Location Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

Aerial photography © Nearmap and/or © Western Australian Land Information Authority (Landgate).

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N

0 0.15 0.29 Kilometres

1: 6,740 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

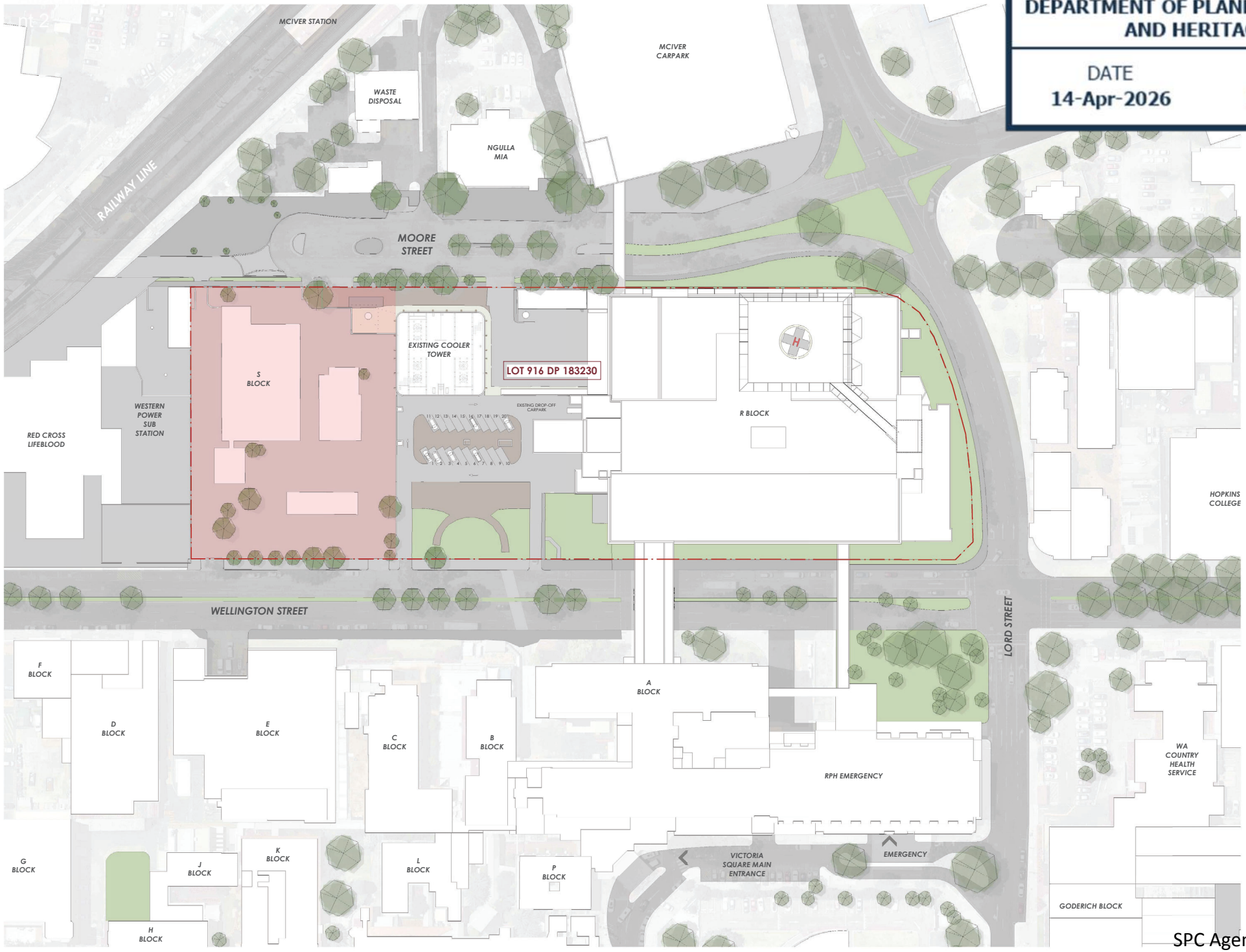
Map was produced using DPLH's InQuiry.

Date produced: 22-Apr-2026

Attachment 2

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
14-Apr-2026	10-50286-3



PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
A	23/02/26	PRE-LODGEMENT CONSULTATION	MS

PRELIMINARY

CONTRACTORS MUST VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK ON SITE OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. THIS IS A CADD DRAWING DO NOT ALTER MANUALLY. DO NOT SCALE FROM THIS DRAWING.

CONTRACTOR: lendlease

CLIENT: Government of Western Australia, Department of Transport and Major Infrastructure, Office of Major Infrastructure Delivery

CONSULTANT: silver thomas hanley ARCHITECTURE, SUITE 6, LEVEL 3 | 1 HOOD STREET | SUBIACO WA 6008

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT, 197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING: EXISTING SITE PLAN - FORWARD WORKS

DRAWN: 3434 | APPROVED: 32834 | REDUCTION: 30mm | DATE: 23/02/26

DRAWING No.: RPHED-STH-AR-DRG-S-023-L01-010 | REV: A

NORTH

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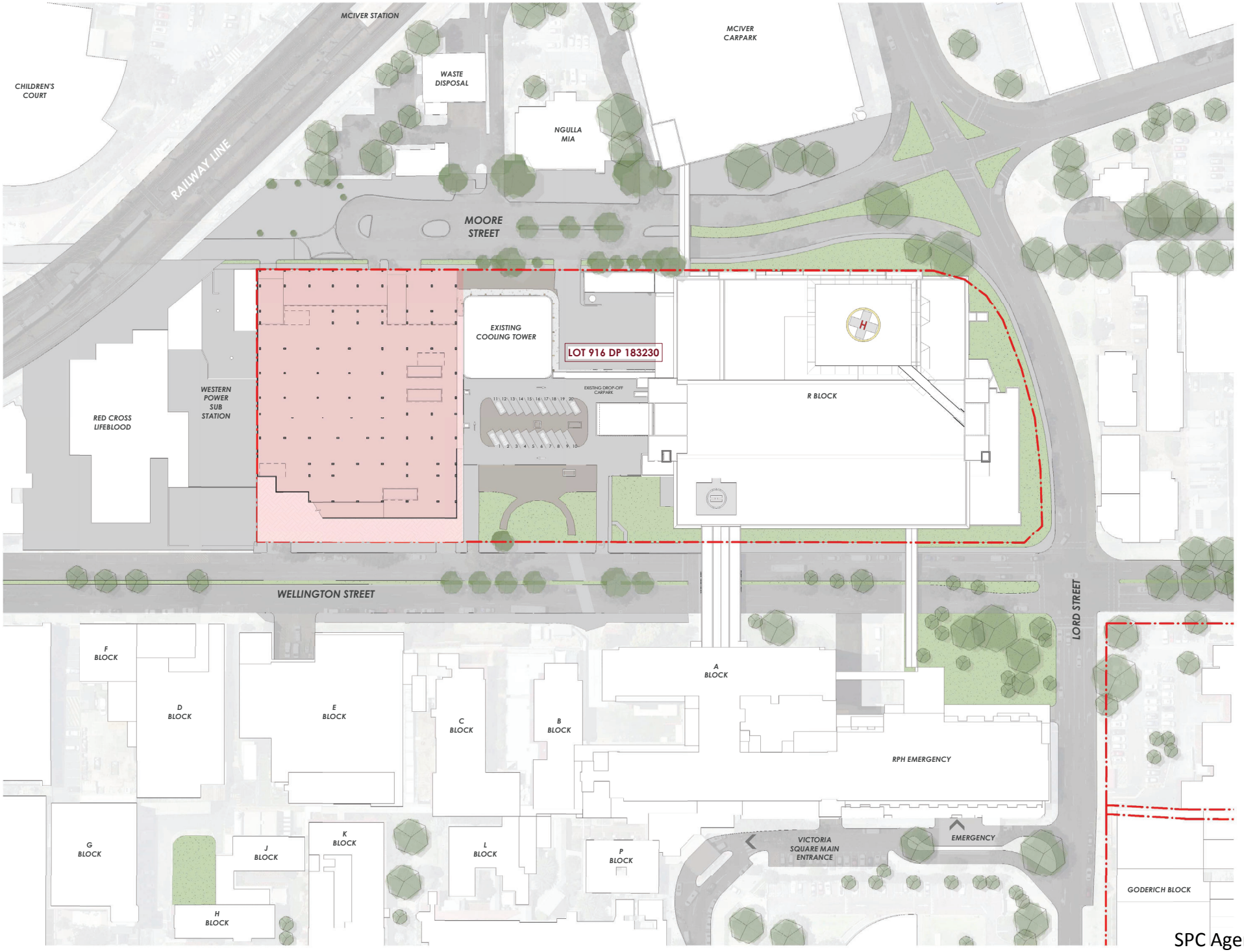

NOTES

1. THIS IS A CAD DRAWING. DO NOT AMEND MANUALLY. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETERS. DO NOT SCALE DRAWINGS FOR CRITICAL DIMENSIONS. CHECK DRAWING IS TO SCALE BY MEASURING SCALE BAR BELOW. VERIFY ALL DIMENSIONS.
3. THE SITE SURVEYOR AND BUILDER MUST CROSS-REFERENCE THIS DRAWING WITH THE SITE SURVEY BEFORE CONSTRUCTION BEGINS.
4. THE BUILDER SHALL INSTRUCT THE ARCHITECTS AND SURVEYORS ON THE LOCATION OF THE SITE SETOUT POINT.
5. THE BUILDER MUST CONFIRM ALL NORTHING AND EASTING LOCATIONS ON SITE BEFORE CONSTRUCTION BEGINS.
6. THE BUILDER SHALL VERIFY THAT ALL COS (CHECK ON SITE) DIMENSIONS FROM THE GRIDS TYING INTO EXISTING STRUCTURES ARE CORRECT BEFORE CONSTRUCTION COMMENCES. IF ANY DISCREPANCIES ARE FOUND, THE BUILDER WILL FORMALLY NOTIFY THE SURVEYORS AND ARCHITECTS.
7. CONTRACTORS MUST VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK ON SITE OR MAKING ANY SHOP DRAWINGSWHICH MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. THE RELEVANT PARTY MUST BE IMMEDIATELY NOTIFIED OF ANY DISCREPENCIES.
8. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

LEGEND

300 COS	CHECK ON SITE DIMENSION. TO BE USED WHENEVER WE ARE TYING INTO AN EXISTING STRUCTURE
RL	REDUCED LEVEL (RL). ELEVATION POINT RELATIVE TO DATUM.
91°	ANGULAR SETOUT DIMENSION FOR CONFIRMING GRIDS

PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
B	10/04/2026	PRE-LODGEMENT CONSULT - REVISED	MS
A	23/02/2026	PRE-LODGEMENT CONSULTATION	MS

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PERTH PULSE ALLIANCE
a leomierrestine value noml.

Government of Western Australia
Department of Transport and Major Infrastructure
Office of Major Infrastructure Delivery

CONSULTANT
silver thomas hanley
ARCHITECTURE
SUITE 6, LEVEL 3 | 1 HOOD STREET| SUBIACO WA 6008

PROJECT
ROYAL PERTH HOSPITAL
EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING
PROPOSED SITE PLAN - FORWARD WORKS

DRAWN	APPROVED	REDUCTION
AUTHOR	ASSIGNED	30mm
DRAWING NO.	SHEET NO.	REV.
3434	32834	A1 ISO/DIN 6181
DATE		10/04/2026

DRAWING No. RPHED-STH-AR-DRG-S-023-L00-020 REV. B

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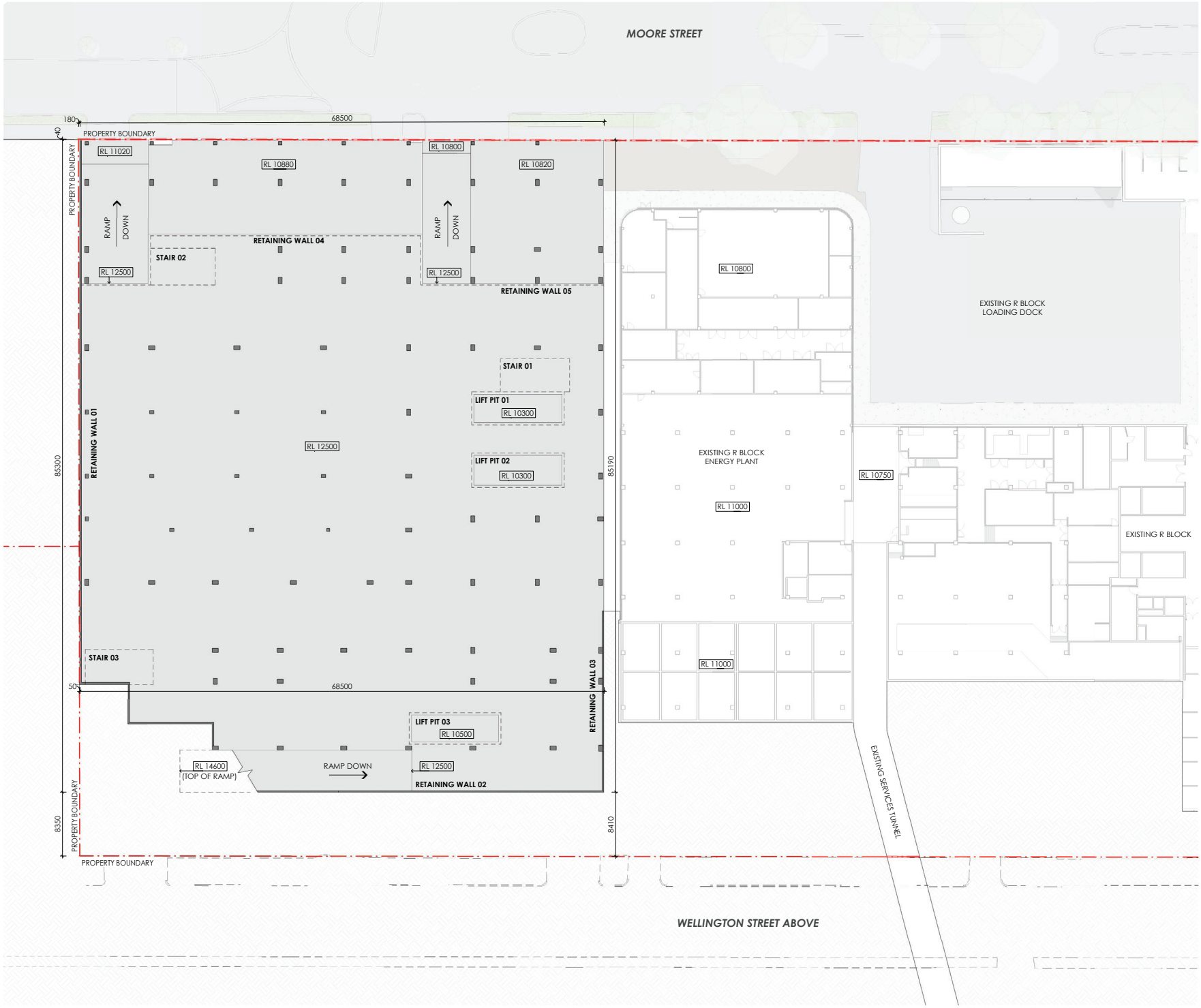

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LEGEND

300 COS	CHECK ON SITE DIMENSION. TO BE USED WHENEVER WE ARE TYING INTO AN EXISTING STRUCTURE
RL	REDUCED LEVEL (RL). ELEVATION POINT RELATIVE TO DATUM.
90°	ANGULAR SETOUT DIMENSION FOR CONFIRMING GRIDS

PRE-LODGEMENT CONSULTATION

REV	DATE	DESCRIPTION	BY
B	10/04/2026	PRE-LODGEMENT CONSULT - REVISED	MS
A	23/02/2026	PRE-LODGEMENT CONSULTATION	MS

PRELIMINARY

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PERTH PULSE ALLIANCE
a leadership value noted.

Government of Western Australia
Department of Transport and Major Infrastructure
Office of Major Infrastructure Delivery

CONSULTANT

silver thomas hanley
ARCHITECTURE
SUITE 6, LEVEL 3 | 1 HOOD STREET | SUBIACO WA 6008

PROJECT

ROYAL PERTH HOSPITAL
EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

ARCHITECTURAL

DRAWING

L01 FLOOR SLAB EXTENTS

DRAWN	DESIGN	APPROVED	REDUCTION
			30mm
			3434 / 32834

DATE 10/04/2026

DRAWING No. RPHED-STH-AR-DRG-S-023-L01-100 REV. B

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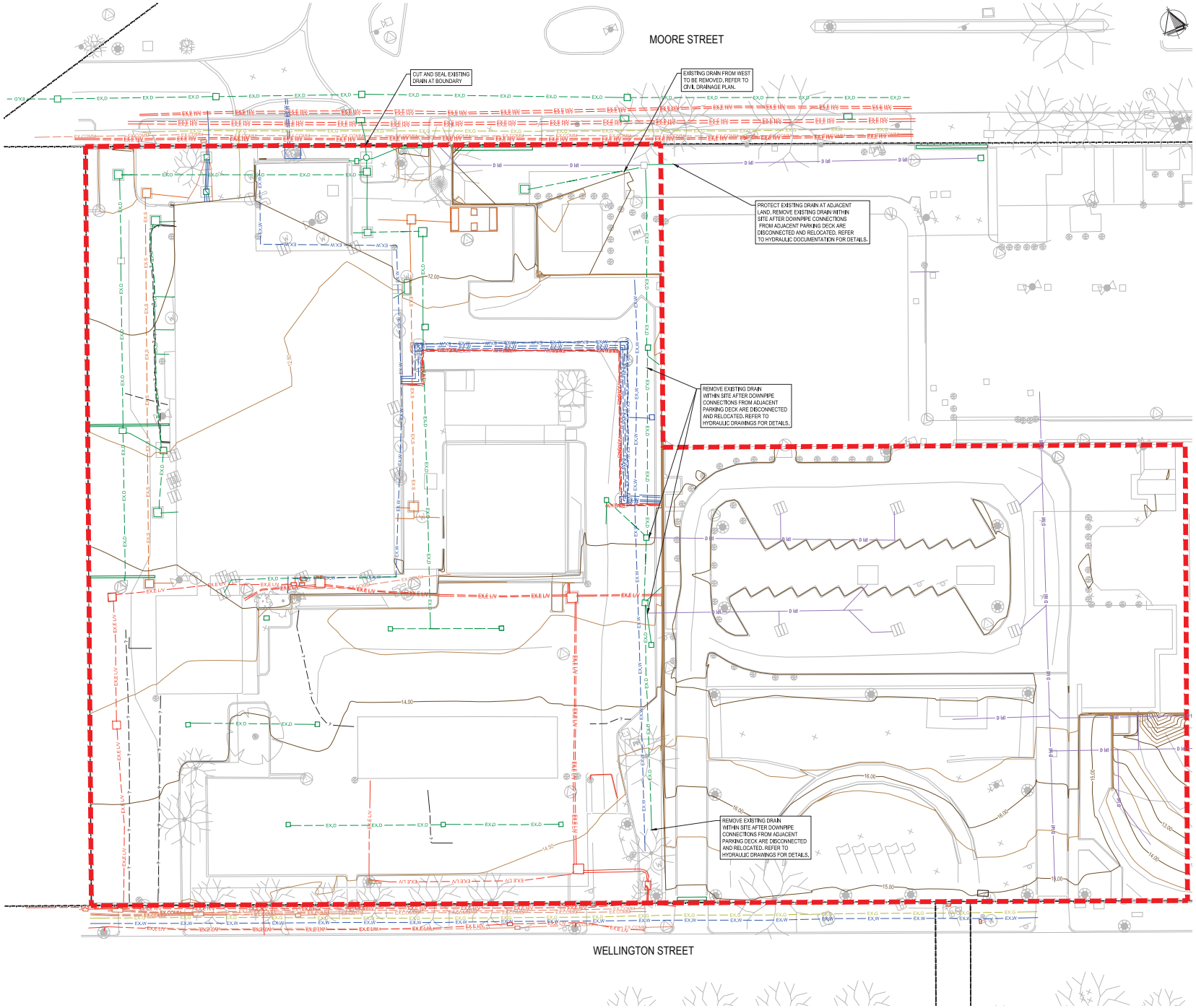
NORTH

DO NOT SCALE



EXISTING SERVICES & SITE PLAN
SCALE 1:200

NOTES:

1. EXISTING SERVICES, IF SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY BASED ON SUPPLIED INFORMATION. THE CONTRACTOR IS TO LOCATE THE EXISTING SERVICES WITHIN THE PROPOSED WORKS AREA AND DOCUMENT APPROPRIATELY PRIOR TO CONSTRUCTION. THE CONTRACTOR IS TO MAKE THEIR OWN ASSESSMENT AS TO THE IMPACT EXISTING SERVICES MAY HAVE ON THE PROPOSED WORKS AND LIAISE WITH THE SUPERINTENDENT FOR ADVICE IF AND WHERE REQUIRED.
2. SERVICES AND CONNECTION LEVELS WITHIN THE CONSTRUCTION AREA HAVE NOT BEEN CONFIRMED AND IF INDICATED ON THE DRAWINGS, THEY MUST ONLY BE TAKEN AS A GUIDE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL SERVICES AND CONNECTION LEVELS PRIOR TO COMMENCEMENT OF WORKS. THE CONTRACTOR MUST SEEK THE SUPERINTENDENT'S DIRECTION IN THE EVENT OF A DISCREPANCY OR SERVICES CLASH. LEVELS RELATIVE TO AHD MUST BE TAKEN BY THE CONTRACTOR OF THE SERVICES OR CONNECTION POINTS IN THE EVENT OF CLASHES OR DISCREPANCY WITH THE DRAWINGS AND MUST BE FORWARDED TO THE SUPERINTENDENT.
3. THE CONTRACTOR MUST OBTAIN 'BEFORE YOU DIG' SERVICE INFORMATION ON THE AREA AFFECTED BY THE WORKS PRIOR TO ANY CONSTRUCTION.
4. DO NOT SCALE FROM DRAWINGS.
5. ALL AFFECTED UTILITIES SHOULD BE LOCATED BY A QUALIFIED SURVEYOR TO APPROPRIATE ACCURACY TOLERANCE. RECOMMENDED CLASS A PICKUP.

EXISTING UTILITY REMOVAL NOTES:

1. REMOVAL OF EXISTING UTILITIES: THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE REMOVAL OR DECOMMISSIONING OF ALL EXISTING UTILITIES WITHIN THE PROJECT SITE LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, WATER, SEWER, GAS, ELECTRICAL, AND TELECOMMUNICATION SERVICES.
2. REFERENCE TO DEMOLITION PLAN: THE CONTRACTOR MUST STRICTLY REFER TO THE DEMOLITION PLAN FOR THE SPECIFIC SCOPE, LIMITS, AND SEQUENCE OF UTILITY REMOVAL. DISCREPANCIES BETWEEN THIS PLAN AND THE DEMOLITION PLAN MUST BE REPORTED TO THE ENGINEER IMMEDIATELY BEFORE WORK BEGINS.
3. CROSS-DISCIPLINE COORDINATION: THE CONTRACTOR SHALL REVIEW AND COORDINATE WITH ALL OTHER DISCIPLINE PLANS (INCLUDING ARCHITECTURAL, STRUCTURAL, ELECTRICAL, AND LANDSCAPE) TO IDENTIFY ANY UTILITIES DESIGNATED TO REMAIN, BE RELOCATED, OR BE PROTECTED DURING CONSTRUCTION.
4. SERVICE DISCONNECTION & PERMITS: PRIOR TO ANY REMOVAL, THE CONTRACTOR SHALL VERIFY WITH THE RELEVANT UTILITY AUTHORITIES THAT ALL SERVICES HAVE BEEN SAFELY DISCONNECTED AND CAPPED. ALL NECESSARY PERMITS AND CLEARANCES MUST BE OBTAINED FROM SERVICE PROVIDERS BEFORE COMMENCING WORK.
5. SUBSURFACE INVESTIGATION: ALTHOUGH UTILITIES ARE SHOWN BASED ON AVAILABLE RECORDS, THE CONTRACTOR MUST VERIFY THE EXACT LOCATION, DEPTH, AND TYPE OF ALL UNDERGROUND SERVICES USING POTHOLEING OR OTHER NON-DESTRUCTIVE METHODS PRIOR TO ANY EXCAVATION OR REMOVAL.
6. CAPPING AND SEALING: ALL REDUNDANT SERVICE LINES (E.G., STORMWATER, SEWER, WATER) MUST BE PROPERLY CUT AND SEALED AT THE PROPERTY BOUNDARY OR AS SPECIFIED IN THE DEMOLITION PLAN TO PREVENT FUTURE INGRESS OR CONTAMINATION.
7. SITE RESTORATION: UPON REMOVAL OF UTILITIES, THE CONTRACTOR SHALL BACKFILL ALL RESULTING TRENCHES AND VOIDS WITH APPROVED MATERIALS AND REINSTATE SURFACES TO MATCH EXISTING CONDITIONS OR AS OTHERWISE NOTED IN THE CONSTRUCTION DOCUMENTS.

LEGEND:

- SURVEY CONTROL STATION
- STUMP/TRUNK
- TREE SYMBOLS
- BUS STOP
- PARKING METER
- TRAFFIC SIGNAL
- FENCE
- GATE
- HANDRAIL
- SIGN - ONE POLE
- FLOOR LEVEL
- DECK-HARD SURFACE LEVEL
- COLUMN - CENTRE
- FIRE HOSE REEL
- LITTER BIN
- POLE
- MAIL BOX
- POST/BOLLARD
- FLAG POLE
- COMMS PIT CENTRE / EDGE
- ELECTRICAL CABLE PIT CENTRE / EDGE
- ELECTRICAL DISTRIBUTION BOARD
- ELECTRICAL DOME/PILLAR
- ELECTRICAL EARTHING POINT
- ELECTRICAL LIGHT POLE POINT
- ELECTRICAL SECURITY CAMERA
- ELECTRICAL SWITCHBOARD
- GAS MARKER
- GAS TEST VALVE
- GAS VALVE
- FUEL VALVE
- FUEL VENT
- DRAINAGE GULLY CENTRE / EDGE
- DRAINAGE INSPECTION POINT
- SEWER INSPECTION OPENING
- SEWER VALVE
- WATER HYDRANT (GROUND)
- WATER HYDRANT (PILLAR)
- WATER METER
- WATER RETICULATION - CONTROL VALVE
- WATER TAP
- WATER VALVE
- WATER VALVE PIT
- UNDEFINED MANHOLE CENTRE / EDGE
- UNDEFINED MARKER
- UNDEFINED VALVE
- UNDEFINED GENERIC POINT
- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING STORMWATER DRAINAGE
- EXISTING STORMWATER DRAINAGE (BYDA)
- EXISTING WATERMAIN
- EXISTING ELECTRICAL HV
- EXISTING ELECTRICAL LV
- EXISTING GAS
- EXISTING COMMUNICATIONS CABLE
- EXISTING SEWER
- EXISTING UNKNOWN SERVICE
- EXISTING MINOR SURFACE CONTOUR
- EXISTING MINOR SURFACE CONTOUR (1.0m INTERVAL)

NOTE:
ALL SERVICES SHOWN ARE FROM DOCUMENTS DRAWING NUMBER LEND-RPHED-DW-003 REV 0 DATED 5/3/2026, LEND-RPH-RP-002 S BLOCK REV 0, LEND-RPHED-RP-003-WELLINGTON STREET REV 0, LEND-RPH-RP-004 REV 0, BY RM SURVEYS, AND REFERENCE TO BYDA AND ARCHIVE DRAWINGS.

WORK IN PROGRESS

REV	DATE	DESCRIPTION	BY
C	10/04/2026	SDS PRELIMINARY DESIGN ISSUE	M.B
B	27/03/2026	SDS PRELIMINARY DESIGN ISSUE	M.B
A	03/03/2026	SDS PRELIMINARY DESIGN ISSUE	M.B

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CONTRACTOR: PERTH PULSE ALLIANCE — a transformation with heart

CLIENT: Government of Western Australia, Department of Transport and Major Infrastructure, Office of Major Infrastructure Delivery

CONSULTANT: wsp
Level 3, Mia Yellagonga, Tower 2
5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

CIVIL

DRAWING: EXISTING SERVICES & SITE PLAN

DESIGN	APPROVED	SIGNATURE	SCALE
229847	32834	CIVIL BIM	10mm

DATE: 15/04/2026

DRAWING NO.: RPHED-WSP-CV-DRG-S-100-L00-001 — REV: C

BEFORE YOU DIG www.byda.com.au

SERVICE CLASHES
CONTRACTOR TO REFER TO SERVICES DOCUMENTATION AND LIAISE WITH THE RELEVANT AUTHORITY TO MITIGATE ANY SERVICE CLASHES WITH THE PROPOSED WORKS.

WARNING
BEWARE OF UNDERGROUND SERVICES.
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE BY CIVIL CONTRACTOR PRIOR TO CONSTRUCTION. WHILE CIVIL HAVE NO GUARANTEE GIVEN TO THE ACCURACY OF THE LOCATION OF SERVICES

NOTE: THESE DRAWINGS HAVE BEEN PRODUCED WITH THE INTENTION OF BEING VIEWED IN A COLOUR FORMAT FOR THE PURPOSE OF CLARITY. DO NOT COPY OR PRINT TO BLACK AND WHITE.

4 2 0 4 8 12m
1:200 @ A1

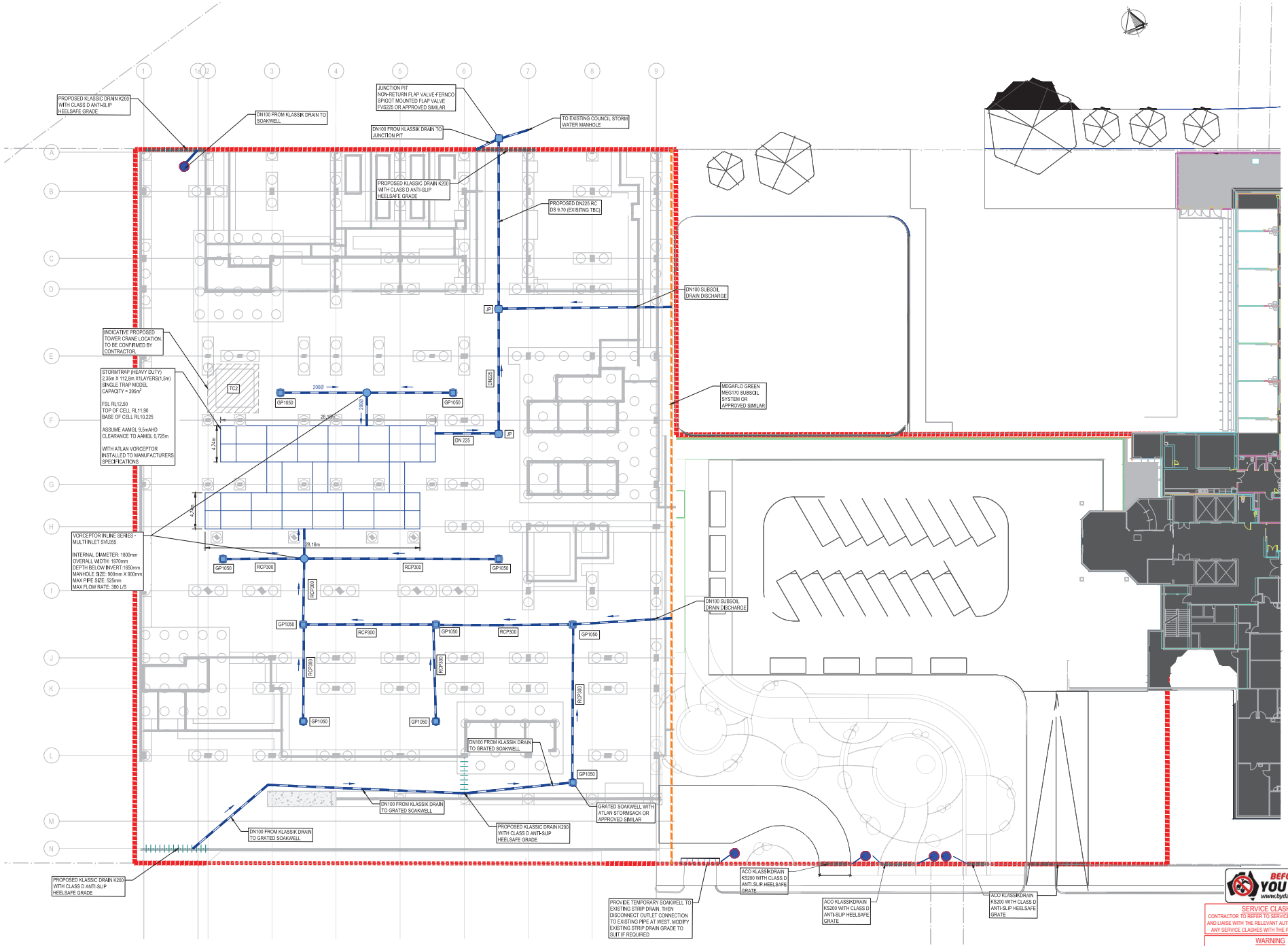
SPC Agenda Page 246

DATE PLOTTED: 10/04/2026 2:48:24 AM BY: BATACAN, MARTIN
©WSP Australia Pty Ltd

DO NOT SCALE

NOTE:
1. ALL SERVICES LOCATION ARE INDICATIVE AND EXTRACTED FROM AVAILABLE INFORMATION INCLUDED: BYDA, FEATURE SURVEY, ARUP ENGINEERING REPORT AND CONCEPT PLANS.
2. EXACT EXISTING SERVICES LOCATION MUST BE SURVEYED AND IDENTIFIED ON SITE.

LEGEND:
- JUNCTION PIT
- PIPE
- BUILDING BOUNDARY
- SITE BOUNDARY
- TRENCH GRATE
- SOAKWELLS
- VORCEPTOR INLINE SERIES
- GRATED PIT
- DIRECTIONAL FLOW



STORMWATER DRAINAGE PLAN
SCALE 1:200

4 2 0 4 8 12m
1:200 @B1

BEFORE YOU DIG www.byda.com.au

SERVICE CLASHES
CONTRACTOR TO REFER TO SERVICES DOCUMENTATION AND LIAISE WITH THE RELEVANT AUTHORITY TO MITIGATE ANY SERVICE CLASHES WITH THE PROPOSED WORKS.

WARNING
BEWARE OF UNDERGROUND SERVICES.
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NOTE: THESE DRAWINGS HAVE BEEN PRODUCED WITH THE INTENTION OF BEING VIEWED IN A COLOUR FORMAT FOR THE PURPOSE OF CLARITY. DO NOT COPY OR PRINT TO BLACK AND WHITE

WORK IN PROGRESS

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C	10/04/2026	SDS PRELIMINARY DESIGN ISSUE	M.B
B	27/03/2026	SDS PRELIMINARY DESIGN ISSUE	M.B
A	03/03/2026	SDS PRELIMINARY DESIGN ISSUE	M.B

PRELIMINARY

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CONTRACTOR: PERTH PULSE ALLIANCE a transformation with heart

CLIENT: Government of Western Australia Department of Transport and Major Infrastructure Office of Major Infrastructure Delivery

CONSULTANT: wsp
Level 3, Mia Yellagonga, Tower 2
5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

CIVIL

DRAWING: STORMWATER DRAINAGE PLAN

DESIGN	APPROVED	DRAWING	SCALE
229845	32834	CAD ISSO	50mm

DATE: 10/04/2026
DRAWING NO: RPHED-WSP-CV-DRG-S-110-L00-001
REV: C

SPC Agenda Page 247

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DWG FILE: RPHEDWSP-CV-DRG-S-110-L00-001.DWG
DATE PLOTTED: 10/04/2026 4:10:57 AM BY : COLLO, MIKHAIL

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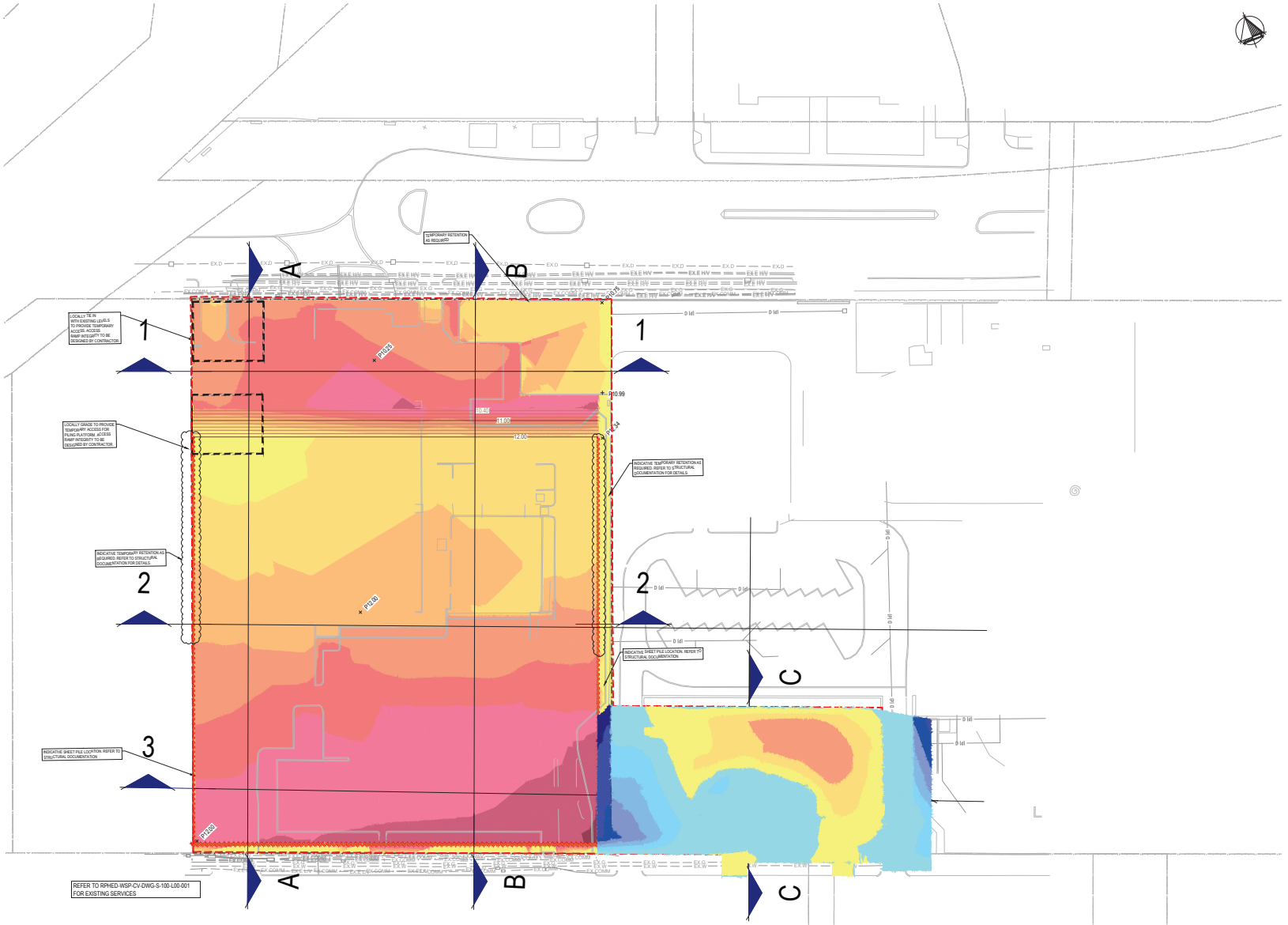

NOTES:

1. ALL EARTHWORKS SHALL BE COMPLETED IN ACCORDANCE WITH REQUIREMENTS OF THE SPECIFICATION AND GEOTECHNICAL REPORT.
2. OVERALL BUILDING FINISHED FLOOR LEVELS (FFLs) ARE ANTICIPATED TO BE RL 12.50. FINAL FFLs SHALL BE SET BY THE STRUCTURAL ENGINEER/ARCHITECT.
3. BULK EARTHWORKS LEVELS SHOWN ARE INDICATIVE ONLY AND ARE PROVIDED TO ACHIEVE A BUILDING PLATFORM LEVEL OF RL 12.50.
4. STRUCTURAL FOOTINGS, PITS, MATS AND SLABS ARE OUTSIDE THE SCOPE OF BULK EARTHWORKS AND SHALL BE EXCAVATED BY THE BUILDING CONTRACTOR.
5. DEEP EXCAVATIONS SUCH AS LIFT PITS, SUMP PITS AND FOOTINGS SHALL BE CONFIRMED BY THE STRUCTURAL ENGINEER. CIVIL DRAWING BULK EARTHWORK RLs ARE INDICATIVE ONLY AND NOT FOR CONSTRUCTION.
6. THE CIVIL EARTHWORKS CONTRACTOR SHALL NOT EXCAVATE BELOW THE PLATFORM LEVEL UNLESS SPECIFICALLY INSTRUCTED BY THE SUPERINTENDENT.
7. NO ALLOWANCE FOR FOOTINGS, GARDEN BEDS, SERVICE TRENCHES ETC.
8. NO ALLOWANCE FOR BULKING OR COMPACTION FACTORS.
9. FILL MATERIAL SURPLUS TO REQUIREMENTS OF CUT AND FILL EARTHWORKS MAY BE TEMPORARILY PLACED/ STORED ON SITE IN LOCATIONS AND MAXIMUM HEIGHTS AGREED WITH THE SUPERINTENDENT. THE CONTRACTOR IS RESPONSIBLE FOR THE ULTIMATE COSTS OF REMOVING AND DISPOSAL OF THIS MATERIAL OFF-SITE PRIOR TO PRACTICAL COMPLETION. ANY STORAGE AREA IS TO BE REINSTATED TO ITS ORIGINAL CONDITION ON COMPLETION OF WORKS.
10. FOR RE-USE OF SITE WON MATERIAL, REFERENCE SHOULD BE MADE TO GEOTECHNICAL REPORT. THE CONTRACTOR IS RESPONSIBLE FOR SORTING/TESTING AND HANDLING OF ANY FILL MATERIAL PROPOSED FOR RE-USE.
11. ANY REQUIREMENT TO DISPOSE OF FILL OFFSITE WILL REQUIRE ADISPOSAL METHODOLOGY IN ACCORDANCE WITH GEOTECHNICAL REPORT/ CIVIL SPECIFICATIONS.
12. THE ESTIMATED BULK EARTHWORK (EW) VOLUMES INCLUDE THE REMOVAL AND DISPOSAL OF ALL EXISTING SURFACE MATERIALS WITHIN THE EXCAVATION FOOTPRINT. THIS INCLUDES, BUT IS NOT LIMITED TO, EXISTING PAVEMENT LAYERS, CONCRETE SLABS, HARDSTANDS, KERBS, FOOTPATHS, AND ANY OTHER SURFACE TREATMENTS ENCOUNTERED. THESE VOLUMES HAVE BEEN INCORPORATED INTO THE OVERALL EARTHWORK QUANTITY ESTIMATES AND ARE NOT ITEMISED SEPARATELY UNLESS NOTED OTHERWISE.
13. ANY TEMPORARY EARTHWORKS REQUIRED FOR CONTRACTOR ACCESS, WORKING PLATFORMS, HAUL ROADS, LAYDOWN AREAS, OR OTHER CONSTRUCTION::RELATED PURPOSES ARE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR. THESE TEMPORARY WORKS ARE NOT INCLUDED IN THE BULK EARTHWORK (EW) VOLUME ESTIMATES PROVIDED IN THIS PLAN. CONTRACTORS SHALL MAKE THEIR OWN ASSESSMENT OF THE TEMPORARY EARTHWORK VOLUMES REQUIRED FOR THEIR METHODOLOGY AND ALLOW FOR ANY SURPLUS OR DEFICIT. EARTHWORKS ARISING FROM SUCH TEMPORARY WORKS. THE TOP OF THE PILING MAT SHALL BE 300MM ABOVE THE BULK EARTHWORK LEVELS.
14. ACCESS RAMPS FOR PILING RIGS SHALL BE DESIGNED, CONSTRUCTED, AND MAINTAINED IN ACCORDANCE WITH THE PILING CONTRACTOR'S REQUIREMENTS AND RELEVANT WORKING::PLATFORM SAFETY PRINCIPLES. RAMPS SHALL GENERALLY NOT EXCEED A MAXIMUM GRADIENT OF 1(V):10(H). THE PILING CONTRACTOR SHALL CONFIRM THE SAFE OPERATING GRADIENT FOR THE SPECIFIC RIG PROPOSED AND SHALL TAKE FULL RESPONSIBILITY FOR ALL TEMPORARY WORKS, INCLUDING STABILITY, TRACTION, AND SAFE ACCESS.
15. BULK EARTHWORK LEVELS AND FOUNDING REQUIREMENTS FOR LIFT CORE LOCATIONS ARE SUBJECT TO FINAL STRUCTURAL DESIGN. AT THE TIME OF PREPARING THESE BULK EARTHWORK (EW) ESTIMATES, THE REQUIRED EXCAVATION LEVELS BENEATH THE LIFT CORES HAD NOT BEEN CONFIRMED. ACCORDINGLY, EARTHWORK VOLUMES ASSOCIATED WITH LIFT CORE FOUNDATIONS, PITS, OR DEEPENED ZONES ARE NOT INCLUDED IN THE EW QUANTITY ESTIMATES. CONTRACTORS SHALL VERIFY FINAL LIFT CORE FOUNDING LEVELS FROM THE STRUCTURAL DRAWINGS AND ALLOW FOR ANY ADDITIONAL EXCAVATION OR BACKFILLING REQUIRED TO CONSTRUCT THE LIFT CORE FOUNDATIONS.
16. ALL AFFECTED UTILITIES SHALL BE LOCATED BY A QUALIFIED SURVEYOR TO APPROPRIATE ACCURACY TOLERANCE, WITH CLASS A PICKUP RECOMMENDED.

LEGEND:

- 0.00 — BULK EARTHWORKS MAJOR CONTOUR (0.10m INTERVAL)
- 0.00 — BULK EARTHWORKS MINOR CONTOUR (0.10m INTERVAL)
- 0.00 — EXISTING SURFACE CONTOUR (0.10m INTERVAL)
- SHEET PILING
- DESIGN SURFACE SPOT LEVEL
- CADASTRAL BOUNDARY
- SITE BOUNDARY

SURFACE COMPARISON LEGEND

CUT		FILL	
	0.00m to -0.40m		0.00m to 0.40m
	-0.40m to -0.80m		0.40m to 0.80m
	-1.20m to -1.60m		0.80m to 1.20m
	-1.60m to -2.00m		1.20m to 1.60m
	-2.00m to -2.40m		1.60m to 2.00m
	-2.40m to -2.80m		2.00m to 2.40m
	-2.80m to -3.20m		2.40m to 2.80m

TABLE 1 - ACCUMULATED LOT BULK EARTWORKS - 0% COMPACTION FACTOR APPLIED

	AREA (m²)	CUT VOLUME (m³)	FILL VOLUME (m³)	NET VOLUME (m³)
OVERALL	8,092	9,300	399	8901 (CUT)

WORK IN PROGRESS

REV	DATE	DESCRIPTION	BY
C	10/04/2024	SDS PRELIMINARY DESIGN ISSUE	M.B
B	27/03/2024	SDS PRELIMINARY DESIGN ISSUE	M.B
A	09/03/2024	SDS PRELIMINARY DESIGN ISSUE	M.B

PRELIMINARY

CONTRACTORS MUST VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK ON SITE OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. THIS IS A CADD DRAWING DO NOT AMEND MANUALLY. DO NOT SCALE FROM THIS DRAWING

CONTRACTOR: PERTH PULSE ALLIANCE — a transformation with heart

CLIENT: Government of Western Australia, Department of Transport and Major Infrastructure, Office of Major Infrastructure Delivery

CONSULTANT: wsp
Level 3, Mia Yellagonga, Tower 2
5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

CIVIL

DRAWING: BULK EARTHWORKS CUT AND FILL PLAN

DESIGN	APPROVED	SCALE (A1)	SCALE (A3)
229845	32834	1:200	1:400

DATE: 10/04/2024

DRAWING NO.: RPHED-WSP-CV-DRG-S-120-L00-001 REV: C

BEFORE YOU DIG www.byda.com.au

SERVICE CLASHES
CONTRACTOR TO REFER TO SERVICES DOCUMENTATION AND LIAISE WITH THE RELEVANT AUTHORITY TO MITIGATE ANY SERVICE CLASHES WITH THE PROPOSED WORKS.

WARNING
BEWARE OF UNDERGROUND SERVICES.
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE BY CIVIL CONTRACTOR PRIOR TO CONSTRUCTION. THE CIVIL CONTRACTOR IS RESPONSIBLE FOR GIVEN THE LOCATION OF ALL SERVICES.

NOTE: THESE DRAWINGS HAVE BEEN PRODUCED WITH THE INTENTION OF BEING VIEWED IN A COLOUR FORMAT FOR THE PURPOSE OF CLARITY. DO NOT COPY OR PRINT TO BLACK AND WHITE.

4 2 0 4 8 12m
1:200 @ B1

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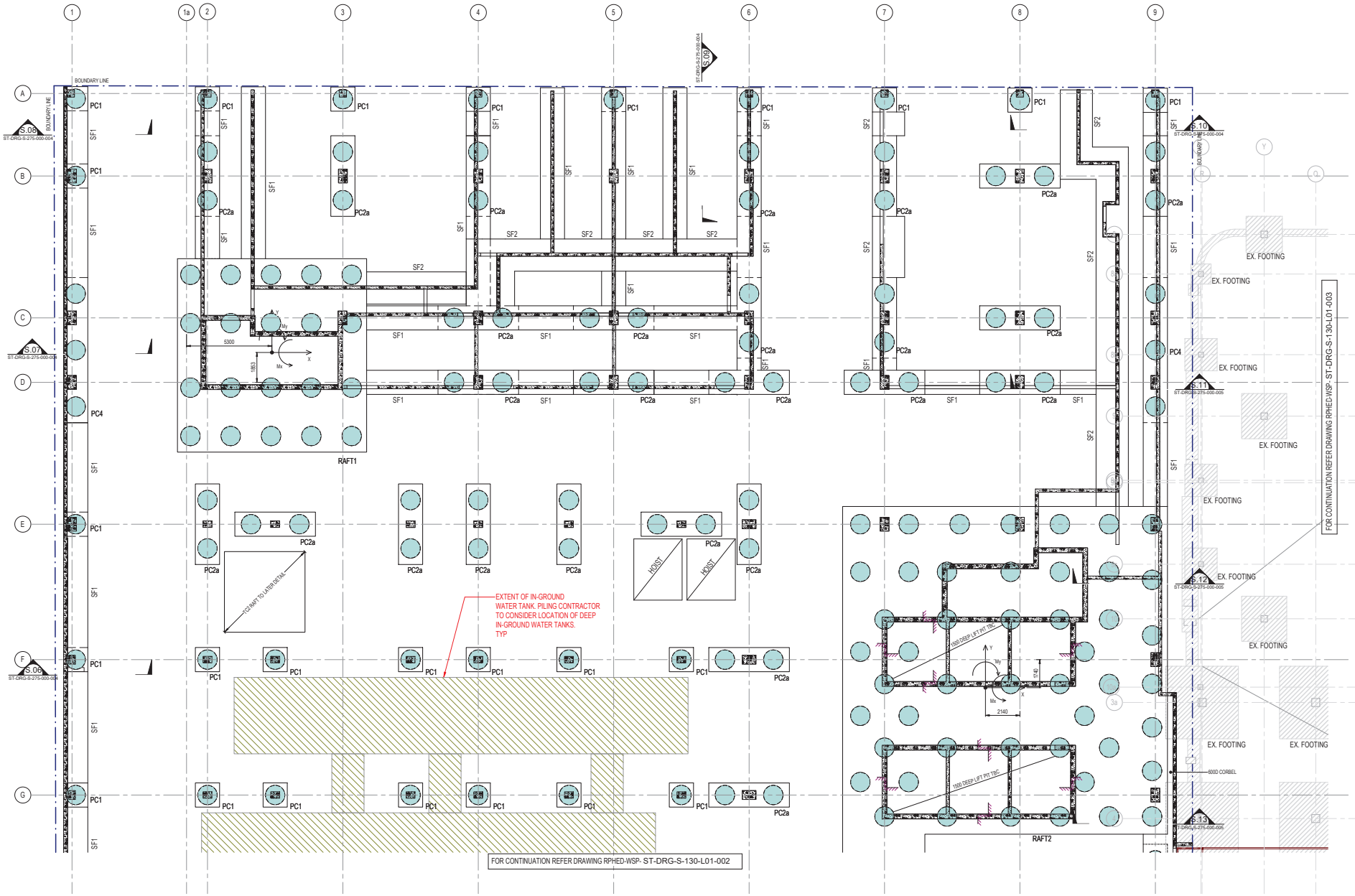

PILES, PILE CAP & FOUNDATION PLAN - ZONE 1

SCALE 1 : 100

PILECAP SCHEDULE

MARK	DIMENSION LENGTH	WIDTH	DEPTH	REINFORCEMENT	COMMENTS
PC1	1500	1500	1500		PILE CAP
PC2a	5000	1500	1500		PILE CAP
PC2b	4650	1200	1500		PILE CAP
PC2c	5650	1500	1500		PILE CAP
PC3b	4650	1200	1500		PILE CAP
PC3c	10125	1500	1500		PILE CAP
PC4	9000	1500	1500		PILE CAP

STRIP FOOTING SCHEDULE

MARK	DIMENSIONS WIDTH	DEPTH	REINFORCEMENT
SF1	1500	600	
SF2	2000	400	
SF3	2050	600	

RAFT 1

LOADS APPLIED TO TOP OF RAFT

LOADS AT CENTROID OF CORE	Fx (kN)	Fy (kN)	Fz (kN)	Mx (kNm)	My (kNm)	Mz (kNm)
(G) UNFACTORED DEAD LOAD	-10	90	-23650	690	-900	±130
(Q) UNFACTORED LIVE LOAD	-10	40	-8340	210	-290	±110
(WUX) ULTIMATE WIND CASE	800	-50	-10	-890	10030	±680
(WUY) ULTIMATE WIND CASE	-110	-550	10	-7470	-1340	±160
ULTIMATE EARTHQUAKE CASE	±19380	±13260	±-110	±107370	±205350	±12080

RAFT 2

LOADS APPLIED TO TOP OF RAFT

LOADS AT CENTROID OF CORE	Fx (kN)	Fy (kN)	Fz (kN)	Mx (kNm)	My (kNm)	Mz (kNm)
(G) UNFACTORED DEAD LOAD	220	-570	-48560	30	10160	±3260
(Q) UNFACTORED LIVE LOAD	50	-280	-12230	2120	270	±1000
(WUX) ULTIMATE WIND CASE	-2230	-10	240	2250	-44110	±1280
(WUY) ULTIMATE WIND CASE	280	-1870	-220	-28890	3950	±2840
ULTIMATE EARTHQUAKE CASE	±40880	±44910	±5660	±494860	±635690	±152150

NB POSITIVE Z FORCE INDICATES TENSION

ZONE 1

KEY PLAN

DO NOT SCALE

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICES AND ENGINEERS DRAWINGS TOGETHER WITH RELEVANT SPECIFICATIONS.
2. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING.
3. FOR GENERAL NOTES REFER TO DRAWINGS RPHED-WSP-ST-DRG-S-000-000-003 TO 006.

PILE CAP MARK NOTATION:

PC2a
- (2) DENOTES NUMBER OF PILES
- DENOTES PILE CAP TYPICAL REFER TO SCHEDULE / DETAIL SHEETS
- (a) USED FOR VARIATIONS TO TYPICAL PILECAPS

LEGEND:

- DENOTES LOCATION OF PILE UNDER. REFER TO PILING PLAN
- DENOTES STRUCTURE OVER. REFER TO TYPICAL DETAILS / WALLS AND COLUMN ELEVATIONS FOR STARTER BAR REQUIREMENTS.

RAFT AND SHEAR WALL LOADING NOTES:

1. ALL LOADS ARE GIVEN AT THE TOP OF THE CORE RAFT. DEAD LOAD (G) DOES NOT INCLUDE PILE SELF WEIGHT.
2. PILE DESIGN TO ALLOW FOR 2.5% OF VERTICAL LOAD NOMINATED TO PILES TO BE APPLIED AS AN ADDITIONAL LATERAL SHEAR FORCE LOAD U.N.O # REFER BELOW.
3. ALL EARTHQUAKE AND WIND FORCES SHOWN ARE REVERSIBLE.
4. SHEAR FORCE VALUES FOR EARTHQUAKE INCLUDE THE FLEXURAL OVER-STRENGTH AND DYNAMIC AMPLIFICATION FACTER AS PER AS3600 CL 14.6.6.
5. REFER DIAGRAM FOR SETTING OUT OF CORE FORCE DIRECTION INFORMATION PILES MAY, UNDER SOME LOAD CASES REQUIRE TENSION CAPACITY.
   THE PILING CONTRACTOR IS TO CONFIRM BOTH PILE COMPRESSIVE AND TENSION CAPACITY
   *DOES NOT INCLUDE RAFT SELF WEIGHT.
6. ALL EQ LOADS ARE FULLY REVERSIBLE, ALL PERMUTATIONS OF POSITIVE/NEGATIVE OF AXIAL, SHEAR AND MOMENT ACTIONS SHALL BE CONSIDERED IN DESIGN COMBINATIONS.

PC1
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-2100	±120
(Q) UNFACTORED LIVE LOAD	-760	±100

PC2 & PC4
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-7400	±370
(Q) UNFACTORED LIVE LOAD	-4000	±200

PC3
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-4850	±250
(Q) UNFACTORED LIVE LOAD	-2350	±120

NOTE:
PC2, PC3 & PC4 CARRIES 2 COLUMNS, LOADS GIVEN ARE PER COLUMN

NOTE:
THIS DRAWING HAS BEEN PRODUCED WITH THE INTENTION OF BEING VIEWED IN A COLOUR FORMAT FOR THE PURPOSE OF CLARITY. DO NOT COPY OR PRINT TO BLACK AND WHITE.

REV	DATE	DESCRIPTION	BY
D	10.04.2026	50% PRELIMINARY DESIGN ISSUE	GLK
C	27.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK
B	03.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK
A	23.02.2026	PRE-LODGMENT CONSULTATION	MDC

PRELIMINARY

CONTRACTORS MUST VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK ON SITE OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. THIS IS A CADD DRAWING DO NOT AMEND MANUALLY. DO NOT SCALE FROM THIS DRAWING.

CONTRACTOR: PERTH PULSE ALLIANCE

CLIENT: Government of Western Australia, Department of Transport and Major Infrastructure, Office of Major Infrastructure Delivery

CONSULTANT:
Level 3, Mia Yellagonga, Tower 2
5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

STRUCTURAL

DRAWING: PILES, PILE CAP & FOUNDATION PLAN - ZONE 1

DRAWN	APPROVED	REVISION
227849	32854	

DRAWING NO: RPHED-WSP-ST-DRG-S-120-L00-001 REV: D

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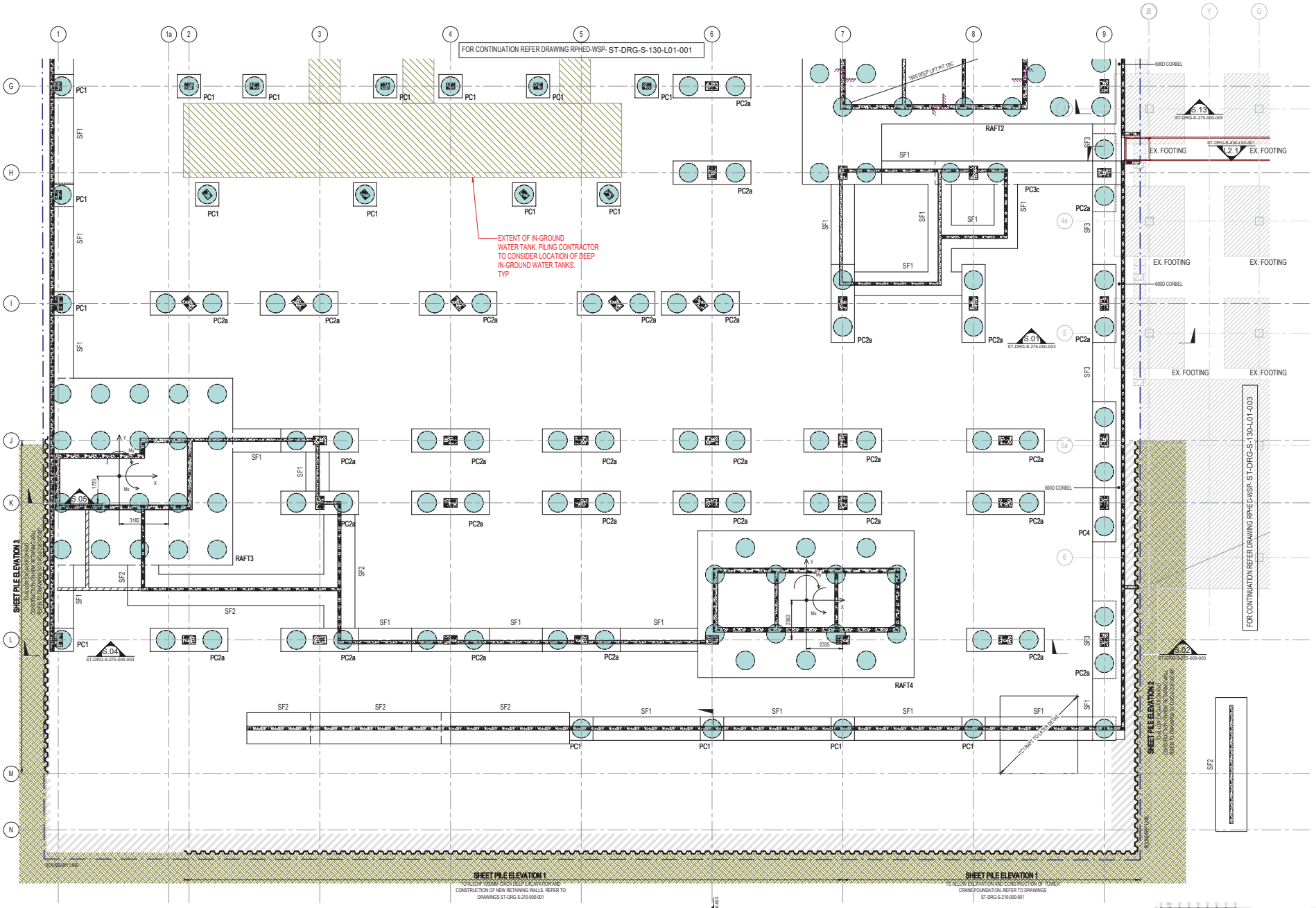
DRAWING CREATED IN REVIT.



PILES, PILE CAP & FOUNDATION PLAN - ZONE 2

SCALE 1 : 100

PILECAP SCHEDULE

MARK	DIMENSION LENGTH	DIMENSION WIDTH	DIMENSION DEPTH	REINFORCEMENT	COMMENTS
PC1	1500	1500	1500		PILE CAP
PC2a	5000	1500	1500		PILE CAP
PC2b	4650	1200	1500		PILE CAP
PC2c	5650	1500	1500		PILE CAP
PC3b	4650	1200	1500		PILE CAP
PC3c	10125	1500	1500		PILE CAP
PC4	9000	1500	1500		PILE CAP

STRIP FOOTING SCHEDULE

MARK	DIMENSIONS WIDTH	DIMENSIONS DEPTH	REINFORCEMENT
SF1	1500	600	
SF2	2000	400	
SF3	2050	600	

RAFT 3

LOADS APPLIED TO TOP OF RAFT

LOADS AT CENTROID OF CORE	Fx (kN)	Fy (kN)	Fz (kN)	Mx (kNm)	My (kNm)	Mz (kNm)
(G) UNFACTORED DEAD LOAD	-90	140	-21440	2050	2990	±130
(Q) UNFACTORED LIVE LOAD	-150	60	-6350	650	2310	±90
(WUX) ULTIMATE WIND CASE	600	80	80	480	9480	±580
(WUY) ULTIMATE WIND CASE	120	-700	40	-7250	2900	±190
ULTIMATE EARTHQUAKE CASE	±17240	±15760	± -2020	±126100	±217010	±24300

RAFT 4

LOADS APPLIED TO TOP OF RAFT

LOADS AT CENTROID OF CORE	Fx (kN)	Fy (kN)	Fz (kN)	Mx (kNm)	My (kNm)	Mz (kNm)
(G) UNFACTORED DEAD LOAD	370	930	-12160	20	-9610	±210
(Q) UNFACTORED LIVE LOAD	240	440	-4700	90	-3800	±80
(WUX) ULTIMATE WIND CASE	530	-40	-20	-310	3870	±920
(WUY) ULTIMATE WIND CASE	260	-560	-90	-4480	2070	±700
ULTIMATE EARTHQUAKE CASE	±16090	±9780	± -1090	±66230	±116400	±38430

NB POSITIVE Z FORCE INDICATES TENSION

ZONE 2

KEY PLAN

DO NOT SCALE

NOTES:

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3. FOR GENERAL NOTES REFER TO DRAWINGS RPHED-WSP-ST-DRG-S-000-000-003 TO 006.

PILE CAP MARK NOTATION:

(2) DENOTES NUMBER OF PILES

PC2a — DENOTES PILE CAP TYPICAL REFER TO SCHEDULE / DETAIL SHEETS

(a) USED FOR VARIATIONS TO TYPICAL PILECAPS

LEGEND:

DENOTES LOCATION OF PILE UNDER. REFER TO PILING PLAN

DENOTES STRUCTURE OVER. REFER TO TYPICAL DETAILS / WALLS AND COLUMN ELEVATIONS FOR STARTER BAR REQUIREMENTS.

RAFT AND SHEAR WALL LOADING NOTES:

1. ALL LOADS ARE GIVEN AT THE TOP OF THE CORE RAFT. DEAD LOAD (G) DOES NOT INCLUDE PILE SELF WEIGHT.
2. PILE DESIGN TO ALLOW FOR 2.5% OF VERTICAL LOAD NOMINATED TO PILES TO BE APPLIED AS AN ADDITIONAL LATERAL SHEAR FORCE LOAD U.N.O # REFER BELOW.
3. ALL EARTHQUAKE AND WIND FORCES SHOWN ARE REVERSIBLE.
4. SHEAR FORCE VALUES FOR EARTHQUAKE INCLUDE THE FLEXURAL OVER-STRENGTH AND DYNAMIC AMPLIFICATION FACTER AS PER AS3600 CL 14.6.6.
5. REFER DIAGRAM FOR SETTING OUT OF CORE FORCE DIRECTION INFORMATION PILES MAY, UNDER SOME LOAD CASES REQUIRE TENSION CAPACITY.
   THE PILING CONTRACTOR IS TO CONFIRM BOTH PILE COMPRESSIVE AND TENSION CAPACITY
   *DOES NOT INCLUDE RAFT SELF WEIGHT.
6. ALL EQ LOADS ARE FULLY REVERSIBLE, ALL PERMUTATIONS OF POSITIVE/NEGATIVE OF AXIAL, SHEAR AND MOMENT ACTIONS SHALL BE CONSIDERED IN DESIGN COMBINATIONS.

PC1
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-2100	±120
(Q) UNFACTORED LIVE LOAD	-760	±100

PC2 & PC4
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-7400	±370
(Q) UNFACTORED LIVE LOAD	-4000	±200

PC3
TYPICAL PILE CAP LOAD

LOAD AT CENTROID OF COLUMN	Fz (kN)	Fx/Fy(kN)
(G) UNFACTORED DEAD LOAD	-4850	±250
(Q) UNFACTORED LIVE LOAD	-2350	±120

NOTE:
PC2, PC3 & PC4 CARRIES 2 COLUMNS, LOADS GIVEN ARE PER COLUMN

NOTE:
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REV	DATE	DESCRIPTION	BY
C	10.04.2026	50% PRELIMINARY DESIGN ISSUE	GLK
B	27.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK
A	03.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK

PRELIMINARY

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CONTRACTOR: PERTH PULSE ALLIANCE

CLIENT: Government of Western Australia, Department of Transport and Major Infrastructure, Office of Major Infrastructure Delivery

CONSULTANT

Level 3, Mia Yellagonga, Tower 2
5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

STRUCTURAL

DRAWING: PILES, PILE CAP & FOUNDATION PLAN - ZONE 2

DRAWN: 227849 | APPROVED: 32854 | REVISIONS: - | SCALE: 1:100 @ A1, 1:200 @ A3 | 30mm | 15.08.2024

DRAWING NO.: RPHED-WSP-ST-DRG-S-120-L00-002 | REV: C

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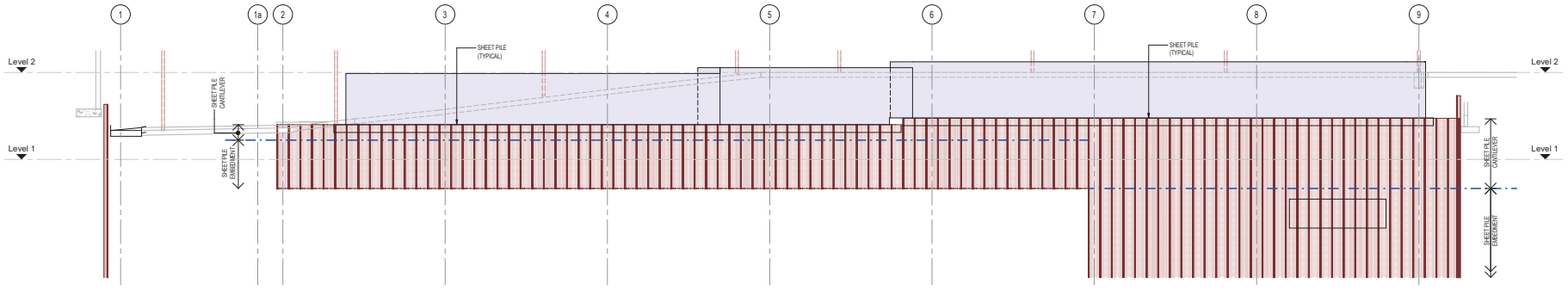
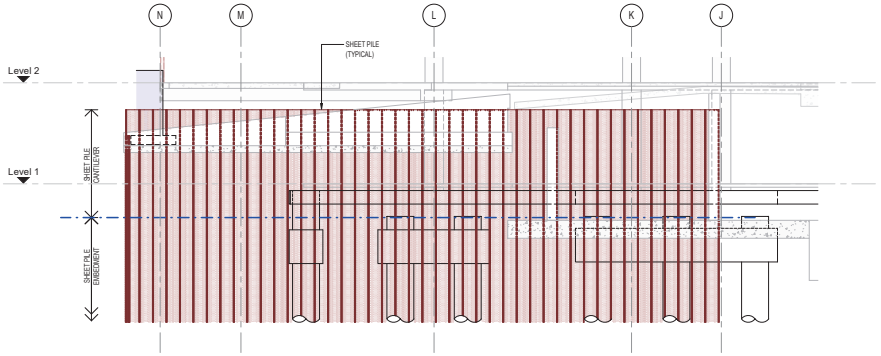


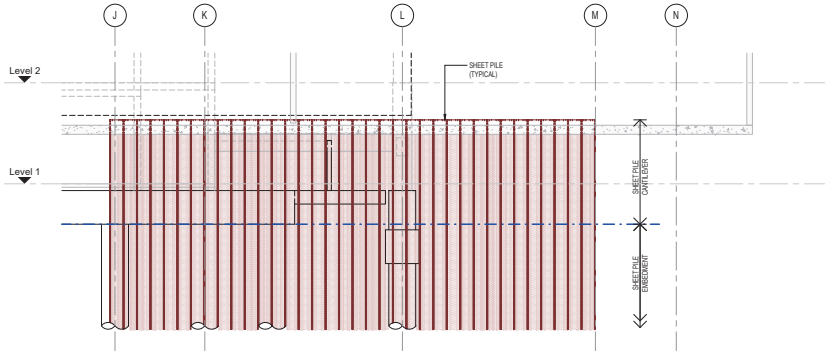
RETAINING WALL ELEVATION 1

SCALE 1 : 100



RETAINING WALL ELEVATION 2

SCALE 1 : 100



RETAINING WALL ELEVATION 3

SCALE 1 : 100

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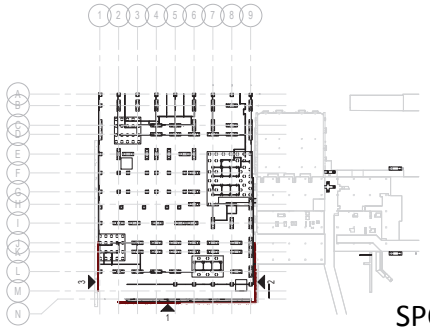

SHEET PILE KEY PLAN

SCALE 1 : 1000

REV	DATE	DESCRIPTION	BY
C	10.04.2026	50% PRELIMINARY DESIGN ISSUE	GLK
B	27.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK
A	03.03.2026	50% PRELIMINARY DESIGN ISSUE	GLK

PRELIMINARY

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CONSULTANT: wsp

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5 Spring Street, Perth, 6000
http://www.wsp.com

PROJECT: ROYAL PERTH HOSPITAL EMERGENCY DEPARTMENT
197 Wellington Street, Perth, WA 6000

STRUCTURAL

DRAWING: RETAINING WALL ELEVATIONS - SHEET 1

DRAWN	APPROVED	REVISION	30mm
227849	32854	11:00 @ A3	FEB 2026

DRAWING NO.: RPHED-WSP-ST-DRG-S-210-000-001 REV: C

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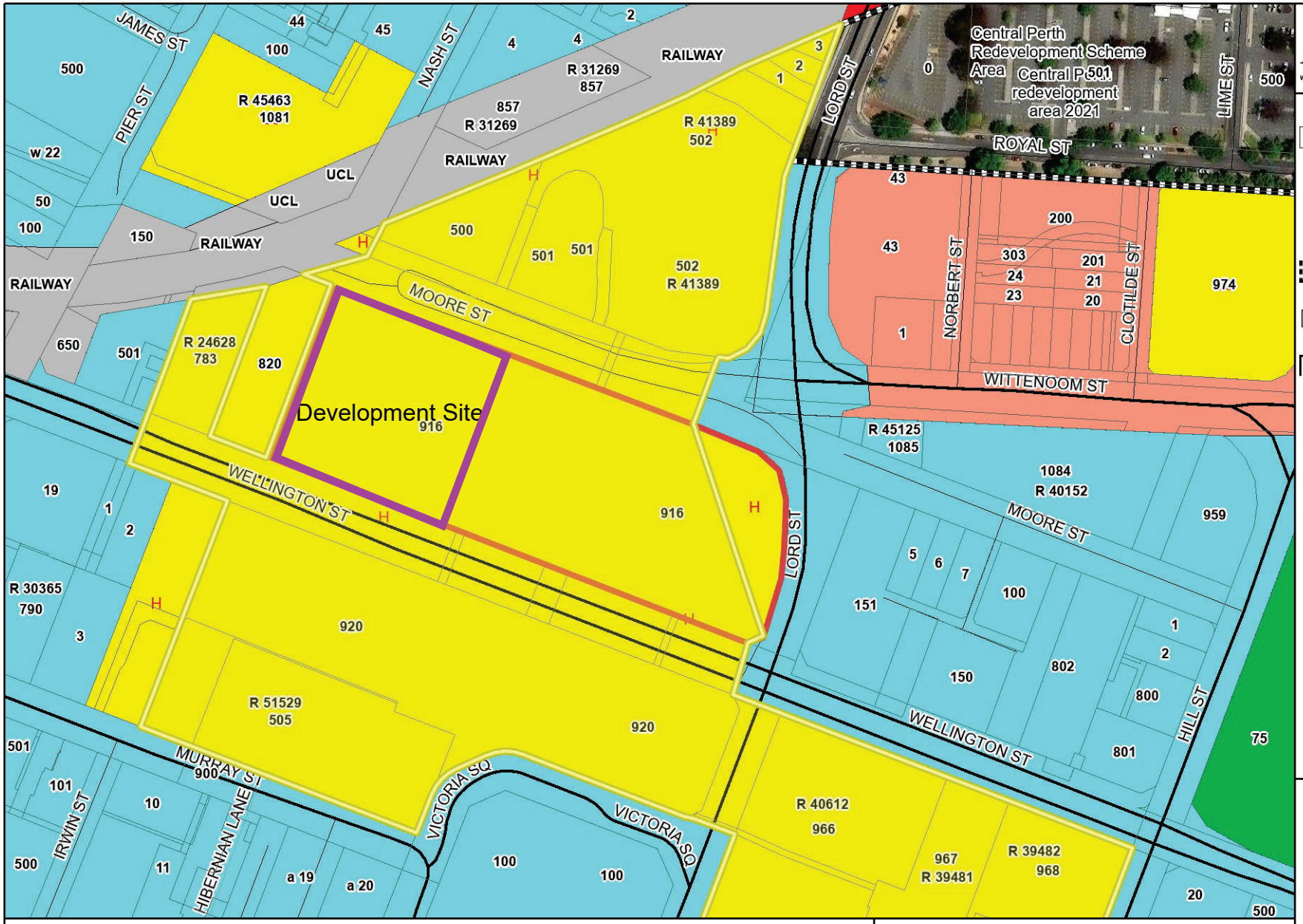
DRAWING CREATED IN REVIT.



Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- Roads
  - Main
  - Minor
  - Laneway
- RS Application Redevelopment Act Area
- RS Application Redevelopment Scheme Area
- Region Scheme Boundary
- Region Scheme Zones and Reserves
  - Central city area
  - Primary regional roads
  - Public purposes - hospital
  - Public purposes - public utilities
  - Public purposes - special uses
  - Railways
  - Regional open space
  - Urban

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Zoning Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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N

0 0.07 0.15 Kilometres

1: 3,370 at A4

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 14-Apr-2026

WAPC Western Australian Planning Commission

REPORT TO	Statutory Planning Committee		
Meeting date	13 May 2026	**File number**	201132 & DR117/2025
Title	Section 31 Reconsideration of Subdivision Approval Conditions - Lot 9001 Bussell Highway, Reinscourt		
Purpose	For decision		
Head of power	Section 283 of *Planning and Development Act 2005* Section 31 of *State Administrative Tribunal Act 2004*		
Delegation	DEL 2024/02 Delegation of Powers to Committees – Clause 2.7 and 2.10		
Confidentiality	Non-confidential		
Responsible officer	Ryan Shaw – Director, Planning Appeals	**Responsible Officer Conflict of Interest**: Nil	
SITE DETAILS			
Region(s)	South West		
Local government(s)	City of Busselton		
Region Scheme / Zoning	None applicable		
Local Scheme / Zoning	City of Busselton Local Planning Scheme No. 21 / Rural Residential		
Property address	Lot 9001 Bussell Highway, Reinscourt		
Site area	33.1ha		
Existing land use	Single House and ancillary structures, rural pursuit		
Landowner/s	Mother Teresa Care Solutions Pty Ltd		
Applicant/s Consultant/s	Planning Consultant – Rowe Group Applicant – Mother Teresa Care Solutions Pty Ltd		
Local Government recommendation/s	APPROVE WITH CONDITIONS		

ATTACHMENTS	
A1 – Location Plan A2 – Subdivision Approval (23 July 2025) A3 – Modified Subdivision plan A4 – Applicant's Section 31 Reconsideration Package A5 – Zoning Plan	A6 – City of Busselton submission A7 – Department of Biodiversity, Conservations and Attractions submission A8 – Department of Fire and Emergency Services submission

EXECUTIVE SUMMARY

On 23 July 2025, the Western Australian Planning Commission (WAPC) (via delegation) approved a 16 lot rural residential subdivision at Lot 9001 Bussell Highway, Reinscourt (subject site) (refer **A1** & **A2**).

To address the 'vehicular access' element of *State Planning Policy 3.7 – Bushfire* (SPP 3.7) and the accompanying Planning for Bushfire Guidelines (the Bushfire Guidelines), which requires two-way access, the approved subdivision proposed a 10m wide reciprocal right-of-carriageway easement around the perimeter of proposed Lots 1-9.

Condition 20 sought to formalise this arrangement by requiring an easement to be registered on the titles of Lots 1-9, providing secondary bushfire access to the benefit of the City of Busselton. It would also provide an ongoing access right for the Department of Biodiversity, Conservation and Attractions (DBCA) to the adjoining Sabina Nature Reserve, with a portion of the subdivision to be ceded free of cost for conservation purposes.

On 14 August 2025, the applicant applied to the State Administrative Tribunal (SAT) seeking review of conditions. The applicant proposes amendments to Conditions 1 and 20, which relate to the approved plan of subdivision and right of carriageway easement, to:

- remove the reciprocal right of carriageway (bushfire emergency accessway) easement; and
- provide an alternative 6m wide access easement over proposed Lot 1, to the benefit of DBCA, to ensure ongoing access to the Recreation Reserve for management purposes.

Following SAT mediation, the applicant submitted an amended subdivision plan and supporting information package for reconsideration (refer **A3** & **A4**). The applicant now seeks the above amendments on the basis that subsequent investigations following subdivision approval have identified that:

- seasonal flooding occurs along the rear boundaries of the proposed lots where the easement would be located, resulting in periodic inundation that would compromise both usability and long-term durability; and
- both the City of Busselton (City) and DBCA are unwilling to accept responsibility for the management of the easement/access way.

While the easement is itself an outcomes-based solution due to (i) the original proposal's overlength no-through road and (ii) its total length of 780 metres, removal of it results in a different outcomes-based approach to the Bushfire Guidelines, as any form of secondary access is foregone. Notwithstanding this, the applicant's updated Bushfire Management Plan (BMP) provides additional clarification of the proposal's context, including its broader surrounds and identified risks, to support this change.

On balance, in this instance, it is considered that the site attributes when weighed alongside the challenges and practicalities posed by providing secondary access, supports its removal. In this context, the scale and design of the subdivision within a Broader Landscape Type A location, and the ability to condition additional contingencies measure to, in part, offset any loss, weigh heavily in the exercise of discretion.

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, it is recommended that the Statutory Planning Committee varies its decision of 23 July 2025 by modifying conditions 1 and 20 of approval as set out above.

RECOMMENDATION

That the Statutory Planning Committee resolves under section 31 of the State Administrative Tribunal Act 2004 to VARY its decision dated 23 July 2025 (201132; Dr117/2025) to APPROVE the proposed subdivision of Lot 9001 Bussell Highway, Reinscourt, subject to the following:

a) Modify Condition 1 as follows:

1. The plan of subdivision is to be modified in accordance the updated plan of subdivision dated 25 March 2026 (attached).

(Western Australian Planning Commission)

b) Replace Condition 20 as follows:

20. A 6m wide right of carriageway easement and associated turnaround area, as shown on the approved plan of subdivision, dated 25 March 2026 (the subject of Condition 1), to be provided in accordance with Section 195 of the Land Administration Act 1997 specifying access rights for the Department of Biodiversity, Conservations and Attractions (DBCA) to the Sabina Nature Reserve, in favour of the DBCA, is to be placed on the certificate of title of Lot 1. The DBCA and landowner to agree on management arrangements of the easement area by deed. Notice of the easement is to be included on the diagram or plan of survey (deposited plan). The easement is to provide wording to the following effect:

"A 6 metre wide right of carriageway-easement with associated 21.6 metre diameter cul-de-sac turnaround area is to be provided between the road reserve cul-de-sac and Sabina Nature Reserve".

(Department of Biodiversity, Conservation and Attractions)

c) Include new conditions as follows:

29. The bushfire management plan, dated 15 February 2026, shall be amended as follows:

a) Include within section 6.1, the identification of a strategic water tank for firefighting purposes (being 50, 000 litres) within the subdivision area, in accordance with the standards outlined in the Planning for Bushfire Guidelines.

(City of Busselton)

30. The location of the strategic water tank identified by Condition 29 being shown on the diagram or plan of survey (deposited plan) as a reserve for "strategic water supply for fire fighting purposes" and vested in the Crown under section 152 of the Planning and Development Act 2005, such land to be ceded free of cost and without any payment of compensation by the Crown.

(City of Busselton)

PROPOSAL DETAILS

On 23 July 2025, the WAPC (via delegation) approved a 16 lot rural residential subdivision at the subject site. Relevant to the current review proceedings, this decision included the following condition:

> ***Condition 20*** *- Easements in accordance with Section 195 of the Land Administration Act 1997 specifying access rights for alternative bushfire access for proposed Lots 1 to 9 and for the Department of Biodiversity, Conservation and Attractions to access the proposed Recreation Reserve, in favour of the Local Government and public authorities are to be placed on the certificates of title. The Local Government and landowner to agree on management arrangements of the easement area by deed. Notice of the easements is to be included on the diagram or plan of survey (deposited plan). The easements are to state as follows:*
>
> *"10 metre wide right-of-carriageway easement is to be provided between the cul-de-sac head to the road reserve via the Recreation Reserve."*

The subdivision plan dated 11 June 2025 identifies the access easement over proposed Lots 1 and 9 and within the recreation reserve to the rear of the northern lots.

On 14 August 2025, the applicant applied to the SAT seeking a review of this decision. The review centres on Condition 20 and the approved subdivision plan to remove the requirement for the right-of-carriageway easement. In turn this creates non-compliance with the Bushfire Guidelines as it relates to two-way vehicle access and no-through road length.

The applicant has submitted a reconsideration package (refer **A4**) which includes justification for the proposed change to conditions, including an updated BMP and an Engineering Technical Memorandum. The applicant proposes amendments to Condition 20 to retain access to the Recreation Reserve for DBCA through a 6m wide easement over proposed Lot 1.

BACKGROUND

The subject site is approximately 3.5km south-east of the Busselton town centre and forms part of a broader rural residential precinct generally bound by Bussell Highway to the south and the Vasse-Wonnerup Estuary to the north. The neighbouring land to the east of the subject site is subdivided into 14 rural residential lots.

Earlier iterations of the subdivision included a formalised intersection to Bussell Highway which was then later revised to a carriageway easement. These options were not supported by Main Roads WA because of road network implications. In this regard, Bussell Highway is a higher-order road, and separate approval of Main Roads WA is required for all access. In response to these limitations, the original application proposed an outcomes-based solution for one-way access. At the time, DFES did not support one-way access, which prompted the applicant's EAW approach. This was ultimately supported as an outcome-based solution, without updated comments from DFES.

The initial grounds for the SAT application related to Condition 22 which requires the recreation reserve to be ceded free of cost. However, following mediation, the applicant revised its grounds focussing on conditions relating to the management of the reserve, which in turn gave rise to the bushfire matters under review. The applicant's proposal now relates to Condition 20, which triggers consequential updates to Condition 1 due to referencing the previous subdivision plan.

Planning history of the site and broader rural residential precinct
The subject site was rezoned to Rural Residential and Recreation reserve via Local Planning Scheme No. 20 which was gazetted in August 1999. This rural residential zoning spans the majority length of the estuary foreshore along Bussell Highway and Tuart Drive (**A5**). This zoning remained unchanged via the gazettal of Local Planning Scheme No. 21 in October 2014.

The subject site and two other lots (Lot 243 to the east and neighbouring Lot 500 to the west) are the remaining balance of the rural residential precinct. The other sites have individual access points to

Bussell Highway. DBCA's only other access to the southern side of the Sabina Nature Reserve is via a reserve in Reinscourt East at the intersection of Barracks Drive and Inlet Drive.

Consultation

The reconsideration package was referred to DFES, DBCA and the City. While the City and DBCA support the revised outcomes-based solution (**A6** and **A7**), DFES do not support the change citing access concerns (**A8**). Agency comments are summarised below.

City of Busselton

The City did not support the EAW element in the original subdivision, as they considered it to provide no benefit to bushfire safety. The City supports its removal as an outcome-based solution, acknowledging the lack of suitable alternatives onto Bussell Highway, which provides for two-way access. A full copy of the City's referral comments is contained within **A6.**

DBCA

Similarly, DBCA did not support the original EAW, citing concerns relating to maintenance. DBCA supports the new approach, which involves an amended access easement to the Recreation Reserve. A full copy of DBCA's referral comments is contained within **A7**.

DFES

The original application was not supported by DFES due to its departure from Element 3 requirements, and the ultimate EAW approach was not considered by DFES.

DFES latest advice upholds the bushfire framework, raising the following concerns:

- "*The proposal represents an extension of the existing one-way access arrangement from Estuary Waters Drive, which would result in more than 30 dwellings in the area being reliant on a single point of access.*
- *While the BMP quotes WML Consulting Engineers' opinion that a northern reciprocal access track would present buildability and long-term durability constraints, it is considered that insufficient evidence has been provided to demonstrate that the access track is not achievable.*
- *Residential intensification in this location should have access to scheme water for hydrant services. It is noted that the Provence Estate immediately to the south of the proposed subdivision is serviced by scheme water and hydrants, demonstrating that scheme water is available in this locality*".

DFES concludes by stating that the applicant's BMP lacks necessary evidence to substantiate claims.

A full copy of DFES referral comments is contained within **A8**.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
City of Busselton Local Planning Strategy	Fully consistent
City of Busselton Local Planning Scheme No. 21	Fully consistent
State Planning Policy 3.7 – Bushfire	Broadly consistent, some discretion required

DISCUSSION

Bushfire Risk

The subject land is identified as Bushfire Prone by the Fire and Emergency Services Commissioner and falls within a Broader Landscape A (BLA A), which by its very nature, satisfies Element 1 due to its recognition as an area subject to a lower-risk threshold. In particular, the subject site is:

- Located within 1km of a suitable destination, being the Busselton Town Centre.
- Serviced by a simple and/or direct road pattern.
- Surrounded by a mosaic pattern of vegetation.
- Exposed to only one aspect of an identified external bushfire hazard, being from the north towards the Sabina Nature Reserve (a conservation category wetland).

As approved, the subdivision departs from the Guidelines Acceptable Solutions, due to the requirement of Element 3 for two-way access.

In this context, an outcomes-based approach is used where compliance with the acceptable solutions cannot be achieved due to demonstrated site or environmental constraints, and where the bushfire planning practitioner is of the expert opinion that the SPP 3.7 outcomes can still be demonstrated.

As identified, it was determined that because of wider access restrictions, posed by the significance of Bussell Highway, an outcomes-based approach was appropriate which relied on a 10m wide, overlength EAW around the perimeter of proposed Lots 1-9. At the time, this was considered a suitable solution to overcome an overlength no-through road, providing two-way access to Estuary Waters Drive which then connects to Bussell Highway.

With the benefit of additional time to review the proposal in full, the earlier EAW approach is considered to present a series of practical challenges, namely because it loops back to Estuary Waters Drive via a 1km public access way that is subject to seasonal inundation, over which no public authority is willing to assume management, before ultimately forming a single entry point onto Bussell Highway. In this context, it is arguable whether this alignment provides 'true' two-directional access, as envisaged by the Bushfire Guidelines. This context informs the assessment set out below.

Element 3 - Vehicular Access

The Bushfire Guidelines' Acceptable Solutions require public road access to be provided in two different directions to at least two different suitable destinations (A3.2). Where two-way public road access is demonstrated not to be possible, it permits either:

- a public no-through road up to 200m in length (A3.3a); and/or
- an emergency accessway, no greater than 500m in length, as a through connection to a public road (A3.4). Supplementary guidance in Appendix B, B3.4 states that "*an emergency access way should not exceed 500 metres in length as there are often issues of legibility and safety".*

As it stands, these requirements are not met and existing access arrangements to Bussell Highway limit any future potential to require a second-entry point.

The updated BMP prepared by an accredited Level 3 Bushfire Planning Practitioner relies on the updated engineering advice, which raises concerns on the long-term management of the EAW, to inform its new findings on access arrangements. In this context, a revised view is considered reasonable, as the assumptions underpinning the earlier assessment have since fundamentally changed.

The updated BMP does not suggest any alternative, instead reverting to the benefits of the existing road network. The BMP finds that the internal road network is legible, generally straight with clear sight lines, and only includes one intersection prior to reaching Bussell Highway which provides two-directional access. When applying these factors alongside the subject site's scale and broader landscape characteristics, being 16 rural residential lots situated within a BLA A locality, the BMP finds the *status quo* as offering safe and efficient evacuation.

DFES does not agree with the findings of the BMP, suggesting that the subdivision would result in more than 30 dwellings being reliant upon a single point of access, without scheme water for fire fighting purposes. While factually correct, maintaining the EAW, as conditioned, would not seem to address DFES's substantive concern, which is the cumulative impact of subdivision and the lack of multiple access points onto Bussell Highway. The existing EAW approach does not resolve this issue, nor does any change to access requirements have any bearing on the presence of scheme water. In this regard, scheme water was previously determined as unnecessary, consistent with Busselton Water's original referral advice which outlined existing servicing challenges and upgrade requirements.

In keeping with DFES concerns, the updated BMP claims that the proposal will result in a community net-benefit through the introduction of compliant road infrastructure, a dedicated firefighting water supply and improved vegetation management. This is not supported, as these issues are standard subdivision requirements, and in the case of water supply, the subdivision does not result in any direct improvements, relying instead on acceptable solution A4.2 which defers the requirement for individual domestic water supply tanks on future landowners.

Recognising this, it is recommended that new conditions be imposed to require a strategic water supply tank, and associated reserve. This approach is considered reasonable within an outcome-based framework, having regard to the concerns of DFES in respect to water supply, a relevant consideration for evacuation planning, to which road planning is integral. It will also improve the bushfire resilience of communities, consistent with the intent of SPP 3.7. The City supports this approach, indicating it would be willing to take on future management responsibilities, adding to its strategic firefighting assets.

Summary

The issues to be balanced in making a decision include:

- Ongoing advice from DBCA and the City in relation to the EAW, particularly the lack of end-manager.
- The demonstrated practical challenges in constructing the EAW, and ongoing management burden as a result of flood damage.
- Regardless of previous commitments to construct the EAW, the likely argument that the provision of an EAW in this instance is unlikely to address the requirement for two-way access. In this regard, SPP 3.7 and the Bushfire Guidelines should not be applied inflexibly, consistent with previous SAT decisions.
- The existing characteristics of the local road network, together with the absence of a suitable alternative for providing secondary access onto Bussell Highway. In this context, the existing planning framework, and the subject site's BLA A classification, will likely be given weight.
- The ability to condition additional contingency measures, in lieu of the EAW, to improve the overall bushfire resilience of the community, consistent with the intent of SPP 3.7 and its outcome-based framework.
- In light of the above points, the overall reasonableness in maintaining the condition.

On balance, having regard to the above points, it is recommended that Condition 20 be updated to provide for a more modest easement, benefiting DBCA, in addition to consequential updates to Condition 1 and the introduction of new conditions that relate to a strategic water supply.

CONCLUSION

For the reasons outlined, it is recommended that the SPC vary its decision dated 23 July 2025 in accordance with the officer's recommendation.

A1 - Location plan



Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

DR117/2025 - Location Plan, Lot 9001 Bussell Hwy, Reinscourt

N

0 0.43 0.86 Kilometres

1: 20,000 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 09-Apr-2026

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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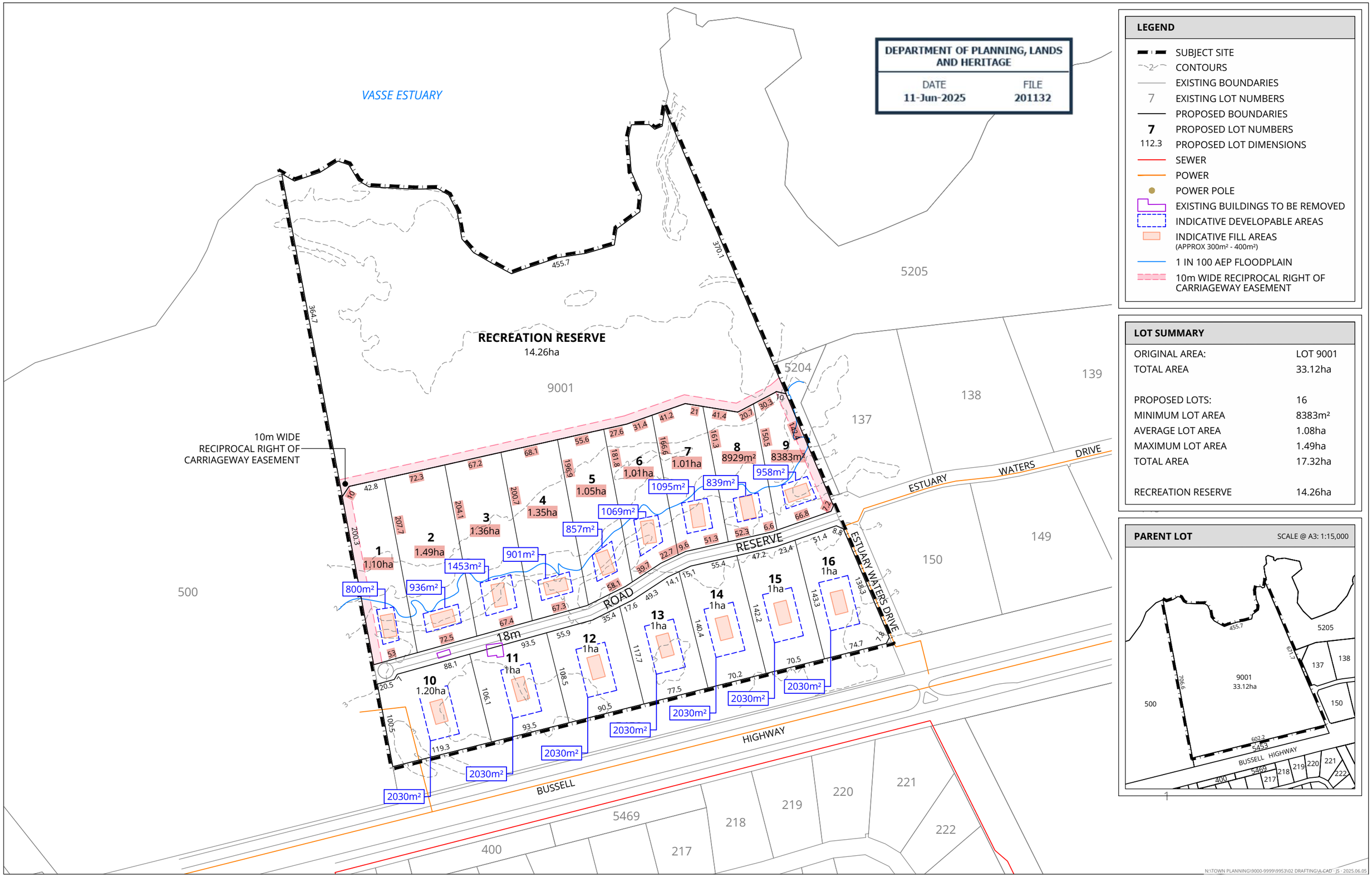
A2 - Approved plan of subdivision



LEGEND

- SUBJECT SITE
- CONTOURS
- EXISTING BOUNDARIES
- 7 EXISTING LOT NUMBERS
- PROPOSED BOUNDARIES
- 7 PROPOSED LOT NUMBERS
- 112.3 PROPOSED LOT DIMENSIONS
- SEWER
- POWER
- POWER POLE
- EXISTING BUILDINGS TO BE REMOVED
- INDICATIVE DEVELOPABLE AREAS
- INDICATIVE FILL AREAS (APPROX 300m² - 400m²)
- 1 IN 100 AEP FLOODPLAIN
- 10m WIDE RECIPROCAL RIGHT OF CARRIAGEWAY EASEMENT

LOT SUMMARY

ORIGINAL AREA:	LOT 9001
TOTAL AREA	33.12ha
PROPOSED LOTS:	16
MINIMUM LOT AREA	8383m²
AVERAGE LOT AREA	1.08ha
MAXIMUM LOT AREA	1.49ha
TOTAL AREA	17.32ha
RECREATION RESERVE	14.26ha

PARENT LOT SCALE @ A3: 1:15,000

FREEHOLD PLAN OF SUBDIVISION

LOT 9001 (No. 4762) BUSSELL HIGHWAY
REINSCOURT

N

0 100m
SCALE @ A3: 1:4000

9953-SUB-01-G

DRAWN: JS
DATE CREATED: 2025.06.05
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE

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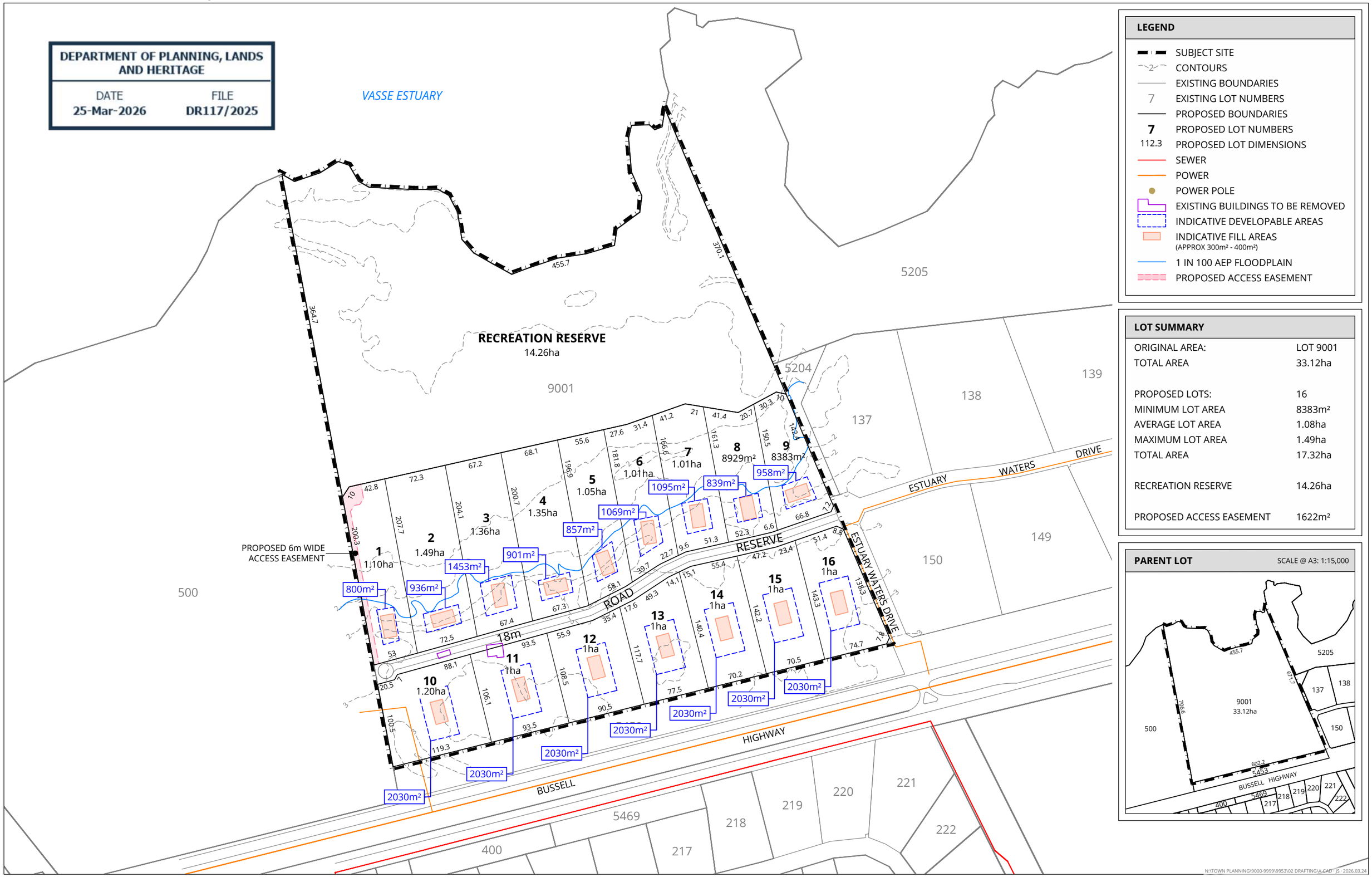
ROWE GROUP DESIGN

N:\TOWN PLANNING\9000-9999\9953\02 DRAFTING\A.CAD - JS - 2025.06.05

A3 - Modified subdivision plan



FREEHOLD PLAN OF SUBDIVISION

LOT 9001 (No. 4762) BUSSELL HIGHWAY

REINSCOURT

N

0 100m

SCALE @ A3: 1:4000

9953-SUB-01-I

DRAWN: JS
DATE CREATED: 2026.03.24
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE

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ROWE GROUP DESIGN

ROWE GROUP

YEARS
1991 – 2026

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Job Ref: 9953
3 March 2026

Department of Planning, Lands & Heritage
2/140 William Street
Perth WA 6000

Attention: Matthew Tallon

Dear Mr Tallon

WAPC REFERENCE 201132: SUBDIVISION OF LOT 9001 BUSSELL HIGHWAY, REINSCOURT.

SECTION 31(1) SAT ACT 2004 – REQUEST FOR RECONSIDERATION

We refer to the above subdivision application, which is currently the subject of proceedings in the State Administrative Tribunal (SAT) pursuant to Section 251(2) of the Planning and Development Act 2005 (DR 117/2025).

Preamble

Rowe Group acts on behalf Mother Teresa Care Solutions Pty Ltd. In November 2024, Rowe Group submitted an application, on behalf of our client, to subdivide Lot 9001 (No. 4762) Reinscourt (**subject site**) into sixteen (16) Rural Residential lots and one (1) lot for 'Recreation Reserve'.

Refer Attachment 1 – Plan of Subdivision

The subject site comprises a single lot of approximately 33 hectares and is located within the suburb of Reinscourt in the City of Busselton. The subject site is situated approximately 6.5 kilometres east of the Busselton City Centre and is bounded by Bussell Highway to the south, established Rural Residential lots to the east, the Vasse Estuary to the north and vacant land to the west.

The subdivision application was informed/supported by relevant technical reports, including a Bushfire Management Plan, Site and Soil Evaluation and Acoustic Assessment.

Discussion

The Western Australian Planning Commission (WAPC) approved the subdivision application on 23 July 2025 (Ref No. 201132) subject to a number of conditions and associated Advice Notes.

Refer Attachment 2 - WAPC Approval

Condition 1 of the approval provides as follows:

1. *The Plan of Subdivision is to be modified in accordance with the attached plan (Attachment A) dated 11 June 2025.*

The modified plan included a 10m wide Right of Carriageway Easement for alternative bushfire access (EAW).

Refer Attachment 3 – Modified Plan of Subdivision

Condition 20 of the WAPC approval provides for the access easement and states as follows:

20. *Easements in accordance with Section 195 of the Land Administration Act 1997 specifying access rights for alternative bushfire access for proposed Lots 1 to 9 and for the Department of Biodiversity, Conservation and Attractions to access the proposed Recreation Reserve, in favour of the Local Government and public authorities are to be placed on the certificates of title. The Local Government and landowner to agree on management arrangements of the easement area by deed. Notice of the easements is to be included on the diagram or plan of survey (deposited plan). The easements are to state as follows:*

    "*10 metre wide right-of-carriageway easement is to be provided between the cul-de-sac head to the road reserve via the Recreation Reserve".*

Request for Reconsideration

Pursuant to Section 31(1) of the SAT Act 2004, Rowe Group hereby seeks a reconsideration (deletion) of Condition 20 and, in turn, support for an 'Outcomes Based' approach (for single access) for the proposed subdivision. The request is premised upon technical advice highlighting constructability, durability and on-going maintenance issues associated with the proposed access track ie. Condition 20 is considered 'fatally flawed'.

Further, we believe an 'Outcomes-Based' approach (for single access) has been justified/validated on bushfire risk/vehicular access grounds pursuant to the requirements of SPP 3.7.

These issues are discussed in more detail overleaf.

Construction Feasibility

Following the WAPC's approval of the subdivision, WML Consulting Engineers were engaged by the proponent to provide a technical scope and specifications to fulfill the requirements of Condition 20.

Following an inspection of the subject site, WML expressed concerns about the 'buildability' and longer-term durability and maintenance of the proposed access track given the extremely high groundwater table in this location. WML has advised as follows:

'An engineered solution in this location will have significant impacts to drainage and the required footprint is likely to be significantly larger than would be expect of a standard fire track access.'

Refer Attachment 4 – WML Technical Memorandum

Further, given the high watertable the proposed access track will likely need to be lifted well above natural ground level resulting in adverse visual amenity impacts. A proposed cross-section of the access track, natural surface level and drainage culvert is provided in **Attachment 5.**

In addition, WML have highlight where within the proposed subdivision an access track would need to be constructed to be a technically viable and avoid the engineering constraints noted above. This alignment is depicted in **Attachment 6.**

Bushfire Risk

Bushfire Smart Consultants have prepared a revised BMP demonstrating the proposed subdivision (as submitted) satisfies an 'Outcomes Based' approach (for single access). In this regard, the revised BMP highlights the following:

'The subdivision provides a 20-metre-wide public road reserve constructed to requirements of the bushfire guidelines, connecting directly to Bussell Highway, which is a major regional evacuation route. The internal road is straight with clear lines of sight and includes only one intersection prior to reaching Bussell Highway, thereby maximising legibility and minimising evacuation confusion'.

'The policy outcome under Element 3 requires efficient and effective evacuation to suitable destinations. This outcome is achieved through proposal being a manageable development scale (16 lots) which has direct connection to Bussell Highway, providing two directional evacuation once accessed, and a simple and legible internal road layout which is unlikely to be obstructed'.

Refer Attachment 7 – Updated BMP

On the matter of DBCA's requirements/expectations for maintenance of the proposed access track (EAW), we refer to the table clarifying the Applicant's position on these and other requirements (our e-mail of 1/12/2025 refers). We acknowledge several of those requirements/expectations will largely be considerations if the access track is no longer provided.

However, we reiterate the Applicant's position in respect of future, on-going management of the Reserve, and that upon being ceded, the Applicant will have no further maintenance obligations.

Summary

Having regard to the above considerations, we respectfully seek DPLH's consideration of the following:

1. Deletion of Condition 20 of the WAPC's approval date 23 July 2025 (Ref: 201132).
2. Support for an 'Outcomes Based' approach (for single access) for the proposed subdivision.
3. Endorsement of a modified Plan of Subdivision as depicted in **Attachment 8.**

Should you require any further information or clarification in relation to this matter, please do not hesitate to contact the undersigned on [redacted].

Yours sincerely

[redacted]

Filipe Vieira
Rowe Group

ATTACHMENT 1

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
05-Dec-2024	201132



LEGEND

- SUBJECT SITE
- CONTOURS
- EXISTING BOUNDARIES
- 7 EXISTING LOT NUMBERS
- PROPOSED BOUNDARIES
- 7 PROPOSED LOT NUMBERS
- 112.3 PROPOSED LOT DIMENSIONS
- SEWER
- POWER
- POWER POLE
- EXISTING BUILDINGS TO BE REMOVED
- INDICATIVE BUILDING ENVELOPES
- 1 IN 100 AEP FLOODPLAIN

LOT SUMMARY

ORIGINAL AREA:	LOT 9001
TOTAL AREA	33.12ha
PROPOSED LOTS:	16
MINIMUM LOT AREA	1ha
AVERAGE LOT AREA	1.11ha
MAXIMUM LOT AREA	1.54ha
TOTAL AREA	17.78ha
RECREATION RESERVE	13.49ha

PARENT LOT SCALE @ A3: 1:15,000

FREEHOLD PLAN OF SUBDIVISION

LOT 9001 (No. 4762) BUSSELL HIGHWAY

REINSCOURT

N

0 100m

SCALE @ A3: 1:4000

9953-SUB-01-A

DRAWN: JS
DATE CREATED: 2024.11.12
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE

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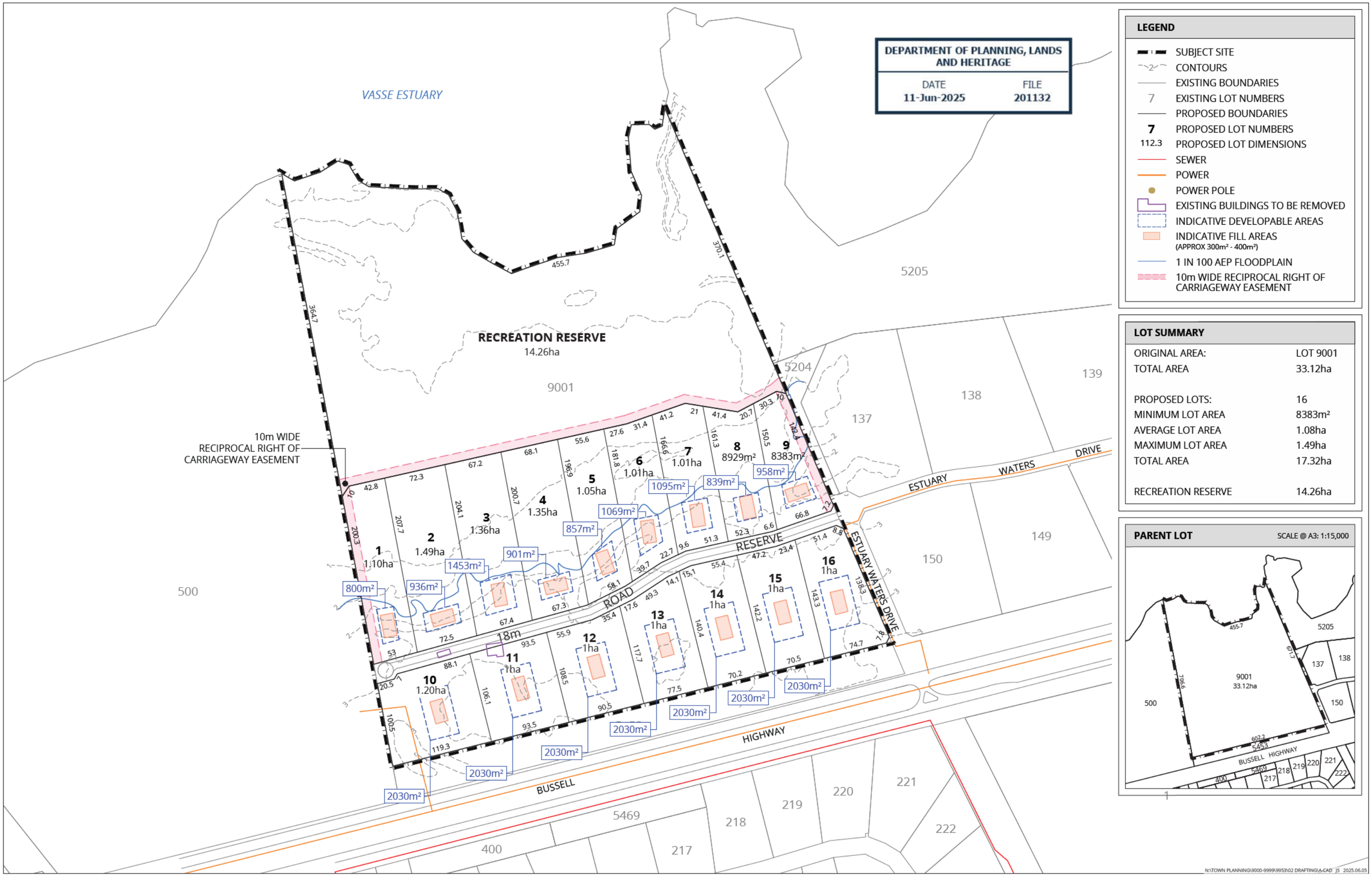
ATTACHMENT 2

Refer to A2 of officers report

ATTACHMENT 3



FREEHOLD PLAN OF SUBDIVISION

LOT 9001 (No. 4762) BUSSELL HIGHWAY
REINSCOURT

N
0 100m
SCALE @ A3: 1:4000
9953-SUB-01-G

DRAWN: JS
DATE CREATED: 2025.06.05
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE

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ATTACHMENT 4

TECHNICAL MEMORANDUM

Our Ref: 12601
11 December 2025
Attention: David Maiorana

9001 BUSSELL HWY REINSCOURT – SUBDIVISION – FIRE ACCESS TRACK

WML recently completed an inspection of the site at Lot 9001 Bussell Hwy Reinscourt. Upon inspection we assessed the constructability of the proposed limestone fire access track to the rear of lots 1 to 9. Below is a photo showing how waterlogged this portion of the fire access track is.

Given the extremely high groundwater table we behave concerns regarding the long-term durability of a limestone access track in these conditions.

An engineered solution in this location will have significant impacts to drainage and the required footprint is likely to be significantly larger than what would be expected of a standard fire access track.

Visual amenity should also be considered given that the access track will likely need to be lifted well above natural ground level.

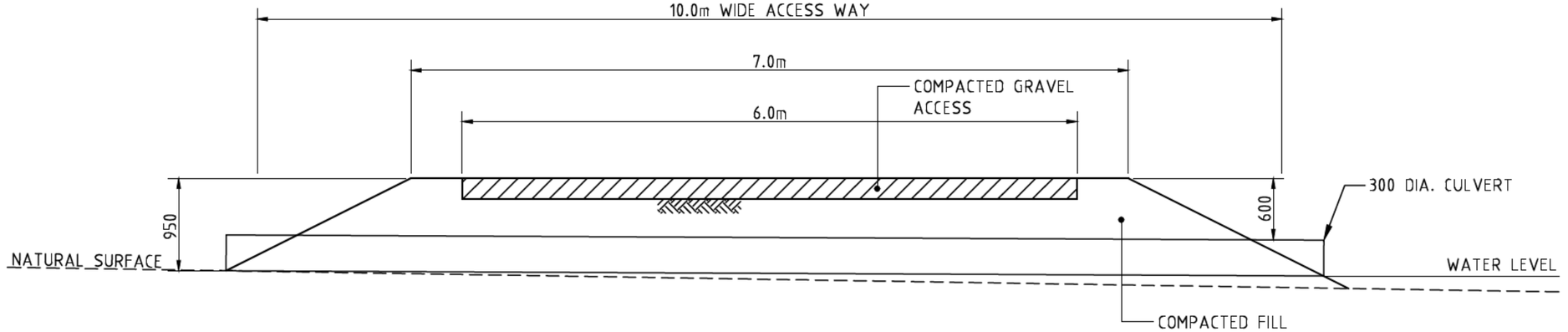


Yours faithfully,

Luke Rusconi
Manager Land Development

For and on behalf of WML Consultants Pty Ltd

ATTACHMENT 5



TYPICAL EMERGENCY ACCESS TRACK

N.T.S.

WAPC No. 201132

SCALE A3

WML Consulting Engineers
Civil | Geotechnical | Structural
BUNBURY +61 8 9722 3544
KALGOORLIE +61 8 9021 1811
PERTH +61 8 9722 3566
wml.com.au

REVISIONS				
N°.	DESCRIPTION	APPROVED	DATE	DRAWN
A	ISSUED FOR INFORMATION	LRR	16/2/26	WRS

NAMES PRINTED IN FULL		DATE
DESIGNED	L. RUSCONI	FEB 26
DRAWN	W. STEWART	FEB 26
VERIFIED		
APPROVED		

CLIENT
LOT 9001 (No. 4762) BUSSELL HIGHWAY, REINSCOURT

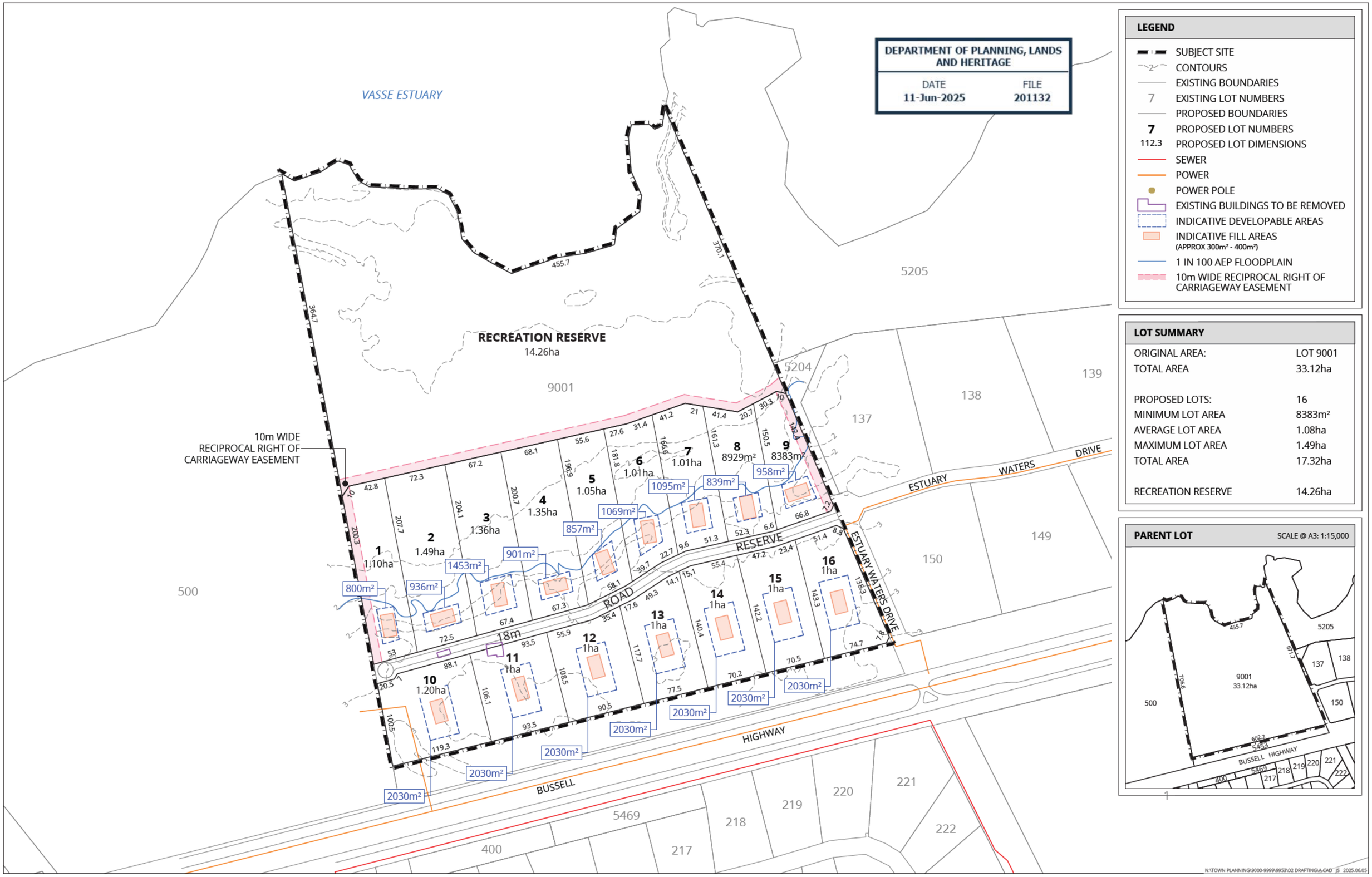
PROJECT
CORNERSTONE PROPERTY WA

TYPICAL EMERGENCY ACCESS TRACK SECTION

NOTE: * INDICATES SIGNATURES ON ORIGINAL ISSUE OF DRAWING OR LAST REVISION OF DRAWING.

DRAWING NUMBER: 12601-SK-01
REVISION: A

ATTACHMENT 6



FREEHOLD PLAN OF SUBDIVISION

LOT 9001 (No. 4762) BUSSELL HIGHWAY
REINSCOURT

N

0 100m
SCALE @ A3: 1:4000

9953-SUB-01-G

DRAWN: JS
DATE CREATED: 2025.06.05
PROJECTION: MGA50 GDA94
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ATTACHMENT 7

Bushfire Management Plan / Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 31st Month October Year 2025

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2025

Bushfire management plan version number: 5

Bushfire management plan date: Day 10th Month April Year 2026

If one or more of the following are selected, then these should be automatically referred to DFES.	YES	NO
Strategic planning is required to address SPP 3.7 and the Guidelines	☒	☐
The application is a vulnerable land use	☐	☒

None of the Above ☐

If one or more of the following are selected, and the decision-maker requires input from DFES, then the application can be referred.	YES	NO
The BAL rating has been calculated by a method other than Method 1 as prescribed by AS 3959	☐	☐
An outcomes-based approach has been submitted to demonstrate compliance with the bushfire protection criteria	☐	☐

None of the Above ☒

Note: If a subdivision or development application meets all the acceptable solutions and does not otherwise trigger a referral as listed above, seeking advice from DFES on SPP 3.7 or other matters is at the discretion of the decision-maker.

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer  Date 10 April 2026



Bushfire Management Plan

Proposed Subdivision at: Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280

Client: Mother Teresa Care Solutions Pty Ltd ATFT AKMV Trust NO 1

Report Number: 24-20193

Assessment Date: 31 October 2024

Report Date: 15 February 2026

BUSHFIRE SMART

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280				
Version	Date	Author		Reviewer	
1	08/11/2024	Billy	BH	Nathan Peart	NP
	Initial report issued				
2	16/04/2025	Billy	BH	Nathan Peart	NP
	Amend to report to updated SPP 3.7				
3	18/06/2025	Billy	BH	Nathan Peart	NP
	Amend report – Updated Plans				
4	15/02/2026	Billy	BH	Nathan Peart	NP
	Revise access requirements				
5	10/04/2026	Billy	BH	Nathan Peart	NP
	Minor Correction to road width				

Disclaimer and Limitation

This report is prepared exclusively for the client and any future landowners of the subject lot. It is not intended for the benefit of any other person and may not be relied upon by any other party. Bushfire Smart accepts no liability or responsibility for any use or reliance upon this report and its supporting materials by third parties.

The mitigation strategies outlined in this report represent prudent minimum standards based on the writer's experience and the standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that compliance with these standards or the exercise of prudence by a property owner will prevent damage or destruction of a building or property by bushfire, or the loss of lives in a bushfire. Fire is an extremely unpredictable force of nature, and changing climatic factors, whether predictable or otherwise, can significantly affect the nature of a fire. In a bushfire-prone area, it is not possible to completely guard against bushfire.

Furthermore, the growth, planting, or removal of vegetation; poor maintenance of fire prevention measures; addition of structures not included in this report; or other activities can and will alter the bushfire threat to all properties detailed in the report. The achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

Insurance Coverage Statement

Bushfire Smart is covered by Professional Indemnity Insurance up to $2,000,000 and Public Liability Insurance valued at $20,000,000. These policies provide comprehensive coverage for bushfire attack level assessments, planning, design, and advisory services, in accordance with the FPA Australia Bushfire Planning and Design Accreditation Scheme for a BPAD-Level 3 practitioner.

Author		
Billy Hulands	BPAD 59401	
Level 1 Bushfire Planning and Design (BPAD) Accredited Practitioner		
E: BAL@BushfireSmart.com.au	Ph: 9555 9444	

Reviewer		
Nathan Peart	BPAD 38808	
Level 3 Bushfire Planning and Design (BPAD) Accredited Practitioner		
E: BAL@BushfireSmart.com.au	Ph: 9555 9444	

Executive Summary

The proposal is at Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280, with this BMP created to support a subdivision application for 16 lots.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7 (SPP 3.7). Planning for Bushfire Guidelines (September 2024) has been used to determine the proposals compliance with SPP 3.7.

The proposal is located within an area designated as Native Vegetation by the Department of Primary Industries and Regional Development (DPIRD-005). The site has also been identified by the Department of Biodiversity, Conservation, and Attractions (DBCA) as part of a threatened ecological community and within the Geomorphic Wetlands of the Swan Coastal Plain. Additionally, the area is subject to clearing regulations for Environmentally Sensitive Areas, as defined by the Department of Water and Environmental Regulation (DWER).

The proposal is located within Bush Fire Prone Area 2. Therefore, a Broader Landscape Assessment (BLA) is required.

All lots can achieve a buildable area of BAL—29 or below.

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against bushfire protection criteria

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	A1.1 Development location	Acceptable Solution	The subdivision is within an area classified as Broader Landscape Type A.
2: Siting and Design	A2.1 Siting and design	Acceptable Solution	Each proposed and existing lot(s) contains a sufficient development site(s) that can achieve a radiant heat impact not exceeding 29 kW/m² (BAL-29).
	A2.2 Asset Protection Zone (APZ)	Acceptable Solution	An indicative APZ has been provided to allow for a maximum BAL rating of 29.
	A2.3 Clearing of native vegetation	Acceptable Solution	The subdivision avoids the clearing of native vegetation.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public roads can meet the minimum technical requirements in Appendix B.3, Table 10.
	A3.2 Access routes	Outcomes-based approach	Area 2: Access is provided in at least two different suitable destinations
	A3.3a No through-roads	Outcomes-based approach	No-through-road length is greater than 200 metres, however, satisfies an outcomes based approach.
	A3.3b No through-road requirements	Acceptable Solution	No-through-road meets clearance and turn around requirements of the guidelines.

	A3.4 Emergency access ways	N/A	
	A3.5a Perimeter roads	N/A	The adjoining classified vegetation is Class G Grassland and lots created are zoned for rural living or equivalent.
	A3.5b Fire service access routes	N/A	
	A3.6 Battle axes	N/A	
4: Water	A4.1 Water supply for structure plans	N/A	
	A4.2 Water supply for subdivision applications	Acceptable Solution	A reticulated water supply and hydrants cannot be provided to the development. Therefore, water supply will be as per Appendix B.1 Table 11
	A4.3 Water supply for existing habitable building(s)	Acceptable Solution	A reticulated water supply is not provided to the development. Therefore, water supply will be as per Appendix B.1 Table 5

Action Required:

Compliance with this BMP, and therefore SPP 3.7, will require action before, during and after development. The items requiring implementation include:

- APZ standards to be implemented and maintained until sale and then by subsequent owners throughout the life of the proposal.
- APZ to be established and maintained throughout the life of the proposal.
- Provide an updated BMP at Development Application stage demonstrating proposal's compliance with APZ, Access and Water requirements of SPP3.7
- Roads to be constructed to the standard stated in this BMP.
- Communal Access Way to be constructed and maintained to the standard stated in this BMP.
- Each lot is to install 10,000 litre dedicated fire fighting water tank at construction stage.
- Notices to be placed on titles.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

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1 Proposal and Site Details

1.1 Proposal Details

The proposal is at Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280. The land currently consists of a single residential dwelling and assorted outbuilding.
The proposal is for the lot to be subdivided into 16 lots ranging from 8383m² to 1.2ha.

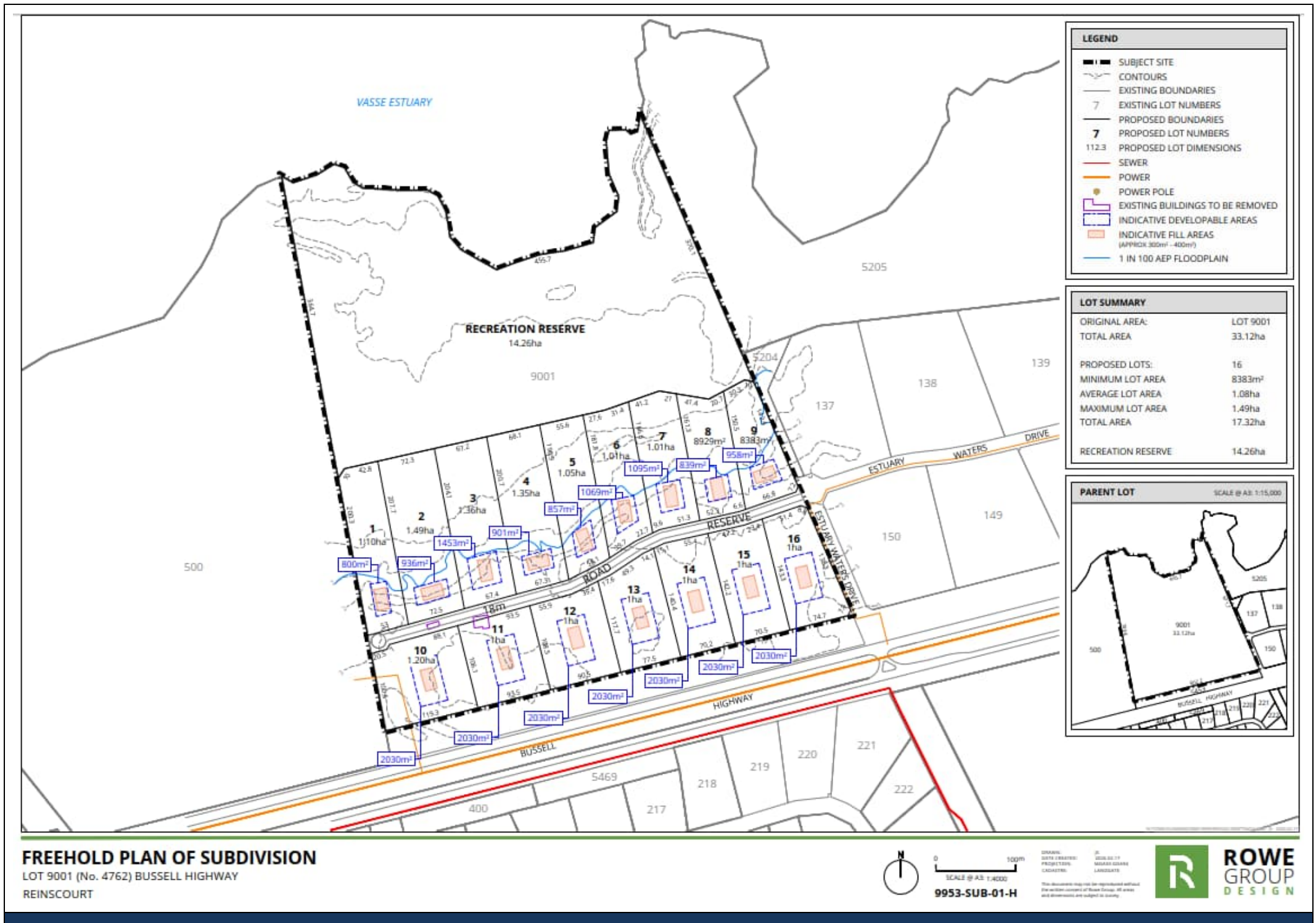


Figure: 1 Proposal Plan



Figure: 2 Location

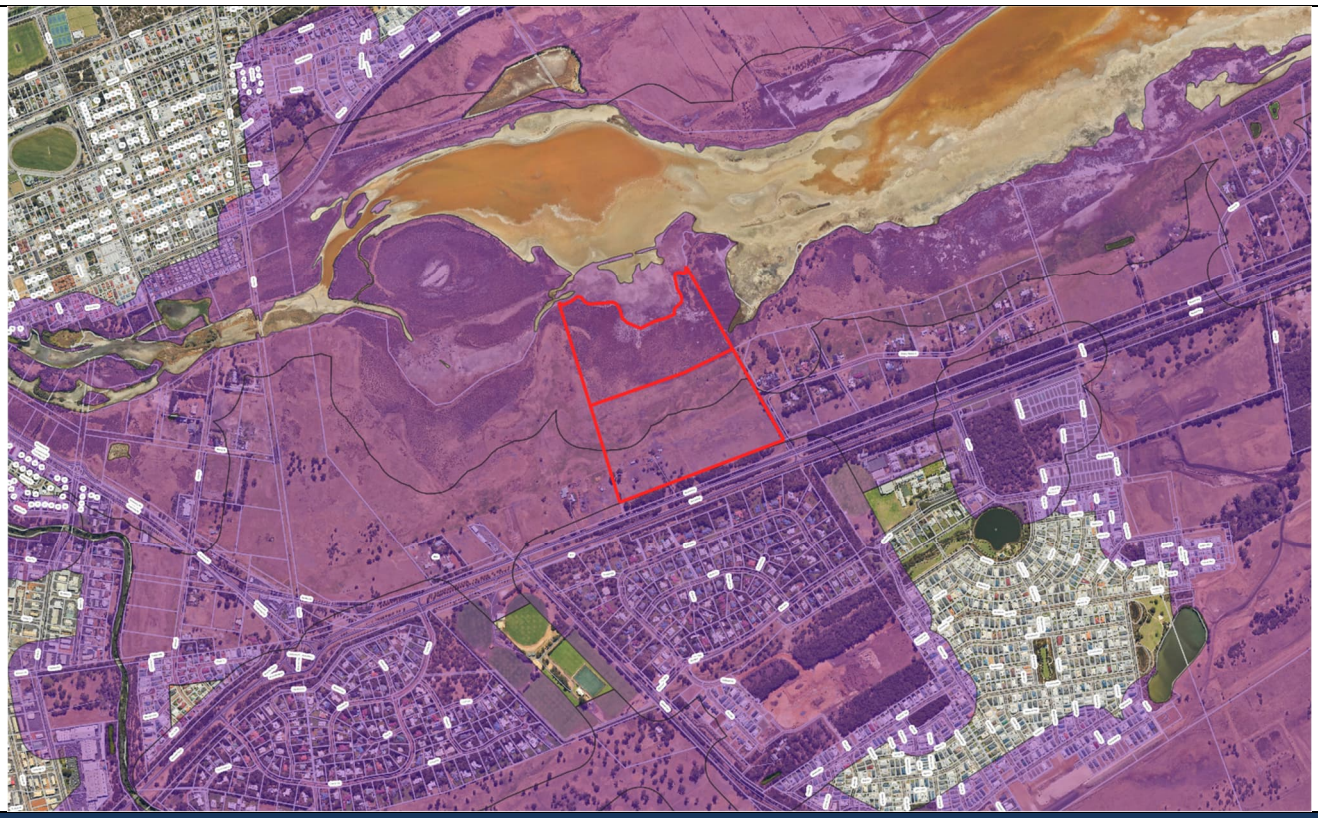
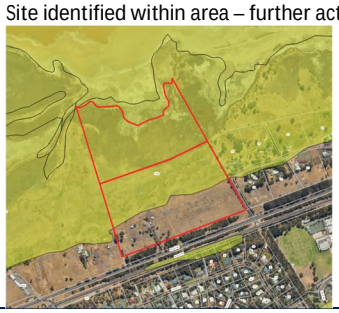
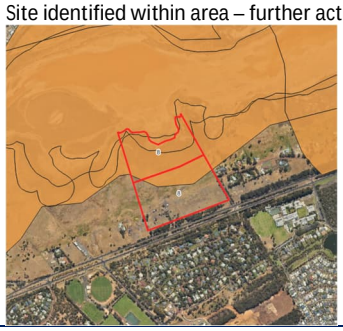


Figure: 3 Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

SPP3.7 objective 5.4 prioritises the retention of native vegetation for biodiversity conservation, environmental protection and landscape amenity. To identify environmental, biodiversity and conservation values of the subject site, the site has been examined against the following databases as shown in Table 1.

Table 1: Assessment against environmental considerations

Object	Database	Identified	Details
Geomorphic Wetlands: Swan Coastal Plain / Augusta to Walpole	DBCA-019 / DBCA-017	Yes	Site identified within area – further action required. 
Ramsar sites (Wetland areas designated under the Ramsar Convention)	DBCA-010	No	Site not identified within database.
Threatened and Priority Flora	DBCA-036	No	Site not identified within database.
Threatened and Priority Fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	Yes	Site identified within area – further action required. 
Bush Forever Areas - 2000	DPLH-019	No	Site not identified within database.
Clearing Regulations – Environmentally Sensitive Areas	DWER-046	Yes	Site identified within area – further action required. 
SWAN Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

The subject site has been identified by the Department of Biodiversity, Conservation and Attractions (DBCA) as located within a threatened ecological community and within the Geomorphic Wetlands of the Swan Coastal Plain. Additionally, the site is subject to clearing regulations for Environmentally Sensitive Areas, as identified by the Department of Water and Environmental Regulation (DWER).

The subdivision takes into account the environmental restrictions however the applicant may need to seek clarification from the appropriate authorities, to ensure any development is appropriate for the area.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). This database shows native vegetation on the site, as seen in the image below.

An asset protection zone for future development, as required in this BMP, will not require the removal of native vegetation.

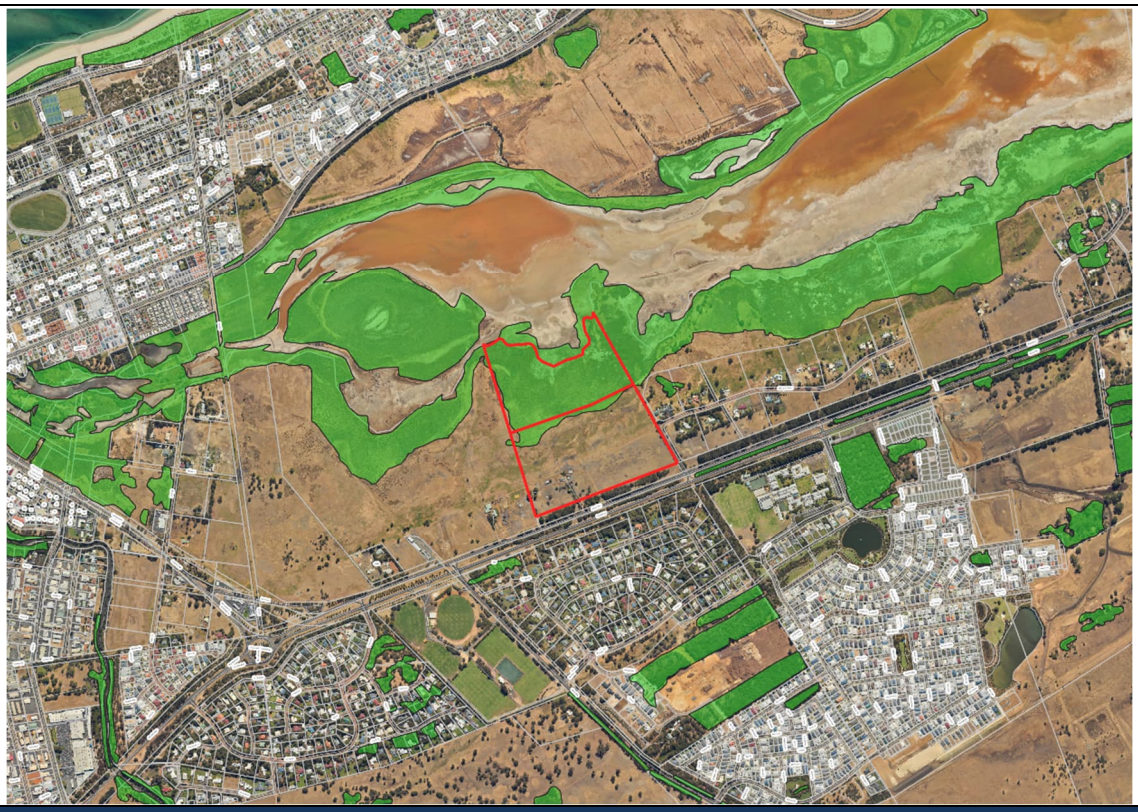


Figure: 4 Map of Native Vegetation Extents for Subject Site

2.2 Revegetation/landscape plan

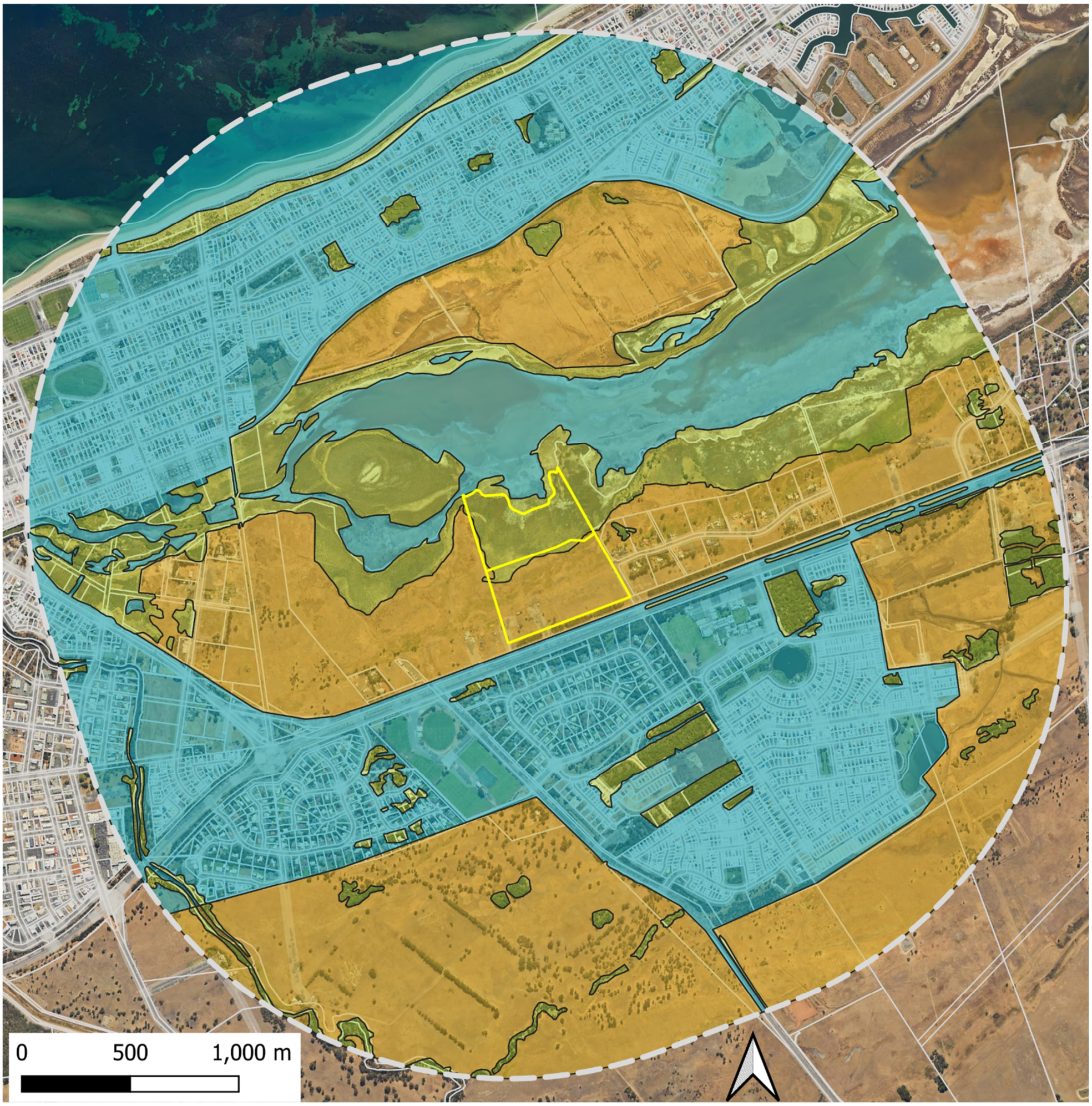
No detailed landscaping or revegetation plans relating to this proposal have been provided. Any future landscaping for the site should comply with the APZ requirements of this report.

3 Broader Landscape Assessment

3.1 Broader Landscape Assessment (BLA)

The subdivision is located in Area 2, requiring a BLA. Vegetation patterns, road networks, and urban proximity have been assessed, with the figures shown below and the points collated in Table 2 below:

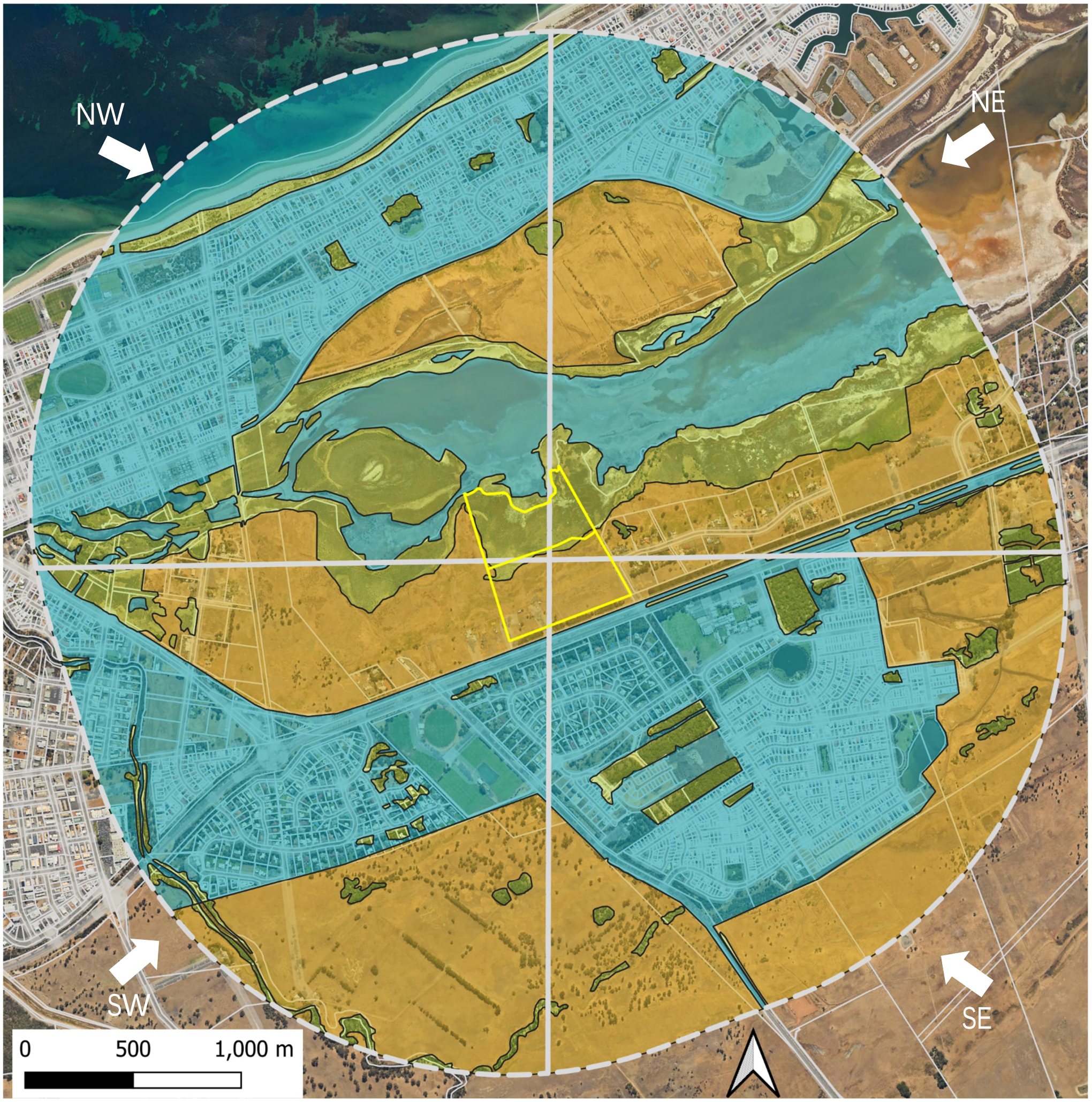
Criteria	5 points	2 points	1 point	Points for Proposal
Proximity of the proposal to a suitable destination is:	>10km	1-10km	<1km	1
The road pattern from the planning proposal to a suitable destination is:	Complex and indirect (cul-de-sacs, and/or multiple intersections)	Mixed road patterns	Simple and/or direct (limited intersections)	1
The predominant vegetation pattern is:	Large tracts of vegetation (contiguous vegetation)	A mosaic pattern of vegetation (e.g. vegetation within rural living precincts)	Cleared vegetation (e.g. clearing for residential zoned urban lots)	2
Exposure of the planning proposal to an identified external bushfire hazard (excluding Class G Grassland) is from:	Three or four aspects	Two aspects	From nil or one aspect only	1
Total Points				6
Broader Landscape Type Determined			0-11: Broader landscape type A (BLT A)	



The figure displays a desktop vegetation assessment using up-to-date aerial imagery, distinguishing between various vegetation classifications within the Bushfire Landscape Assessment (BLA) area. Low-threat and non-vegetated areas are outlined, alongside plots of unmanaged grassland (Class G Grassland) and other types of classified vegetation grouped together. Special attention is given to areas designated for revegetation or identified for conservation, biodiversity, or environmental protection. The figure also identifies undeveloped land with approved plans proposing a post-development BAL rating of BAL-LOW as future non-vegetated areas. Any coastlines or water bodies within or adjacent to the BLA area are marked as non-vegetated, as they act as natural barriers to fire spread.

Figure: 5 BLA - Desktop Vegetation Assessment

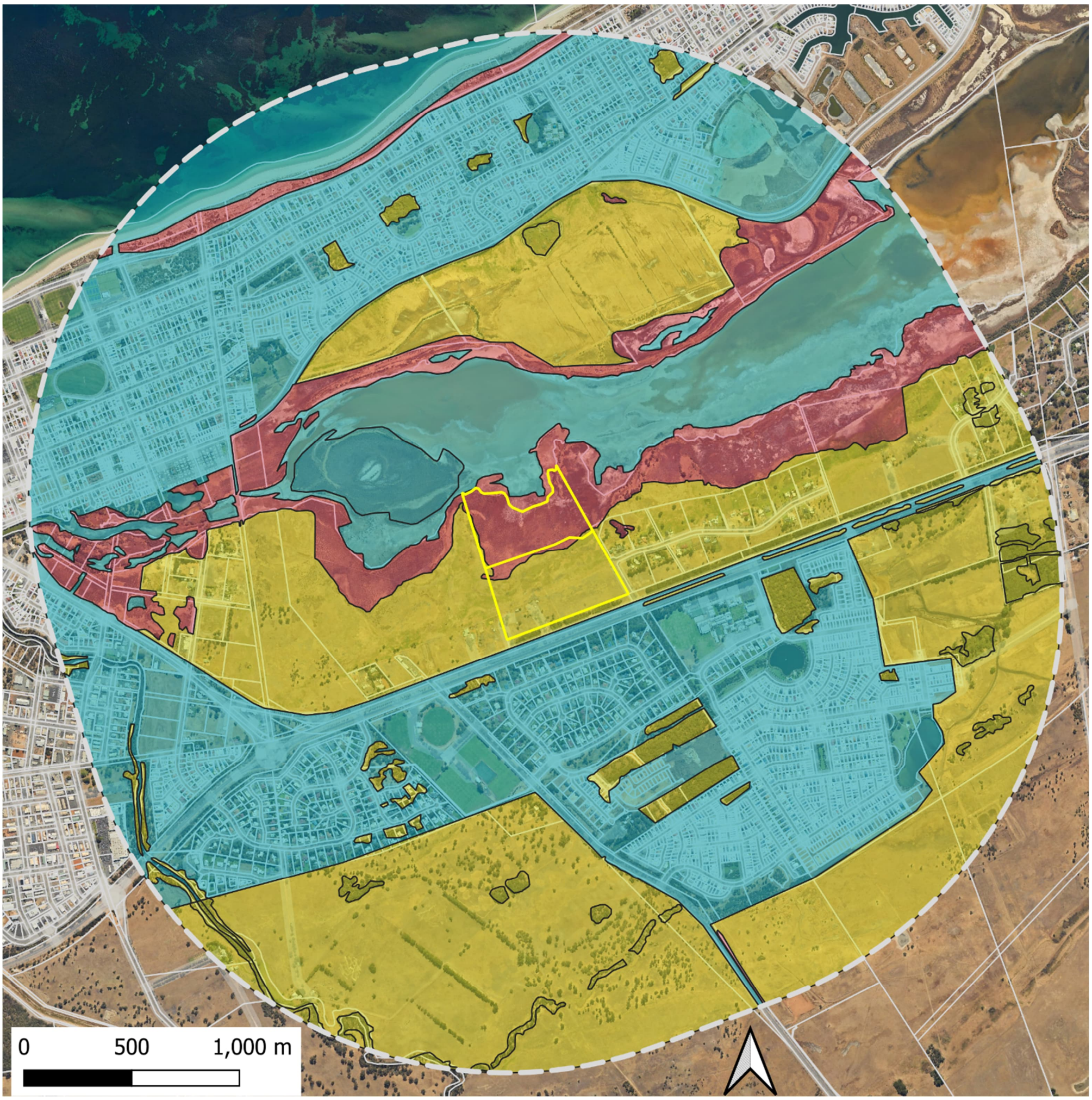
Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend				
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Subject Land	2km area assessment	Low Threat vegetation	Unmanaged Grassland	All Other classified vegetation



The figure illustrates the Bushfire Landscape Assessment (BLA) area, divided into four intercardinal quadrants—Northeast, Southeast, Northwest, and Southwest. Each quadrant is assessed for bushfire hazards external to the proposed development, focusing on potential landscape-scale impacts on life, property, and infrastructure. The diagram highlights classified vegetation extents within each quadrant, allowing for a comprehensive evaluation of hazard intensity relative to the aspects of the terrain.

Figure: 6 Assessment of Hazard Aspects by Intercardinal Quadrants

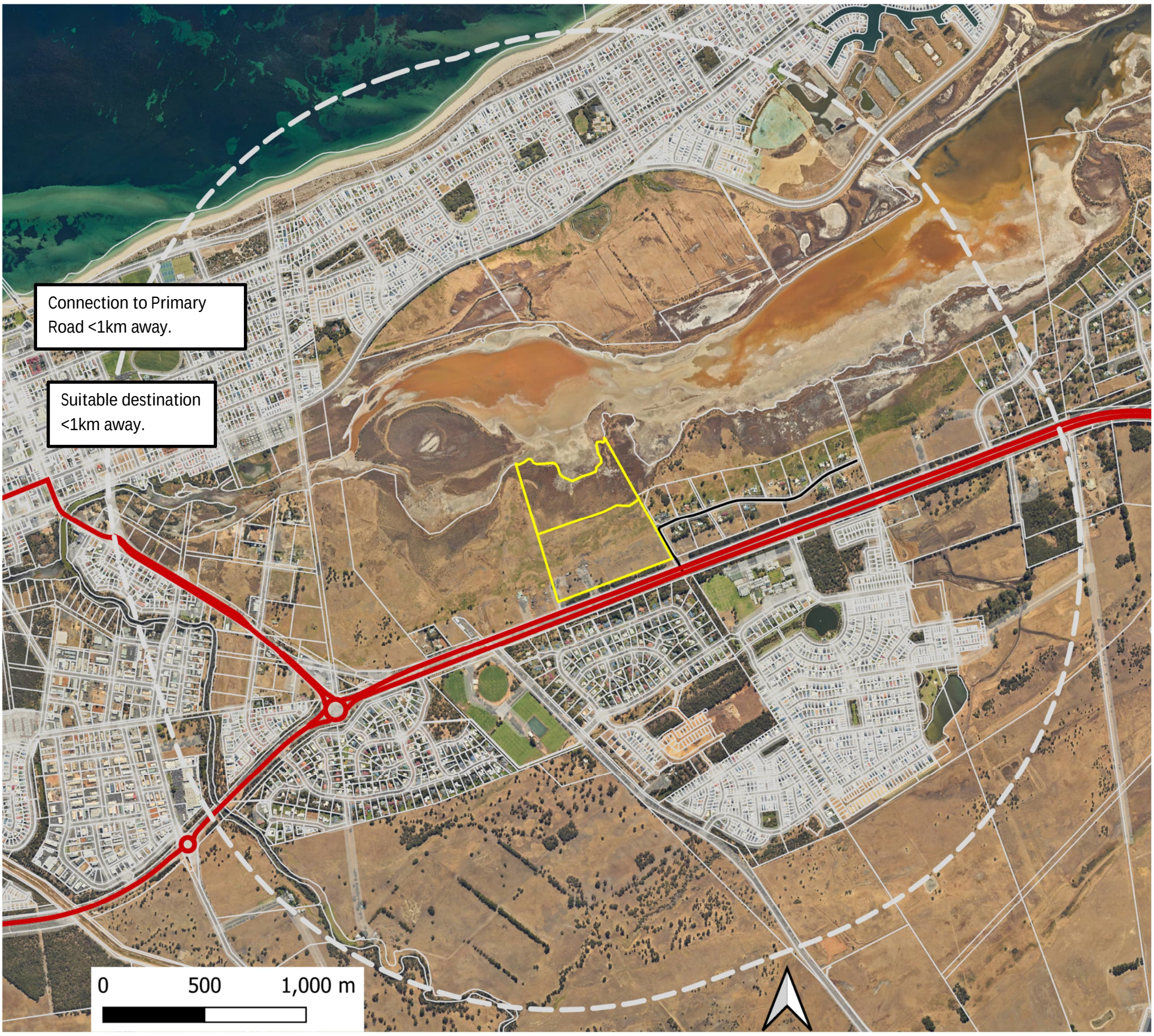
Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend				
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Subject Land	2km area assessment	Low Threat vegetation	Unmanaged Grassland	All Other classified vegetation



The figure shows the main vegetation patterns identified in the Bushfire Landscape Assessment (BLA) area. It highlights cleared vegetation, which includes residential and urban areas with low bushfire risk due to limited fuel. The mosaic pattern displays patches of Class G Grassland mixed with rural living areas, indicating varied fire behaviour. Lastly, the figure features large tracts of classified vegetation found in reserves or national parks, which present a higher risk for long fire runs and landscape-scale bushfires. Overall, the figure illustrates how different vegetation types affect bushfire hazards in the broader area.

Figure: 7 *Predominant Vegetation Pattern Assessment*

Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend				
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Subject Land	2km area assessment	Cleared Vegetation	Mosaic Pattern	Large Tracts of classified vegetation



The figure provides a detailed assessment of the road network and vehicular access to designated destinations. It maps both existing and proposed routes, classifying them by road hierarchy and accessibility standard (sealed or unsealed) and indicating topographical influences. Spatial differentiation highlights areas with direct, extended-view access (e.g., grid or modified grid layouts) versus complex road patterns, including curved roads or cul-de-sacs. Vegetation impediments are annotated along each route, noting characteristics affecting reliability where known.

Figure: 8 Identified Access Routes

Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend					
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Subject Land	2km area assessment	Primary Regional Road	Other Regional Road	Local Road	Access Road

4 Bushfire Assessment

4.1 Site Assessment

The assessment of this site/development was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).



Figure: 9 Vegetation Classification

Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend											
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Proposed Lot Boundary	Subject Land	150m area assessment	100m area assessment	Photo point	A Forest	B Woodland	C Shrubland	D Scrub	G Grassland	Excluded	Other

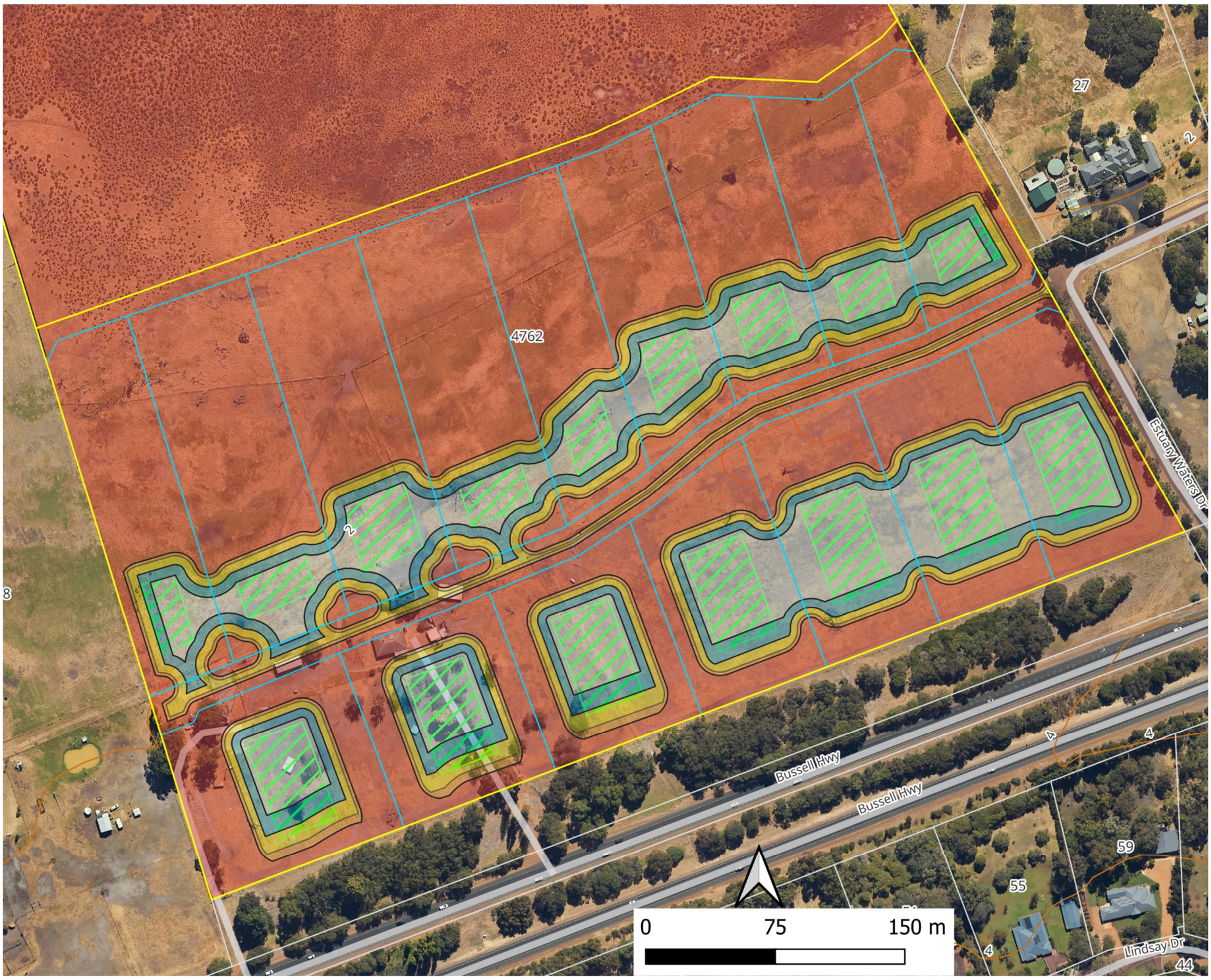


Figure: 10 BAL Contours (Indicative – Attainable Post Development)

Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280	Legend										
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Proposed Lot Boundary	Subject Land	150m area assessment	100m area assessment	BAL FZ	BAL 40	BAL 29	BAL 19	BAL 12.5	BAL Low	Comments

4.1 Vegetation Classification

All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot:	1	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	23.5m
Vegetation Classification or Exclusion Clause:			Class A Forest - Open forest A-03		
Description / Justification for Classification:					
Plot extending along Bussell Highway contains multi-storied vegetation, with a dense, unmanaged understory composed of fine fuels (leaf litter, twigs), grasses, shrubs, and scrub. Mature trees reach heights of 5–17 m, creating continuous fuel connectivity from the understory to the canopy. Foliage cover is high (> 40%), and there is a clear lack of vegetation management, contributing to increased bushfire risk.					



Photo ID: 1



Photo ID: 2



Photo ID: 3



Photo ID: 4

Plot:	2	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	0m
Vegetation Classification or Exclusion Clause:			Class G Grassland – Sown pasture G-26		
Description / Justification for Classification:					
The subject lot contains dense stands of unmanaged grasses over 100 mm in height, extending throughout the area. The plot includes isolated trees with low overstory foliage cover (< 10%) and minimal understory vegetation.					



Photo ID: 5



Photo ID: 6



Photo ID: 7



Photo ID: 8

Plot:	3	Effective Slope (°):	>0-5°	Separation Distance (m):	0m
Vegetation Classification or Exclusion Clause:		Class G Grassland – Sown pasture G-26			
Description / Justification for Classification:					
The subject lot contains dense stands of unmanaged grasses over 100 mm in height, extending throughout the area. The plot includes isolated trees with low overstory foliage cover (< 10%) and minimal understory vegetation.					



Photo ID: 9



Photo ID: 10



Photo ID: 11



Photo ID: 12

Plot:	4	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:			Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation		
Description / Justification for Classification:					
Areas surrounding the existing development on the subject lot and neighbouring developed areas feature short, cropped grasses under 100 mm extending along driveways and around buildings. Vegetation includes a single row of managed, isolated, under-pruned trees with minimal understory fuel, insufficient to pose a significant bushfire threat. Large, well-maintained non-vegetated areas, including roads, driveways, and verges, further reduce fuel continuity and overall bushfire risk.					



Photo ID: 13



Photo ID: 14



Photo ID: 15



Photo ID: 16

The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Table 3.1: BAL Analysis

Plot	Vegetation Classification	Effective Slope
1	Class A - Forest	Flat/Upslope
2	Class G Grassland	Flat/Upslope
3	Class G Grassland	>0-5°
4	Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation	N/A

Table 3.3: BAL Analysis showing Determined and Indicative BAL with APZ requirements

Lot (s)	Vegetation Plot	Vegetation Classification	Effective Slope	Separation (m)	Highest (Determined) BAL Contour	APZ / Offset Required	Indicative BAL Contour
1	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
2	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
3	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
4	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
5	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
6	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
7	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
8	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
9	3	Class G Grassland	>0-5°	0	BAL – FZ	20m APZ	BAL – 12.5
10	1	Class A - Forest	Flat/Upslope	23.5m	BAL – 29	42m Offset	BAL – 12.5
11	1	Class A - Forest	Flat/Upslope	25m	BAL – 29	42m Offset	BAL – 12.5
12	1	Class A - Forest	Flat/Upslope	28m	BAL – 29	42m Offset	BAL – 12.5
13	2	Class G Grassland	Flat/Upslope	0m	BAL – FZ	20m APZ	BAL – 12.5
14	2	Class G Grassland	Flat/Upslope	0m	BAL – FZ	20m APZ	BAL – 12.5
15	2	Class G Grassland	Flat/Upslope	0m	BAL – FZ	20m APZ	BAL – 12.5
16	2	Class G Grassland	Flat/Upslope	0m	BAL – FZ	20m APZ	BAL – 12.5

5 Assessment against the Bushfire Protection Criteria Five – Structure plans and Subdivisions

An assessment against the bushfire protection criteria is required to be undertaken for any strategic planning proposal or subdivision that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section outlines the steps required to ensure this proposal meets the necessary compliance standards

Element 1: Location

The proposal is within Area 2 and has been identified as Broader Landscape A (BLT A) within the Broader Landscape Assessment conducted within this report. Therefore, the proposal meets the acceptable solution of Element 1.

Element 2: Siting and design of development

A.2.1a: Siting and design

Each proposed building lot and all existing lot(s) contains a sufficient development site(s) that can achieve a radiant heat impact not exceeding 29 kW/m² (BAL-29).

A2.2 Asset Protection Zone (APZ)

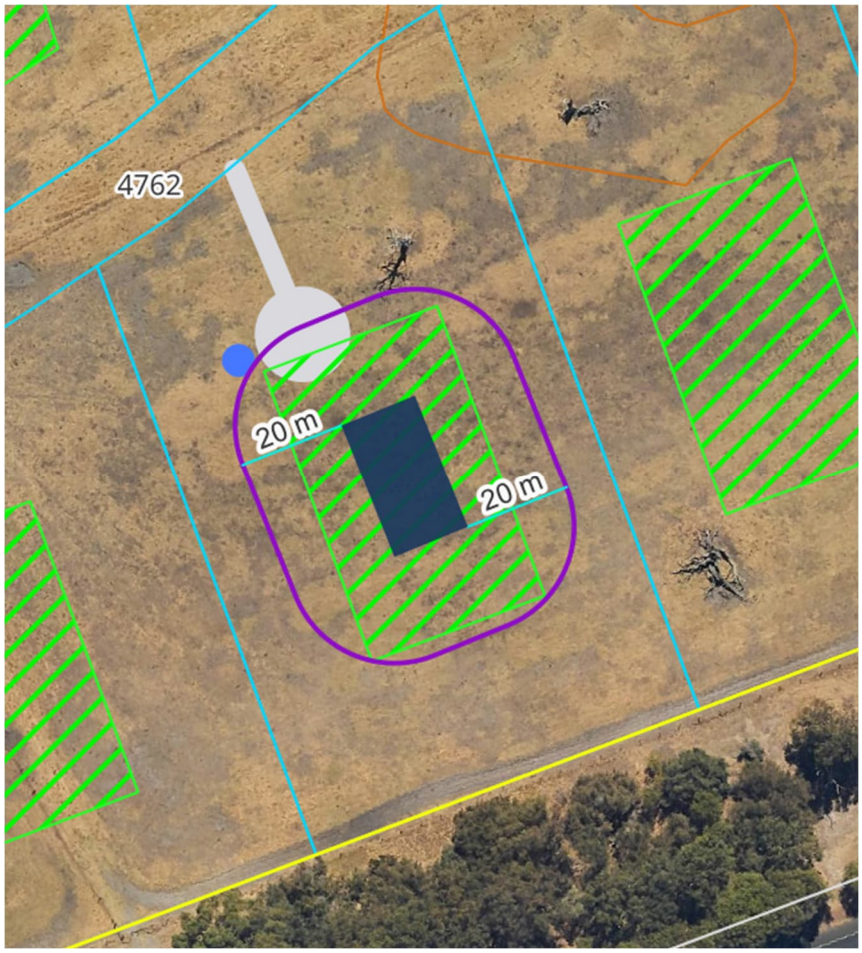
Element 2.2 will be satisfied using an indicative Asset Protection Zone (APZ) which will allow a radiant heat impact not exceeding 29 kW/m² (BAL-29

All lots are to be maintained to APZ standards, including all grass being maintained at less than 100mm tall, by the developer until sale and then by new owners following that. All landscaping within lots and verges to be managed as per Table 9 of the guidelines, extract shown in Appendix B.

An indicative building has been provided to illustrate APZ required and achievable outcome of BAL-29 or below, but this is to be assessed upon individual application at the time of building approval for future developments.

The APZ required for this proposal is detailed in the following table and visually depicted below.

APZ Requirement from:	Measurement (from any external wall or supporting post or column of the proposed building/s)
All directions	20 m



For further information, see Appendix A: Spatial Representation of proposed risk management measures of this report. The APZ is to be managed as per Table 9: *Asset Protection Zone (APZ) technical requirements* of the Guidelines (see Appendix B).

A2.3 Clearing of native vegetation

The subdivision does not require the clearing of native vegetation, as new proposed lots building envelopes are within an existing cleared area, and do not contain native vegetation.

Element 3: Vehicular Access

A3.1 Public Roads

The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.

Existing Public roads are assumed to meet the minimum technical requirements of Appendix B.3, Table 10, extract shown below.

Table 10: Vehicular access technical requirements

	1		2		3		4		5	
TECHNICAL REQUIREMENTS	**PERIMETER ROADS**		**PUBLIC ROADS**		**EMERGENCY ACCESS WAY[3]**		**FIRE SERVICE ACCESS ROUTE[3]**		**BATTLE-AXE & PRIVATE DRIVEWAYS[1]**	
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	**Area 2**	**Area 1**	**Area 2**	**Area 1**	**Area 2**	**Area 1**	**Area 2**	**Area 1**	**Area 2**	**Area 1**
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road[2]	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road[2,4]					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (metres)					8.5					

Notes:

[1] Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.

[2] Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.

[3] To have crossfalls between 3 per cent and 6 per cent.

[4] For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.

[5] As outlined in the Institute of **Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards** Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

A3.2 Access routes

The subdivision is within an area classified as 'Area 2', therefore, public road access is required to be provided in two different directions. Due to the limitations on site enforced by Mains Roads Western Australia (MRWA), a secondary access in the form of an Emergency Access Way (EAW) to Bussell Highway has not been approved and only one access way is possible. A reciprocal access way arrangement to the north of the proposal was also investigated, however site an assessment by WML Consulting Engineers has raised concerns as to the viability of this option due to the 'buildability' and long-term durability of the 10m access track.

Therefore, the proposal has been assessed, utilising an Outcomes Based Approach as detailed below to ensure the design and capacity of vehicular access and egress provide for efficient and effective evacuation to a suitable destination(s).

Required Consideration (SPP 3.7 Clause 7.5)	Response
Address the acceptable solutions to the greatest extent possible	The subdivision provides a 18-metre-wide public road reserve constructed to requirments of the bushfire guidelines, connecting directly to Bussell Highway, which is a major regional evacuation route. The internal road is straight with clear lines of sight and includes only one intersection prior to reaching Bussell Highway, thereby maximising legibility and minimising evacuation confusion.
Identify the non-compliance with the acceptable solutions and why these cannot be achieved	The proposal is unable to comply with A3.2, as two formal public road access points cannot be provided. Main Roads Western Australia (MRWA) has not approved a secondary access to Bussell Highway, and engineering advice from WML Consulting Engineers confirms that a northern reciprocal access track would present buildability and long-term durability constraints. These limitations are external regulatory and physical constraints beyond the proponent's control.
Detail how the design considers bushfire risk and where additional or alternative bushfire risk management measures have been included to reduce the risk	The design has been informed by a Broader Landscape Assessment confirming a Broader Landscape Type A, indicating manageable landscape-scale bushfire risk and a well-connected external road network. The internal road travels away from the primary grassland hazard and will, once developed, be bordered by managed residential lots with reduced fuel loads. Vegetation within the road reserve is predominantly grass, reducing the risk of tree fall obstruction. The 18-metre road reserve allows simultaneous evacuation and emergency ingress.
Detail if there are any community net-benefits, such as improvements to the public road network	The subdivision will introduce compliant road infrastructure, introduces a dedicated firefighting water supply benefiting the broader locality, and improves vegetation management within the subdivision.
Include written evidence such as publications or State Administrative Tribunal decisions to support the proposal (where available)	This portion is not applicable to this development. No cases have been before SAT in relation to access under the latest version of SPP3.7 guidelines.
Outline how the policy outcomes have been achieved	The policy outcome under Element 3 requires efficient and effective evacuation to suitable destinations. This outcome is achieved through proposal being a manageable development scale (16 lots) which has direct connection to Bussell Highway, providing two directional evacuation once accessed, and a simple and legible internal road layout which is unlikely to be obstructed.

Required Consideration (SPP 3.7 Clause 7.5)	Response
Outline why approval is warranted by the decision-maker in this instance	Approval is warranted because the inability to provide two public road exits arises from external regulatory constraints rather than design omission. The broader landscape context presents manageable bushfire risk, the subdivision scale is modest, evacuation functionality is maintained and the overall intent and outcomes of SPP 3.7 are achieved.

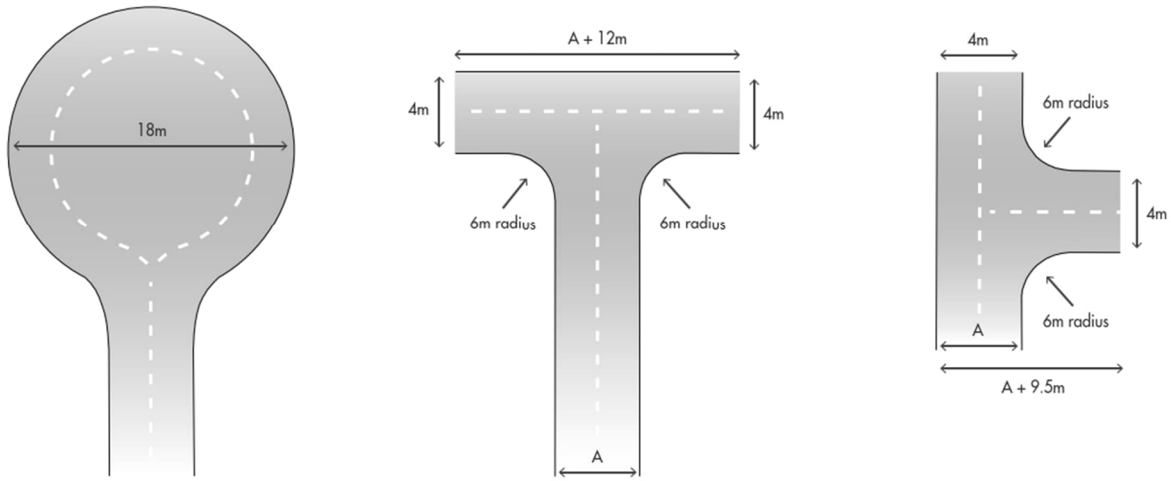
A3.3a No-through-roads

The subdivision is within an area classified as 'Area 2' The proposal has a no-through road which is greater than 200 metres in length. Therefore an outcomes approach assessment has been undertaken as per A3.2.

A3.3b No-through-road requirements

The no-through road must meet the requirements of a public road (Appendix B.3, Table 10, Column 2) and has a turn-around area/head as shown in Figure 30 of the Guidelines as reproduced below:

Figure 30: Design requirements for a turn-around area



A3.4 Emergency access way – Not Applicable

A3.5a Perimeter roads – Not Applicable

A3.5b Fire service access route – Not Applicable

A3.6 Battle-Axe Legs – Not Applicable

Element 4: Water

A4.1 Water supply for structure plans – Not Applicable for subdivisions

A4.2 Provision of water for firefighting purposes

Dedicated firefighting tank(s) to be provided that have a usable water supply of at least 10,000 litres per habitable building. Tank should be within 30 m of the habitable dwelling and 4 metres of driveway or hardstand (see water tank technical requirements in Appendix C of this report for further details).

A4.3 Water supply for existing habitable building(s) – Not Applicable

6 Implementation

6.1 Implementation and Ongoing Maintenance Responsibilities

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

	Management Action	Timing
	Proponent/Developer	
1	Establish roads to the required surface condition and clearances	Prior to issue of titles
2	Place Section 165 notice on title for all lots within a bushfire prone area.	Prior to issue of titles
3	Extract of this bushfire management plan showing BAL contour levels and applicable BAL level (Highest and modified) and setbacks required for modified BAL level to be included in all sales documentation for this land release and provided to all prospective purchasers.	Prior to sale
	Occupants	
	Maintain the Asset Protection Zone (APZ) to the dimensions and standard stated in this BMP	Ongoing
	Source updated BMP at Development Application stage demonstrating proposal's compliance with APZ, Access and Water requirements of SPP3.7	Prior to DA for new residence

The following items, as numbered in the above table, are subject to a Clearance Certificate issued by the Bushfire Consultant:

Number 1 only.

6.2 Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

7 General References

Office of Bushfire Risk Management (OBRM). (2020). *Bushfire risk management (BRM) plan guidelines*. Retrieved October 2020.

Standards Australia. (2024). *AS 3959-2018 construction of buildings in bushfire-prone areas*. Sydney.

WA Department of Planning. (2016). *Visual guide for bushfire risk assessment in Western Australia*.

Water Corporation. (2018). *Design standard DS 63: Water reticulation standard design and construction requirements for water reticulation systems up to DN250 (Version 3, Revision 14)*. Water Corporation.

Western Australian Planning Commission. (2024). *State planning policy 3.7 Bushfire*. State of Western Australia.

Western Australian Planning Commission. (2024). *Planning for bushfire guidelines*. State of Western Australia.

8 Online references

Landgate. (2024). Map Viewer Plus. Government of Western Australia. Retrieved from https://map-viewer-plus.app.landgate.wa.gov.au/index.html

Office of Bushfire Risk Management (OBRM). (2024). Map of Bush Fire Prone Areas. Retrieved from https://maps.slip.wa.gov.au/landgate/bushfireprone/

WA Local Government Association (WALGA). Environmental Planning Tool. Retrieved from https://pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html

9 Acknowledgement of Country

We acknowledge the traditional custodians of the land on which we operate, the Noongar people. We pay our respects to their elders, past, present, and emerging, and recognise their enduring connection to the land and environment. As we conduct our bushfire management and reporting, we honour their legacy and their stewardship of our natural landscapes.

10 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

Lot 9001 (#4762) Bussell Highway, Reinscourt, WA, 6280

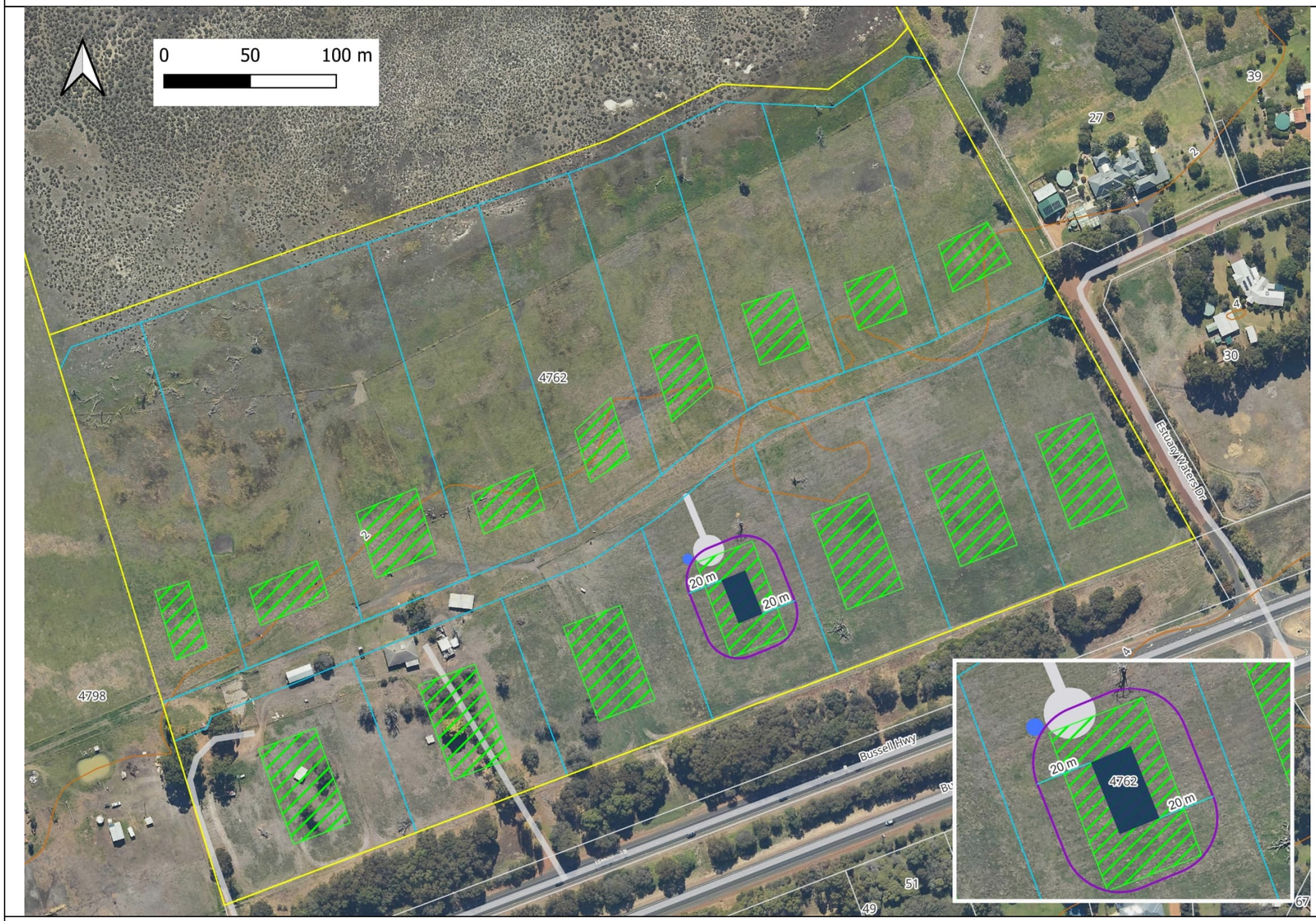


Figure 12: Spatial Representation of proposed risk management measures.

- Subject Land
- Indicative Development
- Asset Protection Zone (APZ)
- Proposed Lots
- Proposed Building Envelope
- Firefighting Tank
- Driveway
- Access Easement
- APZ Distance

NOTES

Indicative building has been provided to illustrate buildable area and associated APZ required.

Asset Protection Zone (APZ)

Indicative only. APZ has been supplied in Figure 12 to illustrate likely scenario for future building on New Lot but is to be assessed on an individual basis upon new DA Application.

The minimum width for the APZ is the distance required to meet the BAL-29 setback. The land between the development and the classified vegetation is to be maintained as an APZ (see *Appendix B: APZ technical requirements* for full details).

- Trees, shrub & scrub >6m in height are to be setback a minimum of 6m for the building with no branches overhanging
- Shrub & scrub <6m in height are to be setback a minimum of 3 m from the building and not planted in clumps greater than 5m2.
- Grass is to be maintained less than 100 mm in height

Water Supply

A 10,000L water supply dedicated for firefighting will be provided in additional to the normal domestic water supply. Tank is to be within 4 metres of turnaround or hardstand. See Appendix C: Water tank technical requirements for further details.

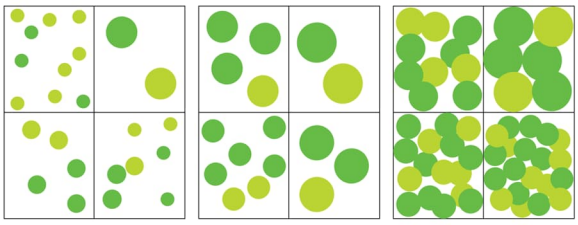
Access

The driveway access will be suitable for a fire truck with a minimal 4m trafficable surface. A turn around will be provided near the dwelling and a hardstand area to provide access to the water tank.

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210

Appendix B: APZ technical requirements

The APZ is to be managed as per the extract from *Table 9: Asset Protection Zone (APZ) technical requirements* (WAPC 2024).

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (combustible, dead vegetation matter less than 6 mm in thickness)	• Should be managed and removed on a regular basis to be maintained as low threat vegetation • Should be maintained at less than two tonnes per hectare (on average) • Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building • Branches at maturity should not touch or overhang a building or powerline • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be less than 15 per cent of the total APZ area • Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ. Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%
Shrub* and scrub* (0.5 metres to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps more than 5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 m in height. Ground covers more than 0.5 metres in height are to be treated as shrub)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if more than 100 millimetres in height.
Grass	• Grass should be maintained at a height of 100 mm or less, at all times. • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Appendix C: Water tank technical requirements

Water tank technical requirements (extract from guidelines):

B.4.1 CONSTRUCTION AND DESIGN

An above-ground tank and associated stand should be constructed of non-combustible material.
Below-ground tanks should have a 200 millimetres diameter access hole to allow tankers or emergency services vehicles to refill direct from the tank, with the outlet location clearly marked on the surface.
Above and below ground tanks may need to comply with AS/NZS 3500.1:2018.
An inspection opening may double as the access hole provided that the inspection opening meets the requirements of AS/NZS 3500.1:2018.
Where an outlet for an emergency services vehicle is provided, then an unobstructed, hardened ground surface is to be supplied within four metres of any water supply.

B.4.1.1 Pipes and fittings

All above-ground, exposed water supply pipes and fittings should be metal. Fittings should be located away from the source of bushfire hazard and be in accordance with the applicable section below, unless otherwise specified by the local government.

B.4.1.2 Fittings for above-ground water tanks:

- Commercial land uses: 125 millimetres Storz fitting; or
- Strategic water tanks: 50 millimetres or 100 millimetres (where applicable and adapters are available) male camlock coupling with full flow valve; or
- Standalone water tanks: 50 millimetres male camlock coupling with full flow valve; or
- Combined water tanks: 50 millimetres male camlock coupling with full flow valve or a domestic fitting, being a standard household tap that enables an occupant to access the water supply with domestic hoses.

B.4.1.3 Remote outlets

In certain circumstances, it may be beneficial to have the outlet located away from the water supply. In instances in which a remote outlet is to be used, the applicant should consult the local government and DFES on their proposal.

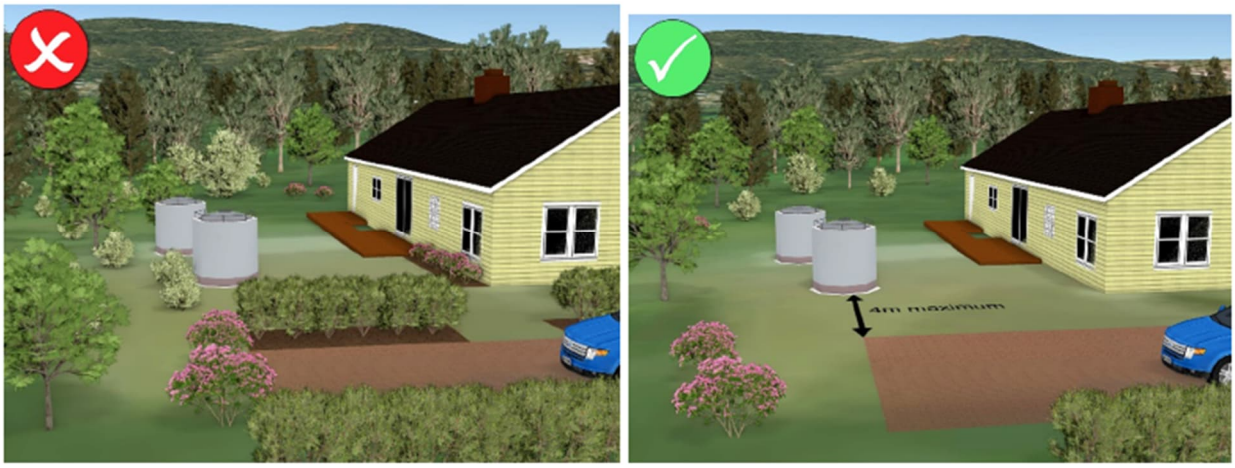


Figure 39 of the Planning for Bushfire Guidelines (Nov 2024): A good and bad example of landscaping around a water tank

B.4.2 USE OF WATER SUPPLY

The combination of drinking water and water for firefighting purposes is not recommended, as stagnant water may alter the quality of the drinking water and the emergency services, by law, may not be able to take water from the water supply to suppress a bushfire.

Combining drinking water and water for firefighting purposes is contrary to provisions within clause 4.2.3 of AS/NZS 3500.1:2021.

B.4.3 INDEPENDENT WATER AND POWER SUPPLY

Bushfires can directly impact a water service provider's equipment or pipes. As such, a reticulated water supply may not be reliable due to a reduction in water pressure or loss of supply.

Where development is in an area shown as Area 2 on the Map of Bush Fire Prone Areas and/or where the local government area has known issues with water supply or pressure, it is recommended that the landowner consider providing a water tank in accordance with Table 11, *Water supply dedicated for bushfire firefighting purposes*.

In non-reticulated water supply areas, it is recommended that any pumping equipment be powered by means other than the electricity network. The pumping equipment could be a diesel- or petrol-powered pump, or an electric pump if there is an onsite generator or backup power supply independent of the electricity network grid.

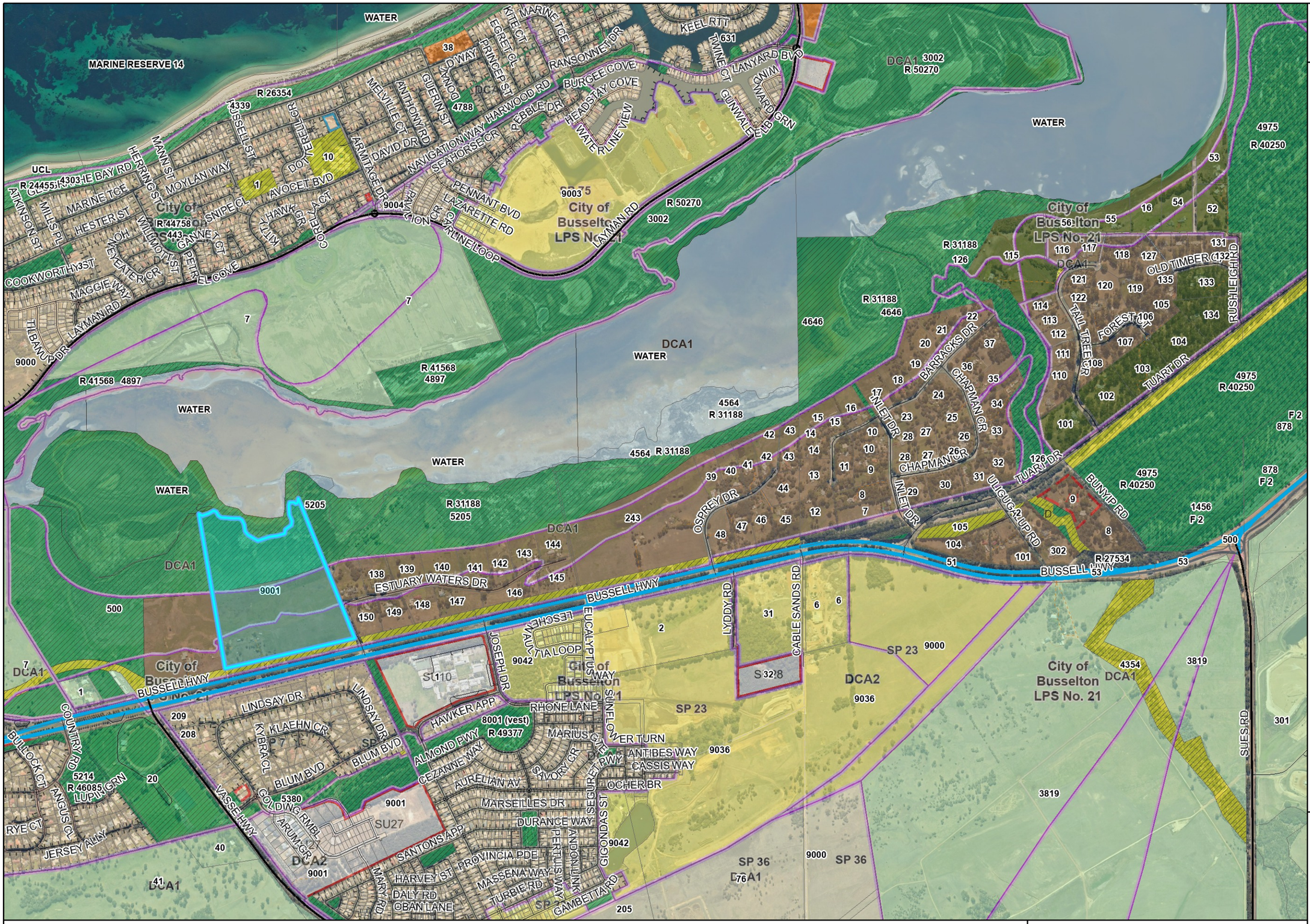
It is recommended that combustion pumps should be a minimum five hp or three kW diesel- or petrol-powered pump and should be shielded against bushfire attack.

Where an electric pump is used, a backup power supply independent of the electricity network grid should be provided. A 3.7 kW/12k W/h sized battery (14.8 kW/h reserved solely for bushfire will power a 3.7 kW system for four hours) with blackout protection or a generator should be provided.

ATTACHMENT 8

Refer to A3 of officers report

A5 - Rural Residential zone context plan



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- Roads
  - State Highway
  - Main
  - Minor
  - Track
  - Not Applicable
- LPS Boundary
- LPS Restricted and Additional Use
- LPS Other Categories - Areas (SCA, DCA, DA etc)
- LPS R-Code Boundary
- LPS Zones and Reserves
  - Conservation
  - Industrial development
  - Local centre
  - Ocean
  - Public purposes
  - Recreation
  - Residential
  - Rural
  - Rural residential
  - Special use
  - Tourism
  - Urban development

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended to be used for measurement purposes.

Map was produced using DPLH's InQuiry.

DR117/2025 - Rural Residential zone context plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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N

0 0.43 0.86 Kilometres

1: 20,000 at A3

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 09-Apr-2026

A6 - City of Busselton submission

From: Andrew Watts
To: Matthew Tallon
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669
Date: Wednesday, 22 April 2026 4:49:46 PM
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png
image011.png
image013.png
image014.png
image001.png

Hi Matthew,

As discussed, I can confirm that –

a. the City would not agree to any management of the EAW via the deed of easement, as the EAW will only provide connection to land to be managed by DBCA.

b. the City would accept management of a strategic firefighting water supply, provided on a small reserve in a location central to the estate i.e. nearest to Estuary Waters Drive adjacent proposed Lot 16. In accordance with the Planning for Bushfire Guidelines (Appendix B4 Table 11), based on a 16 Lot subdivision the tank should be minimum 50,000 litres and positioned such as to have a suitable turnaround area for fire appliances. This tank may be of benefit particularly if traffic on Bussell highway presents difficulty in crossing the highway to gain access to hydrants connected to scheme water or if the reticulated water system is impacted in the event of a fire and becomes unavailable.

Table 11: Water supply dedicated for bushfire firefighting purposes

SECTIONS FROM THE PLANNING FOR BUSHFIRE GUIDELINES					
SECTION 5[2] STRUCTURE PLANS AND SUBDIVISION APPLICATIONS		**SECTION 6[2] DEVELOPMENT – RESIDENTIAL**	**SECTION 7[2] DEVELOPMENT – COMMERCIAL & INDUSTRIAL**	**SECTION 8[2] – DEVELOPMENT – VULNERABLE LAND USES**	
One additional lot	10,000 litre water tank per lot	10,000 litre water tank per habitable building	For each habitable building - 10,000 litre per 1,500 m² of floor space up to 50,000 litre. Provided in a water tank	Camping ground	At the discretion of the local government
Three to 24 lots	10,000 litre water tank per lot[1] **or** 50,000 litre strategic water tank				
25 lots or more	50,000 litre per 25 lots or part thereof, provided as a strategic water tank(s) **and/or** 10,000 litre water tank per lot			Other vulnerable land uses	For each habitable building - 10,000 litre per 500 m² of floor space up to 50,000 litre. Provided in a water tank

Please let me know if you require further information.

Kind regards,

Andrew Watts
Major Development and Subdivision Coordinator
P: [redacted] | E: [redacted]u | www.busselton.wa.gov.au
2 Southern Drive, Busselton WA 6280 | Locked Bag 1, Busselton WA 6280



The City of Busselton acknowledges the Traditional Custodians, the Wadandi people, on whose land we are living, and pay our respects to Elders, past, present and emerging.

From: Matthew Tallon [redacted]
Sent: Wednesday, 22 April 2026 2:52 PM
To: Andrew Watts [redacted]
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669

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OFFICIAL

Hi Andrew,

Thanks for your time on the phone. As discussed, can you please confirm by email response that the City are not supportive of managing the Emergency Access Way, as approved via the 23 July 2025 decision (attached)?

Further, can you please confirm that the City would be accept a centrally located (nearest Estuary Waters Dr) strategic firefighting water supply on a small reserve? On this point, can you please confirm what size tank should be considered.

Kind regards,

Matthew Tallon
Senior Planning Officer | Reform, Design and State Assessment
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: [redacted]



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From: Matthew Tallon
Sent: Wednesday, 22 April 2026 11:21 AM
To: 'Andrew Watts' <[redacted]>
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669

Hi Andrew,

I've just left a voicemail, I wanted to quickly seek your confirmation that:

a. the City would not agree to any management of the EAW via the deed of easement;
b. and whether the City would accept management of a strategic firefighting water supply, provided on a small reserve in the estate.

If you can please call me back to discuss today, as it is time sensitive, it would be of great assistance.

Kind regards,

Matthew Tallon
Senior Planning Officer | Reform, Design and State Assessment
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: [redacted]



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From: Andrew Watts <[redacted]>
Sent: Thursday, 26 March 2026 4:05 PM
To: Matthew Tallon <[redacted]>
Cc: Matthew Wansborough <[redacted]>
Subject: FW: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669

Hi Matthew,

Thanks for providing the City with the opportunity for further comment in regard to the request for reconsideration and amended plan of subdivision.

The City is prepared to support the amended plan of subdivision and also support the comments provided by DBCA, including recommendation for change of agency reference and responsibility for clearance in condition 20 from local government to DBCA.

In respect to the outcomes-based approach for bushfire access (cul-de-sac greater than 200m in length), the City in this instance is prepared to support in principle the proposed approach. In providing support for the proposed outcomes-based approach the City notes that:

- Main Roads WA will not agree to the creation of any additional access points onto the Main Roads WA controlled Bussell Highway, whether it be by way of access from a new public road or an EAW.
- Although the new subdivision road is provides for a cul-de-sac of approximately 700m to Bussell Hwy. The Bussell Highway provides for access in two directions to suitable safer places for the purposes of bushfire evacuation and as a major traffic route under MRWA control can be relied upon to be maintained to a high of construction and trafficability.
- Multiple hydrants are located within 1km of the site within nearby residential developments at Yalyalup and are connected to scheme water to provide emergency services with a reliable fire fighting water supply.
- The development is located in close proximity to the regional centre of Busselton and providing for early evacuation to a suitable location and also enabling quick emergency services response times in the event of a fire.

Please contact me if you require any additional information.

Kind regards,

Andrew Watts
Major Development and Subdivision Coordinator
P: [redacted] | E: A[redacted] | www.busselton.wa.gov.au
2 Southern Drive, Busselton WA 6280 | Locked Bag 1, Busselton WA 6280

City of Busselton
Geographe Bay



The City of Busselton acknowledges the Traditional Custodians, the Wadandi people, on whose land we are living, and pay our respects to Elders, past, present and emerging.

From: Matthew Wansborough <[redacted]>
Sent: Wednesday, 25 March 2026 4:02 PM
To: Matthew Tallon <[redacted]>
Cc: Andrew Watts <A[redacted]u>; Kim Williams <[redacted]u>; Tracy Teede[redacted]u>
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669

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OFFICIAL

Hi Matthew,

Thanks for sending through the Request for Reconsideration and the amended plan of subdivision.

I can confirm that DBCA is satisfied with the amended plan of subdivision dated 24/03/2026 and the proposed 6m wide access easement, in principle, subject to the following:

- Condition 20 of the WAPC approval is retained and amended, referring to the easement over proposed Lot 1 being for the benefit of DBCA to access the proposed Recreation Reserve. This would also require removal of references to the Local Government from the Condition and replacement with DBCA. DBCA would also need to be the clearing agency for this condition
- The proposed RoC access over Lot 1 is established, filled/constructed, fenced, gated and signposted, in accordance with the Reserve Establishment Plan and Condition 14 of the WAPC approval.
- The specifications for the Reserve Establishment Plan were detailed in our earlier response of 23/10/2025 (attached) but will be subject to amendment to reflect the amended access arrangements. This could be done through the clearing of Condition 14.
- Confirmation that the proposed turnaround at the northern end of the accessway within Lot 1 is sufficient to allow a utility vehicle to turn easily, ideally with a trailer
- DBCA is willing to accept ongoing management responsibility for the proposed accessway, to maintain it for access purposes only i.e. clear and trafficable. DBCA would not be responsible for the maintenance of any boundary or internal fencing in the private property.

I hope this helps. Let me know if you have any further queries on this matter.

Kind Regards, Matthew

Matthew Wansborough | Regional Coordinator – Land Planning Program | South West Region I
Parks and Wildlife Service | Department of Biodiversity, Conservation and Attractions I
PO Box 1693 BUNBURY WA 6230 I Phone: [redacted] I Email: Bunbury@dbca.wa.gov.au

Department of **Biodiversity, Conservation and Attractions**

PARKS AND WILDLIFE SERVICE

From: Matthew Tallon <[redacted]>
Sent: Wednesday, 25 March 2026 11:15 AM
To: Andrew Watts [redacted]>; Matthew Wansborough <[redacted]>
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration

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OFFICIAL

Hi Andrew and Matthew,

Just following up on the below to confirm you are on track to provide comments by COB tomorrow?

Further to this, I have just received an updated subdivision plan (attached) that includes a 6m wide access easement through proposed Lot 1 to the Sabine Nature Reserve, to the benefit of DBCA. The Deed of Easement will therefore be between the landowner of Lot 1 and the DBCA.

Kind regards,

Matthew Tallon
Senior Planning Officer | Reform, Design and State Assessment
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: [redacted]

Department of **Planning, Lands and Heritage**

SOLUTIONS FOCUSED FOR A VIBRANT WESTERN AUSTRALIA

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From: Matthew Tallon
Sent: Monday, 16 March 2026 9:46 AM
To: Andrew Watts <[redacted] Matthew Wansborough [redacted]
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration

Hi Andrew and Matthew,

I'm following up on the below to direct your referral comments to the removal of the reciprocal right of carriageway, which is partly informed by mediation discussions where the City and DBCA advised that they were not willing to accept any management responsibility for the carriageway. As those discussions were undertaken in a confidential manner, to progress mediation, I can only report on them if you provide them in this referral.

Therefore, in providing comments, can you please advise whether the City and DBCA (respectively) would be accepting of management obligations to the approved reciprocal right of carriageway?

Andrew, the City's comments on the outcomes-based approach for bushfire access (cul-de-sac greater than 200m in length) would also be appreciated.

Matthew, I am touching base with the applicant to provide an update plan to include an easement for DBCA access to the reserve. They did not take any issue to it when I raised it with them.

If either of you have any queries, please give me a call.

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From: Matthew Tallon
Sent: Wednesday, 4 March 2026 11:15 AM
To: Andrew Watts <[redacted]>; Matthew Wansborough <[redacted]>
Subject: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration

Good morning Andrew and Matthew,

The State Administrative Tribunal has invited the WAPC to reconsider the abovementioned matter. The applicants s31 package seeks to remove the proposed reciprocal right of carriageway in response to engineering constraints and future management issues with respect to the deed of easement.

Can you please provide me with any further referral comments on the revised package, to assist the WAPC in determining the reconsideration. To assist timeframes, and noting the narrow scope of the referral, it we be appreciated if you could provide comments within 21 days (by COB Thursday, 26 March 2026).

If you have any queries, please reach out.

Kind regards,

Matthew Tallon
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Cc: Andrew Watts; Kim Williams; Tracy Teede
Subject: RE: DR117/2025 - Mother Teresa Care Solutions Pty Ltd v WAPC - s31 reconsideration 2025-000669
Date: Wednesday, 25 March 2026 4:05:09 PM
Attachments: image003.png
image004.png
image005.png
9953_SUB01I_20260324 Reinscourt (Subdivision)-A3L.pdf
DPLH_SAT_L9001Bussell_Reinscourt_SWR_1025_Final.pdf

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Kind Regards, Matthew

Matthew Wansborough | Regional Coordinator – Land Planning Program | South West Region I
Parks and Wildlife Service | Department of Biodiversity, Conservation and Attractions I
PO Box 1693 BUNBURY WA 6230 I Phone: [redacted] I Email: Bunbury@dbca.wa.gov.au

Department of **Biodiversity, Conservation and Attractions**

GOVERNMENT OF WESTERN AUSTRALIA

PARKS AND WILDLIFE SERVICE

From: Matthew Tallon [redacted]
Sent: Wednesday, 25 March 2026 11:15 AM
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Sent: Wednesday, 4 March 2026 11:15 AM
To: Andrew Watts <[redacted]; Matthew Wansborough [redacted]
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Can you please provide me with any further referral comments on the revised package, to assist the WAPC in determining the reconsideration. To assist timeframes, and noting the narrow scope of the referral, it we be appreciated if you could provide comments within 21 days (by COB Thursday, 26 March 2026).

If you have any queries, please reach out.

Kind regards,

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Government of Western Australia
Department of Fire & Emergency Services

DFES
Department of Fire & Emergency Services

Our Ref: D38323
Your Ref: 201132

Matthew Tallon
Department of Planning, Lands and Heritage
[redacted]

Dear Mr Tallon

LOT 9001 (4762) BUSSELL HIGHWAY, REINSCOURT – SUBDIVISION APPLICATION

I refer to your email dated 4 March 2026 regarding the submission of a revised Bushfire Management Plan (BMP) (Version 4), prepared by Bushfire Smart and dated 15 February 2026, for the above subdivision application. The BMP is accompanied by a cover letter from Rowe Group dated 3 March 2026 in relation to the subdivision application.

This advice relates to the *State Planning Policy 3.7 Bushfire* (SPP 3.7) and supporting *Planning for Bushfire Guidelines* (Guidelines), as well as DFES' role and responsibilities as Hazard Management Agency for Fire in Western Australia.

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.

Assessment

- It is acknowledged that the subdivision application was previously referred to DFES for comment in February 2025 and that, subsequent to DFES' previous comments in letter dated 17 March 2025, the Western Australian Planning Commission (WAPC) has approved the WAPC 201132 subdivision application subject to a number of conditions and associated advice notes.
- The proponent has since sought the WAPC's reconsideration of Condition 20 of the WAPC 201132 subdivision approval and support for an outcomes-based approach undertaken in the BMP in relation to the proposed no-through subdivision road.
- The intent of SPP 3.7 is to implement effective, risk-based land use planning and development which in the first instance avoids the bushfire risk, but where unavoidable, manages and/or mitigates the risk to people, property and infrastructure to an acceptable level which is prescribed through demonstrating compliance to the policy objectives, outcomes and measures of SPP 3.7.
- Where the acceptable solutions cannot be met an outcomes-based approach is required to be undertaken in accordance with Policy Measure 7.5.
- Appendix B.1.2.1 of the Guidelines states that the methodology used for an outcomes-based approach can be decided by the bushfire practitioner in

consultation with DFES. The BMP addresses the approach as per Policy Measure 7.5 but it does not appear to utilise a relevant methodology.

- DFES has assessed the proposed outcomes-based approach and provides assessment comments in Table 1 below.
- DFES has also referred the subdivision application internally to the relevant Regional Operations branch for comment, who has raised the following concerns:
  - The proposal represents an extension of the existing one-way access arrangement from Estuary Waters Drive, which would result in more than 30 dwellings in the area being reliant on a single point of access.
  - While the BMP quotes WML Consulting Engineers' opinion that a northern reciprocal access track would present buildability and long-term durability constraints, it is considered that insufficient evidence has been provided to demonstrate that the access track is not achievable.
  - Residential intensification in this location should have access to scheme water for hydrant services. It is noted that the Provence Estate immediately to the south of the proposed subdivision is serviced by scheme water and hydrants, demonstrating that scheme water is available in this locality.

Recommendation: Compliance with outcomes-based approach not demonstrated – modifications required

DFES advises that the proposed subdivision has the potential to increase the bushfire risk to people, property and infrastructure, and the BMP should provide sufficient information to address the bushfire protection criteria and ensure the bushfire risk is at an acceptable level and appropriate to the land use and location.

DFES recommends the BMP be modified to address each of the required matters for an Outcomes-based Approach as required by Policy Measure 7.5 ii. of SPP 3.7 and Clause 2.2.1b of the Guidelines. In the absence of this additional detail, it is considered unclear how the BMP can be regarded as adequate to address the requirements of SPP 3.7 and the Guidelines. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.

Could you please forward notification of the proposal determination to DFES for our records.

If you require further information, please contact Senior Land Use Planning Officer – Sean He on telephone number [redacted].

Yours sincerely

[redacted]

DESMOND ABEL
DIRECTOR LAND USE PLANNING

19 March 2026

Table 1. Policy Measure 7.5 ii. a) to g) Outcomes-based approach

Element 3: Vehicular Access	**DFES Comment**
Acceptable Solution A3.2 Access routes Area 2: Public road access should be provided in two different directions to two different suitable destinations, with an all-weather surface.	The BMP acknowledges that due to limitations enforced by Main Roads Western Australia (MRWA) on a secondary access to Bussell Highway, the requirements under acceptable solution A3.2 of Guidelines cannot be achieved. Accordingly, an outcomes-based approach is required as per SPP 3.7.
Outcomes-Based Approach **BMP Comment**	**DFES Comment**
Address the acceptable solution to the greatest extent possible The subdivision provides a 20-metre-wide public road reserve constructed to requirements of the bushfire guidelines, connecting directly to Bussell Highway, which is a major regional evacuation route. The internal road is straight with clear lines of sight and includes only one intersection prior to reaching Bussell Highway, thereby maximising legibility and minimising evacuation confusion.	While the BMP states that a 20 metre wide subdivision road reserve has been proposed, the amended subdivision plan (Appendix 8 to the Rowe Group letter) shows a subdivision road reserve width of 18 metres. Consistent information should be provided to support an outcomes-based approach assessment. Condition 20 of WAPC 201132 requires a 10 metre wide right-of-carriageway easement to provide an alternative bushfire access for proposed Lots 1 to 9 and for the Department of Biodiversity, Conservation and Attractions to access the proposed Recreation Reserve. This approach is considered to address the acceptable solution to a significantly greater extent than the current no-through road design proposed as part of the subdivision. While the Rowe Group letter asserts that Condition 20 is 'fatally flawed' due to the 'buildability' and longer-term durability and maintenance of the proposed access track, it is unclear whether the decision maker has sought independent engineering advice to verify these claims. Furthermore, Attachment 6 to the Rowe Group letter identifies a 'technically viable' alternative location for the construction of the access track. It is unclear why the BMP has not pursued constructing the access track at this, or an alternative suitable location. Based on the above, it has not been demonstrated that the subdivision has addressed the acceptable solution to the greatest extent possible.

Identify the non-compliance with the acceptable solutions and why these cannot be achieved. The proposal is unable to comply with A3.2, as two formal public road access points cannot be provided. Main Roads Western Australia (MRWA) has not approved a secondary access to Bussell Highway, and engineering advice from WML Consulting Engineers confirms that a northern reciprocal access track would present buildability and long-term durability constraints. These limitations are external regulatory and physical constraints beyond the proponent's control.	DFES acknowledges that the BMP has identified the subdivision's non-compliance with the acceptable solution A3.2 of the Guidelines, as a secondary access to Bussell Highway has not been approved by MRWA.
Detail how the design addresses bushfire risk and where additional bushfire risk management measures have been deemed necessary and included to minimise the risk. The design has been informed by a Broader Landscape Assessment confirming a Broader Landscape Type A, indicating manageable landscape-scale bushfire risk and a well-connected external road network. The internal road travels away from the primary grassland hazard and will, once developed, be bordered by managed residential lots with reduced fuel loads. Vegetation within the road reserve is predominantly grass, reducing the risk of tree fall	DFES acknowledges that the BMP has undertaken a Broader Landscape Assessment which identifies that the subject site is located in an area of Broader Landscape Type A. However, DFES does not agree with the BMP's conclusion that the Broader Landscape Type A location, in itself, indicates a well-connected external road network. The BMP also states that the 20 metre wide subdivision road reserve will be provided to enable simultaneous evacuation and emergency ingress; however, as stated above, the amended subdivision plan only shows an 18 metre wide road reserve. Even if a wider subdivision road was provided, it is unlikely to meaningfully improve the exiting road network as Estuary Waters Drive remains a no-through road providing the only public road access and egress for the subject site.

obstruction. The 20-metre road reserve allows simultaneous evacuation and emergency ingress.	
Detail if there are any community net-benefits such as improvements to the public road network. The subdivision will introduce compliant road infrastructure, introduces a dedicated firefighting water supply benefiting the broader locality, and improves vegetation management within the subdivision.	The BMP outlines the benefit of providing compliant road infrastructure and dedicated firefighting water supply. However, the mere compliance with the acceptable solutions of the Guidelines does not demonstrate that the proposal will deliver any community net-benefit, particularly in the context of improving the public road network in the area.
Include any fire engineering solutions or written evidence such as publications and State Administrative Tribunal decision to support the proposal (where available). This portion is not applicable to this development. No cases have been before SAT in relation to access under the latest version of SPP3.7 guidelines.	DFES acknowledges that no relevant State Administrative Tribunal (SAT) decision has been identified that would support the proposal.
Outline how the policy outcomes have been achieved. The policy outcome under Element 3 requires efficient and effective evacuation to suitable destinations. This outcome is achieved through proposal being a manageable development scale (16 lots) which has direct connection to Bussell Highway, providing two directional evacuation once accessed, and a simple and	In accordance with section 6 of SPP 3.7, the policy outcomes are achieved through compliance with the bushfire protection criteria, utilising the acceptable solutions or through an outcomes-based approach. The BMP acknowledges that the subdivision does not comply with acceptable solution 3.2 of the Guidelines. The proposed outcomes-based approach is not considered to address the acceptable solutions to the greatest extent possible, delivers any community net-benefit, or proposes any meaningful additional bushfire risk mitigation measures.

legible internal road layout which is unlikely to be obstructed.	
Outline why approval is warranted by the decision-maker in this instance. Approval is warranted because the inability to provide two public road exits arises from external regulatory constraints rather than design omission. The broader landscape context presents manageable bushfire risk, the subdivision scale is modest, evacuation functionality is maintained and the overall intent and outcomes of SPP 3.7 are achieved.	It is considered that the BMP lacks evidence to substantiate the claim that the overall intent and outcomes of SPP 3.7 are achieved. While there are opportunities to improve compliance with the acceptable solutions of the Guidelines, such as by relocating the right-of-carriageway easement, the BMP does not address these opportunities to the greatest extent. Furthermore, it has not been demonstrated that the proposed outcomes-based approach achieves the outcomes of Element 3: Vehicular Access.

WAPC Western Australian Planning Commission

REPORT TO	Statutory Planning Committee		
Meeting date	13 May 2026	**File number**	SPN/2255
Title	Standard Structure Plan - The northern part of the Kennedy Bay Structure Plan - Determination		
Purpose:	For decision		
Head of power:	Planning and Development (Local Planning Scheme) Regulations 2015, cl. 22		
Delegation:	2024/02 Notice of Delegation to Committees of certain powers and functions of the Western Australian Planning Commission; cl. 2.21		
Confidentiality:	Non-confidential		
Responsible officer:	Justin Breeze, Planning Director, Metro South		
Responsible officer conflict of interest:	Nil		
SITE DETAILS			
Landowner(s):	Western Australian Beach & Golf Resort Pty Ltd (WABGR)		
Applicant(s):	Rowe Group		
Consultant(s):	Place Development (development manager) PJA (transport) Cossill & Webley (civil engineering) Coterra Environment (environmental and hydrological) Bushfire Safety Consulting (bushfire) MP Rogers (coastal hazard management) Emerge Associates (landscape architect) Hames Sharley (local centre architect) Taktics4 (retail) Veris (surveying)		
Total area:	66.8 hectares (total structure plan area)		
Region scheme:	Metropolitan Region Scheme		
Region scheme zoning:	Urban and Regional Open Space		
Local scheme:	City of Rockingham Local Planning Scheme No. 2		
Local scheme zone:	Development		
Cadastral reference:	Lot 3020 Port Kennedy Drive Unallocated Crown Land No. 3019, Port Kennedy		

ATTACHMENTS

A1: Location plan
A2: Aerial photography
A3: Zoning
A4: Structure plan map
A5: Indicative potential future school site
A6: Department of Education school concept - as advertised
A7: Indicative Bayeux Avenue alignment
A8: Northern intersection options advertised by the City
A9: Structure plan map – amended
A10: Schedule of modifications
A11: Schedule of submissions
A12: Minutes of Council meeting held 22 April 2025
A13: Ministerial Statement 1019

EXECUTIVE SUMMARY

On 27 October 2020, the Statutory Planning Committee (Committee) considered the Kennedy Bay Structure Plan (structure plan), prepared to guide the subdivision and development of zoned land in Port Kennedy, and required various modifications be carried out. In doing so, the Committee excluded the northern part of the draft structure plan from its decision, pending further investigations being carried out into the availability of land for a potential future primary school (**A1:** Location plan; **A2:** Aerial photography; **A3:** Zoning and **A4:** Structure plan map).

Following further investigation, on 8 November 2022 the Committee considered the inclusion of the northern portion of the structure plan. The Committee resolved to defer its consideration of this portion of the structure plan pending the receipt of further information and an updated report on a range of matters relating to the Sale and Development Agreement (SADA), Ministerial Statement 1019 (MS) and the Metropolitan Region Scheme (MRS). In particular, the Committee required an updated traffic impact report be provided, together with City of Rockingham comments on that updated report.

DPLH officers have since liaised extensively with the City of Rockingham, Department of Education and the proponent in relation to highly detailed technical matters. An indicative potential future school site has been identified and preliminary investigations undertaken to determine its suitability (**A5:** Indicative potential future school site and **A6:** Department of Education school concept - as advertised). Further, site-specific transport related matters have been the subject of considerable discussion, public advertising and consideration by the City of Rockingham Council, and one of the last items to be resolved for the structure plan is the intersection treatment for Bayeux Avenue/Grand Ocean Boulevard (**A7:** Indicative Bayeux Avenue alignment and **A8:** Northern intersection options advertised by the City).

Information relating to the above is in the following report and the northern portion of the structure plan is being presented to the Committee for its consideration (**A9:** Structure plan map – amended).

As the structure plan is generally consistent with the local planning framework and WAPC policy and practice, it is recommended the draft structure plan be modified in accordance with the attached schedule of modifications (**A10:** Schedule of modifications) and resubmitted to the WAPC for its approval.

RECOMMENDATION

That the Statutory Planning Committee, acting in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, Part 4, clause 22(1)(b), to:

1. ***note the identification of land for a potential future primary school site, partially located outside the structure plan area;***

2. ***require the draft Kennedy Bay Structure Plan be modified in accordance with Attachment 10: Schedule of modifications; and***

3. ***require the modified Kennedy Bay Structure Plan be re-submitted to the Western Australian Planning Commission for its consideration.***

BACKGROUND

Proposal details

The structure plan identifies:

- residential land to be developed at a range of densities from R25 to R100;
- a dwelling yield of between 1002-1200 dwellings;
- a 1.6-hectare local centre comprising approximately 1,200m² of net lettable retail area; and
- 9.67-hectares of public open space, equating to approximately 14.9% of the site.

The site is located 56 kilometres south of the Perth Central Area, 23 kilometres north of the Mandurah City Centre and 10 kilometres south of Rockingham and is generally bound by Port Kennedy Drive to the south, Bayeux Avenue to the north, the Kennedy Bay Links golf course and Morfontaine Parade to the east and the Port Kennedy foreshore to the west.

The amended structure plan map identifies an indicative and potential future school site of approximately 3.55 hectares, capable of servicing the structure plan area and the broader locality. This site, which straddles the boundary between the structure plan area and the site of the existing golf course (to the south) has been identified in consultation with the Department of Education and would mostly be located on land currently reserved for Regional Open Space purposes in the Metropolitan Region Scheme (MRS). This site would affect:

- approximately 2-hectares of Regional Open Space reserved land within the developer's (WABGR) landholding;
- 0.36-hectares of Urban zoned land within WABGRS's landholding; and
- 1.16-hectares of Regional Open Space within Crown reserve leased to WABGR as the developer of the Kennedy Bay golf course.

(**A5:** Indicative potential future school site)

As part of the investigation carried out prior to the 8 November 2022 meeting:

- key stakeholders were consulted, including the proponent/developer, Department of Education and the City of Rockingham;
- public consultation with local residents; and
- transport modelling to ascertain the impact of the school site on the existing and proposed residential community.

It is considered that this public and stakeholder consultation remains current and relevant, and this is discussed within the Planning Assessment.

Further, this proposal considers the future intersection treatment and road profile for the northern access road, Bayeux Avenue, following an extensive consultation process with the proponent and the City of Rockingham.

Agreement with the State

In 1992 the State Government entered into an agreement with Flueris Pty Ltd. related to the development of land in Kennedy Bay, known as the Kennedy Bay project, which was formalised in the *Port Kennedy Development Agreement Act 1992*. Since then, development rights have been transferred to WABGR, and the project has been redesigned several times.

In 2017, the State Government entered into a formal Sale and Development Agreement (SADA) to develop the site and adjoining land for residential, recreational and tourism purposes on a normalised planning framework. To bring the agreement to fruition, the existing Act was repealed by the *Port Kennedy Development Act 2017*, which zoned the site Urban zone in the MRS and Development in the City of Rockingham's Local Planning Scheme No. 2 (LPS 2). This established the requirement for a structure plan to be prepared and adopted to guide the subdivision, development and use of the land.

Cabinet convention does not permit the release of the SADA without the approval of the Premier and, in this instance, the Leader of the Opposition.

Kennedy Bay Structure Plan

On 27 October 2020, the Committee recommended the structure plan be modified prior to its resubmission for final approval. The indicative potential future school site had been identified at the time of that decision being made; however, to ensure further investigations were carried out to determine the appropriateness of this site, the Committee required:

a) *The Structure Plan map being modified to show land north of the line depicted in Addendum 1 as subject to further investigation until such time as issues relating to school site requirements have been resolved.*

b) *Subject to the outcome of Modification A, a primary school site and associated local road connections are to be provided within the vicinity of the Structure Plan area in accordance with Liveable Neighbourhoods, and consideration is to be given to co-locating the primary school with public open space within the Structure Plan area.*

c) *Clause 4.3 of Part 1 to be modified (if required) to reflect the outcome of the school location, which may result in co-location of the school site with open space.*

Subsequent to this, a recommendation on the school site being identified abutting the northern part of the structure plan area was presented to the Committee on 8 November 2022. The Committee deferred its decision on the matter pending the receipt of additional information relating to the processes for creating a school site, and the relationship between the structure plan, the MRS and the Ministerial Statement 1019. In addition, the Committee requested the preparation of a revised transport impact assessment (TIA). These matters are addressed within the Planning Assessment.

Associated planning applications

Since the first Committee decision on the draft structure plan, on 27 October 2020, development within the southern part of the structure plan area has progressed with approximately two-thirds of the estate subject to subdivision approvals, and a significant portion of this area now developed.

Four applications to subdivide the southern part of the estate (Stages 1 and 2 of the estate) have been approved since 2021. Collectively these facilitate the creation of approximately 700 residential lots, multiple commercial lots and public open space and local road reserves.

Further, in March 2021, the Committee approved an application to redevelop the golf course (located adjacent to the structure plan area). The conditions of that approval required the northernmost fairways be redesigned to accommodate a future primary school and the golf course has since been constructed in a manner that avoids / does not compromise the indicative potential future school site (**A7:** Aerial photography).

Consultation

Kennedy Bay Structure Plan

The structure plan was publicly advertised for 28 days from 14 February 2020 to 13 March 2020. A total of 315 public submissions were received, of which, 133 were in support, or conditional support (42%), 26 were neutral (8%) and 156 raised objections (50%). On 27 October 2020 the Committee considered the matters raised in the submissions and determined that the structure plan should be modified and resubmitted for final approval.

Planning for a school site

Prior to the November 2022 Committee meeting, DPLH undertook targeted public consultation on the location of the potential future school site, writing to landowners to advise of the opportunity to provide comment during a 28-day period from 17 November 2021 to 15 December 2021. This process identified three sites within the broader Kennedy Bay area which were being considered, with the site identified as 'Option C' being the Department of Education's preferred site.

A copy of the site plan and associated information in the form of frequently asked questions were made available on the DPLH website. The public were notified of the opportunity to comment on the plan via the following:

- an advert in the Sound Telegraph newspaper on 17 November 2021;
- a DPLH social media (Facebook) notice;
- a targeted mail-out to 326 residences on existing local roads likely to see increased traffic from a future school; and
- a consultation hub on the DPLH website with an additional link to this via the advertising portal on the City of Rockingham's website.

54 public submissions were received (**A11:** Schedule of submissions) and, of these:

- 9 supported the location (17%);
- 4 neither supported nor objected (7%); and
- 41 raised objections (76%).

The Department's response to matters raised in the submissions is included in the schedule of submissions and matters raised are discussed within the Planning Assessment below.

Transport planning

The City undertook targeted public advertising in relation to two possible treatment options for the Bayeux Avenue/Grand Ocean Boulevard intersection for 29 days from 20 January 2025 to 17 February 2025, before the matter was considered by the City of Rockingham Council on 22 April 2025 (**A12:** Ordinary Council Minutes – 22 April 2025). The potential intersection designs considered were:

- a raised safety platform (proposed by the proponent); and
- a round-a-bout with a 7-metre radius (proposed by the City).

As part of this process, the City also sought public comment on the potential widening of Bayeux Avenue from 14-metres to 17-metres. With these works having some level of impact on the adjacent Bayeux Reserve, which is under a management order to the City of Rockingham, the City's officers sought a Council decision on the matter.

Of the 22 submissions received:

- nine preferred the raised platform;
- seven preferred the 7-metre round-a-bout;
- three preferred an alternative option; and
- three did not state a preferred option but raised concerns.

In addition:

- four supported the road widening;
- five raised objections to the widening and/or loss of trees;
- four provided general comment; and
- nine did not make comment on the widening and/or loss of trees.

A copy of these submissions is attached and the matters raised are discussed further within the Planning Assessment.

FRAMEWORK AND POLICY ASSESSMENT OVERVIEW

Legislation, Policies and Framework	Consistency
Metropolitan Region Scheme	*Some inconsistency, variation warranted*
State Planning Policy 3.0: Urban Growth and Settlement	*Fully consistent*
State Planning Policy 3.7: Bushfire	*Broadly consistent, some discretion required*
Liveable Neighbourhoods	*Broadly consistent, some discretion required*
Operational policy 2.4: Planning for school sites	*Broadly consistent, some discretion required*
Position Statement: Public open space	*Fully consistent*

DISCUSSION

Primary school

WAPC *Operational Policy 2.4 – Planning for school sites* (OP 2.4) requires a primary school site be provided for every 1500 dwellings. Taking into consideration the potential delivery of at least 1000 dwellings within the Structure Plan area and the cumulative impact of infill development in the broader locality, the Department of Education advises that the student enrolment demand of the nearby public schools such as Port Kennedy and Endeavour Primary Schools will be exacerbated. Further, the Department of Education notes that existing schools are already operating at permanent capacity and cannot absorb the anticipated longer-term demand in the area, hence the requirement for an additional school site.

Locational and size requirements

OP 2.4, in Section 3.4.8, provides advice on primary school sites and recommends these:

a) be located centrally to the neighbourhood they intend to serve;
b) have a minimum of three road frontages and be located on at least one local distributor road (Neighbour Connector) and one lesser order road (minimum Access Street B); and

c) be serviced by cycle and pedestrian networks.

With regard to the above, the proposed indicative potential future school site:

a) is central to both the existing residential area of Port Kennedy and the new Kennedy Bay development area;
b) can be serviced by road on three sides, consisting of:
   - a planned north-south Neighbourhood Connector, located on the western side of the school site (the constructed and dedicated portion of this road has been named Tidal Drive);
   - an additional Access Street B, located on the southern boundary of the school site, adjacent to the golf course;
   - the existing Morfontaine Parade (12-metre road reserve) to the east.

   OP 2.4 does not specify the requirement for the third frontage but notes that cul-de-sacs and laneways are not acceptable; and
c) can be serviced by extending the cycle and pedestrian networks to ensure efficient movement between existing and proposed new development areas.

In relation to point (b) above, the revised TIA proposes a variation to the required road frontages by recommending the southern road include two cul-de-sacs with no through access. This proposal would prevent significant traffic movement utilising Morfontaine Parade and L'Esterel Way as an alternative connection to Grand Ocean Boulevard, limiting the need for potentially significant modifications to the existing road network to accommodate this traffic, and addressing concerns raised by submissions during the school site advertising process.

This would still allow for the movement of pedestrians and cyclists whilst preventing east-west vehicle movement, and the Department of Education acknowledges the rationale behind the cul-de-sac proposal, but requests the structure plan not preclude the option of an east-west road being constructed as a through connection, if future traffic studies demonstrate that the outcome is appropriate at the proposed time of development. Also, the Department of Education:

- acknowledges that it will need to carry out further traffic studies before the site can be developed, to mitigate the possible impacts of a school site;
- understand it will need to fund new road and footpath connections and any upgrades to existing roads that may be required to support the delivery of a primary school in this location; and
- advises that any future school would be designed to optimise on-site car parking and ensure public safety from the operation of the adjacent golf course.

The schedule of modifications (**A10**) has been prepared in consultation with the Department of Education and appropriately addresses these matters.

Finally, OP 2.4 stipulates a general requirement for 4-hectare primary school sites; however, this can be varied in some instances, on the advice of DoE. In this regard, OP 2.4 allows for school sites to be reduced in area, where appropriately justified in terms of:

(i) infill development and/or
(ii) unforeseen demands and/or
(iii) innovative design.

The policy also stipulates that a reduction in the size of a school site may be considered when co-located with public open space that incorporates sport/recreational facilities. Given its location, the identified site may allow for this in the future.

Extensive consultation has occurred with the Department of Education in the years since the draft structure plan was first submitted, and the less than 4-hectare, irregular shaped site is a result of the constraints associated with retrofitting a school in this location. This outcome has been supported by the Department of Education, which also acknowledges that an alternative design solution may be required, and has previously prepared an indicative design plan to assist with the school advertising process.

Based on the above, the proposed school site is consistent with OP 2.4 requirements.

Ceding of the school site

In accordance with OP 2.4, the structure plan proposes the creation of approximately 1000 dwellings, resulting in the need for two-thirds of a primary school site. It is proposed that this be achieved within WABGR's landholding for the indicative school site, and it is anticipated this area will be ceded to the Department of Education in response to a condition of subdivision approval. The remaining part of the potential future school site is Crown land (currently leased to WABGR for the golf course) and may require a separate request to amend the tenure for the Crown land under the *Land Administration Act 1997* (LAA). The developer and the Department of Education will need to liaise further with DPLH to progress this when the Department of Education is ready to accept / requires the land.

OP 2.4 stipulates that any structure plan where a school site is identified shall be supported by technical reports, including a water management plan, environmental, geotechnical, heritage and traffic impact assessments. The technical reports submitted during the assessment of the structure plan in 2020 did not raise any fundamental concerns related to the potential future school site and identified it as suitable for public open space. On this basis, DPLH does not consider there to be a principal issue with a future school in this location. However, the Department of Education will be required to carry out detailed assessments, given the long-term requirement for the school.

Given the 10-year timeframe for structure plans, it is possible (considered likely) that the structure plan will have ceased to have effect and that subdivision and development controls will have been normalised in the local planning scheme prior to the entire school site being secured. However, should it be necessary for the structure plan to have ongoing effect, the WAPC does have the authority to extend the structure plan approval period.

Ministerial Statement 1019 (MS 1019)

In 2015, the Environmental Protection Authority (EPA) supported the project under the *Environmental Protection Act 1986* (EP Act) (section 46), leading to the release of MS 1019, which identifies land use classifications. The whole of the structure plan area corresponds with the 'Land based Development Zone' and classifies the adjacent golf course as 'Golf'. These zones were based on an indicative concept plan prepared (by the proponent and their consultants) in support of the application for environmental approval.

The indicative potential future school site is partially located within the land-based development and the golf zones, on the boundary between the structure plan and the golf course (**A13:** Ministerial Statement 1019). MS 1019, in Clause 1-1 states:

> *When implementing the proposal, the proponent shall not exceed the authorised extent of the proposal as defined in Table 2 in Schedule 1, unless amendments to the proposal and the authorised extent of the proposal have been approved under the Environmental Protection Act 1986.*

Officer level advice from DWER (the EPA Services unit) indicates the identification of a potential future school site in this location is likely to require an amendment to MS 1019, to expand the 'land-based

development' area to include the relevant area currently identified for 'golf'. However, it is noted that that approval of the structure plan would not authorise the site's development for this purpose and, therefore, would not provide authority to implement development inconsistent with the MS 1019. On this basis, it is considered appropriate for the structure plan to identify the potential future school site before a minor modification to MS 1019 is sought in accordance with the EP Act. The Department of Education will need to liaise with the proponent/developer to apply for this modification.

Separately, it is noted that in 2014 it was determined that the proposed development is 'not a controlled action' under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Environmental matters

Public submissions from the 2021 advertising of the school site raised concerns about the potential impact on wildlife and the loss of vegetation. In particular, submissions indicate there may be kangaroos present on the potential future school site.

With regard to the above, it is noted that structure plan modifications previously supported by the Committee require a targeted fauna survey be undertaken before subdivision/development. These are intended to inform specific fauna management and relocation programmes and would need to be completed before any development of the potential future school site. These management and relocation programs are prepared and implemented to the specifications of the City and include trapping programmes for reptiles, amphibians and mammals (native and control for invasive).

Public open space

The draft structure plan identifies a total of 9.67-hectares of land to be ceded to the Crown for public open space, this being 14.91 per cent of the gross subdivisible area. The identification of a potential future primary school site on land reserved for Regional Open Space purposes in the MRS will result in a reduction in the area of public open space (approximately 2.02-hectares). The reduced public open space area represents approximately 11.66 per cent of the gross subdivisible area, which still meets standard minimum public open space requirements. This was reflected in the schedule of modifications previously supported by the Committee.

This remains compliant with both WAPC policy *Liveable Neighbourhoods* and Position Statement – Public Open Space; however, it is recommended the structure plan be modified further to ensure the public open space schedule is updated. Further, it is noted that a number of foreshore reserves will be delivered by the developer on land west of the site, providing additional areas of unrestricted public open space for future use by the public and these areas have not been included in the overall public open space calculations.

It is expected that the identification of a potential future school site will improve opportunities for pedestrian connections between the existing residential area of Port Kennedy, and the new development and foreshore area. Submissions received during the original structure plan advertising period raised concerns about the likely restriction of pedestrian movement between these areas and the City sought the inclusion of pedestrian links through the redevelopment of the golf course. Whilst it is unlikely a school will be developed in the short-term, its eventual development would likely result in additional pedestrian connections.

Bushfire

The Commissioner for Fire and Emergency Services has declared the undeveloped northern part of the structure plan area bushfire prone (Area 2), under the *Fire and Emergency Services Act 1998*, s.18P. This is the primary trigger for the application of *State Planning Policy 3.7: Bushfire* (SPP 3.7)

and the associated *Guidelines for Planning in Bushfire Prone Areas* (Guidelines), which apply to structure plans where the lot layout and/or the internal road network is known.

To address bushfire risk mitigation requirements, a bushfire management plan (BMP) has previously been prepared for the entire structure plan area and this was updated following the Committee's October 2020 determination; however, the updated BMP does not consider the inclusion of a primary school site. Since that time, each stage of subdivision has been supported by a stage-specific BMP, which addresses SPP 3.7 requirements, and it is expected that the final stage of subdivision (which will likely create the primary school site) will also be supported by a stage-specific BMP.

The above notwithstanding it is noted that:

- to the west of the potential future primary school, currently vegetated land will likely be cleared as the final stage(s) of subdivision and development progress;
- to the south, the creation of an 18-metre-wide local road reserve would separate the school from the existing landscaped golf course, which has not been declared bushfire prone;
- to the east land has already been developed for residential purposes; and
- the concept plan prepared intended location of the school oval providing separation to any risk from remnant vegetation to the north (as per **A6**).

Further, it is unlikely a primary school would be constructed in this location in the shorter term and, given the likely passage of time the Department of Education would need to prepare a new BMP in support of that project, which provides an opportunity to consider any residual bushfire risk (from the north) in accordance with the standards and requirements applicable at that time.

Based on the above, it is not considered necessary to update the existing structure plan BMP further, noting the stage specific BMPs that have and will continue to be prepared and implemented.

Transport planning

The most recent version of the TIA was prepared by the proponent in June 2025 and has since been reviewed in detail by the City and DPLH. Noting:

- the extent of completed subdivision and ongoing development;
- extant subdivision approvals; and
- the construction and dedication of roads (including the Committee's 2024 determination of requirements related to the upgrade of Port Kennedy Drive),

The focus of the following discussion of transport impacts relates specifically to the remaining northern part of the structure plan.

There has been ongoing disagreement between the proponent and the City in relation to overall trip rates, the daily traffic volume and the AM and PM peak period volumes generated by the structure plan. The proponent proposes an approximate daily volume of approximately 8000vpd for the structure plan, while the City considers that the volume will be considerably higher. Based on this, the City is concerned that the proponent's estimated trip rates and daily volume may not properly consider additional commercial development and the impact of building a new school abutting the structure plan area.

As a result, DPLH has undertaken a final detailed review of traffic volumes, which:

- takes into account the full extent of proposed residential and commercial development;
- considers the impact of the potential future construction of a new primary school;
- applies an appropriate discount rate; and

- generated an overall volume of approximately 10,000vpd.

It is recommended the TIA be updated to account for the revised volume. Various other technical matters from the TIA have been discussed between all parties and generally agreed on, including a proposed trip distribution split of 45 per cent north and 55 per cent south.

In light of these revised traffic volumes, it is estimated that approximately 4500vpd will use the Bayeux Avenue/Gran Ocean Boulevard intersection at full development of the structure plan. The DPLH's position on transport matters below is based on this revised volume.

Bayeux Avenue/Grand Ocean Boulevard intersection treatment

Bayeux Avenue is an existing 14-metre-wide access street located on the northern boundary of the structure plan area. The eastern (inland) spine road, Tidal Drive, is planned to ultimately connect through to Bayeux Avenue and Grand Ocean Boulevard, providing the second key access to/from Kennedy Bay.

As a result of the increased volume of traffic using this road, the potential need for treatment works at the intersection of Bayeux Avenue/Grand Ocean Boulevard has been a significant point of contention between the proponent and the City and remains one of the last items to resolve within the TIA.

Extensive consultation has occurred between the proponent, City and DPLH in relation to various intersection treatment options. Due to potential impacts on:

- local residents;
- public open space managed by the City (Bayeux Reserve); and
- the advertised structure plan,

the City's officers presented the matter to the Council to inform its position and its recommendation to DPLH. In doing so, City officers presented two intersection options to the Council consideration for its consideration in April 2025. The options considered by the Council are:

a) the construction of a 7-metre-wide round-a-bout (the City's preference); and
b) the provision of a raised safety platform (this is the proponent's preference).

As an updated version of the TIA had not been prepared by the proponent at that point in time, the City considered a worst-case scenario – this involved approximately 6000vpd using this portion of Bayeux Avenue.

Following review of these options, the Council supported the City's officer recommendation for a 7-metre-wide round-a-bout to be constructed in this location, with the City's justification summarised as follows:

- a raised platform creates unfamiliarity to road users travelling north/south along Grand Ocean Boulevard, due to the change in the road height;
- a raised platform creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions;
- a 7-metre-wide round-a-bout provides for controlled movement access for vehicles and pedestrians to navigate through or around the round-a-bout;
- a 7-metre-wide round-a-bout would be more consistent with other intersections along Grand Ocean Boulevard;

- a 7-metre-wide round-a-bout causes no interruption to the flow of north/south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area;
- a 7-metre-wide round-a-bout allows for safer movement of pedestrians and cyclists through a controlled intersection.
- a 7-metre-wide round-a-bout is the more sustainable option in relation to the increase in traffic volumes, from 500vpd to 6,000vpd, from 2041 and beyond.

The Council's position has been reviewed by DPLH, and Departmental officers carried out an initial SIDRA analysis for the intersection with distributed volumes of 40 per cent travelling south and 60 per cent travelling north, to stress test a worst-case scenario. It is also noted that this analysis utilised a conservative 3 per cent background growth rate for regional traffic outside of the structure plan area, and found that the intersection would continue to function satisfactorily as a priority-controlled intersection (that is, a round-a-bout is not required at this location).

When considered in light of updated forecast traffic volumes of approximately 4500vpd (that is, 45 per cent of vehicles travelling north), the DPLH SIDRA analysis again shows that the existing priority-controlled intersection performs satisfactorily. As part of the DPLH analysis, a short left-turn turning pocket on Bayeux Avenue was introduced and this improved performance of the intersection, indicating that neither the 7-metre round-a-bout or the raised safety platform is required to address traffic congestion and safety.

The above notwithstanding, when considering overall safety and operational outcomes in this location, it is acknowledged that the construction of a mini round-a-bout (**Figures 1 and 2**, below) may result in improved safety and operational outcomes (although not warranted). An example of a mini round-a-bout is shown below, together with Main Roads WA's standard drawing of a mini round-a-bout.

DPLH technical advice indicates a mini round-a-bout could address the perceived safety and operational concerns raised by the City (although not warranted), as a low-cost urban intersection treatment, and that it may be possible to accommodate this within the current pavement and without further widening into Bayeux Reserve. Further, a raised safety platform in this location is unlikely to lead to any practical safety benefit, and, based on the assessment above and the additional SIDRA analysis undertaken, the standard sized round-a-bout preferred by the City is not necessary.

In response to the recommendation that a mini round-a-bout be constructed, City officers have reiterated the endorsed Council's position that a standard 7-metre round-a-bout is required and will provide clearer speed control and more consistent driver expectations along Grand Ocean Boulevard, offering a safer outcome. The City advises there is a tendency for vehicles to travel straight through mini round-a-bouts at speed (that is, 'straight line') rather than slowing and circulating as intended, which undermines the safety benefits associated with round-a-bout control. The City also advises that Grand Ocean Boulevard features standard round-a-bouts with central islands and clear deflection and introducing a mini round-a-bout with different operational characteristics in close proximity may lead to inconsistent driver expectations and confusion.



Figure 1: mini compact roundabout at the intersection of Harpenden Street / Dalyup Road (Southern River)

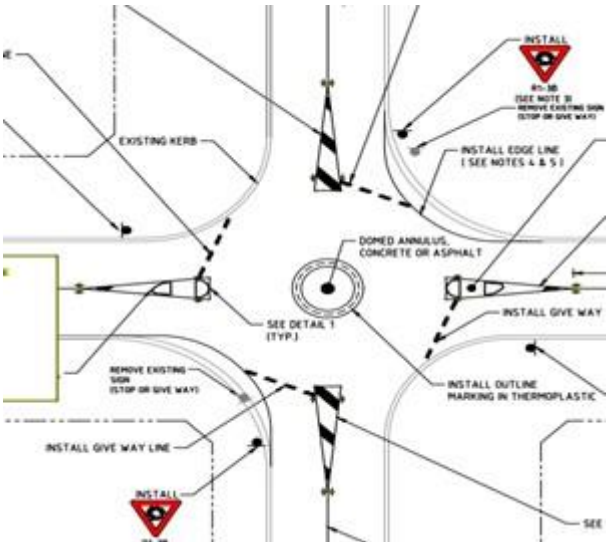


Figure 2: Main Roads Western Australia drawing for a mini round-a-bout

The City's comments regarding observed straight-line behaviour and limited deflection are noted; however, these issues can be addressed through engineering treatments which could include a raised (mountable) central island and incorporating additional delineation. These treatments could be considered as part of the detailed design process at a later subdivision stage and would assist with improving driver deflection and enhancing safety for vulnerable road users while maintaining the intended operational characteristics of a round-a-bout. Whilst not identical to the standard round-a-bouts along Grand Ocean Boulevard, DPLH is of the opinion that a mini round-a-bout offers a balanced and practical solution that will deliver similar operational behaviour.

It is therefore recommended the structure plan be modified to include text within Part 1 of the Structure Plan stipulating that the landowner/proponent is responsible for the construction of a mini round-a-bout at the intersection of Bayeux Avenue and Grand Ocean Boulevard, with arrangements to carry out the required works being made through, or in parallel with, the subdivision process.

Road profile

As part of the assessment considered by the Council, the City also considered the road profile for the portion of Bayeux Avenue between Tidal Drive (within the development) and Grand Ocean Boulevard. In addition to the intersection treatment, the City proposes widening the existing 14-metre-wide road reserve (which contains a 7-metre-wide road pavement) to a 17-metre-wide road reserve (containing a 9-metre-wide road pavement) consistent with the cross-section of a Neighbourhood Connector, as described in WAPC policy *Liveable Neighbourhoods*. This would include 3.5-metre-wide lanes on either side, with a 2-metre-wide central median/buffer and overall, would result in 3-metres of widening along the existing road reserve, encroaching into adjacent public open space (Bayeux Reserve).

As noted above, final trip volumes had not been resolved at the time of the Council considering the Bayeux Avenue matter, therefore, the City considered a worst-case scenario of 6000vpd. WAPC policy *Liveable Neighbourhoods* stipulates that a Neighbourhood Connector A is recommended for roads carrying up to 7,000vpd (and greater than 3,000vpd) and this profile is characterised by a central median and parking on either side of the street. A Neighbourhood Connector B profile is recommended for roads with indicative volumes of approximately 3,000vpd and does not require a central median.

As part of already approved subdivision stages, the City has supported the construction of a road along the eastern edge of the development, which will connect through to Bayeux Avenue, which is based on a modified Neighbourhood Connector A/B hybrid profile. This is based on a 17-metre-wide road reserve which contains a 7-metre-wide road pavement (no median) and has been constructed to this specification in the southern portion of the estate. The road profile is expected to be widened to 18.5-metres abutting the potential future school site, to account for on-street carparking and/or pedestrian crossings, where required.

Following consideration of the City's officer recommendation, the Council supported widening Bayeux Avenue, and this included the following resolutions:

- *The widening of Bayeux Avenue to a 'Neighbourhood Connector A/B Hybrid' consistent with Liveable Neighbourhoods and the approved road profile in Stages 1 and 2 of the Kennedy Bay Structure Plan area; and*
- *Any trees removed as a result of the intersection treatment being replaced at a 3:1 ratio by the developer to the satisfaction of the City of Rockingham.*

Notwithstanding the increased volume of traffic using this road (the volume increases from 500vpd to 4500vpd), it is important to note that *Liveable Neighbourhoods* is an operational policy intended to guide the assessment of structure plans and subdivision applications. It is not intended to be a traffic engineering manual, and it stipulates that its requirements may be satisfied in a number of ways and that profiles can be adjusted to suit the proposed road function, as deemed practical.

In particular, Element 2 of the document provides that:

> *"The nature and classification of arterial routes and local streets may change along their length in response to the varying urban contexts they pass through, while still maintaining appropriate safety standards and efficiency for adjacent development, vehicles and other street users."*

In relation to the City's preferred road profile, *Liveable Neighbourhoods* provides that in some circumstances, the median may be omitted and, on these sections, indented parking should normally be used to assist in visually narrowing the carriageway. In this instance, on-street parking is not required in this location.

Considering the ultimate traffic volume (up to 4500vpd) and a likely 50 kilometres per hour speed limit, it is the Department's position is that a median treatment is not critical along this portion of road. It is also noted that Grand Ocean Boulevard does not have a median treatment, nor does the existing approved and constructed portion of Tidal Drive in Stages 1 and 2 of the development (7-metre pavement with no median), referenced by the Council in its resolution above.

The Department is satisfied that Bayeux Avenue can maintain its classification within the TIA as a neighbourhood connector A/B hybrid: however, the neighbourhood connector cross section can be amended to exclude the parking, on-road cycling, median and a reduction of the verge to 1-metre-wide as it abuts public open space. It would, therefore, have a similar cross section to the existing Bayeux Avenue and negate the need to remove existing trees within Bayeux Reserve, in favour of the public submissions received.

Additionally, the proponent has suggested that the detailed design of Tidal Drive/Bayeux Avenue could explore an additional splitter island on the road (east of the Bayeux Avenue curve) to provide pedestrian refuge, reduce vehicle speeds and separate two-way traffic, if necessary. This can be considered during the detailed design of the road through the subdivision process.

Local centre development

As part of finalising the northern portion of the structure plan, the proponent has also sought an additional modification to land use permissibility within the Local Centre, proposing the introduction of Single House as a discretionary (D) use on two sites zoned Commercial.

The original structure plan proposes these two sites accommodate mixed-use (commercial/residential) development. However, further investigations into the likely development of these sites, related to the preparation of a local development plan, have identified residential development as a potential outcome.

Under LPS 2:

- Grouped Dwelling is a discretionary land use; and
- Single House is a use not permitted,

within the Commercial zone. As a result of this, the proponent has requested that the structure plan identify a Single House as a discretionary land use on these two sites, to provide flexibility in the ultimate tenure and not restrict development to grouped dwellings. The proponent notes that the intended built form outcome will not change, but, by allowing for single houses, the lots may be more attractive to potential purchasers.

In response, the City has expressed some concern that the construction of single houses could affect the intended character of the planned local centre by reducing activation, but confirms it does not object to Single Houses being identified as a discretionary land use. In this regard, the City acknowledges that the Residential Design Codes (Volume 1) and the approved local development plan for the Local Centre include built form provisions which facilitate a similar outcome regardless of whether Single Houses or Grouped Dwellings are proposed.

Based on the above, the City raises no objection to the WAPC approving the relevant modifications to the structure plan.

The schedule of modifications has been updated to give effect to the proposed change.

<u>Draft schedule of modifications</u>

The Department of Education, the City and the proponent have been afforded the opportunity to review and comment on the final schedule of modifications.

The Department of Education sought some minor text modifications which have been incorporated into the final schedule of modifications.

The City's only remaining concern relates to the intersection treatment for Bayeux Avenue/Grand Ocean Boulevard – as discussed above, the City does not support the mini round-a-bout recommended, maintaining the Council's position that a standard 7-metre round-a-bout is required in this location.

The proponent raises no objection to the mini round-a-bout and the remainder of the modifications, but requests a minor edit to a TIA modification relating to updated SIDRA modelling. This would not affect the final recommendation and is reflected in the final schedule of modifications.

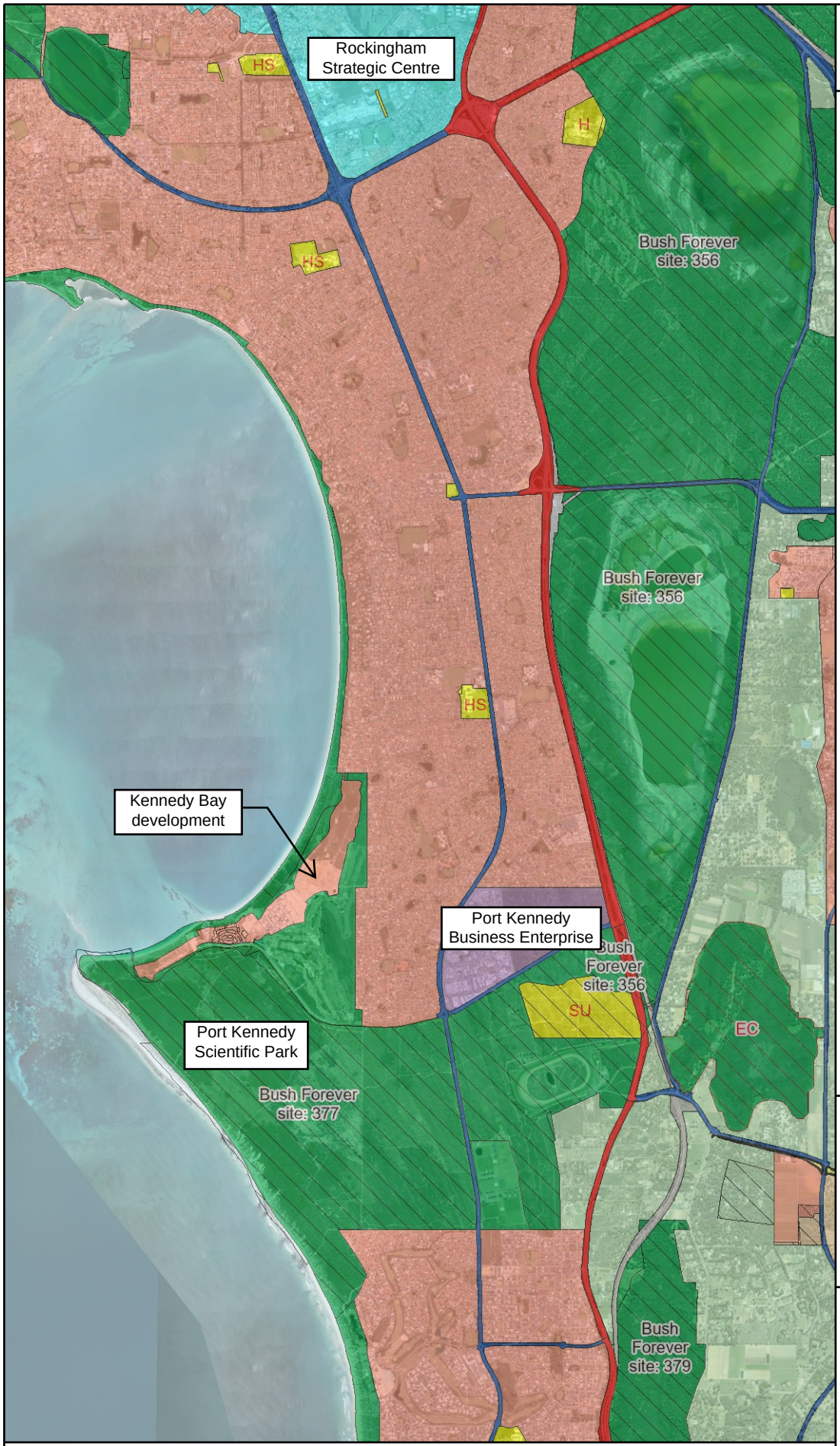
The updated schedule of modification also incorporates updates to address minor technical matters related to the TIA.

CONCLUSION

Based on the Planning Assessment above, it is recommended the Committee make a determination in respect of the previously deferred northern portion of the structure plan, with the final schedule of modifications addressing matters related to the potential future school site and the design of the intersection of Bayeux Avenue/Grand Ocean Boulevard. In particular, these modifications safeguard a potential future primary school site, and balance the competing objectives of the developer, the SADA, the Department of Education, the City of Rockingham and existing residents.

The Department of Education advises that identifying the potential future primary school site in the structure plan represents a critical first step. It is acknowledged that regional and local scheme rezoning and environmental and development approvals will also need to be obtained before a school could be built. In this regard, the *Port Kennedy Development Act 2017* has fulfilled its role in terms of rezoning the Kennedy Bay area and, therefore, standard MRS and local planning scheme amendment processes would need to be followed in relation to the potential future school site.

It is recommended the structure plan, as it relates to the northern part of the structure plan area, be modified in accordance with the schedule of modifications (**A10**) and the modified structure plan be resubmitted to the WAPC for consideration pursuant to cl.22(1)(b) of Part 4, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- RS Application Planning Control Area
- Region Scheme Boundary
- Region Scheme Bush Forever Areas
- Region Scheme Environmental Conditions
- Region Scheme Zones and Reserves
  - Central city area
  - Industrial
  - Other regional roads
  - Primary regional roads
  - Public purposes - high school
  - Public purposes - hospital
  - Public purposes - public utilities
  - Public purposes - special uses
  - Railways
  - Regional open space
  - Rural
  - Urban
  - Urban deferred
  - Waterways

N

0 1.41 2.82

Kilometres

1: 72,224

at A4

Notes:

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* This map is not intended to be used for measurement purposes.

Map was produced using DPLH's InQuiry.

Location map

DPLH BUSINESS USE ONLY

Internal Spatial Viewer
Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

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Date produced: 05-Mar-2026



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

SP Boundaries - Draft

N

0 0.39 0.78

Kilometres

1: 20,000

at A4

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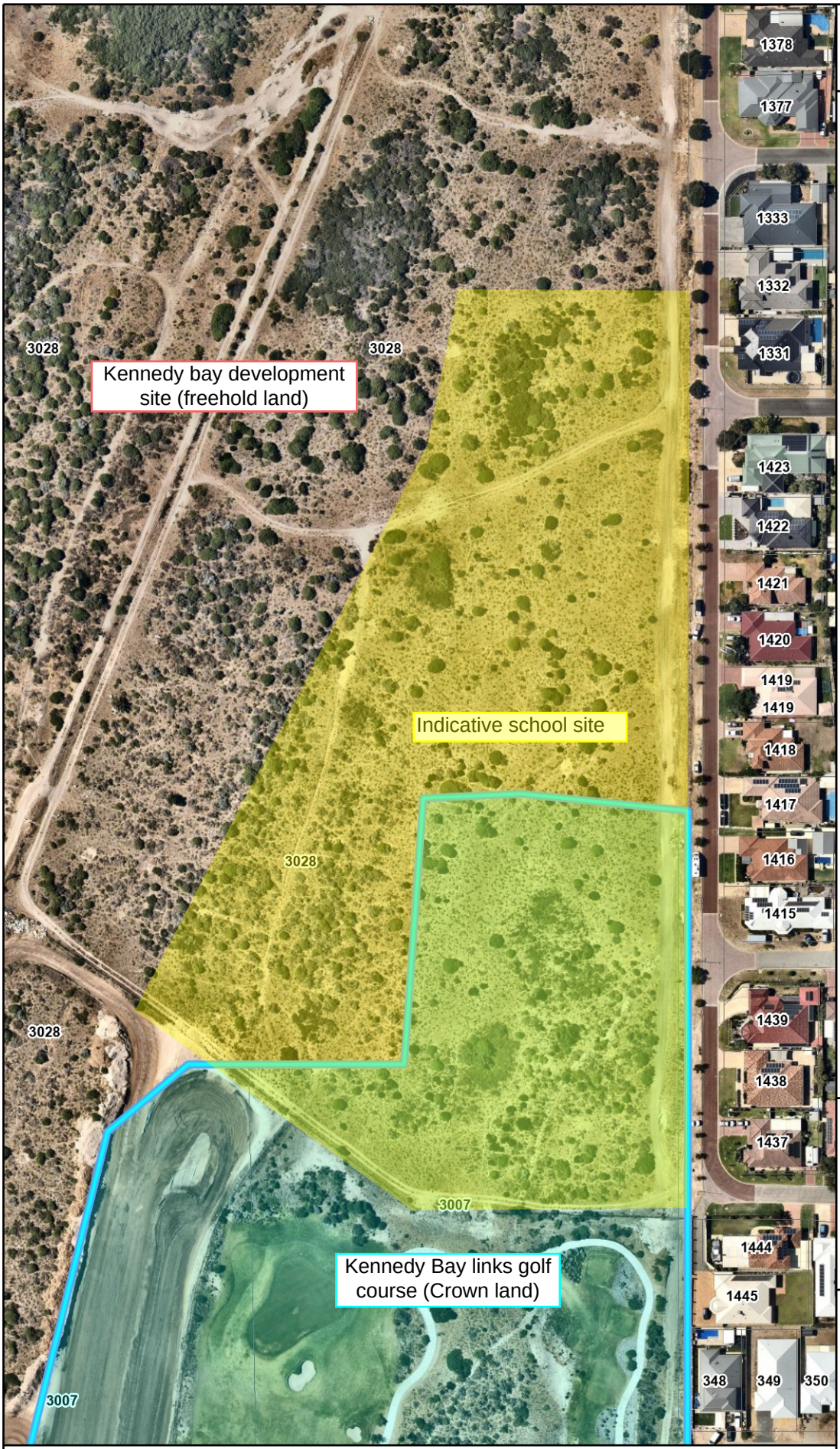
Date produced: 05-Mar-2026



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

Cadastre (View 1)

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0 0.04 0.09

Kilometres

1: 2,257

at A4

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Date produced: 13-Mar-2026



4. METROPOLITAN REGION SCHEME ZONING



5. LOCAL PLANNING SCHEME NO.2 ZONING

LEGEND

LOCAL SCHEME RESERVES

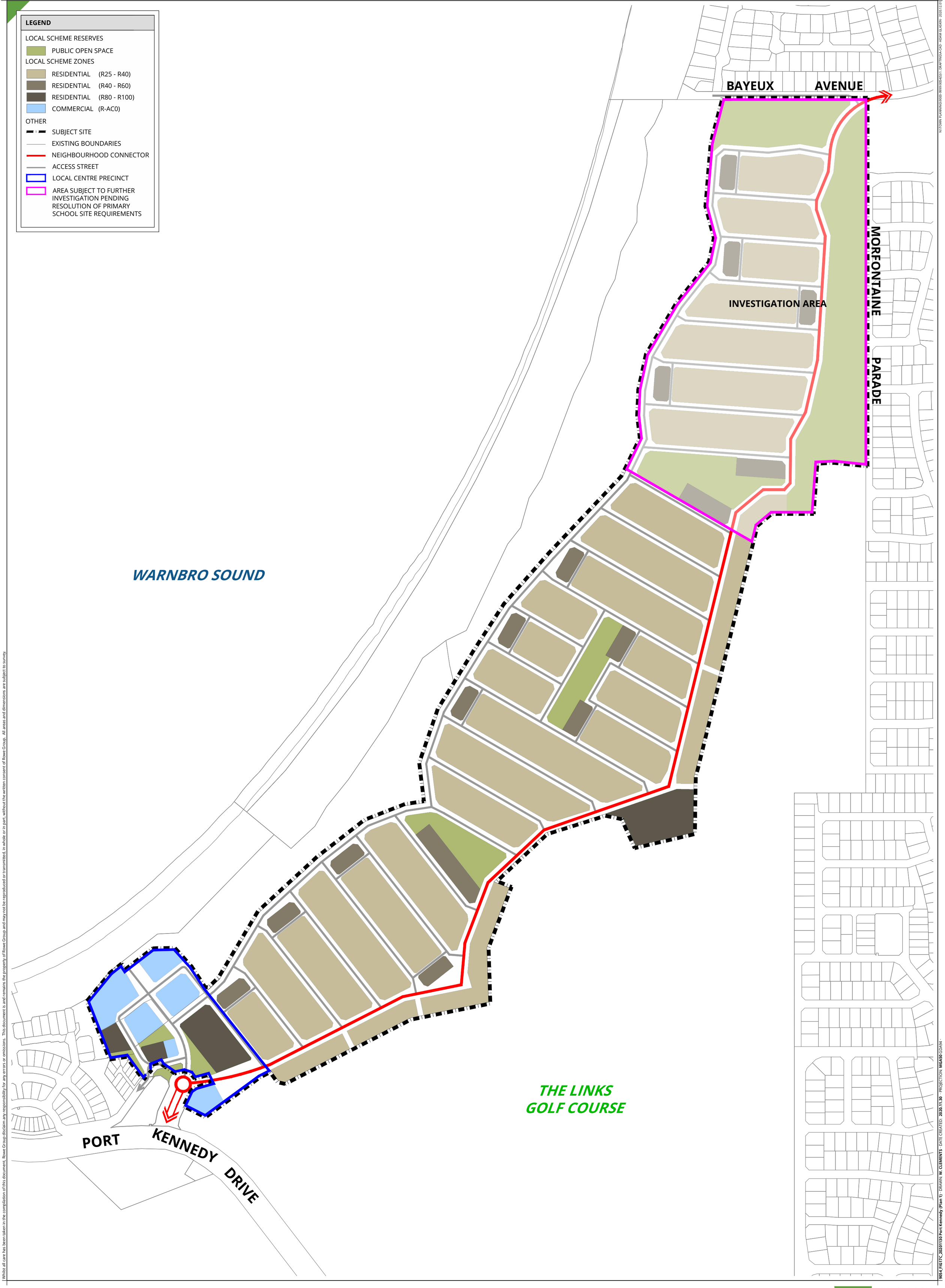
- PUBLIC OPEN SPACE

LOCAL SCHEME ZONES

- RESIDENTIAL (R25 - R40)
- RESIDENTIAL (R40 - R60)
- RESIDENTIAL (R80 - R100)
- COMMERCIAL (R-AC0)

OTHER

- SUBJECT SITE
- EXISTING BOUNDARIES
- NEIGHBOURHOOD CONNECTOR
- ACCESS STREET
- LOCAL CENTRE PRECINCT
- AREA SUBJECT TO FURTHER INVESTIGATION PENDING RESOLUTION OF PRIMARY SCHOOL SITE REQUIREMENTS



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N:\TOWN PLANNING\9000-9999\9054\51\1. DRAFTING\A-CAD - ADAM GLASKIN - 2020.12.01]

9054_FIG17C_20201130 Port Kennedy (Plan 1) - DRAWN: **W. CLEMENTS** - DATE CREATED: **2020.11.30** - PROJECTION: **MGA50** GDA94 -

PLAN 1
STRUCTURE PLAN
KENNEDY BAY

NORTH

0 50 m 100 m
SCALE @ A2: 1:4000

9054-FIG-17-C

ROWE GROUP DESIGN

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PUBLIC OPEN SPACE
2.80ha

77.3

53.9

PRIMARY SCHOOL
3.55ha

186.6

286.6

PUBLIC OPEN SPACE
1.28ha

VOLCANS MEWS

PARKS AND RECREATION RESERVE:
2.02ha

MORFONTAINE PARADE

L'ESTEREL WAY

ORMES WAY

4.5

7.4

77.0

MORFONTAINE PARADE

URBAN ZONED LAND:
0.36ha

GOLF COURSE LAND:
1.16ha

INDICATIVE PRIMARY SCHOOL SITE LOCATION (NO THROUGH ACCESS)

LOT 3020 PORT KENNEDY DRIVE
PORT KENNEDY

DRAFT

NORTH

0 50 m
SCALE @ A3: 1:2000

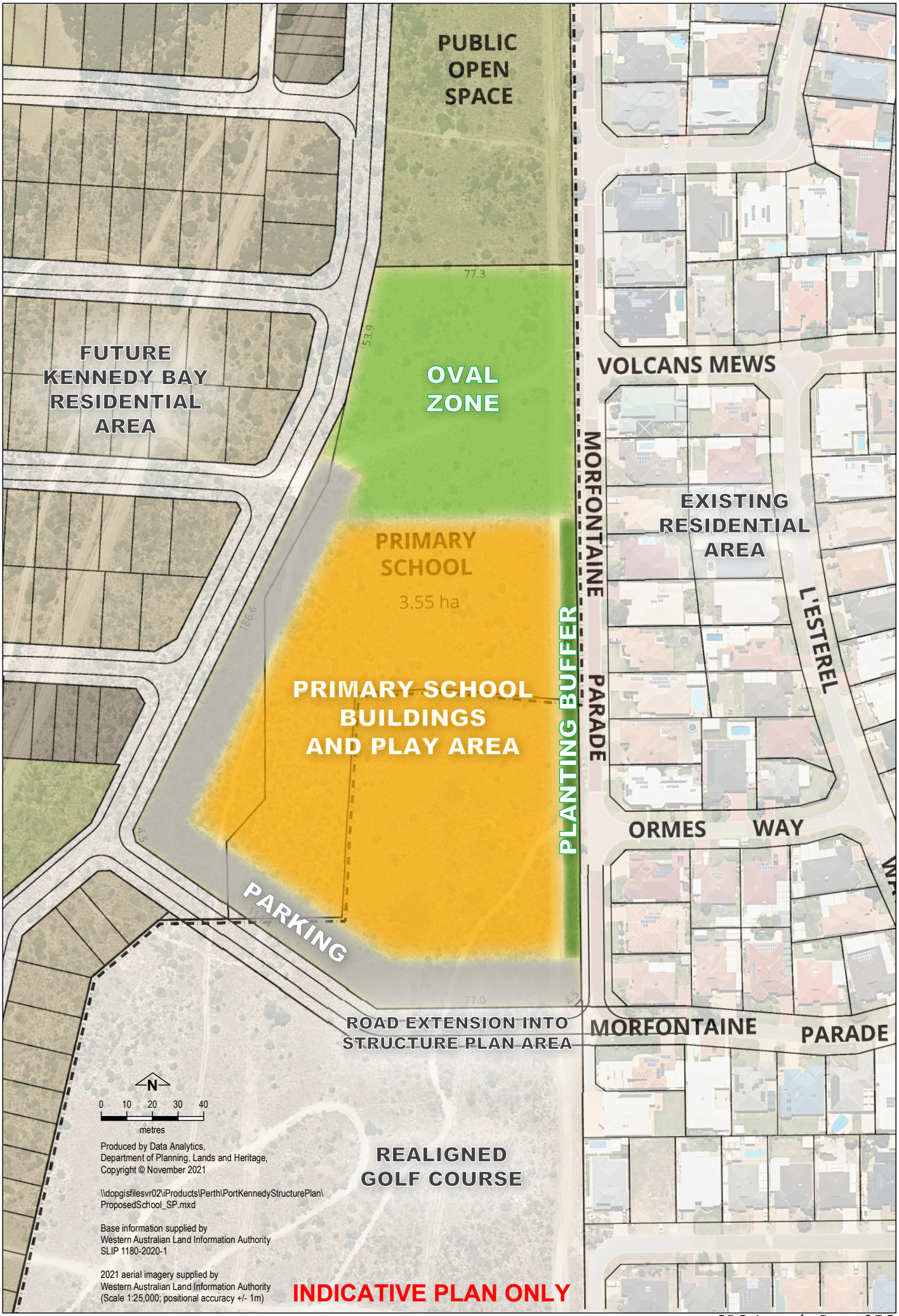
9054-CON-04-B

ROWE GROUP DESIGN

N:\TOWN PLANNING\9000-9999\9054\DRAFTING\CAD\ - REYNE DIAL - 2022.10.18]
9054_CON04B_20221018 Port Kennedy (Primary School Concept - No Through Access) - DRAWN: W. CLEMENTS - DATE CREATED: 2022.10.18 - PROJECTION: MGA50 GDA94 -

Kennedy Bay

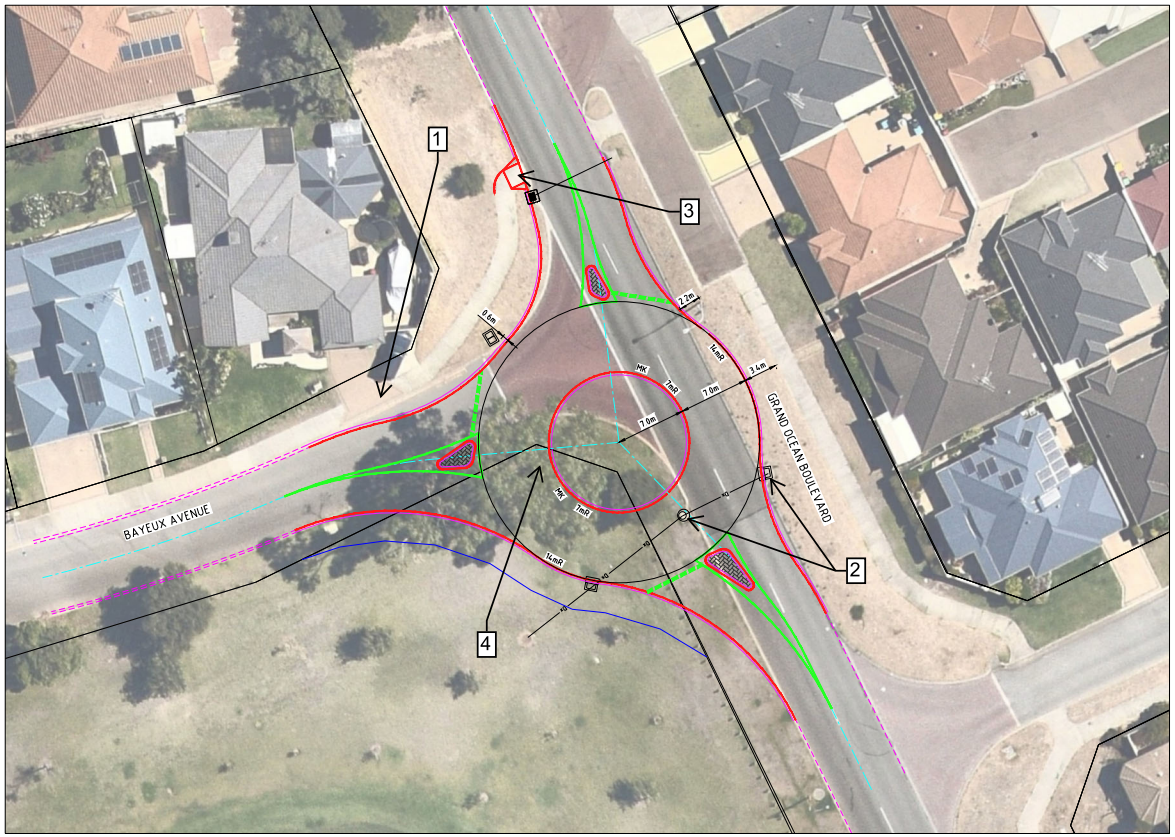
INDICATIVE PRIMARY SCHOOL SITE PLAN



ATTACHMENT 7



7m roundabout (City's preference)



CONSTRAINTS:

1) Existing driveway will require modification.

2) Existing Drainage pit lids will require realignment and modification.

3) Existing pram ramp will require realignment.

4) Existing infrastructure (irrigation controller, switchboard, trees will require removal / relocation.

REV	DATE	DRN	CKD	APP	AMENDMENT
A	28.05.24	WBR	-	-	ISSUED FOR REVIEW

N

DIXA BEFORE YOU DIG www.1114.com.au

1:250 0m 5 10 15

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CLIENT: PLACE DEVELOPMENT

APPROVED: CHECK PRINT

DESIGNED: WBR

SCALE: 1:250

PROJECT: KENNEDY BAY

TITLE: BAYEUX AVENUE INTERSECTION - OPTION 3

WAPC No.

DRAWING No. 6441-00-SK28B

REVISION A

ORIGINAL SIZE A1

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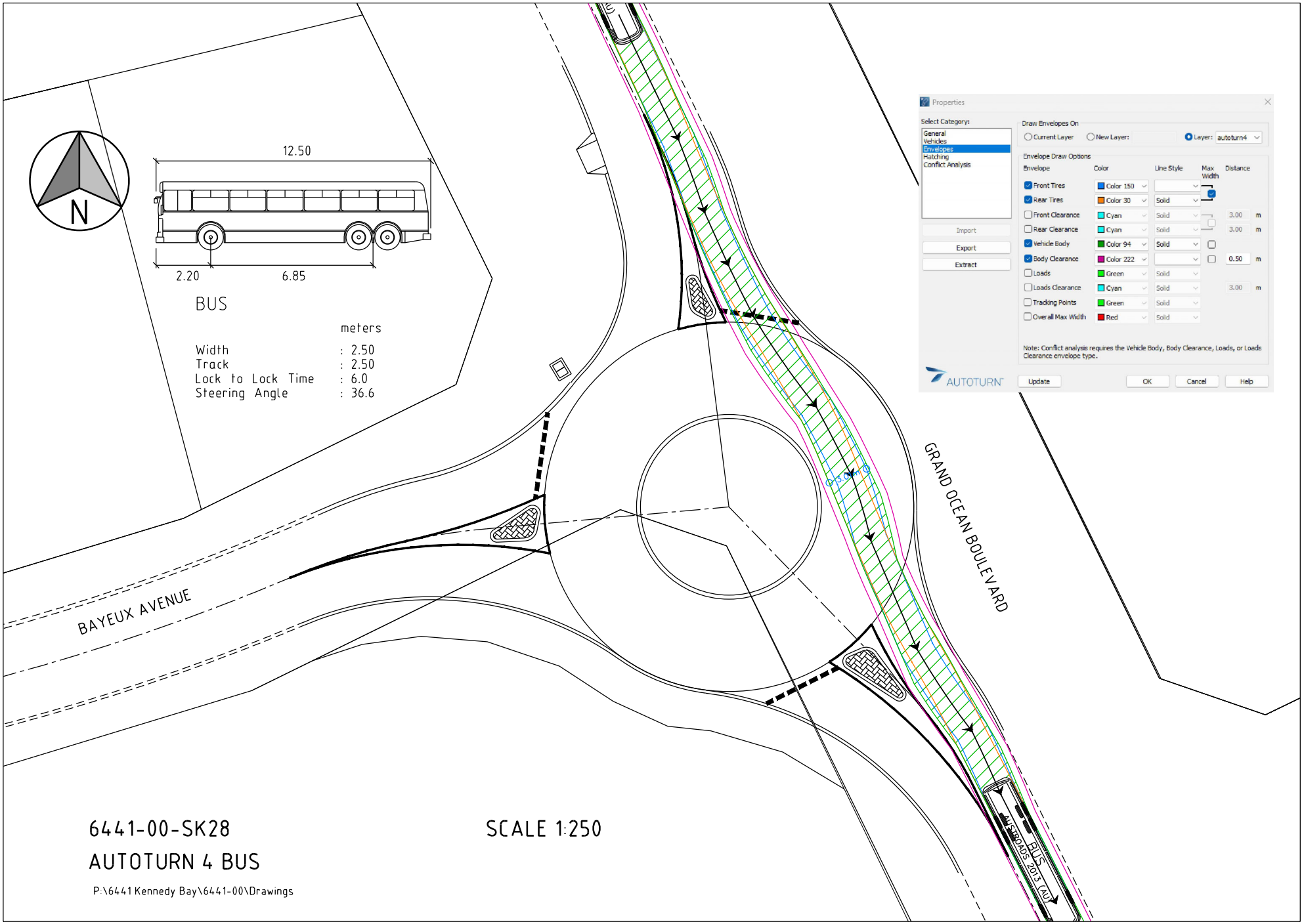

6441-00-SK28

AUTOTURN 4 BUS

SCALE 1:250

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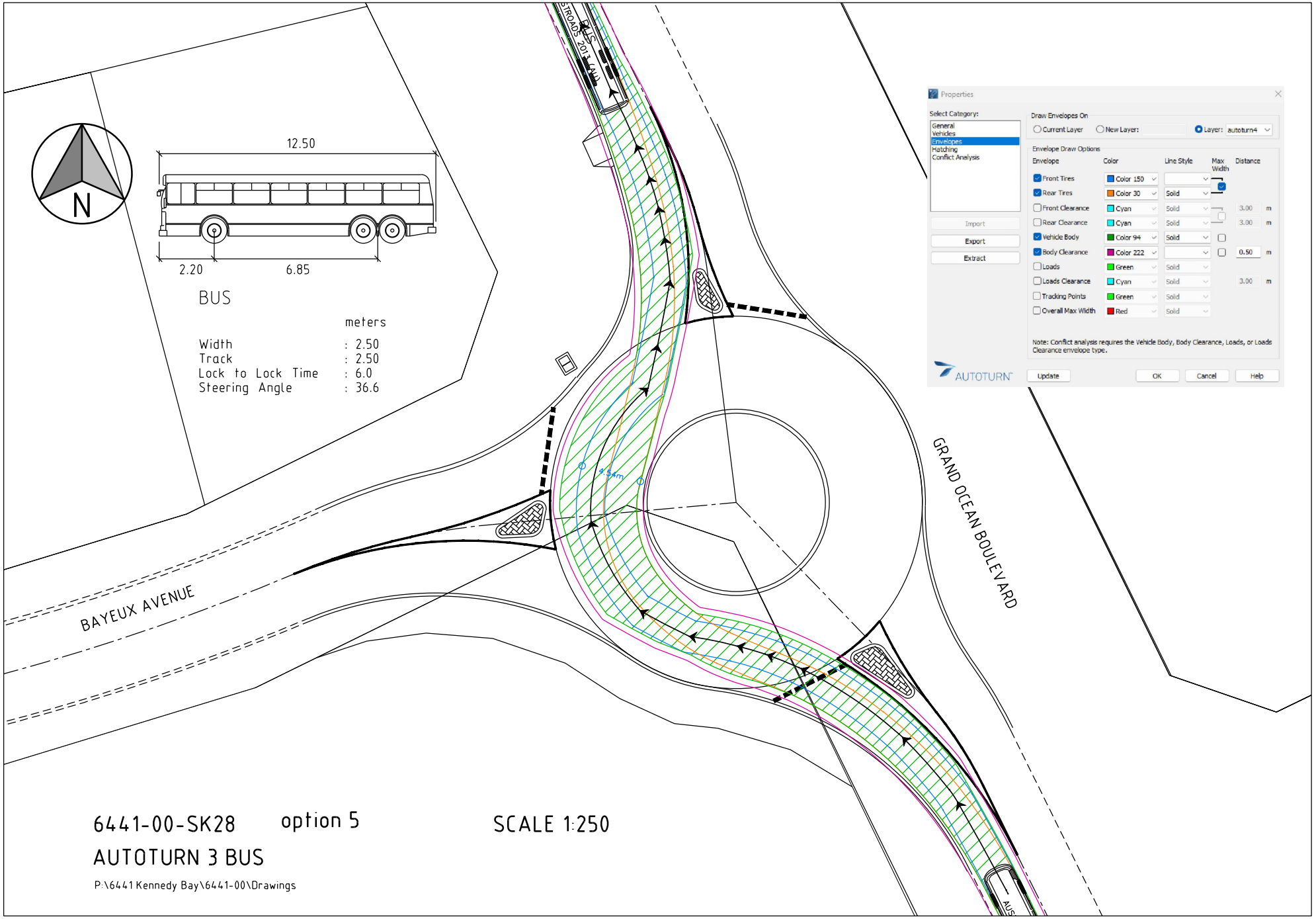
N
12.50
2.20
6.85
BUS
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6
BAYEUX AVENUE
GRAND OCEAN BOULEVARD
6441-00-SK28 option 5
SCALE 1:250
AUTOTURN 3 BUS
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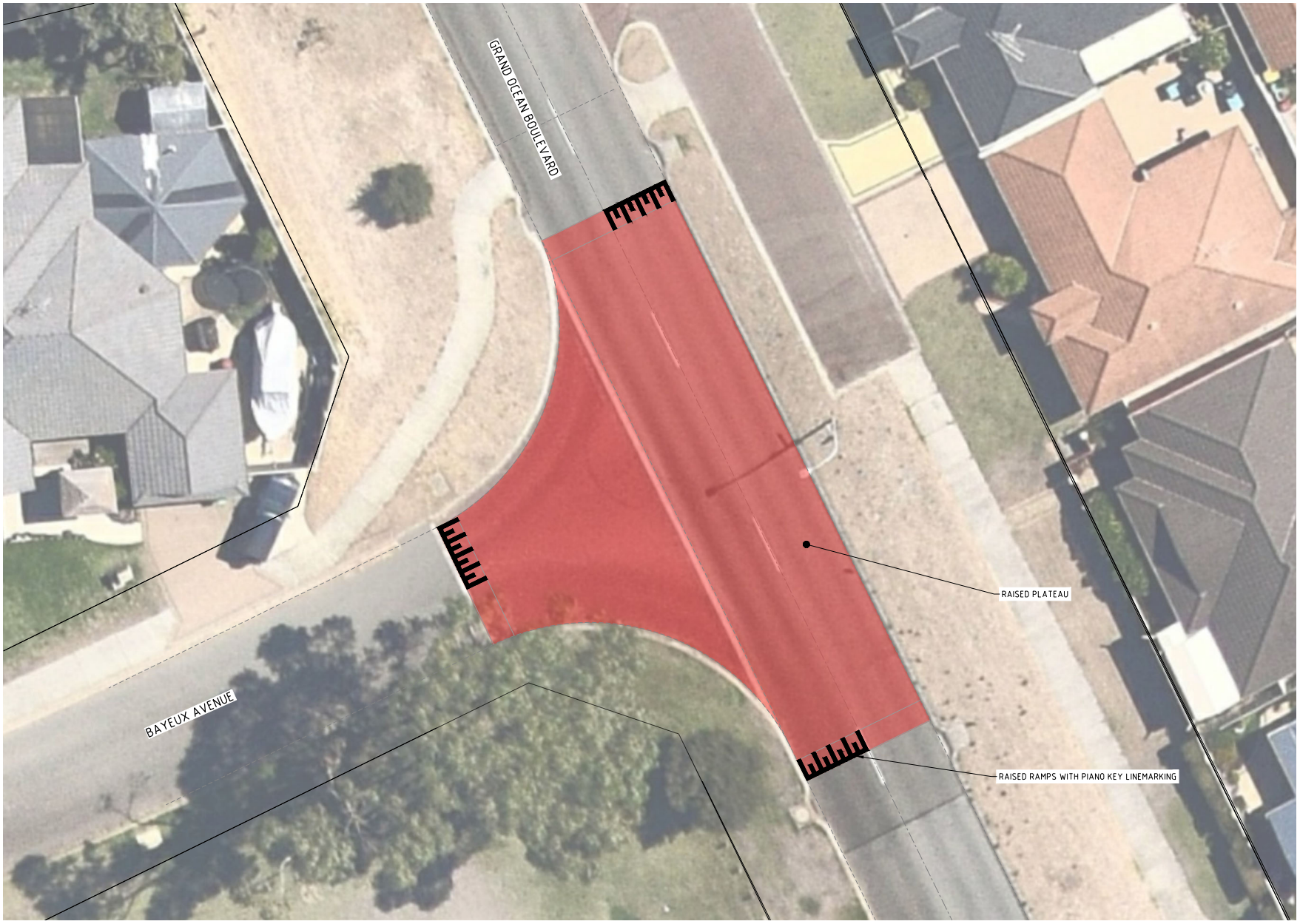
Select Category:
General
Vehicles
Envelopes
Hatching
Conflict Analysis
Import
Export
Extract
Draw Envelopes On
Current Layer
New Layer:
Layer: autoturn4
Envelope Draw Options
Envelope
Color
Line Style
Max Width
Distance
Front Tires
Color 150
Rear Tires
Color 30
Solid
Front Clearance
Cyan
3.00 m
Rear Clearance
Cyan
3.00 m
Vehicle Body
Color 94
Solid
Body Clearance
Color 222
0.50 m
Loads
Green
Solid
Loads Clearance
Cyan
3.00 m
Tracking Points
Green
Solid
Overall Max Width
Red
Solid
Note: Conflict analysis requires the Vehicle Body, Body Clearance, Loads, or Loads Clearance envelope type.
AUTOTURN
Update
OK
Cancel
Help

Raised safety platform (proponent's preference)



REV	DATE	DRN	CKD	APP	AMENDMENT
C	26.08.24	WBR	AJP		LINEMARKING REVISED
B	05.08.24	WBR	AJP	A THOMSON	ISSUED FOR REVIEW
A	30.07.24	WBR	AJP	A THOMSON	ISSUED FOR REVIEW

N

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0m 2 4 6
1:100

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CLIENT: PLACE DEVELOPMENT
APPROVED
DESIGNED: WBR
SCALE: 1:100
PROJECT: KENNEDY BAY
TITLE: BAYEUX AVENUE INTERSECTION - OPT1
WAPC No.
DRAWING No: 6441-00-SK44
REVISION: C
ORIGINAL SIZE: A1

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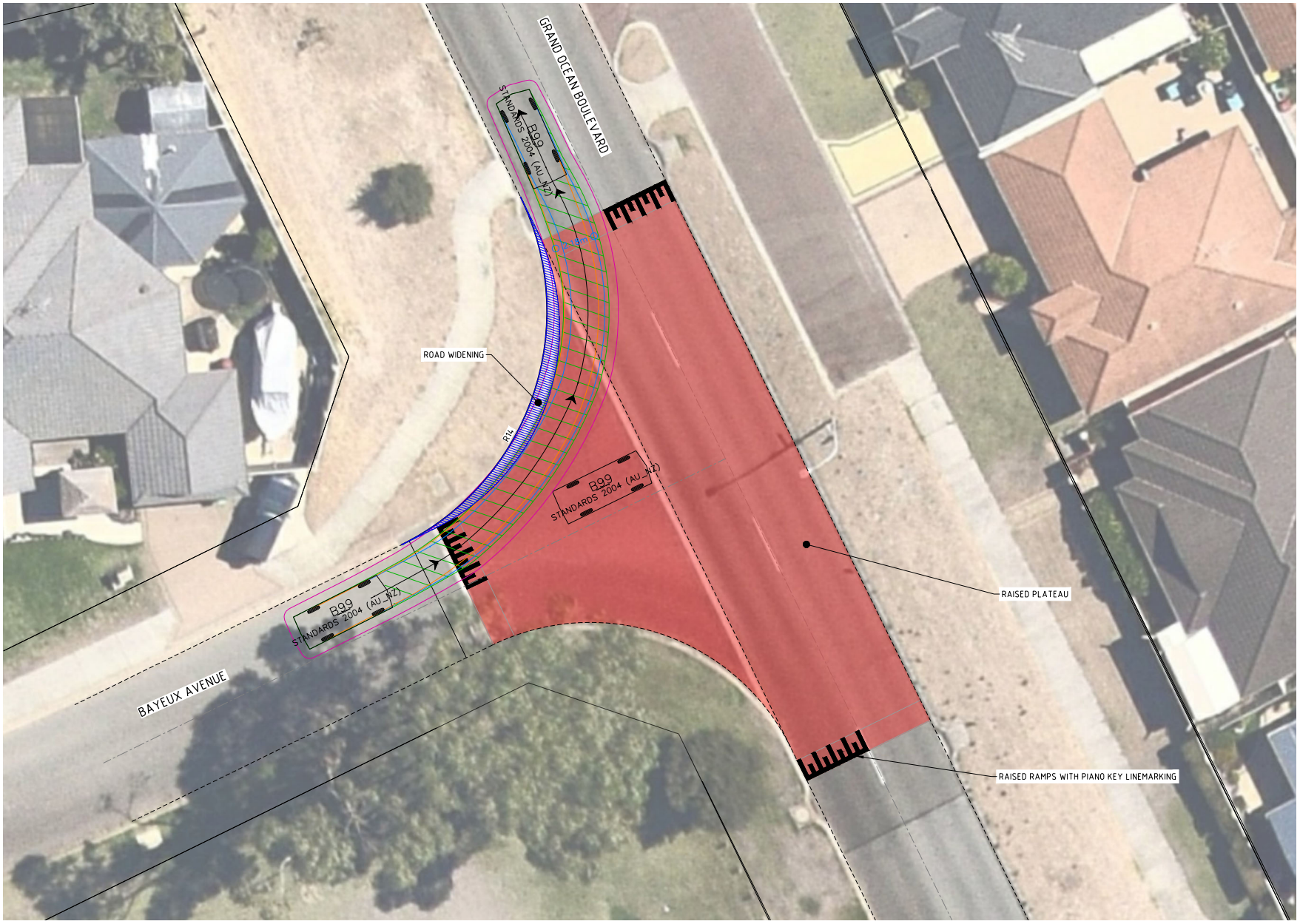

REV	DATE	DRN	CKD	APP	AMENDMENT
A	05.09.24	WBR	-	-	VEHICLE LOCATIONS ADDED

N

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1:100 0m 2 4 6

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CLIENT: PLACE DEVELOPMENT

APPROVED: CHECK PRINT

DESIGNED: WBR

SCALE: 1:100

PROJECT: KENNEDY BAY

TITLE: BAYEUX AVENUE INTERSECTION - OPT1

WAPC No.

DRAWING No. 6441-00-SK47

REVISION A

ORIGINAL SIZE A1

P:\6441 Kennedy Bay\6441-00\Acad\sketches\6441-00-SK47 - ROUNDABOUT BAYEUX AVE AND GRAND OCEAN BLVD-OPT1.dwg, 5/09/2024 3:15:42 PM, wayner, Digital Signing PDF pc3, 1:1, - CW Reference

LEGEND

- STRUCTURE PLAN BOUNDARY

LOCAL SCHEME RESERVES

- PUBLIC OPEN SPACE

LOCAL SCHEME ZONES

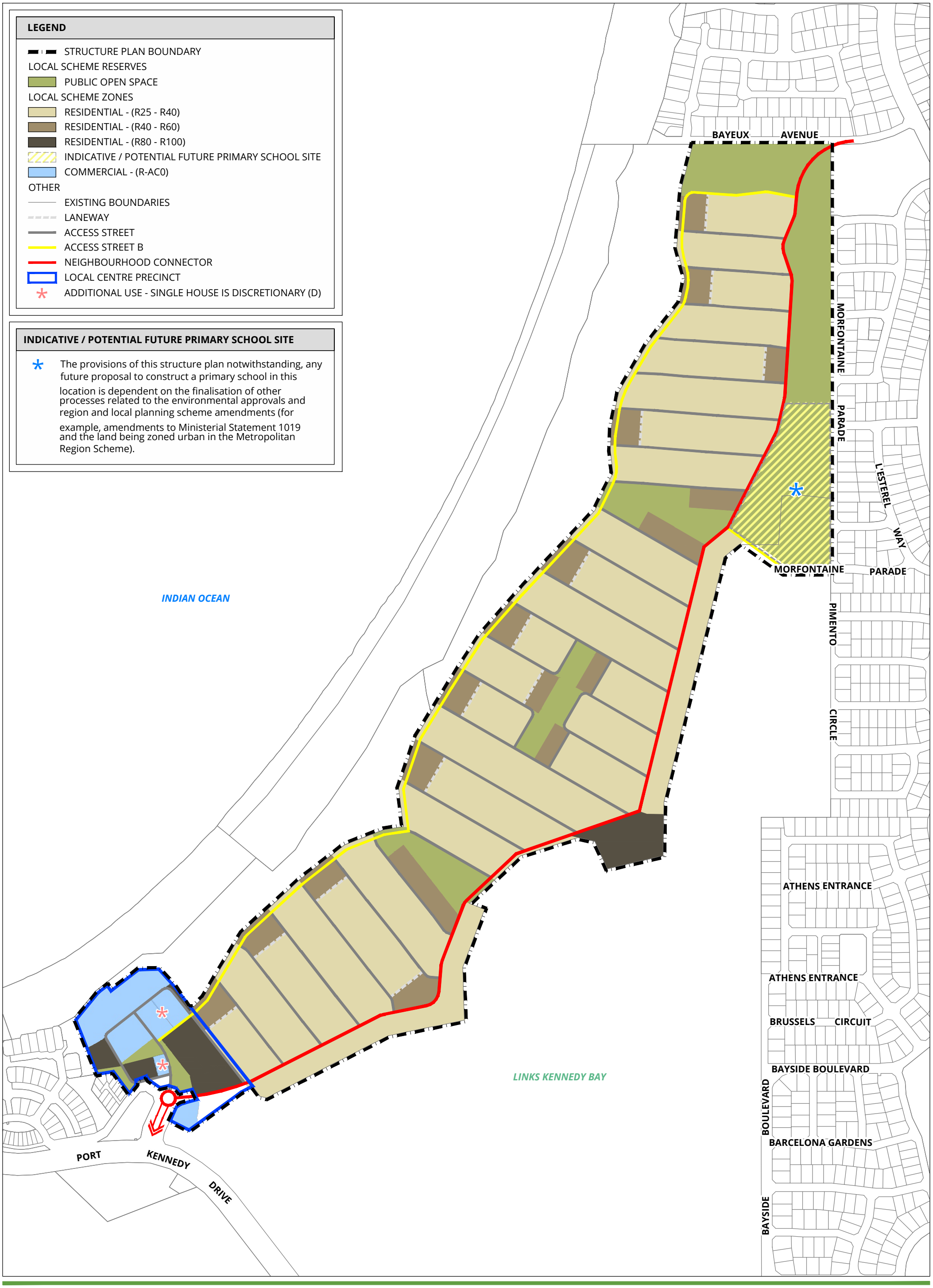
- RESIDENTIAL - (R25 - R40)
- RESIDENTIAL - (R40 - R60)
- RESIDENTIAL - (R80 - R100)
- INDICATIVE / POTENTIAL FUTURE PRIMARY SCHOOL SITE
- COMMERCIAL - (R-AC0)

OTHER

- EXISTING BOUNDARIES
- LANEWAY
- ACCESS STREET
- ACCESS STREET B
- NEIGHBOURHOOD CONNECTOR
- LOCAL CENTRE PRECINCT
- * ADDITIONAL USE - SINGLE HOUSE IS DISCRETIONARY (D)

INDICATIVE / POTENTIAL FUTURE PRIMARY SCHOOL SITE

* The provisions of this structure plan notwithstanding, any future proposal to construct a primary school in this location is dependent on the finalisation of other processes related to the environmental approvals and region and local planning scheme amendments (for example, amendments to Ministerial Statement 1019 and the land being zoned urban in the Metropolitan Region Scheme).



LOCAL STRUCTURE PLAN

VARIOUS LOTS PORT KENNEDY DRIVE

PORT KENNEDY

N

0 150 m

SCALE @ A3: 1:6000

9054-LSP-01-D

DRAWN: JS
DATE CREATED: 2026.05.04
PROJECTION: PCG94
CADASTRE: LANDGATE

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ROWE GROUP DESIGN

Schedule of Modifications - Kennedy Bay Structure Plan (SPN/2255)

Note: The Structure Plan is to be modified to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage, in accordance with this Schedule of Modifications (and modifications previously required by the Statutory Planning Committee, letter dated 17 November 2020). The modified structure plan is to be resubmitted to the Western Australian Planning Commission for its consideration.

No.	Reference/Section	Modification	Reason
Structure Plan Map			
1.1	Map	Update the Structure Plan map in accordance with Attachment 9.	To ensure the map reflects the inclusion of the future school site, the single house additional use in the Commercial zone and the most up-to date draft subdivision concept proposed by the applicant. Remains consistent with the intent of the structure plan and the expected lot yield (1000-1200 limit).
Executive Summary and Part One - Implementation			
2.1	Pages 4-5	Update the relevant figures in the 'Executive Summary' and the 'Structure Plan Summary' to reflect the inclusion of a school site as per Attachment A.	To ensure accuracy of information.
2.2	4.3	Update the percentage of public open space being provided.	Consequential change following the identification of a potential future primary school site.
2.3	4.5	Include an additional provision as follows: *c) In addition to the land use permissibility set out in Clause 4.5(a), 'Single House' is a 'Discretionary' (D) land use in the Commercial Zone for the sites identified on Plan 1.*	To reflect the proponent's request for additional flexibility on the residential development outcome for two sites in the Local Centre. Is discussed in further detail within the Planner's Report.
2.4	4.5	Replace 'State Planning Policy 7.3 – Residential Design Codes Volume 2 - Apartments' with 'Residential Design Codes (Volume 2)'.	To ensure accuracy of information
2.5	4.6	Insert the following as Section as 4.6 'Primary School' - The Structure Plan identifies the site of a future primary school, with part of this site located within the structure plan area and part outside the structure plan area. It is the Western Australian Planning Commission's expectation that freehold land within the structure plan area will be ceded free of cost to the Department of Education through the subdivision process. Should the Department of Education determine that the school is required then it will need to acquire the remaining portion of the school site outside of the structure plan. Further, the Department of Education will need to commission any technical studies that may be required and liaise with relevant decision makers in relation to future amendments to the	To ensure accuracy of information and stipulate the general process requirements that the Department of Education will need to undertake to ensure the school site is appropriately zoned.

No.	Reference/Section	Modification	Reason
		Metropolitan Region Scheme, the City of Rockingham local planning scheme, and Ministerial Statement 1019 before the development of the school. The Department of Education will also be responsible for the provision of an additional road reserve adjacent to the southern boundary of the school site and associated footpath connections that may be required as a direct result of the future delivery of a primary school.	
2.6	6	Insert the following as section 6.4: **Bayeux Avenue alignment** Subdivision of the northern portion of the structure plan area requires the Neighbourhood Connector (Tidal Drive) be connected to Bayeux Avenue. In this regard, the Bayeux Avenue alignment is to continue utilising the existing pavement. A portion of Bayeux Reserve (Reserve 44984) may need to be excised to facilitate the new alignment of Bayeux Avenue, and the applicant/developer will need to liaise with the Department of Planning Lands and Heritage (Land Use Management division) and the City of Rockingham prior to the submission of a subdivision application. The landowner/applicant is responsible for the construction of a mini round-a-bout at the intersection of Bayeux Avenue and Grand Ocean Boulevard (to cater for increased volumes to adequately address congestion and safety requirements), with arrangements to carry out the required works being made through, or in parallel with, the subdivision process.	To acknowledge expected impacts to Crown land (vested to the City of Rockingham) at the subdivision stage for the northern portion of the structure plan. Also, reflects the findings of the revised TIA.
Part Two - Explanatory			
3.1	Throughout document	Update Figures 12, 13, 15, 16, 17, 20 and 21, to reflect the identification of the potential future school site.	To ensure accuracy of information.
3.2	2.3.3 and 2.3.4	Replace 'State Planning Policy 3.7 – Planning in Bushfire Prone Areas' with 'State Planning Policy 3.7 – Bushfire'. Replace 'State Planning Policy 4.2 – Activity Centres for Perth and Peel' with 'State Planning Policy 4.2 – Activity Centres'.	To ensure accuracy of information based on recent changes to policy titles.
3.3	2.3	Include the following in Section 2.3 'Planning Policies' and renumber subsequent sub-sections: **2.3.5 Operational Policy 2.4 – Planning for school sites** WAPC Operational Policy 2.4 – Planning for school sites (OP 2.4) guides the provision and selection of sites for new schools, requirements for the design and location of school sites and developer contribution methodology for government primary schools. The policy adopts a flat rate of one primary school site per 1500 dwellings. With the potential delivery of at least 1000 dwellings within the Structure Plan area and the cumulative impact from infill development in the broader locality, this would exacerbate the student enrolment demand of the nearby public schools such as Port	To ensure the structure plan text is updated with a summary of the WAPC operational policy released in December 2022.

No.	Reference/Section	Modification	Reason
		Kennedy and Endeavour Primary Schools. The subject schools are already operating at permanent capacity and cannot absorb the anticipated longer-term demand arising from both development within the Structure Plan Area and infill development. On this basis, the Structure Plan identifies an area of land which could in the future be developed for primary school purposes to satisfy the requirements of OP 2.4 and ensures that development for other purposes would not compromise the potential future use of land for primary school purposes.	
3.4	4.1	Update the Land Use Summary Table to reflect the identification of a potential, future, primary school site.	To ensure accuracy of information.
3.5	4.2	Update figures to reflect the identification of a potential, future, primary school site.	To ensure accuracy of information.
3.6	4.2	Update the Public Open Space Schedule to reflect changes to public open space area H.	To ensure accuracy of information.
3.7	4.2.6	Update public open space areas H and I to reflect the identification of a potential, future, primary school site.	To ensure accuracy of information.
3.8	4.4.2	Update details of the proposed road network as follows: • to identify Offshore Drive as an Access Street B within an 18-metre-wide road reserve, as agreed with the City of Rockingham; • to identify Tidal Drive as a hybrid Neighbourhood Connector (A/B) within a road reserve generally 17-metres-wide, increasing to 18.5-metres-wide abutting the potential, future primary school site; and • the indicative road connection adjacent to the southern boundary of the potential school site is to be identified as an Access Street B within an 18-metre-wide road reserve, with two separated cul-de-sacs.	To ensure accuracy of information and reflect road width requirements from OP 2.4.
3.9	4.4.3	Update in accordance with the revised transport impact assessment (Appendix 9 to the structure plan). Remove reference to the provision of a controlled access place road on Bayeux Avenue.	To reflect the latest findings of the revised TIA, and the agreed position that a CAP road is no longer required.
3.10	4.4	Update to include the following summary and renumber subsequent sub-sections: **4.4.4 Primary school road** Should, in the future, levels of demand require a primary school be provided, it will likely be necessary to provide an additional constructed and dedicated public road along the southern boundary of the school site. At this time, technical analysis indicates that it would be appropriate for this road to terminate in two cul-de-sac heads to ensure there is no vehicle access from the Structure Plan area to Morfontaine Parade and L'Esterel Way; however, pedestrian and bicycle access should be provided for.	To acknowledge future requirements for consideration by the Department of Education prior to the provision of the school.

No.	Reference/Section	Modification	Reason
		A further detailed assessment of likely transport impacts associated with provision of a school should be carried out at subsequent planning stages. There is sufficient land area in this location to allow for engineering and design solutions to be considered.	
3.11	4.6	Update to read as follows: **4.6 EDUCATION FACILITIES** The structure plan area currently falls within the intake area of the Port Kennedy Primary School (2.2 kilometres from the site) and the Endeavour Primary School (3.5 kilometres from the site). However, it is also in close proximity to the following public schools. • Warnbro Community High School (2.5 kilometres); • Rockingham Lakes Primary School (3.2 kilometres); • Warnbro Primary School (3.6 kilometres); • Charthouse Primary School (5.3 kilometres); and • Waikiki Primary School (6.1 kilometres); • Comet Bay Primary School (9.9 kilometres). In addition, the following private education facilities are located nearby: • St Bernadette's Catholic Primary School (4.6 kilometres); and • South Coast Baptist College (12.3 kilometres). Refer to Figure 20 – Education Facilities Context Plan. As discussed in Section 2.3.5, the Department of Education has identified the need for an additional potential future school site, and this is depicted partially within the Structure Plan area as shown on Figure 21.	To ensure accuracy of information.
Technical Appendices			
4.1	Transport Impact Assessment	Replace the transport impact assessment prepared by GTA Consultants (dated 11 December 2019; Issue: A; reference: W172530) with the transport impact assessment prepared by PJA Australia (dated 19 June 2025; version: I; reference: 07695-R-01-I-KBSP-TIA). The PJA transport impact assessment is to be updated in consultation with the City of Rockingham and the Department of Planning, Lands and Heritage, as follows: (a) Amend the trip generation from 8 total trips / dwelling to 8 vehicle trips / dwelling (i.e. exclusion of all discount rate applied, only maintaining a reasonable internal-internal trips) and subsequently, update the estimated traffic volume for the structure plan to approximately 10,100 vpd.	To reflect the latest TIA information.

No.	Reference/Section	Modification	Reason
		(b) Update SIDRA modelling for the surrounding road network (Bayeux Avenue / Grand Ocean Boulevard, to include the following intersections: • Warnbro Sound Avenue / Grand Ocean Boulevard (North) • Warnbro Sound Avenue / Chelmsford Avenue • Warnbro Sound Avenue / Grand Ocean Boulevard (South) • Warnbro Sound Avenue / Port Kennedy Drive roundabout (c) Identify the requirement for a mini round-a-bout to be constructed at the intersection of Bayeux Avenue and Grand Ocean Boulevard, to improve traffic congestion and safety outcomes. (d) Identify Tidal Drive between Offshore Drive and Grand Ocean Boulevard as a neighbourhood connector A/B hybrid (carrying approximately 4,500 vpd). The hybrid neighbourhood connector cross section can be amended: i. by excluding on-street car parking, on-road cycling and median; and ii. reducing the verge to 1-metre-wide, as the road abuts public open space. The resultant cross-section should be similar to the existing Bayeux Avenue cross-section. (e) Update the cross-section for the portion of Tidal Drive adjacent to the potential future primary school site to 18.5-metres-wide to accommodate on-street parking, consistent with subdivision application WAPC ref: 202297. (f) To identify a shared path between the eastern side of Tidal Drive/realigned Bayeux Avenue and the existing footpath along Grand Ocean Boulevard.	

No.	Interest	Submission	Support	Issues/themes	DPLH Response
1	Other - parliamentarian	Logical but more detail required on why other sites were ruled out. I would suggest that further detail is provided to the community and further detail sought from the community that this very brief feedback survey allows.	Yes	Site options	Site options Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 – Planning for school sites.
2	Landowner/resident around the school site	I support Option C with an appropriate road and cycle link to the school	Yes	Support Option C	Note support for Option C. Appropriate road, cycle and pedestrian links will be constructed at the time the school site is required.
3	Landowner/resident around the school site	We don't need another school. Bayside is having a bad time with more traffic.	No	Traffic	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
4	Landowner/resident around the school site	Definitely against any school being built close to my home will bring excessive traffic to a quiet area. I live on L'esterel Way, and the street will become a thoroughfare.	No	Traffic	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
5	Landowner/resident around the school site	I would suggest that option B would be a better option from the point of view of access and also increased traffic movement along Grand Ocean Boulevard and surrounding residential roads. There is already currently a large volume of traffic due to the location of 3 schools (Warnbro High school, Port Kennedy Primary school and St Bernadette's Catholic Primary school) in close proximity in this area. I would also like it to be noted that when we purchased our block of land to build our house we were assured by Peet & Co (selling agents) that no further development would take place on the land that is currently bush land and also part of Port Kennedy golf course, both of which have since been approved for development even though public objections were submitted. As this was one of the main reasons that we purchased land in this area I feel that we were given false and misleading information at the time of purchase.	No	Prefer Option B (site options) Traffic Loss of POS	Site options Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. Loss of public open space (POS) It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations.
6	Landowner/resident around the school site	My husband and I bought our house as we loved the location and having the bushland around us....it is lovely to see kangaroos hopping freely around the area. We would completely be opposed to this development. Please don't ruin this gorgeous area. We are in Bogue Way.	No	Loss of POS Impact on wildlife	Loss of POS It is acknowledged that the inclusion of a school site in this area will reduce overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. Impact on wildlife

					Fauna management and possible relocation requirements for the school site will be addressed at the subdivision or development stage and before site works commence. The Department of Education has advised that the school is unlikely to be needed in the short term.
7	Landowner/resident around the school site	Option A looks like a suitable site. It is away from other schools thus reducing traffic in already busy areas.	No	Prefer Option A (site options)	Site options Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment.
8	Landowner/resident around the school site	I like the spot of the school, gives us more choices for our children.	Yes	Support Option C	Note support for Option C.
9	Landowner/resident around the school site	I live one street from the site on St Cloud Way. Do not understand why you would want to put a school on a quiet residential street, not a main road. I work at a school and the surrounding streets are a nightmare to drive on at school drop off times. I purchased here because it was quieter than living on Grand Ocean Boulevard, now my road will become extremely busy as people cut through to get to the school. Why do we need another school? There are four primary schools within a 5km radius, two public school and two private schools. In the established area on St Cloud Way, there are only a few schoolchildren who even live in the area, most people are mature age couples. Surely the primary school would be better placed closer to Port Kennedy Drive a main road, I doubt whether we need another school in the area…it's a bit of overkill…Port Kennedy Primary, Endeavour primary, St Bernadette's, Living Waters Lutheran as well as Warnbro primary not too far away, then Warnbro High School…I honesty doubt there will be the numbers to justify building another school. I previously worked at Living Waters Lutheran School and their numbers have halved in recent years, as there is not the younger population living in this area with children and doubt whether families will purchase a block of land next to a nudist beach!	No	Traffic Proximity to existing schools	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
10	Landowner/resident around the school site	Looking at the 3 options on the table. Option A stands out as the logical choice. Option B&C are in close proximity to other primary schools. With the main centre of Kennedy Bay being at Long Point this would be the logical area for a new school.	No	Prefer Option A (site options) Proximity to existing schools	Site options Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
11	Landowner/resident around the school site	I think we should leave the bush land. It's great for the wild life, walking dogs. There is already enough traffic coming off Grand Ocean onto L'esterel Way. There are constantly people exceeding the speed limit on grand ocean and with the extra amount of school kids and especially primary school kids around it is a high chance that there may be an accident involving car and pedestrians. The roads and streets have not been designed to handle to extra amount of traffic from another school. We do barely have any more bush in port Kennedy that hasn't been built on, having the bush between the " new " port Kennedy beach houses will make the owners feel as if they're in a newer " estate " and will be better for house prices in my opinion. We have more than enough schools in Port Kennedy.	No	Loss of POS Traffic	Loss of public open space (POS) It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. Impact on wildlife Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken. Traffic

					Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
12	Landowner/resident around the school site	The roads around this are far too narrow for the increase in traffic. There are already 3 schools in the area. L'esterel Way will be the main entry point, it's already too narrow to fit 2 cars coming around the bed now let alone massive sand trucks and hundreds of vehicles during school time.	No	Traffic	<u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
13	Landowner/resident around the school site	The Department of Education projection says it is "anticipated that an additional primary school will be required in this locality by 2050". Thus there is no anticipated need for the school for decades to come. Reserving the land for future makes sense, but constructing the school anytime this decade or the next is a waste of money, which would presumably only serve the interests of the land developers being able to charge more for blocks near a modern school. Additionally, the premise that local traffic will not be impacted because most attendees will walk or ride is completely devoid of reality. An assessment of how well that premise holds for the nearest local schools would reveal significant impacts daily. The roads in this area are exceptionally narrow already and the additional traffic and kerbside parking that will certainly occur in large volumes around the school will be significantly detrimental to local residents. Any planning must add significantly more parking than is usually allocated to schools, and include deterrents against through traffic and parking on the local roads that were always designed only for the ingress and egress of local residents.	Neither	Traffic	Note support for the identification of the site for future school use. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
14	Landowner/resident around the school site	This school is going to be almost across the road from me but one house. The traffic it will bring will be immense and at present the traffic here is minimal as the streets only lead to homes. We all enjoy the peaceful living here. The bushland is one of our favourite reasons for living here as we get to enjoy kangaroos, blue tongue lizards etc. And I am afraid of what will become of them. Please leave this bit of bushland as it is beautiful and I did not build this house over 20 years ago with my then partner to live next to a school. Nobody in the neighbourhood will support this idea.	No	Traffic Loss of POS Impact on wildlife	<u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will reduce overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken.
15	Landowner/resident around the school site	I have lived in my current house near the proposed school oval on Morfontaine Parade for nearly 20 years. I have worked shift work this entire time and still do, originally there was planning for a future public 9 hole golf course, which myself and my family accepted may come to fruition. The current proposal will heavily impact myself and my local neighbours as I know lots are elderly and there is a lot more shift workers on the northern end of the street. School Carnivals and Sports days are going to impact heavily. It's very disappointing that the original plan has not been incorporated in any way, the land was all sold with that information published.	No	Amenity impacts	<u>Amenity impacts</u> Amenity impacts from a future school on surrounding residences will need to be managed when the site is required by the Department of Education. The Department of Education has advised that the school is a medium to long-term project (by 2050). Therefore, no immediate amenity concerns are associated with identifying the school within the Structure Plan.

16	Landowner/resident around the school site	Option A or Option C. Definitely not option B. This will ruin the movement of traffic through Bayside and Port Kennedy. Which is already a crazy cut through with traffic	Yes	Support Option C Traffic	Note support for Option C. <u>School sites</u> Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
17	Landowner/resident around the school site	Option C is the worst of these options. It is on a quiet residential street with poor road and pedestrian access. Notably it is also close to two other schools (St Bernadette's and Port Kennedy Primary) both of which cause major traffic congestion on the Southern half of Grand Ocean Boulevard at peak times. And the northern end of Grand Ocean Blvd is subject to heavy traffic from two other schools, Warnbro High School and Living Waters Lutheran College. To put a 5th school at the apex of this area is not only unwarranted but it will lead to terrible congestion through Grand Ocean Boulevard and especially on the small local residential streets which were never ever intended for this purpose. Options A and B are far more suitable as they are on a main road and would not require traffic to drive down small residential streets, and would not impact on existing residents to such a great degree.	No	Proximity to existing schools Traffic	<u>Site options</u> Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Operational Policy 2.4 - Planning for school sites. <u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
18	Landowner/resident around the school site	We moved onto [redacted] in August this year. Before moving, we spoke with the council about future development of the bushland opposite as we didn't want to buy the property if the bushland wasn't going to stay. We were assured by the council that although there would be future housing, there would still be up to 100 metres public open space towards the ocean, along the length of Morfontaine that would be untouched by building development and at no time was a school mentioned at all.	No	Loss of POS Impact on wildlife	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will reduce the overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations.

		There is so much beautiful wildlife on this land, the kangaroos feed off our lawn and we are regularly visited by bobtails, bearded dragons and various types of birds. Please don't take away this peaceful haven and their home			Impact on wildlife Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term.
19	Landowner/resident around the school site	I'm disgusted with the proposed school site. After the amount of money I have invested in my property and to go from scenic natural bush view out the front of my house to a traffic congested and noisy eye sore is wrong. I cannot express enough how against and disappointed I am with the proposed school site. Are you going to compensate me for the loss in my property value? I also work permanent night shift and the school next to my house will disrupt my sleep. The traffic will be horrible and we will have people parking outside our house and on front lawn twice a day at school pickup and drop off. Why can't the school be located where it's surrounded by the new residential blocks that will be made. That way people who buy the blocks are aware that there will be a school in front of them. People in existing residence should not be burdened with a school being built across the road. It is wrong that you are proposing to put a school in front of my property that I have spent almost a million dollars on. I was also not told by the real estate when I bought this property that the land would be developed on. Disgusting. Out of the 3 options available I vote for location A, although I don't see why these are the only three options? Option A does not impact any of the existing residents who I'm sure like myself have worked hard to buy their property in the currently nice peaceful area. I totally disagree with your traffic investigation of the proposed area C. I have 3 children and no matter which schools they have been enrolled in, they have all had excessive traffic and parking issues. No matter what so called controls you put in place my street (Morfontaine Parade) will suffer. People will park in the easiest less hassle area twice a day to drop off and pickup whether its designated parking or not. The associated noise is going to ruin my street as well. Cars, kids, sirens etc etc will be a nuisance. This is just for a normal day never mind school carnivals, sport days, after school discos and all the other events that are associated with schools. My wife is a school teacher/ education assistant and involved with P&C at Maybe primary and so we know exactly how a school will make our area and what problems it will create. The local traffic and congestion along with noise will be detrimental. I feel your department is not paying enough consideration to existing residents and this is something I am going to contact my local parliament member about. I have worked 15 years of FIFO to try to get ahead and purchase my dream home. I'm approaching nearly $900,000 worth of investment and your department is going to come along, slap a school up and ruin it. I also contacted the council about this future development when I first found out about it. I was told that regardless of what happened, that 100m of area in front of my house would always remain public open space. I then contacted place developments on advice from the council and they told me the same. " Don't worry the area in front of your property will remain public open space ". So I went ahead and continued with the contract of sale for my property. So obviously they are liars and this makes me wonder what else is being withheld from the public regarding future development. If the school is to be central to the future residential area , then put it in the middle of the residential area highlighted green on your map. If it's in area C then it's not central to people in the northern and southern area for proposed housing! Area C has been picked simply because it allows the developers to maximise profit from land closer to the beachfront and cheaper for the government to put in less roads. It's ridiculous to think that I have paid a minimum of $50,000 a year tax for at least the last 10years yet and your dept is going to spend the same money to build a school out the front of my property and ruin my neighbourhood. Area A will not burden any existing local residents. Noise and traffic will not be an issue. People will not have to live opposite and look at a school outside their house. The only detriment to existing or future people in the northern area will be a couple of km walk/ride to school. So what. Everyone has two legs for a reason. Probably what the average kid these days needs instead of sitting on their backside in front of screens for longer everyday. I could go on all day with more reasons against development including the local wildlife that will lose its own home because golf, profits of developers and government budgets are more important. Either way I am very unhappy with your proposal to build a school on my street Morfontaine Parade, and I would appreciate if my concerns were given serious consideration.	No	Property value Prefer Option A (site options) School site should be located within development area Amenity impacts Loss of POS Traffic	Property value Whilst the concerns are noted, property value is not a valid consideration in land use planning decision-making. Site options Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Operational Policy 2.4 - Planning for school sites. School within development area The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. Amenity impacts Amenity impacts from a future school on surrounding residences will need to be managed when the site is required by the Department of Education. The Department of Education has advised that the school is a medium to long-term project (by 2050), therefore, there are no immediate amenity concerns associated with identifying the school within the Structure Plan. Loss of public open space (POS) It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
20	Landowner/resident around the school site	A new primary school is not needed in Port Kennedy, especially as there are two, one public and one private within 1km of the proposed site.	No	Proximity to existing schools	Proximity to schools

					Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
21	Landowner/resident around the school site	Option C is the best planned site as the proximity would encourage children/families to walk to school being easily accessible to homes and decrease the need for large parking lots; therefore decreasing traffic on local roads. This option would also provide more Safe Houses for any children with issues, should they arise. Option C would provide more shelter from weather and local winds. Surrounding houses would provide a buffer. Option A, alternatively, would get the winds head on.	Yes	Support Option C	Note support for Option C.
22	Landowner/resident around the school site	As a Resident and owner of a property of [redacted] I must say as per usual with this entire Development Plan, it has been one ongoing shit show regarding the overall concept of this entire development. The Developers, Urban Designers and Government Body overseeing this entire development has been none other than a complete incompetent debacle from sublevel designs to lack of foresight and vision for the area. A fourth grade student could have designed a better development. This entire development has gone from a great concept from the initial land holders to a complete sellout and profit making exercise for the new land owners with no vision, ultimately probably planning a ghetto, with the residents being left with the mess. As per usual this government has sold out the residents of Port Kennedy. Any dimwit can see that from the proposed location of 10 Morfontaine Parade. Port Kennedy there are 2 schools, 1 public and 1 private with in a 1.1 Km distance east from that property with a 3rd public school being 2 Km south from that location. I'll tell you why you have chosen option 3, because it was all about making greater profits for the investors and developers which will ultimately have a greater impact on all existing residence seeing that the tack on had to go somewhere. The last proposal sent out to the residents for review and submission showed that the Golf Course had the golf course greens located opposite that section of street, so where did that go? Now it indicates a car park, like a say a shit show, from unqualified designers who have no concept of what a good design consists of. None of this impacts you because you don't live there. We live there and we don't want to look at a School and more importantly a Car Park. The volume of traffic that is going to impact this section is going to be immense. If I wanted to live next to a Car Park and School I would have brought a property accordingly. This property was initially brought because there was supposed to have had a golf course with greens built in front. When one designs a residential development one has the school plan located within that development blueprint, but yet here we are with a school location plan that does not service the new development in any way based on the location and placement of all the existing schools. What lame brain thinks that this idea for this site is fit for purpose. Who will benefit, based on the time frame of this development and the existing location of all the other schools in the area. Blind freddy can see that the Developers, Designers and Governing body are incompetent and untrustworthy, and it's all about big profit margins for the investors, another sellout by the McGowan Government. My request is that this entire Development Plan be revisited with proper consideration given to placing the school within the central blueprint of the early stages of the development and more centrally located to those stages, to make this more desirable for families that may consider buying and building a property in the future.	No	Proximity to existing schools Traffic School site should be located within development area	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>School within development area</u> The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites.
23	Landowner/resident around the school site	I am strongly opposed to the option C adjacent to Morfontaine Parade. I am not opposed to residential development and understood this would happen and was considered in purchasing the property 6 years ago. We were told by Rockingham council that open bush/parkland would be maintained for a distance of 100m running adjacent to Morfontaine Parade, we expect this to be maintained. Notwithstanding that knowledge of a school development in such close proximity would prevent me from purchasing my property today and along with future resale implications, I feel that the positioning would provide much better access on the other options, especially option A. This location would impact existing residents the least and give best vehicle access. My opinion is that there is no argument in real life experience of a “centralised” location” providing better access for walking to school. The vast majority of parents drive their kids to school, this is witnessed every day with	No	Loss of POS Prefer Option A (site options) School site should be located within development area Traffic Impact on wildlife	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Site options</u>

		congested roads and parking during school drop off times Some parents would choose to locate within the new residential development close to a school through choice and these generally would be the minority who walk. For this reason a centralised location within and surrounded by the new development should also be considered. This would not impact settled residences. Surrounding the school with new development can also incorporate good safe wide roads and pavements directly through to Grand Ocean Boulevard and beyond. Under your proposed location C. The increased traffic through Morfontaine Parade and the roads connecting to Grand Ocean would be some of the smallest roads, providing traffic access to any school. Furthermore no pedestrian pathways exist along these roads, providing further risk and unsuitability. As a general concern to any development I believe no traffic access should be permitted off Morfontaine Parade Further general concerns on any development are: - dust suppression (blown sand) not only during site clearing ongoing through to development completion. Relocation responsibilities of the snakes that are numerous throughout the bush, with careful planning and barricades the snakes will head into existing residential land and property. This occurred on two previous occasions during bush fires.			Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. <u>School within development area</u> The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Dust suppression</u> Dust suppression from subdivision/development works will need to be managed in accordance with the Department of Water and Environmental Regulation's dust control guidelines. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term.
24	Landowner/resident around the school site	Not happy at all go with plan a that way it effects no one we were told park ways were going to be around us now just more traffic an just lost money on our home 20 years of be here an love our peace of paradise this is just a punch to the gut.	No	Loss of POS Traffic	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
25	Landowner/resident around the school site	Option C is an ideal location based on its central location with well serviced access for existing and future residents. Options A and B are unsuitable due to the sites location at the extremity of development and their proximity to Scientific Park. The loss of Public Open Space due to the location of the school in Option C should be offset by a requirement of additional Public Open Space as part of the future Kennedy Bay development.	Yes	Support Option C Loss of POS	Note support for Option C. <u>Loss of POS</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations.
26	Landowner/resident around the school site	Location doesn't make sense being so close to existing Port Kennedy Primary school.	No	Proximity to existing schools	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites.

					The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
27	Landowner/resident around the school site	Please don't destroy our lovely quiet area with an unnecessary school. There are enough schools in the area as it is. Make use of those schools first. We don't want the excessive traffic and chaos this will bring and it is not necessary.	No	Proximity to existing schools Traffic	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
28	Landowner/resident around the school site	I am a resident currently residing at: [redacted] [redacted] I am opposed to the planned school site adjacent to Morfontaine Parade. The school site appears to be an afterthought to the whole planning process. Access ways to/from the school look at using Morfontaine as a Easterly access route. Currently Morfontaine Parade is a quiet street servicing local residents and a substantial amount of pedestrians (families) out exercising. The route planned will turn the street into a car park for parental drop off/pickups. These roads are not established to service the increase flow of traffic that a school will bring. All other roads servicing the three (3) other local schools are designated two (2) lane roads with lane delineation down the middle. Would it not make more sense to place the school near the proposed commercial buildings and better estate access at the Southern end? Previous planning proposals that we have seen had indicated that the area adjacent to Morfontaine Parade would remain as a designated nature way. There is a large number a larger fauna (kangaroos) that inhabit this area. Why should such an environmentally unique area be bulldozed for a school, especially when within a few hundred metres there are three (3) other schools? Shouldn't this unique environmental profile be protected? When our property was initially purchased, it was not purchased on the premise that I or any other local resident would eventually be living opposite a school. I feel that this proposal illustrates gross misconduct/mis-information as any official communications (from Developers or Councils) concerning future developments never alluded to a school being constructed adjacent to Morfontaine Parade.	No	Traffic Site options Loss of POS	<u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Site options</u> Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken.
29	Landowner/resident around the school site	I feel as though site B would be great as site C already has so many primary schools nearby.	No	Prefer Option B Proximity to existing schools	<u>Site options</u> Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Proximity to schools</u>

					Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
30	Landowner/resident around the school site	We are opposing the school site for the following reasons: 1. We were assured at every meeting that there will be a green strip right around the existing residential area. 2. Morfontaine Parade is not suited to open up through to the new development as the road is narrow and has a bend into L'Esterel Way and definitely not suited for school traffic at all. 3. To widen Morfontaine Parade between nr 1 and 13 and take a meter of each side of the verge will leave those residents with no noise barrier for their privacy. 4. There are 3 schools on Grand Ocean Boulevard at the moment. The morning and afternoon traffic is already heavy on Grand Ocean Boulevard. If the schoolis to be for the new development why open up Morfontaine Parade? 5. Recommendations that makes sense to the development is to build the school of Port Kennedy drive into the new development as the school will feed from the development in years to come. 6. We are not against the development but as residents that live in this area we want the new development to integrate with the existing area to build a better suburb we can all be proud of.	No	Loss of POS Traffic Proximity to existing schools School site should be located within development area	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area, notwithstanding, availability at a private school. <u>School within development area</u> The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites.
31	Landowner/resident around the school site	I oppose the school site for the following reasons: I have lived on Morfontaine Parade for the last 30 years. The school should be part of the new development site closer to the town center of Port Kennedy (new town center) for the following reasons: 1. Port Kennedy Drive is the main road into the new development and planning roads around the school site can be done in the best interest of existing and new residents of Port Kennedy. 2. The green strip is to remain around existing homes for the wild animals and birds in the area. 3. Morfontaine Parade and surrounding roads are not built for school traffic. 4. Please be considered of the existing residents that are proud of their suburb and want to see it being developed in a way that we all can be proud to be residents of Port Kennedy. This piece of the coast is a real jewel and we want it to be developed to reflect that. Thank you Ron	No	Traffic Impact on wildlife	<u>School within development area</u> The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Site options</u> Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term.

					The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken. Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
32	Landowner/resident around the school site	The proposed school site C would appear to be the better option, as it provides a second exit by road from the development. This would avoid the need to create larger roads elsewhere to accommodate a second exit from the development, which I understand was a requirement of the previous plan.	Yes	Support Option C	Note support for Option C.
33	Landowner/resident around the school site	Bruh option C is the dumbest option	No		Note.
34	Landowner/resident around the school site	I am opposed to situating a Primary School on this site as the widening of the roads, the increased volume of traffic, the availability of street parking and the accessibility to the site will diminish the lifestyle enjoyed by the residents of Ocean Green Estate, Port Kennedy. (Established 1998) I prepared a petition with the wording above to the President and Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled outlining: A PRIMARY SCHOOL SITE ON MORFONTAINE PARADE WILL ENCROACH ON CROWN LAND CURRENTLY ALLOCATED TO BE; POS/CONSERVATION/RECREATION/DRAINAGE, AND MODIFIED 18 HOLE GOLF COURSE. The petition was walked around the neighbourhood and signed by 70 residents agreeing with the petition statement. The Petition was tabled in the Legislative Assembly and sent to the Environment & Public Affairs Committee for their review and recommendation. As part of their examination process the committee contacted me as the promoter of the petition to make a written submission to support the petition. At the Committees meeting on the 4 August 2021 they reviewed the submission and concluded its enquiries. They indicated the issues raised in the submission would be examined as part of the statutory process of the Planning Commission. For full details of the submission please refer to: https://www.parliament.wa.gov.au/Parliament/petitionsdb.nsf/($all)/25C605D98BE4064348258728000 34ACB/$file/ev.005.210627.sub.001.rs.pdf? The Submission with 10 attachments details: 1. why the school site should not be placed at option C before the Education Department provides evidence current primary schools in the area cannot be enlarged to cater of the increase in students. 2. The Placement of the Primary School in the centre of the development 3. The need for the EPA to support the changes to the approval of the plan in referral document 2014/7122	No	Traffic EPA -	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. EPA Ministerial Statement 1019 It is acknowledged that the inclusion of a school site into this location would trigger the need for an amendment to the Ministerial Statement under the Environmental Protection Act 1986, to expand the 'land based development' designation into the area identified for 'golf'. A decision on the school through the structure plan would not authorise the site's development for this purpose, and as such, would not provide authority to implement development inconsistent with the Ministerial Statement.
35	Resident of Rockingham	best option of the three....but wonder why one is needed..	Yes	Support Option C	Note support for Option C. Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
36	Landowner/resident around school site	Bad enough that you're getting rid of our bush land but then adding a school which will only increase traffic and noise in our quiet neighbourhood so I highly reject the proposed plan as it will only cause negatives for our neighbourhood.	No	Loss of POS Traffic	Loss of public open space (POS) It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations.

					Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
37	Landowner/resident around the school site	I am not for the school being built in the propose position. Morfontaine Parade is a narrow street and the impact on all residents living here will be effected severely. I didn't buy my house 18 years ago, to look at a school. We brought to overlook the 6th green when the golf course originally, was to be extended. Then that changed and we now have the scenic views of bush, kangaroos on our lawn grazing during the night and all the other wildlife we see, that you don't get to in most suburban areas. The school should be located in the middle, of the new development, people then choose to buy around the school, planning can also help with wider streets, parking etc. Not up against an existing estate, that has no room for the impact a school will have. Morfontaine Parade was meant to have, 100 meters of bush in front of it, all the way down to Bayeux Ave in the 1st propose development, keeping a nice buffer and also, keeping some wildlife. Actually I'm not in favour of the whole development, the impact it will have on wildlife, is too much to bare.	No	Traffic Loss of POS School site should be located within development area Impact on wildlife	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. School within development area The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. Impact on wildlife Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken.
38	Landowner/resident around the school site	I think for a primary school option b is best I would like to know what will happen with the high school situation as there is only Warnbro SHS to service 3 possible schools just from Port Kennedy let alone other areas.	No	Prefer Option B Proximity to existing schools	Site options Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within both the existing and future residential areas. Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
39	Landowner/resident around the school site	We are not opposed to the concept of the school however we are concerned with the additional traffic and car parking that the new school will create and the additional noises nuisances that will be created. We believe that more buffer space should be created between the new proposed school location and the Morfontaine Parade. The propose buffer zone is not big enough and should go all along the Morfontaine road up to the public open space and be at less 200m wide and planted with trees to protect the residents from the noise and traffic. The school and the new residential school, should be pushed further back and leave more green zone between the existing residential zone and the new one. We believe as well that the Morfontaine Road should not be connected to the new proposed school site, so no school traffic is going through this road. The new proposed option C is not acceptable at the present and will need some adjustments to make something that bring value to the area.	Neither	Traffic Increase buffer from school to residents Potential to support Option C if further changes are made	School site concept This is an indicative plan that does not necessarily reflect the final site layout. It is expected that the Department of Education will conduct further consultation with the community before the school is required. Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.

		So unless the above are considered and applied we are opposed to the proposed Option C.			
40	Landowner/resident around school site	Have no issue with the school as long as our street St Cloud way can be made a cul-de-suc as we don't want any school traffic going via our street.	Yes	Support Option C	Note support for Option C.
41	Landowner/resident around school site	It is absolutely disgraceful that this piece of nature will be demolished to make a school!! There is so much land in other areas that can be developed for a school. The amount of traffic that this road and school will bring to the street is going to be disruptive to the quietness of our neighbourhood. There are protected birds in this area as well as a family of kangaroos whom have lived in there for years. When we bought our house it was said that no development would take place due to the protected animals. We will lose half a metre off our verge to create space for the road. I am 150% against having a school built or any other development in this space!	No	Traffic Loss of POS Impact on wildlife	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will reduce the overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The development of the Kennedy Bay project has also received Federal and State environmental approval as per Ministerial Statement 1019, which declared the site 'not a controlled action' and did not require additional fauna surveys to be undertaken. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
42	Landowner/resident around the school site	The road is not wide enough to be created as a Main Street. The houses have not been set back enough. The understanding was that this would always be kept as a green strip for the community to enjoy and to keep the animals in it protected. There is already two schools in the area, why not build the school closer to Port Kennedy Drive near the new development. That road can hold the traffic. Young families bought the houses because it is a low traffic area. The school will create a high traffic area. We have a quiet well established community in this area, by building a school you will ruin that. We do not want a school built here. We don't have the need for it and want the nature strip left. There is enough open land next to Port Kennedy Drive to be used.	No	Loss of POS Proximity to existing schools Traffic	<u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
43	Landowner/resident around the school site	I'm against the school when there are already schools in the area that is under 50% capacity. That is a prime location for something better to increase the value of the area.	No	Proximity to existing schools	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites.

					The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
44	Landowner/resident around the school site	I don't think a school should be built, we have Port Kennedy primary school where numbers are declining, why not just extend the catchment and bring in new families to an already successful school	No	Proximity to existing schools	Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
45	Landowner/resident around the school site	The proposed position of the school will directly impact my quality of life. The ascertain that traffic will be minimally disruptive is not well thought out given the location of the school in relation to the proposed development. Please visit some local schools and assess the number of those who drive over those who walk. This proposed area is not central to the new development. Traffic during school hours will increase causing congestion and loss of enjoyment of my home. The argument regarding existing roads is mute, locate the school centrally within the development if having established roads is important. It appears that none of the sites options have considered centrally locating the school, or does this detract too much from the overall profits for the developers. I am also concerned regarding the loss of value of my own home with the placement of the school directly opposite it. I did not purchase here to live opposite a school.	No	Traffic School site should be located within development area Property value	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. School within development area The expected number of dwellings generated by the structure plan (1000) does not justify the full provision of a standard 3.5 ha school site within the landholding. The proposed school site is located partially within the developer's landholding and partially within Crown land, and this correlates with the structure plan's expected 1000 dwellings ie. 67% land provision for a school site based on the 1500 dwelling catchment size for a school as recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. Property value Whilst the concerns are noted, property value is not a valid consideration in land use planning decision-making.
46	Landowner/resident around the school site	If the school does not go ahead, the site should revert back to Park and Recreation. I do not believe there will not be a significant increase in traffic in the area. If the school does go ahead, I think Morfontaine Parade should be a no through road north of the road into the school to stop the road being used as a short cut by residents in the new subdivision. Port Kennedy Primary School could easily be doubled or tripled in size by extending into St Raphael Reserve. This is less than 1 kilometre from the proposed school and is adjacent to a major thorough fare (Grand Ocean Bvd) which would create less traffic through a quiet residential area.	Neither	Traffic Proximity to existing schools	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. Proximity to schools Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
47	Landowner/resident around the school site	The school site itself does not impact my home or living conditions, however traffic to and from will. The roundabout at Grand Ocean and Tryall is already a “straight through” roundabout, and the traffic volume increase due to new development in the area at this intersection leading to two more primary schools will cause greater risk to students. Note the other end of Grand Ocean exits to Warnbro Sound ave via the two high schools.	Neither	Traffic	Traffic Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.

48	Landowner/resident around the school site	I do not think it's a good idea to place a school at this location the traffic congestion problem and the environmental issues it poses makes it too much of a risk also there are 4 other school in the area that are a ten minutes or less commute to get to that aren't at capacity yet	No	Traffic Loss of POS Proximity to existing schools	<u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
49	Landowner/resident around the school site	Rockingham Lakes primary school and Endeavour primary school are close enough for these residents to get to.	No	Proximity to existing schools	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
50	Landowner/resident around the school site	Look the site your looking at looks way too small, as well as the housing for the area… It just going to ruin how quiet this area is and ruin the flow of Seabreeze, making the area hot and unpleasant for all original home owners around. There's a school already down the road, why do we need another one? All I see from that school is it's extremely busy and the rate of crime around the area is a lot more than around the proposed site. Morfontaine Parade is too small to handle the traffic flow to be right next to a school. It's way too skinny for two way flow, but it's also as big as it can get without cutting into houses front yards, which I'm sure people won't like at all.	No	Proximity to existing schools Traffic	<u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site.
51	Landowner/resident around the school site	I do not feel that a School at this proposed site is necessary. There are not sufficient access roads into the area to make traffic flow effectively and safely in what have always been quiet local streets. There are other local schools within walking distance. A new school is not necessary. To look after the local environment we should be limiting the amount of infrastructure that is placed in this area.	No	Traffic Proximity to existing schools Loss of POS	<u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Proximity to schools</u> Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area. <u>Loss of public open space (POS)</u>

					It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations.
52	Landowner/resident around the school site	It's incredibly unfair to the residents who have lived there for years, to suddenly have a school in front of them. This will tank real estate values, and it seems disingenuous to say that a new school won't adversely affect traffic to a large extent; school pick up and drop offs are always chaotic, and placing this on the doorstep of existing residents shows this city's callous disregard for its residents. This is without mentioning the destruction of wildlife; it's well known that many kangaroos call this area home, and the best explanation the council can offer is that they'll be given a 30 minute head start to escape the machinery. No plan for rehoming, nothing, just a head start. It's as if the council wants this country's precious wild life to die.	No	Property value Traffic Loss of POS Impact on wildlife	<u>Property value</u> Whilst the concerns are noted, property value is not a valid consideration in land use planning decision-making. <u>Traffic</u> Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised. Detailed engineering and design solutions to mitigate any minor localised impacts will be addressed before any development of the site. <u>Loss of public open space (POS)</u> It is acknowledged that the inclusion of a school site in this area will result in a reduction of overall POS area for the structure plan. However, this will remain compliant with the WAPC's 10% land area requirement. It is noted that a number of foreshore reserves will be delivered by the developer on land immediately west of the site, providing for additional areas of unrestricted POS for future use by the public. These areas have not been included in the POS calculations. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The Structure Plan requires the preparation and implementation of a Fauna Relocation Management Plan (FRMP) to the satisfaction of the City as a condition of subdivision approval. The FRMP must include a trapping program for reptiles, amphibians and mammals (native and control for invasive).
53	Landowner/resident around the school site	Option A looks like it would have the least impact on residents, as well as already being connected to a more capable road (Port Kennedy Drive). Option B and C are both really close to a lot of houses, which is unfair to residents who have been there for years. Also, option C is very close to two existing primary schools, which seems silly and poor planning to put a third in such a close vicinity. None of the options consider the wild life, I was shocked to learn from a neighbour that the only plan for the kangaroos is to give them a thirty minute headstart, which I don't even believe the contractors would bother doing. This was always such a nice area to see kangaroos and other native wildlife, it's so sad to see that the council care more about destroying it than preservation.	No	Prefer Option A (site options) Proximity to existing schools Impact on wildlife	<u>Site options</u> Option A is likely to be affected by coastal processes and sea-level rise and, as such, it is not a viable long-term site. This site is also considered to have a significant impact on the Structure Plan area in terms of traffic, due to its location on the outer edge of the likely catchment. Option B is remote from the likely catchment and is considered to have a more significant impact on traffic within the existing and future residential areas. Option C is located as centrally as possible to the likely catchment, can utilise the existing local road network and will have a minimal impact (in terms of traffic) on both the current and future residential area. This option provides the most significant opportunity to address the DoE's requirements without negatively impacting the proposed development of Kennedy Bay, and complies with the requirements of WAPC's Draft Operational Policy 2.4 - Planning for school sites. <u>Impact on wildlife</u> Fauna management and relocation requirements for the school site will be addressed at the subdivision or development stage, and before site works commencing. The Department of Education has advised that the school is unlikely to be needed in the short term. The Structure Plan requires the preparation and implementation of a Fauna Relocation Management Plan (FRMP) to the satisfaction of the City as a condition of subdivision approval. The FRMP must include a trapping program for reptiles, amphibians and mammals (native and control for invasive). <u>Proximity to schools</u>

					Without an additional primary school in the area, the number of residential dwellings in the Port Kennedy and Endeavour Primary School catchments will increase to around 2,800 and 1,900 respectively - more than the 1500 dwelling catchment size recommended by WAPC's Draft Operational Policy 2.4 - Planning for school sites. The Department of Education has advised that it has a legislative obligation to plan for all future student demand in a public school catchment area.
54	Resident of Rockingham	If you could please record this late response as **SUPPORT** for the proposed school site as per the attached plan, as this location provides for the most logical, practical and centrally located within the entire subdivision and provides for a larger walkable catchment area of the Structure Plan (SP) in accordance with the sentiments of Liveable Neighbourhoods policy. Furthermore, the road extension into the Structure Plan area off the existing neighbourhood connector Morfontaine Parade is **CRITICAL** to this overall Structure Plan for robust and equitable traffic distribution and must be constructed when the central section of the subdivision is fully developed which is likely to be before 2050 – not in 2050 when the Primary School may be operational. This is essential as it will alleviate considerable traffic pressure on the only other access originally planned in the SP, being the northern access off Bayeux Avenue of which I am a resident. Currently, traffic counts amount to approx. 500 vehicles per day (vpd) on a busy summer day on Bayeux Ave to a proposed 4,500 vpd with the full built out of the subdivision and the residents are clearly **NOT HAPPY** with this arrangement. The northern connection is important, however just having two accesses proposed at full build out to support over 1000 residential lots is just ludicrous and represents a lack of robust transport planning which is a separate discipline to urban planning. The majority of the attractions are north of the subdivision such as medical centres, shopping centres, train station, Fremantle, City, airport etc so there is always going to be more emphasis on the Bayeux Ave access being more heavily utilised by residents within the SP rather than a circuitous drive from the southern access off Port Kennedy Drive. Please find attached a marked up print which provides for a indicative location for a 3rd access and residents signatures for support. This formed part of my submission when the SP was first advertised prior to the knowledge that the Education Department required a Primary School site to be set aside. Also attached is a photo of car parking on my street on a busy summer's day to give you an insight on local knowledge. The requirement for a central connecting road as part of the SP traffic distribution was all outlined in my submission to Council and if you require a copy of this submission, I can send this across.	Yes	Support for Option C	Note support for Option C. Matters relating to the traffic impact of the Structure Plan area on Bayeux Avenue were previously addressed, and the Statutory Planning Committee supported various modifications to ensure appropriate updates are made to the Transport Impact Assessment. Traffic assessments undertaken for Option C have determined that the inclusion of a primary school in the Port Kennedy area will have minor localised traffic impacts which can be managed. The planned road hierarchy and function of the proposed structure plan will not be compromised.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
1	Landowner/resident Saint Maxime Avenue, Port Kennedy	Option 2 & Widening	I recently attended the meeting at the Rockingham Shire and had found out about the proposal and seen the new sign up on Bayeux Avenue yesterday and am in favour of the roundabout as it is more practical than a T Intersection as the roundabout would move more vehicles in the area when the Kennedy Bay development is completed. Pointless putting in a T intersection then 5 years later a roundabout is installed. Although my address is Sainte Maxime my front door and property face Grand Ocean Boulevard and will affect everything as the new roundabout centre will be aligned with my front door and vehicle noise will increase significantly as discussed at the Shire Meeting and I asked about double glazing compensation but Simon Ashby said it would be minimum but after reading the documents that is not true I feel as my address is not Grand Ocean or Bayeux it won't affect my property but it will affect my property more than many on Grand Ocean Boulevard as I have no buffer or slip road in front of my property but giving you this information may help me obtain compensation for glass upgrades who knows. Disappointed that the trees have to go the roundabout should have been on Durance Drive but it is what it is. I am in favour of the roundabout and widening of Bayeux Ave	**Noise Impacts** *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4) encourages best practice noise mitigation design and standards. The purpose of SPP 5.4 is to minimise the adverse impacts of road and rail noise on noise sensitive land uses (such as residential) or development within the specific trigger distance of freight and major traffic routes. There is no statutory means to address the noise concerns for Local distributor roads, such as Bayeux Avenue and Grand Ocean Road. The two (2) Options are consistent with the intersection approach and traffic safety measures already present along Grand Ocean Boulevard. **Double Glazing** The request for compensation for double glazing is not supported. As outlined above, the traffic volumes are significant but do not meet the category of a freight and major traffic routes under SPP 5.4 which require quiet house designs and measure to mitigate the noise impacts. **Preferred Option** The City supports your recommendation as Option 2 and widening of Bayeux Avenue as preferred. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
2	Landowner/resident Saint Cloud Way, Port Kennedy	Option 1	As a resident who has lived on [redacted] for approximately 22 years. Myself and my 3 other family members regularly drive, ride and walk through this intersection. I chose option 1 as the best solution for the intersection. The other options could always be applied at a later date if necessary. Please do not allow the removal of the shrubs and trees, that I have watch grow and evolve as they become the persona of the lake and it's ecosystem I enjoy the lake and parklands that are located alongside the proposed modifications, and I don't want to see this lost unnecessarily, when an cost effective solution has been identified in option 1.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
				Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
3	Landowner/resident Dunkirk Court, Port Kennedy	Option 1 & Widening (relocation of trees/ offset)	I support using a RSP as the solution. In my opinion, the construction of a roundabout has too big an impact on the area. In addition, an accessible pedestrian crossing should be provisioned at the intersection, for pedestrians accessing the bus stop at Bayeux reserve who are travelling north of Bayeux Ave. In terms of widening the road, can the trees be relocated instead of removed. We need to maintain the tree canopy where possible, and the removal of large trees will be a detriment to the area.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
4	Landowner/resident Grand Ocean Boulevard, Port Kennedy	Option 1 & No Widening	To begin with I can't submit my comments to the alternative method as you have an internal server error I hope this is not deliberate attempt to restrict comments. My thoughts Option 1 is the best choice least cost least disruption speed ramp good no to widening of Bayeux Avenue as a wider road is just an invitation to travel faster.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling.

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				• Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
5	Landowner/resident Sainte Maxime Avenue, Port Kennedy	Option 1	I have a few comments about the proposal that I would like to share. First, based on the details of the proposal, it would seem to me that this entire project could be deferred for some time, since the carrying capacity of the existing roadway is likely sufficient and may even be sufficient to 2041. Second, no matter what proposal goes forward I would expect that Council would ensure that vegetation that is removed to make room for the intersection treatment and widening of Bayeux Avenue be replaced with at least the same amount of greenery. Third, if this project does have to go ahead, then Option 1: Raised Platform is the less costly of the two, offers necessary traffic speed reductions, allows buses to transit the intersection and would have far less impact compared to a roundabout. In fact, the report states that the Australian road guidelines do not claim that 7-m roundabouts are preferable over other, cheaper and lower impact options.	**Timing** The intersection treatment and Bayeux Avenue and Grand Ocean will form part of the last stage of approval for the Structure Plan, Stage 3. The intersection treatment will unlikely occur in the short to medium term, within the next 5 – 10 years. **Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
				• Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
6	Landowner/resident Grand Ocean Boulevard, Port Kennedy	N/A	Bayeux and Grand Ocean intersection upgrade helps that issue, but forces it onto the three intersections with Warnbro Sound Avenue. Grand Ocean x 2 and Chelmsford Ave. Grand Ocean south end has no left turning lane and banks up especially during school drop and pick up	The City and DPLH are of the view that the two (2) access points via Bayeux to the north and Port Kennedy Drive to the south are sufficient and can support the future traffic volumes of the proposed Structure Plan area.
7	Landowner/resident Saint Maxime Avenue Port Kennedy	Option 1 & No Widening	1) Of the two options given, the Raised Safety Platform is by far the better one. It will achieve the safety objectives at a much lower cost than a roundabout, while keeping the construction footprint to a minimum. 2) I strongly oppose the widening of the Bayeux Ave road reserve. The encroachment into the park with resulting loss of mature trees can not be justified. After all Bayeux Ave will always remain the minor road (with less overall traffic) compared to Grand Ocean Boulevard, and no widening with median strip is planned (or feasible) for Grand Ocean Boulevard. 3) I can only repeat the input I made into the 2020 consultation regarding the Kennedy Bay development: using Bayeux Ave as a major access point to the new development is plain stupid. Why would anyone want to encourage so much traffic right through a residential area when Port Kennedy Drive is available as an alternative? I understand that a second road access needs to be provided for fire and emergency situations. But this access should be limited to those purposes, plus perhaps public transport. It should not be a public road open to anyone who wants to save a minute compared to using the much more suitable Port Kennedy Drive access route.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041.

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				The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
8	Landowner/resident Saint Cloud Way, Port Kennedy	N/A – Other	We were initially told a road designed to go through the Northern part of the Bayeux Reserve would not impact any of the residents on Bayeux Avenue, thus reducing the overall traffic on this road, and giving the residents some privacy. The T-junction (raised) would be very dangerous for those traveling along Grand Ocean Boulevard, especially with increased traffic flow. I live on [redacted] and often have a 5-minute waiting time to progress left or right onto Grand Ocean Boulevard in peak times. How will this impact the local wildlife in this area as well? We often have bandicoots and kangaroos in the park at Bayeau Reserve.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Flora and Fauna** An Environmental Assessment Report was developed in support of the Structure Plan which outlines the management and impacts of all flora and fauna in the area. We appreciate your concern and note that this has been considered as part of the broader Structure Plan and will be a consideration throughout the construction and development phases of the proposed Intersection.
9	Landowner/resident Grand Ocean Boulevard, Port Kennedy	Option 2 & No Widening	As a local resident who lives on Grand Ocean Boulevard, I believe that Option 2 (the roundabout) will be the most logical option. I also don't think any of the options involving widening the road on Bayeux Ave should be considered, as this will result in removal of the trees along the road. Trees in the area should not be removed if they do not need to be.	The City supports your recommendation as Option 2: 7m Roundabout as preferred. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage. **Widening of Bayeux Avenue**

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				The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection.
10	Landowner/resident Grand Ocean Boulevard, Port Kennedy	Option 1	As a resident I vote for option 1 the raised platform. This will hopefully slow down the motor bikes more affectively that race down Grand Ocean Blvd at 2am. Because the roundabout on Chelmsford doesn't do it.	We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond.
11	Landowner/resident Saint Cloud Way, Port Kennedy	Option 2	We live at [redacted] Port Kennedy (2006 to current) and will be impacted by the road proposal options. In short, we consider Option 2 – 7m Roundabout is the best option for this location. This option remains consistent with the existing roundabout treatments installed throughout Grand Ocean Boulevard. The loss of the trees is a concern, however, this can be offset by planting new trees in the Bayeaux Reserve. The section of Grand Ocean Boulevard, between Chelmsford Avenue and Fendam St is one of the longest sections of the road without a traffic calming solution. We believe the roundabout will help to slow traffic on Grand Ocean Boulevard (both north and south bound), and also be the best solution to move traffic in/out of the new Kennedy Bay Development during peak times of the day.	The City supports your recommendation as Option 2: 7m Roundabout as preferred. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
12	Landowner/resident Bayeux Avenue, Port Kennedy	Option 2 & Widening	We feel 6000 cars per day is a significant increase. A roundabout and widening of the road to distance cars from the houses is the only way from the options given. Speeding is already an issue on Bayeux Avenue. To us it is important trees are kept or replaced. It also feels unfair that all the traffic is directed to Bayeux Avenue and not integrated into the rest of the Port Kennedy streets facing the old golf course. Our kids and pets must be kept safe along with all the people that use Bayeux Avenue to access the beach.	The City supports your recommendation as Option 2: 7m Roundabout and widening of Bayeux Avenue as preferred.
13	Landowner/resident Bayeux Avenue, Port Kennedy	Option 1 & No Widening	I feel Option 1 raised platform with no widening of Bayeux ave is the best idea. This way we do not loose any tree coverage, it is of the least impact on home owners and will sufficiently control traffic. A wider road, will just increase traffic flow and not control the corner.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction.

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				• Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
14	Landowner/resident Saint Cloud Way, Port Kennedy	Option 1 & No Widening	Hello, I am a long time resident of this area (22 years) and frequently walk around the Bayeaux Reserve Park. My preference of intersection modification, would be option 1 (raised platform - NO widening). This would be the least invasive, least disruptive and cheapest option for residents. Also, I do not like the other proposals because they involve the removal of the natural trees. These trees provide life sustaining shelter and food for our wildlife. There has been too much clearing of bush land already in the surrounding areas, that not everyone agrees with, including myself.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. • Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection.

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				• Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond. **Widening of Bayeux Avenue** The proposed road widening of Bayeux Avenue was recommended as a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000vdp will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041. The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay Entrance to Bayeux Avenue and Grand Ocean Boulevard Intersection. **Removal and Replacement of Trees** Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.
15	Landowner/resident Jets Place, Port Kennedy	Option 2	I would prefer a round about to be installed at this junction.	The City supports your recommendation as Option 2: 7m Roundabout as preferred.
16	Landowner/resident Bayeux Avenue, Port Kennedy	Option 2 & Widening	I have just viewed the options for this intersection and find Option 1 ridiculous considering we are talking about catering for 6000 cars. What is a raised platform supposed to do?? Is this just a cheap and easy option for the developers as I can't believe it is being considered at all. No-one will be able to get out of Bayeux onto Grand Ocean without long waits, lots of patience and frustration and accidents. Option 2 with a 3 metre widening is the only seriously safe option as we all know round-a-bouts work and will direct the flow of traffic efficiently and safely. This will also allow people living in the houses affected on Bayeux Avenue to exit their own homes. It is bad enough that council has decided in their wisdom that this 3 stage development does not need other exits except for Bayeux and Port Kennedy Drive. Please do not make another mistake here to save money and hence create chaos. You can only imagine what this will be like at school times with 4 schools in the immediate vicinity all utilising Grand Ocean Boulevard. Thankyou and I hope that my sensible opinion makes sense to you as more exits for this development should of been allowed for at planning stage as this matter was raised by local residents at planning stage but ignored.	The City supports your recommendation as Option 2: 7m Roundabout and widening of Bayeux Avenue is preferred.
17	Landowner/resident Grand Ocean Boulevard, Port Kennedy	Option 1	As a local resident living on grand ocean blvd, I would like to submit my public comment and vote for Option 1 - raised platform.	**Preferred Option** We note your support for the Option 1. Following a detailed assessment and advertising of the proposal, Option 2 is preferred for the following reasons: • Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction.

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				• Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions. • Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. • Option 2 provides consistency to other intersections along Grand Ocean Boulevard forces vehicles to move around the roundabout. • Option 2 causes no interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area. • Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection. • Option 2 is the more sustainable Option in relation to the increased traffic volumes from 500vpd to 6,000vpd from 2041 and beyond.
18	Landowner/resident St Ettiene Gardens, Port Kennedy	N/A – Other	I would like to draw the council's attention to the very poor condition of the east bound southern section of Grand Ocean Boulevard between La Manche Avenue and Warnbro Sound Avenue. I noticed extensive work being done to Chelmsford Avenue recently so I am hopeful that Grand Ocean Boulevard's south end gets some badly needed attention soon too. It has been like that for quite a while now but I just assumed it would have been repaired by now. Tree Roots are growing into and under the roadway and sections of Kerb are breaking up and falling onto the road. I'm writing this today because I was very nearly seriously injured (or could have been killed) on my way to work on my motorcycle. A vehicle coming the opposite direction (I was heading east toward Warnbro Sound Ave) was clearly not paying attention because they started to drift to my side of the road as they approached. I had to move further over toward the curb to my left (usually I ride in the middle of this section of GOB to avoid the Dangerous Bumps) to safely avoid the oncoming vehicle. This however meant I had to quickly maneuver and thus drive over several sections of raised tarmac where the tree roots had grown under it and was very nearly thrown from my motorcycle. This all happened in a matter of seconds which at just 50 kms per hour was an extremely frightening event; even for someone with 40 + continuous years of riding experience. I implore you to take this very seriously please. I've seen a lot of resurfacing and re-curbing being done around the place and believe Grand Ocean Boulevard should now be prioritised before a serious or catastrophic incident occurs or someone is killed. I thank you for your time reading this.	We appreciate your response in relation to the road surface issues along Grand Ocean Boulevard. Your submission has been taken on file and officers will be out on site to view the areas mentioned below. If actions are required, these will be rectified in due course.
19	Landowner/resident Bayeux Avenue, Port Kennedy	Option 5 (First) Roundabout with a CAP service (Second)	Thank you for your correspondence dated 20 January 2025 inviting comments for the proposed intersection treatments at Grand Ocean Boulevard and Bayeux Avenue required in the longer term as part of the full build out of the Kennedy Bay development. We are long term residents of No. 8 Bayeux Avenue and after reviewing the various options we provide the following comments and order of preference based on mitigating risks against road safety hazards and reducing noise and amenity impacts for affected residents. **APPENDIX F - OPTION 5 – MODIFIED 4-WAY ROUNDABOUT AT DURANCE DRIVE (COUNCIL'S SUGGESTION)**	The DPLH, City and Proponent throughout the assessment of the six (6) options did not support the formal advertising of 'Option 5 – Modified 4-way Roundabout at Durance Drive'. All the proposed intersection treatments explored as part proposal were assessed against a range of assessment criteria and all had advantages and disadvantages. A detailed assessment was outlined in the PJA – Technical Note advertised and attached to the December Ordinary Council Meeting report (PD-036/24). The assessment criteria for the Options analysis to be advertised were based on: • Traffic safety for vehicles, pedestrians and cyclists. • Sustainability of the intersection to withstand the increased traffic volumes of 6,000vpd. • Impact and usability of Bayeux Reserve (all options impact the reserve).

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			This recommendation and layout is our FIRST preference of support and provides for a practical, sensible road engineering solution without affecting Bayeux Avenue residents amenity for the following reasons: • Converting Bayeux Avenue into a cul-de-sac provides safe ingress/egress into our driveways for the residents affected (with boats, caravans/delivery vehicles) and safe manoeuvering for Council waste collection trucks. • Bayeux Avenue is heavily utilised by cyclists/e scooters/pedestrians/dog walkers/young children all of which are defined as vulnerable road users. Converting Bayeux Ave to a cul -de-sac provides safe passage for these groups to the beach on the existing footpath network and separation from high volumes of traffic emanating from the proposed development. The existing pedestrian crossing at Grand Ocean Blvd does not require modification. • A service road (CAP road) does not need to be constructed thus providing significant cost savings. • Traffic noise is shifted southwards from our front bedrooms and living areas with Bayeux Ave functioning as local road for affected residents providing a good buffer for the increased noise intrusion. • Landscaping/vegetation can be re planted on verge areas to improve visual amenity. • The major flooding constraint indicated by the developer is **over exaggerated –** by reducing a portion of the Public Open Space (POS) to an impermeable road surface, it is highly doubtful that this would result in an increase to the flood levels by 3 metres. Council's drainage engineer needs to undertake a thorough drainage calculation to determine the true extent of the impact on flood levels. • There is ample POS space that can be utilised to widen the drainage basin to accommodate the water catchment with an outlet pipe if required to adjacent POS within the Structure Plan. • The POS on the northern extent of the structure plan can be shaped as a depression basin to capture any additional overflow from the existing Bayeux basin if it is deemed necessary. • Note that we have lived here for nearly 20 years and we have never had flooding issues even with torrential downpours – at best the grassed area around the lake may have 10cm of water sitting on top for a short period of time. • It is strongly recommended on road safety grounds that the realigned road is designed with w-beam barriers to prevent errant vehicles landing in the lake. The installation of w-beam barriers enables the steepening of the batters and reduces the impact on the basin resulting in less loss of the POS. • Developer again exaggerates that extensive relocation and modification of services is required. All infrastructure in the corner is of a minor nature in the scheme of road construction and civil works requirements and costs. • Distance from roundabout at Durance Drive to St Cloud Way is approximately 61 metres so within acceptable road design limits.	• Impact and access requirements to the surrounding local residents on Grand Ocean Boulevard and Bayeux Avenue. • Community perception and expectation. From a traffic safety perspective, Option 5 performed highly, which was considered when assessing the Options to be presented to Council for the consent to advertise. Option 5 also presented a range of issues and constraints which included: • Substantial impact on the Bayeux Reserve. • Significant impact to the surrounding residents, inclusion of battering and full construction of a road within a high active/ used public open space (Bayeux Reserve). • A significant drainage modification to the ground water lake. • At a 1 in 100 flooding event, due to the modification of the ground water lake the need to discharge water into the conservation land buffer to accommodate existing catchment requiring State (DBCA) approval. • High construction cost. On this basis, it was not recommended to advertise and pursue Option 5. **CAP Road** The CAP road as identified in the recommendations to Council in May 2020 (PD-022-20) was to establish access for the dwellings impacted by the realignment of Bayeux Avenue into the Structure Plan area. The CAP road option would require the existing Bayeux Avenue intersection to be relocated further south along Grand Ocean Boulevard as there will not be enough separation distance between this and the Durance Road Intersection requiring a roundabout. A CAP Road could only be supported if Option 5 was pursued. As outlined above, the impacts of Option 5 were unfavourable throughout the Option assessment and therefore the CAP Road was not explored and presented to Council for the consent to advertise. **Access to corner lots onto Bayeux Avenue** The vehicle crossover for the residential lot at the corner of Bayeux Avenue/Grand Ocean Boulevard does not comply with the vehicle crossover requirements of Australian Standards - AS2890.1 (i.e. 6.0m away from the Tangent Point). A modified crossover or access point is recommended to be investigated during the detail design phase of the proposed roundabout intersection. **Durance Road** The left-in left-out at the intersection of Grand Ocean Boulevard/Durance Road could be considered following support on a preferred option by DPLH. **Traffic Distribution** The Traffic distributions has been supported by the DPLH, City and Proponent in relation to a 60% Port Kennedy Drive and 40% Bayeux Avenue split. Majority of the attractions are not present within the north of the Structure Plan, rather the south including the golf course and clubhouse, parking, a new jetty and moorings, and a local centre with retail, tourism accommodation and hospitality options. In summary all the Options explored were considered against the assessment criteria, confirming the two (2) most appropriate and preferred Option to be presented to the Council and Community to provide a final recommendation to the WAPC. As outlined within the submission the second preferred Option 2 is supported as it is essential on road safety grounds due to the increased traffic volumes from 500vpd to 6,000vpd.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			Advantages of a roundabout construction: • Roundabouts work well when there are approximately equal traffic volumes on all approaches providing adequate and safe gaps in the traffic flow to manoeuvre in all directions; • Provides a lower and safer speed environment, less severity of crash impacts and property damage; • Does not create a breakdown in the flow of traffic or large queuing (unlike the right out movement with the RSP); • The suburb of Port Kennedy has a large number of roundabouts at 4-way junctions which work well to cater for the high volumes of traffic. • Reduced noise intrusion on surrounding residents without the constant rumble noise of the RSP. **Our second preference is for a modified design of Option 3 at Appendix D for a 7 metre wide roundabout with a CAP Road (service road) for residents affected** for the following reasons: A Cap Road for the residents affected is **ESSENTIAL on Road Safety grounds** due to the increased volumes (from 500 vpd to >6,000 vpd) which are similar to volumes experienced on Grand Ocean Boulevard all of which have these service roads in place. The affected residents must have the ability to be able to enter and reverse their vehicles, caravans, boats, trailers and visiting delivery trucks etc out onto Bayeux Avenue in a safe and stress free road environment. With no service road in place results in an extremely dangerous environment and poor decision making by the City of Rockingham. It will also cause queuing of vehicles on Bayeux Avenue on waste collection days. The Council and developer have an obligation to mitigate this risk for the affected residents as we have been detrimentally impacted, disadvantaged and gain nothing but negative outcomes from this Structure Plan development. The traffic distribution split will more likely result in 60% Bayeux Ave and 40% Port Kennedy Drive as the majority of the attractions are on the northern extent of the structure plan. A 6 metre wide CAP road can easily be accommodated in this design by shifting the roundabout alignment slightly southwards and using some of the existing pavement on Bayeux Avenue. The CAP road can then be linked at the access point at 118 Grand Ocean Blvd for residents to access. As the roundabout is shifted slightly closer to Durance Drive, it is recommended that Durance Drive is modified to left in/left out movements only to mitigate conflict within the functional area of the roundabout. Residents from Durance Drive have the ability to travel northwards by accessing the Grand Ocean/Chelmsford Avenue roundabout located 185m southwards.	

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			The CAP road requirement was raised as an issue from the onset and is referenced within the Structure Plan submission Section 4.4.3 and the GTA Traffic Impact Assessment report Section 5.1 as per extracts below. **4.4.3 BAYEUX AVENUE ALIGNMENT** Bayeux Avenue currently runs in an east-west direction along the northern boundary of the Structure Plan area, beginning as a priority T-intersection with Grand Ocean Boulevard in the east, and terminating as a cul-de-sac in the west. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the City of Rockingham beach car park. The Transport Impact Assessment prepared by GTA Consultants includes traffic counts undertaken in November 2019 which show approximately 300 vehicles per day ('vpd') using Bayeux Avenue. As a net result of the development contemplated by the Structure Plan, an additional 3,500 vpd are anticipated upon full build out of the structure Plan area. For this reason, the Structure Plan proposes a slight modification to the existing alignment of Bayeux Avenue at the intersection with the internal Structure Plan road to minimise disruption to existing local residents (where possible) and improve safety along Bayeux Avenue. In this regard, the Structure Plan proposes to construct the easternmost Neighbourhood Connector B as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would terminate as a priority T-junction, with the internal Neighbourhood Connector B road. It is anticipated that any affected lots could then be appropriately serviced via a short CAP road which would be subject to detailed design at the appropriate subdivision stage. The proposed change to the existing road alignment of Bayeux Avenue will likely require the intersection of Bayeux Avenue and Grand Ocean Boulevard to be reviewed at the subdivision stage. It is likely that such an upgrade to the intersection of Bayeux Avenue and Grand Ocean Boulevard would require a channelised right-turn and an auxiliary left-turn lane at the time the Bayeux Avenue realignment is constructed. It is also noted that the realignment of Bayeux Avenue will result in a small portion of Bayeux Reserve being required for road reserve purposes. Notwithstanding, the Structure Plan area proposes in excess of 14% public open space, in addition to some 5.23 hectares of foreshore reserve which will be developed outside of the Structure Plan boundary. The surplus of open space provided is considered to offset the minor intrusion required into Bayeux Reserve. Further, the realignment of Bayeux Avenue is considered to have broader amenity benefits (such as minimising disruption caused by additional vehicle movements) to the existing residents along Bayeux Avenue. The revised location and alignment of Bayeux Avenue therefore provides for a more efficient and less intrusive use of land through providing for a more direct connection to Grand Ocean Boulevard, whilst minimising the impact of the additional vehicle movements on existing residents along Bayeux Avenue. **5. EXTERNAL TRANSPORT NETWORKS** **5.1. Changes to External Road Network** Bayeux Avenue currently runs east-west along the northern boundary of the structure plan area and it begins as a priority T-ntersection with Grand Ocean Boulevard and ends in a cul-de-sac as shown in Figure 5.1. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the beach car park provided by City of Rockingham. Traffic counts commissioned by GTA in November 2019 show approxmately 300 vpd using Bayeux Avenue, as further discussed in Chapter 7.2 the net result of the structure plan will generate an additional 3,500 vpd onto Bayeux Avenue. For this reason, it is proposed to slightly modify the existing alignment of Bayeux Avenue at the intersection with the structure planned road, to minimise the disruption to existing local residents and improve safety of Bayeux Avenue. The structure plan proposes to construct the north-south connector shown in Figure 5.2 as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would then terminate at a priority T-junction with the newly constructed north-south Neighbourhood Connector. It is expected any effected lots can be adequately provided access via a short CAP road subject to detailed design at the appropriate subdivision stage. **Figure 5.1: Existing Bayeux Avenue Alignment** 	

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			We do not support option 1 – Raised Platform for the following reasons: • With the substantial increase in traffic volumes to approximately >6,000 vpd on Bayeux Avenue, the right out turning movement will be problematic having to give way to all directions of travel in a reduced speed environment with insufficient gaps in the traffic flows. The right in turn movement will also have to give way to slow approaching northbound traffic and queuing on Grand Ocean Blvd from both directions will become an issue. • It has already become an issue on some school AM peak times trying to turn right out from Bayeux Ave as we have noticed greater delays and less gaps than say 5 years ago. • The noise intrusion and reverberation will increase substantially at all hours of the night for surrounding residents. • Developer favours this option because it's the cheapest option to install. • Raised Safety Platforms (RSP) does not provide superior traffic performance compared to roundabouts for high volumes of traffic as stated by the developer. If this was the case then why aren't more RSP's in place vs roundabouts. Thank you for your time and consideration and we sincerely hope that our pleas are heard in providing a safe ingress and egress from our driveways for the reasons stated above.	
20	Landowner/resident Bayeux Avenue, Port Kennedy	Option 2	**Roundabout makes more sense to streamline traffic, especially turning right from Bayeux onto Grand Ocean.** Information has not been provided explaining how a RSP is going to perform as well as a roundabout design in terms of facilitating vehicle movement. The traffic study is outdated (almost 5 years ago now) and the times chosen for data collection were unsuitable. As a resident of Bayeux Ave, I already have difficulty turning right onto Grand Ocean Blvd at peak times such as school drop off, school pick up and end of workday. This is also the case on weekends with beach goers (Cote d'Azure carpark is hardly used – I can provide some photos from today 15/2 to show this). Turning right from Grand Ocean onto Bayeux is also problematic at peak times. This intersection is going to get worse with additional residents coming from Kennedy Bay onto Bayeux Ave. **Why do trees have to be removed to widen Bayeux when there are ways to incorporate mature trees into designs?** It is disappointing that in today's nature crisis that the Kennedy Bay development is even allowed to go ahead, displacing (and likely killing) thousands of flora and fauna individuals (no mention thus far from what I can see in documents publicly available on what's going to happen with the current kangaroo, bandicoot, reptile, invertebrate and bird populations). There are ways to incorporate mature trees into road designs and let's be honest, the developer is making a large enough profit on this development – it is not going to cause the developer to go bankrupt by spending more money to realign the road in a way that preserves these mature trees. **Additional info requested (leading from the point of mature trees being removed).** Incorporating the remnant vegetation into the remainder of the Kennedy Bay development design (and linking road design) is essential – the developer is already clearing additional areas and it's not evident whether these areas are yet approved by WAPC and should be	The City supports your recommendation as Option 2: 7m Roundabout as preferred. **Removal and Replacement of Trees** There is a long history to planning for the Kennedy Bay Precinct, and the City has provided input to the State since 1992. Development within the Kennedy Bay areas is governed by the *Port Kennedy Development Act 2017* and the associated Sales and Development Agreement (SADA), an agreement between the State Government and Western Australian Beach and Golf Resort Pty Ltd (WABGR) being the land developer. In 2017 the land was zoned under the Metropolitan Region Scheme (MRS) and the City's Town Planning Scheme No.2 (TPS 2) for urban development. In May 2020, Council resolved to approve the lodgement of a Local Government Report to the WAPC, with respect to the proposed Kennedy Bay Structure Plan (Structure Plan) identified over Lot 3020 Bay Links Boulevard and Unallocated Crown Land No.3019, Port Kennedy. An Environmental Impact Assessment (EIA) report supports the Structure Plan, which identifies the management and issues relating to flora and fauna within the subject site and surrounds. The Structure Plan is still unresolved and will be finalised following a resolution of the Intersection treatment at Bayeux Avenue and Grand Ocean Boulevard and final presentation to the Statutory Planning Committee (SPC). The Council has shown in principle support to the EIA back in 2020 and is comfortable that remnant vegetation will be retained throughout the Kennedy Bay development where possible. Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			monitored. The City of Rockingham's website states that *"... the Structure Plan is still being considered by the WAPC. The indicative layout of precincts two and three shown on the Master Plan are subject to change."* Is this available for public comment? I cannot find anything about it on WAPC's website. There are opportunities for this developer together with the City of Rockingham, to be nature positive leaders and rehabilitate the federally and state listed threatened ecological community Sedgelands in Holocene dune swales of the southern Swan Coastal Plain and preserve remnant vegetation. The City of Rockingham has a good small example of what this could look like within a suburban setting (see Bordeaux Ramble park on the intersection of Bayside Blvd and Carlingford Drive) and it could be the same throughout Kennedy Bay estate. There could even be potential for carbon/biodiversity credits.	**Widening** It is estimated approximately 6,000 vehicles per day (VPD) will travel north from the Structure Plan and use the Intersection by 2041. Liveable Neighbourhoods (LN) Element 2 – Movement networks provides guidance for street design and construction to achieve safe, efficient and attractive street networks. The current road profile of Bayeux is an 'Access Street D'. An 'Access Street D' profile is recommended to meet the indicative volume of approximately 1,000 VPD, which is not sufficient to carry the estimated 6,000VPD proposed to access Bayeux Avenue. It is recommended that the Neighbourhood Connector A/B hybrid 17m profile is preferred and the alternative construction to widen Bayeux Avenue within the current road reserve (subject to further investigation) is supported.
21	Landowner/resident Bayeux Avenue, Port Kennedy	Option 5 (First) Roundabout with a CAP service (Second)	Thank you for your correspondence dated 20 January 2025 inviting comments for the proposed intersection treatments at Grand Ocean Boulevard and Bayeux Avenue required in the longer term as part of the full build out of the Kennedy Bay development. We are long term residents of [redacted] and after reviewing the various options we provide the following comments and order of preference based on mitigating risks against road safety hazards and reducing noise and amenity impacts for affected residents. **APPENDIX F - OPTION 5 – MODIFIED 4-WAY ROUNDABOUT AT DURANCE DRIVE (COUNCIL'S SUGGESTION)** **This recommendation and layout is our FIRST preference of support and provides for a practical, sensible road engineering solution without affecting Bayeux Avenue residents amenity for the following reasons:** • Converting Bayeux Avenue into a cul-de-sac provides safe ingress/egress into our driveways for the residents affected (with boats, caravans/delivery vehicles) and safe manoeuvering for Council waste collection trucks. • Bayeux Avenue is heavily utilised by cyclists/e scooters/pedestrians/dog walkers/young children all of which are defined as vulnerable road users. Converting Bayeux Ave to a cul -de-sac provides safe passage for these groups to the beach on the existing footpath network and separation from high volumes of traffic emanating from the proposed development. The existing pedestrian crossing at Grand Ocean Blvd does not require modification. • A service road (CAP road) does not need to be constructed thus providing significant cost savings. • Traffic noise is shifted southwards from our front bedrooms and living areas with Bayeux Ave functioning as local road for affected residents providing a good buffer for the increased noise intrusion. • Landscaping/vegetation can be re planted on verge areas to improve visual amenity. • The major flooding constraint indicated by the developer is **over exaggerated** – by reducing a portion of the Public Open Space (POS) to an impermeable road surface, it is highly doubtful that this would result in an increase to the flood levels	Same response as submission 19.

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			by 3 metres. Council's drainage engineer needs to undertake a thorough drainage calculation to determine the true extent of the impact on flood levels. • There is ample POS space that can be utilised to widen the drainage basin to accommodate the water catchment with an outlet pipe if required to adjacent POS within the Structure Plan. • The POS on the northern extent of the structure plan can be shaped as a depression basin to capture any additional overflow from the existing Bayeux basin if it is deemed necessary. • Note that we have lived here for nearly 20 years and we have never had flooding issues even with torrential downpours – at best the grassed area around the lake may have 10cm of water sitting on top for a short period of time. • It is strongly recommended on road safety grounds that the realigned road is designed with w-beam barriers to prevent errant vehicles landing in the lake. The installation of w-beam barriers enables the steepening of the batters and reduces the impact on the basin resulting in less loss of the POS. • Developer again exaggerates that extensive relocation and modification of services is required. All infrastructure in the corner is of a minor nature in the scheme of road construction and civil works requirements and costs. • Distance from roundabout at Durance Drive to St Cloud Way is approximately 61 metres so within acceptable road design limits. Advantages of a roundabout construction: • Roundabouts work well when there are approximately equal traffic volumes on all approaches providing adequate and safe gaps in the traffic flow to manoeuvre in all directions; • Provides a lower and safer speed environment, less severity of crash impacts and property damage; • Does not create a breakdown in the flow of traffic or large queuing (unlike the right out movement with the RSP); • The suburb of Port Kennedy has a large number of roundabouts at 4-way junctions which work well to cater for the high volumes of traffic. • Reduced noise intrusion on surrounding residents without the constant rumble noise of the RSP. **Our second preference is for a modified design of Option 3 at Appendix D for a 7 metre wide roundabout <u>with a CAP Road (service road) for residents affected</u>** for the following reasons: A Cap Road for the residents affected is **ESSENTIAL on Road Safety grounds** due to the increased volumes (from 500 vpd to >6,000 vpd) which are similar to volumes experienced on Grand Ocean Boulevard all of which have these service roads in place. The affected residents must have the ability to be able to enter and reverse their vehicles, caravans, boats, trailers and visiting delivery trucks etc out onto Bayeux	

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			Avenue in a safe and stress free road environment. With no service road in place results in an extremely dangerous environment and poor decision making by the City of Rockingham. It will also cause queuing of vehicles on Bayeux Avenue on waste collection days. The Council and developer have an obligation to mitigate this risk for the affected residents as we have been detrimentally impacted, disadvantaged and gain nothing but negative outcomes from this Structure Plan development. The traffic distribution split will more likely result in 60% Bayeux Ave and 40% Port Kennedy Drive as the majority of the attractions are on the northern extent of the structure plan. A 6 metre wide CAP road can easily be accommodated in this design by shifting the roundabout alignment slightly southwards and using some of the existing pavement on Bayeux Avenue. The CAP road can then be linked at the access point at 118 Grand Ocean Blvd for residents to access. As the roundabout is shifted slightly closer to Durance Drive, it is recommended that Durance Drive is modified to left in/left out movements only to mitigate conflict within the functional area of the roundabout. Residents from Durance Drive have the ability to travel northwards by accessing the Grand Ocean/Chelmsford Avenue roundabout located 185m southwards. The CAP road requirement was raised as an issue from the onset and is referenced within the Structure Plan submission Section 4.4.3 and the GTA Traffic Impact Assessment report Section 5.1 as per extracts below.	

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4.4.3 BAYEUX AVENUE ALIGNMENT

Bayeux Avenue currently runs in an east-west direction along the northern boundary of the Structure Plan area, beginning as a priority T-intersection with Grand Ocean Boulevard in the east, and terminating as a cul-de-sac in the west. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the City of Rockingham beach car park.

The Transport Impact Assessment prepared by GTA Consultants includes traffic counts undertaken in November 2019 which show approximately 300 vehicles per day ('vpd') using Bayeux Avenue. As a net result of the development contemplated by the Structure Plan, an additional 3,500 vpd are anticipated upon full build out of the structure Plan area. For this reason, the Structure Plan proposes a slight modification to the existing alignment of Bayeux Avenue at the intersection with the internal Structure Plan road to minimise disruption to existing local residents (where possible) and improve safety along Bayeux Avenue.

In this regard, the Structure Plan proposes to construct the easternmost Neighbourhood Connector B as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would terminate as a priority T-junction, with the internal Neighbourhood Connector B road. It is anticipated that any affected lots could then be appropriately serviced via a short CAP road which would be subject to detailed design at the appropriate subdivision stage.

The proposed change to the existing road alignment of Bayeux Avenue will likely require the intersection of Bayeux Avenue and Grand Ocean Boulevard to be reviewed at the subdivision stage. It is likely that such an upgrade to the intersection of Bayeux Avenue and Grand Ocean Boulevard would require a channelised right-turn and an auxiliary left-turn lane at the time the Bayeux Avenue realignment is constructed.

It is also noted that the realignment of Bayeux Avenue will result in a small portion of Bayeux Reserve being required for road reserve purposes. Notwithstanding, the Structure Plan area proposes in excess of 14% public open space, in addition to some 5.23 hectares of foreshore reserve which will be developed outside of the Structure Plan boundary. The surplus of open space provided is considered to offset the minor intrusion required into Bayeux Reserve. Further, the realignment of Bayeux Avenue is considered to have broader amenity benefits (such as minimising disruption caused by additional vehicle movements) to the existing residents along Bayeux Avenue.

The revised location and alignment of Bayeux Avenue therefore provides for a more efficient and less intrusive use of land through providing for a more direct connection to Grand Ocean Boulevard, whilst minimising the impact of the additional vehicle movements on existing residents along Bayeux Avenue.

5. EXTERNAL TRANSPORT NETWORKS

5.1. Changes to External Road Network

Bayeux Avenue currently runs east-west along the northern boundary of the structure plan area and it begins as a priority T-intersection with Grand Ocean Boulevard and ends in a cul-de-sac as shown in Figure 5.1. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the beach car park provided by City of Rockingham.

Traffic counts commissioned by GTA in November 2019 show approximately 300 vpd using Bayeux Avenue, as further discussed in Chapter 7.2 the net result of the structure plan will generate an additional 3,500 vpd onto Bayeux Avenue. For this reason, it is proposed to slightly modify the existing alignment of Bayeux Avenue at the intersection with the structure planned road, to minimise the disruption to existing local residents and improve safety of Bayeux Avenue.

The structure plan proposes to construct the north-south connector shown in Figure 5.2 as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would then terminate at a priority T-junction with the newly constructed north-south Neighbourhood Connector. It is expected any effected lots can be adequately provided access via a short CAP road subject to detailed design at the appropriate subdivision stage.

Figure 5.1: Existing Bayeux Avenue Alignment



We do not support option 1 – Raised Platform for the following reasons:

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			• With the substantial increase in traffic volumes to approximately >6,000 vpd on Bayeux Avenue, the right out turning movement will be problematic having to give way to all directions of travel in a reduced speed environment with insufficient gaps in the traffic flows. The right in turn movement will also have to give way to slow approaching northbound traffic and queuing on Grand Ocean Blvd from both directions will become an issue. • It has already become an issue on some school AM peak times trying to turn right out from Bayeux Ave as we have noticed greater delays and less gaps than say 5 years ago. • The noise intrusion and reverberation will increase substantially at all hours of the night for surrounding residents. • Developer favours this option because it's the cheapest option to install. • Raised Safety Platforms (RSP) does not provide superior traffic performance compared to roundabouts for high volumes of traffic as stated by the developer. If this was the case then why aren't more RSP's in place vs roundabouts. Thank you for your time and consideration and we sincerely hope that our pleas are heard in providing a safe ingress and egress from our driveways for the reasons stated above.	
22	Landowner/resident Bayeux Avenue, Port Kennedy	Option 5 (First) Roundabout with a CAP service (Second)	Thank you for your correspondence dated 20 January 2025 inviting comments for the proposed intersection treatments at Grand Ocean Boulevard and Bayeux Avenue required in the longer term as part of the full build out of the Kennedy Bay development. We are long term residents of [redacted] and after reviewing the various options we provide the following comments and order of preference based on mitigating risks against road safety hazards and reducing noise and amenity impacts for affected residents. **APPENDIX F - OPTION 5 – MODIFIED 4-WAY ROUNDABOUT AT DURANCE DRIVE (COUNCIL'S SUGGESTION)** **This recommendation and layout is our FIRST preference of support and provides for a practical, sensible road engineering solution without affecting Bayeux Avenue residents amenity for the following reasons:** • Converting Bayeux Avenue into a cul-de-sac provides safe ingress/egress into our driveways for the residents affected (with boats, caravans/delivery vehicles) and safe manoeuvering for Council waste collection trucks. • Bayeux Avenue is heavily utilised by cyclists/e scooters/pedestrians/dog walkers/young children all of which are defined as vulnerable road users. Converting Bayeux Ave to a cul -de-sac provides safe passage for these groups to the beach on the existing footpath network and separation from high volumes of traffic emanating from the proposed development. The existing pedestrian crossing at Grand Ocean Blvd does not require modification. • A service road (CAP road) does not need to be constructed thus providing significant cost savings.	Same response as submission 19.

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			• Traffic noise is shifted southwards from our front bedrooms and living areas with Bayeux Ave functioning as local road for affected residents providing a good buffer for the increased noise intrusion. • Landscaping/vegetation can be re planted on verge areas to improve visual amenity. • The major flooding constraint indicated by the developer is **over exaggerated** – by reducing a portion of the Public Open Space (POS) to an impermeable road surface, it is highly doubtful that this would result in an increase to the flood levels by 3 metres. Council's drainage engineer needs to undertake a thorough drainage calculation to determine the true extent of the impact on flood levels. • There is ample POS space that can be utilised to widen the drainage basin to accommodate the water catchment with an outlet pipe if required to adjacent POS within the Structure Plan. • The POS on the northern extent of the structure plan can be shaped as a depression basin to capture any additional overflow from the existing Bayeux basin if it is deemed necessary. • Note that we have lived here for nearly 20 years and we have never had flooding issues even with torrential downpours – at best the grassed area around the lake may have 10cm of water sitting on top for a short period of time. • It is strongly recommended on road safety grounds that the realigned road is designed with w-beam barriers to prevent errant vehicles landing in the lake. The installation of w-beam barriers enables the steepening of the batters and reduces the impact on the basin resulting in less loss of the POS. • Developer again exaggerates that extensive relocation and modification of services is required. All infrastructure in the corner is of a minor nature in the scheme of road construction and civil works requirements and costs. • Distance from roundabout at Durance Drive to St Cloud Way is approximately 61 metres so within acceptable road design limits. Advantages of a roundabout construction: • Roundabouts work well when there are approximately equal traffic volumes on all approaches providing adequate and safe gaps in the traffic flow to manoeuvre in all directions; • Provides a lower and safer speed environment, less severity of crash impacts and property damage; • Does not create a breakdown in the flow of traffic or large queuing (unlike the right out movement with the RSP); • The suburb of Port Kennedy has a large number of roundabouts at 4-way junctions which work well to cater for the high volumes of traffic. • Reduced noise intrusion on surrounding residents without the constant rumble noise of the RSP.	

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			Our second preference is for a modified design of Option 3 at Appendix D for a 7 metre wide roundabout <u>with a CAP Road (service road) for residents affected</u> for the following reasons: A Cap Road for the residents affected is **ESSENTIAL on Road Safety grounds** due to the increased volumes (from 500 vpd to >6,000 vpd) which are similar to volumes experienced on Grand Ocean Boulevard all of which have these service roads in place. The affected residents must have the ability to be able to enter and reverse their vehicles, caravans, boats, trailers and visiting delivery trucks etc out onto Bayeux Avenue in a safe and stress free road environment. With no service road in place results in an extremely dangerous environment and poor decision making by the City of Rockingham. It will also cause queuing of vehicles on Bayeux Avenue on waste collection days. The Council and developer have an obligation to mitigate this risk for the affected residents as we have been detrimentally impacted, disadvantaged and gain nothing but negative outcomes from this Structure Plan development. The traffic distribution split will more likely result in 60% Bayeux Ave and 40% Port Kennedy Drive as the majority of the attractions are on the northern extent of the structure plan. A 6 metre wide CAP road can easily be accommodated in this design by shifting the roundabout alignment slightly southwards and using some of the existing pavement on Bayeux Avenue. The CAP road can then be linked at the access point at 118 Grand Ocean Blvd for residents to access. As the roundabout is shifted slightly closer to Durance Drive, it is recommended that Durance Drive is modified to left in/left out movements only to mitigate conflict within the functional area of the roundabout. Residents from Durance Drive have the ability to travel northwards by accessing the Grand Ocean/Chelmsford Avenue roundabout located 185m southwards. The CAP road requirement was raised as an issue from the onset and is referenced within the Structure Plan submission Section 4.4.3 and the GTA Traffic Impact Assessment report Section 5.1 as per extracts below.	

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			4.4.3 BAYEUX AVENUE ALIGNMENT Bayeux Avenue currently runs in an east-west direction along the northern boundary of the Structure Plan area, beginning as a priority T-intersection with Grand Ocean Boulevard in the east, and terminating as a cul-de-sac in the west. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the City of Rockingham beach car park. The Transport Impact Assessment prepared by GTA Consultants includes traffic counts undertaken in November 2019 which show approximately 300 vehicles per day ('vpd') using Bayeux Avenue. As a net result of the development contemplated by the Structure Plan, an additional 3,500 vpd are anticipated upon full build out of the structure Plan area. For this reason, the Structure Plan proposes a slight modification to the existing alignment of Bayeux Avenue at the intersection with the internal Structure Plan road to minimise disruption to existing local residents (where possible) and improve safety along Bayeux Avenue. In this regard, the Structure Plan proposes to construct the easternmost Neighbourhood Connector B as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would terminate as a priority T-junction, with the internal Neighbourhood Connector B road. It is anticipated that any affected lots could then be appropriately serviced via a short CAP road which would be subject to detailed design at the appropriate subdivision stage. The proposed change to the existing road alignment of Bayeux Avenue will likely require the intersection of Bayeux Avenue and Grand Ocean Boulevard to be reviewed at the subdivision stage. It is likely that such an upgrade to the intersection of Bayeux Avenue and Grand Ocean Boulevard would require a channelised right-turn and an auxiliary left-turn lane at the time the Bayeux Avenue realignment is constructed. It is also noted that the realignment of Bayeux Avenue will result in a small portion of Bayeux Reserve being required for road reserve purposes. Notwithstanding, the Structure Plan area proposes in excess of 14% public open space, in addition to some 5.23 hectares of foreshore reserve which will be developed outside of the Structure Plan boundary. The surplus of open space provided is considered to offset the minor intrusion required into Bayeux Reserve. Further, the realignment of Bayeux Avenue is considered to have broader amenity benefits (such as minimising disruption caused by additional vehicle movements) to the existing residents along Bayeux Avenue. The revised location and alignment of Bayeux Avenue therefore provides for a more efficient and less intrusive use of land through providing for a more direct connection to Grand Ocean Boulevard, whilst minimising the impact of the additional vehicle movements on existing residents along Bayeux Avenue. **5. EXTERNAL TRANSPORT NETWORKS** **5.1. Changes to External Road Network** Bayeux Avenue currently runs east-west along the northern boundary of the structure plan area and it begins as a priority T-intersection with Grand Ocean Boulevard and ends in a cul-de-sac as shown in Figure 5.1. The purpose of Bayeux Avenue is to provide localised lot access for 18 residential properties and access to the beach car park provided by City of Rockingham. Traffic counts commissioned by GTA in November 2019 show approximately 300 vpd using Bayeux Avenue, as further discussed in Chapter 7.2 the net result of the structure plan will generate an additional 3,500 vpd onto Bayeux Avenue. For this reason, it is proposed to slightly modify the existing alignment of Bayeux Avenue at the intersection with the structure planned road, to minimise the disruption to existing local residents and improve safety of Bayeux Avenue. The structure plan proposes to construct the north-south connector shown in Figure 5.2 as the through road connecting to Grand Ocean Boulevard in place of Bayeux Avenue. Bayeux Avenue would then terminate at a priority T-junction with the newly constructed north-south Neighbourhood Connector. It is expected any effected lots can be adequately provided access via a short CAP road subject to detailed design at the appropriate subdivision stage. Figure 5.1: Existing Bayeux Avenue Alignment  **We do not support option 1 – Raised Platform** for the following reasons:	

No.	Name Address	Support / Object/ Other	Submission	Local Government Response
			• With the substantial increase in traffic volumes to approximately >6,000 vpd on Bayeux Avenue, the right out turning movement will be problematic having to give way to all directions of travel in a reduced speed environment with insufficient gaps in the traffic flows. The right in turn movement will also have to give way to slow approaching northbound traffic and queuing on Grand Ocean Blvd from both directions will become an issue. • It has already become an issue on some school AM peak times trying to turn right out from Bayeux Ave as we have noticed greater delays and less gaps than say 5 years ago. • The noise intrusion and reverberation will increase substantially at all hours of the night for surrounding residents. • Developer favours this option because it's the cheapest option to install. • Raised Safety Platforms (RSP) does not provide superior traffic performance compared to roundabouts for high volumes of traffic as stated by the developer. If this was the case then why aren't more RSP's in place vs roundabouts. Thank you for your time and consideration and we sincerely hope that our pleas are heard in providing a safe ingress and egress from our driveways for the reasons stated above.	
23.	**Late Submission** Landowner/resident **No address provided**	Option 2	Late to comment on the Beaux Ave Road Widening but against raised platforms will be hard for residents to get in and out of properties and my car is low and raised platform is not suitable. Round about is fine option 2 but don't think that island is needed	N/A

Planning and Asset Services Committee

Moved Deputy Mayor Buchan, seconded Cr Wormall:

That with the exception of Items PD-010/25, PD-011/25 and PD-014/25 which are to be considered separately, the Committee Recommendations for Items PD-012/25, PD-013/25, AS-010/25 and AS-011/25 be adopted en bloc.

Carried – 12/0

Planning and Development Services
Directorate Planning Services

Report number / title:	**PD-010/25** **Road Treatment Proposal - Bayeux Avenue and Grand Ocean Boulevard, Port Kennedy**
File number:	LUP/428-12
Applicant:	Rowe Group on behalf of Western Australian Beach & Golf Resort Pty Ltd (WABGR)
Owner:	WABGR, City of Rockingham, State of Western Australia
Author:	Mr Jake Spiteri, Senior Strategic Planning Officer
Other Contributors:	Mr Brett Ashby, Manager Strategic Planning and Environment
Date of Committee meeting:	14 April 2025
Previously before Council:	26 May 2020 (PD-022/20); 17 December 2024 (PD-036/24);
Disclosure of Interest:	
Nature of Council's role:	Executive
Attachments:	1. PJA - Technical Note: Bayeux Avenue Intersection 2. Schedule of Submissions 3. Submission Response - Applicant
Maps / Diagrams:	1. Bayeux Avenue and Grand Ocean Boulevard Intersection 2. Kennedy Bay Structure Plan 3. Option 1 - Raised platform 4. Option 2 - 7m Roundabout 5. Location of Advertising 6. Option 2: Roundabout with Road Widening - Removal of Vegetation 7. Neighbourhood Connector A/B Hybrid Typical Cross Section 8. Option 5: Modified 4-way Roundabout at Durance Drive 9. Roundabout - Modification to Deviation
Site:	Intersection of Bayeux Avenue and Grand Ocean Boulevard, Kennedy Bay
Lot Area:	

LA Zoning:	Road Reserve and Public Open Space
MRS Zoning:	Urban

Purpose of Report

To consider a recommendation to the Western Australian Planning Commission (**WAPC**) on the intersection treatment at Bayeux Avenue and Grand Ocean Boulevard in Kennedy Bay, following the completion of public advertising.

Background

There is a long history to planning for the Kennedy Bay Precinct, and the City has provided input to the State since 1992.

In May 2020, Council resolved to recommend to the WAPC that the Structure Plan be approved, subject to a wide range of modifications.

The Structure Plan was subsequently received by the WAPC on 11 June 2020, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Regulations**).

During the advertising and assessment of the Structure Plan, the Department of Education (**DoE**) identified the need for an additional school site to service the Structure Plan area and the broader locality. On 27 October 2020, the WAPC's Statutory Planning Committee (**SPC**) excluded the northern portion of the Structure Plan and designated this area as 'subject to further investigation' to allow for further consideration of the DoE's recommendation.

Following further investigation, the northern portion of the Structure Plan was presented to the SPC on 8 November 2022 a recommendation for approval, subject to the inclusion of a primary school site. The proposal was deferred subject to a range of requirements to be further explored including an updated Traffic Impact Assessment (**TIA**) to support the inclusion of the primary school.

The subsequent TIA, which supports the Structure Plan, is still unresolved and the intersection treatment at Bayeux Avenue and Grand Ocean Boulevard is one of the last items to be resolved to the satisfaction of the Applicant, Department of Planning, Lands and Heritage (**DPLH**), City of Rockingham (**City**) and SPC.

The upgrade to the intersection treatment is a direct response to the increased traffic generation from the Kennedy Bay Structure Plan (**Structure Plan**) area, and will be a subdivision requirement for delivery by the developer. The upgrade will be required as part of Stage 3 works providing a secondary access point for the Structure Plan area.

Due to the required detail needed for the intersection at this stage in the planning process, and the location of the intersection outside of the Structure Plan area, it was agreed that further advertising was warranted due to the potential impacts on the surrounding residents along Bayeux Avenue, Grand Ocean and the broader Port Kennedy area. DPLH requested that the City seek comment and response from Council to resolve the required layout and traffic control requirement for the intersection, prior to the finalisation of the TIA and presentation of the Structure Plan to SPC for approval.

The Applicant, DPLH and the City have undertaken an in-depth assessment and design review of six (6) options for the intersection. In December 2024, Council approved the advertising of two (2) 'Road Treatment Proposals' at Bayeux Avenue and Grand Ocean Boulevard and the potential widening of Bayeux Avenue for public comment.

With respect to Bayeux Avenue widening, there are different views from the Applicant, DPLH and the City on the width of road reserve needed to accommodate the new road profile. As a result, the consultation process sought views on the new Options and also the preference or otherwise to widen the road reserve (from 14m to 17m).

A detailed assessment, concept plans, the advantages and disadvantages of all six (6) options are outlined in detail in PJA's Technical Note - Bayeux Avenue Intersection Report in Attachment 1.



1. Bayeux Avenue and Grand Ocean Boulevard Intersection

Details

The Bayeux Avenue and Grand Ocean Boulevard intersection is identified as the most northern access point of the Structure Plan. The intersection is located outside the Structure Plan area.



2. Kennedy Bay Structure Plan

Description of the Proposed Options

The proposed 'Intersection Treatment Options' advertised are as follows:

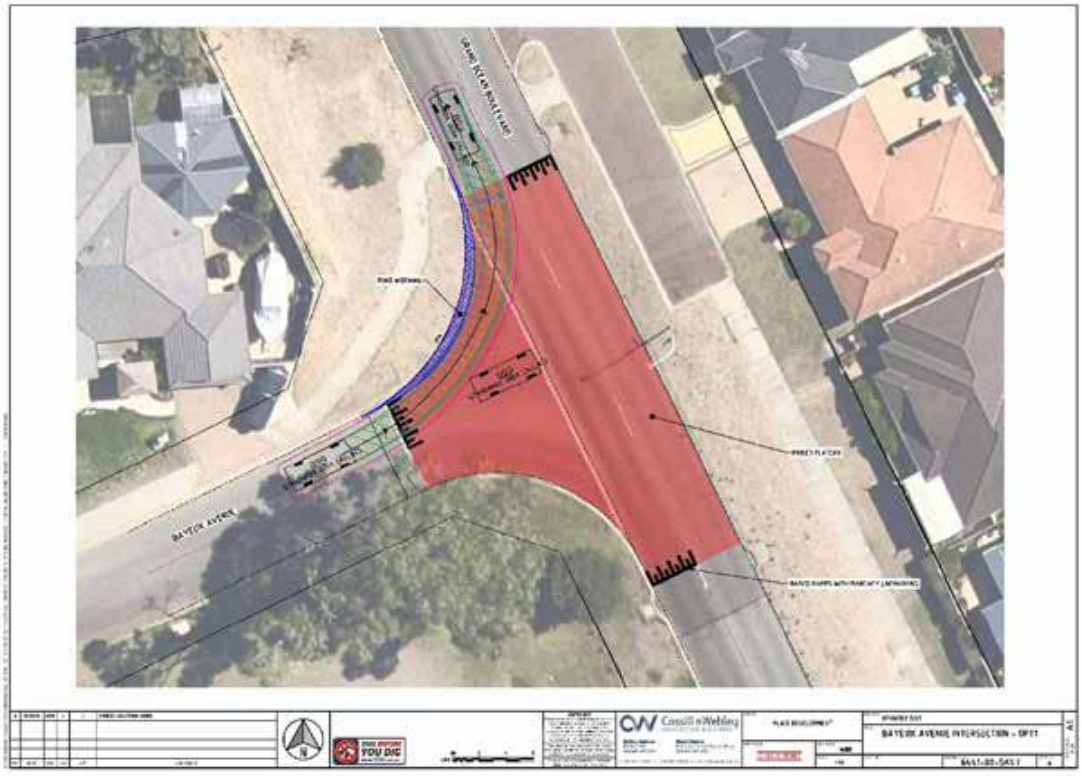
Option 1: Raised Platform

The proposed raised platform, often referred to as a raised crosswalk or intersection, is a traffic calming design that involves elevating sections of the road that aim to reduce vehicles speeds along an intersection. The design is typically constructed using materials such as asphalt or concrete, and may use textured surfaces or distinct colour markings to enhance visibility and safety for pedestrians and vehicles.

The advantages and disadvantages of Option 1 are outlined in Table 1 below.

Advantages	Disadvantages
• Reduces speeds along Grand Ocean Boulevard. • Raised and safe, it enables pedestrians and cyclist to be propped on the raised section and negotiate the intersection in a safer manner. • Bayeux Avenue corner property access will meet minimum setback to proximity to intersection ~7m. • Allows buses to negotiate the intersection and turn in all directions. • An intersection analysis has been undertaken on the layout and it operates satisfactorily to 2041. • Meets WAPC requirements to control increased traffic volumes.	• Risk for rear end collisions along Grand Ocean Boulevard. • Unfamiliarity to road users along Grand Ocean Boulevard. • The right turn out Bayeux Avenue onto Grand Ocean Boulevard movement is problematic with vehicles having to give way to all directions of travel in a reduced speed environment with insufficient gaps/ controls in the traffic flows which will cause queuing during AM and PM peaks. • Insufficient spacing and road reservation width to provide turning treatments consistent with Austroad Guidelines. The turn treatment minimises risk of vehicle at the intersections.

Table 1: Option 1: Advantages and Disadvantages



3. Option 1 - Raised platform at the intersection of Grand Ocean Blvd and Bayeux Avenue

Option 2: 7m Roundabout

The proposed roundabout provides a minimum 7m radius with deflections consistent with the *Austroad Guidelines* to slow traffic movement. The roundabout encroaches into the corner of Bayeux Reserve and requires the relocation of service and removal of trees at the corner location. The portion of land which encroaches into the Public Open Space (**POS**) will need to be excised to road reserve under the *Land Administration Act.*

Option 2 is considered to be the most sustainable intersection treatment from 2041 and beyond from a traffic safety perspective.

The advantages and disadvantages of the Option 2 are outlined in Table 2 below.

Advantages	Disadvantages
• Reduces speeds along Grand Ocean Boulevard. • Allows vehicles, pedestrians and cyclist to manoeuvre around the roundabout within a controlled environment. • Best option for the sustainability of the intersection from 2041 and beyond. • Removes risk for rear end collisions along Grand Ocean Boulevard. • Deflects cars travelling north south to slow down. • Consistent traffic calming measure as other intersections along Grand Ocean Boulevard.	• Bayeux Avenue existing property access is sub-standard due to proximity to intersection ~5m. Existing driveway will require modification. • Flushed central median is required near those impacted lots, and as such, trees are not able to be planted • Impact on the Bayeux Reserve POS located to the south of the existing Bayeux Avenue road reservation • Removal of trees near the existing intersection to accommodate the roundabout.

Table 2: Option 1: Advantages and Disadvantages



4. Option 2 - Roundabout at the intersection of Grand Ocean Blvd and Bayeux Avenue

Bayeux Avenue Road Widening

It is estimated that approximately 6,000 vehicles per day (**VPD**) will travel north from the Structure Plan and use the intersection by 2041. *Liveable Neighbourhoods* (**LN**) Element 2 - Movement Networks provides guidance for street design and construction to achieve safe, efficient and attractive street networks. The current road profile of Bayeux Avenue is an 'Access Street D' which is a street profile recommended to indicatively carry a volume of approximately 1,000 VPD, far less that the estimated 6,000 VPD proposed to access Bayeux Avenue.

LN recommends a 'Neighbourhood Connector A' profile to meet indicative volume of approximately 7,000 VPD and a 'Neighbourhood Connect B' profile to meet indicative volumes of approximately 3,000 VPD. The required profile to meet the increased traffic volumes is a 'Neighbourhood Connector A/B Hybrid' which will ensure the construction of a safe road profile for the increased traffic generated by the future Structure Plan.

As mentioned above, there are contrary views on whether the required road profile can be contained in the current road reserve or if it needs to be widened (by 3m).

Implications to Consider

a. Consultation with the Community

Advertising was undertaking in accordance with the City's *Planning Policy 3.3.27 - Community Consultation for Development Application*.

The advertising period commenced on 20 January 2025 and concluded on 17 February 2025 (29 days) and was carried out in the following manner:

(i) 120 nearby owners and occupiers of properties were notified of the proposal by letter (see Figure 4).

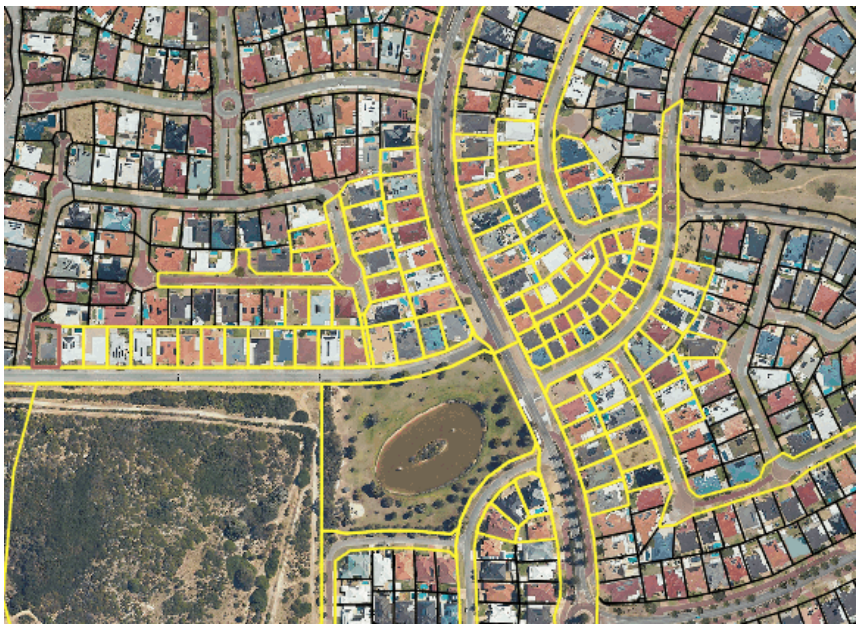
(ii) A sign was erected on the corner of Bayeux Avenue and Grand Ocean Boulevard.

(iii) A notice placed in the Sound Telegraph Newspaper on 21 January 2025.

(iv) Notification to the community though the City's 'Rock Port' portal; and

(v) Copies of the proposed Structure Plan and relevant documents were made available for inspection at the City's Administrative Offices and on the City's website.

A copy of the advertising area is outlined below in Figure 5.



5. Location of Advertising

At the close of the advertising period, the City received 22 submissions from local residents containing the following:

- Nine (9) residents preferred Option 1 - Raised Platform.
- Seven (7) residents preferred Option 2 - 7m Roundabout.
- Three (3) residents preferred an althernate option, (Option 5 - Modified 4-way Roundabout at Durance Drive and a CAP road) that was one of the six (6) options presented to Council in December 2024 but not released for comment.
- Three (3) residents did not state a preferred option but outlined concern for the future of the intersection.
- Four (4) residents supported the widening of Bayeux Avenue without a view on the preferred Option.

- Five (5) residents opposed the widening of Bayeux Avenue without a view on the preferred Option.

The submissions were relatively evenly split between the two (2) preferred Options and the potential widening of Bayeux Avenue.

The key concerns and issues included:

- Removal of vegetation along Bayeux Avenue and Bayeux Reserve.
- Noise and construction impacts relating to the increased traffic and development of either of the Options.
- High traffic speed along Bayeux Avenue and Grand Ocean Boulevard.
- Significant increase in traffic from the Structure Plan area.
- Widening of the Bayeux Avenue.
- Safe access for vehicle users including vulnerable road users such as pedestrians, cyclists and children to access the beach and driveways and surrounding local network.

A full copy of the submissions forms part of the Schedule of Submissions in Attachment 2, along with the City's detailed assessment of submissions issues. A copy of the Applicant's response to the submissions is provided in Attachment 3.

The key concerns and issues raised are summarised below, in Table 3.

Table 3: Summary of Submissions

Removal of vegetation along Bayeux Avenue and Bayeux Reserve
Summary of Submission: **(i) There was a clear desire from 11 of the 22 resident submissions (50%) received outlining a concern with the removal of vegetation within the Bayeux Reserve and along Bayeux Avenue.** **(ii) Trees should be kept and or replaced. Landscaping/vegetation can be re planted on verge areas to improve visual amenity.**
Applicants Response: *'Raised Safety Platform (RSP) achieves this outcome requiring no tree or vegetation removal'.*
City's Comment: The extent of vegetation removal will be dependent on the resolution of the approved intersection Option. There are mixture of mature peppermints and eucalypt trees located within the Bayeux Reserve and along Bayeux Avenue which will likely be affected if Option 2 is preferred and widening of Bayeux Avenue is supported. Option 1 is unlikely to remove any vegetation (refer to Figure 3 above) whereas Option 2 encroaches into the corner of Bayeux Reserve and requires the relocation of services and mature vegetation. The Bayeux Avenue road widening will also mean the removal of some if not all the trees on the northern side of Bayeux Reserve. The extent of the removal is shown in the below figure.



6. Option 2: Roundabout with Road Widening - Removal of Vegetation

Although the removal of vegetation is not preferred, the widening of the road is considered necessary on road safety grounds and replacement planting to compensate the removal of trees can be recommended. If trees or vegetation are removed, they should be replaced at a 3:1 ratio, consistent with the City's standard practice for the removal of any significant or native vegetation. Replacement tree species are to be approved by the City prior to planting at the detailed design stage.

Noise and construction impacts relating to the increased traffic and development of either of the Options

Summary of Submission:

(i) The increased noise impact of the higher traffic volumes.

(ii) Compensation for double glazing upgrades.

(iii) Option 1 is the least invasive, least disruptive and cheapest option for residents.

Applicant Response:

An attachment by Safe System Solutions – Raised Safety Platform outlines that:

'Recent tests have shown a decrease in noise, mainly due to road resurfacing at the approaches to some RSPs'.

City's Comment:

State Planning Policy 5.4 – Road and Rail Noise (**SPP 5.4**) encourages best practice noise mitigation design and standards. The purpose of SPP 5.4 is to minimise the adverse impacts of road and rail noise on noise sensitive land uses (such as residential) or development within the specific trigger distance of freight and major traffic routes.

There is no statutory means to address the noise concerns for local roads, such as Bayeux Avenue and Grand Ocean Boulevard. The two (2) Options are consistent with the intersection approach and traffic safety measures already present along Grand Ocean Boulevard.

High traffic speed along Bayeux Avenue and Grand Ocean Boulevard
Summary of Submission: **(i) Speeding is already an issue on Bayeux Avenue.**
Applicant Response: *'RSP's have been shown to reduce casualty crashes by up to 40% by slowing vehicles down to a safer speed providing people with more time to see and react and avoid a crash. The severity of a crash, should it occur, is also reduced because impact forces are lower'.*
City's Comment: Both Options reduce vehicle speeds along both Bayeux Avenue and Grand Ocean Boulevard. There are still risks associated with rear end collisions along Grand Ocean Boulevard with Option 1 due to the free flowing of traffic, lack of deflections and change of direction for vehicle movement in the north/south direction. Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending on the direction the vehicle is travelling. Option 1 creates unfamiliarity to road users travelling north south along Grand Ocean Boulevard with the change in the road height which requires speed reduction. Speed Limit Main Roads WA (**MRWA**) Road Information Mapping System outlines a 50km/h speed limit along Bayeux Avenue and Grand Ocean Boulevard. Both Options will provide slow points for vehicles at the intersection. Option 2 is preferred as it forces vehicles to move around the roundabout similar to other sections along Grand Ocean Boulevard where Option 1 is different to the existing speed reducing treatments along Grand Ocean Boulevard and may be unfamiliar drivers increasing traffic safety risks in the interim.
Significant increase in traffic from the Structure Plan area
Summary of Submissions: **(i) The proposed traffic increase from 500VPD to 6,000VPD is considered significant and a major concern highlighted throughout the submissions received.** **(il) The increase in traffic will create long wait times, frustration and accidents.**
Applicant Response: *'The forecast traffic volumes is largely a separate issue, independent of intersection design providing that both treatments can be serviced within WAPC limits and both are 'safe for all road users'.* *Whilst both options can cater for the forecast traffic within acceptable limits, with regards to safety, a RSP is considered a safer treatment than a roundabout.* *RSPs are being progressively installed in many different areas of Perth to improve the safety of roads for local communities. The State Government have a Road Safety Program roll out strategy and framework (www.mainroads.wa.gov.au/498fab/globalassets/technical-commercial/local-government-funding/road-safety-programs/low-cost-urban-road-safety-program-strategy-and-implementation-framework.pdf), implementing a four-year Low Cost Urban Road Safety Program (Low Cost URSP). The program will deliver treatments to local roads to reduce crash risks for drivers and vulnerable road users, such as pedestrians and cyclists, of which RSPs are one type. RSP's are being rolled out progressively with many now constructed, or under construction. See Attachment 3'.*
City's Comment: The significant traffic increase of 500VDP to 6,000VDP from the proposed Structure Plan development has been a concern since the resolution of Council in May 2020 (PD-022/20). A number of modifications, specific to the increase in traffic and the intersection, were recommended by Council to highlight the need for an amended intersection treatment and concept design to provide safety of vehicle uses, pedestrians and surrounding residents.

Significant increase in traffic from the Structure Plan area (cont…)
Both intersection treatment Options have been outlined to service the estimated traffic volumes within the WAPC limits. It is confirmed that the Option 1 will likely result in delays during peak AM and PM periods, while the Option 2 allows for the ease of movement and safety of drivers to navigate through the roundabout. The Applicant response outlined above in response to '*forecast traffic volumes is largely a separate issue, independent of intersection design'* is not supported. The identified increase in traffic is a direct response to dictate a change in intersection design.
Widening of the Bayeux Avenue
Summary of Submission: **The widening of Bayeux Avenue was supported by four (4) residents and opposed by five (5) residents of the 22 submissions received. In summary some of the submissions outlined:** ***(i) 'In favour of the roundabout and widening of Bayeux Avenue'.*** ***(ii) 'A roundabout and widening of the road to distance cars from the houses is the only way from the options given'.*** ***(iii) 'Option 1 is the best choice least cost least disruption speed ramp good no to widening of Bayeux Avenue as a wider road is just an invitation to travel faster'.*** ***(iv) 'Oppose the widening of the Bayeux Avenue Road Reserve'.***
Applicant Response: *We also note the large degree of consistency in the feedback provided, with a large majority of respondents expressing strong desire to retain the existing trees and the extent of the current public open space abject to the intersection hence limiting the need for any road widening.*
City's Comment: Right Turn Treatment – Wait Times The right turn movement out of Bayeux Avenue onto Grand Ocean Boulevard for Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows. The risk causes queuing during AM and PM peaks, and the potential for collisions. To ensure consistency with the *AusRoad Guidelines*, a turning treatment along Grand Ocean Boulevard could be provided to minimise the risk of vehicle collisions at the intersection. Due to the insufficient spacing, road reservation width and land take of the Bayeux Reserve this has not been provided. The right turn treatment is a high traffic movement due to the likeliness of vehicle and residents travelling to the local Port Kennedy shopping centre, located approximately 800m to the east. Option 2 is the preferred treatment as it provides safer controlled movement of vehicles and pedestrians through the intersection with increased traffic during AM and PM peak periods and reduces the risk of collisions. Grand Ocean Boulevard There are a total of six (6) roundabouts currently present along Grand Ocean Boulevard. The submission noting that roundabouts along Grand Ocean Boulevard are currently catering for the high volumes of traffic within the local precinct is supported. The inclusion of Option 2 at the intersection will not cause interruption to the flow of north south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area.

Widening of the Bayeux Avenue (cont…)

Road Profile

There are benefits and impacts in both upgrading and widening Bayeux Avenue road reserve. The benefits will ensure traffic safety and consistency of road profile to take the increased traffic associated with the Structure Plan of the proposed 6,000VPD. While the impacts include the 'land take' and removal of trees within the Bayeux Reserve.

LN outlines the road profile and road reservation requirements for all movement network designs. A 'Neighbourhood Connector A/B Hybrid' for the proposed road (Tidal Drive) has been supported and approved by the Applicant, City and the DPLH for the southern portion of the road from Kennedy Bay Entrance up until the Stage 2 subdivision approval. The northern extension and Stage 3, subject to further investigation should ensure a consistent road hierarchy and profile for vehicles, pedestrians and cyclist accessing and egressing the Structure Plan area.

The current Bayeux Avenue road reservations is a 14m wide road reserve with a 7m carriageway, allowing for 3.5m lanes in each direction. The 17m wide 'Neighbourhood Connector A/B Hybrid' road reservation proposed and approved for Tidal Drive is shown in Figure 7 below. Road widening will therefore require land being transferred from Bayeux Reserve and the removal of trees along the southern side Bayeux Avenue.



7. Neighbourhood Connector A/B Hybrid Cross Section (17m)

A total of four (4) submissions supported the widening of Bayeux Avenue and five (5) submissions opposed the widening of Bayeux Avenue.

The proposed expansion includes upgrading from a 7m to a 9m carriageway to fit a 'Neighbourhood Connector' cross-section, in accordance with LN and Figure 7. This would typically include 3.5m lanes on either side with an added 2m central median/buffer, requiring an expansion to a 17m road reserve. Given the existing layout, this will necessitate acquiring an additional 3m from the adjacent POS reserve; Bayeux Reserve.

The Bayeux Avenue widening is a direct response to the increased traffic proposed to travel north along Bayeux Avenue from the Structure Plan area and through the proposed intersection to meet the requirements of LN. As outlined above, LN describes a 'Neighbourhood Connector A' profile to meet indicative volume of approximately 7,000VPD and a 'Neighbourhood Connect B' profile to meet indicative volumes of approximately 3,000VPD.

The required profile to meet the increased traffic volumes is a 'Neighbourhood Connector A/B Hybrid' consistent with LN which is the City's preference. The recommended widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan from Kennedy Bay entrance to Bayeux Avenue and Grand Ocean Boulevard intersection.

Ensure safe access for vehicle users including vulnerable road users such as pedestrians, cyclists and children to access the beach and driveways and surrounding local network.
Summary of Submission: **(i) In addition, an accessible pedestrian crossing should be provisioned at the intersection, for pedestrians accessing the bus stop at Bayeux Reserve who are travelling north of Bayeux Avenue.**
Applicants Response: *'Noted – RSP's are a safer option than a roundabout given there are 16 pedestrian and 16 off-carriageway cyclist conflict points at a roundabout with 3 approach legs, whereas there are only 9 pedestrian and 9 off-carriageway conflict points at a T-intersection with a RSP.*'
City's Comment: As outlined above, there are a total of six (6) roundabouts currently along Grand Ocean Boulevard. The consistency of the movement for vehicles, pedestrian and cyclists through a roundabout is supported as it caters for the high volumes of traffic, allows vehicles to manoeuver and pedestrians to wait for clearings in all direction. The inclusion of Option 2 at the intersection should allow for safer movement of vehicles, pedestrians and cyclists through a controlled intersection.
Seek an alternative Option (Option 5 - Modified 4-Way Intersection at Durance Drive)
Summary of Submission: **OPTION 5 - Modified 4-way Roundabout at Durance Drive (As outlined in the PJA - Technical Note)** **This recommendation and layout is our FIRST preference of support and provides for a practical, sensible road engineering solution without affecting Bayeux Avenue residents amenity.** A full copy of the submission can be found in Attachment 2.
Applicants Response: No response to this submission.
City's Comment: The Applicant, DPLH and City throughout the assessment of the six (6) options did not support the formal advertising of 'Option 5 - Modified 4-way Roundabout at Durance Drive'. All the proposed intersection treatments explored as part proposal were assessed against a range of assessment criteria and all had advantages and disadvantages. A detailed assessment was outlined in the PJA – Technical Note advertised and attached to the December Council Report (PD-036/24). The assessment criteria for the Options analysis to be advertised were based on: - Traffic safety for vehicles, pedestrians and cyclists. - Sustainability of the intersection to withstand the increased traffic volumes of 6,000vpd. - Impact and usability of Bayeux Reserve (all options impact the reserve). - Impact and access requirements to the surrounding local residents on Grand Ocean Boulevard and Bayeux Avenue. - Community perception and expectation. From a traffic safety perspective, Option 5 performed highly, which was considered when assessing the Options to be presented to Council in December. Option 5 also presented a range of issues and constraints which included:

Seek an alternative Option (Option 5 – Modified 4-Way Intersection at Durance Drive) (cont…)

- Substantial impact on the Bayeux Reserve.
- Significant impact to the surrounding residents, inclusion of battering and full construction of a road within a high active/used public open space (Bayeux Reserve).
- A significant drainage modification to the ground water lake.
- At a 1 in 100 flooding event, due to the modification of the ground water lake the need to discharge water into the conservation land buffer to accommodate existing catchment requiring State Department of Biodiversity, Conservation and Attractions (**DBCA**) approval.
- High construction cost.

On this basis, it was not recommended to advertise and pursue Option 5 and it will not be further assessed.

CAP Road

The CAP road (or Controlled Access Plan/service road), as identified in the recommendations to Council in May 2020, was to establish access for the dwellings impacted by the realignment of Bayeux Avenue into the Structure Plan area.

The CAP road option would require the existing Bayeux Avenue intersection to be relocated further south along Grand Ocean Boulevard as there will not be enough separation distance between this and the Durance Drive intersection requiring a roundabout. A CAP road could only be supported if Option 5 was pursued. As outlined above, the impacts of Option 5 were unfavourable throughout the Option assessment and therefore the CAP road was not explored and presented to Council for the consent to advertise.

Access to corner lots onto Bayeux Avenue

The vehicle crossover for the residential lot at the corner of Bayeux Avenue/Grand Ocean Boulevard does not comply with the vehicle crossover requirements of *Australian Standards - AS2890.1* (i.e. 6.0m away from the Tangent Point). A modified crossover or access point is recommended to be investigated during the detail design phase of the proposed roundabout intersection.

Durance Drive

The left-in left-out at the intersection of Grand Ocean Boulevard/Durance Drive could be considered following support on a preferred option by DPLH.

Traffic Distribution

The traffic distributions has been supported by the Applicant, DPLH and the City in relation to a 60% Port Kennedy Drive and 40% Bayeux Avenue split. Majority of the attractions are not present within the north of the Structure Plan, rather the south including the golf course and clubhouse, parking, a new jetty and moorings, and a local centre with retail, tourism accommodation and hospitality options.

In summary all the Options explored were considered against the assessment criteria, confirming the two (2) most appropriate and preferred Option to be presented to the Council and Community to provide a final recommendation to the WAPC. As outlined within the submission the second preferred Option 2 is supported as it is essential on road safety grounds due to the increased traffic volumes from 500VPD to 6,000VPD.

b. Consultation with Government Agencies

A copy of the submissions received has been provided to the Applicant and DPLH at the close of advertising.

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspirations and Strategic Objectives contained in the Strategic Community Plan 2023-2033:

Aspiration:	***1. Social - A family-friendly, safe and connected community***
Outcome/Objective:	*Community health and wellbeing - Reinforce a strong sense of safety*
Aspiration:	***3. Built Environment - A built environment carefully planned for today and tomorrow***
Outcome/Objective:	*Built infrastructure meets current and future community needs - Plan build and maintain current and future assets*
	Plan for sustainable growth - Create safe community places to live, recreate and work
	Accessible and connected - Plan and advocate for transport solutions

d. Policy

Nil

e. Financial

The upgrade to the intersection treatment and Bayeux Avenue and Grand Ocean Boulevard will be required as part of the future development of the Kennedy Bay Structure Plan area. All costs associated with the works and modification to the intersection are to be funded and undertaken by the Applicant.

f. Legal and Statutory

Option 2 will require a portion of the POS to be transferred to road reservation. Should Option 2 be supported resolution from Council will be required to excise portion of the POS under the *Land Administration Act 1997*.

Part 4 Section 51 of the *Land Administrations Act 1997* States:

(1) Subject to sections 42, 43 and 45, the Minister may by order cancel, change the purpose of, reduce the area of, excise an area from or amend the boundaries of, or the locations or lots comprising, a reserve.

(2) Without limiting subsection (1), the Minister may by order excise an area from a managed reserve (other than a class A reserve or a reserve referred to in section 45(2)) if the Minister considers that the excision is —

(a) in the public interest; or

(b) necessary for the purposes of a public work.

(3) Before acting under subsection (2) in relation to a managed reserve, the Minister must consult the management body of the reserve in accordance with section 46A.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Program/Project management / Natural Environment: High and Extreme Risks
Financial / Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The proposed intersection treatment at Bayeux Avenue and Grand Ocean Boulevard seeks to provide for a northern access point from the Structure Plan area. The northern connection is a requirement to meet *State Planning Policy 3.7 - Bushfire* Guidelines providing two (2) points of access and egress to the future Kennedy Bay Structure Plan area.

The intersection treatment has been a key consideration to be resolved as part of the Structure Plan since it was supported by Council in May 2020.

Options Summary

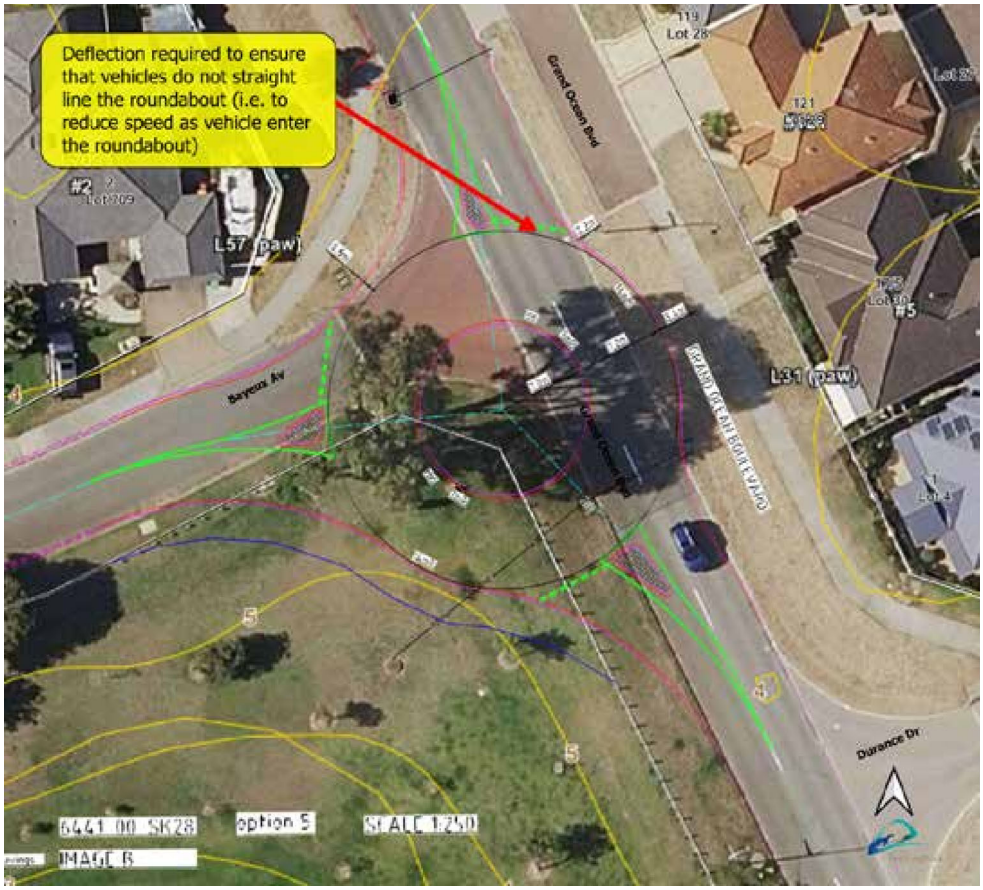
Following an assessment of the two (2) options advertised for comment, Options 2 is preferred for the following reasons:

- Option 1 creates unfamiliarity to road users travelling north/south along Grand Ocean Boulevard with the change in the road height.
- Option 1 creates a risk for vehicles giving way to all directions of travel in a reduced speed environment with insufficient gaps or controls in the traffic flows, causing queuing during AM and PM peaks and the potential for collisions.
- Option 2 provides for controlled movement access for vehicles and pedestrians to navigate through or around the roundabout depending.
- Option 2 provides consistency to other intersections along Grand Ocean Boulevard.
- Option 2 causes no interruption to the flow of north/south traffic and creates better movement of vehicles through the intersection accessing and egressing Bayeux Avenue from the Structure Plan area.
- Option 2 allows for safer movement of pedestrians and cyclists through a controlled intersection.
- Option 2 is the more sustainable in relation to the increased traffic volumes from 500VPD to 6,000VDP from 2041 and beyond.

Option 2 - Modifications

The proposed Option 2 shown in the below Figure 9 does not provide north/south deflections to ensure vehicles manoeuvring through the roundabout do not ‘straight line’. The purpose and inclusion of the roundabout is to provide intersection infrastructure which slows traffic to manoeuvrer and give way to pedestrians and vehicles.

The proposed figure below does not provide horizontal deflections for the north/south route therefore vehicles are able to 'straight line' (or going straight through) the roundabout without a reduction in vehicular speed.



9. Roundabout - Modification to Deviation

A minor modification and shift of the roundabout into the reserve is required to ensure an adequate deflection is provided and will reduce north/south speed movements along Grand Ocean Boulevard. This will be considered at the detailed design phase of the proposed intersection.

Road Widening

The proposed road widening of Bayeux Avenue was recommended in a direct response to the proposed increase in traffic from the Kennedy Bay Structure Plan. It is estimated approximately 6,000 VPD will travel north from the Structure Plan and use the Bayeux Avenue and Grand Ocean Boulevard Intersection by 2041.

The road widening at Bayeux Avenue is required to meet the increased traffic volumes proposed from the Kennedy Bay Structure Plan. The 'Neighbourhood Connector A/B Hybrid' cross section and road profile consistent with LN is supported. The widening along Bayeux Avenue will ensure a consistent road profile within the Structure Plan is provided from Kennedy Bay entrance to Bayeux Avenue and Grand Ocean Boulevard intersection.

Conclusion

Following the community and stakeholder consultation process and assessment, and in the context of the changes to the local road network, it is recommended that:

1. Option 2 - 7m Roundabout is preferred subject to some minor modifications and realignment to ensure a sufficient deviation to vehicles manoeuvring through the roundabout is achieved consistent with the Austroads Guidelines.
2. The widening of Bayeux Avenue is supported to ensure a road profile of a 'Neighbourhood Connector A/B Hybrid' consistent with Liveable Neighbourhoods.
3. Trees that are removed subject to the proposal are required to be replaced and compensated at a ratio of 3:1.

Voting Requirements

Simple Majority

Officer Recommendation

That Council ***APPROVES*** the lodgement of the City's Local Government Report and Schedule of Submissions to the Western Australian Planning Commission, with respect to the proposed intersection treatment for Bayeux Avenue and Grand Ocean Boulevard recommending that:

1. Option 2 - 7m Roundabout is the preferred intersection treatment subject to minor modifications;
2. The widening of Bayeux Avenue to a 'Neighbourhood Connector A/B Hybrid' consistent with *Liveable Neighbourhoods* and the approved road profile in Stages 1 and 2 of the Kennedy Bay Structure Plan area; and
3. Any trees removed as a result of the intersection treatment being replaced at a 3:1 ratio by the developer to the satisfaction of the City of Rockingham.

Committee Recommendation

That Council ***APPROVES*** the lodgement of the City's Local Government Report and Schedule of Submissions to the Western Australian Planning Commission, with respect to the proposed intersection treatment for Bayeux Avenue and Grand Ocean Boulevard recommending that:

1. Option 2 - 7m Roundabout is the preferred intersection treatment subject to minor modifications;
2. The widening of Bayeux Avenue to a 'Neighbourhood Connector A/B Hybrid' consistent with *Liveable Neighbourhoods* and the approved road profile in Stages 1 and 2 of the Kennedy Bay Structure Plan area; and
3. Any trees removed as a result of the intersection treatment being replaced at a 3:1 ratio by the developer to the satisfaction of the City of Rockingham.

Committee Voting (Carried) - 6/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Jones, seconded Cr Buchan:

That Council ***APPROVES*** the lodgement of the City's Local Government Report and Schedule of Submissions to the Western Australian Planning Commission, with respect to the proposed intersection treatment for Bayeux Avenue and Grand Ocean Boulevard recommending that:

1. Option 2 - 7m Roundabout is the preferred intersection treatment subject to minor modifications;
2. The widening of Bayeux Avenue to a 'Neighbourhood Connector A/B Hybrid' consistent with *Liveable Neighbourhoods* and the approved road profile in Stages 1 and 2 of the Kennedy Bay Structure Plan area; and
3. Any trees removed as a result of the intersection treatment being replaced at a 3:1 ratio by the developer to the satisfaction of the City of Rockingham.

Carried – 12/0

The Council's Reason for Varying the Committee's Recommendation

Not Applicable

THIS DOCUMENT
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Published on: 22 October 2015 Statement No. 1019

STATEMENT TO CHANGE THE IMPLEMENTATION CONDITIONS APPLYING TO A PROPOSAL
(Section 46 of the *Environmental Protection Act 1986*)

PORT KENNEDY REGIONAL RECREATION CENTRE, BECHER POINT STAGE 1

Proposal: The proposal is to develop a public recreation area and conservation park at Port Kennedy. Stage 1 of the proposal includes a hotel, holiday accommodation, one golf course and conservation areas.

Proponent: Western Australian Beach and Golf Resort Pty Ltd
Australian Company Number 097 109 067

Proponent Address: Level 1, 38 Richardson Street
West Perth, WA 6005

Report of the Environmental Protection Authority: 1556

Previous Report of the Environmental Protection Authority: 398 and 734

Preceding Statements Relating to this Proposal: 105 and 359

Pursuant to section 45 of the *Environmental Protection Act 1986* (EP Act), as applied by s46(8), it has been agreed that implementation conditions set out in Ministerial Statements Nos. 105 and 359, be changed as specified in this Statement.

This Statement authorises the implementation of the proposal described and documented in Table 1 and Table 2 of Schedule 1, and Schedule 2. The implementation of the proposal is subject to the following implementation conditions and procedures which replace and supersede all previous conditions and procedures of Statements 105 and 359.

1 Proposal Implementation

1-1 When implementing the proposal, the proponent shall not exceed the authorised extent of the proposal as defined in Table 2 in Schedule 1, unless amendments to the proposal and the authorised extent of the proposal have been approved under the *Environmental Protection Act 1986.*

2 Contact Details

2-1 The proponent shall notify the Chief Executive Officer (CEO) of any change of its name, physical address or postal address for the serving of notices or other correspondence within twenty eight (28) days of such change. Where the proponent is a corporation or an association of persons, whether incorporated or not, the postal address is that of the principal place of business or of the principal office in the State.

3 Compliance Reporting

3-1 The proponent shall prepare, submit and maintain a Compliance Assessment Plan to the CEO at least six (6) months prior to the first Compliance Assessment Report required by condition 3-6.

3-2 The Compliance Assessment Plan shall indicate:

(1) the frequency of compliance reporting;

(2) the approach and timing of compliance assessments;

(3) the retention of compliance assessments;

(4) the method of reporting of potential non-compliances and corrective actions taken;

(5) the table of contents of Compliance Assessment Reports; and

(6) public availability of Compliance Assessment Reports.

3-3 After receiving notice in writing from the CEO that the Compliance Assessment Plan satisfies the requirements of condition 3-2 the proponent shall assess compliance with conditions in accordance with the Compliance Assessment Plan required by condition 3-1.

3-4 The proponent shall retain reports of all compliance assessments described in the Compliance Assessment Plan required by condition 3-1 and shall make those reports available when requested by the CEO.

3-5 The proponent shall advise the CEO of any potential non-compliance within seven (7) days of that non-compliance being known.

3-6 The proponent shall submit to the CEO Compliance Assessment Reports addressing compliance in the previous calendar year. The first Compliance Assessment Report shall be submitted six (6) months from the date of issue of this Statement then annually from the date of submission of the first Compliance Assessment Report, or as agreed in writing by the CEO.

The Compliance Assessment Report shall:

(1) be endorsed by the proponent's Managing Director/ General Manager/Chief Executive Officer or a person delegated to sign on the Managing Director's/ General Manager's/ Chief Executive Officer's behalf;

(2) include a statement as to whether the proponent has complied with the conditions;

(3) identify all potential non-compliances and describe corrective and preventative actions taken;

(4) be made publicly available in accordance with the approved Compliance Assessment Plan; and

(5) indicate any proposed changes to the Compliance Assessment Plan required by condition 3-1.

4 Public Availability of Plans and Reports

4-1 Subject to condition 4-2, within a reasonable time period approved by the CEO of the issue of this Statement and for the remainder of the life of the proposal the proponent shall make publicly available, in a manner approved by the CEO, all environmental plans and reports relevant to the assessment of this proposal and implementation of this Statement.

4-2 If any plan or report referred to in condition 4-1 contains particulars of:

(1) a secret formula or process; or

(2) confidential commercially sensitive information;

the proponent may submit a request for approval from the CEO to not make those parts of the plans or reports publicly available. In making such a request the proponent shall provide the CEO with an explanation and reasons why the data should not be made publicly available.

5 Geomorphological Site Management Plan

5-1 The objective of the Geomorphological Site Management Plan is to ensure the protection of the international scientific value of the site (e.g. Holocene dune assemblage and its accumulated scientific knowledge; potential for yielding information and predicting effects on coastal processes) and to provide for access (through planning and design of facilities) to the majority of the site for scientific research purposes, in perpetuity.

5-2 The proponent shall update the Geomorphological Site Management Plan, to the requirements of the CEO within six months of the date of issue of this Statement, or

as agreed in writing by the CEO, to demonstrate the requirements of condition 5-1 have been met.

5-3 The proponent shall retain the services of an expert coastal geomorphologist, for the commencement and duration of the construction where they may impact coastal processes, with terms of reference to include, amongst other things:

(1) Assistance with implementation of the Geomorphological Site Management Plan;

(2) Retrieval and analysis of data from construction areas to investigate impacts on areas of geomorphological significance in areas to be significantly modified by construction; and

(3) Providing recommendations to improve management of areas of geomorphological significance, for inclusion in subsequent updates of the Geomorphological Site Management Plan.

5-4 The Geomorphological Site Management Plans referred to in Condition 5-1 shall be updated and submitted to the CEO when a plan significantly changes or when required by the CEO.

5-5 The proponent shall implement the most recent revision of the Geomorphological Site Management Plan referred to in Condition 5-1 and continue implementation until otherwise agreed by the CEO.

6 Sand Dune Stabilisation and Management Plan

6-1 The objective of the Sand Dune Stabilisation and Management Plan is to ensure appropriate dune stabilisation and rehabilitation occurs in areas of the site which are degraded or disturbed during construction to reduce erosion risk and degradation.

6-2 The Sand Dune Stabilisation and Management Plan referred to in Condition 6-1 shall be updated for each stage of development which will provide the specific details relevant to the stages and works proposed. At each stage, development design details and environmental implications will be addressed. Plans which propose significant changes to design details are to be submitted to the CEO.

6-3 The proponent shall implement the most recent revision of the Sand Dune Stabilisation Management Plan referred to in Condition 6-1, and continue implementation until otherwise agreed by the CEO.

[Signed 21 October 2015]

Albert Jacob MLA
MINISTER FOR ENVIRONMENT; HERITAGE

Schedule 1

Table 1: Summary of the Proposal

Proposal Title	Port Kennedy Regional Recreation Centre – Becher Point, Stage 1
Short Description	The proposal is for the creation of a major public recreation area and conservation park at Port Kennedy. Stage 1 of the proposal includes a hotel, holiday accommodation, golf course and conservation areas.

Table 2: Location and authorised extent of physical and operational elements

Element	Location	Authorised Extent
Development Envelope	Figure 1	341.9 ha
Land based development area	Figure 1	84.3 ha
Boat ramp, car park and public open space	Figure 1	2.0 ha
Port Kennedy Drive and overflow carpark	Figure 1	10.0 ha
Golf course area	Figure 1	80.3 ha
Conservation and Recreation reserve areas	Figure 1	165.4 ha
Coastal Setback distance	Figure 1	Minimum distance of 110 m outside proposed town centre and Longbeach estate.

Table 3: Abbreviations and Definitions

Acronym or Abbreviation	Definition or Term
CEO	The Chief Executive Officer of the Department of the Public Service of the State responsible for the administration of section 48 of the *Environmental Protection Act 1986*, or his delegate.
EPA	Environmental Protection Authority
EP Act	*Environmental Protection Act 1986*
OEPA	Office of the Environmental Protection Authority
ha	Hectare

Figures (attached)

Figure 1 Port Kennedy Regional Recreation Centre, Becher Point, Stage 1 Development Envelope



Figure 1 Port Kennedy Regional Recreation Centre, Becher Point, Stage 1 Development Envelope

Project Coordinates (MGA Zone 50)

Coordinates that define the Development Envelope.

All coordinates are in whole metres, listed in Map Grid of Australia Zone 50 (MGA Zone 50), datum of Geocentric Datum of Australia 1994 (GDA94).

Coordinate No.	Easting	Northing
1	382109	6418637
2	381987	6418633
3	382004	6417175
4	381804	6417182
5	381750	6417187
6	381697	6417199
7	381645	6417217
8	381596	6417242
9	381550	6417272
10	381509	6417309
11	381473	6417349
12	381316	6417548
13	381023	6417921
14	380997	6417949
15	380984	6417959
16	380970	6417970
17	380949	6417983
18	380935	6417991
19	380900	6418001
20	380858	6418002
21	380819	6417999
22	380729	6417984
23	380690	6417977
24	380662	6417976
25	380636	6417978
26	380499	6417995
27	380469	6417997
28	380439	6417995
29	380410	6417989
30	380381	6417980
31	380355	6417966
32	379889	6417697
33	379864	6417629
34	379846	6417627
35	379831	6417633
36	379773	6417669

Coordinate No.	Easting	Northing
37	379755	6417663
38	379735	6417650
39	379715	6417659
40	379666	6417770
41	379640	6417852
42	379637	6417918
43	379636	6417935
44	379709	6417951
45	379761	6417967
46	379811	6417985
47	379860	6418007
48	379911	6418034
49	380010	6418091
50	380061	6418124
51	380110	6418161
52	380159	6418194
53	380207	6418217
54	380257	6418238
55	380306	6418256
56	380357	6418266
57	380456	6418278
58	380508	6418287
59	380555	6418298
60	380601	6418312
61	380613	6418317
62	380616	6418308
63	380625	6418311
64	380629	6418312
65	380635	6418314
66	380644	6418317
67	380656	6418323
68	380662	6418325
69	380669	6418328
70	380676	6418332
71	380679	6418333
72	380685	6418335

Coordinate No.	Easting	Northing
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75	380705	6418346
76	380708	6418348
77	380719	6418354
78	380727	6418358
79	380731	6418360
80	380736	6418363
81	380743	6418366
82	380746	6418369
83	380759	6418378
84	380769	6418384
85	380772	6418386
86	380777	6418391
87	380782	6418394
88	380793	6418402
89	380801	6418408
90	380805	6418411
91	380817	6418421
92	380824	6418426
93	380828	6418429
94	380834	6418435
95	380844	6418443
96	380849	6418447
97	380853	6418450
98	380857	6418453
99	380860	6418456
100	380868	6418463
101	380872	6418467
102	380876	6418470
103	380880	6418474
104	380884	6418479
105	380889	6418482
106	380891	6418485
107	380896	6418490
108	380906	6418500
109	380913	6418507
110	380916	6418509
111	380919	6418512
112	380925	6418517
113	380936	6418527
114	380941	6418532
115	380947	6418537
116	380953	6418543

Coordinate No.	Easting	Northing
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120	380983	6418575
121	380987	6418580
122	380991	6418585
123	381004	6418597
124	381005	6418598
125	381006	6418599
126	381007	6418600
127	381009	6418601
128	381013	6418607
129	381017	6418612
130	381023	6418620
131	381028	6418627
132	381033	6418633
133	381046	6418649
134	381053	6418655
135	381058	6418662
136	381062	6418666
137	381068	6418674
138	381073	6418681
139	381079	6418688
140	381086	6418697
141	381091	6418703
142	381097	6418710
143	381101	6418715
144	381104	6418720
145	381107	6418722
146	381112	6418728
147	381115	6418732
148	381118	6418736
149	381121	6418740
150	381125	6418744
151	381129	6418750
152	381132	6418755
153	381137	6418760
154	381145	6418771
155	381149	6418776
156	381153	6418781
157	381156	6418785
158	381156	6418787
159	381157	6418788
160	381160	6418792

Coordinate No.	Easting	Northing
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162	381169	6418806
163	381173	6418810
164	381178	6418817
165	381181	6418821
166	381183	6418825
167	381185	6418828
168	381188	6418832
169	381192	6418838
170	381195	6418842
171	381198	6418847
172	381199	6418850
173	381201	6418852
174	381208	6418860
175	381212	6418866
176	381219	6418876
177	381222	6418881
178	381225	6418886
179	381233	6418895
180	381239	6418903
181	381243	6418909
182	381245	6418911
183	381250	6418916
184	381251	6418917
185	381252	6418919
186	381253	6418921
187	381254	6418924
188	381254	6418926
189	381256	6418930
190	381262	6418939
191	381265	6418944
192	381267	6418948
193	381271	6418952
194	381273	6418954
195	381274	6418956
196	381278	6418964
197	381280	6418968
198	381283	6418973
199	381285	6418975
200	381289	6418980
201	381292	6418983
202	381293	6418986
203	381297	6418992
204	381299	6418996

Coordinate No.	Easting	Northing
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207	381305	6419006
208	381308	6419009
209	381309	6419010
210	381311	6419012
211	381312	6419015
212	381314	6419018
213	381315	6419020
214	381321	6419027
215	381323	6419030
216	381328	6419038
217	381330	6419040
218	381331	6419041
219	381333	6419044
220	381335	6419045
221	381336	6419047
222	381337	6419049
223	381339	6419054
224	381343	6419062
225	381345	6419065
226	381347	6419069
227	381349	6419072
228	381352	6419079
229	381356	6419085
230	381360	6419093
231	381366	6419103
232	381369	6419109
233	381372	6419115
234	381375	6419121
235	381379	6419127
236	381381	6419131
237	381383	6419134
238	381385	6419138
239	381389	6419145
240	381391	6419148
241	381393	6419152
242	381395	6419156
243	381398	6419161
244	381400	6419164
245	381402	6419169
246	381404	6419173
247	381407	6419178
248	381414	6419191

Coordinate No.	Easting	Northing
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250	381427	6419216
251	381433	6419229
252	381436	6419237
253	381442	6419248
254	381447	6419256
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256	381454	6419271
257	381456	6419276
258	381458	6419280
259	381462	6419287
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261	381467	6419300
262	381469	6419304
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267	381488	6419345
268	381490	6419349
269	381493	6419355
270	381495	6419361
271	381496	6419364
272	381498	6419368
273	381501	6419374
274	381502	6419377
275	381504	6419382
276	381510	6419399
277	381513	6419406
278	381516	6419412
279	381518	6419417
280	381520	6419422
281	381530	6419444
282	381531	6419447
283	381538	6419467
284	381539	6419470
285	381545	6419486
286	381557	6419522

Coordinate No.	Easting	Northing
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288	381562	6419536
289	381567	6419547
290	381571	6419559
291	381575	6419568
292	381577	6419575
293	381598	6419636
294	381605	6419658
295	381608	6419670
296	381611	6419679
297	381612	6419684
298	381616	6419697
299	381620	6419710
300	381622	6419717
301	381623	6419722
302	381624	6419726
303	381625	6419731
304	381627	6419736
305	381628	6419739
306	381630	6419748
307	381630	6419752
308	381631	6419755
309	381633	6419762
310	381635	6419767
311	381638	6419776
312	381639	6419782
313	381641	6419787
314	381642	6419792
315	381645	6419804
316	381648	6419818
317	381649	6419823
318	381652	6419835
319	381676	6419835
320	381745	6419836
321	382096	6419840