

Proposed Mixed Used Building

FINAL DESIGN

for

at

Lot 1 & 2 (#25A-B) South Street, Kardinya

A000 - COVER SHEET

A050 - EXISTING FEATURE SURVEY (BY OTHERS)

A051 - DEMOLITION SITE PLAN - 1:100

A052 - PROPOSED SITE PLAN - 1:100

A100 - GROUND FLOOR PLAN - 1:100

A101 - FIRST FLOOR PLAN - 1:100

A102 - SECOND FLOOR PLAN - 1:100

A200 - ELEVATIONS 01 & 03 - 1:100

A200 - ELEVATIONS 02 & 04 - 1:100

A300 - SECTION AA & C - 1:50

A301 - SECTION BB - 1:50

A400 - 3D RENDER

NOTES				12 JOINERY & FIXTURES			
1.01.01	GENERAL STANDARDS	ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE USE REFERENCED AUSTRALIAN OR OTHER STANDARDS (INCLUDING AMENDMENTS) WHICH ARE CURRENT ONE MONTH BEFORE THE DATE OF THE CONTRACT EXCEPT WHERE OTHER EDITIONS OR AMENDMENTS ARE REQUIRED.	COMPLY WITH AS1562.1, SARKING (F1.6) - SARKING MATERIALS USED FOR WEATHERPROOFING OF ROOFS & WALLS MUST COMPLY WITH AS/NZS 4200.1 & AS/NZS 4200.1. WET AREAS (F1.7) & AS3740, DAMP-PROOFING (F1.8, F1.10) - VAPOR BARRIER IN ACCORDANCE WITH AS2870 TO BE PROVIDED TO FLOOR OF A ROOM IS LAID ON GROUND, TO PREVENT MOISTURE FROM REACHING THE UPPER SURFACE OF THE FLOOR AND ADJACENT WALLS BY A VAPOR BARRIER IN ACCORDANCE WITH AS2870. WEATHER PROOFING OF EXTERNAL WALLS TO NCC PERFORMANCE REQUIREMENT FP1.4, GLAZED ASSEMBLIES (F1.13) TO COMPLY WITH F1.13 & AS2047.	UNISEX AMBULANT TOILET SIGNAGE SIGNAGE TO LAT DOORS REQUIRED IN ACCORDANCE WITH BCA SPECIFICATION D3.6. (A) BRAILLE AND TACTILE COMPONENTS OF A SIGN MUST BE LOCATED NOT LESS THAN 1200MM AND NOT HIGHER THAN 1600MM ABOVE THE FLOOR OR GROUND SURFACE. (B) SIGNS WITH SINGLE LINES OF CHARACTERS MUST HAVE THE LINE OF TACTILE CHARACTERS NOT LESS THAN 1200MM AND NOT HIGHER THAN 1350MM ABOVE THE FLOOR OR GROUND SURFACE. (C) SIGNS IDENTIFYING ROOMS CONTAINING FEATURES OR FACILITIES MUST BE LOCATED (I) ON THE WALL ON THE LATCH SIDE OF THE DOOR WITH THE LEADING EDGE OF THE SIGN LOCATED BETWEEN 50MM AND 30MM FROM THE ARCHITRAVE, (II) WHERE (I) IS NOT POSSIBLE, THE SIGN MAY BE PLACED ON THE DOOR ITSELF.			
1.01.02	VERIFICATION	THE OWNER/BUILDER SUBCONTRACTOR SHALL: VERIFY ALL DIMENSIONS, LEVELS, SETBACKS AND SPECIFICATIONS PRIOR TO COMMENCING WORK OR OPERATING MATERIALS. THE OWNER/BUILDER SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BUILDING WORKS CONFORM TO THE BUILDING CODE OF AUSTRALIA, CURRENT AUSTRALIAN STANDARDS, BUILDING REGULATIONS AND TOWN PLANNING REQUIREMENTS.	2.01 SITE PREPARATION	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION
1.01.03	RESPONSIBILITY	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURE DURING ERECTION AND SHALL PROVIDE ADEQUATE PROPPING AND SUPPORT. KEEP THE SITE IN A CLEAN AND TIDY CONDITION THROUGHOUT CONSTRUCTION & AT THE COMPLETION OF WORK REMOVE ALL LITTER & DEBRIS TO THE SATISFACTION OF THE CLIENT/ ARCHITECT.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.01.04	READING	THESE PLANS SHALL BE READ IN CONJUNCTION WITH ANY OTHER CONSULTANTS REFERRED TO WITHIN INCLUDING STRUCTURAL AND CIVIL ENGINEERING SPECIFICATIONS AND DRAWINGS	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.01.05	CONSULTANTS	ENGINEERS OR RELEVANT SUB-CONSULTANT DRAWINGS AND SPECIFICATIONS SHALL PRECEED THESE DRAWINGS. REPORT ANY DISCREPANCIES TO THE ARCHITECT.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.02.01	TERMITE MANAGEMENT SYSTEM	IS TO BE INSTALLED IN ACCORDANCE WITH NCC PART 3.4 & AS3680.1. INSTALLER TO PROVIDE CERTIFICATION OF SYSTEM INSTALLATION TO CURRENT EDITION OF AS 3680.1. THE SYSTEM SHALL BE ABLE TO REAPPLIED IN FUTURE, AND ANY PENETRATIONS JOINTS ARE TO BE APPROPRIATELY PROTECTED. ENSURE THE FOLLOWING IS CONSIDERED BY TERMITE CONTRACTOR: WHERE CHEMICAL SPRAY IS USED, HOW THIS WILL BE REAPPLIED IN FUTURE TO CONCEALED AREAS E.G. BELOW CONCRETE PATHS. INC CERTAIN CASES A TERMITE RETICULATION SYSTEM IS REQUIRED. PENETRATIONS THROUGH THE SLAB TO BE PROVIDED WITH BARRIERS TO PREVENT TERMITE ENTRY E.G. TERMITE COLLARS.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.02.04	CERTIFICATION	PROVIDE CERTIFICATION ON COMPLETION AND INSTALL A DURABLE SIGN IN THE METER BOX.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.02	LIGHTWEIGHT FRL WALLS	TO COMPLY WITH NCC C1.8 AND SPECIFICATION C1.8. MANUFACTURERS TEST REPORT/ CERTIFICATION TO BE PROVIDED BY BUILDER TO BUILDING SURVEYOR	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.03	INTERNAL MATERIALS	(EG. FLOORING, WALL AND CEILING LININGS (INCLUDING ATTACHEMENTS), INSULATION, SARKING, AIR HANDLING DUCTWORK, ETC.), INSTALLED IN A BUILDING ARE TO COMPLY WITH THE FIRE HAZARD PROPERTIES OF NCC SPECIFICATIONS C1.10 (FIRE AND SMOKE PROPERTIES). FIRE TEST CERTIFICATES TO BE PROVIDED FOR INTERNAL MATERIALS PRIOR TO CONSTRUCTION CERTIFICATION (CCC).	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.04	FIRE STAIRS PENETRATION	FIRE STAIRS ARE NOT TO BE PENETRATED BY SERVICES OTHER THAN THOSE PERMITTED UNDER C3.9 ELECTRICAL WIRING FOR SERVICES SERVING THE STAIR PERMITTED UNDER D2.7 (IE) (LIGHTING, DETECTION, SECURITY/ SURVEILLANCE, AUDIBLE/INTERCOM SYSTEMS, OR MONITORING OF HYDRANT OR SPRINKLER VALVES), WATER SUPPLY PIPES FOR FIRE SERVICES. SERVICES THAT PASS-THROUGH FIRE RATED ELEMENTS (FLOORS OR WALLS) MUST BE APPROPRIATELY FIRE-PROTECTED (PASSIVE FIRE PROTECTION) IN ACCORDANCE WITH ONE OF THE OPTIONS UNDER BCA C3.12, C3.15, SPECIFICATION C3.15, ETC. FIRE STOPPING TO BE SPECIFIED FOR ANY PENETRATIONS THROUGH FIRE RATED FLOORS, WALLS, ETC. EACH CONSULTANT/ CONTRACTOR IS TO PROVIDE DETAILS OF PENETRATION & THE FIRE-STOPPING PRODUCT USED (PRODUCT TO BE AN APPROVED TESTED SYSTEM).	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.05	WALL JOINTS	JOINTS IN FIRE RATED WALLS MUST BE IN ACCORDANCE WITH AN AS1530.4 TESTED SYSTEM.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.06	FIRE STAIRS	TO BE CONSTRUCTED OF NON-COMBUSTIBLE MATERIALS & CONSTRUCTION SO THAT IF THERE IS LOCAL FAILURE IT WILL NOT CAUSE STRUCTURAL DAMAGE OR IMPAIR THE FIRE-RESISTANCE OF THE SHAFT. STRUCTURAL ENGINEER TO CONFIRM DESIGN OF STAIR FAILURE.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.07	EXIT	EXIT HEIGHTS - THE OBSTRUCTED HEIGHT OF EXITS OR PATHS OF TRAVEL TO AN EXIT TO BE NOT LESS THAN 2M EXCEPT FOR ANY DOORWAY WHICH MAY BE REDUCED TO NOT LESS THAN 1800MM. EXIT WIDTHS (CORRIDORS, STAIRS, ETC.) - THE UNOBSTRUCTED AGGREGATE WIDTH OF EXITS OR PATHS OF TRAVEL TO AN EXIT, EXCEPT FOR DOORWAYS, TO BE NOT LESS THAN 1M. EXIT DOORS - THE UNOBSTRUCTED WIDTH OF A DOORWAY MUST BE NOT LESS THAN THE REQUIRED UNOBSTRUCTED WIDTH OF EACH EXIT MINUS 250MM (750M FOR THIS PROJECT).	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.08	ELECTRICAL EQUIPMENT	IF ELECTRICAL EQUIPMENT (ELECTRICITY METERS, DISTRIBUTION BOARDS OR DUCTS, COMMS ETC. ARE INSTALLED IN A CORRIDOR, HALLWAY, LOBBY OR THE LINE LEADING TO A EQUIPMENT EXIT, IT MUST BE ENCLOSED BY NON-COMBUSTIBLE CONSTRUCTION OR A FIRE-PROTECTIVE COVERING WITH DOORWAYS/ WINDOWS SEALED AGAINST SMOKE SPREAD FROM THE ENCLOSURE.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.09	ACCESS SYSTEMS	ACCESS SYSTEMS TO EQUIPMENT LISTED UNDER D2.18 TO COMPLY WITH AS1687 (PLATFORM, WALKWAY, STAIR, LADDER, ETC.)	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.10	TACTILE	TACTILE INDICATORS COMPLYING WITH AS/NZS 4284.1 TO BE PROVIDED TO: STAIRWAYS, RAMPS; IN THE ABSENCE OF A SUITABLE BARRIER, AN OVERHEAD OBSTRUCTION LESS THAN 2M ABOVE THE WALKWAY OR RAMP; A VEHICULAR WALKWAY ADJACENT TO A PEDESTRIAN ENTRANCE TO A BUILDING IF THERE IS NO KERB AT THE POINT.	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
1.03.11	WEATHERPROOF	THE FOLLOWING DAMP AND WEATHERPROOFING REQUIREMENTS APPLY TO A BUILDING THAT IS REQUIRED TO BE WEATHERPROOF: EXTERNAL ROOFING AND MEMBRANE (A) WEATHERPROOFING OF EXTERNAL ABOVE GROUND AREAS TO COMPLY WITH AS4564, ROOF COVERINGS (F1.5) - METAL ROOF SHEETINGS	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.
2.01	2.01 SITE PREPARATION	2.01.01 COMPLETION	2.01.04 FIRE PRECAUTIONS DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE BUILDER THROUGHOUT CONSTRUCTION	2.04.01 ENVIRONMENTAL PROTECTION	2.07.01 SURFACE PREPARATION	2.08.01 SAND BED LAYER UNDER SLABS.	2.08.01 SAND BED LAYER UNDER SLABS.
3.01	3.01 CONCRETE CONSTRUCTION	3.01.01 STANDARDS	3.01.02	3.01.06	4	4.01	4.01.01
3.01.01	STANDARDS	ALL SLABS AND FOOTINGS SHALL BE CONSTRUCTED TO COMPLY WITH THE REQUIREMENTS OF AS2870	3.01.02	3.01.06	4	4.01	4.01.01
3.01.02	CONCRETE	SHALL BE IN ACCORDANCE WITH AS3800.	3.01.02	3.01.06	4	4.01	4.01.01
3.01.06	MAINTAIN SLAB THICKNESS & FOOTING DEPTH AT SETDOWNS-REFER DETAILS	SHALL NOT EXCEED 400MM IN DEPTH UNLESS IT IS CERTIFIED.	3.01.02	3.01.06	4	4.01	4.01.01
4	4 TIMBER & STEEL CONSTRUCTION	4.01.01 STANDARDS	4.01.04	4.07.01	4	4.01	4.01.01
4.01.01	STANDARDS	ALL STRUCTURAL STEELWORK SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 4100 - S&A STEEL STRUCTURAL CODE AND ASSOCIATED AUSTRALIAN STANDARDS. TIMBER FRAMING TO BE IN ACCORDANCE WITH AS1684 TIMBER FRAMING CONSTRUCTION.	4.01.04	4.07.01	4	4.01	4.01.01
4.01.04	TIMBER	STRUCTURAL TIMBER SHALL BE MINIMUM MPG10 (100) IN ACCORDANCE WITH AS1720. TO BE INSTALLED IN ACCORDANCE WITH AS1684 & AS1604.	4.01.04	4.07.01	4	4.01	4.01.01
4.02.04	MATERIALS & COMPONENTS	NO COMBUSTIBLE MATERIAL ARE PERMITTED FOR THE BUILDING. BUILDER TO PROVIDE CERTIFICATE TO BUILDING SURVEYOR AT COMPLETION OF PROJECT FLOOR, WALL AND CEILING LININGS TO COMPLY STRICTLY WITH REQUIREMENTS OF SPECIFICATION C1.10. ENSURE SARKING MATERIAL IS NON-COMBUSTIBLE AND TESTED TO AS1552	4.02.04	4.07.01	4	4.01	4.01.01
4.04.01	CORROSION PROTECTION OF STEEL MEMBERS	CORROSION PROTECTION OF STEEL IN MASONRY CONSTRUCTION TO BE IN ACCORDANCE WITH AS3700 & AS4773. CORROSION PROTECTION OF STEEL IN CONTACT WITH CONCRETE TO BE IN ACCORDANCE WITH AS4100, AS4000 & NASH.	4.04.01	4.07.01	4	4.01	4.01.01
4.07.01	TIMBER ROOF TRUSSES	INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND AS1720.5	4.07.01	4.07.01	4	4.01	4.01.01
4.08.01	LINTEL, BEAM	PROVIDE SUITABLE LINTELS OVER OPENINGS AS PER ENGINEERS DOCUMENTATION. ALL EXTERNAL STEEL LINTELS TO BE HOT DIPPED GALVANISED, UNLESS NOTED OTHERWISE BY ENGINEER	4.08.01	4.07.01	4	4.01	4.01.01
4.12.02	STAIR NOSING STRIPS	IF REQUIRED, INSTALLED NOT LESS THAN 50MM AND NOT MORE THAN 75MM DEEP ACROSS THE FULL WIDTH OF THE PATH OF TRAVEL. THE STRIP SHALL HAVE A MINIMUM LUMINANCE CONTRAST OF 30% TO THE BACKGROUND	4.12.02	4.07.01	4	4.01	4.01.01
5	5 BRICK CONSTRUCTION	5.01.01 MASONRY & ACCESSORIES	5.01.01	5.02.01	5	5.01	5.01.01
5.01.01	MASONRY & ACCESSORIES	WORKS TO COMPLY WITH AS3700 MASONRY STRUCTURES & AS4773 MASONRY FOR SMALL BUILDINGS PARTS 1 & 2. THE SPECIFIC REQUIREMENTS FOR DURABILITY OF MATERIALS EXPOSED TO THE OCEAN UNDER NCC PART 5.3.3 & AS 3700 SECTION 5 - DESIGN DURABILITY (EXPOSURE ENVIRONMENTS) ARE TO BE COMPLIED WITH.	5.01.01	5.02.01	5	5.01	5.01.01
5.02.01	MASONRY	USE GP GRADE BRICKS WHERE SURF COAST IS MORE THAN 1KM AND EXP GRADE WHERE SURF COAST IS WITHIN 1KM OR SITE IS SUSCEPTIBLE TO HIGH SALT CONDITIONS.	5.02.01	5.02.01	5	5.01	5.01.01
8	8 DOORS & WINDOWS	8.01.01 STANDARDS	8.01.01	8.01.02	8	8.01	8.01.01
8.01.01	STANDARDS	ALL WINDOW AND SLIDING DOOR FRAMES, GLAZING, FIXINGS AND INSTALLATION TO BE DESIGNED AND CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH AS1288 & AS2047 AND TO MINIMUM WIND SPEED CLASSIFICATION AS NOMINATED BY THE STRUCTURAL ENGINEER	8.01.01	8.01.02	8	8.01	8.01.01
8.01.02	DIMENSIONING	DIMENSIONS SHOWN NOMINAL SIZE. THE FABRICATOR SHALL ALLOW FOR TOLERANCES TO THE DOOR AND WINDOW FRAMES, CONFIRM ALL MEASUREMENTS ON SITE PRIOR TO COMMENCEMENT OF FABRICATION OF DOORS AND WINDOWS.	8.01.02	8.01.02	8	8.01	8.01.01
8.07.06	DOORS AND WINDOWS AS SCHEDULED COMPONENTS AND FINISHES AS LISTED	AS PER AS1428.1, VISION STRIPS REQUIRED TO ANY GLAZING CAPABLE OF BEING MISTAKEN FOR A DOORWAY OR OPENING. VISION STRIPS REQUIRED TO BE A SOLID CONTRASTING STRIP FOR THEIR FULL WIDTH WITH SOLID AND NON-TRANSPARENT CONTRASTING LINE. THE CONTRASTING LINE SHALL NOT BE LESS THAN 75MM WIDE AND SHALL EXTEND ACROSS THE FULL WIDTH OF THE GLAZING PANEL.	8.07.06	8.01.02	8	8.01	8.01.01
8.12.03	NATURAL LIGHT	CLASS 2 - HABITABLE ROOMS TO MEET THE MINIMUM NATURAL LIGHTING REQUIREMENTS (10% OF FLOOR AREA VIA WINDOWS, OR 3% VIA SKYLIGHTS), ARTIFICIAL LIGHTING TO COMPLY WITH AS/NZS 1680.0, WHERE METAL SCREENS ARE USED, CALCULATIONS TO BE CONSIDERED THROUGH THE OPEN AREAS OF THE SCREEN.	8.12.03	8.01.02	8	8.01	8.01.01
16.01	16.01 PLUMBING & DRAINAGE	16.01.01 STANDARDS	16.01.01	16.01.02	16	16.01	16.01.01
16.01.01	STANDARDS	ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE NATIONAL PLUMBING AND DRAINAGE CODE AS/NZS3500, THE CONTRACT DOCUMENTS, THE SPECIFICATION, SAAMP2 AND THE STANDARD DRAWINGS OF THE WATER CORPORATION. APPLY SOUND INSULATION FOR PLUMBING INSTALLATIONS TO MINIMISE NOISE TRANSMISSION (WHERE APPLICABLE).	16.01.01	16.01.02	16	16.01	16.01.01
16.01.02	CONNECTION	CONTRACTOR SHALL LAISE WITH THE WATER CORPORATION FOR CONNECTIONS TO MAINS. ENSURE ADEQUATE DEPTH IS AVAILABLE PRIOR TO ANY EXCAVATION OR INSTALLATION OF PIPES.	16.01.02	16.01.02	16	16.01	16.01.01
16.01.06	SITE DRAINAGE	GROUND ADJACENT TO BUILDING SHALL BE GRADED AVOID TO BE AT LEAST 50MM OVER 1 METRE WIDTH TO SATISFY NCC - SURFACE WATER DRAINAGE. NOTE HIGH REQUIREMENTS FOR OVERFLOW RELIEF GULLY AND LOWEST FLOORING FIXTURE, I.E SHOWER OR PLUMBING WASTE.	16.01.06	16.01.02	16	16.01	16.01.01
16.04.01	CONNECTION	SHALL NOT BE MADE TO EXISTING SEWER UNTIL THE WHOLE OF THE NEW WORKS HAS BEEN INSPECTION TESTED TO WATER CORPORATIONS REQUIREMENTS.	16.04.01	16.01.02	16	16.01	16.01.01
16.07.04	OVERFLOW RELIEF GULLIES	WHERE HOBS IS NOT PRESENT IN SHOWER, RELIEF VALVE TO BE INSTALLED IN ALL SHOWER WASTES. EXTERNAL OVERFLOW RELIEF GULLY TO BE POSITIONED OUTSIDE BY PLUMBER, PREFERABLY IN LANDSCAPING AWAY FROM OUTDOOR ENTERTAINMENT AREAS.	16.07.04	16.01.02	16	16.01	16.01.01
16.12.01	GAS FITTING REGULATIONS	COMPLY WITH AS3300.4, INCLUDING VENTILATION AND SAFETY FEATURES	16.12.01	16.01.02	16	16.01	16.01.01
17	17 ELECTRICAL INSTALLATIONS	17.01.05 EMERGENCY LIGHTING	17	17.01.05	17	17.01	17.01.05
17.01.05	EMERGENCY LIGHTING	PROVIDE EMERGENCY LIGHTING AND EXIT SIGNS IN ACCORDANCE WITH THE NCC AND TO AS 2283.1, MAINTENANCE AND SERVICE LOG BOOKS ARE TO BE KEPT BY THE OCCUPIER.	17.01.05	17.01.05	17	17.01	17.01.05
21	21 BAL RATING	BLA RATING	21	21.03	21	21.03	21.03
21.03	BLA RATING	PLEASE NOTE: THE INFORMATION BELOW IS A BRIEF SUMMARY OF THE CONSTRUCTION REQUIREMENTS AND IS NOT INTENDED AS A DESIGN OR CONSTRUCTION GUIDE. CONSULT THE LATEST STANDARDS AND CERTIFICATES ISSUED FOR THE FULL TECHNICAL DETAILS.	21.03	21.03	21	21.03	21.03
21.03	SUB FLOOR SUPPORTS	NO SPECIAL CONSTRUCTION REQUIREMENT EXTERNAL WALLS	21.03	21.03	21	21.03	21.03
0.15	FLOORS	NO SPECIAL CONSTRUCTION REQUIREMENT EXTERNAL WALLS	0.15	21.03	21	21.03	21.03
0.16	FLOORS	NO SPECIAL CONSTRUCTION REQUIREMENT EXTERNAL WALLS	0.16	21.03	21	21.03	21.03
0.17	NO SPECIAL CONSTRUCTION REQUIREMENT EXTERNAL WALLS	NO SPECIAL CONSTRUCTION REQUIREMENT EXTERNAL WALLS	0.17	21.03	21	21.03	21.03
0.18	EXTERNAL WINDOWS	PROTECTED BY BUSHFIRE SHUTTER, COMPLETELY SCHEDULED WITH STEEL, BRASS OR ALUMINIUM MESH OR SIMI TOUGHENED GLASS OR GLASS BLOCKS WITH 40MM OF METAL, DECK ETC. OPERABLE PORTION TO BE METAL SCREENED WITH FRAME OR METAL. REINFORCED PVC-U OR BUSHFIRE RESISTING TIMBER.	0.18	21.03	21	21.03	21.03
0.19	EXTERNAL DOORS	PROTECTED BY BUSHFIRE SHUTTER, OR SCREENED WITH STEEL, BRASS OR ALUMINIUM MESH OR SIMI TOUGHENED GLASS, OR GLASS BLOCKS WITH 40MM OF METAL, DECK ETC. OPERABLE PORTION TO BE METAL SCREENED WITH FRAME OR METAL. REINFORCED PVC-U OR BUSHFIRE RESISTING TIMBER.	0.19	21.03	21	21.03	21.03
0.20	ROOFS	NON-COMBUSTIBLE COVERING, ROOFWALL JUNCTION SEALED WITH BLUE MOUNTAIN GUTTER ALUMINIUM ULTRA MESH (2MM) OR SIMILAR. OPENINGS FITTED WITH NON-COMBUSTIBLE EMERALD GUTTERS TO BE FULLY SARKED. VEROHANGS/DECKS	0.20	21.03	21	21.03	21.03
25.01	25.01 FIRE INSTALLATIONS	25.01.01 FIRE EXTINGUISHERS	25.01	25.01.01	25	25.01	25.01.01
25.01.01	FIRE EXTINGUISHERS	TO BE PROVIDED IN ACCORDANCE WITH THE FIRE ENGINEERS REPORT & AS 2444	25.01.01	25.01.01	25	25.01	25.01.01
25.01.02	FIRE SERVICE PENETRATIONS	ALL FIRE RATING/PENETRATIONS METHODS (SHAFTS, COLLARS, DAMPERS ETC) THROUGH ANY FIRE RATED WALLS OF FLOORS ARE TO BE PROTECTED TO BCA CLAUSE C3.12 C3.15 (INCLUDING MECHANICAL G.C, DAMPERS).	25.01.02	25.01.01	25	25.01	25.01.01
				CLIENT APPROVAL FORM			
				PLEASE COMPLETETED AND RETURNED SIGN COPY TO ADAMING@CDARCHECTECTS.COM.AU OR IN PERSON, WITHIN A TIMELY MANNER.			
				ONCE COMPLETED, THIS FORM CERTIFIES THE PERSONS PERSONS BELOW HAVE REVIEWED THIS SET OF ARCHITECTURAL PLANS IN FULL, AND AGREE TO PROGRESS TO THE NEXT STAGE.			
				CDARCHECTECTS REQUEST THAT ALL PAGES ARE CROBBARRED (CHECKED) AS RE-WORK MAY INCUR ADDITIONAL FEES.			
				CLIENT CONSENT:			
				I HEREBY AGREE TO THE NEXT STAGE REQUEST AND ACKNOWLEDGE ANY ADDITIONAL FEES THAT MAY OCCUR DUE TO RE-WORK REQUIREMENTS:			
				NAME: _____			
				DATE: _____			
				SIGNATURE: _____			
5/26	ISSUED FOR COMMENTS	CLIENT	Drawn: KH	Job No.: ACP-173-25			
5/26	ISSUED FOR COMMENT	CLIENT	Checked: XX	Stage / Revision: _____			
				DATE: _____			
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Description				Issued To	19/5/2026		

CLIENT INITIALS:

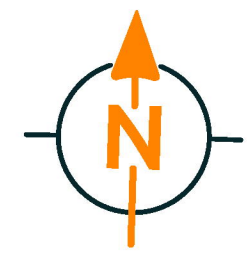
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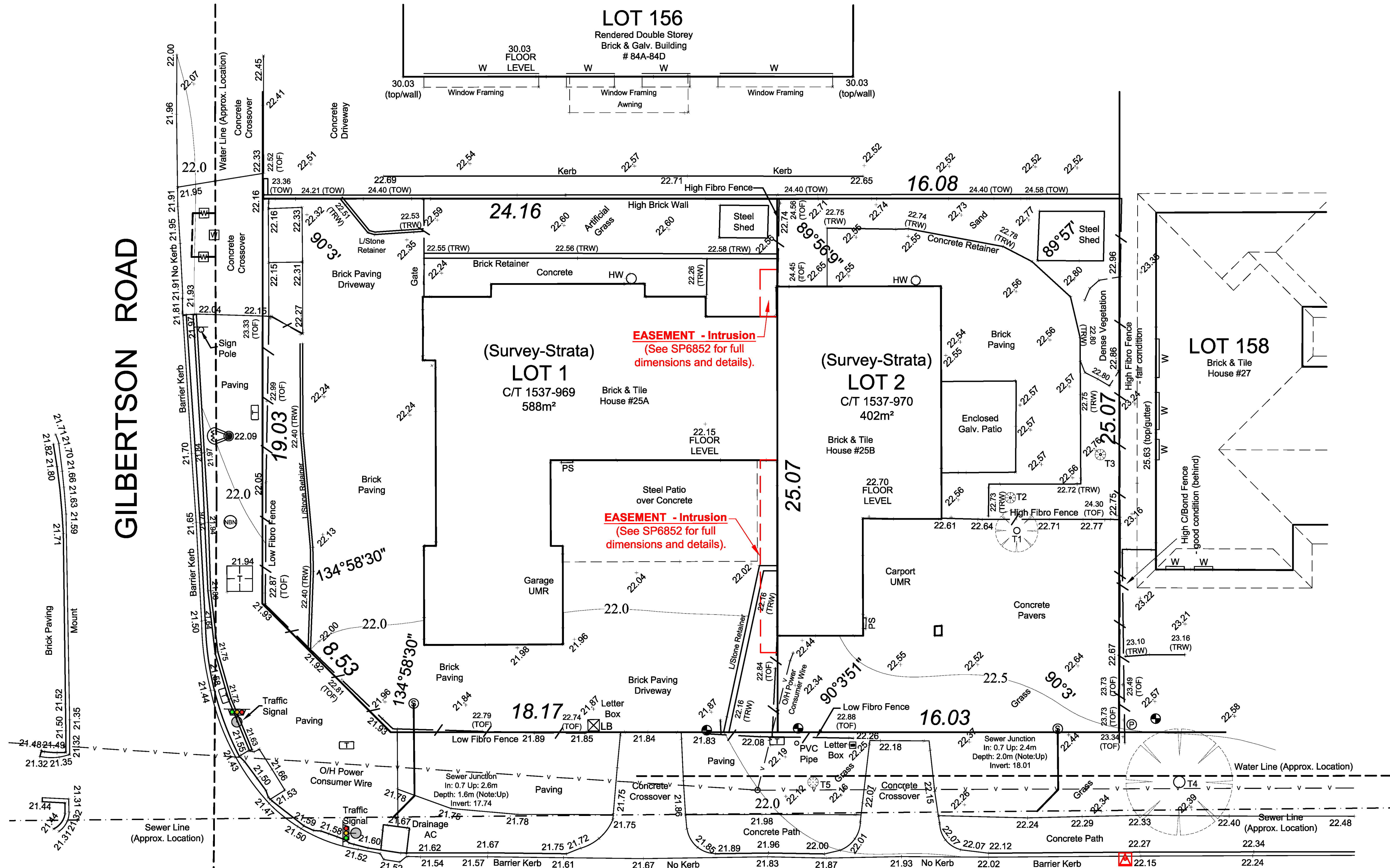
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W WINDOW D DOOR W WATER VALVE NBN NBN PILLAR HW HOTWATER SYSTEM (TRW) TOP OF RET. WALL (TOF) TOP OF FENCE

SURVEY CO-ORDINATES: ARBITRARY
SURVEY DATUM: AHD (APPROX.)



Tree ID	Trunk	Canopy	Tree Height
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T2	0.10	0.5	2.0
T3	0.10	0.5	2.0
T4	0.54	0.5	15.0
T5	0.10	0.5	2.0



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WATER	☒	SEWER	☒
GAS	☒	TELSTRA/NBN	☒
POWER - U/G	☒	-O/H	☒

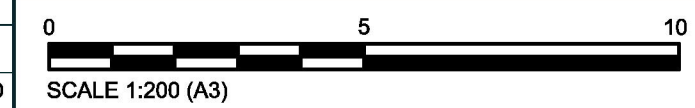
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ALL DISCLAIMERS SHOWN ON THIS PLAN ARE TO BE READ IN CONJUNCTION WITH VISION SURVEYS CONSULTING TERMS AND CONDITIONS.	ADDRESS: 25A & 25B SOUTH ST, KARDINYA
LOCAL GOVERNMENT: CITY OF MELVILLE	SEE PLAN R80 SP 6852 SEE PLAN
LOT AREA: [REDACTED]	R CODE: [REDACTED] PLAN: [REDACTED] TITLE: [REDACTED]



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DRAFTING DATE: 01.08.2025	SURVEY DATE: 08.07.2025
DWG REF: South 25A&B - FEATURE v1.0	1 OF 1 SHEETS SHEET
1 VERSION	

EXISTING FEATURE SURVEY (BY OTHERS)



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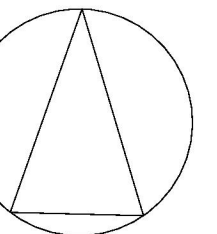
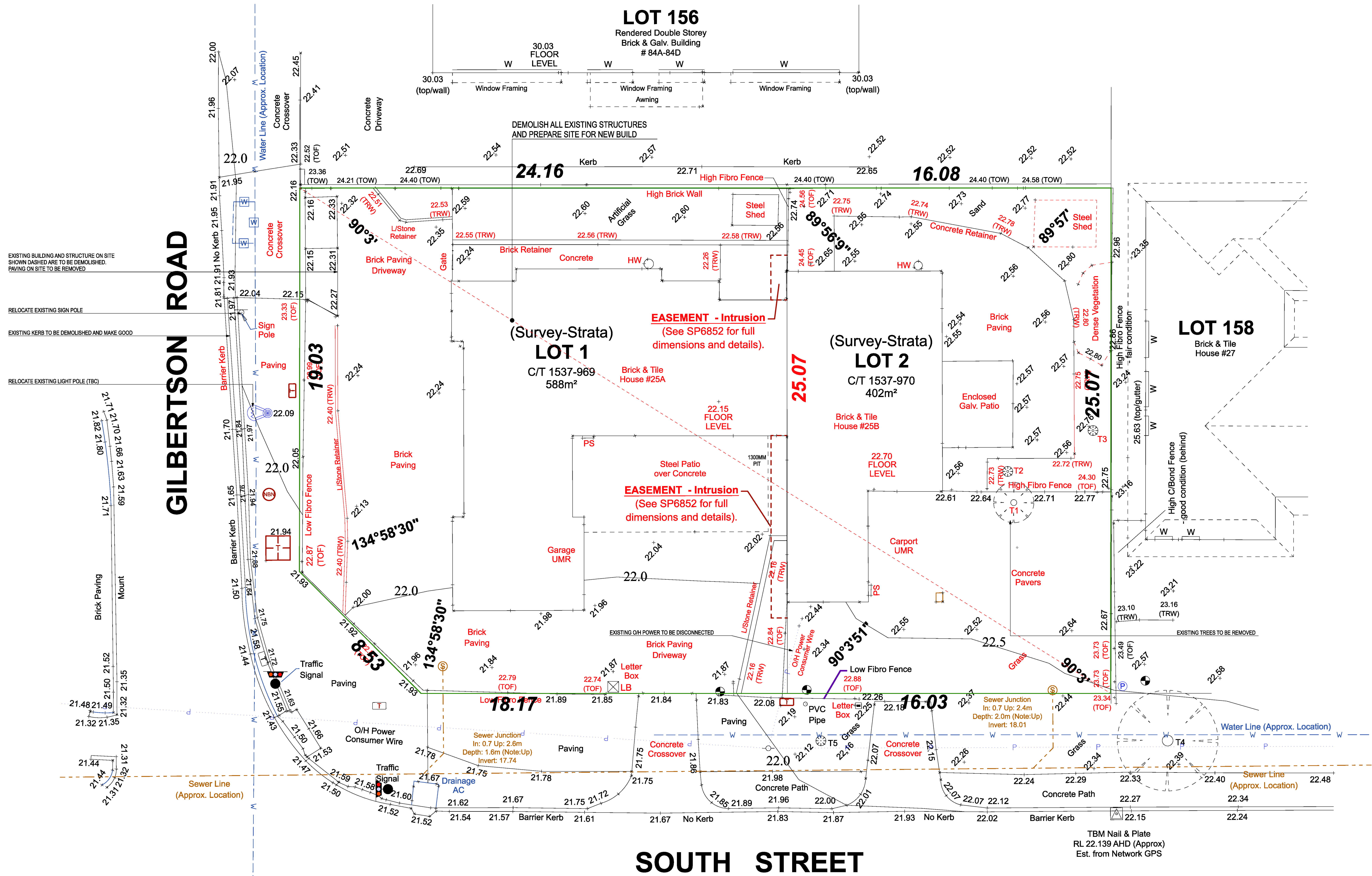
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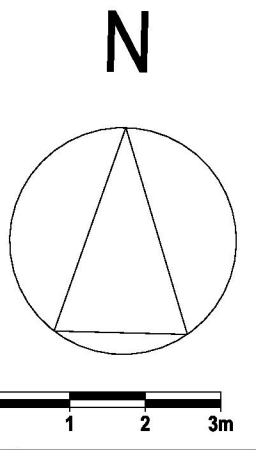
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Registration #3378

Project: Proposed Mixed Used Building
Client: [REDACTED]
Address: Lot 1 & 2 (#25A-B) South Street, Kardinya

FD-B	19/05/26	ISSUED FOR COMMENTS
FD-A	13/02/26	ISSUED FOR COMMENT
Rev.	Date	Description

CLIENT	Drawn: KH	Drawing Number: A050	Job No.: ACP-173-25
CLIENT	Checked: XX	PAGE SIZE: A1	Stage / Revision: FD-B
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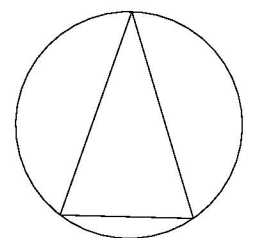


FIRST FLOOR PLAN
Scale 1:100

NOTES

- 8 DOORS & WINDOWS
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- 12 JOINERY & FIXTURES
12.12.06 BARRIERS
WHERE CHANGE OF LEVEL IS GREATER THAN 1M BELOW A BALCONY OR DECK, BARRIERS ARE REQUIRED TO BE INSTALLED TO A HEIGHT OF NOT LESS THAN 1M HIGH, WITH NO GAPS GREATER THAN 125MM AND DESIGNED TO TAKE LOADS IN ACCORDANCE WITH AS/NZS 1170.1
- P PANTRY
PGR PROVISION GRIBRAIL
PS PRIVACY SCREEN
POWDERCOATED ALUMINIUM LASER CUT PUBLIC ART PATTERN SCREEN, 20% PERFORATION
- 22 FINISHES
CFT CERAMIC FLOOR TILES AS SELECTED BY CLIENT. INSTALLED WITH KERAKOLL BASED PRODUCTS OR SIMILAR APPROVED
CPT1 CARPET FLOORING 1 AS SELECTED BY CLIENT
VF1 VINYL FLOORING 1 COMMERCIAL VINYL AS SELECTED BY CLIENT
- 23 LEGEND
ACC AIR-CONDITIONING CONDENSER UNIT
CT1 COOKTOP
GAS/ELECTRIC INDUCTION
DISHWASHER RECESS
PROVIDE HOLE ON SIDE OF CABINETRY FOR GPO & TAP PROVISION
FR FRIDGE
PROVIDE WATER TAP TO REAR OF FRIDGE
OV OVEN
AS SELECTED
R ROBE
SLIDING DOORS WITH 1X MIRRORRED DOOR (MINIMUM). PROVIDE CLIENT WITH LAMINATE SWING DOOR OPTION AS UPGRADE. PROVIDE 1X SHELF AND RAIL INTERNALLY
RH RANGE HOOD
CANOPY/FUNDERMOUNT/SLIDE-OUT

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CLIENT

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CLIENT

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Stage / Revision:

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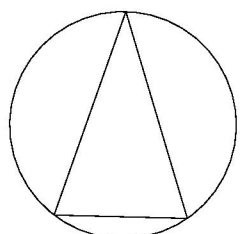


SECOND FLOOR PLAN
Scale 1:100

NOTES

- 8 DOORS & WINDOWS
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OV AS SELECTED
R ROBE
R SLIDING DOORS WITH 1X MIRRORRED DOOR (MINIMUM). PROVIDE CLIENT WITH LAMINATE SWING DOOR OPTION AS UPGRADE. PROVIDE 1X SHELF AND RAIL INTERNALLY
RH RANGE HOOD CANOPY/UNDERMOUNT/SLIDE-OUT SKYLIGHT
SL1 SKYLIGHT
SL1 FIXED

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FD-B

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CLIENT

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19/5/2026

Rev. Date Description

CLIENT INITIALS:

INITIALS:

SCHEDULE OF FINISHES

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- SAN SELMO SMOKED OPAQUE SLATE
- NIGHT SKY FINISH
- GLASS
- COLORBOND CLADDING - MONUMENT
- ROCKCOTE - NATURAL CONCRETE FINISH



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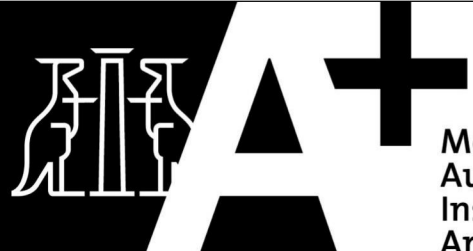


E03

ELEVATION - NORTH
Scale 1:100



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Rev.	Date	Description	Issued To	Date:	PAGE SIZE: A1	

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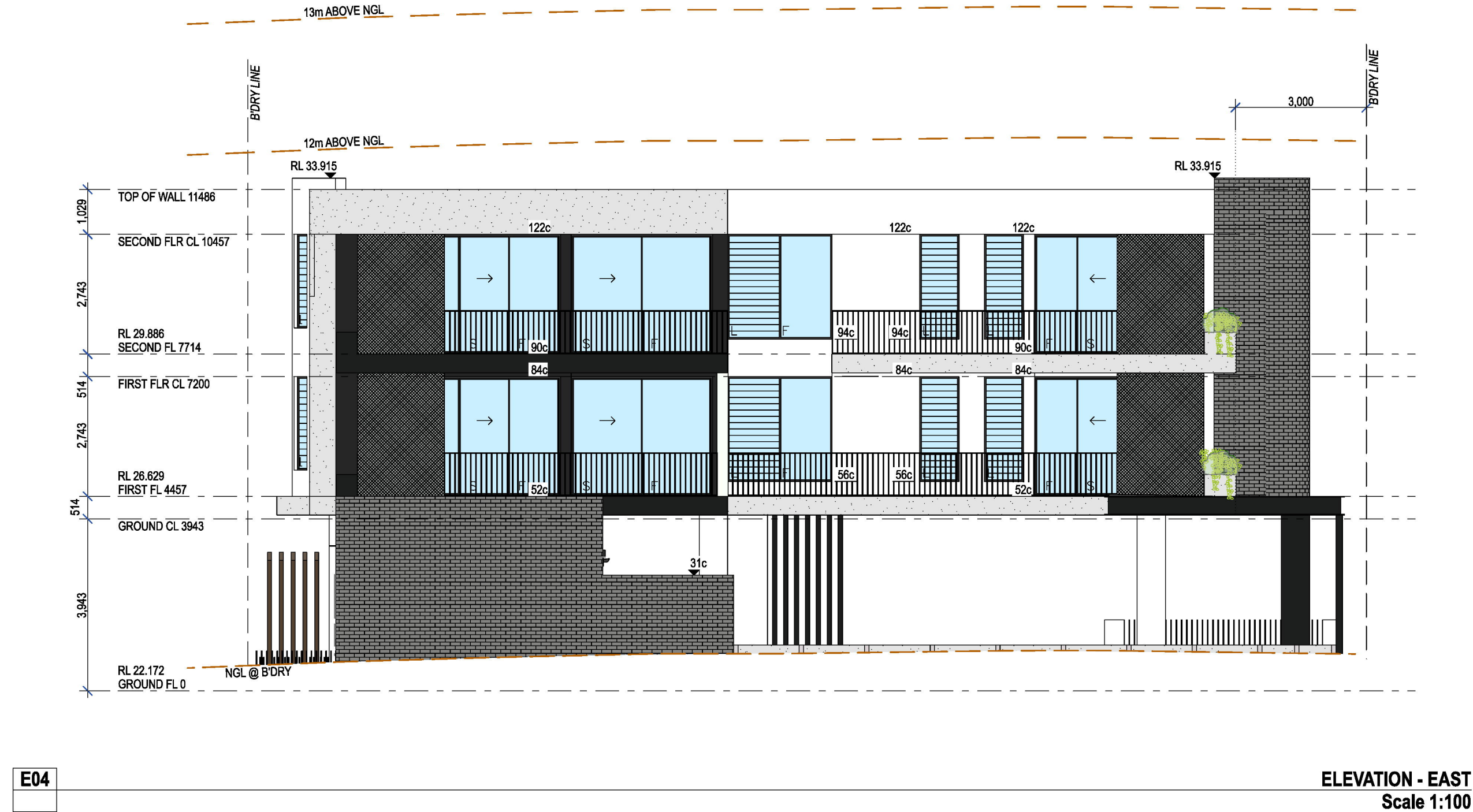
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OPAQUE SLATE

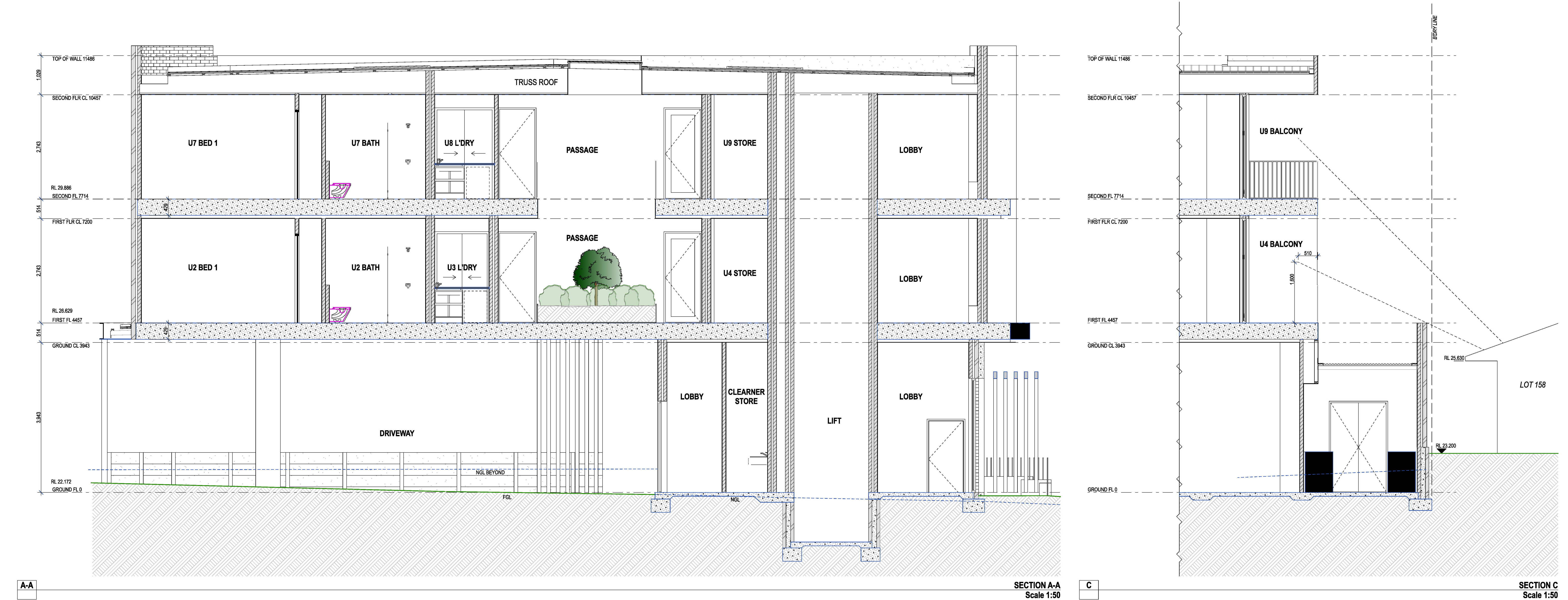
NIGHT SKY FINISH

GLASS

COLORBOND CLADDING -
MONUMENT

ROCKCOTE - NATURAL
CONCRETE FINISH





CLIENT INITIALS:

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B-B

SECTION B-B
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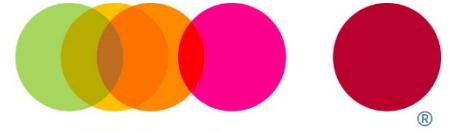
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				19/5/2026		





Harley Dykstra

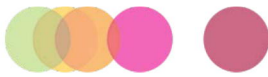
SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Development Application

Proposed Mixed-Use Development
Lots 1 & 2 (25A-B) South Street, Kardinya, WA, 6163



Prepared for
CBD Architects



DOCUMENT CONTROL

Control Version	Date	Status	Distribution	Comment
A	10/06/2026	Final	Client/WAPC/LG	For Comment/For Lodgement

Prepared for:	Harley Dykstra Job Number:
CBD Architects	25063

Prepared by:


Reviewed by:
 

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1 INTRODUCTION

1.1 Purpose

Harley Dykstra, on behalf of the landowner of Lots 1 & 2 (25A-B) South Street, Kardinya (herein referred to as the 'subject land') is pleased to submit this development application in respect of a proposed 3 storey Mixed-Use Development comprising a multi-unit medical centre on the ground floor with residential apartments on the first and second floor. The ground floor will also include a designated lobby area for residential access to the upper floors and a car park with dedicated spaces for residents, visitors and medical centre components of the development.

The proposed mixed-use development will seek to transform the current two individual residential dwellings into a modern 3 storey mixed-use development that increases density, provides more housing diversity and more amenity to a growing and transforming District Centre and adds to the already established Kardinya Shopping Centre. Building vertically will also increase the land-use efficiency of the land compared to the current use in a great location for amenity and connectivity which will also take advantage of the site's proximity to high frequency east west public transport and close proximity to the Kardinya Shopping Centre.

Within this application the following additional documents have been included:

- Development Site Plan
- Proposed Design Drawings
- Subconsultant Reports including Acoustic, Landscaping, Traffic and Waste Management.
- Certificate of Title

1.2 Pre-Lodgement Consultation

Prior to, and during the preparation of this Application the project team, led by CBD Architects consulted with the Planning Department at the City of Melville. Consultation included email correspondence with the City of Melville Planning Department and the attendance of a DRP (Design Review Panel) meeting hosted by the City of Melville Planning Department on 15th April 2026. A copy of the minutes from this DRP meeting are attached and the recommendations are addressed in **Section 4.5 State Planning Policy 7.0: Design of the Built Environment**. The DRP specifically noted their support for the mixed-use development providing much needed housing diversity in Kardinya. The DRP noted the following strengths of the proposal:

"a multi-level mixed-use building on a prominent corner is a good response to an activity centre context.

Floor-to-floor heights enable 2.7m ceiling heights to apartments.

The landscaped setback to South Street is supported subject to the use of the ground floor.

Apartments layouts are generally functional.

Consideration has been given to acoustic issues

The intent to deliver rental housing is positive and would increase housing options in the area."



2 LAND DESCRIPTION

2.1 Subject Site

The land subject to the development application is Lots 1 & 2 (25A-B) South Street, Kardinya. The subject land, zoned 'Mixed-Use' under the City of Melville Local Planning Scheme No. 6. The subject site is also part of the Kardinya District Centre Precinct Structure Plan October 2025.

The following summarises the key nodes located in proximity to the site and demonstrates how this application relates to the surrounding urban landscape.

- The main building of Kardinya Park Shopping Centre is located approximately 300 metres west of the subject site. In addition, a separately approved development, comprising a dining precinct, cinema, residential apartments, and associated amenities, is situated less than 100 metres to the west of the subject site.
- Murdoch University main campus located approximately 1.5km to the east.
- Beeliar regional park located 1km to the south.

Currently the subject site accommodates two single dwelling residential properties. This development application will seek to revitalise these lots to be more fitting with the current urban landscape and the strategic land-use intentions of the Kardinya District Centre Precinct Structure Plan 2025.



Figure 1 Location Plan



Table 1 below, provides a summary of the legal description of the land.

A copy of the Certificate of Title is attached as part of this application.

LOT NO.	PROPERTY ADDRESS	LANDOWNER	AREA (HA)	VOL.	FOLIO	Survey Strata Plan
1	25a South Street, Kardinya 6163		0.0588	1537	969	6852
2	25b South Street, Kardinya 6163		0.0402	1537	970	6852

Table 1 Legal Description

See below images of the current subject site.



Figure 2 North Facing Subject Site



Figure 3 North West Facing incorporating intersection of subject site



Figure 4 East Facing of Subject Site



Figure 5 East Facing of Subject Site



3 PROPOSED DEVELOPMENT

3.1 Development Summary

This application seeks development approval for the establishment of a mixed-use development encompassing a multi-unit medical centre on the ground floor and residential apartments on the first and second floors.

The proposed development seeks to do this by:

- Providing a modern contemporary mixed-use development more fitting with a contemporary urban context through an aesthetically appealing design that incorporates building facades, green spaces, balconies, passive surveillance, streetscape for the benefit of the residents, visitors of the medical centre and the wider community.
- Expanding the residential capacity of the site from 2 residential dwellings to 10 residential apartments providing housing diversity and options in an area of high amenity with close proximity to Murdoch University and Kardinya Park Shopping Centre.
- Creating a new modern multi-unit medical facility providing a range of medical disciplinary practices for the Kardinya precinct.
- Removing the residential street access on South Street and having one access point on Gilbertson Road.

Detailed development plans prepared by CBD Architects are attached which provide further detail relating to the design and proposed use of the subject site.

3.2 Site Layout & Design

The proposed improvements to the site are presented on the attached Development Plan Set prepared by CBD Architects including a Development Site Plan, Floor Plan of each level, Landscaping Plans, Elevations, and Perspectives.

As previously mentioned, the proposed development has been designed to respond to the strategic urban design principles of the Kardinya District Centre Precinct Structure Plan for the site to be a mixed-use development incorporating a residential density of R80. The application proposes 3 medical centre units on the ground floor and 10 residential apartments on the first and second floor. A breakdown of the proposals uses and facilities detailed in table 1 below:

Level / Floor	Proposed Development and Facilities
Ground Floor	• 18 bay car bays • 3 medical centre units • Toilets • Residential and Medical Centre Bin stores • Staircase and life • Landscaping
First Floor	• 4 two-bedroom units (Units 1, 3-5) • 1 one-bedroom unit (Unit 2) • Landscape Area • Lobby Area including stairway and lift. • Storerooms for Units 1-5.
Second Floor	• 4 two-bedroom units (Units 6, 8-10) • 1 one-bedroom unit (Unit 7) • Lobby Area including stairway and lift. • Storerooms for Units 6-10.



3.3 Building Design and Rationale

Built Form, Façade and Landscaping

The built form is clearly articulated through a defined base, with the medical centre located along the South Street frontage to provide strong visibility, accessibility, and passive advertising opportunities. This placement supports the operational requirements of the medical practitioners by improving legibility for clients and reinforcing an active street interface. Residential apartments are provided on the non-active first and second floor to help create privacy and additional elevated setback from South Street and Gilbertson Road.

The façade combines grey face brick with white render with large windows provided throughout all the floors, reflecting the contemporary materials typically used for a modern design.

The subject site is a corner lot mixed use development with an active ground floor use. The proposed development incorporates appropriate frontage and design principles to accommodate both South Street and Gilbertson Road.

The south-west portion of the first-floor level incorporates the most prominent façade treatment, expressed through a curved architectural element that responds to the site's corner location. This curved form accommodates a substantial landscaped area, contributing significantly to the development's biophilic design approach. The integration of planting within this prominent façade softens the built form and introduces a strong natural and vegetated character, creating a distinctive architectural feature that positively enhances the surrounding streetscape and contributes to the visual identity of the area.

Due to the intensity of South Street, the proposed development has provided landscaping along the edges of South Street than connect around the corner onto Gilbertson Road to provide some green spaces to buffer the noise and harsh construction materials to provide a positive diverse green landscape to help improve the streetscape and the ecological value.

Medical Central Rationale

The medical centre is positioned on the southern portion of the site to enable vehicle access and on-site parking to be efficiently accessed via the lower-order Gilbertson Road. This arrangement enables the consolidation of vehicle crossovers on the site, eliminating direct access from South Street and thereby improving traffic safety, pedestrian amenity, and streetscape continuity along this primary road frontage.

Ancillary servicing functions, including bin storage, are discreetly integrated within the development adjoining the car park. This location provides convenient access for both residents and medical centre staff while ensuring service areas are screened from public view and do not detract from the quality of the public realm.

Residential Rationale

Residential apartments have been designed for all private open spaces to be directly connected to primary living areas and are carefully integrated within the overall building form. Balconies are strategically oriented to minimise direct frontage to South Street and Gilbertson Road, enhancing residential amenity and reducing visual exposure to the surrounding road network. Where feasible balconies that address either street have been provided integrated planter boxes and screening elements between the balcony edge and the road interface to provide visual buffering and to soften the built form when viewed from the public realm.

Balconies with a predominant frontage to either road are either directly connected to or located above the substantial landscaped area on the south-west corner of the first floor, thereby maximising outlook and enhancing visual amenity. This approach is applied consistently across both



the first and second storeys to ensure high levels of amenity, including access to daylight and opportunities for natural ventilation. Balcony depths and proportions are designed to support year-round usability, with planters and screening selectively employed to strike an appropriate balance between resident privacy and openness.

The balcony design forms an integral component of the architectural language and urban design response, contributing to façade articulation and visual depth. Balconies are embedded within the façade composition rather than projecting forward or appearing as applied elements, resulting in layered façades that enhance visual interest while maintaining a cohesive and well-resolved streetscape presence.



Figure 6 Proposed Development from Gilbertson Road and the intersection of Gilbertson Road and South Street



Figure 7 Proposed Development from South Street and a close up of the residential balconies and landscaping area.

3.4 Operational Details including Staff & Hours of Operation

The proposed development includes three medical centre tenancies; however, no specific tenants have been confirmed at this stage.

It is anticipated that two of the tenancies will accommodate a single practitioner each, while the larger tenancy may accommodate up to two practitioners.

Each tenancy is expected to operate independently, with its own hours of operation. Notwithstanding, medical centre uses typically operate within standard business hours. Accordingly, it is anticipated that the tenancies will generally operate between 8:00am and 5:00pm, Monday to Friday, with the possibility of one extended evening during the week and limited Saturday morning hours. These operating hours are not expected to adversely impact the residential component of the development.



4 PLANNING FRAMEWORK AND RATIONALE

4.1 Metropolitan Region Scheme

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) as demonstrated within **Figure 3** below.

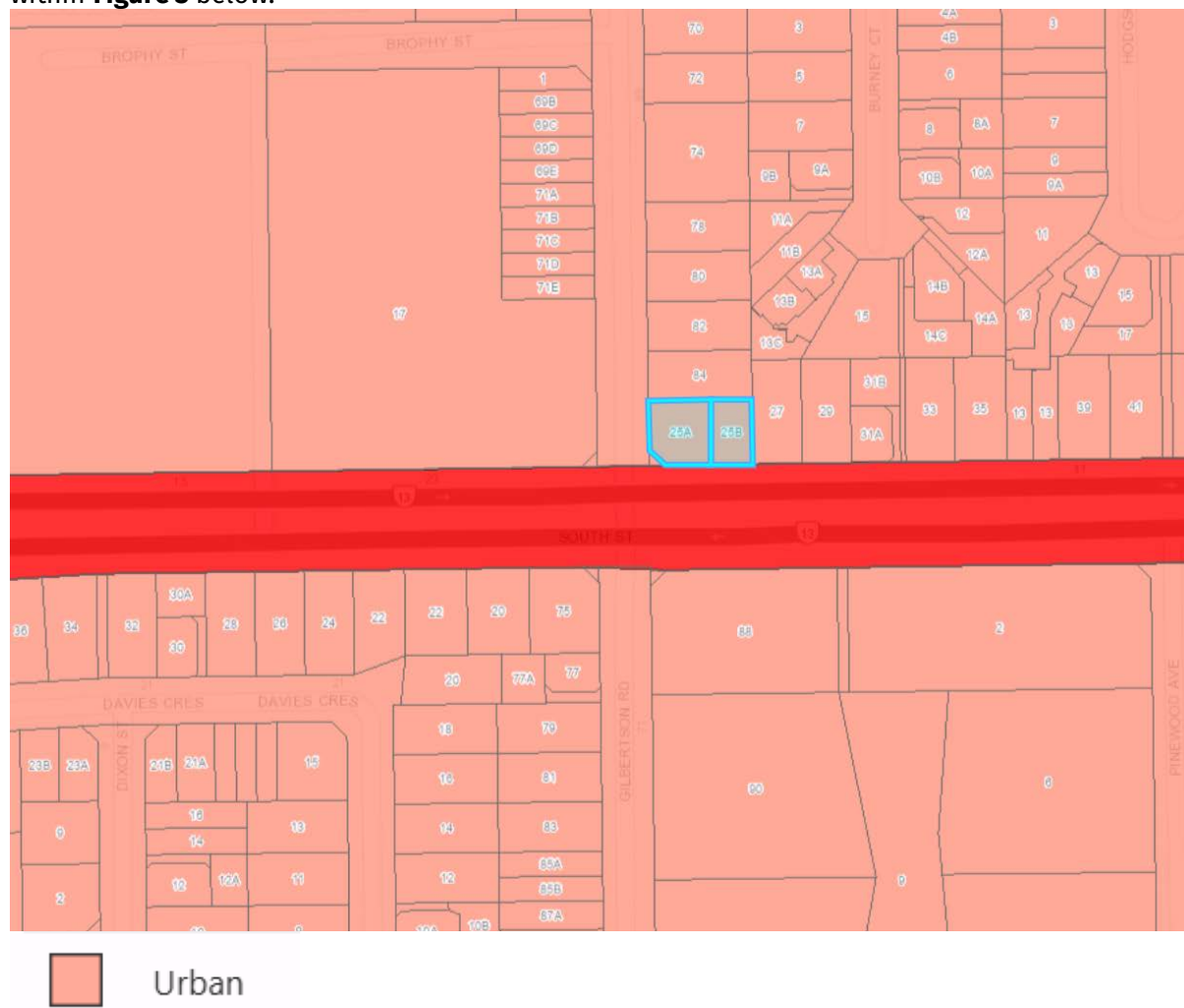


Figure 8 Metropolitan Region Scheme (MRS) – 'Urban'

4.2 City of Melville Local Planning Scheme No.6

The City of Melville Local Planning Scheme No.6 (LPS6) dictates land use zoning and requirements within the City. The subject land is located within the 'Mixed-Use' zone with a R-Code of R80.

Table 3 (Zoning Table) of the City of Melville Local Planning Scheme No. 6 identifies a Medical Centre as an "A" use within the Mixed-Use Zone, indicating that the proposed development is acceptable.

An address of the proposal against the objectives of the 'Mixed Use' zone is included in **Table 3** below:

Mixed Use Zone Intent	Compliance Statement
To provide for a wide variety of active uses on street level which are compatible with	The proposed development will achieve this by incorporating an active medical centre at the ground floor, designed in a manner consistent



residential and other non-active uses on upper levels.	with the nature, scale, and form envisaged by the Kardinya District Centre Precinct Structure Plan. The upper levels will comprise high-density residential apartments across the first and second floors, aligned with the R80 zoning applicable to the site.
To allow for the development of a mix of varied but compatible land uses such as housing, child care, and appropriate land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	The proposed medical centre and residential development are compatible land uses. The medical centre is a low-impact, community-servicing use that operates primarily daytime business hours and does not generate significant noise, traffic or other amenity impacts. Traffic movements are predictable and dispersed throughout the day, avoiding conflict with residential use. The integration of residential dwellings with a medical facility aligns with contemporary mixed-use intention, improves access to essential services and supports walkability. Potential amenity impacts are effectively managed through building design, access arrangements, and operational characteristics, ensuring residential amenity is maintained.
To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.	The proposed development comprises a mixed-use arrangement, incorporating both a medical centre and residential components that are complementary in nature. This configuration is applicable to the surrounding zoning context as part of the City of Melville Local Planning Scheme No.6, with the adjoining lot to the east designated for residential use and the lot to the north zoned for mixed-use development.
To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.	The south-west portion of the first-floor level incorporates the most prominent façade treatment, expressed through a curved architectural element that responds to the site's corner location. This curved form accommodates a substantial landscaped area, contributing significantly to the development's biophilic design approach. The integration of planting within this prominent façade softens the built form and introduces a strong natural and vegetated character, creating a distinctive architectural feature that positively enhances the surrounding streetscape and contributes to the visual identity of the area.
To provide for a compatible mix of commercial and residential uses which complement the adjacent activity centres, and will contribute towards the development of a vibrant and attractive place to live and work.	The proposed medical centre and residential mixed-use development provides a compatible and complementary mix of uses that supports the role of the adjacent activity centres. The medical centre delivers essential health services and employment opportunities, while the residential component provides high-quality housing close to services, transport



	and jobs. The integration of these uses promotes efficient land use, encourages activity throughout the day, and enhances safety and vitality within the precinct. Through appropriate siting, design and interface treatment, the development contributes to an active streetscape and a vibrant, attractive place to live and work, consistent with the stated objective.
To ensure the nature, form and scale of any non-residential development is such as not to prejudice the commercial services provided for within the designated activity centres, recognising the strategic significance of such centres with reference to their accessibility and co-locational synergies.	The proposed non-residential component has been designed at a scale, form and intensity that complements rather than competes with the commercial services provided within the designated activity centres. The medical centre delivers specialised, community-focused services that benefit from proximity to the activity centre while not undermining its primary retail or commercial function. Its location and size leverage the accessibility, public transport connections and co-locational synergies of the activity centre, supporting its strategic role as a focus for services, employment and community infrastructure. Accordingly, the development reinforces the function and viability of the activity centres and is consistent with the stated objective.

Table 2 Response to Mixed Use Zone Objectives

Table 3 (Zoning Table) of the City of Melville Local Planning Scheme No. 6 identifies a Medical Centre as an “A” use within the Mixed-Use Zone, indicating that the proposed development is acceptable subject to a period of advertisement and subsequent application of discretion.



Figure 9 City of Melville Local Planning Scheme No.6

4.3 Kardinya District Centre Precinct Structure Plan 2025

Figure 2 (PSP Map) of the City of Melville's Kardinya District Centre Precinct Structure Plan 2025 identifies the subject site as being located within the Mixed Use R80 corridor along the eastern side of Gilbertson Road. The Centre Core precinct is located immediately west of Gilbertson Road and includes Kardinya Park Shopping Centre, an approved cinema development, and approved residential apartments.

The Mixed-Use precinct occupies a strategically important transitional position adjoining the Centre Core and is intended to support pedestrian activity through its proximity to key destinations and established pedestrian connections. This location facilitates the integration of residential and non-residential land uses, contributing to the overall function and vitality of the District Centre.

The proposed mixed-use development, comprising a medical centre and residential apartments, is consistent with the strategic intent of the Structure Plan and agrees with the Mixed-Use character statement, which seeks:

"To provide a transitional interface between the Centre and surrounding residential development. The Mixed-Use zone is intended to provide a mixture of lower-intensity commercial land uses, and medium-rise building height to frame development along Gilbertson Road."



The development proposes an active non-residential use in the form of a medical centre at ground floor level, with residential apartments located on the first and second floors. This configuration directly reflects the Structure Plan's intent to deliver a mixed-use environment, with active commercial uses at street level and lower-intensity residential uses above.

In addition, the proposal contributes to increased residential density within the precinct in a manner that supports walkability, reinforces key pedestrian linkages, and capitalises on the site's proximity to the high-frequency public transport corridor along South Street. The development therefore supports the Structure Plan objectives of promoting sustainable transport modes, enhancing pedestrian connectivity, and reinforcing the District Centre's role as a mixed-use activity node.

The Kardinya District Centre Precinct Structure Plan also establishes Mixed Use Frame precinct development controls, which guide built form, land use distribution, and interface outcomes within the Mixed-Use zone. The proposal has been designed to respond to these controls and is consistent with the intended character, scale, and function of development envisaged for this precinct see below justification for each element of the development controls.

Element	Justification
Residential Development	The proposed development building height is 3 storeys, and all residential dwellings will be on the first and second floors and built in accordance with the R80 coding of the Residential Design Codes Volume 2.
Non-Residential Development	The proposed development building height is 3 storeys with the medical centre (non-residential development) being on the ground floor. Table 3 (Zoning Table) of the City of Melville Local Planning Scheme No. 6 identifies a Medical Centre as an "A" use within the Mixed-Use Zone, indicating that the proposed development is acceptable subject to discretion. The proposal achieves a plot ratio of 1.12 which is slightly above the deemed-to-comply plot ratio requirement in respect to the structure plan for Mixed-Use R80 lots. The building's reduced height of three storeys, combined with proportionate setbacks and façade articulation, serves to moderate its perceived bulk and scale when viewed from South Street and Gilbertson Road. These design measures break down the overall massing, creating a more refined built form that responds sensitively to its context. In addition, the provision of an open, landscaped frontage along the southern boundary, together with landscaped areas at first-floor level, reduces the visual intensity of the built form at both street level and upper



	levels. This landscaping softens the interface with the public realm and enhances the overall presentation of the development. A signature curved form further defines the architectural identity of the proposal. This element not only establishes a distinctive visual marker within the precinct but also contributes positively to the evolving streetscape character. Its geometry assists in promoting passive surveillance by orienting active frontages toward surrounding streets and public spaces. Collectively, these design strategies ensure the development makes a positive contribution to the streetscape and aligns with the strategic objectives of the Kardinya District Centre Precinct Structure Plan.
Ground Floor Land Uses & Ceiling Heights	The floor-to-floor heights are in general accordance with the minimum of 4m. All residential units are provided on the first and second floor.
Facades and Frontages	Building facades in the proposed development combines grey face brick and white render, reflecting the surrounding streetscape while introducing contemporary materials for a modern interpretation. Curved elements are introduced to the street-facing façade that incorporates the characteristics of the subject site being a corner lot adding definition to the building. LPP2.1 will be addressed in City of Melville Local Planning Policies Section.
Vehicle Parking and Access	Traffic Impact Statement is attached as part of the application. The vehicle parking has been provided in general accordance with the Residential Design Codes Volume 2 and City of Melville Local Planning Policy 1.6 – Car Parking and Access. Please refer to relevant sections on both for further detail.
Pedestrian Footpath	There is already a pre-existing footpath along the lot frontage within the road reserve of South Street and Gilbertson Road.
State Planning Policy 5.4 – Road and Rail Noise	An acoustic report has been provided as part of this application and please refer to State



	Planning Policy 5.4 – Road and Rail Noise section for further details.
Street Trees	The proposed development is located on a corner lot that functions as a key pedestrian route. The provision of a street tree within the verge at this location would adversely impact pedestrian access and overall amenity for both the site and the surrounding area. Specifically, a street tree would create a visual obstruction, reducing sightlines and limiting visibility of approaching pedestrians and cyclists, which may compromise safety. In addition, it would constrain the effective width of the shared path, forcing all users into a narrower circulation space. In lieu of a verge tree, the development proposes substantial tree planting and landscaping along the lot boundary. This approach achieves comparable benefits to streetscape character, shading, and visual amenity, while maintaining clear sightlines and unrestricted accessibility along this important pedestrian corridor.



Figure 10 Kardinya District Centre Precinct Structure Plan (PSP) Map



4.4 State Planning Policy 5.4: Road and Rail Noise

The subject site is located within the noise buffer identified under State Planning Policy 5.4 – Road and Rail Noise due to its proximity to South Street. The development proposes a residential component to the site through residential apartments on the first and second floor of the development. Residential is listed as a noise sensitive use under SPP5.4.

As part of this application an Acoustic Report and Noise Management Plan have been completed by Herring Storer Acoustics and are attached.

The results of the acoustic assessment indicated that noise received at the development from traffic from South Street will exceed the noise level criteria outlined in SPP . However, this surplus noise can be mitigated through design and construction requirements to meet internal noise criteria. Further information regarding these requirements can be found in the Noise Management Plan.

4.5 State Planning Policy 7.0: Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) was enacted by the WAPC on 24th May 2019 and intends to provide a framework for improving the built form outcomes by introducing design review and assessment processes. The objectives of SPP 7.0 are as follows:

1. *A consistent framework to define the desired quality outcomes from the planning and design of built environment projects across the State.*
2. *A coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:*
 - *Design Principles – performance-based approach to policy*
 - *Design Review – skilled evaluation expertise*
 - *Design Skills – skilled design expertise*
3. *Timely and efficient review of planning and development proposals against the design principles.*

In addressing objective 2 of SPP 7.0, Harley Dykstra requested that the City's Design Review Panel (DRP) undertake a pre-lodgment review of the proposed development, which occurred at the DRP meeting on 15th April 2026. The DRP provided a detailed assessment of the proposed development plans against each of the design principles set out in SPP 7.0.

The DRP gave their support in principle for the application, both in terms of the proposed land use and built form. The DRP also provided a range of recommendations to further improve the design. A copy of the minutes from the DRP has been included as part of the application. The following Figure 11.



SPP Principles	7.0	DRP Recommendations	Applicant Design Response
1 Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	- Review the intended use of the ground floor as it will have a fundamental impact on whether an appropriate street interface can be delivered and what form the street interface takes. - Undertake further character analysis of the place to look for meaningful character cues. - Provide a landscape screen to the car park.	- Point 1) has been addressed in an amended version of the Development Application to include direct separate pedestrian access to all ground floor tenancies and a separate access into the Lobby area for the upper floor residential components. Tenancy 1 and 3 also have internal access into the Lobby which allows access to the Car Park and amenities including toilets. - Character analysis was conducted in accordance with the Kardinya District Centre Precinct Structure Plan October 2025. The character of this proposal specifically addresses the vision of the Precinct Structure Plan helping to accommodate to a 'Localised centre to accommodate all user's needs in the one location, supported by a higher density residential precinct'. - A landscape screen wasn't provided because from a safety and visibility perspective given the car park intersects the pedestrian path and enters onto Gilbertson Road relatively close to the Gilbertson Road and South Street intersection. A landscape screen would pose visibility restrictions for pedestrians and motorists.	
2 Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	- Provide details on existing trees that have been removed. - Extend the landscape concept to include the verge. - Provide a comparison against the landscape metrics of the R-Codes. - Provide cross sections through on-structure planting - Review the location of the large, landscaped area on the first floor and ensure communal and maintenance access.	- Details on the existing trees to be removed have been noted. - Landscape has been extended to include the verge. - Maintenance access has been provided through the balcony of Unit 5 for the large landscape area on the first floor. - Communal Open Space is not required for developments of 10 units. - Landscaping has been provided in the NW corner and also the bicycle parking to provide accessible active transport. - Planters have been included on the northern balconies. - Landscaping has been provided on the rear wall of the car park to terminate the driveway vista.	



	- Relocate the tree in the NE corner to the NW corner and support with permeable paving. - Clarify maintenance responsibilities for planters on apartment balconies. - Establish a landscape feature to terminate the driveway vista. - Explore opportunities for planters on the northern balconies.	
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.	- Review the location of the large, landscaped area on the first floor and ensure communal and maintenance access. - Review setbacks to the north and east to avoid the need for fully screened balconies, obscure glazing and high-level windows. - Replan the NE apartment to avoid the use of a 'snorkel' lightwell. - Provide continuity of cover to car bays.	- The landscapes area provides a visually aesthetic green space on the busy urban corner of Gilbertson Road and South Street intersection that is dominated by cars. Maintenance access has been provided through the balcony of Unit 5 for the large landscape area on the first floor. Additionally, Communal Open Space is not required for developments of 10 units. - Planters have been provided both along the north and eastern sides of the proposal. Setbacks are addressed in the Residential Design Codes Volume 2 Assessment. 2.5m wide windows have been provided for the NE apartments to prevent the 'snorkelling' of light from the windows. - Cover to protect car bays has been provided.
4 Functionality and Build Quality	Open stores to apartments instead of corridors wherever possible.	- Stores open internally to the apartment instead of the hallways. - The ground will be 3 tenancies. - The justification for the parking has been provided in Section 4.7.3 Local Planning Policy 1.6 Car Parking and Access.



<i>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.</i>	2. Clarify whether the ground floor is to be one tenancy or three. 3. Provide a compelling rationale for the significant parking shortfall. 4. Ensure robust materials if the apartments will be for rent. 5. Check column grid for vertical continuity of load and optimal efficiency. 6. Identify AC plant locations for the ground floor spaces. 7. Review the length of the apartment corridors. 8. Use furniture layouts to test the useability of rooms. 9. Use wheel stops in the car park. 10. Review the dimensions for the bike parking. 11. Review the location of staff amenities depending on the tenancy subdivision. 12. Provide for bulk waste storage. 13. Use a hinged door rather than a roller door for access to the bin store. 14. Consider standing for removal trucks.	• Furniture layouts have been shown to demonstrate usability. • Wheel Stops have been provided for the car parks. • Bicycle Parking is compliant with AS2890.3. • Staff amenities have been relocated to the centre of the proposed development providing good access for all 3 medical centres. • Hinged door has been provided for the bin storage. • Standing area for removal trucks are not required for developments of this scale under City of Melville Local Planning Scheme 1.6 Car Parking and Access
5 Sustainability <i>Good design optimises the sustainability of</i>	1. Provide a sustainability strategy, utilising an ESD consultant if necessary, identifying commitments and targets for sustainability	• The proposed development has carefully incorporated sustain design principles around energy efficiency, water conservation, waste management, and urban heat mitigation, and will incorporate measures such as passive design principles including natural light and ventilation, efficient building systems, and appropriate landscaping to support improved environmental performance.



the built environment, delivering positive environmental, social and economic outcomes.	initiatives, noting the comments above.	
6 Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.	1. Ensure clear and direct access from the public realm to the commercial tenancies and the residential lobby. 2. Review the location of AC condensers. 3. Review setbacks noting fully screened balconies will not be supported. 4. Provide a communal area that is consistent with R-Code metrics. 5. Review bathroom sizes. 6. Replan apartments to avoid 'snorkel' lightwells. 7. Provide natural daylight to the internal circulation areas on the residential levels. 8. Provide a more generous residential lobby. 9. Clarify balcony areas and dimensions. 10. Move the bin store so it can be accessed by residents internally. 11. Consider the use of wintergardens to the southern apartments, which will also help with acoustics.	• Separate pedestrian access has been provided to each of the 3 medical centre tenancies. Additionally, a separate pedestrian access has been provided into a lobby area for the residential upper floor components. • Setbacks have been addressed in the Residential Design Codes Volume 2 Assessment. • Communal Open Space is not required for developments of 10 apartments. • Units in the NE corner have had their windows increased to 2.5m width to reduce snorkelling. • Residential lobby has been increased in size and provides a more distinct entrance into the development. • Balcony areas have been provided on the design plans, and all are compliant with Residential Design Codes Volume 2.



7 Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.	1. <i>Ensure clear and direct access from the public realm to commercial tenancies and the residential lobby.</i> 2. <i>Open stores into apartments rather than the corridors wherever possible.</i>	• Clear and direct access pedestrian access is being provided from South Street as discussed above. • Stores are opening into the apartments rather than the corridors as discussed above.
8 Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	1. <i>Provide a dedicated safe pathway to entries for pedestrians.</i> 2. <i>Consider uses for the ground floor that are more interactive with the public realm, and more likely to enable passive surveillance.</i> 3. <i>Review sightlines at the crossover.</i> 4. <i>Ensure sufficient parking on site to reduce the need for pedestrians to cross the road.</i> 5. <i>Provide an overview of external lighting.</i>	• Pathways have been provided from the public realm as discussed above. • Additionally, a 1.5m shared space has been provided on the northern side of the car park to help pedestrians move safely through the car park. • The mixed-use proposal including residential and 3 medical centres ensures that there will be consistent footfall around the building helping to enable passive surveillance in the area. • Crossover has been reviewed as part of the Traffic Impact Statement and found the proposed driveway is located outside the restricted 6m zone from the tangent point of the South Street / Gilbertson Road Intersection. • Parking justification has been provided in Section 4.7.3 Local Planning Policy 1.6 Car Parking and Access
9 Community Good design responds to	1. <i>Provide communal space consistent with the R-Codes metrics.</i>	• Developments of 10 units are not required to provide communal open space. • A 1% contribution is required for public art and is shown in the design drawings.



<i>local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	<i>2. Check whether there is a public art requirement and, if so, what the strategy is</i>	
10 Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	<i>1. Provide more details on external materials. 2. Review the architectural expression in the context of a meaningful context and character study.</i>	Architectural expression aligns with the Kardinya District Centre Precinct Structure Plan October 2025 and more specifically the vision section of this structure plan.

Figure 11 Responses to Recommendations from the DRP Minutes



4.6 State Planning Policy 7.3 – Volume 2

State Planning Policy 7.3 – Volume 2 (R-Codes Volume 2) has been prepared by the Department of Planning Lands and Heritage to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and activity centres. The policy objectives are as follows:

- *“to provide residential development of an appropriate design for the intended residential purpose, land tenure, density, place context and scheme objectives.*
- *To encourage design consideration of the social environmental and economic opportunities possible from new housing, and an appropriate response to local context.*
- *To encourage design that considers and respects local heritage and culture.*
- *To facilitate residential development that offers future residents the opportunities for better living choices and affordability when seeking a home, as well as reduced operational costs and security of investment in the long term.”*

In assessing applications for development approval against the R-Codes Volume 2, the decision maker is to have regard to the above policy objectives. A comprehensive assessment of the proposal against the provisions of the R-Codes Volume 2 has been undertaken and is attached as part of this application.

Overall, the proposed development complied with the majority of the Volume 2 R-Code Assessment.

The proposed development slightly exceeds the Volume 2 R-Code Assessment Plot Ratio being 1.12. The building's reduced height of three storeys when 4 storeys is applicable, combined with proportionate setbacks and façade articulation, serves to moderate its perceived bulk and scale when viewed from South Street and Gilbertson Road. These design measures break down the overall massing, creating a more refined built form that responds sensitively to its context.

Additionally, minor variations to the street, side, and rear setbacks are proposed, with small portions of the development encroaching below the applicable R-Codes requirements. These variations are limited in extent and are not consistent along the entirety of any frontage or boundary. The reduced setbacks are primarily driven by architectural design considerations, enabling articulation of the built form to break up visual bulk, reduce perceived massing, and introduce depth and variation to the building façades. This approach contributes to an improved streetscape outcome and a higher quality residential environment, while maintaining appropriate overall separation and amenity outcomes.

4.7 City of Melville Local Planning Policies (LPP)

The City of Melville has several relevant Local Planning Policies (LPP) which apply to the subject land including the following:

- LPP 1.3 Waste Recycling and Food Organics Garden Organics (FOGO) Collection for Multiple Dwellings Mixed Use Developments and Non-Residential Developments
- LPP 1.5 Energy Efficiency in Building Design
- LPP 1.6 Car Parking and Access
- LPP 2.1 Non-Residential Development
- LPP 2.2 Outdoor Advertising and Signage

An address of each of these policies is included below.



4.7.1 Local Planning Policy 1.3 Waste Recycling and Food Organics Garden Organics (FOGO) Collection for Multiple Dwellings Mixed Use Developments and Non-Residential Developments

Local Planning Policy 1.3 has been prepared by the City of Melville to ensure development is functionally designed and effectively managed to support efficient waste, recycling, and collection services, while promoting source separation, increased recycling, and resource recovery. The guidelines provide direction for Council staff, developers, designers, and building managers to deliver adequate waste, recycling, and FOGO services for multiple dwelling, mixed-use, and non-residential developments, including future-proofing for the rollout of FOGO systems.

The development provides two clearly designated waste bin storage facilities, with separate areas allocated for the residential component and the medical centre. This separation ensures effective organisation and management of residential and non-residential waste streams, supporting efficient waste handling and recycling practices.

In addition, a comprehensive Waste Management Plan has been prepared and submitted in support of this application.

4.7.2 Local Planning Policy 1.5 Energy Efficiency in Building Design

Energy and environment design principles have been incorporated throughout the proposal in accordance with LPP1.5 Energy Efficiency in Building Design to ensure high-quality residential amenity while reducing reliance on artificial heating and cooling. The orientation of the site plays a pivotal role in achieving these outcomes. All apartments are designed with a minimum of two aspects, with several achieving three, ensuring a high level of access to sunlight, daylight, and natural ventilation.

The north-eastern elevations receive optimal morning sun, benefiting both living areas and bedrooms. The western façade is effectively shaded through the use of oversized roof overhangs and first-floor landscaping, mitigating heat gain during the warmer months. Where required, direct solar exposure to glazing is further managed through deep setbacks, screening, and overhangs, reducing heat gain from Perth's summer sun while maximising access to low-angle winter sunlight.

The apartments are typically limited to approximately 10 metres in depth and incorporate openings on opposing façades, enabling effective cross-ventilation and supporting comfortable internal living conditions year-round.

The proposed low-profile truss roof has been deliberately designed to minimise the overall height and bulk of the development, thereby reducing the extent of overshadowing on surrounding properties. This approach limits the creation of overly shaded or darkened external areas and helps maintain reasonable levels of sunlight to adjacent open spaces.

By reducing roof height and mass, the design also mitigates potential impacts on nearby solar access, including the performance of existing and future solar panels on adjoining developments. The restrained roof form supports a lighter architectural expression and contributes to a built outcome that is responsive to its context, balancing density objectives with the protection of residential amenity and environmental performance.



4.7.3 Local Planning Policy 1.6 Car Parking and Access

The proposed development car park has been designed in accordance with AS2890.1 and ensures that:

- There is one access point from the secondary street (Gilbertson Road).
- Vehicles will enter and exit the site in forward gear.
- Appropriate sight lines and truncations are provided for vehicles

Car Parking

The proposed development is required to provide a total of 27 car parking bays in accordance with the City of Melville Local Planning Policy 1.6 Car Parking and Access.

The medical centre component of the development is required to provide a total of 14 parking bays. This requirement is based on the provision rate of 3 bays per health consultant, with 4 consultants proposed, as well as an additional 0.5 bays per staff member.

For the residential component, the two one-bedroom apartments are required to provide a total of 2 parking bays, calculated at a rate of 1 bay per one-bedroom dwelling. The eight two-bedroom (or larger) apartments are required to provide 8 parking bays, at a rate of 1 bay per apartment.

The proposed development provides a total of 18 on-site parking bays plus an additional 1 accessible car parking bays. This represents a statutory shortfall of 9 bays against the calculated requirement.

For the residential component of the development, the one-bedroom apartments will not be provided with assigned on-site car parking bays. Given the site's close proximity to three high-frequency public transport routes, the provision of on-site bicycle parking, and its walkable distance to Kardinya Park Shopping Centre, residents have access to a range of high-quality transport and amenity options that reduce the need for private vehicle ownership.

It is also well established that the provision of car parking spaces adds both value and cost to residential dwellings. The delivery of smaller residential apartments without dedicated car parking therefore provides an opportunity to offer a more affordable housing option within a constrained housing market that is currently experiencing a shortage of accessible and affordable choices.

With respect to the shortfall in parking associated with the medical centre, the subject site is located immediately opposite Kardinya Shopping Centre, which is designated as a District Centre and Activity Centre under State Planning Policy 4.2. District Centres are intended to service the daily and weekly needs of the surrounding community and are characterised by their strong local focus, providing a range of services, facilities, and employment opportunities that respond to the specific needs of their catchment. Additionally, there is a pedestrian stoplight outside the development to allow pedestrians to cross Gilbertson Road providing direct access between the development and Kardinya Park Shopping Centre.

Activity Centres are designed to be vibrant, highly accessible destinations that accommodate a mix of complementary land uses within close proximity. In this context, it is reasonable to expect that visitors to the medical centre may utilise parking within the shopping centre and combine trips, such as attending medical appointments while also undertaking grocery shopping or visiting the pharmacy to collect prescriptions. This pattern of shared parking and trip-chaining is consistent with the intended function and operation of District and Activity Centres and supports efficient use of existing parking resources.



Bicycle Parking

The City of Melville Local Planning Policy 1.6 – Car Parking and Access sets a bicycle parking rate of two bays per ten car parking bays. Based on the provision of 18 on-site car parking bays, a minimum of four bicycle parking bays is required.

To support alternative transport and partially offset the reduced car parking provision, five bicycle parking bays are proposed. The bays are located close to the building entrance to improve accessibility and encourage cycling by residents and staff. This exceeds the minimum requirement and complies with the applicable bicycle parking standards.

4.7.4 Local Planning Policy 2.1 Non-Residential Development

The objectives of the City of Melville Local Planning Policy 2.1 Non-Residential Development are to promote high-quality architectural design that enhances the City's visual character while ensuring buildings are human-scaled to support active, engaging street environments. New development is intended to contribute positively to the streetscape through well-designed frontages, lighting, and passive surveillance that create safe, secure, and attractive public spaces.

The development proposes medical centre use across the ground floor level aligning with the policies interests of street level activation.

The proposed development is on a corner lot. The development accentuates the corner by providing the sites most prominent façade treatment, expressed through a curved architectural element that responds to the site's corner location. This curved form accommodates a substantial landscaped area, contributing significantly to the development's biophilic design approach. The integration of planting within this prominent façade softens the built form and introduces a strong natural and vegetated character, creating a distinctive architectural feature that positively enhances the surrounding streetscape and contributes to the visual identity of the area.

A landscaping plan has been developed as part of this application.

The non-residential medical centre is proposed on the ground floor with the residential apartments being proposed on the first and second floor to create the visual barrier through height dimensions. Additionally, apartments with balconies fronting either South Street or Gilbertson Road they have been provided with planting boxes

Transport

The proposed development proposes one vehicle access point from the secondary street (Gilbertson Road). The vehicle access point has been located with the maximum possible distance from the corner intersection between Gilbertson Road and South Street.

All vehicles will be able enter and exit the car park in a forward gear.

Bicycle Parking has been provided in accordance with the City of Melville Local Planning Policy 1.6 Car Parking and Access.

Disabled parking is provided in accordance with the National Construction Code 2012.

Waste

The development provides two clearly designated waste bin storage facilities, with separate areas allocated for the residential component and the medical centre. They are adequate size to accommodate the expected waste generated from the site. They are strategically placed beside each other on the ground floor internally not visible from the street but easily accessible from the internal ground floor car park.



Furthermore, a Waste Management Plan has been included as part of this application.

4.7.5 Local Planning Policy 2.2 Outdoor Advertising and Signage

The City of Melville Local Planning Policy 2.2 Outdoor Advertising and Signage sets out objectives for appropriate signage across the city. The provisions of this policy apply to all signs within the scheme area under Local Planning Scheme No. 6, including reserves, thoroughfares and private property within the City of Melville. The proposed signage for the medical centre within the mixed-use development has been designed to provide clear identification and effective wayfinding, while maintaining a high standard of visual amenity appropriate to its setting. The sign is modest in scale, well integrated with the building design, and avoids visual clutter, ensuring it does not obstruct or pose a hazard to pedestrians or motorists. Its materials, placement, and presentation are consistent with the site's function and surrounding streetscape, protecting the character and amenity of the area while supporting a performance-based approach to signage assessment.



5 SITE MANAGEMENT CONSIDERATIONS

5.1 Waste Management Plan

A Waste Management Plan has been prepared by Talis Consultants in support of this Development Application, which is attached as part of this application. The proposed development includes a residential bin store and commercial bin storage with an area which have been designed and located to accommodate all the proposed waste generated by the development. The Proposal provides sufficiently sized Bin Storage Areas for storage of refuse, recyclables and FOGO, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal. The City will collect refuse, recyclables and FOGO from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Gilbertson Road.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

All clinical and related waste shall be appropriately stored for collection and transporter by a licensed Environmental Protection Authority (EPA) contractor. Waste is currently and will continue to be appropriately managed on-site.

5.2 Landscaping

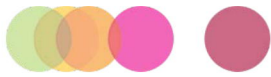
A Landscape Plan has been completed as part of this proposal. The landscaping details have also been incorporated on the development plans attached. The plans have been prepared having due regard to the comments made by the DRP as part of pre-lodgement consultation. Therefore, where possible, the proposed development seeks to maximise the amount of landscaping to provide an attractive space for users. In particular, the deep root soil zones are proposed to provide substantial areas for landscaping. An assessment of the landscaping is included on the development plans and in the SPP 7.3 Volume 2 Assessment attached.

5.3 Noise Management

The precinct is currently undergoing an urban transformation from a predominantly low-density residential area surrounding the Kardinya Park Shopping Centre into a higher density, mixed-use environment. The proposed development is consistent with, and directly supports, the strategic planning framework established by the Kardinya District Centre Precinct Structure Plan.

In support of this application, an Acoustic Report has been prepared by Herring Storer Acoustics to assess potential noise emissions from the various components of the development. This includes the medical centre tenancies, residential apartments, and associated waste collection areas, all of which will be required to comply with the Environmental Protection (Noise) Regulations 1997.

While some design elements, such as the final location of mechanical plant, are yet to be confirmed, the report concludes that compliance with the relevant noise criteria is readily achievable. Overall, the anticipated noise impacts from the development are considered to be minimal and capable of being appropriately managed through standard design and operational measures.



6 CONCLUSION

In conclusion, this proposed Development Application has provided the relevant details and supporting rationale for the development of a Mixed-Use development comprising of 3 Medical Centre Tenancies on the ground floor and 10 apartments on the upper floors.

This submission demonstrates that the design responds appropriately to the current and future amenity of the area. It is emphasised that the proposed built form seeks to be subservient to the important Kardinya District Centre Precinct Structure Plan 2025. This submission has also demonstrated that the proposal is compliant with the applicable planning framework including the City of Melville Local Planning Scheme No.6, the various relevant Local Planning Policies and the Residential Design Codes Volume 2.

The proposal, and particularly the improvements to the site as illustrated on the development plans attached intends to service the local community, improve the overall amenity of the area, and provide for activation of the existing streetscapes. Overall, it is considered that this development will be a highly positive contribution to the overall area as also expressed by members of the DRP during pre-lodgement consultation.

In view of the attributes of this proposal as described within this report, the associated Development Plans and supporting technical studies, it is respectfully requested that the City of Melville support the proposed Mixed-Use Development comprising of medical centres and upper floor apartments at Lot 1 and 2 (No. 25A and 25B) South Street, Kardinya. Should the City of Melville have any further queries or require any additional information to support this proposal, please do not hesitate to contact [REDACTED] at the Harley Dykstra office.



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**RESIDENTIAL DEVELOPMENT
25A – 25B SOUTH STREET
KARDINYA**

ACOUSTIC REPORT

FEBRUARY 2026

OUR REFERENCE: 35969-1-26006

DOCUMENT CONTROL PAGE

ACOUSTIC REPORT

RESIDENTIAL DEVELOPMENT
25A – 25B SOUTH STREET, KARDINYA

Job No: 26006

Document Reference: 35969-1-26006

FOR



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Date of Issue:	6 February 2026			
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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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A	WALL SETOUT PLANS AND WALL TYPES
B	EXTRACT OF PART F7 OF NCC

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to undertake a review of the proposed development of 25A – 25B South Street, Kardinya with regards to compliance with Part F7 of the *National Construction Code 2022 (NCC)*, the *Environmental Protection (Noise) Regulations 1997*.

Part F7 of the NCC details the requirements for sound transmission and insulation within residential type buildings. The *Environmental Protection (Noise) Regulations 1997* details requirements for noise emission from a premises.

The proposed development is a three storey mixed-use development comprising a medical clinic and parking on the ground floor as well as two levels of apartments.

Plans for the building are included for reference in Appendix A.

2.0 CRITERIA

2.1 NCC PROVISIONS

For Class 2 or 3 buildings, the appropriate sections of Part F7 “Sound transmission and insulation” relating to the acoustic criteria are attached in Appendix B for information. Table 2.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 2.1 – SUMMARY OF NCC REQUIREMENTS

Space of separation	Acoustic Rating	Discontinuous Construction Required
WALLS		
Wet to wet	$R_W + C_{tr}$ not less than 50 dB	NO
Living to living	$R_W + C_{tr}$ not less than 50 dB	NO
Wet to living	$R_W + C_{tr}$ not less than 50 dB	YES
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB	YES
Unit to plantroom, stairway Public corridor / lobby or alike	R_W not less than 50 dB.	NO
Unit to Lift shaft	R_W not less than 50 dB.	YES
Unit to part of a different classification	R_W not less than 50 dB.	NO
FLOORS		
Between Sole Occupancy Units	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
Separating a Sole Occupancy Units and a plant room, stairway, corridor, lobby or part of a different classification.	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
SERVICE RISERS / STORM WATER DOWN PIPES		
to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.	NO
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB	NO
DOORS		
Doors to Sole Occupancy Units	R_W not less than 30 dB	NO

Notes:

- 1 Where kitchens are part of an open living area, kitchens are considered to be part of the living area and in these cases discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.
- 2 Wet area include bathrooms, ensuites, sanitary compartments/powder rooms, laundries and kitchens.
- 3 For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—
 - (a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
 - (b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.2. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 2.2 also lists the assigned noise levels for commercial premises.

TABLE 2.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3dB L_{A Fast} in any one-third octave band;

- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality”

means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.3 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.4 below.

TABLE 2.4 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where impulsiveness is not present	Where impulsiveness is present
+10 dB(A)	+15 dB(A)

3.0 NCC REQUIREMENTS

The requirements of Part F7 of the NCC will apply to the SOU's (apartments) within the development.

4.0 NOISE EMISSIONS

Noise emissions from the development include noise from mechanical plant servicing the apartments and noise associated with the medical clinic.

4.1 INFLUENCING FACTOR

The development is located on the corner of South Street and Gilbertson Road, adjacent to the Kardinya Park shopping centre. An illustration of the surrounding area is included in Figure 4.1. Nearby noise sensitive premises are the residences located to the northeast and southwest of the development.



FIGURE 4.1 – SURROUNDING AREA

The influencing factor for these nearby residences is calculated as follows:

TABLE 4.1 – INFLUENCING FACTOR CALCULATION

Component	Contribution	Influencing Factor (dB)
Commercial within 100m	30%	1.5
Commercial within 450m	10%	0.5
Major Road within 100m	South St (40,700 vpd)	6
Total		8

As such the assigned levels for these receivers is summarised in Table 4.2.

TABLE 4.2 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	53	63	73
	0900 - 1900 hours Sunday and Public Holidays	48	58	73
	1900 - 2200 hours all days	48	58	63
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	43	53	63

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4.2 NOISE FROM APARTMENTS

4.2.1 Mechanical Plant

The main source of noise associated with the apartments within the development is the mechanical services. Emissions from these sources will be required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

As mechanical services can operate during the night period the critical assigned level is the night time period L_{A10} of 43 dB(A). These emissions are typically tonal in nature and hence carry a +5 adjustment to their assessable level. The design level for mechanical plant selections is therefore 38 dB(A) at the nearest residences.

Mechanical plant selection and locations have not been confirmed at this stage however meeting these requirements should not be impractical to meet.

4.2.2 Waste Collection

Noise emissions from waste collection are exempt from requiring to comply with the *Environmental Protection (Noise) Regulations 1997*, under Regulation 14A.

Regulation 14A exempts waste collection from being required to meet the Assigned Noise Levels stipulated by the *Environmental Protection (Noise) Regulations 1997* provided the works are either carried out during the day period, or under a noise management plan.

It appears that the bin store is designed to incorporate typical council provided bins, hence, the provision of a noise management plan (if collections are to occur outside the day period) would be the responsibility of the City of Melville to provide and would be no different to any other typical residential premise in the area.

In the event that a private contractor is utilised for bin collection, the responsibility of a noise management plan (if required) would fall to the contractor.

Regardless of which method is utilised above, the end result would be no different – in terms of noise impact – to a normal residence in the area.

4.3 NOISE FROM MEDICAL CLINIC

The development includes a medical clinic on the ground floor. The noise emissions associated with this clinic are required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and a noise impact assessment would form part of the development application for the operator.

4.3.1 Mechanical Plant

The main source of noise associated with a typical medical clinic is the mechanical services. Emissions from these sources will be required to comply

with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Should mechanical services be required to operate during the night period the critical assigned level is the night time period L_{A10} of 43 dB(A). These emissions are typically tonal in nature and hence carry a +5 adjustment to their assessable level. The design level for mechanical plant selections is therefore 38 dB(A) at the nearest residences.

Mechanical plant selection and locations have not been confirmed at this stage however meeting these requirements should not be impractical to meet.

4.3.2 Waste Collection

Noise emissions from waste collection are exempt from requiring to comply with the *Environmental Protection (Noise) Regulations 1997*, under Regulation 14A.

Regulation 14A exempts waste collection from being required to meet the Assigned Noise Levels stipulated by the *Environmental Protection (Noise) Regulations 1997* provided the works are either carried out during the day period, or under a noise management plan.

It is likely that a private contractor will be engaged to collect waste from the medical clinic. In this case the responsibility for a noise management plan (if required) would fall to the contractor.

5.0 NOISE INGRESS

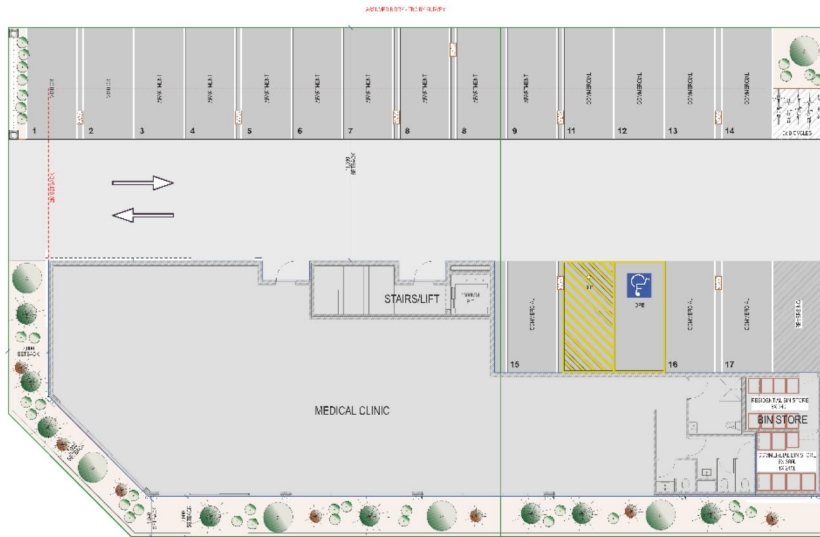
The development is located on South Street, classified as a 'strategic freight and major traffic route' by State Planning Policy 5.4. As such a noise management plan in accordance with the Policy is required. This noise management plan is included in an accompanying report (our ref: 35968-1-26006).

APPENDIX A

Drawings

APPROXIMATE
SUBJECT OF 30°

GILBERTSON ROAD



SOUTH STREET

Residential Less Than 18 Dwellings		
Number of 1 Bedroom Apartments	2	0
Number of 2 Bedroom Apartments	8	0
Number of 3 Bedroom Apartments	0	0
Other Commercial		
Type	Number of Occupied Bedrooms	
General Apartment / Boarding House / Bedstead	0	0
Hotel / Motel Accommodation	0	0
Type	Area in Square Metres	
Office / Medical / Consulting	250	0
General Office	0	0
Manufacturing / Processing	0	0
Childcare	0	0
Education / Training	0	0
Community Centre / Sports Centre / Place of Worship / Recreation	0	0
Type	Number of Occupied Apartments	
Suburban Village	0	0
Independent Living	0	0

Results - Weekly Waste Generation			
Residential Dwellings			
General Waste	Weekly Waste Generation	Weekly Waste Generation	Weekly Waste Generation
AGL	700L	560L	1740L
Commercial Food & Beverage			
General Waste	Weekly Waste Generation	Weekly Waste Generation	Weekly Waste Generation
AGL	700L	560L	1740L
Retail			
General Waste	Weekly Waste Generation	Weekly Waste Generation	Weekly Waste Generation
AGL	700L	560L	1740L
Other Commercial			
General Waste	Weekly Waste Generation	Weekly Waste Generation	Weekly Waste Generation
AGL	700L	560L	1740L
Totals			
General Waste	Weekly Waste Generation	Weekly Waste Generation	Weekly Waste Generation
AGL	700L	560L	1740L

BUILDING AREAS:		
DESCRIPTION	TYPE	NET M2: GROSS M2:
HARDSCAPING		
DRIVEWAY	240.19	240.19
PARKING	270.75	270.75
	530.24 m ²	530.24 m ²
STRUCTURES		
STAIRS	19.67	22.31
STAIRS LIFT	56.71	62.32
	75.38 m ²	84.63 m ²
SOFTSCAPING		
ULP SOIL	111.09	111.09
NOT DEEP SOIL	88.64	88.64
	199.73 m ²	199.73 m ²
	810.35 m ²	810.35 m ²
MEDICAL CLINIC		
MEDICAL CLINIC	274.93	293.81
	274.93 m ²	293.81 m ²
U1 (2 BED - 2 BATH)		
U1	87.08	95.18
U1 BALCONY	15.36	15.07
U1 STORE	4.49	5.11
	107.44 m ²	117.28 m ²
U2 (1 BED - 1 BATH)		
U2	57.05	57.07
U2 BALCONY	9.92	9.92
U2 STORE	3.46	3.46
	64.43 m ²	70.38 m ²
U3 (2 BED - 2 BATH)		
U3	87.21	95.44
U3 BALCONY	27.54	27.54
U3 STORE	4.49	5.11
	119.24 m ²	128.09 m ²
U4 (2 BED - 2 BATH)		
U4	87.08	95.07
U4 BALCONY	15.33	15.53
U4 STORE	4.12	4.20
	115.74 m ²	122.70 m ²
U5 (2 BED - 2 BATH)		
U5	87.04	99.64
U5 BALCONY	27.02	21.74
U5 STORE	4.48	5.08
	117.54 m ²	126.46 m ²
U6 (2 BED - 2 BATH)		
U6	87.08	95.18
U6 BALCONY	15.36	15.07
U6 STORE	4.49	5.11
	107.44 m ²	117.28 m ²
U7 (1 BED - 1 BATH)		
U7	57.05	57.07
U7 BALCONY	9.92	9.92
U7 STORE	3.46	3.46
	63.94 m ²	70.38 m ²
U8 (2 BED - 2 BATH)		
U8	87.21	95.44
U8 BALCONY	27.54	27.54
U8 STORE	4.49	5.11
	119.24 m ²	128.09 m ²
U9 (2 BED - 2 BATH)		
U9	87.05	94.97
U9 BALCONY	15.33	15.03
U9 STORE	4.12	4.20
	115.74 m ²	122.70 m ²
U10 (2 BED - 2 BATH)		
U10	87.04	99.64
U10 BALCONY	27.02	21.74
U10 STORE	4.48	5.08
	117.54 m ²	126.46 m ²
	1,318.42 m ²	1,423.65 m ²

PROPOSED SITE PLAN
Scale 1:100



Drawn	Checked	Issue	Client
10/10/2021	10/10/2021	10/10/2021	10/10/2021
10/10/2021	10/10/2021	10/10/2021	10/10/2021
10/10/2021	10/10/2021	10/10/2021	10/10/2021

Drawn	Checked	Issue	Client
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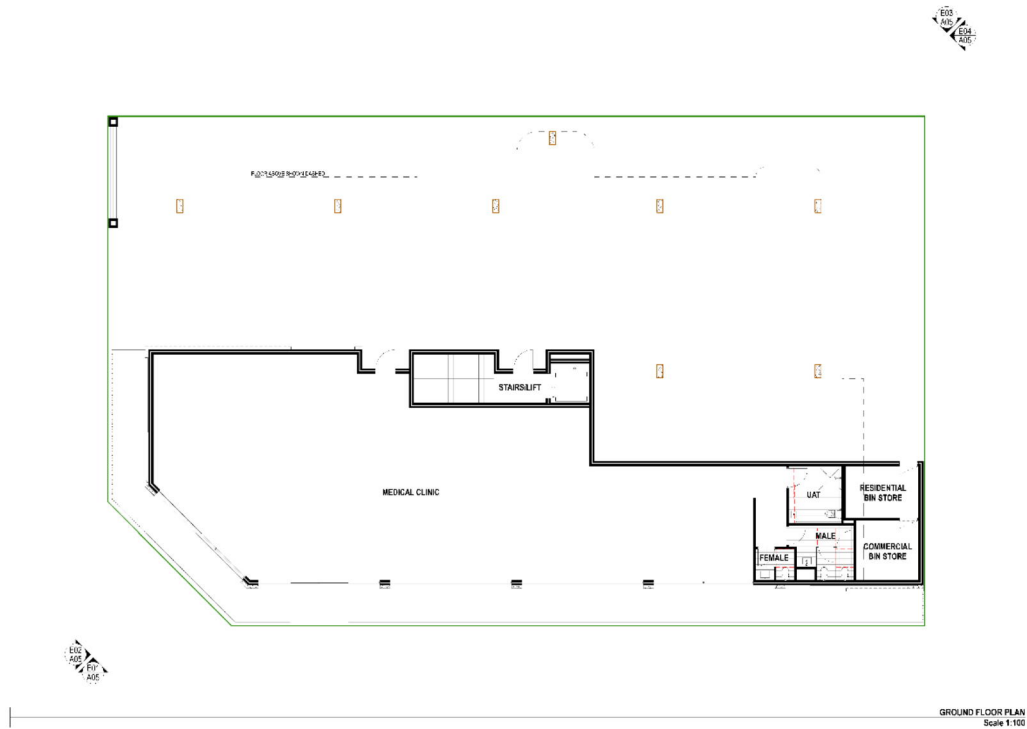


10/10/2021



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Project:
Proposed Mixed Used Building
Lot 1 & 2 (P25A-B) South Street, Kardinia



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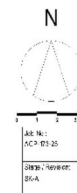
Project:
Proposed Mixed Used Building
Site:
Lot 1 & 2 (P25A-B) South Street, Kardinia

SH-A: 6/1/2025
Re: 6/1/2025
6/1/2025
ISSUED FOR COMMENT

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6/1/2025

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Job No:
NCA-01-25
SHEET NUMBER:
004



FIRST FLOOR PLAN
Scale 1:100



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Proposed Mixed Used Building
Site:
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SH-A	ECT-02	ISSUED FOR COMMENT
Re:	Ed:	Est: 10/01/2025

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16/02/2025

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A05 of A07
PAGE SIZE: A1

Job No.:
ACT-0135
SHEET NUMBER:
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Project:
Proposed Mixed Used Building
Site:
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Lot 1 & 2 (P25A-B) South Street, Kardinia

SH-A
Re: ECTO
Issued for comment
Date: 15/01/24

CLIENT
15/01/24

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Date:
15/01/24

Drawing Number:
A04 of A07
PAGE SIZE: A1

Job No.:
ACT-0135
Drawing Name:
SUA

APPENDIX B

Extract of Part F7 of NCC

WALLS

F7D6 Sound insulation rating of walls

- (1) *A wall in a Class 2 or 3 building must—(a) have an $R_w + C_{tr}$ (airborne) not less than 50, if it separates sole-occupancy units; and*
 - (a) *have an R_w (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification; and*
 - (b) *comply with F7D4(2) if it separates—*
 - (i) *a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit; or*
 - (ii) *a sole-occupancy unit from a plant room or lift shaft.*
- (2) *A door may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway, public corridor, public lobby or the like, provided the door assembly has an R_w not less than 30.*
- (3) *A wall in a Class 9c building must have an R_w not less than 45 if it separates—*
 - (a) *sole-occupancy units; or*
 - (b) *a sole-occupancy unit from a kitchen, bathroom, sanitary compartment (not being an associated ensuite), laundry, plant room or utilities room.*
- (4) *In addition to (3), a wall separating a sole-occupancy unit in a Class 9c building from a kitchen or laundry must comply with F7D4(2).*
- (5) *Where a wall required to have sound insulation has a floor above, the wall must continue to—*
 - (a) *the underside of the floor above; or*
 - (b) *a ceiling that provides the sound insulation required for the wall.*
- (6) *Where a wall required to have sound insulation has a roof above, the wall must continue to—*
 - (a) *the underside of the roof above; or*
 - (b) *a ceiling that provides the sound insulation required for the wall.*

F7D4 Determination of impact sound insulation ratings

- (1) *A floor in a building required to have an impact sound insulation rating must—*
 - (a) *have the required value for weighted normalised impact sound pressure level ($L_{n,w}$) determined in accordance with AS ISO 717.2 using results from laboratory measurements; or*
 - (b) *comply with Specification 28.*
- (2) *A wall in a building required to have an impact sound insulation rating must—*
 - (a) *for a Class 2 or 3 building be of discontinuous construction and*
 - (b) *for a Class 9c building, must—*
 - (i) *for other than masonry, be two or more separate leaves without rigid mechanical connection except at the periphery; or*
 - (ii) *be identical with a prototype that is no less resistant to the transmission of impact sound when tested in accordance with Specification 29 than a wall listed in S28C4 to S28C7.*
- (3) *For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—*
 - (a) *for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and*
 - (b) *for other than masonry, there is no mechanical linkage between leaves except at the periphery.*

FLOORS

F7D5 Sound insulation rating of floors

- (1) *A floor in a Class 2 or 3 building must have an $R_w + C_{tr}$ (airborne) not less than 50 and an $L_{n,w}$ (impact) not more than 62 if it separates—*
 - (a) *sole-occupancy units; or*
 - (b) *a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.*

As recommended by the Association of Australian Acoustical Consultants, the design objective of an $L_{n,w}$ of 55 is recommended to be utilised for impact isolation between floors of apartments.

SOIL & WASTE PIPES

F7D7 Sound insulation rating of internal services

- (1) *If a duct or soil, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an $R_w + C_{tr}$ (airborne) not less than—*
 - (a) *40 if the adjacent room is a habitable room (other than a kitchen); or*
 - (b) *25 if the adjacent room is a kitchen or non-habitable room.*
- (2) *If a stormwater pipe passes through a sole-occupancy unit, it must be separated in accordance with (1)(a) and (b)*

PUMPS

F7D8 Sound isolation of pumps

A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.

SOUND INSULATION FOR BUILDING ELEMENTS

S28C3 Construction Deemed-to-Satisfy

The forms of construction referred to in (1) [Acceptable forms for walls and floors - S28C4 through S28C10] must be installed as follows:

- a. *Masonry units must be laid with all joints filled solid, including those between the masonry and any adjoining construction.*
- b. *Joints between concrete slabs or panels and any adjoining construction must be filled solid.*
- c. *For sheeting materials—*
 - i. *if one layer is [required](#) on both sides of a wall, it must be fastened to the studs with joints staggered on opposite sides; and*
 - ii. *if two layers are [required](#), the second layer must be fastened over the first layer so that the joints do not coincide with those of the first layer; and*
 - iii. *joints between sheets or between sheets and any adjoining construction must be taped and filled solid.*
- d. *Timber or steel-framed construction — perimeter framing members must be securely fixed to the adjoining structure and—*
 - i. *bedded in resilient compound; or*
 - ii. *the joints must be caulked so that there are no voids between the framing members and the adjoining structure.*
- e. *Services must not be chased into concrete or masonry elements.*
- f. *A door or panel [required](#) to have a certain $R_w + C_{tr}$ that provides access to a duct, pipe or other service must—*
 - i. *not open into any [habitable room](#) (other than a kitchen); and*
 - ii. *be firmly fixed so as to overlap the frame or rebate of the frame by not less than 10 mm, be fitted with a sealing gasket along all edges and be constructed of—*
 1. *wood, particleboard or blockboard not less than 33 mm thick; or*
 2. *compressed fibre-reinforced cement sheeting not less than 9 mm thick; or*
 3. *other suitable material with a mass per unit area not less than 24.4 kg/m².*
- g. *A water supply pipe must—*
 - i. *only be installed in the [cavity](#) of discontinuous construction; and*
 - ii. *in the case of a pipe that serves only one [sole-occupancy unit](#), not be fixed to the wall leaf on the side adjoining any other [sole-occupancy unit](#) and have a clearance not less than 10 mm to the other wall leaf.*
- h. *Electrical outlets must be offset from each other—*
 - i. *in masonry walling, not less than 100 mm; and*
 - ii. *in timber or steel-framed walling, not less than 300 mm.*

DOCUMENT END



**MIXED-USE DEVELOPMENT
25A – 25B SOUTH STREET
KARDINYA**

SPP 5.4 NOISE MANAGEMENT PLAN

FEBRUARY 2026

OUR REFERENCE: 35968-1-26006

DOCUMENT CONTROL PAGE

SPP 5.4 NOISE MANAGEMENT PLAN
MIXED-USE DEVELOPMENT
25A – 25B SOUTH STREET, KARDINYA

Job No: 26006

Document Reference: 35968-1-26006

FOR

MILES CUE

DOCUMENT INFORMATION				
Date of Issue:	6 February 2026			
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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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B	CALCULATED NOISE LEVELS AND REQUIRED $R_W + C_{TR}$ RATINGS
C	MAIN ROADS TRAFFIC FLOW DATA

1. INTRODUCTION

Herring Storer Acoustics were commissioned to carry out an acoustic study with regards to road traffic noise for the proposed hotel development at 25A – 25B South Street, Kardinya. The development consists of two levels of apartments above a ground floor medical tenancy.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on South Street for future traffic volumes.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

A plan is attached in Appendix A.

2. ACOUSTIC CRITERIA

2.1 STATE PLANNING POLICY 5.4

The Western Australian Planning Commission (WAPC) released on 6th September 2019 State Planning Policy 5.4 “Road and Rail Noise”. The requirements of State Planning Policy 5.4 are outlined below.

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

- a) noise-sensitive land-use within the policy’s trigger distance of a transport corridor as specified in **Table 1**;*
- b) New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1, 2 and 3**); or*
- c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3**); or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

Policy trigger distances (Section 4.1.2)

Table 1 identifies the State’s transport corridors and the trigger distances to which the policy applies.

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent.”*

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	Trigger distance	Distance measured from
Roads		
Strategic freight and major traffic routes <i>Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume</i>	300 metres	Road carriageway edge
Other significant freight/traffic routes <i>These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)</i>	200 metres	Road carriageway edge
Passenger railways		
	100 metres	Centreline of the closest track
Freight railways		
	200 metres	Centreline of the closest track

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

Noise Targets (Section 6.1)

Table 2 sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

In the application of the noise targets the objective is to achieve:

- indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

TABLE 2: NOISE TARGETS

Proposals	New/Upgrade	Noise Targets		
		Outdoor		Indoor
		Day ($L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ($L_{Aeq}(\text{Night})$ dB) (10 pm-6 am)	(L_{Aeq} dB)
Noise-sensitive land-use and/or development	New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor	55	50	L_{Aeq} (Day) 40(Living and work areas) L_{Aeq} (Night) 35 (bedrooms)
Roads	New	55	50	N/A
	Upgrade	60	55	N/A
Railways	New	55	50	N/A
	Upgrade	60	55	N/A

Notes:

- The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.

Noise Exposure Forecast (Section 6.2)

When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/ or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:

- no further measures is required;
- noise-sensitive land-use and/or development is acceptable subject to deemed-to- comply mitigation measures; or
- noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/ or development is subject to mitigation measures outlined in a noise management plan.”

2.2 AS 2017:2016

Australian Standard AS2107:2016 sets out recommended design noise levels for buildings interiors. As the types of medical tenancies are not yet known the following indicative criteria are assessed.

TABLE 2.1 – RECOMMENDED DESIGN NOISE LEVELS

Commercial Use	Criteria dB(A)
Office Areas	35-40
Waiting Rooms	40-50
Consulting Rooms	40-45

3. NOISE LEVEL MEASUREMENT

The noise measurements were conducted at 4:00 PM on the 2nd of February 2026 on South Street to determine the L_{A10} noise level traffic for approximately 15 minutes. This time period has been identified as peak traffic period for the road. Traffic volume details for this road section are included in Appendix B.

Utilising this measurement the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ have been calculated as per the DEFRA publication *Method For Converting The Uk Road Traffic Noise Index $L_{A10,18h}$ To The EU Noise Indices For Road Noise Mapping*.

Noise measurements were conducted with a Larson Davis 831 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Larson Davis CAL1200 calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

TABLE 3.1 - SUMMARY OF MEASURED ROAD NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq, day}$ (6am to 10pm)	$L_{Aeq, night}$ (10pm to 6am)
South Street	77.8	73.1	66.3

4. NOISE MODELLING

To determine the noise levels from traffic from South Street, acoustic modelling was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN)¹ algorithms.

The input data for the model included:

- Topographical data, with the ground level within the development based on natural ground levels as per Google Earth.
- Architectural Plans (Shown in Appendix A).
- Road Traffic data as per Table 4.1.
- A -4.7 dB conversion from $L_{A10,18h}$ to $L_{Aeq,16hr}$ based on measurements in Table 3.1.
- A 2.5 dB correction for façade reflection.

¹ Calculation of Road Traffic Noise UK Department of Transport 1987

Traffic modelling from Mainroads (ref: 43607) attached in Appendix C, was utilised to determine traffic volumes.

TABLE 4.1 - NOISE MODELLING INPUT DATA – SOUTH STREET

Parameter	South Street (Current) 2025*	South Street (Future) 2045*
Traffic Volumes	40,700 vpd	46,900 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	8.1%	8.1%
Speed (km/hr)	70 km/hr	70 km/hr
Road Surface	Dense Grade Asphalt	Dense Grade Asphalt

* Based on an assumed 2% increase per year from most recent traffic counts

Based on the measured noise levels, the difference between the $L_{Aeq,(16hr)}$ and $L_{Aeq,(8hr)}$ is 6.8 dB, hence, the day period is the critical period for compliance. Achieving compliance with the day period criteria would also result in compliance with the night period criteria.

5. TRAFFIC NOISE ASSESSMENT

Using the data contained in Table 4.1, noise modelling was conducted and the requirements of the development are detailed in Table 5.1. Appendix A contains plans and Appendix B contains a table of requirements.

It is noted that all requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

TABLE 5.1 – QUIET HOUSE DESIGN REQUIREMENTS

Quiet House Design Requirements	
Item	Requirements
Walls	$R_w + C_{tr}$ 50 dB
External Doors	Individual glazing requirements to meet specifications listed in the table of Appendix B.
Windows	Individual glazing requirements to meet specifications listed in the table of Appendix B.
Roofs and Ceilings of Highest Floors	$R_w + C_{tr}$ 45 dB
Mechanical Ventilation	Mechanical ventilation to not compromise the performance of any of the façade elements.
Notification on Title	Required

The noise levels received at the outdoor living areas vary across the development with levels up to 72 dB(A) at the most exposed balconies.

6. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development at 25A - 25B South Street from road traffic. The following would be the acoustic criteria applicable to this project:

External

Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}

Internal

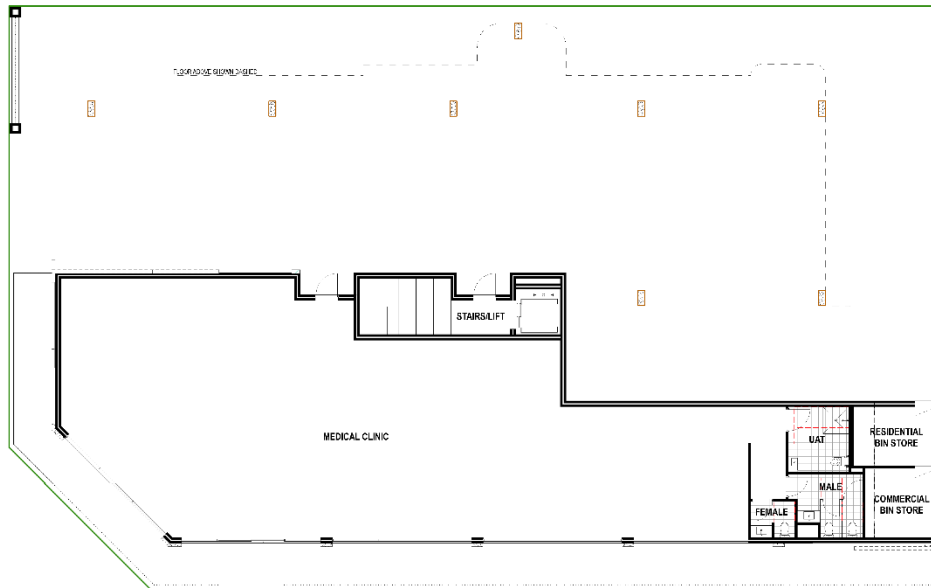
Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

The results of the acoustic assessment indicate that noise received at the development from future traffic will exceed the noise level criteria. Construction requirements to meet the internal noise criteria are listed in Table 5.1 and Appendix B.

Additionally, while the nature of the ground floor medical clinic is not known, indicative glazing requirements are provided in Appendix B.

APPENDIX A

Plans



GROUND FLOOR PLAN
Scale 1:100





FIRST FLOOR PLAN
Scale 1:100



SECOND FLOOR
Scale 1:100

APPENDIX B

Calculated Noise Levels and Required $R_w + C_{tr}$ Ratings

1. DWELLINGS

Glazing Element	Noise Level dB(A)	R _w +C _{tr} Requirement
U1 Bed 1	50	23
U1 Bed 2	65	30
U1 Living A	68	23
U1 Living B	67	23
U1 Living C	65	23
U1 Living D	51	23
U1 Living SD	63	23
U2 Bed A	48	23
U2 Bed B	50	23
U2 Living SD	48	23
U3 Bed 1	48	23
U3 Bed 2	47	23
U3 Living A	48	23
U3 Living B	60	23
U3 Living C	59	23
U3 Living SD	57	23
U4 Bed 1	74	40
U4 Bed 2 SD	66	37
U4 Living A	68	23
U4 Living B	74	29
U4 Living C	74	28
U4 Living SD	70	31
U5 Bed 1	74	40
U5 Bed 2	74	38
U5 Living A	70	24
U5 Living B	67	23
U5 Living SD	72	34
U6 Bed 1	50	23
U6 Bed 2	66	32
U6 Living A	69	23
U6 Living B	68	23
U6 Living C	66	23
U6 Living D	50	23
U6 Living SD	63	23
U7 Bed A	50	23
U7 Bed B	51	23
U7 Living SD	50	23
U8 Bed 1	50	23
U8 Bed 2	51	23
U8 Living A	50	23
U8 Living B	66	23
U8 Living C	65	23
U8 Living SD	63	24
U9 Bed 1	73	40
U9 Bed 2 SD	69	40
U9 Living A	70	24
U9 Living B	74	29
U9 Living C	74	28
U9 Living SD	70	32
U10 Bed 1	73	40
U10 Bed 2	74	38
U10 Living A	70	24
U10 Living B	68	23
U10 Living SD	71	34

2. MEDICAL CENTRE

Noise Level dB(A)	Acoustic Criteria	Window:Room Ratio	R _w +C _{tr} Requirement
73	40 dB(A)	0.2	33
		0.5	37
		0.8	39





APPENDIX C

MRWA TRAFFIC FLOW DATA

*Keeping
WA Moving*



South Street, Kardinya Noise Assessment

#43607

Transport Modelling Section

Enquiries: TMS@mainroads.wa.gov.au

14 January 2026

MODEL ASSUMPTIONS

- NETWORK: ROM24 Network (20-Year Road Network Development Plan)
- LAND USE: DAEDS V3.1 Land Use

TERMS & CONDITIONS :

MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM24 is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model. MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person. This data should not be used in making decisions relating to commercial or residential developments.

2021 ROM24 Validation

ROM24 Multi-Modal Model V4.40 24-Hour Traffic Volumes

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- - - Zone Connector
- 2021 Modelled
- 2021 Observed data from Trafficmap



MRWA Traffic Modelling Data, as supplied to approved clients, is confidential and is not to be made available to unauthorised persons or organisations.

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- Zone Connector



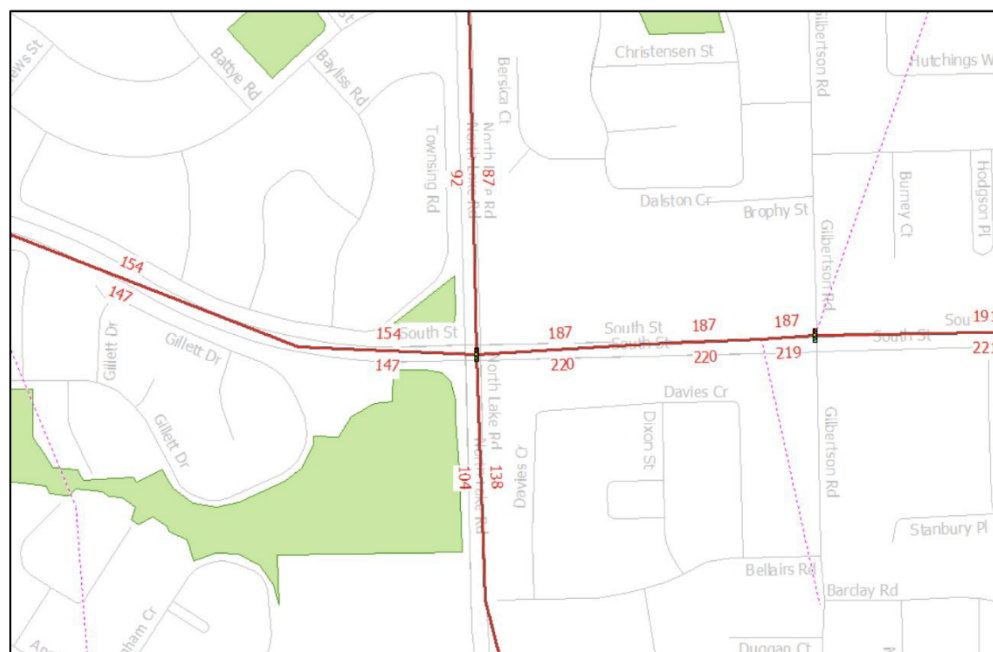
MRWA Traffic Modelling Data, as supplied to approved clients, is confidential and is not to be made available to unauthorised persons or organisations.

2026 ROM24 Scenario

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- Zone Connector

Disclaimer:
2026 projection is lower than 2021 projection due to the Stock Rd developments, attracting traffic away from the study area.



MRWA Traffic Modelling Data, as supplied to approved clients, is confidential and is not to be made available to unauthorised persons or organisations.

2046 ROM24 Scenario

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- Zone Connector



MRWA Traffic Modelling Data, as supplied to approved clients, is confidential and is not to be made available to unauthorised persons or organisations.

SPP7.3 R-CODES

VOLUME 2 - APARTMENTS

ASSESSMENT TEMPLATE

ABOUT THIS TEMPLATE

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) has brought about changes to the way that multiple dwellings will be designed, assessed, constructed and – ultimately – lived in.

This assessment template is based on work conducted by the Inner City Councils Planning Working Group¹, and adapted by the Department of Planning, Lands and Heritage for broader distribution.

Responsible Authorities are encouraged to adapt this template to best suit their needs. This template is designed to be used in conjunction with, not as a replacement for, the R Codes Vol. 2.

This template comprises of 2 parts:

- PART 1** Recommended information to be submitted by applicant as part of a development application.
- PART 2** Template for assessment under the R-Codes Vol. 2 (including any local planning framework that amends or replaces the R-Codes Vol. 2). It is recommended that this template is completed by:
 - (a) the applicant and submitted as part of the development application; and
 - (b) the Responsible Authority for the purposes of assessment.

R-Codes Vol. 2 is a performance-based policy. While addressing the Acceptable Outcomes is likely to achieve the relevant Element Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Element Objectives are achieved.

Assessing officers are encouraged to firstly consider the proposal under the Element Objectives, delve into details provided by the applicant (whether these be the Acceptable Outcome or alternate performance solution approach using the relevant Design Guidance) before returning to the principles outlined in the Element Objectives.

The onus is on the Applicant to demonstrate that the Element Objectives have been achieved. Responsible Authorities may consider refusal of an application on the basis that insufficient information/materials have been provided to satisfy an Element Objective to the satisfaction of the Responsible Authority. The burden of proof is not on the Responsible Authority but the applicant to demonstrate – by way of example – adequate solar access is achieved if the applicant has not provided the relevant diagrams and calculations to address this subject matter.

Please be advised that this assessment template is not intended to replace R-Codes Vol. 2 in terms of being a point of reference for both designers and assessors. Amongst other things, the source document contains Design Guidance, diagrams and example images that are not featured within this template.

¹Inner City Councils Planning Working Group – Town of Victoria Park, City of Perth, City of South Perth, City of Subiaco, City of Vincent

PART 1 - INFORMATION FOR THE APPLICANT

It is recommended that the following information is provided by the applicant when lodging a development application.

A5 – Development application guidance (1/2)

This guidance assists proponents in formulating the appropriate materials when submitting a development application. Check with the relevant local authority if there are any additional materials required.

Documentation	Required Information	Provided?	
Development details	A summary document that provides the key details of the development proposal. It contains information such as the: — plot ratio of the development — number, mix, size and accessibility of apartments — number of car parking spaces for use (residential, retail, accessible, visitor etc.) — percentage of apartments meeting cross ventilation and daylight requirements.	✓	
Site analysis	[Prepared at earlier stage of design development in A3 <i>Site analysis and design response guidance</i>]	✓	
Design statements	An explanation of how the design relates to the Design Principles in State Planning Policy 7.0 Design of the Built Environment. An explanation of how the proposed development achieves the relevant objectives of this policy in A6 <i>Objectives summary</i> . For adaptive reuse projects which affect heritage places, provide a Heritage Impact Statement prepared in accordance with the State Heritage Office's <i>Heritage Impact Statement Guide</i> available at www.stateheritage.wa.gov.au (for state registered places) or the relevant local government guidelines (for other places).	✓	
Site plan	A scale drawing showing: — any proposed site amalgamation or subdivision — location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions — proposed finished levels of land in relation to existing and proposed buildings and roads — pedestrian and vehicular site entries and access — interface of the ground floor plan with the public domain and open spaces within the site — areas of communal open space and private open space — indicative locations of planting and deep soil areas including retained or proposed significant trees. — overshadowing over neighbouring sites — location of adjacent solar collectors.	✓	
Landscape plan	A scale drawing showing: — the building footprint of the proposal including pedestrian, vehicle and service access — trees to be removed shown dotted — trees to remain with their tree protection areas (relative to the proposed development) — deep soil areas and associated tree planting — areas of planting on structure and soil depth — proposed planting including species and size — details of public space, communal open space and private open space — external ramps, stairs and retaining wall levels — security features and access points — built landscape elements (fences, pergolas, walls, planters and water features) — ground surface treatment with indicative materials and finishes — site lighting — stormwater management and irrigation concept design.	✓	
Other plans and reports	Acoustic Report (or equivalent) Waste Management Plan (or equivalent)	✓	

A5 – Development application guidance (2/2)

Documentation	Required information	Provided?	
Floor plans	A scale drawing showing: — all levels of the building including roof plan — layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown — apartment plans with apartment numbers and areas, all fenestration, typical furniture layouts for each apartment type, room dimensions and intended use and private open space dimensions — accessibility clearance templates for accessible units and common spaces — visual privacy separation shown and dimensions where necessary — vehicle and service access, circulation and parking — storage areas.	✓	
Elevations	A scale drawing showing: — proposed building height and RL lines — building height control — setbacks or envelope outline — building length and articulation — the detail and features of the façade and roof design — any existing buildings on the site — building entries (pedestrian, vehicular and service) — profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate. Samples or images of proposed external materials, finishes and colours of the proposal, keyed to elevations.	✓	
Sections	A scale drawing showing: — proposed building height and RL lines — building height control — setbacks or envelope outline — adjacent buildings — building circulation — the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds — the location and treatment of car parking — the location of deep soil and soil depth allowance for planting on structure (where applicable) — building separation within the development and between neighbouring buildings — ceiling heights throughout the development — detailed sections of the proposed façades.	✓	
Building performance diagrams	A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing: — number of hours of solar access to the principal communal open space — number of hours of solar access to units within the proposal and tabulation of results — overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density — elevation shadows if likely to fall on neighbouring windows, openings or solar panels. A ventilation diagram (where required) showing unobstructed path of air movements through dual aspect apartments and tabulation of results.	✓	
Illustrative views	Photomontages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: Illustrative views need to be prepared using a perspective that relates to the human eye. Where a photomontage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.	✓	
Models	A three dimensional computer generated model showing views of the development from adjacent streets and buildings. A physical model for a large or contentious development (if required by the consent authority).	✓	

PART 2 - TEMPLATE FOR ASSESSMENT UNDER THE R-CODES VOL. 2

It is recommended that the template is used as follows -

Applicants

- This document is intended to provide a structure to organise and arrange the supporting material and documentation for preparing and submitting a Development Application, with the onus being on the applicant to demonstrate that an Element Objective has been achieved.
- Applicants are encouraged to complete the 'applicant sections' of this document, outlining how the Element Objectives are satisfied. In many (if not most) instances it is expected that written response will be supported by associated drawings or documentation provided by the applicant '*e.g. – refer to Overshadowing Diagrams page 25 of submission package*'.
- The template can then be included in the application to the Responsible Authority.

Responsible Authority

- This document is intended to provide a structure to systematically and holistically undertake a planning assessment against the performance-based approach of R-Codes Vol. 2.
- The Responsible Authority will review the applicant's comments provided in this template and undertake an assessment of the materials provided against the relevant Element Objectives.

Section 1.2 of R-Codes Vol. 2 provides that certain sections of the policy may be amended or replaced by local planning frameworks. Where such local planning frameworks may have effect, this template provides an additional section where the applicable requirements may be stated.

ELEMENT 2.2		BUILDING HEIGHT										
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>			APPLICANT COMMENT					ASSESSOR COMMENT				
			<i>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.</i>									
02.2.1 – 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.			The proposed development has a maximum building height of three storeys at a total building height of 12m, which is consistent with the Kardinya District Centre Precinct Structure Plan and complies with the R80 Medium Rise building height provisions, which permit development of up to four storeys.									
02.2.2 – The height of buildings within a development responds to changes in topography.			The topography of the subject site is flat approximately 22.5 Australian Height Datum (AHD).									
02.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.			The development incorporates an articulated truss roof design to reduce perceived building mass and scale. This design visually reduces bulk, improves skyline modulation, and creates a lighter architectural expression.									
02.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.			The use of a low-profile truss roof form contributes to a reduction in overall building mass, thereby minimising the extent of overshadowing generated by the development. Any overshadowing that does occur at the winter solstice is predominantly cast onto South Street, ensuring minimal impact on adjoining residential properties and preserving reasonable solar access to nearby dwellings.									
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>												
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.												
<i>(Excerpt from table 2.1)</i>												
Streetscape contexts and character <i>refer A2</i>		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
Building height (storeys) <i>refer 2.2</i>		2	3	3	4	4	5	3	6	7	9	

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 2.3	STREET SETBACKS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	Table 2.1 of the R-codes stipulates a 2m minimum setback for primary and secondary streets. South Street (primary street) lowest setback: Ground floor: 1.81m First floor: 0.975m Second floor: 0.975m The reduced setback of 0.975m at the first and second floors applies only to a small portion of the building and is incorporated as an architectural feature to introduce depth and articulation to the façade. Most of the development maintains a setback of 1.961m. Gilbertson Road (secondary street) lowest setback: Ground floor: 2.027m First floor: 1.336m Second floor: 2.756m The south side of first-floor setback to Gilbertson Road measures 2.384m and this is for the landscaping area. The closest setback to a residential component is 2.756m and this is to a landscape planter on Balcony 1. Additionally, the reduced setback of 1.336m is limited to a narrow curved concrete awning element that projects over the ground-floor windows. This architectural feature has been intentionally incorporated to introduce depth and articulation to the façade, strengthening the building's street presence while providing functional weather protection. In addition to enhancing the architectural expression, the cantilever is designed to operate as a passive footpath awning. It contributes to improved pedestrian amenity by offering shelter from sun exposure and inclement weather	

	conditions. The reduced setback is therefore purposeful and considered, supporting a more comfortable and engaging public realm. Such a design response is particularly appropriate within activity centres and mixed-use environments, where activation of the streetscape and pedestrian comfort are key urban design objectives. As a mixed-use development, the proposal is designed to actively engage with and contribute positively to the surrounding streetscape, with external building elements carefully integrated with adjacent public spaces. The interface between the public and private realms is clearly articulated through the built form, providing a secure, legible, and efficient transition. Additionally, Gilbertson Road and South Street are well-established existing streets with appropriately wide road verges and footpaths, which support and accommodate a reduced setback.	
O2.3.2 – The street setback provides a clear transition between the public and private realm.	Located on a prominent corner site at 25A and 25B South Street, the development facilitates an appropriate transition to the higher-density, transit-oriented built form envisaged under the R80 coding, including the associated 2-metre street setback. Any variation to the streetscape setback is minor and is further mitigated by the spatial separation created by South Street and Gilbertson Road. This separation allows the development to be perceived as a distinct and visually legible element within the South Street streetscape, without resulting in any material impact on setback consistency along either street frontage.	
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	All residential apartments are located above the ground floor, providing an appropriate level of vertical separation that maintains visual privacy from both South Street and Gilbertson Road. In addition, the western elevation of the development incorporates predominantly planters and landscaped elements at the first-floor level, which function as a green buffer to Gilbertson Road. This landscaping area and balcony planters further enhances visual screening and contributes to vertical separation for the apartments.	
O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.	The development contributes to street activation and safety through the ground-level medical clinic, which provides active frontage and surveillance, complemented by passive surveillance from upper-level dwellings and balconies with windows and open space, further	

enhancing casual surveillance and streetscape engagement.

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 <i>refer A2</i>	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 <i>refer 2.3</i>	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

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 <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	Both the first and second floor of the northern setback to 84 Gilbertson Road have the same building setback. The eastern portion of the rear setback is 3.0m, which is compliant with the R-Codes. The western section is setback 2.540m. A small portion of the rear setback is 0.8m from the boundary for the ground, first and second floor. While reduced setbacks are proposed, the site's context and the nature of the adjoining development significantly mitigate any potential impacts. The adjacent property comprises an office building with a driveway along their side of the boundary, which reduces the intensity and interface typically associated with a reduced setback. Furthermore, there is no residential component at 84 Gilbertson Road, thereby substantially limiting the potential for amenity impacts. The subject site is located to the south of 84 Gilbertson Road and, as such, sunlight access to northern aspect will not be limited for that property. The eastern side boundary to 27 South Street: Ground floor: 0.07m (Boundary Wall) First floor: 3.00m Second floor: 3.00m The ground floor incorporates a 0.07m setback from the eastern boundary. To mitigate this encroachment a 9.1 m long boundary wall with a height of 4.14 m. This is well below the 7.0 m maximum height permitted under the R80 provisions of the Residential Design Codes. The wall has been designed to provide an appropriate level of	<i>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.</i>

	separation between the subject site and 27 South Street, ensuring privacy is maintained for both properties. The large portion of the eastern setback to 27 South Street is 5.243m to help prevent overlooking and maintain visual privacy to the residential neighbour. The adjoining dwelling at 27 South Street is constructed near the shared boundary, with minimal setback. Notably, its primary outdoor living area is in the north-eastern corner of the lot, oriented away from the western boundary interface. This spatial arrangement further supports adequate separation and minimises the potential for overlooking or privacy impacts between the two developments.	
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.	The reduced northern rear setback adjoining 84 Gilbertson Road and the eastern side setback adjoining 27 South Street will not result in adverse impacts on tree canopy, visual privacy, or solar access to adjoining properties. Given the site orientation, overshadowing during the winter solstice occurs to the south, ensuring that adjoining properties are not adversely affected in terms of sunlight or daylight access. Visual privacy impacts along the eastern boundary is also appropriately managed, as the ground floor interface incorporates a solid wall element that prevents overlooking toward 27 South Street. In addition, existing tree canopy is primarily concentrated along the southern and western boundaries of the site and will not be affected by the proposed reduced setbacks.	
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.	While no existing trees are located along the side boundary requiring retention, the development setback has been designed to enable the provision of substantial landscaped areas that reinforce the landscape character of the locality. Landscaping is integrated on all sides of the development and across multiple levels, refer to Landscape Architect's plans. Due to site constraints at ground level, including the need to accommodate vehicle parking, manoeuvring, and an active street frontage, opportunities for deep soil zones are limited. In response, the proposal incorporates extensive planting on structure, providing meaningful canopy cover	

	and contributing to visual amenity, streetscape character, and urban greening outcomes. The elevated landscaping increases its visibility from the public realm and is designed to contribute more effectively to the streetscape than isolated internal ground-level planting, while also supporting stormwater management through integrated landscape and drainage systems.	
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The proposed building height and setbacks are consistent with the intended mixed-use development outcomes for the area. The development responds appropriately to its context, with similar mixed-use development anticipated to the north along Gilbertson Road and a transition to lower-intensity development to the east along South Street as the site moves further away from Kardinya Shopping Centre.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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 <i>Visual privacy</i>. <i>(Excerpt from table 2.1)</i>		

Streetscape contexts and character <i>refer A2</i>	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} <i>refer 2.4</i>	1 ³		1 ³	2 ³	2 ³		2	3	4			
Minimum side setbacks ⁶ <i>refer 2.4</i>	2m	3m	3m		3m		Nil					
Minimum rear setback <i>refer 2.4</i>	3m		3m		6m		6m	Nil	Nil			
Average side setback where building length exceeds 16m <i>refer 2.4</i>	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.												
A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 <i>Building separation</i> , 3.3 <i>Tree canopy and deep soil areas</i> , 3.5 <i>Visual privacy</i> and 4.1 <i>Solar and daylight access</i> .												
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 <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	
	ASSESSOR COMMENT	
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	

O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The proposal achieves a plot ratio of 1.12 (1,112.50m² floor area / 990m² site area), which is slightly above the deemed-to-comply plot ratio requirement in respect of the R80 Coding. The building's reduced height of three storeys, combined with proportionate setbacks and façade articulation, serves to moderate its perceived bulk and scale when viewed from South Street and Gilbertson Road. These design measures break down the overall massing, creating a more refined built form that responds sensitively to its context. In addition, the provision of an open, landscaped frontage along the southern boundary, together with landscaped areas at first-floor level, reduces the visual intensity of the built form at both street level and upper levels. This landscaping softens the interface with the public realm and enhances the overall presentation of the development. A signature curved form further defines the architectural identity of the proposal. This element not only establishes a distinctive visual marker within the precinct but also contributes positively to the evolving streetscape character. Its geometry assists in promoting passive surveillance by orienting active frontages toward surrounding streets and public spaces. Collectively, these design strategies ensure the development makes a positive contribution to the streetscape and aligns with the strategic objectives of the Kardinya District Centre Precinct Structure Plan.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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. <i>(Excerpt from table 2.1)</i>		

Streetscape contexts and character <i>refer A2</i>		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 <i>refer 2.5</i>		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

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 2.6	BUILDING DEPTH	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	Solar passive design principles have been incorporated throughout the proposal to ensure high-quality residential amenity while reducing reliance on artificial heating and cooling. The orientation of the site plays a pivotal role in achieving these outcomes. All apartments are designed with a minimum of two aspects, with several achieving three, ensuring a high level of access to sunlight, daylight, and natural ventilation. The north-eastern elevations receive optimal morning sun, benefiting both living areas and bedrooms. The western façade is effectively shaded through the use of oversized roof overhangs and first-floor landscaping, mitigating heat gain during the warmer months. Where required, direct solar exposure to glazing is further managed through deep setbacks, screening, and overhangs, reducing heat gain from Perth's summer sun while maximising access to low-angle winter sunlight. The apartments are typically limited to approximately 10 metres in depth and incorporate openings on opposing façades, enabling effective cross-ventilation and supporting comfortable internal living conditions year-round.	<i>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.</i>
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	The built form is carefully articulated, incorporating multiple openings and deliberate wall recesses that create opportunities for sunlight penetration throughout the development. This modulation of the façade breaks down the overall mass, reducing the visual bulk typically associated with deeper floorplates. Such articulation enhances access to natural light and promotes cross-ventilation, supporting improved internal amenity and environmental performance. The result is a more permeable and responsive building form that balances architectural expression with functional sustainability outcomes.	

O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	As noted above the multi aspect design allows for high levels of both daylight access and natural ventilation to the apartments. A majority of the internal floor area, the room height to depth ratio is less than 4:1 for 3x2 apartments, and 3:1 for 1x1 apartment.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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 <i>4.1 Solar and daylight access</i> and <i>4.2 Natural ventilation</i> .		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	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. As the development comprises only one building with appropriate setbacks to the road consideration is only given to separation from buildings on the adjacent lots 84 Gilbertson Road and 27 South Street. 84 Gilbertson Road has a separated internal driveway from the subject site providing ample distance from existing and potential future development. A minimal ground-floor setback is proposed along the boundary with 27 South Street, which is consistent with development outcomes typically expected in higher-density areas located in close proximity to activity centres and high-frequency public transport. This approach reflects the established and intended streetscape character. The first and second floors are set back by 3 metres to 27 South Street, allowing for adequate penetration of natural light along this interface and ensuring the development maintains an open, well-scaled streetscape without creating an over-intensified built form.	
O2.7.2 – Building separation is in proportion to building height.	The adjoining property at 84 Gilbertson Road permits development to a height of four storeys, consistent with the Kardinya District Centre Structure Plan applicable to the subject site. The proposed development is only three storeys, thereby reducing the perceived scale of the built form, increasing effective separation, and resulting in a less visually dominant presence within the surrounding landscape. The adjoining property at 27 South Street differs significantly from the subject site, reflecting its development prior to the approval of the Kardinya District Centre Structure Plan. 27 South Street has since been rezoned to R60 under the Structure Plan, future redevelopment is anticipated to occur in accordance with these contemporary planning controls. Once redeveloped, the scale and built form of that site will result in a more proportionate and consistent separation between developments within the precinct.	

02.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	All floors include boundary walls to the adjacent property which will ensure visual and acoustic privacy, whilst maintaining multiple aspects toward the adjacent streets for good outlook.	
02.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Landscaping is primarily concentrated along the southern and western portions of the site, addressing the South Street and Gilbertson Road frontages where it will be most visible to pedestrians and visitors and will contribute most effectively to visual amenity and streetscape character. As the proposal comprises a mixed-use development with a medical centre at ground level, private open space for residents is distributed across the first and second storeys, ensuring functional and accessible outdoor areas while maintaining an active and engaging street interface.	

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.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.2 ORIENTATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	The development is orientated towards the south and west sides of the property boundary to create public realm interaction to frontage towards Gilbertson Road with Kardinya Shopping Centre beyond that and South Street a main distributor road through the area. The first and second floors incorporate openings and outdoor living areas that address all adjoining streets, facilitating both passive and active surveillance of the surrounding public realm. This outward orientation strengthens the building's engagement with the streetscape and enhances safety through increased visual connection. All primary living areas and balconies are deliberately positioned to face outward from the building envelope. These spaces are supported by appropriate upper-level setbacks, ensuring adequate separation while maintaining strong visual connectivity. This design approach promotes resident amenity, reinforces natural surveillance, and contributes positively to the overall activation of the streetscape. The building location results in no overshadowing at midday to the adjacent properties at 27 South Street and 84 Gilbertson Road.	
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The building's longer elevation predominantly faces south, with street frontages to the south and west, positioning the development to take advantage of passive solar design principles. The north-eastern elevations receive optimal morning sunlight, benefitting both living areas and bedrooms. The western façade is effectively protected from excessive heat gain through the incorporation of oversized roof overhangs and first-floor landscaping, which provide shading during warmer months. In addition, the use of a low-profile truss roof form reduces the overall perceived building mass and limits the extent of overshadowing generated by the development. Any overshadowing occurring at the winter solstice is largely confined to South Street, resulting in minimal	

	impact on adjoining residential properties and ensuring that reasonable solar access to neighbouring dwellings is maintained.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.		
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.		
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 area¹ - adjoining properties coded R30 – R40 - 35% of the site area¹ - adjoining properties coded R50 – R60 – 50% of the site area¹ - adjoining properties coded R80 or higher – Nil requirements. (1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)		
A3.2.4 – Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 3.3 TREE CANOPY AND DEEP SOIL AREAS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	There are no existing trees of any significance requiring retention on the subject site.	
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	CANOPY COVER - Proposed Medium Trees (6m canopy) x 1 = 28.3m² - Proposed Small Trees (5m canopy) x 1 = 19.6m² - Proposed Small Trees (4m canopy) x 2 = 37.8m² - Proposed Mini Trees (3m canopy) x 4 = 35m² - Total Canopy Cover = 121m² (12% of site) The ground floor landscape design is primarily focused along the southern boundary where the building presents its longest street-facing elevation. This planting arrangement enhances streetscape amenity and contributes to visual softening of the built form along the public interface. Level 1 which will have unimpeded access to light and ventilation to encourage healthy growth and canopy coverage in a highly viable location which will significantly contribute to the streetscape.	
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.	Table 3.3a of the R-Codes requires a minimum deep soil area of 10% site area (99m ²). The proposal incorporates a deep soil area provision of 9.44% (93.5m ²) of site area. Given the proposals high percentage (15%) of total landscaped area and the small non-compliance of 5.5m ² / 0.56% this has been deemed sufficient area to sustain healthy plant and tree growth.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: - healthy specimens with ongoing viability AND - species is not included on a State or local area weed register AND - height of at least 4m AND/OR		

- trunk diameter of at least 160mm, measured 1m from the ground **AND/OR**
- average canopy diameter of at least 4m.

A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.

A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees ¹
Less than 700m ²	10% OR 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m ²		2 medium trees OR 1 large tree and small trees to suit area
> 1,000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area
¹ Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes		

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

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	9m ²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L
Large	>9m	>12m	64m ²	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.						

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.4 COMMUNAL OPEN SPACE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	For developments of up to 10 dwellings Table 3.4 of the R-codes does not require a minimum area requirement for communal open space. The development will provide outdoor informal seating in the landscape areas on the southern boundary of the ground floor. Additionally, the development provides a landscaping area on the first floor that contributes to biophilic design, canopy cover and climate resilience and a landscaped setback. Along the southern and western boundary of the site there are deep soil areas with some small and medium trees and various plantings such as Zamia and Firewood Banksia.	
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.	As the development proposes 10 apartment units it is not required to provide any communal open space in accordance with Table 3.4 of the R-Codes. The development will propose an informal seating area to the southern landscaped area. Additionally, private balconies are universally accessible from each dwelling and orientated to optimise amenity and views.	
O3.4.3 – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	The southern landscaped area is designed to provide an informal ground-floor seating space. Private balconies and residential living areas are located on the first and second floors, with planters positioned at the front of each balcony to enhance privacy. Accordingly, the informal seating area is expected to have minimal, if any, impact on the amenity of the residential apartments.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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: 6m ² per dwelling up to maximum 300m ²	At least 2m ² per dwelling up to 100m ²	4m

A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.

A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.

A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.

A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.5		VISUAL PRIVACY	
ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT
<i>Development is to achieve the following Element Objectives</i>		<i>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.</i>	
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.		The proposed development incorporates balconies on all elevations. When feasible balconies facing Gilbertson Road and South Street are designed with integrated planter boxes positioned along the balcony edges. These planters, in combination with the vertical separation provided by the ground floor, effectively screen the balconies and ensure an appropriate level of visual privacy for residents. The cones of vision from the first and second-floor rear balconies facing 84 Gilbertson Road comply with the 6m requirement for unenclosed private open space. Any overlooking toward 84 Gilbertson Road is limited to the driveway area and is of low concern, given that the adjoining property is a commercial building with no residential component. The only identified cone of vision directed toward an adjoining residential property originates from the east-facing balcony of Unit 4, which has a line of sight toward 27 South Street. This interface is not considered to result in unreasonable amenity impacts. The dwelling at 27 South Street is constructed in close proximity to the shared boundary, thereby limiting the extent of private open space directly adjacent to the area of potential overlooking. In addition, the primary outdoor living area associated with 27 South Street is positioned within the northern and north-eastern portion of the site, substantially removed from the cone of vision generated by Unit 4's balcony. Accordingly, the potential for overlooking into actively used private spaces is minimal, and privacy is appropriately maintained. In addition, the residential components of the proposed development are located on the first and second floors, creating a level difference relative to 27 South Street that reduces the potential for direct views into ground-floor windows.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			

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	

A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	The landscaped setback along the southern boundary establishes a clear and legible transition between South Street and the private domain of the development. This green interface softens the building's edge, contributing positively to the streetscape while delineating the boundary between public and private space. A further layer of separation is achieved through the vertical distribution of uses. The medical centre is located at ground level, directly engaging with the public realm, while all residential dwellings are positioned on the first floor and above. This arrangement avoids direct street-level interface for residents, thereby enhancing amenity, safety, and privacy within the residential component. The landscape treatment provides an effective planting buffer to the building edge, maintaining visual permeability to support passive surveillance while reinforcing resident privacy. Collectively, these measures ensure a safe, functional, and clearly articulated transition from the public realm to private living spaces.	<i>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.</i>
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	The street-facing design has been carefully considered to enhance amenity and safety within the public domain. The ground-floor medical clinic establishes an active interface with the street, while the upper-level residences contribute passive surveillance across all surrounding frontages. Together, these uses promote natural surveillance and reinforce a sense of safety within the public realm. A continuous awning is proposed along the South Street frontage, with the building's height and articulated form providing additional shading to the footpath throughout the day. This design response improves pedestrian comfort by offering protection from sun and weather, contributing positively to the overall streetscape experience. Service elements have been sensitively integrated into the built form. Bin storage and associated services are fully concealed within the building envelope and are not visible from the street. Car parking is not located within the primary street setback; where provided at ground level, it	

	is positioned behind the setback line, screened within the building envelope, and integrated with both landscaping and façade treatments to minimise visual impact. Green edge treatments along the frontage further enhance the public interface. These landscape elements align with the strategic objectives of the Kardinya District Centre Precinct Structure Plan by contributing shade, supporting biodiversity, and improving the local microclimate, while reinforcing a high-quality and pedestrian-oriented streetscape.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.		
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).		
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.		
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.		
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.		
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.		
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.		
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.		
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. ¹ (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 3.7 PEDESTRIAN ACCESS AND ENTRIES		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	Pedestrian access to the development is accessible and clearly defined from South Street, providing a direct, legible and separate pedestrians pathways to each medical centre and one for the residential lobby. The entry sequence is protected from the weather and incorporates clear signage to assist with wayfinding and orientation. All circulation areas are designed in accordance with AS 1428.1 (Design for Access and Mobility), ensuring equitable access for residents and visitors. The residential entry is fully glazed and well illuminated, enhancing visibility, safety, and overall legibility within the public realm.	
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	The pedestrian entry is clearly defined through a recessed articulation of the ground floor, distinguishing it from the adjacent car park area. Legible and strategically positioned signage adjacent to the entry enhances wayfinding and reinforces its prominence. Letterboxes are conveniently located near the crossover, providing secure and accessible front-key access for residents. The adjacent ground-floor medical clinic further activates the street frontage, offering direct interaction with the public realm and contributing to a vibrant and engaging streetscape.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.		
A3.7.2 – Pedestrian entries are protected from the weather.		
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.		
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.		
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.		

A3.7.6 – Bins are not located at the primary pedestrian entry.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.8 VEHICLE ACCESS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
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.	The vehicle access point is coming from the lower order road Gilbertson Road and designed to provide safe and efficient ingress and egress while minimising conflict with pedestrians, cyclists, and other vehicles by only having one crossing of the pathway.	
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	Vehicular access to the site is limited to a single crossover along the street frontage. This entry point is highly visible from Gilbertson Road and is integrated into the building façade and recessed behind the primary building line to maintain a cohesive streetscape. The vehicle entry is strategically positioned to maintain safe separation from nearby intersections, including those servicing the Kardinya Shopping Centre and South Street. The driveway is designed to accommodate two-way traffic and provides sufficient internal circulation in accordance with AS 2890.1, enabling vehicles to enter and exit the site in a forward gear and ensuring safe and efficient movement throughout the property. Driveway widths are minimised to the functional requirement, reducing visual impact, while internal circulation is located undercover to prevent headlight glare from affecting habitable rooms within the development or on adjoining properties. This design ensures safe, efficient, and practical vehicle access while maintaining residential amenity and streetscape quality.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.		
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.		
A3.8.3 – Vehicle entries have adequate separation from street intersections.		
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.		
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.		

A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where:

- the driveway serves more than 10 dwellings
- the distance from an on-site car parking to the street is 15m or more **OR**
- the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.

A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).

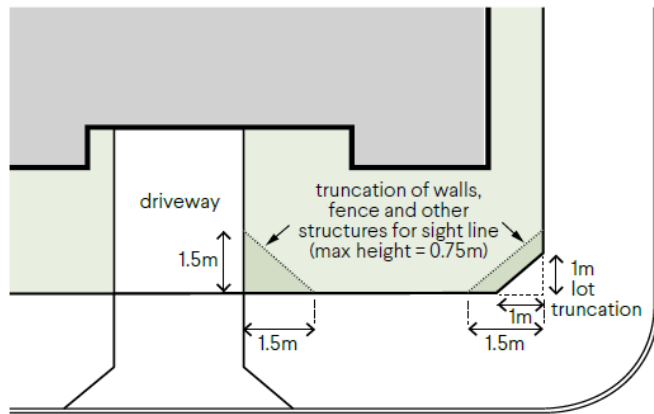


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 3.9	CAR AND BICYCLE PARKING	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	The development proposes the provision of five dedicated bicycle parking bays, representing a shortfall of three bays relative to the applicable policy requirement. This variation is considered reasonable and appropriate, having regard to the specific site context and the nature of the proposed uses. A significant proportion of visitors to the medical clinic are anticipated to be patients who may be elderly, unwell, or experiencing mobility limitations, or who attend with someone else such as a family member or carer. As a result, the practical demand for bicycle parking associated with this use is expected to be low. The site is also well served by public transport, being located approximately 75 metres from three high-frequency bus routes. This level of accessibility provides a strong alternative to private vehicle travel for staff and residents, reducing overall demand for private transport modes, including bicycles. In addition, the site's location directly opposite the Kardinya Park Shopping Centre enables many daily needs to be met within a short walking distance, further diminishing reliance on bicycle travel for local trips. The provision of 5 bicycle bays accommodates the demand for bicycle parking from the resident portion of the residential component of the development.	<i>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.</i>
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.	The proposed development will provide a total of 27 car parking bays based on the provisions in the City of Melville Local Planning Policy 1.6 Car Parking and Access. The medical centre component of the development is required to provide a total of 14 parking bays. This requirement is based on the provision rate of 3 bays per health consultant, with 4 consultants proposed, as well as an additional 0.5 bays per staff member. For the residential component, the two one-bedroom apartments are required to provide a total of 2 parking bays, calculated at a rate of 1 bay per one-bedroom dwelling. The eight two-bedroom (or larger) apartments	

	are required to provide 8 parking bays, at a rate of 1 bay per apartment. The proposed development provides a total of 18 on-site parking bays plus an additional 1 accessible car bays. This represents a statutory shortfall of 9 bays against the calculated requirement. For the residential component of the development, the one-bedroom apartments will not be provided with assigned on-site car parking bays. Given the site's close proximity to three high-frequency public transport routes, the provision of on-site bicycle parking, and its walkable distance to Kardinya Park Shopping Centre, residents have access to a range of high-quality transport and amenity options that reduce the need for private vehicle ownership. It is also well established that the provision of car parking spaces adds both value and cost to residential dwellings. The delivery of smaller residential apartments without dedicated car parking therefore provides an opportunity to offer a more affordable housing option within a constrained housing market that is currently experiencing a shortage of accessible and affordable choices. With respect to the shortfall in parking associated with the medical centre, the subject site is located immediately opposite Kardinya Shopping Centre, which is designated as a District Centre and Activity Centre under State Planning Policy 4.2. District Centres are intended to service the daily and weekly needs of the surrounding community and are characterised by their strong local focus, providing a range of services, facilities, and employment opportunities that respond to the specific needs of their catchment. Activity Centres are designed to be vibrant, highly accessible destinations that accommodate a mix of complementary land uses within close proximity. In this context, it is reasonable to expect that visitors to the medical centre may utilise parking within the shopping centre and combine trips, such as attending medical appointments while also undertaking grocery shopping or visiting the pharmacy to collect prescriptions. This pattern of shared parking and trip-chaining is consistent with the intended function and operation of District and Activity Centres and supports efficient use of existing parking resources.	
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O3.9.3 – Car parking is designed to be safe and accessible.	Car parking and vehicle circulation areas have been designed in accordance with the requirements of AS 2890.1. Vehicular access to and from the site is proposed via a single crossover located on the lower-order road, Gilbertson Road, rather than South Street. This approach minimises traffic impacts on the higher-order road network and supports safer and more efficient vehicle movements.	
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	Car parking is provided within the development and is integrated on the ground floor of the building with a roof, offering weather-protected facilities that are consistent with the overall building design. The crossover has been carefully designed and landscaped to ensure it is clearly legible for vehicle access while minimising visual impacts when viewed from nearby dwellings and private outdoor living areas. Additional landscaping, including vegetation and trees on either side of the crossover entrance, is proposed to soften the appearance of hardstand areas. This approach reduces the visual prominence of concrete surfaces and assists in mitigating potential environmental and streetscape impacts.	

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.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.	
A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.	
A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.	
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.	
A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.	
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.	
A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.1 SOLAR AND DAYLIGHT ACCESS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	The subject site is situated in Climate Zone 5. All dwellings are oriented to receive more than two hours sunlight to both their primary living space and private open space between 9am and 3pm on the 21 st June, with all dwellings achieving an 'optimal orientation' in accordance with Figure 4.1b of the R-Codes.	
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	The design allows for all apartments to achieve multiple aspects and allows for all habitable rooms to have a direct outlook to open space and the adjacent streets. All habitable rooms include windows exceeding 10% of their floor area and will receive abundant, unobstructed access to daylight. No habitable rooms rely on lightwells or borrowed light.	
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.	Shading is provided primarily to the western side of the development, with a reduced number of openings and roof cover over private open spaces. The external building articulation provided along the western façade and proposed deep soil areas with trees and vegetation will provide additional shading for the adjacent windows minimising glare and heat gain.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.1.1 – In climate zones 4, 5 and 6 <u>only</u> : a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.		
A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.		
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.		
A4.1.4 – The building is oriented and incorporates external shading devices in order to: - minimise direct sunlight to habitable rooms: ▪ between late September and early March in climate zones 4, 5 and 6 only AND ▪ in all seasons in climate zones 1 and 3 - 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 <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.2.1 – Development maximises the number of apartments with natural ventilation.	The proposed dwellings are designed to maximise passive ventilation through strategic window placement and orientation, facilitating deep solar penetration and effective airflow throughout internal spaces. The multi-aspect layout ensures all apartments achieve strong natural cross-ventilation, supported by the site's exposure to two street frontages and its elevated position, which allows for largely unobstructed airflow. All habitable rooms incorporate operable openings to enable effective natural ventilation, with airflow paths maintained within 20 metres. No single-aspect apartments are proposed, ensuring a consistently high level of internal amenity across the development.	
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	Each dwelling has been provided with a balcony which is compliant with the R-Codes. All private open spaces are located adjacent to the primary living space, and include a northern/eastern orientation, fully open and well orientated to improve daylight and ventilation access, whilst also offering some outlook and improving sense of openness for the space.	
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	Apartment depth is typically around 10m and includes openings to opposite sides to create areas of low- and high-pressure external to each apartment to maximise natural cross ventilation.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.		
A4.2.2 – (a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building (b) Single aspect apartments included within the 60 per cent minimum at (a) above must have: ■ ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction AND		

▪ room depth no greater than 3 × ceiling height (c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.	
A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	
A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.3		SIZE AND LAYOUT OF DWELLINGS													
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT												
		<i>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.</i>													
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.		All proposed apartments exceed the minimum internal floor area requirements specified in Table 4.3a of the Residential Design Codes. Both one-bedroom apartments provide internal areas greater than the 47 m ² minimum, furthermore all two-bedroom apartments exceed the 67 m ² requirement. Each bedroom is fully functional and capable of comfortably accommodating a king-sized bed with bedside tables, consistent with the furniture layouts illustrated in the floor plans. The minimum dimensions and overall areas of all bedrooms comply with the requirements of Table 4.3b of the R-Codes. The apartment layouts have been designed with flexibility in mind, allowing for a variety of household configurations and promoting long-term adaptability to meet the evolving needs of residents.													
		O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	All apartments habitable rooms have 2.743m ceiling heights and primary living spaces generally 4–5 m deep, consistent with the optimum depth in Figure 4.3b. The effective depth aligns with the performance outcomes and supports good natural ventilation and daylight access.												
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>															
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 <table><tr><th>Dwelling type</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>37m²</td></tr><tr><td>1 bed</td><td>47m²</td></tr><tr><td>2 bed × 1 bath¹</td><td>67m²</td></tr><tr><td>3 bed × 1 bath¹</td><td>90m²</td></tr><tr><td colspan="2">¹An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.</td></tr></table>				Dwelling type	Minimum internal floor area	Studio	37m ²	1 bed	47m ²	2 bed × 1 bath ¹	67m ²	3 bed × 1 bath ¹	90m ²	¹ An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom.	
Dwelling type	Minimum internal floor area														
Studio	37m ²														
1 bed	47m ²														
2 bed × 1 bath ¹	67m ²														
3 bed × 1 bath ¹	90m ²														
¹ An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom.															

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m ²	3m
Other bedrooms	9m ²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
¹ Excluding robes		

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	All apartments include their own private balconies which meet the minimum area and dimension requirements indicated in Tabe 4.4.	<i>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.</i>
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	All private open spaces are directly connected to primary living areas and are strategically oriented to minimise frontage to South Street and Gilbertson Road, thereby enhancing visual amenity for residents. Where balconies do address either South Street or Gilbertson Road, integrated planter boxes are incorporated between the balcony edge and the road interface to provide visual screening and soften the built form when viewed from the public realm. Balconies with a predominant frontage to either road are either directly connected to, or located above, the substantial landscaped area at the south-west corner of the site, further enhancing outlook and amenity. This design approach is consistently applied across both the first and second storeys, ensuring high levels of visual amenity, access to daylight, and opportunities for natural ventilation. Balcony depths and proportions are designed to support year-round usability, with screening elements and planters selectively employed to achieve an appropriate balance between resident privacy and openness.	
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	The private open space balconies are carefully integrated within the building form and are strategically positioned to minimise direct frontage to Gilbertson Road and South Street. The balcony design is an integral component of the architectural language and urban design response, providing functional outdoor living spaces that contribute to the building's depth and articulation. Rather than projecting forward or appearing as applied elements, the balconies are embedded within the overall façade composition, creating layered façades that enhance visual interest while maintaining a strong and cohesive street presence.	

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	8m ²	2.0m
2 bedroom	10m ²	2.4m
3 bedroom	12m ²	2.4m
Ground floor / apartment with a terrace	15m ²	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.		

A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.

A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.

A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	N/A

ELEMENT 4.5	CIRCULATION AND COMMON SPACES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	The development incorporates universal access principles through contemporary architectural design. All apartments are connected via a highly efficient central circulation core comprising a staircase and lift, with upper-level lobbies designed to be spacious and to provide adequate circulation areas. This configuration enhances functionality, safety, and security, ensuring seamless movement between the car park, lobby, and individual dwellings. Corridors are intentionally minimised to reduce	

	inefficiencies and improve overall legibility within the building. All communal areas, including the main lobby and entry, are designed with a minimum width of 1.5 metres. These spaces are universally accessible and secured, with the exception of the common seating area located at the southeast corner of the site, which remains open for general use.	
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	Generously proportioned central lobby spaces are provided on each level to enhance casual surveillance between apartments and to strengthen both visual and social connections among residents. These shared areas are intentionally designed to encourage informal interaction, foster a sense of community, and support resident familiarity. In doing so, they contribute to an increased perception of safety and awareness throughout the building.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		
A4.5.2 – Circulation and common spaces are designed for universal access.		
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.6		STORAGE																			
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT																		
		<i>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.</i>																			
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.		All dwellings have been provided with secure, weatherproof storage areas, meeting the minimum requirements for area and dimension outlined in Table 4.6 of the R-codes. All stores are located internal to the apartments close as possible to the point of unit entry door. This eliminates that need for residents having to carry bulky good storage items through their homes to reach the storage area.																			
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>																					
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																					
<table><tr><th>Dwelling type</th><th>Storage area¹</th><th>Minimum dimension¹</th><th>Minimum height¹</th></tr><tr><td>Studio dwelling</td><td>3m²</td><td rowspan="4">1.5m</td><td rowspan="4">2.1m</td></tr><tr><td>1 bedroom dwelling</td><td>3m²</td></tr><tr><td>2 bedroom dwellings</td><td>4m²</td></tr><tr><td>3 bedroom dwellings</td><td>5m²</td></tr><tr><td colspan="4">¹ Dimensions exclusive of services and plant.</td></tr></table>				Dwelling type	Storage area ¹	Minimum dimension ¹	Minimum height ¹	Studio dwelling	3m ²	1.5m	2.1m	1 bedroom dwelling	3m ²	2 bedroom dwellings	4m ²	3 bedroom dwellings	5m ²	¹ Dimensions exclusive of services and plant.			
Dwelling type	Storage area ¹	Minimum dimension ¹	Minimum height ¹																		
Studio dwelling	3m ²	1.5m	2.1m																		
1 bedroom dwelling	3m ²																				
2 bedroom dwellings	4m ²																				
3 bedroom dwellings	5m ²																				
¹ Dimensions exclusive of services and plant.																					
A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.																					
A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space ¹ , is integrated into the design of the building or open space and is not readily visible from the public domain.																					
(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.																					
LOCAL PLANNING FRAMEWORK		REQUIREMENT																			
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		N/A																			

ELEMENT 4.7		MANAGING THE IMPACT OF NOISE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
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.		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.		All dwellings share common walls; however, the residential apartments are positioned entirely above ground level, providing inherent vertical separation from non-residential noise sources. Ground-floor functions, including the medical centre, on-site car parking, and waste collection areas are spatially separated from the residential component, further reducing potential noise intrusion. The apartments are appropriately setback from both South Street and Gilbertson Road and are elevated above the ground-floor medical centre and adjoining parking areas. This arrangement offers effective built-form shielding from South Street and Gilbertson Road and reduces the likelihood of direct noise transmission into habitable rooms. Additional acoustic mitigation measures are incorporated to further manage potential noise impacts. These include the application of sound-absorptive materials to balcony soffits to minimise noise reflection and reverberation, as well as landscaped areas along the southern boundary and within the first-floor communal spaces. Planter boxes integrated into balconies will also contribute to noise attenuation and enhance acoustic amenity for residents.	
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.		The glazing systems, floor slabs, and wall assemblies have been designed to exceed the acoustic separation requirements of the National Construction Code (NCC), ensuring enhanced internal amenity and reduced transmission of external noise. Alternative ventilation systems will be incorporated to facilitate effective airflow throughout the apartments, enabling residents to maintain comfortable indoor conditions while keeping windows closed when necessary for acoustic control.	

ACCEPTABLE OUTCOMES	
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>	
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).	
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.	
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.8		DWELLING MIX	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>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.</i>	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.		The proposal introduces apartment-style housing into an area historically characterised by single and grouped dwellings. This proposal seeks to enhance housing diversity which aligns with the strategic intention of the Kardinya District Centre Precinct Structure Plan. The development comprises a mix of one and two-bedroom apartments, with five dwellings provided on each of the first and second floors. Of the ten dwellings in total, two are one-bedroom units (20%), being Units 2 and 7, and eight are two-bedroom units (80%), being Units 1–4 and 6–9. All apartments are designed to be universally accessible and feature open-plan living areas with generously sized bedrooms capable of accommodating king-size beds. This flexible design supports a broad range of residents, including young professionals requiring home office space, couples, and small families or older people looking to downsize.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.8.1 – a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument OR b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.			
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		N/A	

ELEMENT 4.9 UNIVERSAL DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
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.	An internal lift is provided to ensure equitable access for people with disabilities to the upper levels where the residential apartments are located. Lobby areas are open planned and spacious allowing for clear access to the apartments which are designed to provide generous and accessible circulation and use for residents. In addition, the design avoids long internal corridors, minimising travel distances between key destinations and improving overall accessibility and convenience for residents. The development comprises a total of ten dwellings, two of which (20%—Units 5 and 10) are designed to comply with the Silver Level requirements of the Liveable Housing Design Guidelines. This achieves compliance with Acceptable Outcome A4.9.1 of the R-Codes Volume 2.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.10 FAÇADE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The façade combines grey face brick and white render, reflecting the surrounding streetscape while introducing contemporary materials for a modern interpretation. Curved elements are introduced to the street-facing façade that incorporates the characteristics of the subject site being a corner lot adding definition to the building. The built form is clearly articulated through a defined base, with the medical centre located along the South Street frontage to provide strong visibility, accessibility, and passive advertising opportunities. This placement supports the operational requirements of the medical practitioners by improving legibility for clients and reinforcing an active street interface. The medical centre is positioned on the southern portion of the site to enable vehicle access and on-site parking to be efficiently accommodated via the lower-order Gilbertson Road. This arrangement enables the consolidation of vehicle crossovers on the site, eliminating direct access from South Street and thereby improving traffic safety, pedestrian amenity, and streetscape continuity along this primary road frontage. This reflects the emerging character intent of the Kardinya District Centre Precinct Structure Plan.	
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	Internal building functions are clearly expressed through a well-defined and legible base-top architectural composition. Deliberate variation in materials, colours, façade articulation and building setbacks are employed to breakdown the overall scale of the development and provide depth to enhance the visual interest and avoid monotonous or repetitive facades when viewed from the public realm. The balcony design forms an integral component of the architectural language and urban design response, contributing to façade articulation and visual depth. Balconies are embedded within the façade composition	

rather than projecting forward or appearing as applied elements, resulting in layered façades that enhance visual interest while maintaining a cohesive and well-resolved streetscape presence.

The south-west portion of the first-floor level incorporates the most prominent façade treatment, expressed through a curved architectural element that responds to the site's corner location. This curved form accommodates a substantial landscaped area, contributing significantly to the development's biophilic design approach. The integration of planting within this prominent façade softens the built form and introduces a strong natural and vegetated character, creating a distinctive architectural feature that positively enhances the surrounding streetscape and contributes to the visual identity of the area.

All pedestrian and vehicle entries are prominently defined within the built form and reinforced through architectural detailing that provide effective weather protection from both sun and rain while improving wayfinding and the overall user experience.

Ancillary servicing functions, including bin storage, are discreetly integrated within the development adjoining the car park. This location provides convenient access for both residents and medical centre staff while ensuring service areas are screened from public view and do not detract from the quality of the street presentation.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.10.1 – Façade design includes:

- scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm
- rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.

A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.

A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.

A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.

A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that:

- define and provide weather protection to entries

- are integrated into the façade design
- are consistent with the streetscape character.

A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.11 ROOF DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The development incorporates an articulated truss roof system expressed through skillion and low-pitch hipped roof forms to reduce perceived building mass and overall scale. By breaking the roof into smaller, refined elements and limiting roof height, the design visually reduces bulk, improves skyline modulation, and contributes to a lighter architectural expression. The largely concealed roof form reinforces the contemporary, vertically articulated character of the building and ensures the upper levels read as well-proportioned and recessive elements. This approach complements the established built form and architectural language of the Kardinya shopping centre across Gilbertson Road and the café development opposite South Street, supporting a cohesive and contextually responsive streetscape.	
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	The proposed low-profile truss roof has been deliberately designed to minimise the overall height and bulk of the development, thereby reducing the extent of overshadowing on surrounding properties. This approach limits the creation of overly shaded or darkened external areas and helps maintain reasonable levels of sunlight to adjacent open spaces. By reducing roof height and mass, the design also mitigates potential impacts on nearby solar access, including the performance of existing and future solar panels on adjoining developments. The restrained roof form supports a lighter architectural expression and contributes to a built outcome that is responsive to its context, balancing density objectives with the protection of residential amenity and environmental performance.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		

A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.

A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.12 LANDSCAPE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
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.	The Total Landscaped Area (all levels) = 150m² (15% of the site). The landscape design has been carefully integrated to enhance streetscape character and pedestrian amenity, improve the visual appeal and comfort of open space areas, and provide attractive outlooks from habitable rooms. At ground level, landscaping is predominantly concentrated along the southern boundary, where it directly contributes to pedestrian experience and strengthens the visual quality of the public realm. Landscape treatment on the first and second floor have been purposefully integrated into the architectural design to enhance resident amenity and soften the building's interface with its surroundings. Particular emphasis has been placed on the southern and western façades, where planting is incorporated to mediate built form, improve visual amenity, and strengthen the relationship between the architecture and the surrounding landscape. The incorporation of vertically arranged planting elements contributes to ecological value and introduces a layered, natural dimension to the elevations, reinforcing biophilic design outcomes across the development. This approach enhances outlook, improves occupant comfort, and supports mental wellbeing by introducing greenery into everyday living environments. Through façade modulation and planting, the building avoids flat or inactive elevations, instead presenting a dynamic, textured appearance that adds architectural depth and visual interest when viewed from both the public and private realms.	
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	Vegetation species have been selected by Kelsie Davies Landscape Architecture to suit site orientation and conditions.	

O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Water consumption is minimised through the use of low-water-demand plant species, efficient irrigation systems, and mulching, in accordance with the City of Melville's Local Planning Policy 2.1. In particular, the proposal responds to Clause 6.5, which requires landscaping plans to incorporate low-maintenance, water-wise planting with a preference for Western Australian native species. The landscape design has been integrated with the architectural concept from the outset, with planting on structure and strategically located landscaping designed to maximise both functional performance and visual amenity. This coordinated approach ensures the landscape contributes meaningfully to sustainability outcomes, resident comfort, and the overall architectural expression 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.	The southern boundary on the ground floor of this development is used to establish a well landscaped area which contributes to the streetscape and pedestrian amenity.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		

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	76.8m ³	1,200mm	64m ² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m ³	1,000mm	36m ² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m ³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m ³	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.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.13 ADAPTIVE REUSE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
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.	Not applicable. The proposal does not involve the adaptive reuse of an existing building.	
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.	Not applicable. As the proposal is for a new standalone building, all dwellings are purpose-designed and comply with the amenity requirements of the R-Codes.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.14 MIXED USE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	A small medical clinic accommodating four health consultants is proposed on the ground floor at the corner of Gilbertson Road and South Street. The facility will provide a low-impact, community-focused service for local residents while appropriately activating the streetscape within a predominantly residential context. Its placement at this prominent corner location creates a well-considered transition between residential and commercial uses, offering convenient access for the community and contributing positively to the urban interface.	
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.	Medical centre consultations will occur entirely indoors, with patient numbers expected to remain moderate throughout the day. The clinic will operate during daytime hours only, ensuring there is no impact on neighbouring properties or the apartments above outside standard business hours. The design of the development positions entry points and internal rooms away from the street, enhancing privacy and providing additional acoustic separation for adjacent residential dwellings. The residential and commercial bin stores are clearly delineated yet located adjacent to one another to streamline access for waste-collection vehicles and improve operational efficiency.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		
LOCAL PLANNING FRAMEWORK		REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	N/A
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ELEMENT 4.15 ENERGY EFFICIENCY		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	The development incorporates solar passive design to reduce the reliance on artificial heating and cooling. As outlined in elements 4.1 and 4.2, the site achieves excellent solar passive outcomes with high levels of solar and daylight access in addition to considerable natural cross ventilation. An energy efficiency report will be prepared demonstrating an average NatHERS star rating to meet the minimum required under the National Construction Code.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.16 WATER MANAGEMENT AND CONSERVATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.16.1 – Minimise potable water consumption throughout the development.	Water use is reduced through low-water plant species, efficient irrigation systems, and the omission of turf. Planting areas are mulched and irrigated automatically to most efficiently utilise water consumption. In accordance with the City of Melville's Local Planning Policy 2.1. In particular, the proposal responds to Clause 6.5, which requires landscaping plans to incorporate low-maintenance, water-wise planting with a preference for Western Australian native species.	
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater is managed on-site via soak wells and natural drainage into landscaped deep soil areas to assist in slowing runoff and promoting infiltration. A stormwater management plan will provide as a condition of approval for this development.	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	Significant deep-soil planting areas are provided along the southern and western boundaries of the site, incorporating vegetation and trees that assist in absorbing rainfall and reducing the impact of heavy storm events. The subject site is located outside the 1:100-year flood risk area, substantially lowering the potential for flooding impacts on the development. Furthermore, all residential apartments are elevated above ground level, ensuring they remain protected and unaffected during major rainfall events.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.16.1 – Dwellings are individually metered for water usage.		
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.		
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A	

ELEMENT 4.17 WASTE MANAGEMENT		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	Two dedicated bin stores are provided on the ground floor, one allocated for residential use and the other for the medical centre. Both facilities are positioned in the northeast corner of the development, discreetly located so they are not visible from the street, lobby, or dwellings. This placement avoids any negative visual or amenity impacts while maintaining convenient operational access.	
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	The bin store has been designed to accommodate the required number of general waste, recycling, and FOGO (Food Organics and Garden Organics) bins in accordance with the City of Melville's waste management requirements. The storage area provides: • Clear and convenient access for medical staff, residents, and waste collection contractors. • Adequate space for the safe manoeuvring of bins, avoiding conflicts with vehicles or pedestrian entry points. • Provision for signage and information to support correct waste separation practices. • A well-ventilated and well-lit environment, located away from habitable rooms and screened from the streetscape within the building envelope to ensure both safety and amenity. • The waste collection will occur from bin pads on Gilbertson Street to avoid the need for vehicle manoeuvring within the building envelope.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> (or local government requirements where applicable).		
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A</i> (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 <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Level 1 Waste Management Plan (Design Phase)</i> (or local government requirements where applicable).		

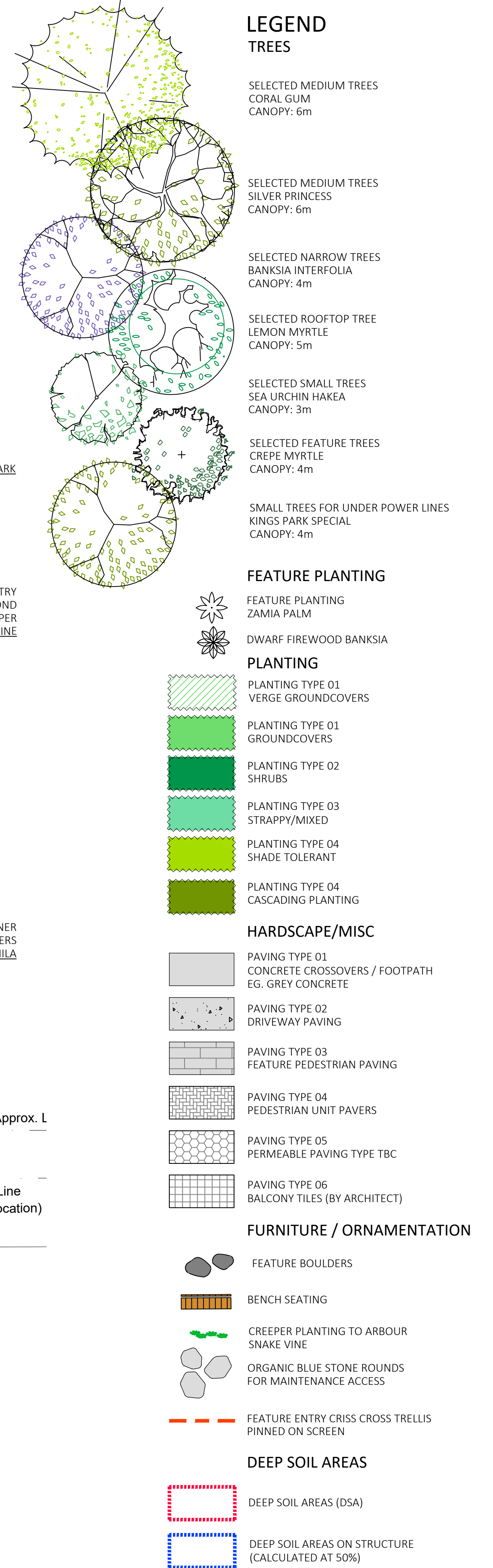
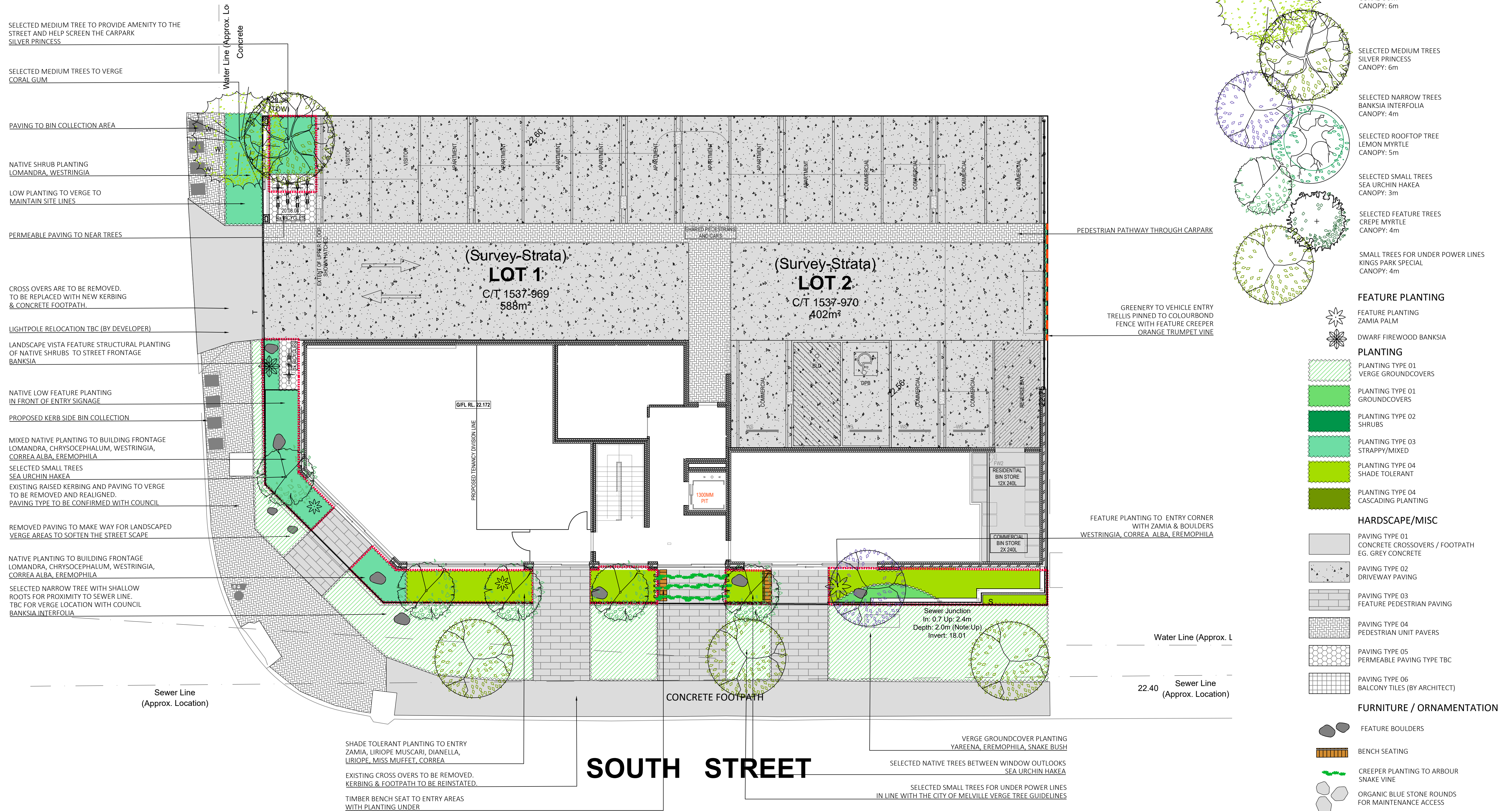
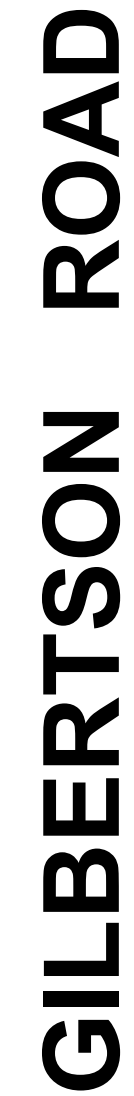
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

ELEMENT 4.17 WASTE MANAGEMENT		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>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.</i>	
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site will be appropriately serviced to ensure provision of power, water, wastewater, fire services, and telecommunications fit for purpose and accessible to service provider requirements.	
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	The final locations of utilities are yet to be confirmed; however, they are intended to be positioned in accessible yet unobtrusive areas throughout the site, primarily at ground level or integrated discreetly within dwellings. These locations will be carefully selected to ensure they are situated away from vehicle circulation paths and primary pedestrian routes, allowing safe and convenient access for maintenance without impeding the movement of residents, medical centre staff, or visitors.	
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.	Final location of power and water metres have not yet been determined, however are intended to be integrated into the development design or located in a space which is not visually obtrusive from the street whilst maintaining enabling easy access.	
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.	Final locations for air conditioning units are to be located at corner balconies with screens. Hot water systems have not yet been determined, however are intended to be located outside of habitable rooms and balconies to ensure they do not conflict with their use or occupy functional spaces.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.		
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.		
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.		
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.		

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

LANDSCAPE PLAN - GROUND FLOOR



kelsie davies
landscape architecture

DEVELOPMENT APPROVAL

SOUTH STREET MEDICAL CENTRE
LOTS 1 + 2 SOUTH STREET, KARDINYA

LANDSCAPE PLAN - LEVEL 1



LEGEND

TREES

- SELECTED MEDIUM TREES
CORAL GUM
CANOPY: 6m
- SELECTED MEDIUM TREES
SILVER PRINCESS
CANOPY: 6m
- SELECTED NARROW TREES
BANKSIA INTERFOLIA
CANOPY: 4m
- SELECTED ROOFTOP TREE
LEMON MYRTLE
CANOPY: 5m
- SELECTED SMALL TREES
SEA URCHIN HAKEA
CANOPY: 3m
- SELECTED FEATURE TREES
CREPE MYRTLE
CANOPY: 4m
- SMALL TREES FOR UNDER POWER LINES
KINGS PARK SPECIAL
CANOPY: 4m

FEATURE PLANTING

- FEATURE PLANTING
ZAMIA PALM
- DWARF FIREWOOD BANKSIA

PLANTING

- PLANTING TYPE 01
VERGE GROUNDCOVERS
- PLANTING TYPE 01
GROUNDCOVERS
- PLANTING TYPE 02
SHRUBS
- PLANTING TYPE 03
STRAPPY/MIXED
- PLANTING TYPE 04
SHADE TOLERANT
- PLANTING TYPE 04
CASCADING PLANTING

HARDSCAPE/MISC

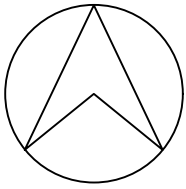
- PAVING TYPE 01
CONCRETE CROSSOVERS / FOOTPATH
EG. GREY CONCRETE
- PAVING TYPE 02
DRIVEWAY PAVING
- PAVING TYPE 03
FEATURE PEDESTRIAN PAVING
- PAVING TYPE 04
PEDESTRIAN UNIT PAVERS
- PAVING TYPE 05
PERMEABLE PAVING TYPE TBC
- PAVING TYPE 06
BALCONY TILES (BY ARCHITECT)

FURNITURE / ORNAMENTATION

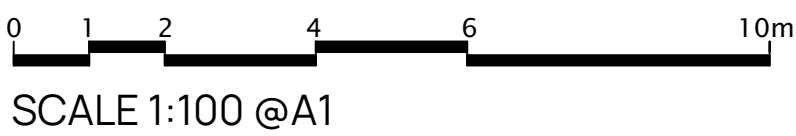
- FEATURE BOULDERS
- BENCH SEATING
- CREEPER PLANTING TO ARBOUR
SNAKE VINE
- ORGANIC BLUE STONE ROUNDS
FOR MAINTENANCE ACCESS
- FEATURE ENTRY CRISS CROSS TRELLIS
PINNED ON SCREEN

DEEP SOIL AREAS

- DEEP SOIL AREAS (DSA)
- DEEP SOIL AREAS ON STRUCTURE
(CALCULATED AT 50%)



LANDSCAPE PLAN - LEVEL 2



SELECTED MEDIUM TREES
CORAL GUM
CANOPY: 6m

SELECTED MEDIUM TREES
SILVER PRINCESS
CANOPY: 6m

SELECTED NARROW TREES
BANKSIA INTERFOLIA
CANOPY: 4m

SELECTED ROOFTOP TREE
LEMON MYRTLE
CANOPY: 5m

SELECTED SMALL TREES
SEA URCHIN HAKEA
CANOPY: 3m

SELECTED FEATURE TREES
CREPE MYRTLE
CANOPY: 4m

SMALL TREES FOR UNDER POWER LINES
KINGS PARK SPECIAL
CANOPY: 4m

FEATURE PLANTING
ZAMIA PALM

DWARF FIREWOOD BANKSIA

PLANTING TYPE 01
VERGE GROUNDCOVERS

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE TOLERANT

PLANTING TYPE 04
CASCADING PLANTING

PAVING TYPE 01
CONCRETE CROSSOVERS / FOOTPATH
EG. GREY CONCRETE

PAVING TYPE 02
DRIVEWAY PAVING

PAVING TYPE 03
FEATURE PEDESTRIAN PAVING

PAVING TYPE 04
PEDESTRIAN UNIT PAVERS

PAVING TYPE 05
PERMEABLE PAVING TYPE TBC

PAVING TYPE 06
BALCONY TILES (BY ARCHITECT)

FEATURE BOULDERS

BENCH SEATING

CREEPER PLANTING TO ARBOUR
SNAKE VINE

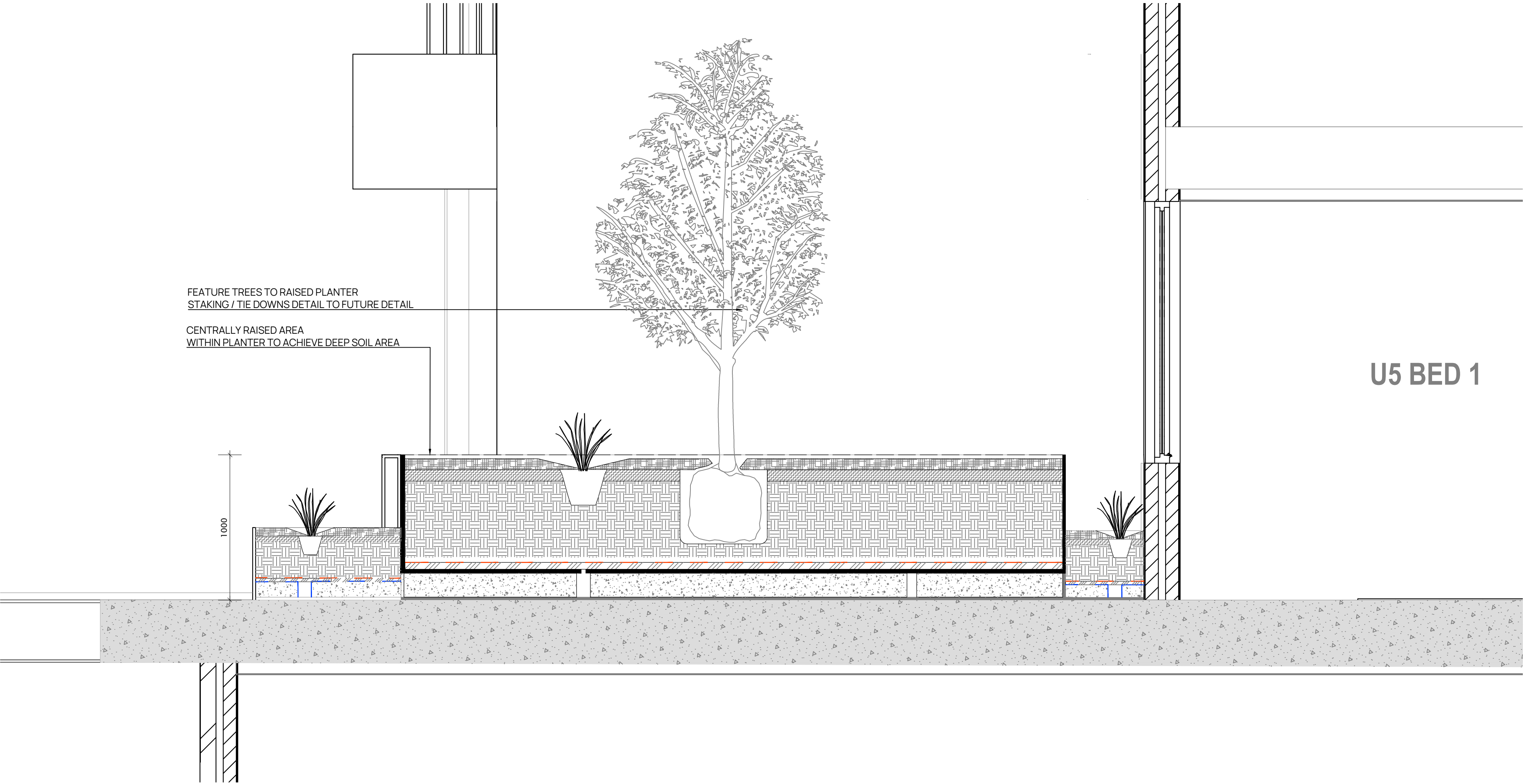
ORGANIC BLUE STONE ROUNDS
FOR MAINTENANCE ACCESS

FEATURE ENTRY CRISS CROSS TRELLIS
PINNED ON SCREEN

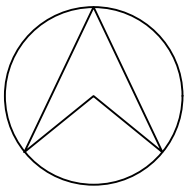
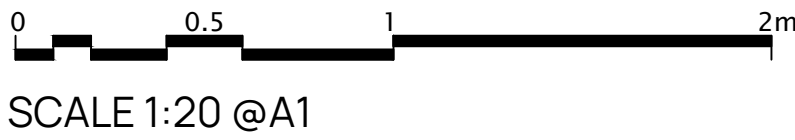
DEEP SOIL AREAS (DSA)

DEEP SOIL AREAS ON STRUCTURE
(CALCULATED AT 50%)

LANDSCAPE DETAIL - LEVEL 1



RAISED PLANTER DETAIL



LANDSCAPE AREA CALCULATIONS

R-CODE REQUIREMENTS (VOLUME 2)

- 10% Deep soil area across the site
- 2 Medium Trees or 1 Large Tree (canopy cover 56.6 - 64m2)

SITE AREA

Total site area = 990m2

LANDSCAPE AREAS

Total Landscape areas (all levels) = 150m2 (15% of site)

DEEP SOIL AREAS (DSA)

Ground Floor (into natural earth) = 71m2

Areas over slab = 45m2 (halved to 22.5m2 for DSA on structure)

Total = 93.5m2 (9% of site)

CANOPY COVER

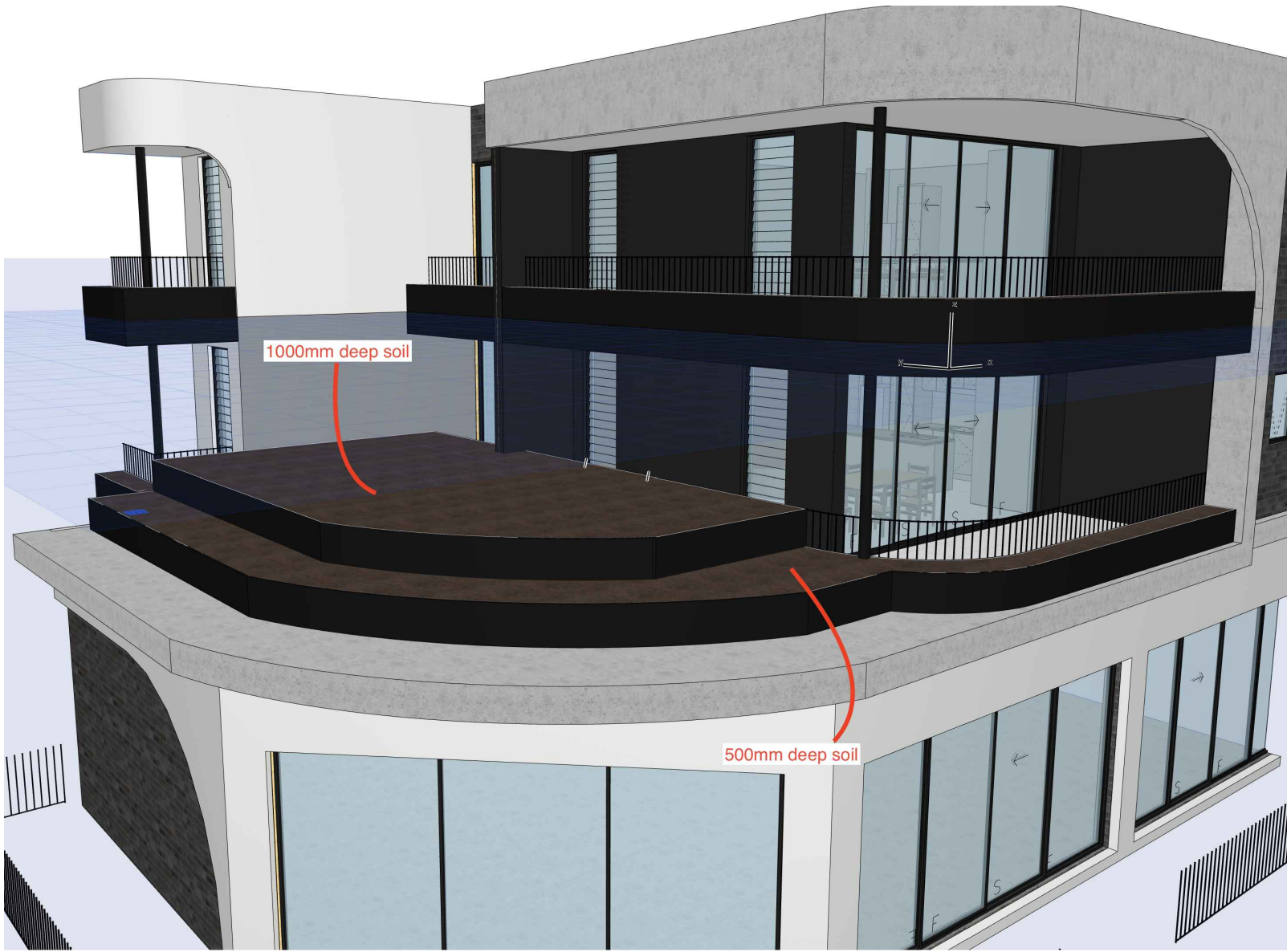
Proposed Medium Trees (6m canopy) x 1 = 28.3m2

Proposed Small Trees (5m canopy) x 1 = 19.6m2

Proposed Small Trees (4m canopy) x 2 = 37.8m2

Proposed Mini Trees (3m canopy) x 4 = 35m2

Total Canopy Cover = 121m2 (12% of site)



NOTES:

ADDITIONS TO LANDSCAPE

- EXTENDED THE LANDSCAPE CONCEPT TO INCLUDE THE VERGE. EXISTING HARDSTANDS HAVE BEEN REDUCED AND REPLACED WITH NATIVE WATERWISE GROUNDCOVER PLANTING THROUGH HERE AS NOTED.
- SMALL VERGE TREES HAVE BEEN ADDED TO SUIT THE OVER HEAD POWER LINE ALIGNMENT
- BALCONY PLANTERS SHALL BE MAINTAINED BY HOME OWNERS.
- MAINTENANCE ACCESS BY BLUE STONE ROUNDS HAVE BEEN INCORPORATED TO THE FIRST FLOOR PLANTER. LARGER TREE ADDED HERE TO INCREASE SITE CANOPY COVER
- GREEN TRELLIS HAS BEEN PROVIDED TO TERMINATE THE DRIVEWAY VISTA
- PLANTERS TO THE NORTHERN BALCONIES HAVE BEEN INCLUDED

LANDSCAPE PALETTE

PLANTING IMAGES - TREES



PLANTING IMAGES - SHRUBS



PLANTING IMAGES - GROUND COVERS & CASCADING



PLANTING IMAGES - STRAPPY & GRASSES

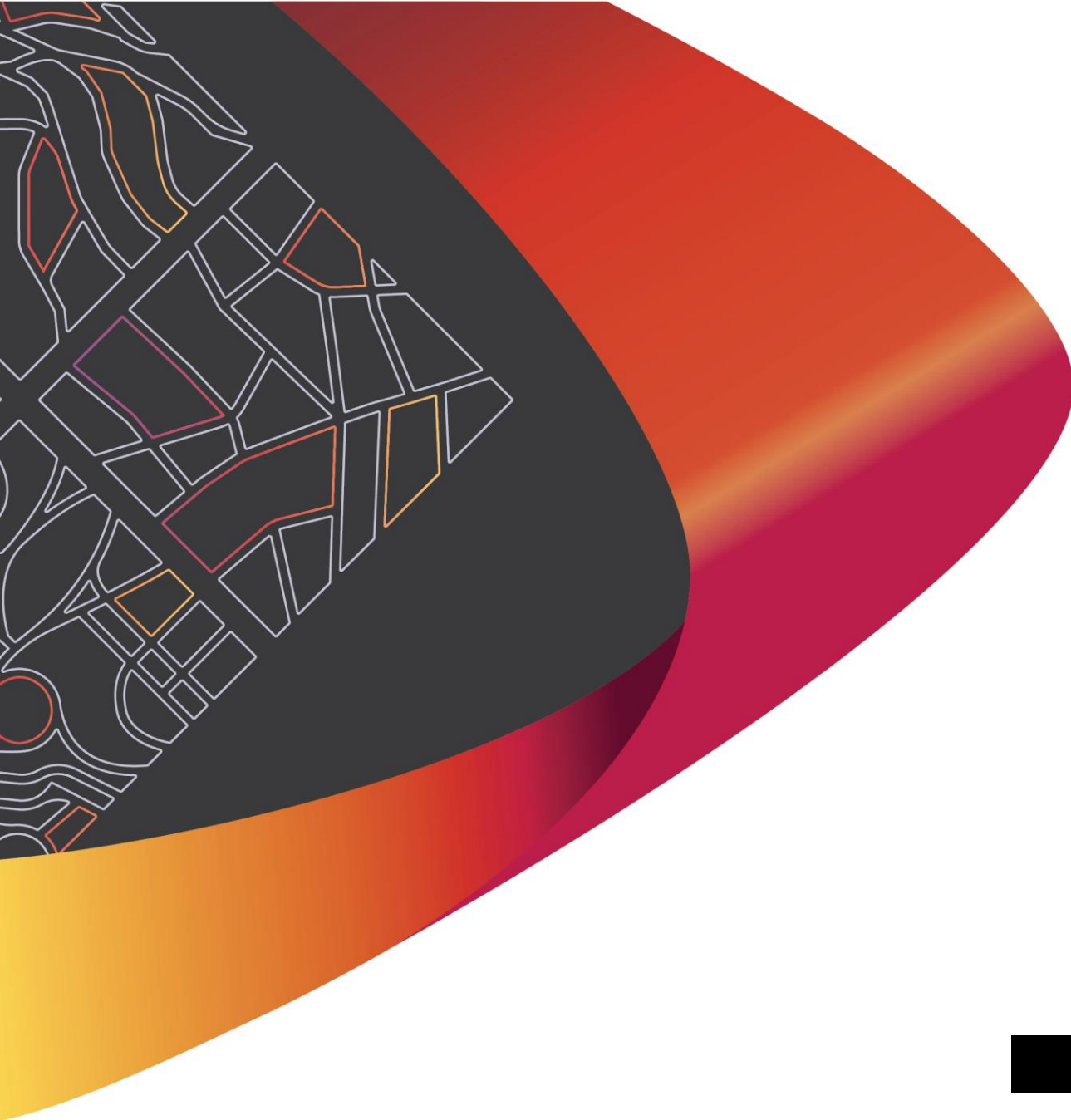


PLANTING IMAGES - SHADE



PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
BANatt	Banksia attenuata	Candlestick Banksia	As Shown	100L
BACot	Backhousia citriodora	Lemon Myrtle	As Shown	90L
CALkin	Callistemon 'Kings Park Special'	Kings Park Special	As Shown	90L
EUCcae	Eucalyptus caesia	Silver Princess	As Shown	100L
EUCfor	Eucalyptus forrestiana	Fuchsia Gum	As Shown	100L
HAKlau	Hakea laurina	Pin Cushion Hakea	As Shown	100L
LAGind	Lagerstroemia indica 'aorna'	White Crepe Myrtle	As Shown	90L
LAGtus	Lagerstroemia tusciora	Pink Crepe Myrtle	As Shown	90L
Groundcovers and Cascading:				
ACAsal	Acacia saligna prostrate	Cascading Wattle	2/m2	140mm
CASou	Casuarina glauca 'Cousin It'	Cousin It	2/m2	140mm
CHRdes	Chryscephalum Desert Flame PBR	Gold Everlasting	3/m2	200mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
EREblu	Bremophila 'Blue Horizon'	Blue Horizon	2/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
HEMPun	Hemandra pungens	Snake Bush	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
ROSoff	Rosmarinus officinalis 'Prostratus'	Creeping Rosemary	2/m2	140mm
SENman	Senecio mandraliscae dwarf	Blue Chalk Sticks Dwarf	2/m2	140mm
Grasses, Herbs, Rushes & Sedges:				
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIABla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMTan	Lomandra 'Tanika'	Tanika	3/m2	140mm
LOMnya	Lomandra 'Nyalia'	Nyalia	3/m2	140mm
Shrubs:				
CORalb	Correa Alba	White Correa	3/m2	200mm
OLEaxi	Olearia axillaris	Coastal Daisy	3/m2	200mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhapiolepis 'Oriental Pearl'	Dwarf Indian Hawthorn	3/m2	200mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting:				
AJUrep	Ajuga reptans	Bungle weed	3/m2	140mm
CORdus	Correa 'Dusky Bells'	Dusky Bells	3/m2	140mm
DARgit	Darwinia citriodora	Darwinia	2/m2	140mm
DICrep	Dicodra repens	Kidney plant	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LIReme	Liriope 'Emerald Cascade'	Emerald Cascade	3/m2	140mm
LIRmus	Liriope muscari 'B Marco'	Liriope muscari	3/m2	140mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
PHIXan	Philodendron Xanadu	Xanadu	3/m2	140mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	140mm
VIOfed	Viola hederacea	Native Violet	3/m2	140mm
Feature Plants:				
ANIfia	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L
Climbing Feature Plants:				
CAMrad	Campsis radicans	Orange Trumpet Creeper	As Shown	12L



25 South Street, Kardinya

TRANSPORT IMPACT STATEMENT

Job No: P003748

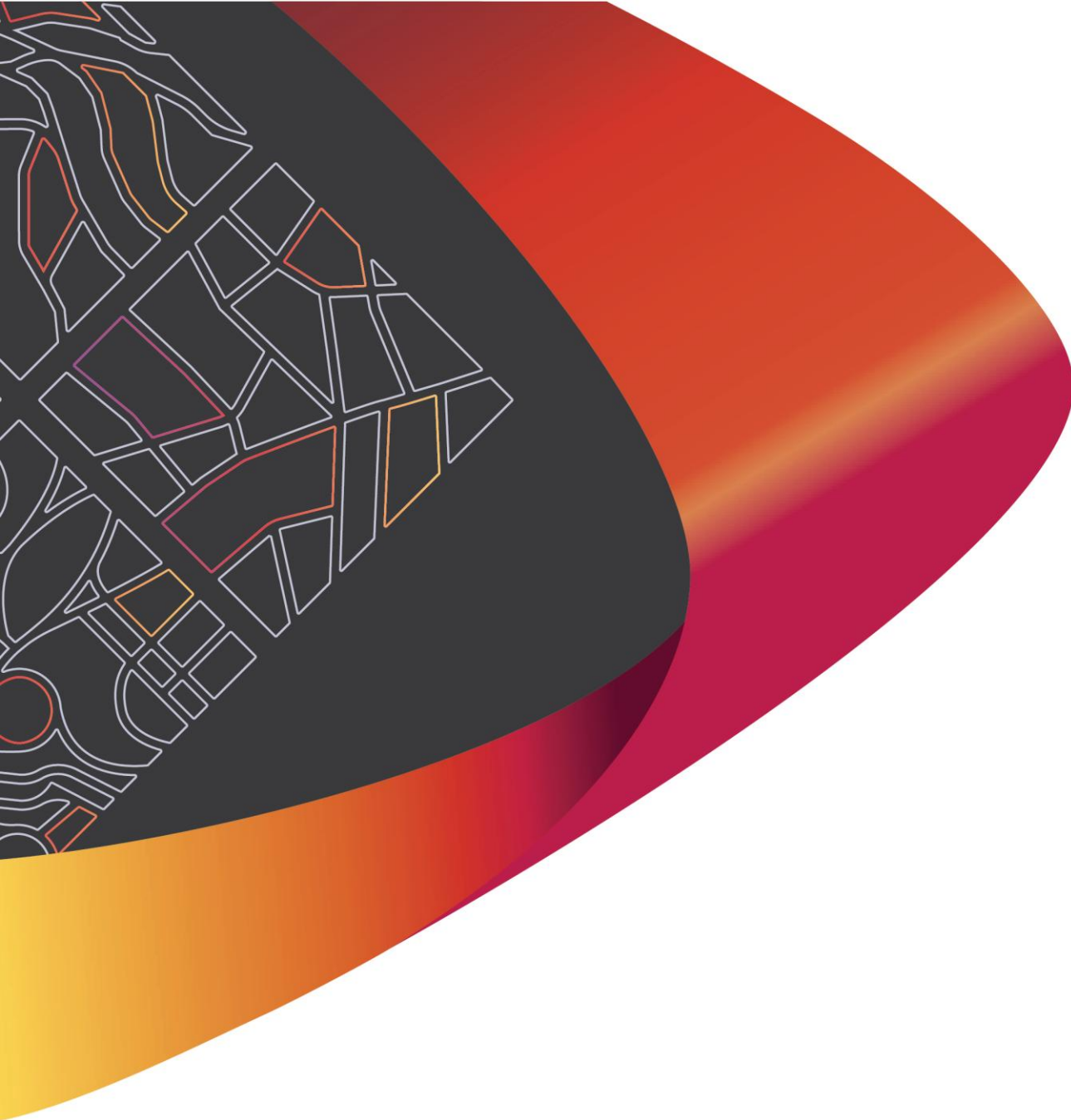
Rev A Draft

4 November 2025



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DOCUMENT AUTHORISATION			
Revision	Revision Date	Proposal Details	
Rev A Draft	03/11/25	Issued for Review	
Prepared By		Reviewed By	Authorised By
[REDACTED]			

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1. EXECUTIVE SUMMARY

Site Context

- > The project location is 25 South Street, Kardinya on previously developed land.
- > The proposed development consists of a medical clinic and 10 residential dwellings (a mix of one bedroom and two-bedroom apartments) as part of a mixed-use development.
- > The site is fronted by South Street and Gilbertson Road.
- > The proposed access point to the site is on Gilbertson Road as a Left in Left out access driveway.

Technical Findings

- > The proposed development will generate up to 167 vehicular trips per day; 24 vehicular trips per hour in AM and 27 vehicular trips per hour in PM peak.
- > According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.
- > The surrounding road network is expected to successfully absorb the additional traffic.

Relationship with Policies

- > In accordance with the City of Melville's Local Planning Policy 1.6 the proposed development will require fourteen (14) bays for the medical clinic and thirteen (13) bays for residential development which is a total of twenty-seven (27) bays including one (1) accessible bay. The development proposal only provides eighteen (18) spaces including one (1) accessible bay. The proposal provides sufficient bays for the tenants of two-bedroom dwellings and does not provide any bays for one-bedroom dwellings. Tenants will then have the option to lease their spaces to the Medical Centre for use during typical tenant work hours. The parking shortfall is justified by the proximity of the site to public transport and proximity to the Kardinya Shopping Centre.
- > **The proposed development does not provide any motorcycle / scooter bays as required by the City of Melville's Local Planning Policy 1.6**
- > **There are minor departures to AS/NZS 2890.1 (Car Parking) as detailed below.**
- > Parking and driveway designs align with the design requirements set by the City of Melville's Local Planning Policy.

Conclusion

- > As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 167 vehicular trips per day, 24 vehicular trips in the AM peak hour and 27 vehicular trips in the PM peak hour respectively.
- > Gilbertson Road is classified as Local Distributor as per MRWA classification with the maximum desirable volume of 6,000 vehicles per day. Currently there are around 5,500 vehicles per day on weekdays. Therefore, with the added traffic from the subject site the street would remain well under the maximum desirable traffic volume for Local Distributor roads.
- > In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (**Premise**) has been engaged by CBD Architects on behalf of [REDACTED] to prepare a Transport Impact Statement (TIS) for the proposed development at 25a and b South Street within the City of Melville.

The proposed development is a mixed-use development comprising a medical clinic on the ground floor and 10 residential units.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed mixed-use development

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

- > Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- > Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- > Provide an assessment of the likely additional traffic impact of the proposed development.
- > Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 400-metre radius of the subject site.
- > Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- > Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments.
- > Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site of this assessment is Lot 157 located at 25a and b South Street, Kardinya, Western Australia, 6163. The site possesses dual frontage, with its southern boundary on South Street, a Primary Distributor, and its western boundary on Gilbertson Road, a local distributor road. It is located approximately 13 kilometres south of the Perth CBD.

Figure 1 - Site Location

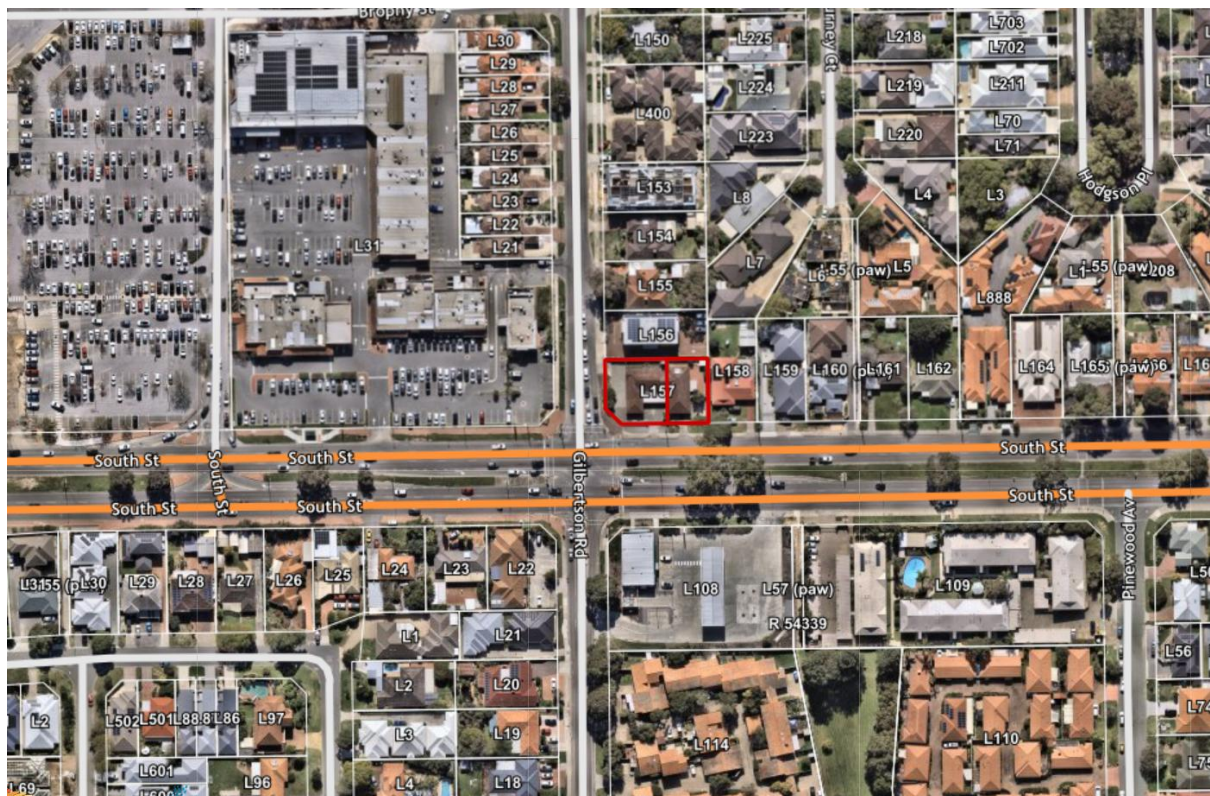
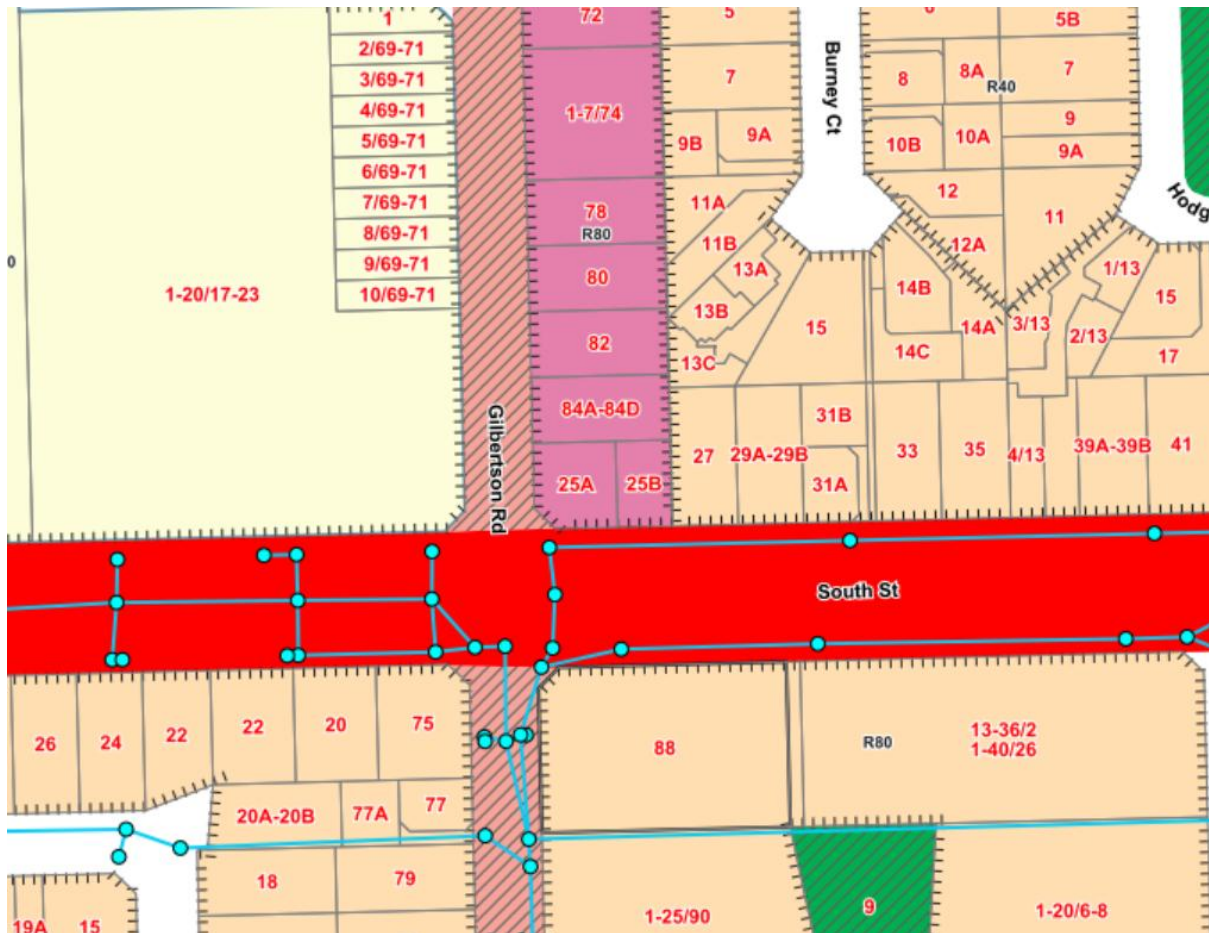


Figure 2 - Zoning Map (Source: City of Melville Intramaps)



The surrounding area primarily consists of 'Residential' zones along with 'Centre C2' zones.

As of present the site is currently developed with two single story residential dwellings. Vehicle access to the dwellings is currently provided via South Street. This proposal seeks to amalgamate the lots, providing the main access from Gilbertson Road removing the access from South Street.

3.2 Existing Road Conditions

Table 1 – Road Classification and Description

Road Name	Gilbertson Road
Number of Lanes	two way, one lane (no linemarking), undivided + right turn lane near the intersection with South Street
Road Reservation Width	approximately 20m
Road Pavement Width	from approximately 9m to 12.5m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	113, 503
On-street parking	NO

Road Name	South Street
Number of Lanes	two way, three lanes per direction, divided + right turn lanes near the intersection with Gilbertson Road
Road Reservation Width	approximately 40m
Road Pavement Width	from 22m to 25m
Classification	Primary Distributor
Speed Limit	70kph
Bus Route	YES
If YES Nominate Bus Routes	115, 503, 513 and 999
On-street parking	NO

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2020 to 2024.

In total, 40 crashes were recorded within the study area. A significant concentration of these incidents, 38 crashes, occurred at the intersection of South Street and Gilbertson Road. The remaining 4 crashes were mid-block, rear-end incidents along South Street and Gilbertson Road.

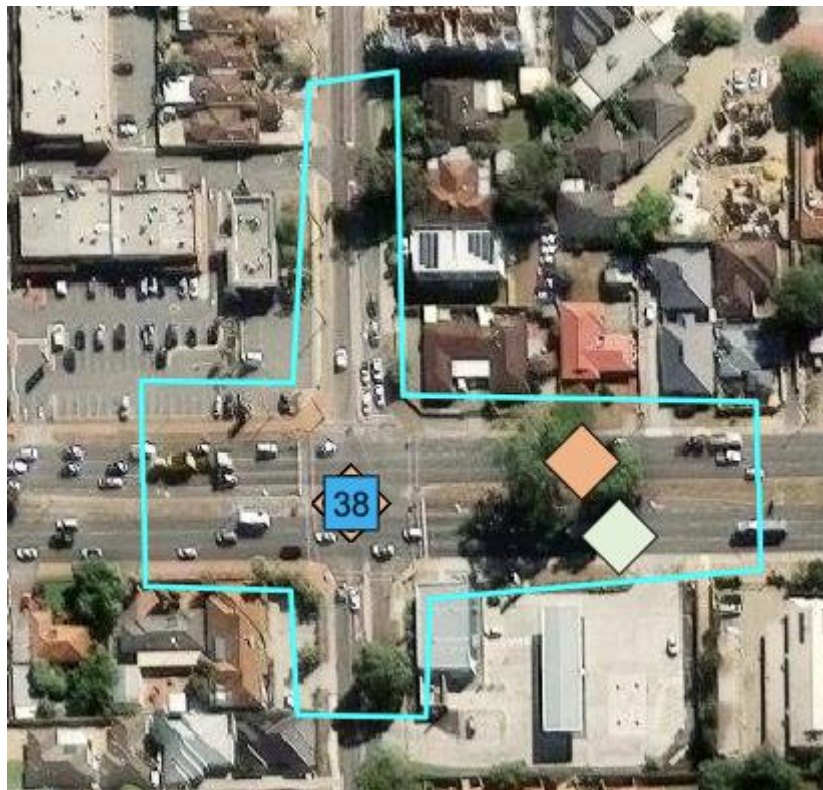
The high number of crashes at the South Street / Gilbertson Road intersection is noted. This is reflective of the high traffic volumes carried by both South Street (a Primary Distributor with over 35,000 vehicles per day) and Gilbertson Road (a Local Distributor with over 5,500 vehicles per day).

In summary there were:

- > 1 Hospital severity crash
- > 6 Medical severity crashes;
- > 33 Property Damage Only (PDO) severity crashes.

Considering the whole study area, there is a significant proportion of rear-end crashes (70% of all crashes, compared to 24% of network average), while right angle crashes appear to be under-represented (20% of crashes in the study area compared to 41% of network average).

Figure 3 - Crash Map - Subject Area



3.4 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
South Street	East of North Lake Road (SLK 4.94)	40,739	07:45 – 3,146	15:15 – 3,357	8.1%	2020 /21
	West of North Lake Road (SLK 4.49)	35,109	07:30 – 2,524	15:15 – 2,748	11.4%	2024 /25
	East of Prescott Drive (SLK 6.54)	38,671	07:45 – 3,027	15:45 – 3,172	8.4%	2021 /22
Gilbertson Road	South of Thomas Way (SLK 0.42)	5,501	08:00 – 437	16:15 – 534	5.2%	2023 /24
*Note – These traffic counts were collected from the Main Roads Western Australia Traffic Map.						

3.5 Public Transport

The site is exceptionally well-served by an integrated public transport network, with direct access to multiple high-frequency bus routes and a convenient connection to the metropolitan rail system.

The closest bus stops are located approximately 75 metres from the site on South Street. These are:

- Stop ID 10490 (South St Before Gilbertson Rd): Located on the southern side of South Street for eastbound services.
- Stop ID 10491 (South St After Gilbertson Rd): Located on the northern side of South Street (the same side as the development) for westbound services.

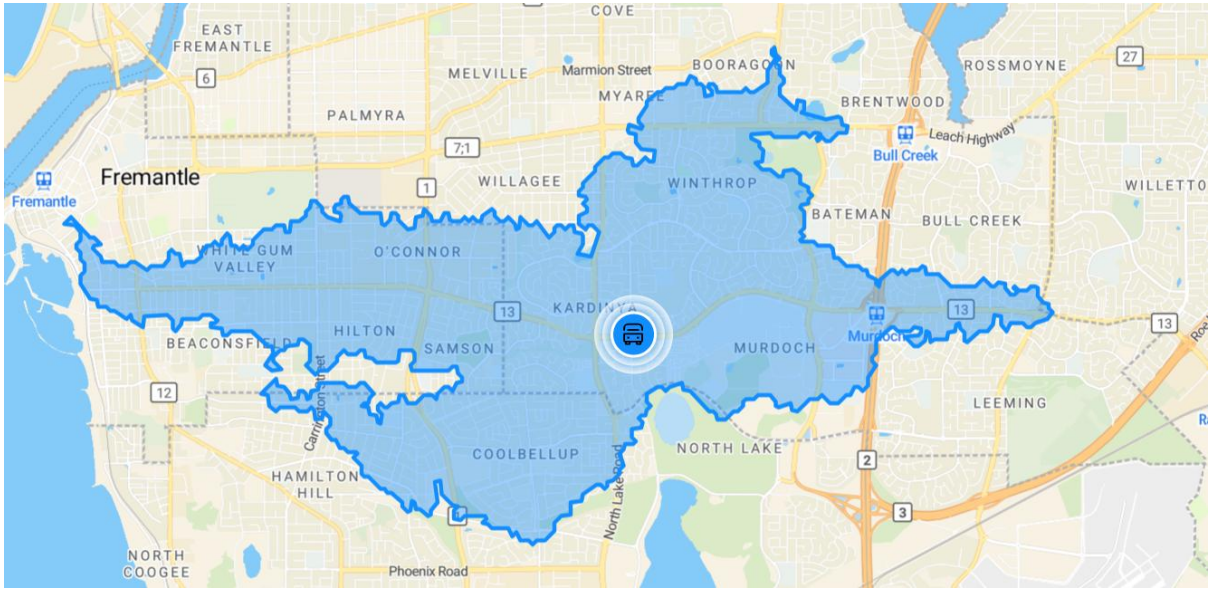
The primary rail connection for the site is Murdoch Train Station, located at a distance of approximately 2.8 km to the east.

Table 3 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
115	Unnamed Road Hamilton Hill Hall to Elizabeth Quay Bus Station Stand C3	Every 30 minutes	Every 30 minutes
503	Bull Creek Station Stand 4 to Murdoch Station Stand 12	Every 20 minutes	No service on weekends
513	Fremantle Station Stand 8 to Murdoch Station Stand 12	Every 20 minutes	Every hour
999	Fremantle Station Stand 7 to Fremantle Station Stand 1 and vice versa	Every 15 minutes	Every 30 minutes
Mandurah Line	Perth Underground Station Platform 2 to Mandurah Station Platform 2	Every 5 minutes	Every 30 minutes
Walk Score Rating for Accessibility to Public Transport			
53	Good Transit. Many nearby public transportation options.		

The site's direct proximity to multiple bus routes, combined with a convenient connection to a major train station, demonstrates a high level of accessibility by public transport. This high level of accessibility provides a viable and convenient transport alternative for future residents, staff, and visitors.

Figure 4 - 30min public transport catchment (app.traveltime.com)



3.6 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the subject lot. Refer to Appendix B for graphical representation of the below table.

Table 4 - PBN routes in the vicinity of the subject site

Classification	Road Name
<i>"Other Shared Path (Shared by Pedestrians and Cyclists)"</i>	South Street, North Lake Road
<i>"Bicycle Lanes or Sealed Shoulder Either Side"</i>	Gilbertson Road
What is the Walk Score Rating?	
66	Somewhat Walkable. Some errands can be accomplished on foot.

The site is located directly across of the Kardinya Park Shopping Centre, placing major supermarkets, cafes, specialty retail stores, banking, and other services within a short and convenient walking distance. This high degree of walkability significantly reduces the need for residents and visitors to rely on private vehicles for daily needs and short trips.

Figure 5 - 10min walking catchment (app.traveltime.com)

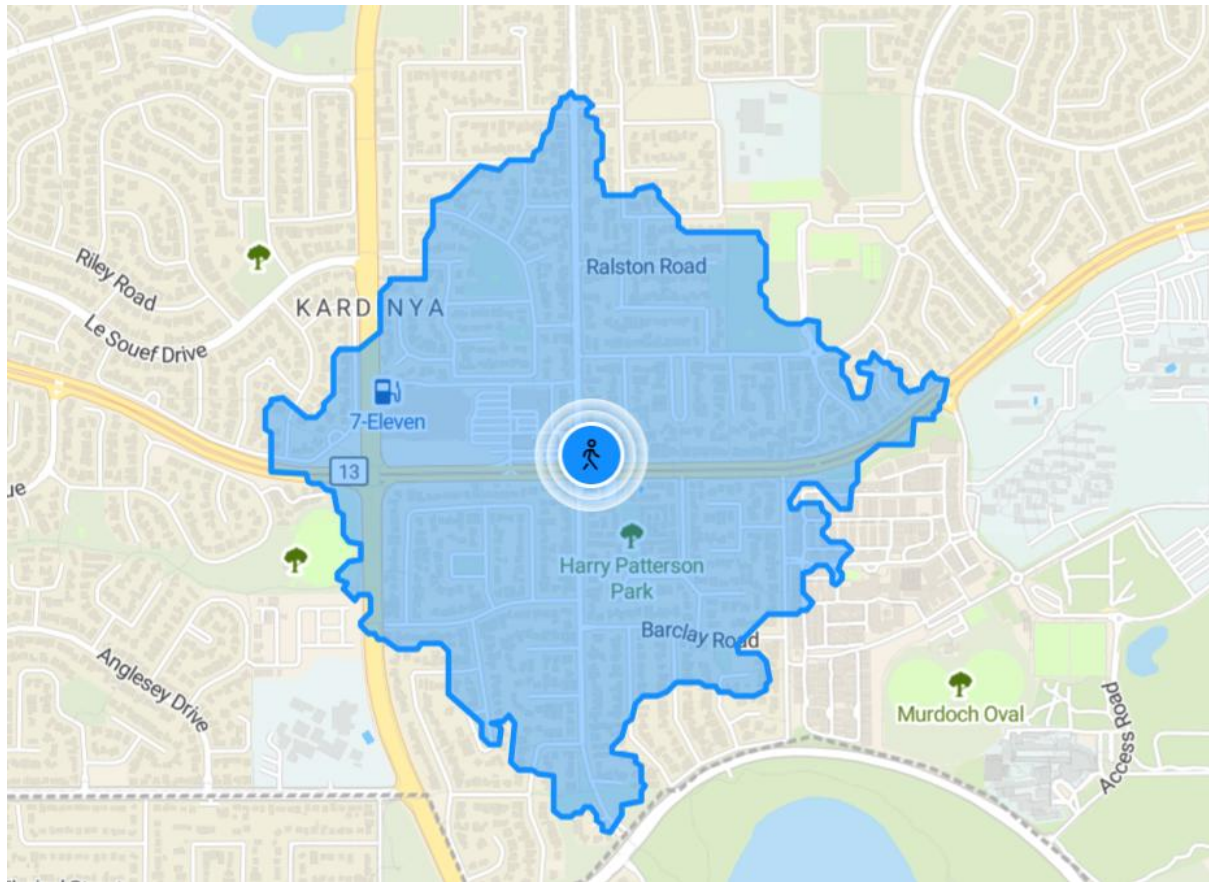
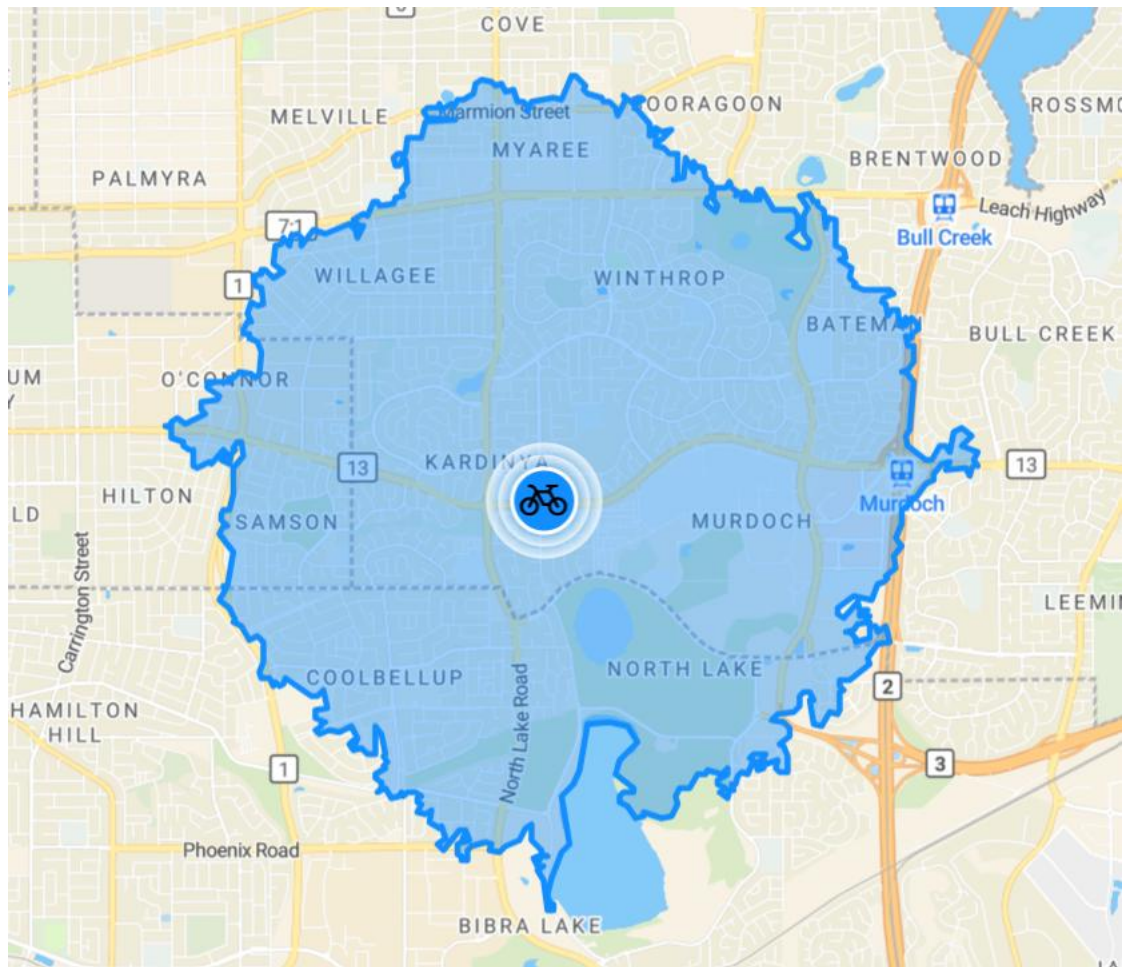


Figure 6 - 15min cycling catchment (app.traveltime.com)



4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development will comprise two distinct components: a medical clinic on the ground floor and residential apartments on the two levels above. The specific details of the proposed land uses are as follows:

Table 5 - Proposed land uses and yields

Proposed Land Use	Yield
Medical Clinic	280.66m ²
One Bedroom Residential Unit	2 units
Two Bedroom Residential Units	8 units

4.2 Vehicular Parking

The City of Melville's Local Planning Policy (LPP) No 1.6 – Parking and Access states that the car parking requirements for Medical Centre developments are to be in line with the extracted rates from the table below. Residential parking requirements will be in line with Residential Design Codes Volume 2 – Apartments.

Table 6 - Car parking provision rates

Guideline document	Car parking requirement		
City of Melville’s LPP 1.6	Medical Centre:		
	3 bays per health consultant, plus 0.5 bays per staff member (including health consultants)		
Residential Design Codes Volume 2 - Apartments		Location A	Location B
	1 Bedroom Dwellings	0.75 bays per dwelling	1 bay per dwelling
	2+ Bedroom Dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitors	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13 th dwelling and above	
Definitions:			
Location A: includes all land located within:			
– 800m of a train station on a high-frequency rail route, measured in a straight line from the pedestrian entry to the train station platform to any part of a lot;			

- 250m of a high-frequency transit route, or multiple transit routes that if combined have timed stops every 15 minutes during weekday peak periods (7 –9am and 5–7pm), measured in a straight line from along any part of the transit route to any part of the lot; and/or
- within the defined boundaries of an activity centre

Location B: not within Location A

Note – Location A will be used to calculate parking rates

Table 7 – Car parking requirement calculations

Land Use / Type	Yield	Required Parking
Medical Clinic	4 Health Consultants	14 bays
1 Bedroom Dwelling	2 Dwellings	2 bays
2+ Bedroom Dwelling	8 Dwellings	8 bays
Residential Visitors	10 Total Dwellings	3 bays
Total Parking Required:		27 Bays
Total Parking Provided:		18 bays

The proposed development provides a total of 18 on-site parking bays, including accessible bays. This represents a statutory shortfall of 9 bays against the calculated requirement.

The parking shortfall will be managed as follows:

- > One-bedroom dwellings will not have car bays assigned. Given the proximity of good public transport networks and ability to effectively cycle, small residential dwellings without a dedicated car parking space will be an attractive affordable proposition.
- > The strata management will enable tenants with bays to lease the bays back to the medical centre during standard work hours. At this time the working tenants will not require a parking bay and will have an option to lease their vacant bays to the medical centre.
- > LPP 1.6 does not offer any parking requirement dispensation in lieu of good public transport connections. The site is adjacent to the high-frequency bus routes, so it is reasonable to assume that some of the staff will use public transport to arrive to work.
- > The site is in immediate vicinity of Kardinya Shopping Centre. Patrons of the Medical Centre may opt to park at the shopping centre, which would enable them to link trips and run other errands (inclusive of dispensation of any scripts they may receive).

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES AND CITY OF MELVILLE'S LOCAL PLANNING POLICY

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities; and Part 6: Off-street parking for people with disabilities – AS2890.06.

The site will provide 18 parking bays.

Parking areas are designed to accommodate User Class 1 - Employee and commuter parking (generally, all-day parking) and User Class 4 - Parking for people with disabilities

The access driveway is classified as Category 1, allowing direct access to the parking bays from Gilbertson Road.

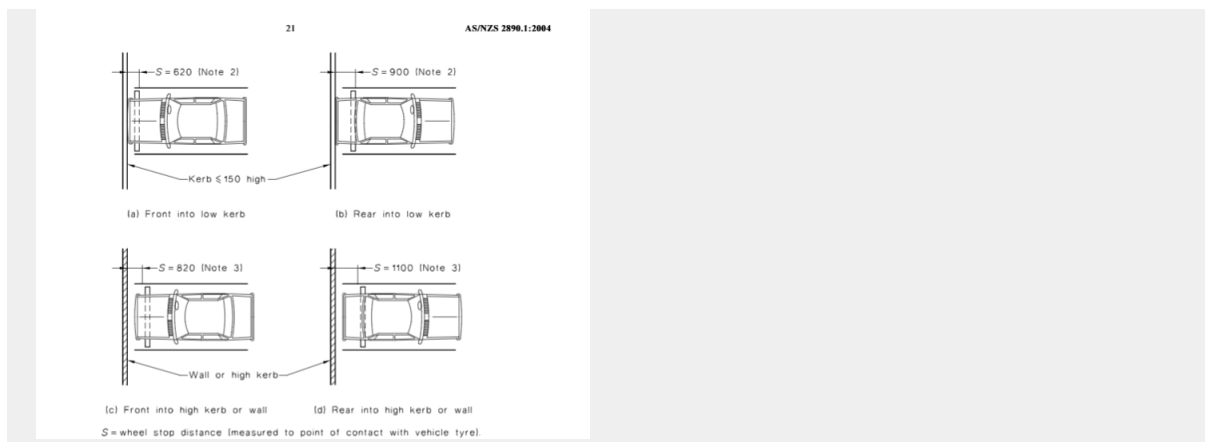
4.2.1.1 Comparison of proposed layout to requirements

Table 8 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	5.5m	2.4m	2.4m	5.8m	6m
ACROD Parking	5.4m	5.5m	2.4m-ACROD 2.4m-shared space	2.4m-ACROD 2.4m-shared space	5.8m	6m

Table 9 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
<i>"2.4.2 Angle parking aisle</i> <i>(c) Blind aisles</i> <i>At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.</i>	- Blind aisles are extended by more than 1 meter beyond the last parking space. - Parking spaces that bounded by walls or fences are widened or have extra spaces that is at least 300mm wide. However, the space adjacent to the bike bays is not widened by at least 300mm
<i>"2.4.5.4 Wheel stops</i> <i>Wheel stops may be provided where it is considered necessary to limit the travel of a vehicle into a parking space.</i> <i>Wheel stops shall be between 90 and 100mm in height, and 1650 ± 50mm in width</i> <i>If wheel stops are provided to restrain vehicle contact with a kerb higher than 150mm or a wall, a further 200mm shall be added to the wheel stop distance to cater for the B99 vehicle as illustrated in Figure 2.6 (c) and (d)</i>	No wheel stops are provided on bays bounded by walls



3.2.1 Access Driveway widths

TABLE 3.2
ACCESS DRIVEWAY WIDTHS

metres			
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

- The proposed access driveway is 6m in width, higher than the typical maximum for category 1 access driveways, however for the nature of the development and potential elderly or less mobile visitors, the higher width is justified.

The City of Melville's LPP states that access driveways to medium density developments are in accordance to Residential Code Clause 3.7 Access.

C3.7.3A Driveways should be:

- a minimum 3 m wide
- a maximum 6m wide at the street boundary;

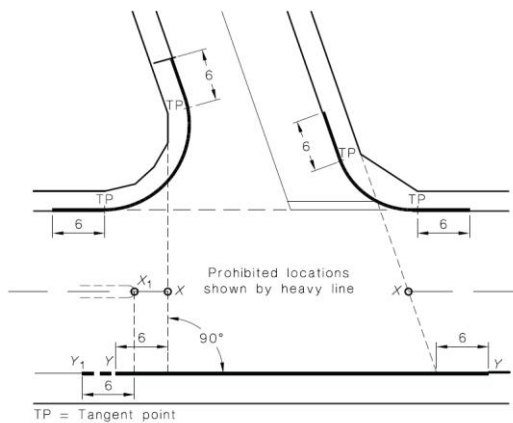
- The proposed driveway is 6m wide at the street boundary

3.2.3 Access Driveway Location

(a) Driveway Categories 1 and 2

At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."

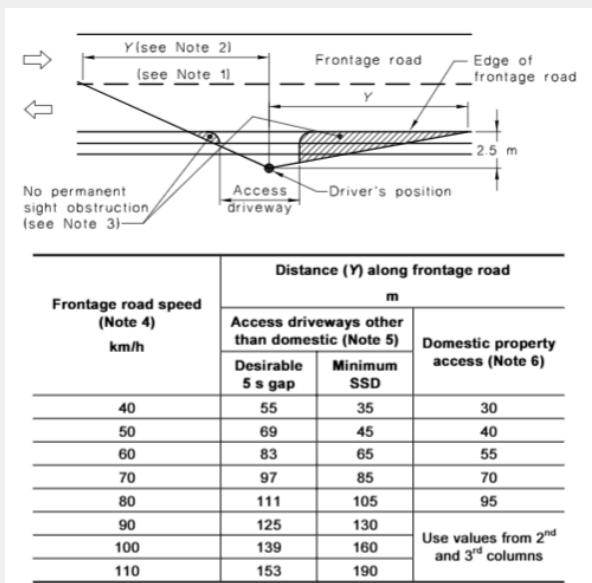
- The proposed driveway is located outside the restricted 6m zone from the tangent point of the South Street / Gilbertson Road Intersection.



"3.2.4 Sight distance at access driveway exits

(a) Entering sight distance

Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road is available to drivers leaving the car park or domestic driveway is at least shown in Figure 3.2



(b) Sight distance to pedestrians

Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."

- There are no obstructions within the required sight distance area preventing vision to the point of the desirable 5 second gap.
- The driveway sight distances for pedestrians are obstructed by a tree.

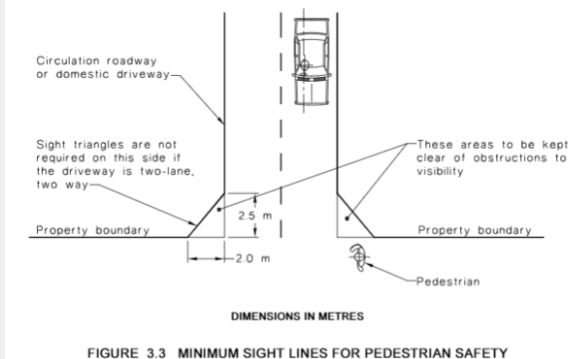
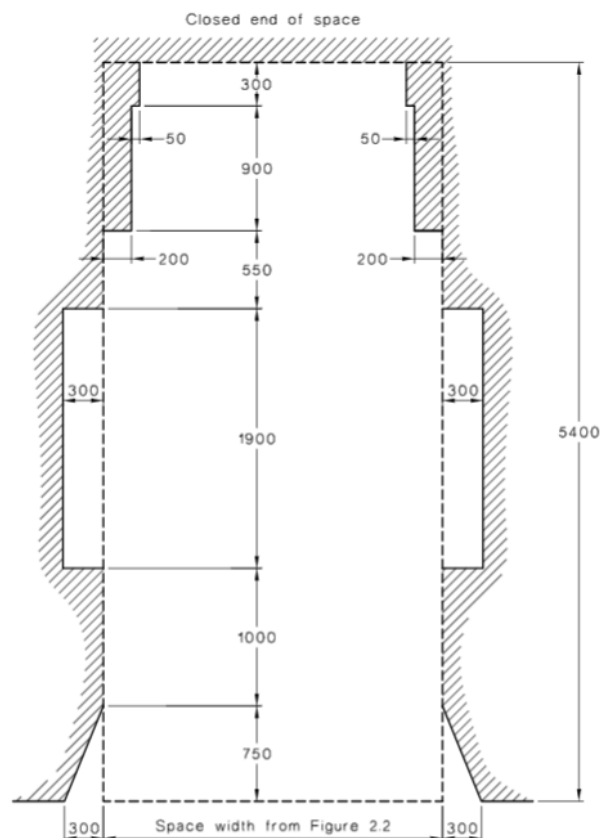


FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY

"5.2 Column Location and Spacing

The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns walls or other obstructions, is shown in Figure 5.2. If this requirement is met the dimensions in Figure 5.1 will also be achieved.

- The columns are located outside the design envelope.



NOTE: The design envelope provides for structural elements to be clear of all four side doors.

DIMENSIONS IN MILLIMETRES

FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED
VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

4.2.2 VEHICLE SWEEP PATHS

The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m).

No navigability issues were found. For further details, please refer to the swept path analysis plans in Appendix C.

4.3 ACROD Parking

Table 10 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	Class 9a — (d) Clinic or day surgery not forming part of a hospital - 1 space for every 50 carparking spaces or part thereof	1 space
	Class 2 – Not required unless dwelling is set as accessible	N/A

In addition to the general parking supply, the proposal includes the provision of one dedicated accessible parking bay, in accordance with the requirements set by the NCC 2022 Building Code of Australia – Volume One.

4.4 Bicycle Parking

Bicycle parking requirements are to be in line with City of Melville's LPP 1.6 provisions as outlined in the table below:

Table 11 – Bicycle parking provision rates and calculation

Guideline document	Bicycle parking requirement	Yield	Calculation
City of Melville's LPP 1.6 – Parking and Access	Medical Centre: Resident/Employee – 2 per 10 car parking bays	14 Car Parking Bays	3 Bays
Residential Design Codes Volume 2 - Apartments	Resident: 0.5 spaces per dwelling	10 dwellings	5 Bays
	Visitor: 1 space per 10 dwellings	10 dwellings	1 Bay
Total Required:			8 bays

The development proposes to provide 5 dedicated bicycle bays, which represents a shortfall of 3 bays against the policy requirement. This variation is considered appropriate and is justified by the specific context of the site and the nature of the proposed uses:

- > A significant portion of visitors to the medical clinic are likely to be patients who are unwell, elderly, or have mobility challenges, making them less likely to travel by bicycle. Therefore, the practical demand for visitor bicycle parking from this use is expected to be minimal.

- > The site is located 75m from three high-frequency bus routes. This provides a primary alternative to private vehicle travel for staff and residents, reducing the overall demand for all forms of private transport, including bicycles.
- > The site's location directly opposite the Kardinya Park Shopping Centre ensures that most daily needs can be met with short walking trips, further reducing the reliance on bicycles for local errands.
- > Each dwelling will have a dedicated storage unit and a balcony where residents' bicycles can be stored.

Given these factors, the proposed provision of 5 bicycle bays is considered sufficient to cater to the realistic demand from residents and staff, without resulting in any negative impacts or overflow. The facilities will be secure, conveniently located, and designed to Australian Standards

4.5 Motorcycle Parking

Motorcycle parking requirements are to be in line with the City of Melville's LPP 1.6 provisions as outlined in the table below:

Table 12 – Motorcycle parking provision rates and calculation

Guideline document	Motorcycle parking requirement		Yield	Requirement
City of Melville's LPP 1.6 – Parking and Access	Required Car Bays	Number of Motorcycle / scooter parking bays required	27 Car Parking Bays Required	2 Bays
	0-14	0		
	14-29	2		
	30-44	4		
	45-59	6		
	60-74	8		
	75-89	10		
	90+	At the discretion of the city		
			Total Required:	2 bays
			Total Provided:	0 bays

The proposed development does not provide any motorcycle parking and therefore does not comply with the requirements set out in the City of Melville's LPP 1.6.

4.6 Delivery and Service

All delivery and servicing activities are proposed to be managed in a way that minimises disruption to the surrounding road network and ensures safety for pedestrians and other road users.

The mixed-use nature of the development will generate regular service vehicle trips. These are expected to include:

- > Residential: Weekly waste and recycling collection by the City of Melville's contractors, general courier deliveries, and occasional larger moving trucks.
- > Medical Clinic: Regular courier deliveries for medical supplies and pathology, as well as general waste and clinical waste collection.

All residential and commercial waste bins will be brought to the kerbside on Gilbertson Road for collection by the City's waste management vehicles.

Table 13 – Delivery/service parking provision rates and calculation

Guideline document	Delivery/service parking requirement	Yield	Calculation
City of Melville's LPP 1.6 – Parking and Access (Section 6.1)	For developments with a NLA of greater than 500m ² at least one service or loading bay to be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day	280.66m ²	0 bays required
Total Required:			0 bays

4.7 Traffic Impact of the Proposed Development

WAPC TIA Guidelines suggested trip rates are to be used. Where specific land uses' rates are not available in this document, The NSW Guide to Transport Impact Assessment (GTIA 2024) is to be used.

Lastly, Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used if the first two documents do not provide specific trip generation rates.

Table 14 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Medical Centres • AM peak hour* = 19 trips / Centre • PM peak hour* = 21 trips / Centre • Daily = 130 trips / Centre
	Medium Density Residential (Regional)** • AM peak hour = 0.41 trips / dwelling • PM peak hour = 0.60 trips / dwelling • Daily = 3.67 trips / dwelling

Note - These values are gained by comparing site peak hour to am and pm peak hours based on the GTIA*

*Note** - While it is acknowledged that the zoning of the development is considered 'R80', Premise believes that the category of 'Medium Density Residential' is most appropriate for the development*

Table 15 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Medical Clinic	1 Centre	130	19	21
Medium Density Residential (Regional)	10 dwellings	37	5	6
Total		167	24	27

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate 24 vehicular trips in the AM peak and 27 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

4.8 Trip Distribution

The distribution of trips is based on the site's location relative to major employment centres, residential catchments, and the arterial road network. The following distribution is estimated:

Table 16 outlines the anticipated traffic distribution based on the above description.

Table 16 - Trip Distribution Routes

Route	Percentage
To the west towards O'Connor and Fremantle	35% [59 VPD; AM 8 VPH; PM 9 VPH]
To the east towards Murdoch	15% [25 VPD; AM 4 VPH; PM 5 VPH]
To the south towards Coolbellup	15% [25 VPD; AM 4 VPH; PM 5 VPH]
To the north towards Melville	35% [59 VPD; AM 8 VPH; PM 9 VPH]

4.9 Site-Specific Issues and Proposed Remedial Measures

The assessment of the additional traffic generated by the proposed development, concluded the following:

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	Parking Provision
Remedial Measure / Response	The proposed development will have 9 parking bays statutory shortfall. The parking shortfall will be managed as follows: > One-bedroom dwellings will not have car bays assigned. Given the proximity of good public transport networks and ability to effectively cycle, small residential dwellings without a dedicated car parking space will be an attractive affordable proposition. > The strata management will enable tenants with bays to lease the bays back to the medical centre during standard work hours. At this time the working tenants will not require a parking bay and will have an option to lease their vacant bays to the medical centre. > LPP 1.6 does not offer any parking requirement dispensation in lieu of good public transport connections. The site is adjacent to the high-frequency bus routes, so it is reasonable to assume that some of the staff will use public transport to arrive to work. > The site is in immediate vicinity of Kardinya Shopping Centre. Patrons of the Medical Centre may opt to park at the shopping centre, which would enable them to link trips and run other errands (inclusive of dispensation of any scripts they may receive).

APPENDICES

APPENDIX A

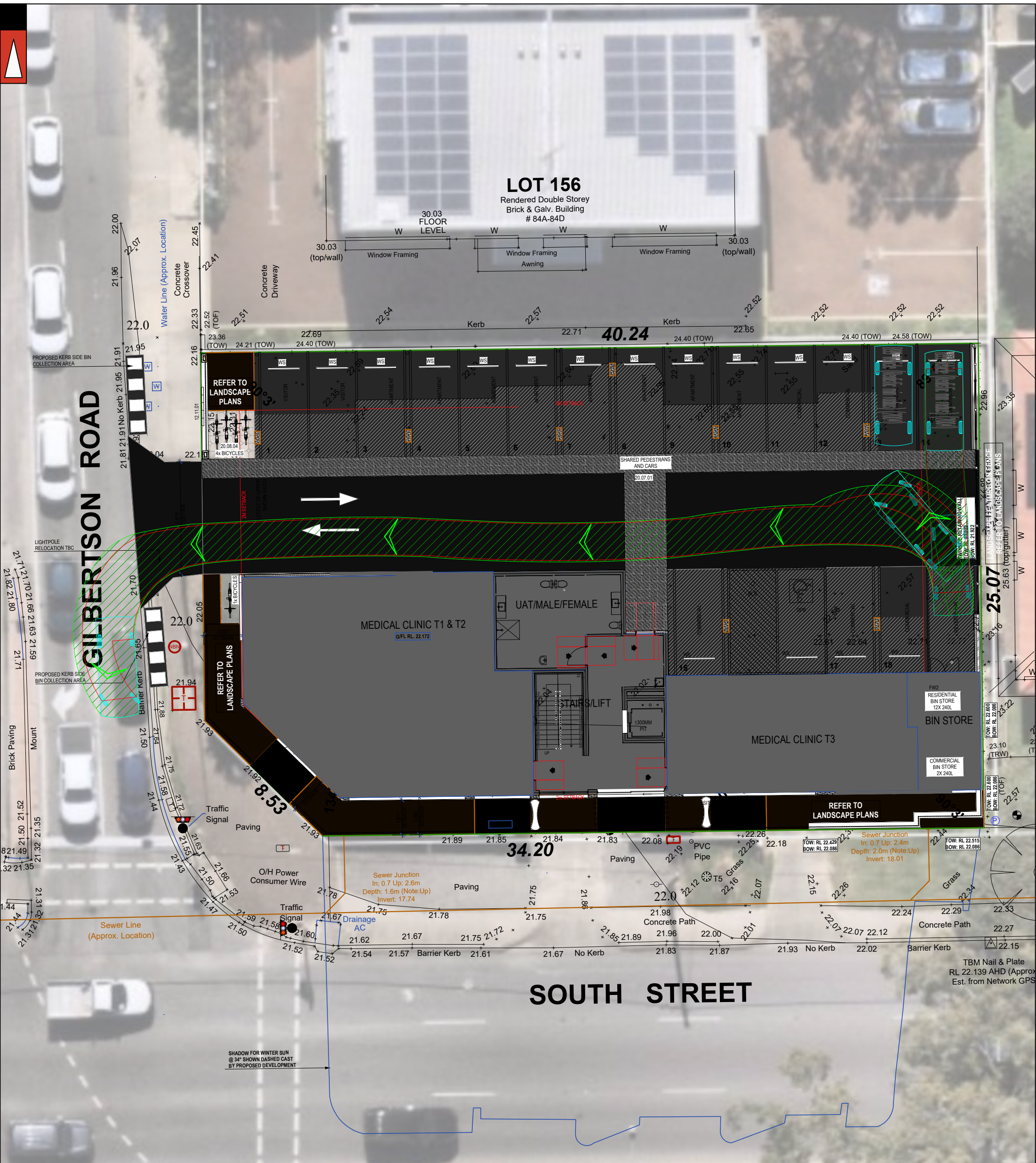
DEVELOPMENT SITE PLAN

APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

APPENDIX C

VEHICLE SWEEP PATH ANALYSIS



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

Lot boundary

Wheel Path (Forward Vehicle Motion)

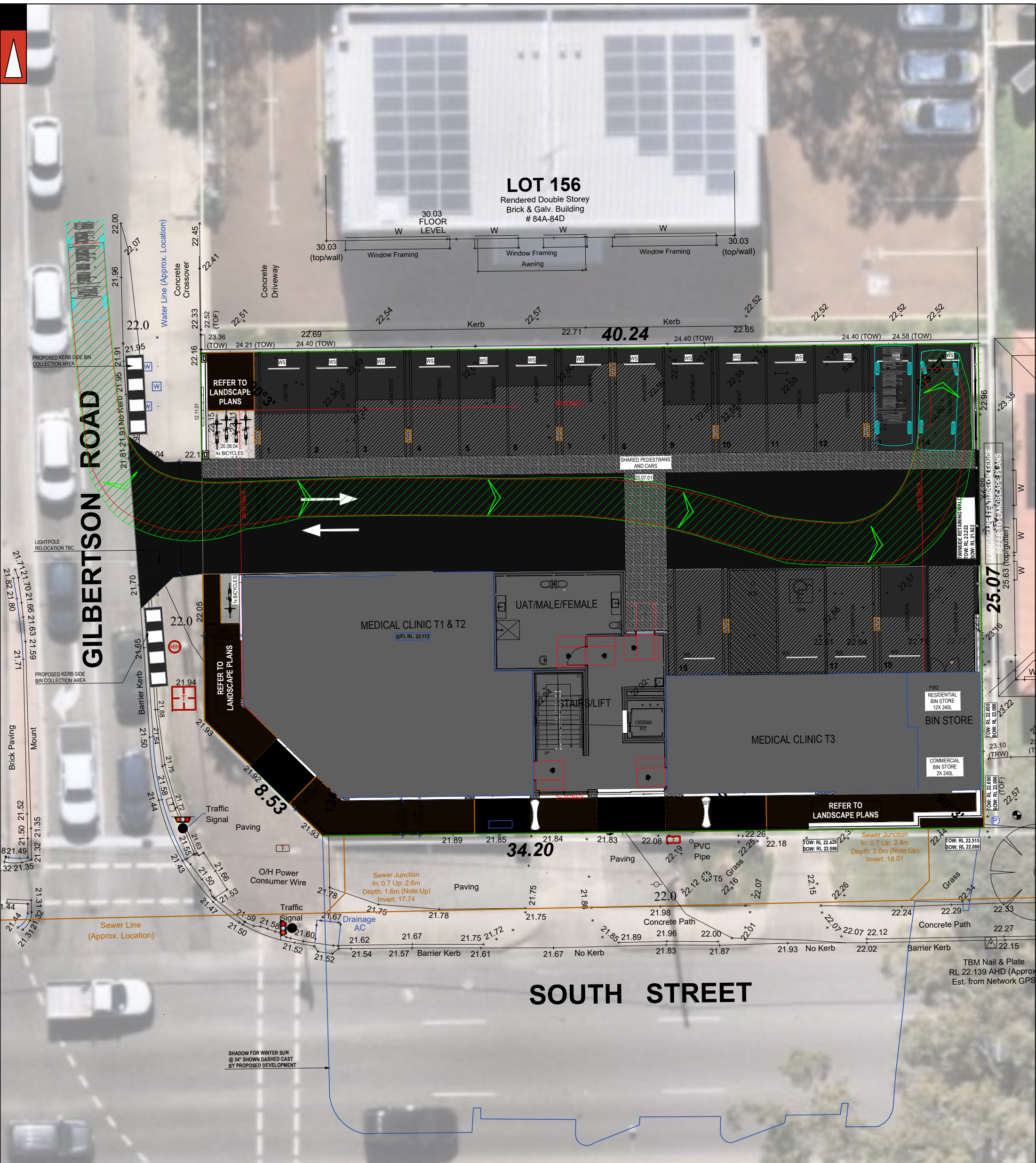
Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardynia	DRAWN BY:	 Premise PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	14-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P003748_S20B	A.T.	
NO	DATE	AMENDMENT			



Passenger vehicle (5.2 m)
Overall Length 5.200m
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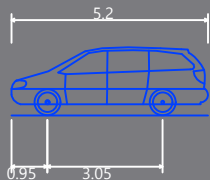
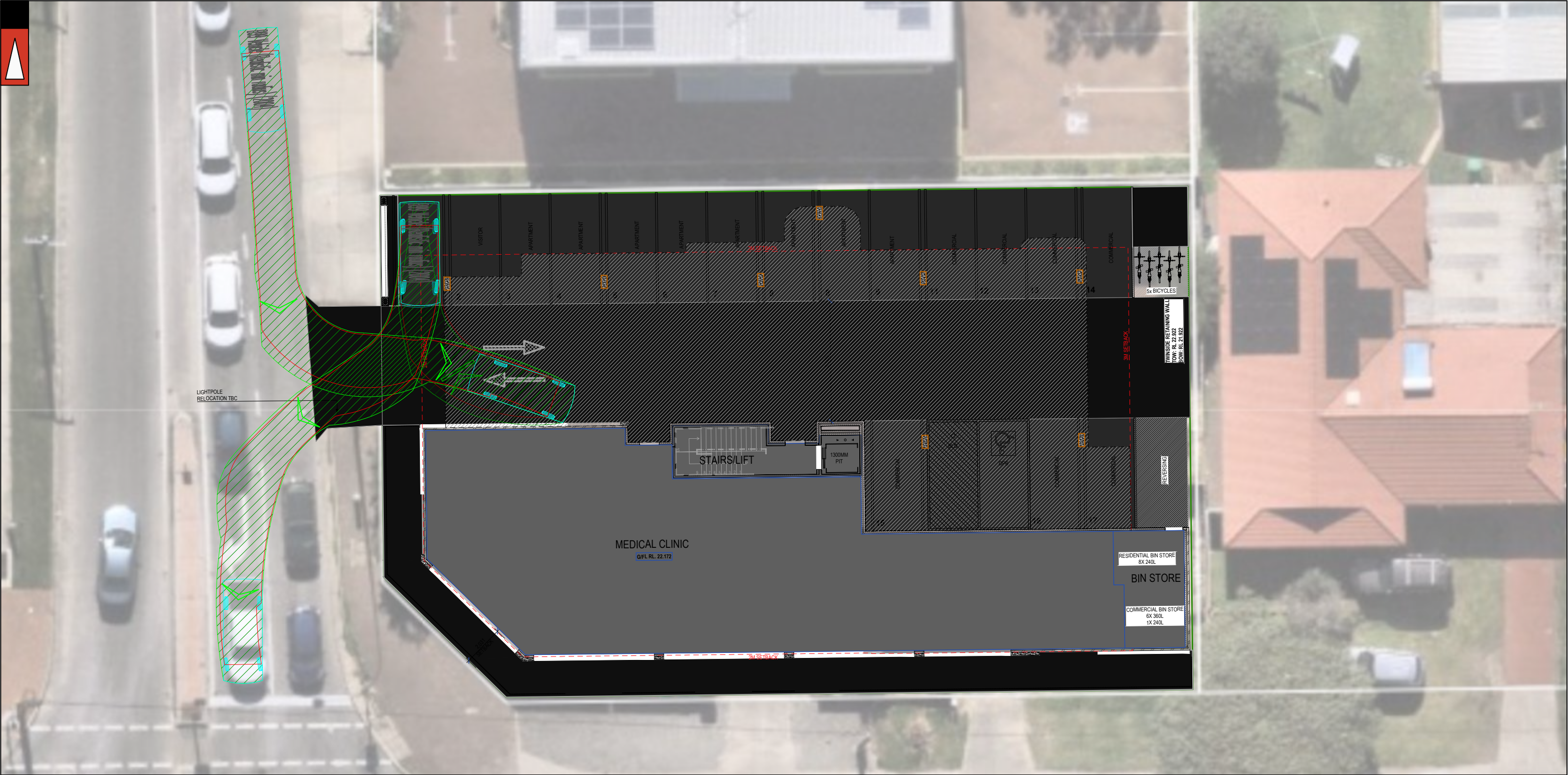
Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardynia	DRAWN BY:	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	14-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P003748_S20A	A.T.	
NO	DATE	AMENDMENT			

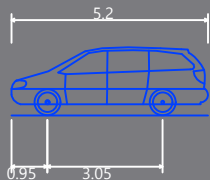
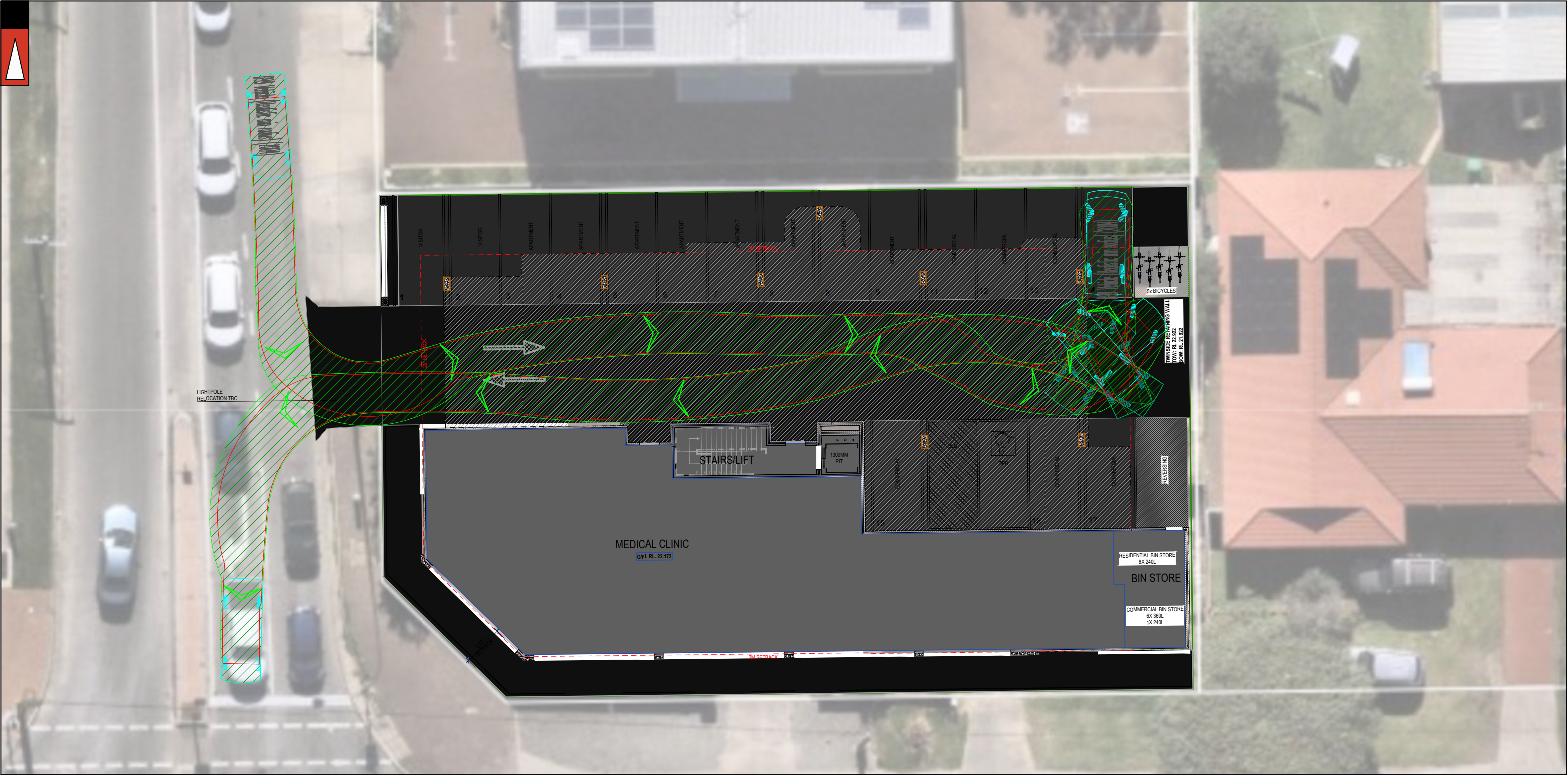


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Overall Length 5.200m
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Lock to Lock Time 4.00s
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- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardinya	DRAWN BY:	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.T.	
A	05-11-2025	ISSUED FOR REVIEW	DRAWING NUMBER:		
NO	DATE	AMENDMENT	P003748_Landscape_1		

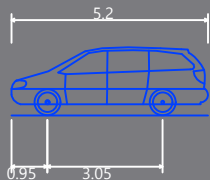
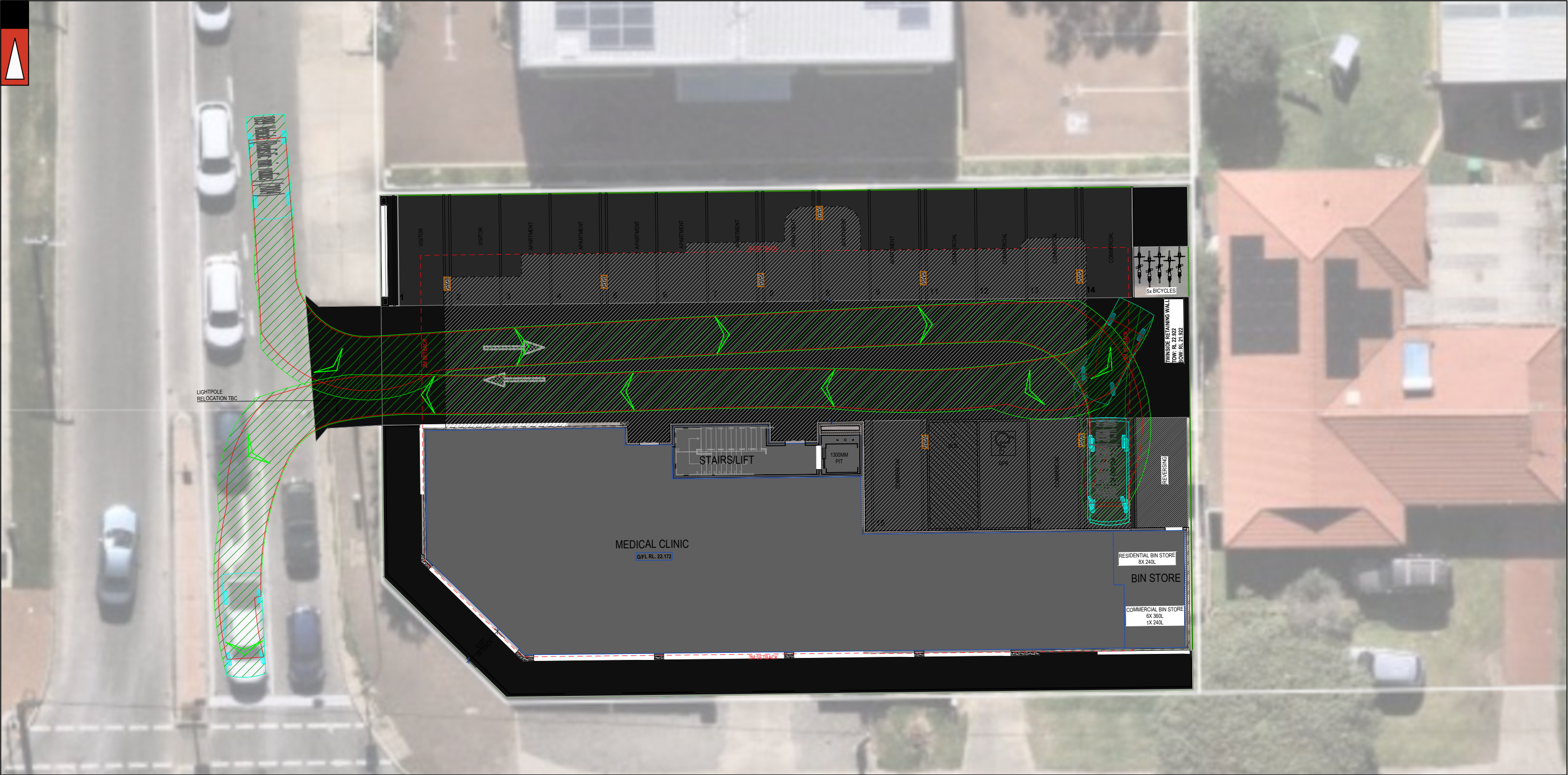


Passenger vehicle (5.2 m)
Overall Length 5.200m
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardinya	DRAWN BY:	 Premise PART OF THE Amey GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.T.	
A	05-11-2025	ISSUED FOR REVIEW	DRAWING NUMBER:		
NO	DATE	AMENDMENT	P003748_Landscape_2		

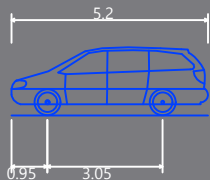
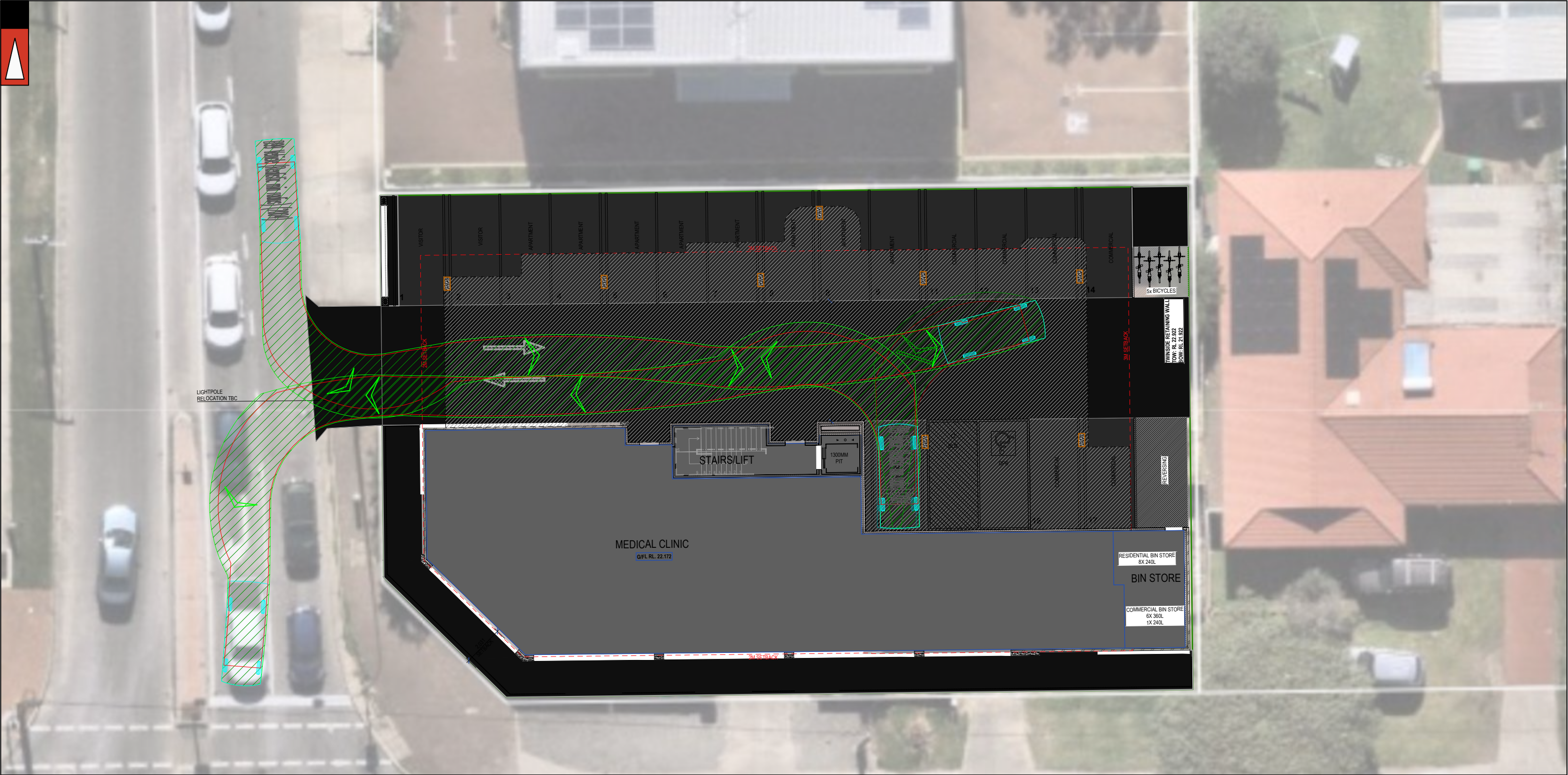


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardinya	DRAWN BY:	 PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	05-11-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003748_Landscape_3	A.T.	
NO	DATE	AMENDMENT			

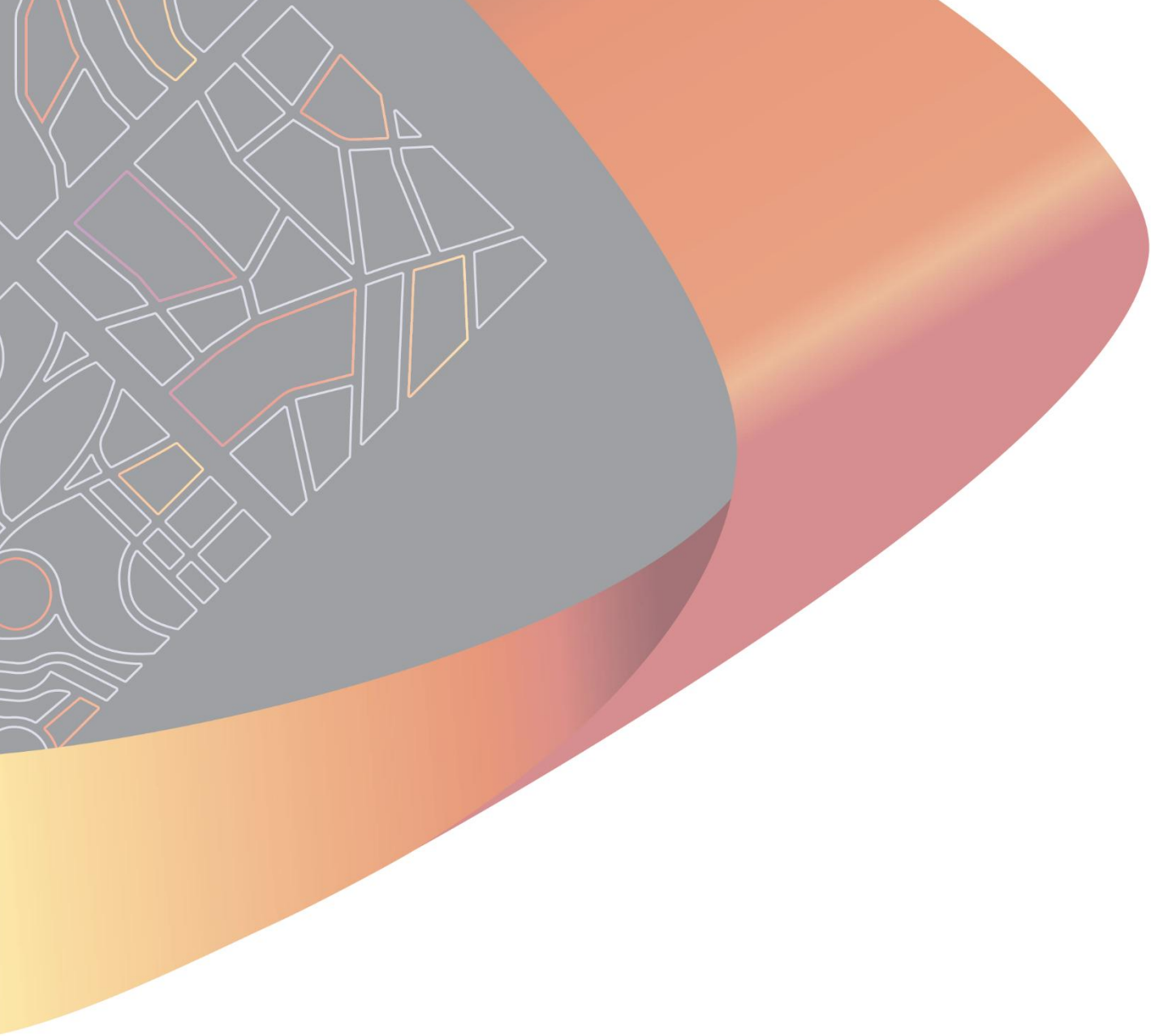


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Overall Length 5.200m
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Lock to Lock Time 4.00s
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 25 South Street, Kardinya	DRAWN BY:	 Premise PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	05-11-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003748_Landscape_4	A.T.	
NO	DATE	AMENDMENT			





Waste Management Plan

Lot 1 & 2 (#25A-B) South Street, Kardinya

Prepared for [REDACTED]

22 December 2025

Project Number: WMP25106

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
0.3	Draft Released for Client Comment	22/12/2025	JL	AB	

Approval for Release

Name	Position	File Reference
	Project Manager – WMP Lead (WA)	WMP25106-02_Waste Management Plan_0.3
Signature		

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Executive Summary

██████ is seeking development approval for the proposed mixed-use development located at Lot 1 & 2 (#25A-B) South Street, Kardinya (the Proposal).

To satisfy the conditions of the development application the City of Melville (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Residential Bin Storage Area					
Refuse	650	240L	Six	Once each fortnight	City of Melville
Recycling	400	240L	Four	Once each fortnight	City of Melville
FOGO	280	240L	Two	Once each week	City of Melville
Commercial Bin Storage Area					
Refuse	167	240L	One	Once each week	City of Melville
Recycling	167	240L	One	Once each week	City of Melville

The City will collect refuse, recyclables and FOGO from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Gilbertson Road.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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DRAFT

1 Introduction

██████████ is seeking development approval for the proposed mixed-use development located at Lot 1 & 2 (#25A-B) South Street, Kardinya (the Proposal).

To satisfy the conditions of the development application the City of Melville (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by commercial developments to the north, residential developments to the east, South Street to the south and Gilbertson Road to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse, recyclables and FOGO) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Areas, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the number of units and the floor area (m²) of the commercial tenancies at the Proposal, as follows:

Residential:

- One Bedroom Units – 2; and
- Two Bedroom Units – 8.

Commercial:

- Medical Clinic – 278m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to City of Melville's *Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments Policy LPP1.3* (2016).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	FOGO Generation Rate
Residential				
One Bedroom Units	Multiple Dwellings	65/week	40L/week	28L/week
Two Bedroom Units	Multiple Dwellings	65/week	40L/week	28L/week
Commercial				
Medical Clinic	Medical Centre	10L/100m ² /day	10L/100m ² /day	

The Proposal will manage medical waste (i.e. sharps, infectious waste, pathological waste, pharmaceuticals, chemical waste and non-regulated medical waste) in-situ, therefore storage space is not required within the Bin Storage Area. As such, medical waste has not been included within this waste generation assessment.

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Residential Waste

Residential waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the residential units at the Proposal will generate 650L of refuse, 400L of recyclables and 280L of FOGO each week.

Table 2-2: Estimated Waste Generation – Residential

Residential Apartments	Number of Apartments	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
One Bedroom Apartments	2	65	130
Two Bedroom Apartments	8	65	520
Total			650
Recyclables			
One Bedroom Apartments	2	40	80
Two Bedroom Apartments	8	40	320
Total			400
FOGO			
One Bedroom Apartments	2	28	56
Two Bedroom Apartments	8	28	224
Total			280

2.3.2 Commercial Waste

Commercial waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the proposed Medical Clinic will generate 167L of refuse and 167L of recyclables each week.

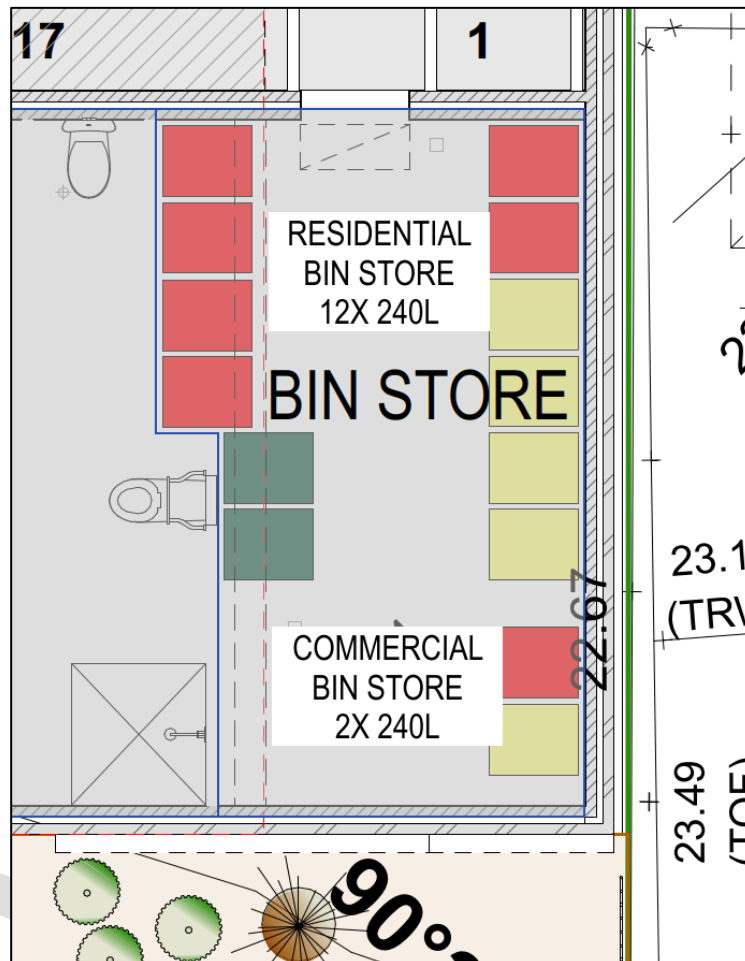
Table 2-3: Estimated Waste Generation – Commercial

Medical Clinic	Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/week)
Refuse	278	10	167
Recyclables	278	10	167
Total			334

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

Diagram 1: Bin Storage Areas



3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, the residential units will have room to accommodate two under counter/kitchen bins for the separate disposal of refuse and commingled recyclables, and a kitchen caddy for FOGO. Waste from these internal bins will be transferred by residents directly to the Residential Bin Storage Area and deposited in the appropriate bins.

The Medical Clinic will also have a minimum of two internal bins to facilitate the separate disposal of refuse and recycling. These internal bins will be collected by the staff/cleaners and transferred to the Commercial Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to residents/visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist residents to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes			
	240L	360L	660L	1,100L
Depth	0.735	0.885	0.850	1.245
Width	0.580	0.600	1.370	1.370
Height	1.080	1.100	1.250	1.470

Reference: City of Melville LPP 1.3 (2023)

3.3 Residential Bin Storage Area Size

To ensure sufficient area is available for storage of the residential bins, the amount of bins required for the Residential Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-2 and based on collection of refuse and recyclables once each fortnight and FOGO once each week.

Based on the results shown in Table 3-2 the Residential Bin Storage Area has been sized to accommodate:

- Six 240L refuse bins;
- Four 240L recycling bins; and
- Two 240L FOGO bins.

Table 3-2: Bin Requirements for Bin Storage Area – Residential

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	650	6	-	2	2
Recycling	400	4	3	2	1
FOGO	280	2	-	-	-

The configuration of these bins within the Residential Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming one collection each fortnight of refuse and recyclables and one collection each week of FOGO.

3.4 Commercial Bin Storage Area Size

To ensure sufficient area is available for storage of the commercial bins, the amount of bins required for the Commercial Bin Storage Area was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 3-2 the Commercial Bin Storage Area has been sized to accommodate:

- One 240L refuse bin; and
- One 240L recycling bin.

Table 3-3: Bin Requirements for Bin Storage Area – Commercial

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	167	1	-	1	1
Recycling	167	1	1	1	1

The configuration of these bins within the Commercial Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming one collection each week of refuse and recyclables.

3.5 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Tap connected to an adequate supply of water for washing bins and the Bin Storage Area;
- Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
- Sufficient area to walk around and manoeuvre bins;
- Having walls not less than 1.8m in height with an access point of not less than 1m in width and fitted with a self-closing gate;
- Smooth and impervious floor of not less than 75mm in thickness;
- Ventilated in accordance with Australian Standard 1668.2: The Use of Ventilation and Air Conditioning in Buildings;
- Conveniently located for disposal of waste and recyclables by residents/tenants;
- Not readily accessible by the public;
- Shared bin storage areas for the residential and non-residential bins must be separated by a physical barrier and not mutually accessible;
- No gradients or steps from the Bin Storage Area to the collection point; and
- Located behind the building setback line.

Bin numbers and storage space within the Bin Storage Areas will be monitored by the building manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

The City will service the Proposal and provide the following:

Residential Bin Storage Area:

- Six 240L refuse bins, collected once each fortnight.
- Four 240L recycling bins, collected once each fortnight; and
- Two 240L FOGO bins, collected once each week.

Commercial Bin Storage Area:

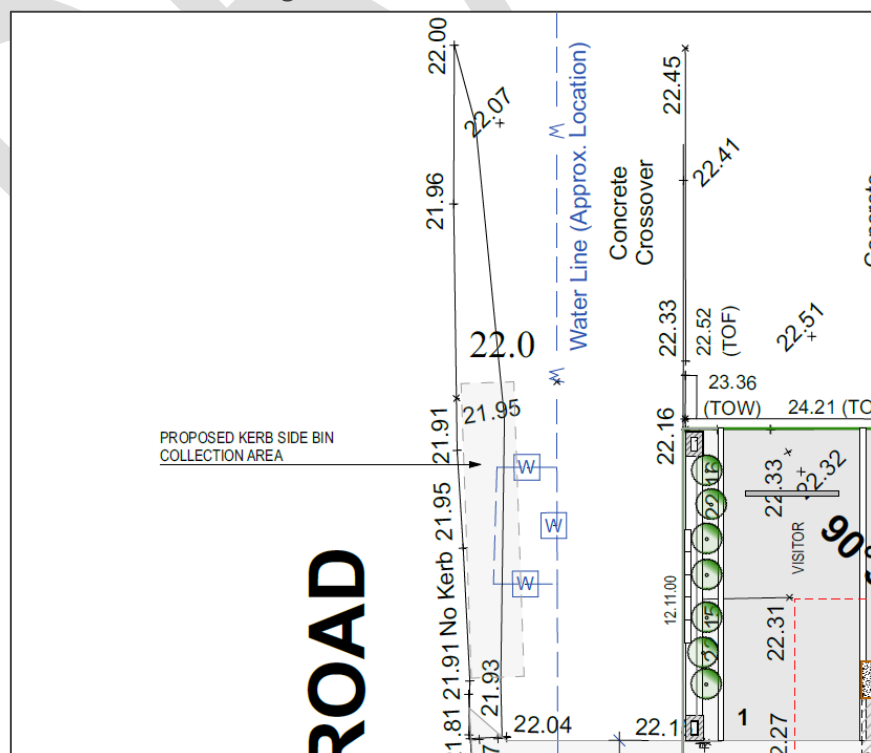
- One 240L refuse bin, collected once each week; and
- One 240L recycling bin, collected once each week.

The City will service bins from the Bin Presentation Area on the verge of Gilbertson Road at the front of the Proposal, as shown in Diagram 2.

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be lined up neatly and in a single row along the verge, with sufficient space between each bin to facilitate collection by the City's side arm waste collection vehicle.

A building manager/caretaker will ferry the bins to and from the Bin Presentation Area on collection days. The travel path between the Residential/Commercial Bin Storage Area and the Bin Presentation Area will be of flat surface and kept free of obstacles. The building manager/caretaker will return the bins to the Bin Presentation Area as soon as possible on the same day following collection.

Diagram 2: Bin Presentation Area



4.1 Residential Bulk Waste and Green Waste Collection

To assist with the reduction of illegal dumping of bulk waste, each residential unit has an allocated storage room of at least 2.97m² which could be used for the temporary storage of bulk waste.

The City offers the following on demand services for residents:

- Two (2) Garden Organics Verge Collections; and
- One (1) Bulk Waste Verge Collection.

The building manager/caretaker will liaise with residents on procedures for bulk waste disposal within the Proposal, as required.

4.2 Controlled Medical and Sanitary Wastes

The volume of medical waste generated at the Proposal will be dependent on the nature and scale of the medical practises undertaken. Appropriate containers will be placed in all locations where particular categories of medical waste may be generated. Instructions on identification and separation of medical wastes will be posted at each waste collection point to remind staff of procedures. Suitably qualified medical waste service providers will be engaged to determine storage and collection requirements.

The following points are indicative of minimum requirements for environmental best practice relating to controlled medical wastes and will be considered within the Facility:

- Ensuring all clinical and related waste is properly contained;
- Ensuring staff/cleaners are aware of their individual responsibilities for waste management and obtain appropriate education and training to ensure correct procedures are followed;
- Ensuring all relevant measures are taken to reduce risk to staff, the community and the environment; and
- All waste containers to meet the Australian Standards and are to be of the appropriate colour and have suitable symbols/wording for the waste types to be deposited into that container.

5 Waste Management

A building manager/caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident/tenant/staff behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with resident/tenant/staff to develop opportunities to reduce waste volumes and increase resource recovery;
- Ferrying of bins to and from the Bin Storage Areas and Bin Presentation Area on collection days; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for storage of refuse, recyclables and FOGO, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal.

The above is achieved using:

Residential:

- Six 240L refuse bins, collected once each fortnight;
- Four 240L recycling bins, collected once each fortnight; and
- Two 240L FOGO bins, collected once each week.

Commercial:

- One 240L refuse bin, collected once each week; and
- One 240L recycling bin, collected once each week.

The City will collect refuse, recyclables and FOGO from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Gilbertson Road.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

DRAFT



LEGEND

- Site Boundary
- Cadastre
 - Freehold
 - Road
 - Strata Plan or Lot
 - Easement
 - Reserve

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LOCALITY

0 1 2 3 km

LOCALITY

25A-B South Street
Kardinya WA 6163

Miles Cue

0 5 10 15 20 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:500

Prepared:	Date: 2/10/2025
Reviewed:	Revision: A
Project:	WMP25106

Figure 01

Data source: Roads, Cadastre - Landgate, 2025; Imagery: Nearmap, 2025.



Assets | Engineering | Environment | Noise | Spatial | Waste

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Leederville, WA 6007

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Hamilton, NSW 2303

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