

# Development Application for Un-Hosted Short-Term Rental Accomodation

Strata Lot 1 & 2 (No. 5A & 5B) Macrae Road, Applecross

City of Melville



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MARCH 2026



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Document ID: GRF MAC GE / 260210						
Issue	Date	Status	Prepared by;		Approved by:	
			Name	Initials	Name	Initials
1	10/02/2026	DRAFT	John Williamson	JW	Tom Hockley	TH
2	12/02/2026	FINAL	John Williamson	JW	Tom Hockley	TH
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## 1.0 EXECUTIVE SUMMARY

We represent Griffin Group Pty Ltd (**Griffin**) in respect of this application for development approval for a proposed six (6) storey un-hosted short-term rental accommodation development containing 21 new apartments at Strata Lots 1 and 2 (Nos. 5A and 5B) Macrae Road, Applecross (**subject site**).

The subject site is located within the 'Kintail' Quarter pursuant to the Canning Bridge Activity Centre Plan (**CBACP**), which was developed over the recognised activity centre area that straddles the Local Government boundaries of The City of Melville, along with the City of South Perth. The area is less than 8km from the Perth CBD, and noted for its proximity to major transit networks, commercial centres, and its picturesque location on the Swan and Canning Rivers.

The Kintail Quarter is the primary mixed use, retail and commercial Quarter within the CBACP; therefore, a desire exists for medium to high density, exclusively short-term tourist and visitor accommodation within the surrounding urban area to complement the retail and commercial growth.

Griffin have responded to the characteristics of the Kintail Quarter and the associated development parameters set out in the CBACP with this proposal for 21 high-quality apartments across six (6) floors with a communal roof terrace. The proposed short-term accommodation development will incorporate generous lot boundary setbacks for a respectful transition to adjoining properties, displaying articulation and varied materiality to present an attractive interface. The proposal will further contribute to the City's intent to increase accommodation diversity in order to improve land efficiency and support the facilities within the CBACP area.

The design is inspired by the heritage character of local built landmarks incorporating soft curves and light, neutral tones that provides a harmonious contemporary development. The built form colour and materiality will enable the development to sit comfortably within the existing streetscape as contextually responsive to the locality. Further inspiration is drawn from honouring deep ecological knowledge and cultural heritage by embedding the six Noongar seasons into the architectural language of the façade.

A strong focus on sustainability is evidenced by the development initiatives including commitment to PV panels, capacity for future EV vehicle charging, along with design components to enable good solar access, natural ventilation and shading devises for thermal comfort.

The proposed development responds to the specifics of the subject site, the characteristics of the locality, and will deliver an accommodation offering consistent with the objectives of the local planning framework. We therefore respectfully request the support of the proposal by the City of South and Development Assessment Panel.



Figure 1: View of Curved Feature Façade

## 2.0 INTRODUCTION

The proposed development involves a new six (6) storey short term accommodation development comprising 21 short term apartments with a roof terrace and ground floor parking. The proposed apartments will comprise a mix of two (2) and three (3) bedroom configuration types, with an open roof terrace provided for communal purposes. Each of the apartments will contain a kitchen and living spaces, and a balcony for all apartments above the ground floor level. The ground floor level apartment will include private open space in the form of a terrace providing passive surveillance to the Macrae Road. Vehicle access to the site is provided from Macrae Road to an undercroft parking area and lift access is provided from a dedicated ground floor lobby entrance to the apartments above.

The design is focussed on a response to the local built character and built landmarks by implementing soft curves and light, neutral tones into the development form. The design is also inspired by the local cultural heritage associated with the site, embedding the six Noongar seasons into the architectural language.

The proposed development responds to the local planning framework, providing for a considered increase in accommodation diversity in accordance with the expectations of the CBACP. We note the CBACP provides for six (6) storey residential development in this location within the Kintail Quarter as a transition that respects the existing residential character of the locality.

We submit the proposed short term accommodation development over the subject site is both capable and appropriate for approval.



Figure 2: Aerial Photo

### 3.0 SITE DETAILS

#### 3.1 Subject Site

The particulars of the subject site are described in **Table 1**.

**Table 1: Site Details**

Strata Lot Number	House Number	Plan	Volume	Folio	Site Area
1	5B	SP 11566	1689	795	1,012m <sup>2</sup>
2	5A	SP 11566	1689	796	1,012m <sup>2</sup>

A copy of the Certificates of Title is included as **Annexure 2**.

The Subject Site is located a rectangular block being 1,012m<sup>2</sup> in area. The land is characterised by a flat topography.

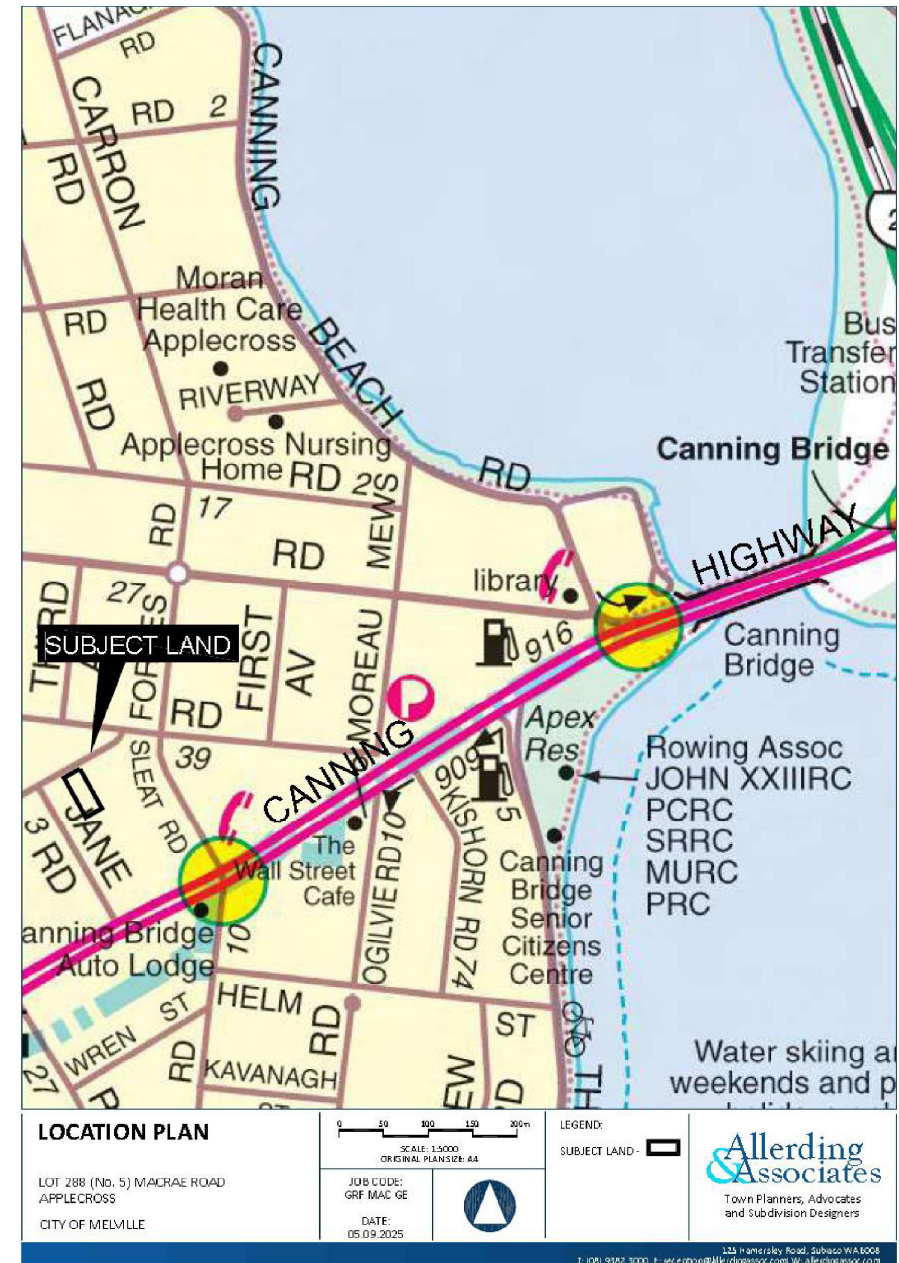
#### 3.2 Location and Context

The subject site, situated within the suburb of Applecross, is located 6km south of the Perth CBD. The site has a sole frontage to Macrae Road to the north. The site is surrounded by residential dwellings on all sides, which are exclusively in the form of two-storey grouped dwellings. Refer to the Aerial Photograph and Location Plan included in **Figure 2** and **Figure 3** respectively.

The site is situated within walking distance of high frequency bus route 910, noting the nearest bus stop is 150m from the subject site along Canning Highway. Canning Bridge Train Station is also within proximity to the subject site, located approximately 1km to the east of the site with service from various buses travelling east along Canning Highway.

#### 3.3 Servicing

The subject site is fully serviced with reticulated water, power, sewerage/drainage, and telecommunications infrastructure.



**Figure 3: Location Plan**

#### 4.0 PROPOSED DEVELOPMENT

Griffin is proposing the construction of 21 short term accommodation apartments over the subject site, with a communal roof terrace above. The proposed apartment development will comprise:

- A combination of two-and three-bedroom dwellings;
- Kitchen, dining and living areas;
- A balcony for each of the apartments above the ground floor level;
- A private terrace for the ground floor apartment;
- A defined pedestrian entrance from Macrae Road to the proposed ground floor level apartment, and a separate pedestrian entrance to a dedicated ground floor level lobby;
- The communal roof terrace above the fifth-floor apartments containing BBQ facilities and associated amenities; and
- A total of 32 car parking spaces (11 bays will be stackers) in an undercroft, at grade parking area.

Vehicle access to each of the parking area will be from a common driveway serviced by Macrae Road to the north.

#### 4.1 Landscaping

A substantial landscaping commitment is proposed for the development which involves a variety of planting types including native trees, softening native shrubs and grasses, arbour climbing plants, planters and stepping pavers, and on-structure planting.

The existing mature jacaranda tree within the lot frontage will be retained and protected, forming part of a highly landscaped frontage comprising new lawn, the tall screening and colourful native plants, and the native shrubs and grasses.

The communal roof terrace will contain tall planters with hardy colourful native plants, a feature weaving native tree and lemon tree, vegetable garden, along with trellis and climbing plants over a rooftop pergola structure (refer Figure 4).

Overall, 21.4% of the total subject site area, comprising ground level and rooftop planting, will be dedicated for high-quality landscaping.



Figure 4: Communal Rooftop Landscaping



Figure 5: Communal Rooftop Outlook

#### 4.2 Environmentally Sustainable Design (ESD)

EMERGEN have been engaged to prepare a Sustainability Report for the proposed development. The purpose of the Sustainability Report is to assess the project's feasibility in meeting the compliance standards of NCC 2022 Section J and committing to initiatives to achieve a 4-star Green Star Buildings v1 rating.

EMERGEN utilise a structured approach to a sustainable outcome for the design and construction of the development to determine sustainability commitments for the 4-star Greenstar Buildings v1 rating which requires a total of 15 points. A total of 20 targeted points have been identified within the Sustainability Report representing a 5 points buffer which will be refined by the project team at detailed design in order to achieve the desired outcome.

A copy of the Sustainability Report is contained at **Annexure 7** to this report.

#### 4.3 Strata Management

A Strata Management company will be appointed by the body corporate to oversee the operations of the proposed building. The Strata Management company will be responsible for:

- Overall day-to-day management of the accommodation including check in procedures, along with guest induction for car parking, use of car stackers, and use of the communal roof terrace.
- Enforcement of the accommodation by-laws and the guest code of conduct.
- Managing and addressing any neighbour complaints regarding the use of the accommodation.
- Managing storage of waste and ensuring waste collection adheres to the requirements of the City of Melville.

The relevant responsibilities are set out in the following management plans applicable to this project:

- Short Term Accommodation Operational Management Plan (refer **Annexure 4**); and
- Waste Management Plan (refer **Annexure 5**).

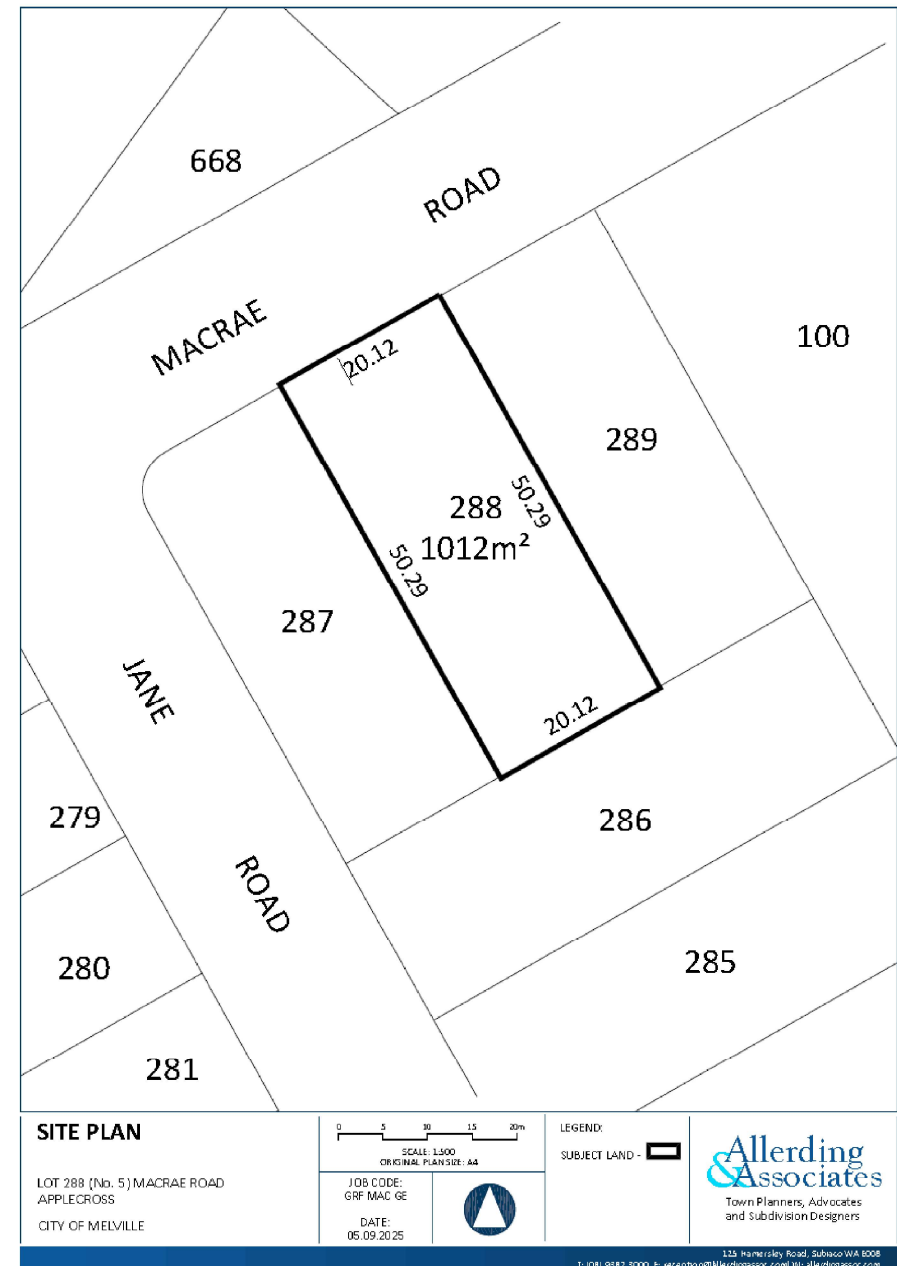


Figure 6: Site Plan

## 5.0 ASSESSMENT UNDER THE STATE PLANNING FRAMEWORK

The planning framework relevant to this proposal supports the proposal in line with the Government's statutory and strategic documents. These documents recognise the importance of tourism as both an economic and employment growth opportunity. The role of the subject site in providing a new supply of short-term accommodation apartments to support tourist and visitor activities is therefore an important component in supporting to the economic growth of the State, reaffirmed in the Regional and Local Planning Framework.

### 5.1 Metropolitan Region Scheme

The subject site is zoned "Urban" under the Metropolitan Region Scheme (MRS).

### 5.2 Perth and Peel @ 3.5 Million

The *Perth and Peel @3.5 Million* strategic suite of documents has been developed to realise the visions encapsulated in *Directions 2031 and Beyond* and the *State Planning Strategy 2050* and respond to deepening and emerging challenges. It focuses on various areas, including the role of tourism in Western Australia, and promotes development of tourism accommodation noting that tourism provides significant employment opportunities across various sectors and supports leisure and recreation opportunities for both residents and visitors.

*Perth and Peel @3.5 Million* includes data from 2015/2016 which details that Western Australia received over 10 million overnight visitors for that period. In addition, overseas and interstate visitors contributed a combined \$3.5 billion to the local economy in that period. The document provides that there is a growing demand to provide tourist accommodation throughout the State which is necessary to facilitate continued economic growth that is generated by tourist activity.

The proposal is consistent with principles of *Perth and Peel @ 3.5 million* by providing high-quality tourist and visitor accommodation within the primary mixed use, retail and commercial Quarter within the CBACP.

### 5.3 State Planning Policy 3 – Urban Growth and Settlement

The policy sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. A key objective of the policy is to:

*"...manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints".*

Clause 5.1 of SPP3 outlines the policy measures for creating sustainable communities. The policy recommends the following measures:

- *access for all to employment, health, education, shops, leisure and community facilities by locating new development so as to be accessible by foot, bicycle or public transport rather than having to depend on access by car (whilst recognising the convenience of car travel for some trips and the limited potential to provide alternatives in rural and remote locations);*
- *good urban design which creates and enhances community identity, sense of place, liveability and social interaction in new and existing neighbourhoods;*

- *a positive planning framework which seeks to actively facilitate and promote good quality development, rather than overly focussing on regulation and controls, in ways which contribute to economic growth, support safe, sustainable and liveable communities, and improve the quality of life, and with community involvement appropriate to the level of planning;*

The proposed development over the subject site is consistent with the measures listed above, and the objectives of SPP3.

### 5.4 State Planning Policy No. 4.2: Activity Centres

The purpose of SPP4.2 is to ensure decisions relating to planning and development consider "the distribution, function, broad land use, access and urban form considerations for activity centres". A key outcome sought by the policy is reducing the overall need to travel and supporting the use of existing public transport, cycling and walking for access to services, employment and facilities.

The Canning Bridge Activity Centre is identified as a "District Centre" under SPP 2.4. The stated main role and attributes of a District Centre is as follows:

*District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale and catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the needs of their catchments. Many district centres also have a specialisation such as tourism or entertainment which serves a wider catchment. District centres with a rail station should be a focus for medium and high-density housing and employment growth.*

The following policy outcome should be achieved by a development proposal:

*Sufficient development intensity and appropriate land use mix is provided, that supports the role and function of activity centres, promotes economic growth, provides employment opportunities and enhances consumer choice.*

...

*Planning and development of activity centres balances the environmental, social, health, economic and cultural values of activity centres to provide a net positive benefit to local communities.*

The proposed development is generally consistent with the objectives and intent of the policy with respect to a short-term tourism accommodation land use within the CBACP area.

### 5.5 State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

State Planning Policy 5.4 (SPP 5.4) applies to the preparation of development proposals where a noise sensitive land use is within the policy's trigger distance of a transport corridor as specified in the Policy.

We note the subject site is approximately 115-120m from Canning Highway. Despite the setback to this transport corridor, the subject site is within the specified trigger distance.

Therefore, SLR Consulting Australia were engaged to prepare an Acoustic Report in relation to the proposal.

The Acoustic Report provides the main source of noise from the proposed development will be from mechanical services (air conditioner plant and condenser units), the undercroft parking area, waste services and the roof terrace. The report provides that the design can achieve compliance, and recommends that further noise assessment be undertaken at the detailed design stage to ensure any noise impact to neighbouring residences is appropriately mitigated.

The Acoustic Report outlines the noise received for the façade facing Canning Highway exceed the outdoor noise target criteria, therefore noise amelioration in the form of quiet house design (Quiet House Packages A and B), are recommended, and a notification to be placed on title. In this respect, a final review will occur when detailed designed is finalised, noting the construction will occur to meet the requisite noise mitigation standards.

A copy of the Acoustic Report is contained at **Annexure 6**.

## 5.6 State Planning Policy No. 7.0: Design of the Built Environment

State Planning Policy No. 7.0: Design of the Built Environment (SPP 7.0) seeks to deliver the broad, economic, environmental, social and cultural benefits derived from good design outcomes that support consistent and robust design review and assessment processes across the State.

To achieve this SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. The policy provides the overarching framework for a range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.

Design quality mechanisms (measures) within SPP 7.0 include:

1. Design Principles - which assist in establishing a defining of 'good design' that can inform the design, review and decision-making processes for built environment proposals across the State.
2. Design Review - an independent and impartial evaluation process through which a panel of experts on the built environment assesses the design of a proposal.
3. Design Skills - involves the use of competent and skilled architects for the design and planning process to achieve good design outcomes.

This proposal has been designed by experienced architects who have specifically addressed the Policy's design principles in designing the proposal. Moreover, the City of Melville Design Review Panel (DRP) has reviewed the proposal on two occasions, with refinements to the design in response to those DRP's recommendations. A response to the DRP's comments from the meeting of 3 December 2025, and of 4 February 2026 is included at **Annexure 8**.

## 5.7 State Planning Policy No. 7.3: Residential Design Codes Volume 2

State Planning Policy 7.3 provides strategic guidance on the design of residential development in WA. The R-Codes Volume 2 - Apartments provides planning and design standards for apartments in high density coded areas (R80 and above and R-AC).

The subject site is zoned 'Centre' pursuant to the City of Melville Local Planning Scheme No. 6 (LPS6) with an R-Coding of R-AC0. Table 2.1 (Primary controls table) of the R-Codes Volume 2 refers to the development controls of a local planning scheme, local development plan and/or precinct controls, as applicable, for R-AC0 coded areas.

## 6.0 ASSESSMENT UNDER THE LOCAL PLANNING FRAMEWORK

### 6.1 City of Melville Local Planning Scheme No. 6 (LPS6)

The subject site is zoned 'Centre' and coded R-AC0 pursuant to the City of Melville Local Planning Scheme No. 6 (LPS6).

The following objectives are applicable to the Centre zone under LPS6:

- To designate land for future development as a city centre or activity centre.
- To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning policy.
- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
- C2 – District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant activity centre plans.
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.
- 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.

In accordance with the above objectives, the CBACP was developed to guide development over land including the subject site.

The proposal is consistent with the requirements of the CBACP as addressed in the following section, including the provision of short-term tourist accommodation that respects the amenity of the locality and adjoining properties, and the delivery of high-quality landscaping.

### 6.2 Canning Bridge Activity Centre Plan (CBACP)

The Canning Bridge Activity Centre Plan (CBACP) comprises land from both the City of Melville and the City of South Perth, located less than 8km from the Perth CBD. The CBACP area is connected to the CBD with direct road, public transport, walking and cycling access and is set against the backdrop of the Swan and Canning rivers and the adjacent foreshore open space.

The area is a walkable distance from the Canning Bridge bus and rail interchange, which is located at the junction of the Canning Highway and Kwinana Freeway. Development within the CBAC is proposed to comprise a mix of residential, civic, office, retail and entertainment uses.

The CBACP has been prepared in cooperation by the WAPC, Department of Planning Lands and Heritage (DPLH), City of Melville, City of South Perth, Department of Transport, Public Transport Authority and Main Roads WA (MRWA). The Plan has been prepared to provide a guide to development within the Centre to progress long term planning within its boundaries.

The CBACP is divided into separate quarters. The subject site is located within the Kintail Quarter Q1 (refer **Figure 7**).



Figure 7: ACP Quarters

The Kintail Quarter is identified as being the premier retail quarter within the CBACP, and the driving force behind employment opportunities. Development will be in the form of apartments and commercial within the Mixed-Use area, and medium to high density housing in the surrounding suburban area. The CBACP area in which the subject site is contained is envisaged to comprise a transition from 4 storey to 8 storey development commensurate to that proposed with this application.

The CBACP Design Guidelines contained within Section 7 of the CBACP apply to all the land which is identified within the CBACP boundary. The CBACP has been divided into 5 zones for the purpose of the Guidelines (see Figure 8). The applicable zone to this application is:

Land Use, Built Form and zones Plan Legend	Height applied in metres	Guidelines Naming Reference
Up to 6-8 storeys	Up to 26m in height	H8

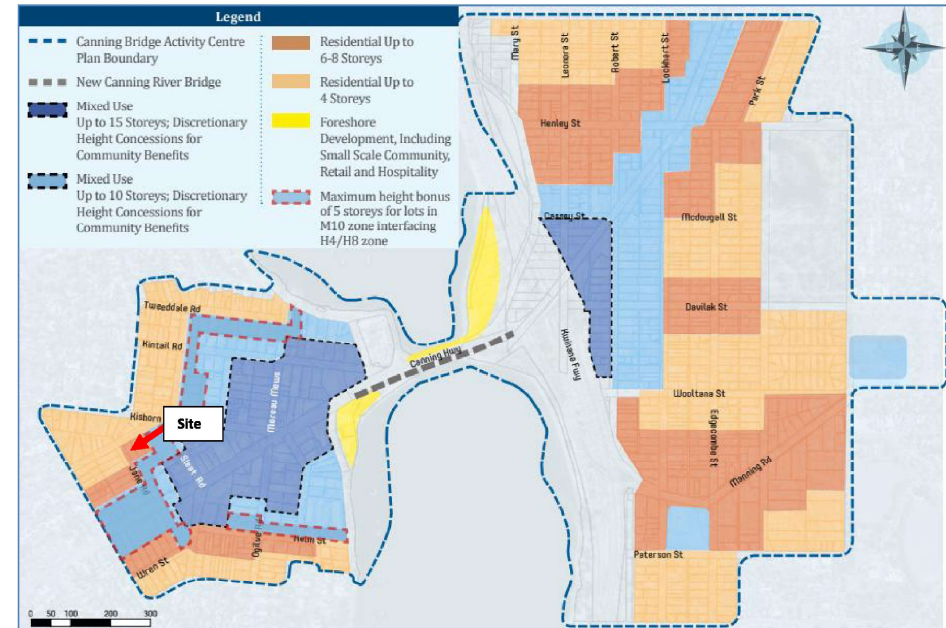


Figure 8: Canning Bridge ACP Land Use, Heights and Zones

Each Requirement within the Guidelines represents the quantitative criteria against which a development will be designed and assessed. Each Requirement is complemented by a Desired Outcome (DO) which represents the qualitative principles against which the proposal will be determined. Importantly, and as enabled by the R-Codes, the CBACP Design Guidelines have been established as an alternative to the R-Codes within the CBACP area.

Where the CBACP provides a more specific design outcome/requirement than the R-Codes Volume 2, the provisions of the CBACP shall prevail.

An assessment against the provisions of the CBACP has been undertaken at **Table 2**.

The following elements are not augmented by the Elements of the CBACP and therefore are to apply in full:

- 3.1 Site Analysis and Design Response;
- 4.2 Natural Ventilation, 4.3 Size and Layout of Dwellings, 4.11 Roof Design; and
- 4.13 Adaptive Reuse, and 4.18 Utilities.

An assessment against the elements of the R-Codes Volume 2 not augmented by the Elements of the CBACP has been undertaken at **Table 3**.

### 6.3 CBACP Design Guidelines & R-Codes Vol. 2 Assessment (as applicable)

**Table 2: CBACP Assessment**

<b>Element</b>	<b>Desired Outcome</b>	<b>Requirements</b>	<b>Response</b>
1. Land Use	<b>DO 1.1</b> Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb.	<b>Preferred Land Uses</b> <b>1.1.3</b> H4 and H8 zone - Multiple Dwelling, Grouped Dwelling, Single House, Aged or Dependant Person's Dwelling, Single Bedroom dwelling, Corner Store, Recreation - Private, Recreation - Public, Residential Building, Home Occupation, Home Office.	<p>The application proposes the development of 21 short-term accommodation apartments over the subject site.</p> <p>The intent of the proposal is to deliver a high-end form of short-term accommodation for visitors and tourists within the Kintail Quarter under the CBACP. As noted, the Kintail Quarter is the primary mixed use, retail and commercial Quarter within the CBACP, therefore short-term visitor and tourist apartments are suitability provided in this location to complement and support local economic growth and employment. Local amenities within, or within walking distance of the Kintail Quarter include the Raffles Hotel, Clancy's Canning Bridge, The Rowing Pavilion, among various other bars, restaurants and retail outlets.</p> <p>In view of this vibrant local context, provision of new short stay accommodation apartments to support the local economy is an appropriate proposal within the Kintail Quarter. In relation to DO 1.1, we note that fundamentally, operation of the short stay apartments is commensurate with a typical residential development in terms of design, general usage and function.</p> <p>The proposed land use is therefore consistent with the desired outcome for the site.</p>
	<b>DO 1.7</b> All Quarters will comprise a mix and variety of development. Housing should be diverse and affordable, with a mix of options in all areas. Innovative land uses which support the Desired Outcome of each Quarter will be encouraged.	<b>1.15 Dwelling Diversity</b> Development that contains ten (10) or more dwellings shall provide a minimum of 20% and a maximum of 50% of the dwellings as one (1) bedroom or studio dwellings, and shall provide a minimum of 40% of the dwellings as two (2) bedroom dwellings.	<p>A mix of development configuration is proposed in the form of two (2) and three (3) bedroom apartments. In all, a total of eleven 3-bedroom apartments are proposed, and ten 2-bedroom apartments. The dwelling mix proposed will deliver an appropriate offering that is well-suited to a short-stay visitor and tourist offering, particularly for travelling families visiting the area.</p>
3. Heights	<b>DO 3</b> To ensure that building heights are consistent with the desired scale and built form of the centre and to ensure that the interface between Zones is appropriately managed and the amenity of property both within and adjacent to the CBACP is adequately considered. Applicants are encouraged to provide variation in scale, bulk and form along the streetscape.	<b>3.5.</b> For buildings in the H8 Zone, notwithstanding the 8 storey height limit, no building shall exceed 26 metres above NGL.	<p>The proposed development will be to a maximum of six (6) storeys and a total of 20m in height to the roofline of the fifth floor. An open roof terrace with minor projections above the fifth-floor roofline will be provided as part of the development.</p>
4. Street Setbacks	<b>DO 4</b> To ensure that the setback to buildings contributes to a distinct street character and that the form of multi level development is sensitive to pedestrian scale. Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged.	<b>4.5</b> All development within H8 Zones in Q1 and Q2 shall have a minimum 2 metre and maximum 4 metre setback to street boundaries.	<p>A 2m street setback is proposed to the ground floor apartment.</p> <p>The proposed apartments from the first-floor level and above have a setback to the building line of 4.03m, noting the balconies are set back 1.3m from the front lot boundary.</p> <p>The intent of the design is to present a highly articulated façade with soft curves and light, neutral tones that promotes visual interest to the streetscape and minimises the perception of building bulk. By setting back the building line to 4.03m and implementing balcony projections and feature light weight screening forward, the recessing of the built form is enhanced providing an attractive interface to the public realm.</p> <p>The balance provided by the variation in the setback of different elements, and the use of suitable colours and materials ensures the proposed development will deliver a built form that will enhance the streetscape.</p> <p>The proposal is compliant with this element requirement.</p>

Element	Desired Outcome	Requirements	Response
		<p><b>4.9</b> Where a street setback is required, the setback area shall be activated and/or landscaped.</p>	<p>A substantial landscaping commitment is proposed for the development which involves a variety of planting types including native trees, softening native shrubs and grasses, arbour climbing plants, planters and stepping pavers, and on-structure planting.</p> <p>The existing mature jacaranda tree within the lot frontage will be retained and protected, forming part of a highly landscaped frontage comprising new lawn, the tall screening and colourful native plants, and the native shrubs and grasses.</p> <p>The combination of new on-site planting, in conjunction with the retained mature tree within the verge will deliver a high-quality landscaping outcome to complement the built form.</p> <p>The proposal is compliant with this element requirement.</p>
<p>5. Side and Rear Setbacks</p>	<p><b>DO 5</b> To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.</p>	<p><b>5.6</b> Side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices.</p> <p><b>5.7</b> For buildings up to 4 storeys (16m) in height buildings shall be separated from adjoining boundaries in accordance with Clause 5.6 of this plan and Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.</p>	<p>A 4m lot boundary setback is provided to the east and west from the edge of the proposed building to the boundary. Minor window elements project as a feature to a maximum of 1m into the side setback area (therefore a 3m setback to the lot boundary), however the window elements are comparable to an eave for the purpose of a lot boundary setback assessment. The window elements serve to provide articulation and visual interest to adjoining properties, whilst also enabling a greater provision of natural light into the bedrooms.</p> <p>The proposed development will align predominantly with an existing driveway within the adjoining property to the east, and with rear yard spaces to the adjoining properties to the west which contain existing roof and vegetation covering adjacent the lot boundary. Therefore, the minor projecting window elements to the east and west will not impact the amenity of the adjoining properties.</p> <p>In addition, the proposed lift and stair project 1.6m into the side setback area to the west. However, the width of the lift/stair projection is minimal at 4.9m and therefore does not adversely affect the adjoining property with respect to building bulk.</p> <p>Therefore, the proposed setbacks to the nearest adjoining residential property boundary are compliant with the requirements of this element.</p> <p>Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.</p> <p>Element Objective O 3.5.1 – <i>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.</i></p> <p>The R-Codes Vol. 2 require a minimum setback for visual privacy purposes of 3m for major openings to bedrooms, studies and open walkways. For other habitable rooms the setback required is 4.5m, and 7.5m is the setback requirement for private outdoor spaces. We advise that in relation to major openings to bedrooms, the proposal is fully compliant with these requirements.</p> <p>The proposed living room major openings are set back 4m from the respective side lot boundaries in lieu of 4.5m. As outlined, The proposed development will align predominantly with an existing driveway within the adjoining property to the east, and with rear yard spaces to the adjoining properties to the west which contain existing roof and vegetation covering adjacent the lot boundary. Therefore, the minor 0.5m encroachment (cone of vision) will not affect habitable space within the adjoining properties.</p> <p>In relation to the proposed roof terrace, a 4m setback is proposed between terrace edge and either the side or rear lot boundary. Notwithstanding the comments above regarding the interaction of the proposed development with non-habitable spaces within the adjoining properties to the east and west, the outlook from a roof terrace is unique to that of a balcony or raised outdoor living area. The primary intent of a roof terrace, in terms of outlook, is typically to provide sweeping views into the distance, as opposed to directly down into adjoining properties, particularly given that most people do not stand at the edge of the terrace. In this respect, the proposed roof terrace will provide picturesque River and Perth CBD views for occupants without adversely impacting the privacy of adjoining properties.</p> <p>The proposal meets the Element Objectives of the Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.</p>

<b>Element</b>	<b>Desired Outcome</b>	<b>Requirements</b>	<b>Response</b>
9. Facades	<b>DO 9</b> Development of the centre should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive and provide definition between public and private spaces. Maintaining a strong urban edge with the built form and providing a variety of high quality architectural forms and features will attract people to the centre and establish a sense of Place.	<b>9.1</b> In Q1 and Q2, developments shall be sympathetic to the surrounding environment in composition, proportion, materials, colours and finishes. This includes responding to (not replicating) vertical and horizontal fenestration of adjoining developments and providing responses to elements within the street verge such as bus stops, parking and service infrastructure or service entrances.	<p>The design is inspired by the heritage character of local built landmarks incorporating soft curves and light, neutral tones that provides a harmonious contemporary development. Therefore, the articulation of the building façade is a response to the structural language of the existing development surrounding the subject site. The built form colour and materiality will enable the development to sit softly within the existing streetscape as contextually responsive to the locality.</p> <p>The intent is to deliver the following façade features:</p> <ul style="list-style-type: none"> <li>• A strong base to ground the building.</li> <li>• An entry statement achieved by a canopy cover that is easily identifiable through to an entry lobby.</li> <li>• Floating balconies that project from the building line.</li> <li>• Curved feature screening that is inspired by the local heritage character.</li> <li>• An artwork journey that creates a visual narrative connecting the public realm with the architectural form.</li> </ul> <p>The proposal is compliant with this element requirement.</p>
		<b>9.2</b> Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.	<p>Glazing is provided at the ground floor level of the development in the form of large continual windows to the ground floor level apartment master bedroom, living room and bedroom 2 and 3. The glazing makes up the majority of the ground floor façade to the dwelling enabling good casual surveillance to the street. Glazing is also prominent to identify the door entry to the lobby. The remainder of the ground floor façade comprises the feature entry canopy and garage entry to the car parking undercroft.</p> <p>The provision of ground floor level glazing is substantial for the apartment component of the development, and the proposal is compliant with this element requirement.</p>
		<b>9.3</b> Semi-active frontages are required on all residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.	<p>The proportion of the frontage on each level of the development that comprises either windows or doorways exceeds 35% of the frontage. Passive surveillance will be achieved from major openings to kitchens, living spaces and balconies.</p> <p>The proposal is compliant with this element requirement.</p>
		<b>9.4</b> Windows and balconies shall be incorporated into the design of developments above ground level. In Q1 and Q2, balconies shall have a minimum 2.4 metre depth and a minimum area of 10m <sup>2</sup> , to encourage use.	<p>The proposed balconies have a width of between 2.5-3.2m due to a window feature indent for articulation. The balconies have a total area of between 15.94-20.67m<sup>2</sup> which exceeds the minimum standard under this clause. The balconies are therefore functional external spaces that will provide high amenity for future occupants.</p> <p>The proposal is compliant with this element requirement.</p>
		<b>9.5</b> Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.	<p>The proposed ground level apartment will be fenced with a permeable feature infill to prevent public access to the building. In addition, all levels of the development will comprise predominantly glazing presenting to the public realm to promote surveillance.</p> <p>Therefore, the design of the development is considered to discourage vandalism, and the proposal complies with this element requirement.</p>
		<b>9.7</b> In Q1 and Q2, the internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement.	<p>The proposed development ground floor level will respect the existing NGL at the level of the footpath to avoid any significant fill or excavation.</p>

<b>Element</b>	<b>Desired Outcome</b>	<b>Requirements</b>	<b>Response</b>
10. Open Space and Landscaping	<b>DO 10</b> To encourage intensity of development whilst also catering for the enjoyment, comfort and sense of security of centre users.	<b>10.4</b> Development in the H8 Zone shall be provided with a minimum provision of 30% open space which shall be provided in shared common space at ground levels and/ or shared common space on areas such as the roof.	A 265m <sup>2</sup> communal roof terrace is proposed with the development that will service the open space requirements for occupants. The proposed communal roof terrace is a large functional area that will contain seating, BBQ space, along with a toilet and storage.  As outlined, substantial landscaping is proposed within the communal roof terrace including tall planters with hardy colourful native plants, a feature weaving native tree and lemon tree, communal vegetable garden, along with trellis and climbing plants.  The proposal is compliant with this element requirement.
		<b>10.6</b> Where development is not proposed to all boundaries of a site, landscaping design shall be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design shall be implemented for all landscaped areas.	Landscaping is proposed to the perimeter of the subject site within the setback areas, including native tree planting, shrub planting, grasses and arbor climbing plants.  The provision of generous lot boundary setbacks in association with substantial landscaping will maintain openness and visibility to the development site and contribute to adequate building separation.  The proposal is compliant with this element requirement.
		<b>10.7</b> In Q1 and Q2, landscaping and/or low fencing below 1.2 metres on property boundaries, where buildings are setback from the boundary, shall reinforce the separation between public and private realm.	A 1.6m high feature screen fence and gate will be installed to the front deck and entry of the ground floor level apartment. Given the depth of the street verge, the proposed front fencing is set back 5m from the road and continues only the length of the ground floor level apartment frontage, thus the frontage is open to the western side providing a balance of built form to the streetscape.  The proposed front fencing infill represents the design intent to respect the cultural heritage of the locality, creating visual interest and connection to other elements within the building, whilst serving the practical function of giving privacy and security to the ground floor level apartment.  The fencing reinforces the separation between the public and private realm and is compliant with this element requirement.
11. Sustainability	<b>DO 11</b> All developments should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques.  Principles which should be applied include: <ul style="list-style-type: none"> <li>• Minimise operational and maintenance costs of the development;</li> <li>• Innovative and integrated water resource management;</li> <li>• Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies; and</li> </ul>	<b>11.5</b> All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to enable access to natural light and cross ventilation. The Kintail and Ogilvie Quarters (that is the quarters within the City of Melville) shall achieve a 4-Star Green Star design rating under Green Building Council of Australia.  <b>11.6</b> In the H4 and H8 areas, as evidence in support of compliance with the required rating, as a minimum applicants shall submit as part of their development application a report from a Green Building Council of Australia qualified consultant demonstrating that the proposal will achieve the required level of performance. In these areas (H4 and H8) any development approval granted will be conditional	EMERGEN have been engaged to prepare a Sustainability Report for the proposed development. The purpose of the Sustainability Report is to assess the project's feasibility in meeting the compliance standards of NCC 2022 Section J and committing to initiatives to achieve a 4-star Green Star Buildings v1 rating.  EMERGEN utilise a structured approach to a sustainable outcome for the design and construction of the development to determine sustainability commitments for the 4-star Greenstar Buildings v1 rating which requires a total of 15 points. A total of 20 targeted points have been identified within the Sustainability Report representing a 5 points buffer which will be refined by the project team at detailed design in order to achieve the desired outcome.  A copy of the Sustainability Report is contained at <b>Annexure 7</b> to this report.  Noted.

<b>Element</b>	<b>Desired Outcome</b>	<b>Requirements</b>	<b>Response</b>
	<ul style="list-style-type: none"> <li>Biodiversity and habitat enhancement through appropriate and native landscaping.</li> </ul>	upon the development being designed and constructed to include the elements identified in the supporting consultants report.	
12. Acoustics	<p><b>DO 12</b> Development, along with meeting the basic requirements of noise attenuation set out under the relevant Legislation, should consider additional measures to both inform and protect the future occupants of the CBACP area.</p>	<p><b>12.1</b> All new development adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall be designed to achieve appropriate acoustic protection from noise generated by traffic including utilising double glazing or acoustically protected window frames, walls and ceilings.</p> <p><b>12.2</b> All residential development in buildings adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall have a notification applied to the title and any created strata title pursuant to section 70A of the Transfer of Land Act 1893, together with section 165 of the Planning and Development Act 2005 to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment.</p>	<p>State Planning Policy 5.4 (<b>SPP 5.4</b>) applies to the preparation of development proposals where a noise sensitive land use is within the policy's trigger distance of a transport corridor as specified in the Policy.</p> <p>We note the subject site is approximately 115-120m from Canning Highway. Despite the setback to this transport corridor, the subject site is within the specified trigger distance.</p> <p>Therefore, SLR Consulting Australia were engaged to prepare an Acoustic Report in relation to the proposal.</p> <p>The Acoustic Report provides the main source of noise from the proposed development will be from mechanical services (air conditioner plant and condenser units), the undercroft parking area, waste services and the roof terrace. The report provides that the design can achieve compliance, and recommends that further noise assessment be undertaken at the detailed design stage to ensure any noise impact to neighbouring residences is appropriately mitigated.</p> <p>The Acoustic Report outlines the noise received for the façade facing Canning Highway exceed the outdoor noise target criteria, therefore noise amelioration in the form of quiet house design (Quiet House Packages A and B), are recommended, and a notification to be placed on title. In this respect, a final review will occur when detailed designed is finalised, noting the construction will occur to meet the requisite noise mitigation standards.</p> <p>A copy of the Acoustic Report is contained at <b>Annexure 6</b>.</p> <p>We have no objection to a condition requiring the application of a notation on title to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner-city environment.</p>
15.	<p><b>DO 15</b> The centre shall be an inviting and user friendly place for all members of the community and universal access / accessibility shall be provided for all developments in a variety of ways.</p>	<p><b>15.2</b> All development shall provide universal access in accordance with relevant codes and standards. Innovative design features for ramps are encouraged to make universal access an integral part of design.</p>	<p>Universal access will be provided to all levels of the building.</p> <p>Universal access from the dedicated ground floor pedestrian entry will lead to an at-grade lobby, with lift access to each floor of the building.</p> <p>The proposal is compliant with this element requirement.</p>
16. Fencing	<p><b>DO 16</b> Fencing should be designed to be aesthetically pleasing to all users who can see it and should be treated in the same way as blank facades (see Element 14).</p>	<p><b>16.1</b> All proposed fencing which is visible from a public place shall be treated in the same way as required in Clause 15.1. Fencing shall be of a high quality on both sides.</p>	<p>The building frontage is designed to promote good visual connectivity between the proposed development and the public realm.</p> <p>An internal fence is provided for the outdoor living area of the proposed ground floor apartment to ensure necessary privacy and security from the street. The proposed fencing will be to a height of 1.6m above the level at the street, and visually permeable. The feature infill is consistent with the feature screening throughout the development to add visual interest.</p> <p>The proposal is compliant with this element requirement.</p>

<b>Element</b>	<b>Desired Outcome</b>	<b>Requirements</b>	<b>Response</b>
17. Public Art	<b>DO 17</b> To provide for an exciting and enticing public realm which supports the extensive growth of the CBACP area. To promote cultural vitality within the CBACP area.	<b>17.2</b> All development which is greater than \$1 million in total capital cost of development shall contribute 1.0% of the total capital cost of development to a CBACP wide public art fund. Alternatively the developer may propose to provide on-site public works which are integral to the design of the development. Any public art proposed shall form part of the development application to be considered by the Design Advisory Group.	The Applicant notes the public art requirement under the CBACP.
		<b>17.3</b> Notwithstanding Clause 17.2, the total cost liability for contribution to the public art fund shall be capped at \$500,000.	Noted.
18. Parking	<b>DO 18</b> Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally. Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking.	<b>18.3</b> Car parking for residential development in Q1 and Q2 shall be provided at a minimum ratio of 0.75, and maximum ratio of 1.0 bays for each studio or single bedroom dwelling; a minimum ratio of 1.0, and a maximum ratio of 1.5 bays for each two or three bedroom dwelling; and a minimum ratio of 1.25, and a maximum ratio of 2.0 bays for dwellings with four bedrooms or greater.	<p>A total of 32 car parking bays are provided for the development. This comprises 10 at-grade parking bays and 22 bays in dependent double stackers. The 10 at-grade parking bays will be allocated to the two-bedroom apartments (one per apartment) and the 11 double stacker bays will be allocated to the three-bedroom apartments (two per apartment). The double stacker bays can be used as single bays (total of 11 single bays) without the need to operate the stacker. Operation of the stacker will only be required when guests of the three-bedroom apartments require parking of two vehicles.</p> <p>The proposal is compliant with the maximum ratio of 1.5 bays per dwelling under this element.</p>
		<b>18.8</b> Bicycle storage/parking shall be provided for all residential development at a ratio of one bay for every dwelling within a development site, and can be comprised within storage areas required as per Clause 19.5 or in shared parking areas or both.	Space for bicycle storage has been provided within the store rooms for each of the proposed apartments. Additional communal bicycle parking spaces are provided within the parking area adjacent to the lobby.
19. Servicing and Functionality	<b>DO 19</b> Individual residential developments should be provided with adequate storage facilities for the storage of bikes and other household items.	<b>19.3</b> Developments within the M15, M10 and H8 Zones shall provide for all management of waste wholly within the development site, including the ability for service vehicles to circulate within the development. No on-street waste collection areas are permitted within the M15, M10 and H8 Zones.	<p>Waste Management will occur in accordance with the City's Local Planning Policy 1.3 – Waste, Recycling and Food Organics Garden Organics (FOGO) Collections for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments (<b>LPP 1.3</b>).</p> <p>Waste will be collected on a weekly basis from a designated collection area within the street verge to Macrae Road. This arrangement was confirmed and agreed with the City prior to the lodgement of this application.</p> <p>It is noted that Clause 8.1 of LPP 1.3 states:</p> <p style="text-align: center;"><i>On-street collection is preferred for all developments.</i></p> <p>The above is subject to meeting certain criteria ensuring on-street collection is suitable. We advise that those criteria are met in relation to this proposal.</p> <p>A copy of the Waste Management Plan is provided at <b>Annexure 5</b>.</p>
		<b>19.4</b> Applicants within the M15, M10 and H8 Zones shall provide a Movement Summary in their written Statement of Support which provides the design intent behind the development of the site in relation to pedestrian access points, access to	<p>A Movement Summary has been prepared to address this requirement and provide the design intent in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, and waste management throughout the site. A copy of the Movement Summary is included at <b>Annexure 9</b>.</p>

Element	Desired Outcome	Requirements	Response
		parking and cycling, pedestrian and cyclist pathways, loading areas and waste management.	
		19.5 In Q1 and Q2, all residential developments shall comprise an enclosed, lockable storage area, with a minimum dimension of 1.5m with an internal area of at least 4m <sup>2</sup> , for each grouped or multiple dwelling(s).	Each apartment is provided with a compliant store room.

**Table 3: R- Codes Volume 2 Assessment**

Objectives	Response
<b>PART 3 – SITING THE DEVELOPMENT</b>	
<b>3.1 Site analysis and design response</b>	
<b>DG 3.1.1</b> A written and illustrated <b>site</b> analysis should be provided that demonstrates how the design response is informed by the site analysis and responds to surrounding context.	A site analysis is included with the development plan set contained within the Architectural Package at <b>Annexure 3</b> .
<b>PART 4 – DESIGNING THE BUILDING</b>	
<b>4.2 Natural ventilation</b>	
<b>O 4.2.1</b> Development maximises the number of <b>apartments</b> with <b>natural ventilation</b> .	As demonstrated in the Architectural Package at <b>Annexure 3</b> , all apartments above the ground floor level are dual aspect with capacity for cross ventilation to be achieved. Those apartments will comprise large openings on both aspects.
<b>O 4.2.2</b> Individual <b>dwellings</b> are designed to optimise <b>natural ventilation</b> of <b>habitable rooms</b> .	The ground floor level apartment is designed to provide several large street facing openings that will ensure good ventilation through the apartment.
<b>O 4.2.3</b> <b>Single aspect apartments</b> are designed to maximise and benefit from <b>natural ventilation</b> .	
<b>4.3 Size and layout of dwellings</b>	
<b>O 4.3.1</b> The internal size and layout of <b>dwellings</b> is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	The proposed development is a two- and three-bedroom short-term apartment offering consistent across the site. As noted, a total of 21 apartments are proposed for the development. The proposal offers short term accommodation for visitors and tourists, whereby the generous apartment layouts are most conducive to travelling families. The proposed two-bedroom dwellings are 103m <sup>2</sup> internally, and the proposed three-bedroom dwellings are 120m <sup>2</sup> internally, apart from the ground floor three-bedroom dwelling, which is 114m <sup>2</sup> internally.
<b>O 4.3.2</b> Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good <b>natural ventilation</b> and <b>daylight</b> access.	Internal room sizes are generous with an open plan living design connecting internal spaces to spacious balconies. Each apartment utilises the surrounding amenities, noting that the apartments have excellent access to natural ventilation and light.  In summary, the internal size and layout of the short-term accommodation apartments is functional and meets the floor area requirements for two- and three-bedroom apartments under Table 4.3a of Element 4.3. The development provides for well-proportioned ceiling heights and room dimensions which meet the Acceptable Outcomes of this element and meet the minimum internal floor area and internal dimensions for apartments under Table 4.3b. Refer to the Architectural Package at <b>Annexure 3</b> for further details.
<b>4.11 Roof design</b>	
<b>O 4.11.1</b> Roof forms are well integrated into the <b>building</b> design and respond positively to the <b>street</b> .	

Objectives	Response
<p><b>O 4.11.2</b> Where possible, roof spaces are utilised to add <b>open space, amenity</b>, solar energy generation or other benefits to the <b>development</b>.</p>	<p>The proposal incorporates a concealed roof design which includes a communal roof top terrace for panoramic views to the city and Swan River to the north east which will be a valuable amenity for the residents.</p> <p>For the portion of the roof with covering, it is intended to affix solar panels to the roof sheeting.</p>
<p><b>4.13 Adaptive reuse</b></p>	
<p><b>O4.13.1</b> New additions to existing <b>buildings</b> are contemporary and complementary and do not detract from the character and scale of the existing building.</p>	<p>Not applicable to this proposal.</p>
<p><b>O4.13.2</b> Residential <b>dwelling</b>s within an adapted <b>building</b> provide good <b>amenity</b> for residents, generally in accordance with the requirements of this policy.</p>	
<p><b>4.18 Utilities</b></p>	
<p><b>O 4.18.1</b> The <b>site</b> 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.</p>	<p>The subject site is appropriately serviced for the scale of development proposed.</p> <p>Solar panels will be located on the roof, whilst air conditioner condenser units will be located to be screened from the public realm. All plant and equipment will be screened from street view to minimise intrusion into the public spaces in and around the development.</p>
<p><b>O 4.18.2</b> All <b>utilities</b> are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.</p>	<p>The Applicant therefore notes the requirements for the appropriate siting and design of utilities as outlined under these provisions and it is expected that standard conditions of planning approval will be required to address these matters. This is likely to include the following conditions as a minimum which the Applicant has no objection to:</p>
<p><b>O 4.18.3</b> <b>Utilities</b>, such as distribution boxes, power and water meters are integrated into design of <b>buildings</b> and <b>landscape</b> so that they are not visually obtrusive from the <b>street</b> or <b>open space</b> within the <b>development</b>.</p>	<ul style="list-style-type: none"> <li>• External fixtures, such as air-conditioning infrastructure, shall be integrated into the design of the building so as to not be visually obtrusive when viewed from the street and to protect the visual amenity of residents in neighbouring properties, to the satisfaction of the City of Melville.</li> </ul>
<p><b>O 4.18.4</b> <b>Utilities</b> within individual <b>dwelling</b>s are of a functional size and layout and located to minimise noise or air quality impacts on <b>habitable rooms</b> and <b>balconies</b>.</p>	<ul style="list-style-type: none"> <li>• External clothes drying facilities shall be screened from view from the street or any other public place.</li> </ul>

#### 6.4 Local Planning Policy 1.3 – Waste, Recycling and Food Organics Garden Organics (FOGO) Collections for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments

Waste Management will occur in accordance with the City’s Local Planning Policy 1.3 – Waste, Recycling and Food Organics Garden Organics (FOGO) Collections for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments (LPP 1.3).

Waste will be collected on a weekly basis from a designated collection area within the street verge to Macrae Road. This arrangement was confirmed and agreed with the City prior to the lodgement of this application.

All waste management processes are detailed in the Waste Management Plan included as **Annexure 5** to this application.

#### 6.5 Local Planning Policy 1.4 – Provision of Public Art in Development Proposals

Pursuant to Table 1 of Local Planning Policy 1.4 – Provision of Public Art in Development Proposals (LPP 1.4), the following is required for developments with a cost of \$2 million to \$15 million:

*Minimum 1% contribution either provided as public art on the development site or paid into the public art fund to be expended within proximity of the development site.*

The Applicant notes the public art requirement under the LPP 1.4 and the CBACP.

#### 6.6 Local Planning Policy 1.5 – Energy Efficiency in Building Design

Local Planning Policy 1.5 – Energy Efficiency in Building Design (LPP 1.5) applies to all development within the City of Melville.

The proposal subject of this application addresses the requirements of Local Planning Policy 1.5 as:

- All proposed apartments are designed such that major openings have access to northern light. This is achieved by the proposed projecting window feature ensuring northern light is maximised into habitable spaces. In addition, directly north facing living spaces and balconies will be protected by shade covering over the balconies balancing the exposure to direct sunlight.
- A flat roof design is proposed to minimise the extent of overshadowing to adjoining properties to the south.
- A substantial commitment to landscaping is proposed over the development including several native, waterwise plantings.
- Solar panels will be installed on the roof.

#### 6.7 Local Planning Policy 1.8 – Crime Prevention through Environmental Design of Buildings

Local Planning Policy 1.8 - Crime Prevention through Environmental Design of Buildings (LPP 1.8) applies to all development within the City of Melville.

The proposal subject of this application addresses the requirements of Local Planning Policy 1.8 as:

- A high level of passive surveillance will be achieved from each level of the proposed development. All north facing dwellings addressing Macrae Road have major openings oriented to the street, and all apartments above the ground floor have balconies fronting the street. The landscaping within the front setback area will not prevent surveillance of the footpath from the ground floor level apartment.
- Open front fencing is proposed to the ground floor apartment to Macrae Road at a height of no more than 1.6m, and no blank walls will be installed adjacent to the street, therefore graffiti issues are not anticipated.
- The frontage of the building does not include elements that will restrict visibility to public spaces, nor create opportunities for concealment.

#### 6.8 Local Planning Policy 1.21 – Short Term Rental Accommodation

Local Planning Policy 1.21 – Short Term Rental Accommodation (LPP 1.21) applies to:

*all short-term rental accommodation land uses which are not exempt from requiring development approval throughout the City including Activity Centres that do not reference Short Term Rental Accommodation as a use.*

We note that in this instance the short-term rental accommodation proposed would not be exempt from requiring development approval.

The proposal is therefore considered against the applicable provisions of LPP 1.21.

**Table 4: LPP 1.21 Assessment**

LPP 1.21 Provision	Proposal Response
<p>2. Site Characteristics</p> <p><i>Preferred Property Characteristics</i></p> <p>(a) <i>Location within 200 metres of mixed use zones and activity centres or within 400m of a hospital or tertiary education institution;</i></p>	<p>The Subject Site is located within the CBACP area, adjacent to the Mixed Use zone.</p> <p>The proposal satisfies this preferred property characteristic.</p>
<p>(b) <i>Well served by footpaths, dual access paths and high-frequency public transport;</i></p>	<p>A public footpath is located adjacent the street boundary of the Subject Site.</p> <p>The site is situated within walking distance of high frequency bus route 910, noting the nearest bus stop is 150m from the subject site along Canning Highway. Canning Bridge Train Station is also within proximity to the subject site, located approximately 1km to the east of the site with service from various buses travelling east along Canning Highway.</p> <p>The proposal satisfies this preferred property characteristic.</p>
<p>(c) <i>Located on Local Distributor or District Distributor Roads</i></p>	<p>Whilst Macrae Road is an ‘Access Road’, it is located within the CBACP and one street back from Canning Highway which is a Primary Distributor Road. In addition, Macrae Road is within walking distance of Raffles Hotel, Clancy’s Canning Bridge, The Rowing Pavilion, among various other bars, restaurants and retail outlets.</p>

LPP 1.21 Provision	Proposal Response
	The siting of the proposed development on Macrae Road is consistent with the preferred property characteristic.
<i>(d) The immediate location (as per (a) above) is undersupplied by STRA.</i>	A desktop review of local accommodation for short term visitor purposes for between 2-4 persons did not identify any such accommodation within the Kintail Quarter.  The only local accommodation suitable is the Canning Bridge Auto Lodge which is located within the Ogilvie Quarter.  The proposal satisfies this preferred property characteristic.
<b>Undesirable Property Characteristics</b>	
<i>(a) Properties located within cul-de-sacs;</i>	The property is not located in a cul-de-sac. The property characteristic is desirable.
<i>(b) Properties located on battle-axe style rear lots;</i>	The proposed development will not include a battle-axe arrangement. The property characteristic is desirable.
<i>(c) Properties comprising grouped or multiple dwelling developments with shared access arrangements without the permission/consent of other strata owners.</i>	The proposed apartments will be constructed an approved as short-term rental accommodation managed under a central strata body. The property characteristic is desirable.
<b>Preferred Operational Characteristics</b>	
<i>(a) Minimum stay of two nights;</i>	An Operational Management Plan (OMP) is prepared with this application that stipulates a minimum stay of two (2) nights for all bookings. A copy of the OMP is contained at <b>Annexure 4</b> . The proposal satisfies this preferred operational characteristic.
<i>(b) No more than six guests;</i>	An OMP is prepared with this application that stipulates a maximum occupancy of six (6) total guests in a single apartment. A copy of the OMP is contained at <b>Annexure 4</b> . The proposal satisfies this preferred operational characteristic.
<i>(c) Identified management/contact person in operational management plan being resident within same suburb as the STRA.</i>	A local strata management company will be appointed for management of the accommodation in accordance with the OMP. The proposal satisfies this preferred operational characteristic.
<b>Car Parking</b>	
<i>On-site parking is to be provided in accordance with the relevant standards of the Residential Design Codes, applicable Local Planning Policy or Activity Centre Plan, or other applicable legislation including parking for people with disabilities. Required parking is to be provided, maintained and available on site with users of the short-term rental accommodation not reliant on verge or street parking. The requirement to use on-site parking is to be required as a part of the terms of an approved operational management plan.</i>	A total of 32 car parking bays are provided for the development. This comprises 10 at-grade parking bays and 22 bays in dependent double stackers. The 10 at-grade parking bays will be allocated to the two-bedroom apartments (one per apartment) and the 11 double stacker bays will be allocated to the three-bedroom apartments (two per apartment).  This car parking provision is as per the requirements of Element 18 of the CBACP.  Car parking will be provided, managed and maintained in accordance with the OMP.  The proposal satisfies this requirement.

LPP 1.21 Provision	Proposal Response
<i>Car parking provided for the short-term rental accommodation use is to be within area of exclusive use of the unit if within a strata development.</i>	Each apartment will be provided with a designated parking bay/s for the exclusive use of that apartment. The proposal satisfies this requirement.
<b>Signage</b>	
<i>In Residential Zones, no on-site signage is permitted in association with the short-term rental accommodation use. A discrete sign less than A4 sign may be permitted near the entry of the dwelling however for strata properties, this signage must be approved by the strata body/other owners.</i>	The restriction on signage size is noted and there would be no objection to an approval condition to this effect, with an understanding that a signage design (less than A4) be provided to the City for Approval prior to completion of works. The proposal satisfies this requirement.
<b>Operational Management Plan</b>	
<i>An operational management plan is generally required to be submitted at the time of lodging a development application for short-term rental accommodation use.</i>	Noted. A copy of the OMP is contained at <b>Annexure 4</b> .
<i>The management plan is to include, but not be limited to the following matters:</i>	Noted. The OMP is contained at <b>Annexure 4</b> which addresses all matters listed.
<i>i. a code of conduct detailing the expected behaviour and obligations of guests. The code of conduct shall be displayed in a prominent position within the premises.</i>	
<i>ii. management of complaints, in the form of a Complaints Management Procedure (which must include the provision of the short-term rental accommodation owners/managing agents contact telephone number for adjoining neighbours);</i>	
<i>iii. control of anti-social behaviour and the potential conflict between guests and permanent residents of the area, detailing the expected behaviour of guests and control of noise;</i>	
<i>iv. details regarding guest check-in and check-out procedures;</i>	
<i>v. management of car parking;</i>	
<i>vi. details regarding waste management which must include specifying the expectations on guests with regard to general rubbish and bin collection (if applicable);</i>	
<i>vii. compliance with Strata By-Laws (if applicable) in the form of a Statement of Compliance.</i>	

LPP 1.21 Provision	Proposal Response
<p><i>Consultation</i></p> <p><i>Proposals will be advertised for public comment in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 and the City's Local Planning Policy 1.1 – Planning Processes and Decision Making.</i></p>	Noted.
<p><i>Where an application involves short term rental accommodation land uses in a strata title arrangement, applicants are required to demonstrate that the operation of short-term rental accommodation is compliant with regulations governing ownership of the property i.e. provisions of the Strata Titles Act 1985 and associated by-laws and/or management orders. This may require a copy of the strata by-laws being provided and ideally also the strata body's consent (otherwise the strata body or all other strata owners will be consulted by the City).</i></p>	Noted. All operations will be conducted in accordance with the regulations governing ownership of the property.

## 6.9 City of Melville Design Review Panel

The City of Melville Design Review Panel (DRP) are a specialised panel of professional consultants responsible for providing advice to the City on building design and other associated matters.

The DRP considers the proposal against the ten (10) design principles under State Planning Policy 7.0 – Design of the Built Environment.

The application has been presented to the DRP on two occasions for pre-lodgement review on 3<sup>rd</sup> December 2025 and 4<sup>th</sup> February 2026. We have addressed the comments of the DRP with particular focus on the elements evaluated as pending further attention through amended plans submitted with this application.

The DRP Comments and Responses are included at **Annexure 9** to this report.

## 6.10 Planning and Development (Local Planning Schemes) Regulations 2015

The *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)* contain deemed provisions which form part of LPS6. Clause 67(2) deals with matters to be considered by local government and include key provisions relevant to the assessment of applications for development approval. **Table 5** includes responses to the key provisions applicable to the proposed development.

**Table 5: Response to Clause 67**

Matters to be considered	Comment
(a) <i>the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;</i>	The proposed development on the subject site achieves the aims of Local Planning Scheme No. 6 (LPS6) and is consistent with the land use and built form expectations under the CBACP. The proposed development provides a diversity accommodation, supports local economic growth whilst respecting both the existing and desired character of the locality.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	There are no proposed planning schemes or amendments to LPS6 at the time of preparing this report.
(c) <i>any approved State Planning policy;</i>	The proposal is consistent with the requirements of State Planning Policy 3, State Planning Policy 4.2, State Planning Policy 5.4, State Planning Policy 7.0 and State Planning Policy 7.3, as outlined in Section 5 of this report.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);</i>	No environmental protection policies are applicable to this proposal.
(e) <i>any policy of the Commission;</i>	Not applicable to this proposal.
(f) <i>Any policy of the State;</i>	Not applicable to this proposal.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission;</i>	The City's Local Planning Strategy encourages seeks to promote a diversity of land uses and accommodation types that establish the social and economic sustainability of the City. The CBACP which applies to the subject site sets the land use and built form framework over the subject site. Therefore, the proposal for short-term visitor and tourist accommodation on the subject site responds to the vision set out in the Local Planning Strategy.
(g) <i>any local planning policy for the Scheme area;</i>	The proposal is consistent with the requirements of Local Planning Policies 1.3, 1.4, 1.5, and 1.8 as outlined in this report.
(h) <i>any structure plan or local development plan that relates to this development;</i>	The proposal is consistent with the provisions of the CBACP for the reasons outlined in this report, and in particular the responses provided in <b>Table 2</b> .
(i) <i>any report of the review of the local planning scheme that has been published under the Planning and Development (Local planning Schemes) Regulations 2015;</i>	Not applicable to this proposal at the time of preparing this report.

Matters to be considered	Comment
(j) <i>in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;</i>	The application does not apply to reserved land.
(k) <i>the built heritage conservation of any place that is of cultural significance;</i>	There are no built heritage considerations for this proposal.
(l) <i>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	There are no cultural heritage considerations for this proposal.
(m) <i>the compatibility of the development with its setting, including -</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>The CBACP was prepared to provide the framework for future development within the activity centre. The subject site is contained within the 'Kintail' Quarter, with a permitted building height of 'up to 8 storeys'. The same development parameters apply to the adjoining lots and immediate locality. The proposal for apartments to a height of six storeys is therefore compatible with the desired future character of its setting.</p> <p>The proposal adheres to the maximum height permitted by the applicable framework, and affords generous lot boundary setbacks to the adjoining properties to preserve the amenity of neighbouring residences.</p> <p>The design is inspired by the heritage character of local built landmarks incorporating soft curves and light, neutral tones that provides a harmonious contemporary development. Therefore, the articulation of the building façade is a response to the structural language of the existing development surrounding the subject site. The built form colour and materiality will enable the development to sit softly within the existing streetscape as contextually responsive to the locality.</p> <p>The proposed development is therefore consistent with the envisaged built form over the site (height, bulk and scale), whilst respecting the existing development character on adjoining land and within the locality.</p>
(n) <i>the amenity of the locality including the following -</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	<p>Sustainability initiatives proposed include the provision of PV cells on the roof of the building, capacity for future EV vehicle charging, along with design components to enable good solar access, natural ventilation and shading devices for thermal comfort.</p> <p>As outlined, the subject site is contained within the 'Kintail' Quarter, with a permitted building height of 'up to 8 storeys'. The same development parameters apply to the adjoining lots and immediate locality. The proposal for short-term accommodation apartments to a height of six storeys is therefore compatible with the desired future character of its setting.</p> <p>The proposal to develop new short-term apartments on the subject site assists in achieving diversity of accommodation type, noting future visitors and tourists will support the growth of local businesses.</p>

Matters to be considered	Comment
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;</i>	The proposal will not adversely affect the natural environment or water resources.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	<p>A substantial landscaping commitment is proposed for the development which involves a variety of planting types including native trees, softening native shrubs and grasses, arbour climbing plants, planters and stepping pavers, and on-structure planting.</p> <p>The existing mature jacaranda tree within the lot frontage will be retained and protected, forming part of a highly landscaped frontage comprising new lawn, the tall screening and colourful native plants, and the native shrubs and grasses.</p> <p>The communal roof terrace will contain tall planters with hardy colourful native plants, a feature weaving native tree and lemon tree, vegetable garden, along with trellis and climbing plants over a rooftop pergola structure.</p> <p>Overall, a provision of 21.4% of the subject site area will be landscaping.</p>
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;</i>	The land does not present any risk to the development in respect of these matters.
(r) <i>the suitability of the land for the development taking into account to possible risk to human health or safety;</i>	The proposal is suitable for the land on which it is proposed and there is no risk to human health or safety.
(s) <i>The adequacy of -</i> (i) <i>the proposed means of access and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	<p>Access and egress from the site are proposed from Macrae Road to the north of the site. This point of access is capable and appropriate for vehicle access and egress.</p> <p>As demonstrated in the swept path diagram at Drawing No. PL-16 as contained within the architectural drawings at <b>Annexure 3</b>, resident car parking and manoeuvrability is in accordance with the requirements of AS 2890.1. Other than occupants, no other vehicles will utilise the site for access, parking or unloading.</p>
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effects on traffic flow and safety;</i>	A total of 21 new apartments is proposed over the subject site. The proposal will not adversely affect the local road system, traffic flow or safety.
(u) <i>The availability and adequacy for the development of the following -</i> (i) <i>public transport services;</i>	The site is situated within walking distance of high frequency bus route 910, noting the nearest bus stop is 150m from the subject site along Canning Highway. Canning Bridge Train Station is also within proximity to the subject site, located approximately 1km to the east

Matters to be considered	Comment
<p>(ii) public utility services;</p> <p>(iii) storage, management and collection of waste;</p> <p>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> <p>(v) access by older people and people with disability;</p>	<p>of the site with service from various buses travelling east along Canning Highway.</p> <p>Waste will be stored in a secure, lockable waste store room within the undercroft car parking area. Waste will be collected weekly from a designated collection area within the Macrae Road street verge. All waste management will occur in accordance with the Waste Management Plan included as <b>Annexure 5</b>.</p> <p>Given the proposal is only for short-term apartment development, end of trip facilities are not required. There is adequate storage within each apartment to accommodate a bike.</p> <p>Each apartment will be accessible for older people and persons with a disability.</p>
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The proposal is a commitment to the delivery of high-quality visitor and tourist accommodation over the subject site in accordance with the applicable planning framework to increase activity in the locality to support local businesses, and promote economic growth and employment.
(w) the history of the site where the development is to be located;	The site has historically been designated for residential purposes, as consistent to the apartment development proposed with this application.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development in particular individuals;	The proposal is a commitment to the delivery of high-quality visitor and tourist accommodation over the subject site in accordance with the applicable planning framework to increase activity in the locality to support local businesses, and promote economic growth and employment. In addition, development of a presently vacant site promotes streetscape activation and safety through increased surveillance.
(y) any submissions received on the application;	There are no submissions on the application at the time of preparing this report.
(za) the comments or submissions received from any authority consulted under clause 66;	There are no submissions on the application at the time of preparing this report.
(zb) any other planning consideration the local government considers appropriate.	Not applicable at the time of preparing this report.

The architectural language of local built landmarks informs the design of the proposed development by implementing soft curves and light, neutral tones into the built form. Inspiration is also drawn from the local cultural heritage associated with the site, embedding the six Noongar seasons into the façade design elements presenting to the public realm.

A substantial landscaping commitment is proposed for the development including a variety of native planting types throughout the development to beautify the development to the streetscape and adjoining properties. The existing jacaranda tree within the lot frontage will be retained and protected, forming part of a highly landscaped frontage comprising new lawn and native plants. Native planting including feature tree planting will also occur to the communal roof terrace to deliver a functional, attractive space for occupants.

The proposed development is consistent with the applicable planning framework, responds to the characteristics of the locality, and will deliver a high quality, contemporary visitor and tourist offering. We therefore respectfully request the City's support of the proposal.

## 7.0 CONCLUSION

The CBACP has been prepared to provide the framework for future development and land use within the activity centre area. The proposed development comprising 21 short-term accommodation apartments within a six (6) storey building over the subject site directly responds to the envisaged development within this part of the 'Kintail Quarter' under the CBACP.

# **ANNEXURE 1**

## **APPLICATION FORMS**