Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 7 October 2026; 9.30am
Meeting Number: MODAP/162
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/162 - 7 October 2026 - City of Cockburn - City of Kwinana

PART A – INTRODUCTION

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

PART B – CITY OF COCKBURN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   4.1 Lot 1015 Orsino Boulevard, North Coogee – Mixed Use Development – Additional storey, minor façade and landscaping amendments – DAP/21/02007
5. Section 31 SAT Reconsiderations

PART C – CITY OF KWINANA

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1a 12 Leath Road, Kwinana Beach – Extension to Existing General Industry – DAP/26/03142
   3.1b 12 Leath Road, Kwinana Beach – Extension to Existing General Industry – DAP/26/03142
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Eugene Koltasz (Presiding Member)
Dale Page (Deputy Presiding Member)
Peter Lee
Cr Tom Widenbar (Part B – City of Cockburn)
Cr Chontelle Stone (Part B – City of Cockburn)
Cr David Acker (Part C – City of Kwinana)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**

2. **Apologies**

3. **Noting of Minutes**

PART B – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1 Lot 1015 Orsino Boulevard, North Coogee – Mixed Use Development – Additional storey, minor façade and landscaping amendments – DAP/21/02007

5. Section 31 SAT Reconsiderations

Nil

PART B – ITEM 4.1
Lot 1015 Orsino Boulevard, North Coogee

RESPONSIBLE AUTHORITY REPORT – FORM 2	
DAP File No:	DAP/21/02007
LG Reference:	DAP21/003
Approved Development	Mixed Use Development - 61 Multiple Dwellings and One Commercial Tenancy
Proposed Amendments:	Additional storey, minor facade and landscaping amendments
Owner:	Port Coogee No. 2 Pty Ltd
Applicant:	Planning Solutions (Aust) Pty Ltd
Local Government Area:	City of Cockburn
Responsible Authority:	City of Cockburn
Authorising Officer:	Martin Vahala
Date of Original DAP decision:	6 August 2021
Date(s) of previous amendments:	1 December 2023 and 14 August 2025
Application Acceptance Date:	24 July 2026

LOCATION PLAN

RESPONSIBLE AUTHORITY RECOMMENDATION

That the City of Cockburn resolves to:

A. **Approve** to amend DAP Application reference DAP/21/2007 and accompanying plans in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, by way of:

The following conditions being amended - if required

1. Condition No. 7 - The provisions identified in the Waste Management Plan provided by Talis Consultants dated 8 July 2026 under project number TW21036, which include recycling measures and management of commercial and residential waste, are to be implemented and maintained thereafter to the satisfaction of the City.
2. Condition No.9 - A minimum of 50 bicycle stands/racks that conform to Australian Standard 2890.3 shall be provided in close proximity to the entrance of the building prior to occupation of the building. Details of the bicycle parking shall be provided prior to the lodgement of a Building Permit Application.

PROPOSAL:

The application proposes a modification to DA/21/02007, generally involving the following amendments to the approved development:

- Increase to the overall building height, from 6 storeys (27.93AHD) to 7 storeys (31.33AHD).
- Increase to the total number of dwellings, from 61 dwellings to 77 dwellings.
- Modifications to the Internal layout configurations and overall dwelling mix:
    - 21 x 1-bed dwellings (additional 3 x 1 bed dwellings)
    - 49 x 2-bed dwellings (additional 20 x 2 bed dwellings)
    - 7 x 3-bed dwellings (reduction of 7 x 3 bed dwellings)
- Modifications to upper level setbacks along the northern boundary.
- Modifications to external façade and built form.
- Alterations to terraces and landscaping area, including roof top terrace.
- Variation to the proposed car parking arrangements, including additional shortfall of visitor and commercial car parking spaces.

SUBJECT SITE AND SURROUNDS:

The subject site is 2,341m2 in size and has remained vacant since being titled. It is bound by roads on all four sides, a laneway (Comet Lane) to the north, Orsino Boulevard to the east, Brunswick Street to the west and Pantheon Avenue to the south.

The surrounding development includes a range of built form in order of between five (5) to nine (9) storey's in height and comprising a mix of land uses including, multi dwellings, Aged Care, Shops, Restaurants, Office, Child Care Premises and Supermarket (Woolworths). Further east of Orsino Boulevard is existing low density single residential up to Cockburn Road (Location Plan above).

BACKGROUND:

As outlined within the applicants submitted planning report, the following background is noted:

- **DAP/21/02007** - on 6 August 2021, the DAP granted development approval for a mixed-use development comprising 61 multiple dwellings and one commercial tenancy within the subject site).
- **DA23/0612** - On 1 December 2023, the City granted development approval for amendments to DAP/21/02007, in accordance with regulation 17A of the DAP Regulations. The approval was subject to 3 new conditions of approval. The approved amendments were minor, as follows:
    - Reduced floor-to-floor height for the commercial café/restaurant tenancy.
    - Removal of commercial conversion option for ground floor apartments.
    - Reduced excavation depth of the basement made possible by the removal of the commercial conversion.
    - Reconfiguration of car and bicycle parking, services areas, storerooms and balcony planters.
- **DA25/0436** - On 14 August 2025, the City granted development approval to extend the substantial commencement date of DAP/21/02007. An additional 2 years was granted (expiring 6 August 2027). The conditions outlined in the DAP/21/02007, and subsequent amendment approvals, continue to have effect.

ACCEPTANCE AS A FORM 2 APPLICATION

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Town Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Development Zone
Structure Plan/Precinct Plan	Port Coogee Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Local Centre Zone
Lot Size:	2341m2
Existing Land Use:	Vacant Land (Easement to the benefit of Electricity Networks Corporation)
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	No

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015

State Government Policies

State Planning Policy 7.0 – Design of Built Environment (SPP 7)
State Planning Policy 7.3 – Residential Design Codes (SPP 7.3) Vol.2

Structure Plans/Activity Centre Plans

Port Coogee revised Local Structure Plan (LSP)

Under the WAPC approved LSP, the site is designated as part of the 'Port Coogee Marina Village' and has a designated zoning of 'Local Centre'.

Port Coogee Marina Village Built Form Codes (BFC)

The BFC are applicable as per DA22, as they are design guidelines which sets criteria for development of the subject lot. The BFC provide some specific development control in the form of Local Development Plans.

Site Specific Building Requirements Detailed Area Plan – Marina Village (Lots 1015 1027) – (LDP).

The LDP designates development control provisions specific to the lots bound by Brunswick Street (west), Coromandel Approach (north), Orsino Boulevard (east) and Pantheon Avenue (South).

Local Policies

Local Planning Policy 1.12 – Noise Attenuation (LPP1.12)
Local Planning Policy 1.14 – Waste Management in Multiple Unit Developments (LPP1.14)
Local Planning Policy 5.13 – Percent for Art (LPP5.13)
Local Planning Policy 5.16 – Design Review Panel (LPP5.16)

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies, LSP and BFC. The following matters have been identified as key considerations for the determination of this application:

- Increase to the maximum building height;
- Traffic and car parking considerations;
- Modifications to external façade and built form;
- Internal layout reconfigurations & amenity considerations;
- Landscaping & communal open space considerations; and

- Further extension of time.

These matters are outlined and discussed below.

Increase to the maximum building height

The proposal seeks to construct an additional residential level resulting in a total maximum building height of 31.33 AHD in lieu of previously approved 27.93 AHD (an additional 3.5m in overall height).

The subject site is identified as one of seven 'icon or gateway buildings' located within the Marina Village precinct. Gateway buildings are defined under the LSP and BFC as buildings that shall exhibit design excellence, be constructed of materials which detail high quality and scale in specific locations which terminate a vista, frame a view, reinforce the public domain and/or define a hierarchy of places.

The proposed amended development is considered to appropriately align with the site's gateway building designation within the broader Marina Village.

The proposal, continues to demonstrate a high quality design and the additional height will not result in any unreasonable adverse off-site amenity impacts, having particular regard to visual bulk, overshadowing, overlooking or wind impacts.

The application was advertised to nearby residents and no objections were received in relation to the proposed additional height.

The proposed modification to the overall maximum building height is considered to be acceptable and commensurate in height to existing development within close proximity of the subject site, generally comprising between 5 - 9 storeys in height.

Traffic and car parking considerations

The proposed amended development is seeking approval to provide no residential visitor or commercial car parking on-site, resulting in an additional shortfall of 5 x bays in total. An overall surplus of 28 resident bays are proposed.

The impact of vehicular access and traffic in/around the subject site as a result of the proposed amended development requires consideration. The application was supported by a Transport Impact Statement Addendum (TIS Addendum) to address these considerations.

During the assessment of the application, the City raised concerns regarding the proposed developments reliance on on-street car parking to service the commercial staff and residential visitor parking requirements.

A Parking Utilisation Survey (Attachment 6) was provided by the applicant in response to the City's concerns outlined above. The survey was conducted on Wednesday 2 September 2026.

The City recognises a demonstrated availability of on-street parking on weekdays, however continues to contend the assumed weekend availability for visitors is not

adequately substantiated, particularly having regard to potential increased weekend parking demand associated with the surrounding public facilities.

Whilst the amended development proposes an overall surplus of resident parking (28 bays in total), an undersupply of commercial car parking occurs. DAP/21/02007 addressed the concerns regarding the undersupply of commercial parking via to the implementation of a Car Parking Management Plan (CPMP).

A CPMP was submitted and assessed as part of the determination of DA23/0612, and included the provision of 2 x commercial car parking bays on-site. This was supported by the City.

The City maintains 2 x commercial staff car parking bays are to be provided on-site, due to the longer parking duration and reduced turnover associated with staff use.

In relation to the commercial staff car parking bays, the City recommends that Condition 19 (submission of a revised CPMP) remain, to ensure sufficient staff car parking arrangements are adopted and provided on-site.

In the context of the overall parking supply and the increased provision of bicycle racks, the proposed shortfall in residential visitor car parking is considered acceptable.

The proposal does not seek to vary the vehicle access arrangements approved under DAP/21/02007 and further modified under DA23/0612.

The City is generally satisfied that the increased traffic volumes generated by the proposed additional dwellings, will not have an unreasonable burdened on neighbouring properties and the surrounding road network.

Modifications to external façade and built form

The proposed modifications to the architectural treatment and built form envelope are considered to be minor and generally consistent with the approved development (DA23/0612).

The amended development continues to address all streets through its design and passive surveillance.

The varied use of materials which include painted render, limestone brick, various louvres, glazing and notably curved balconies amongst the provision of landscaping provide for an attractive and well-presented building in a prominent location.

The proposal is considered to be generally compliant with the relevant setback provisions as provided for under the LDP.

Internal layout reconfigurations & amenity considerations

The amended development involves minor internal reconfiguration of apartments and the construction of an additional residential level compromising the following dwelling mix:

- 21 x 1-bed dwellings (additional 3 x 1 bed dwellings)
- 49 x 2-bed dwellings (additional 20 x 2 bed dwellings)
- 7 x 3-bed dwellings (reduction of 7 x 3 bed dwellings)

The City has undertaken a full assessment and has deemed the proposed dwellings to be generally in accordance with the relevant requirements of the LDP, BFC and R-Codes.

The City is supportive of the proposed modifications.

Landscaping & communal open space modifications

The proposed modifications to the landscaping are considered to be minor in nature and generally consistent with the original approved landscape design outcome.

The proposed amended landscape concept plan includes:

- a variety of small trees and soft landscaping on the ground floor level;
- a landscape buffer along the northern interface;
- soft landscaping and hardscape are proposed at upper levels and on the roof terrace.

A detailed landscape plan is still required to be submitted and approved by the City prior to the issue of a Building Permit. It is recommended that Condition 11 remain.

The footprint of the roof top terrace and associated communal amenities/facilities have been reduced as part of the proposed amended development.

The proposed amended communal open space remains in excess of the R-Code requirements. The City is supportive of the proposed modifications.

Further extension of time

An extension to the substantial commencement date (additional 2 years) was approved by the City on 14 August 2025 (DA25/0436). The current expiry date being 6 August 2027.

The applicant is now seeking a further extension of 4 years to the substantial commencement date.

Since the original DAP determination on dated 6 August 2021, no physical works have been undertaken on the subject site. The applicant stipulates an extension of time is required in order to provide the proponent sufficient time for completion of development design, pre-sales, achievement of relevant building approvals and substantial commencement of the development.

No significant variations have occurred to the relevant planning scheme provisions since the approval of DAP/21/02007 and the proposed modifications are generally supported by the City.

Notwithstanding, given the time that has elapsed since the original approval and having regard to the current expiry date (being 6 August 2027), the City is only recommending an additional 2 year extension be granted to the substantial commencement date (being 6 August 2029).

CONSULTATION:

PUBLIC CONSULTATION

The proposal was advertised for a minimum period of 14 days (14 August to 31 August 2026), by way of a letter sent to 77 property owners and occupiers in the vicinity of the development who had the potential to be most impacted.

The applicant's planning report, development plans and all other supporting documents were made available for public viewing.

A total of three submissions were received during the advertising period including one submission in support and two objections to the proposed amendments.

The received submissions can be viewed at Attachment 3.

A summary of the issues raised during consultation is as follows:

Issue Raised	**Officer's comments**
Increase in vehicular traffic and associated impacts on the traffic network (laneways) and increased noise generated from the proposed development.	Traffic impacts generated by the proposed increase in the total number of dwellings is considered a valid planning consideration. An assessment of the proposed development against the planning framework is provided above.
Lack of visitor car parking.	The shortfall of visitor and commercial staff car parking spaces is considered a valid planning consideration. An assessment of the proposed development against the planning framework is provided above.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The proposed development did not require any external referral. The proposed relocation of the electrical transformer was considered as part of the determination of the original Development Assessment Panel Application (DAP/21/2007). The applicant has foreshadowed that negotiations with Western Power are ongoing regarding the relocation of the transformer.

DESIGN REVIEW PANEL ADVICE

The original approval received developer's endorsement, from the Port Coogee Design Review Panel (DRP).

The proposed modifications, particularly as they pertain to the external built form expression and architectural treatment, remain generally commensurate to the original development outcome. As such, the City formed the position that a further DRP would not be required.

OTHER ADVICE

The proposal was referred internally to a number of departments within the City, most notably;

- Environmental Health;
- Parks;
- Strategic Planning; and
- Transport and Traffic Internal responses have informed the key issues identified within this proposal, which are discussed in the 'Planning Assessment' section above.

CONCLUSION:

As noted within the planning assessment section of the above report, the variations sought are relatively minor in nature and are not considered to have a detrimental impact on the immediate surrounding area.

The proposed amended development is considered to be consistent with the intent of the planning framework.

The City supports the proposed modifications in accordance with the recommendations detailed above.

Attachments

1. Development Plans
2. Application Material
3. Redacted Submissions
4. DA23/0621 Approval Letter and Plans
5. DA25/0436 Approval Letter
6. Parking Utilisation Survey

ATTACHMENT 1 - Development Plans

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

SHEET LIST			
DA0.01	COVER PAGE	A	06.07.2026
DA1.00	SITE SURVEY	B	06.07.2026
DA1.01	BASEMENT GA	C	06.07.2026
DA1.02	GROUND FLOOR GA	F	06.07.2026
DA1.03	LEVEL 1 GA	E	06.07.2026
DA1.04	LEVEL 2,4,6 GA	E	06.07.2026
DA1.05	Level 3,5 GA	E	06.07.2026
DA1.06	ROOF TERRACE GA	D	06.07.2026
DA1.07	ROOF PLAN GA	D	06.07.2026
DA2.00	SOUTH ELEVATION	D	06.07.2026
DA2.01	WEST ELEVATION	E	06.07.2026
DA2.02	NORTH ELEVATION	C	06.07.2026
DA2.03	EAST ELEVATION	C	06.07.2026
DA3.00	SECTION 01	B	06.07.2026
DA3.01	SECTION 02	B	06.07.2026
DA3.02	SECTION A & B	B	06.07.2026
DA4.00	YIELD	B	06.07.2026
DA5.00	DIAGRAMS	B	06.07.2026

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

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PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1

DRAWING
COVER PAGE

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COMET LANE

PANTHEON AVENUE

BRUNSWICK STREET

ORSINO BOULEVARD

TBM
SPIKE IN
BITUMEN
RL:4.34m

72 PANTHEON AVE
LOT 1051

APPROX SEWER LOCATION

BRICK PAVED

CONCRETE

FOOTPATH

GRASS

TRAFFIC ISLAND

185°39'43"

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15053

NORTH

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DRAWING
SITE SURVEY

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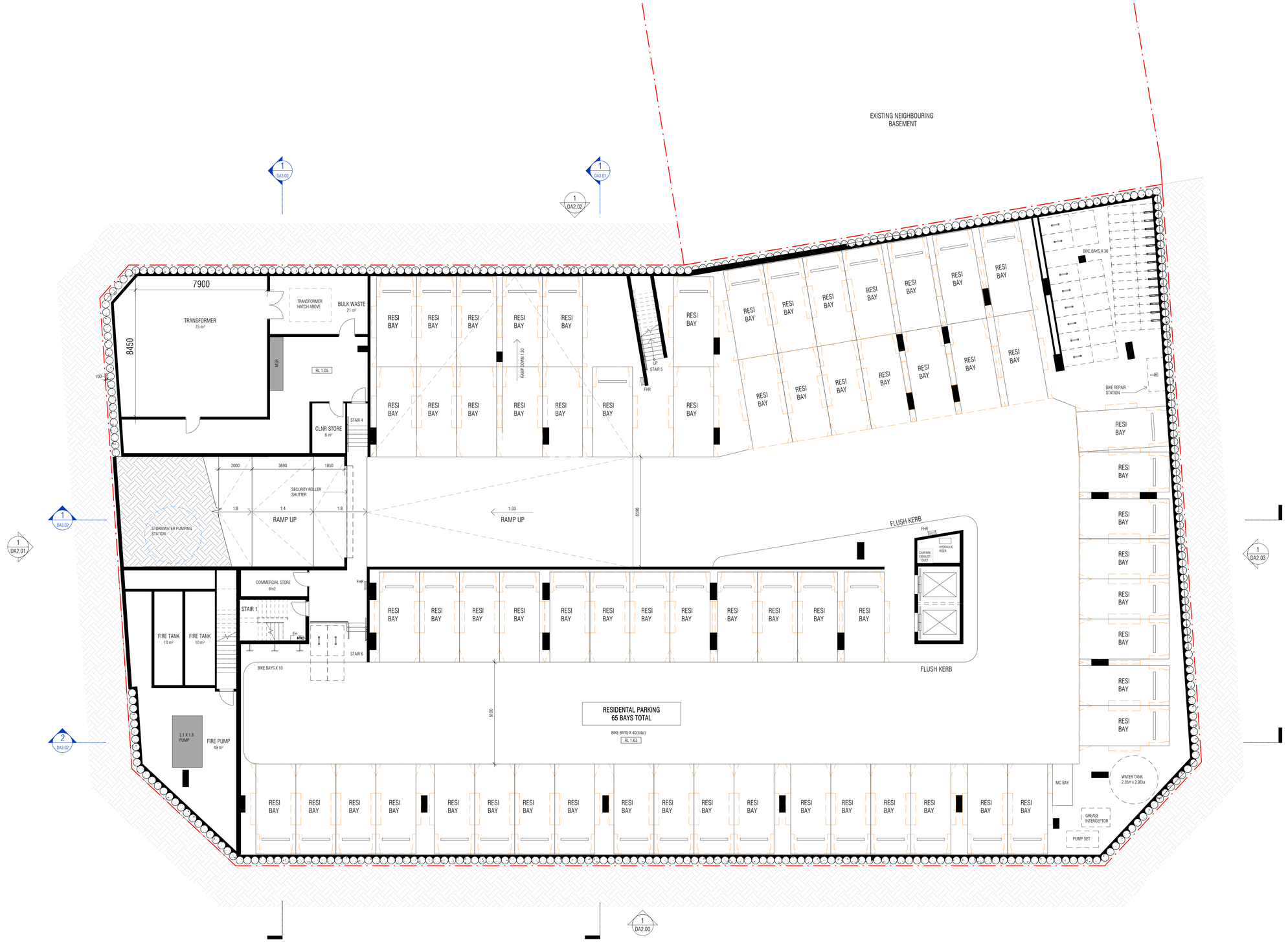

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C	06.07.2026	DA AMENDMENT	

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15053

NORTH

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BASEMENT GA

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STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

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A	30.03.2026	ISSUE FOR INFORMATION	
B	16.04.2026	ISSUE FOR CLIENT REVIEW	
C	21.04.2026	ISSUE FOR INFORMATION	
D	23.04.2026	ISSUE FOR INFORMATION	
E	29.04.2026	ISSUE FOR INFORMATION	
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Lot 1015 Orsino Boulevard
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DEVELOPMENT APPLICATION

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15053

NORTH

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GA - GROUND FLOOR

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- STUDIO APARTMENT
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- 3 BEDROOM APARTMENT

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PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

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STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

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PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard, Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100

0 1 2 5m

DRAWING: LEVEL 2,4,6 GA

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REV.	DATE	AMENDMENT	INITL.
A	30.03.2026	ISSUE FOR INFORMATION	
B	16.04.2026	ISSUE FOR CLIENT REVIEW	
C	21.04.2026	ISSUE FOR INFORMATION	
D	11.06.2026	ISSUE FOR INFORMATION	
E	06.07.2026	DA AMENDMENT	

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

Level 3,5 GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.05	JL	WB	E

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

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REV.	DATE	AMENDMENT	INITL.
A	30.03.2026	ISSUE FOR INFORMATION	
B	21.04.2026	ISSUE FOR INFORMATION	
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D	06.07.2026	DA AMENDMENT	

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ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

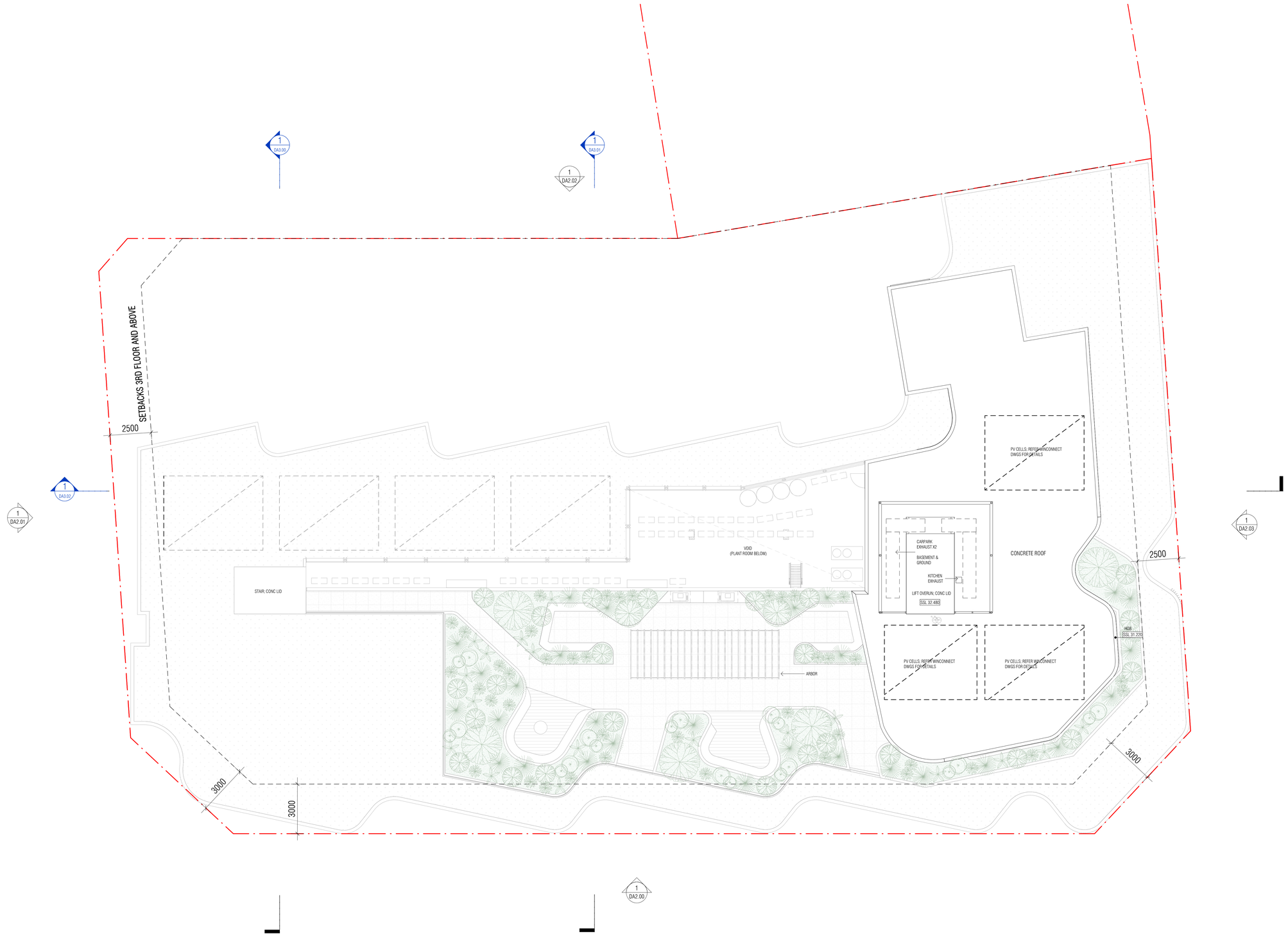
Scale Bar 1: 100
0 1 2 5m

DRAWING

ROOF TERRACE GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.06	JL	WB	D

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026



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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

ROOF PLAN GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.07	JL	WB	D

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

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CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

SOUTH ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.00	JL	WB	D

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

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REV.	DATE	AMENDMENT	INITL.
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ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

WEST ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.01	JL	WB	E

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

NORTH ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.02	JL	WB	C

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®

PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
EAST ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.03	JL	WB	C

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

1 / DA1.01 SECTION 01
1 : 100

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

REV.	DATE	AMENDMENT	INITL.
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MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

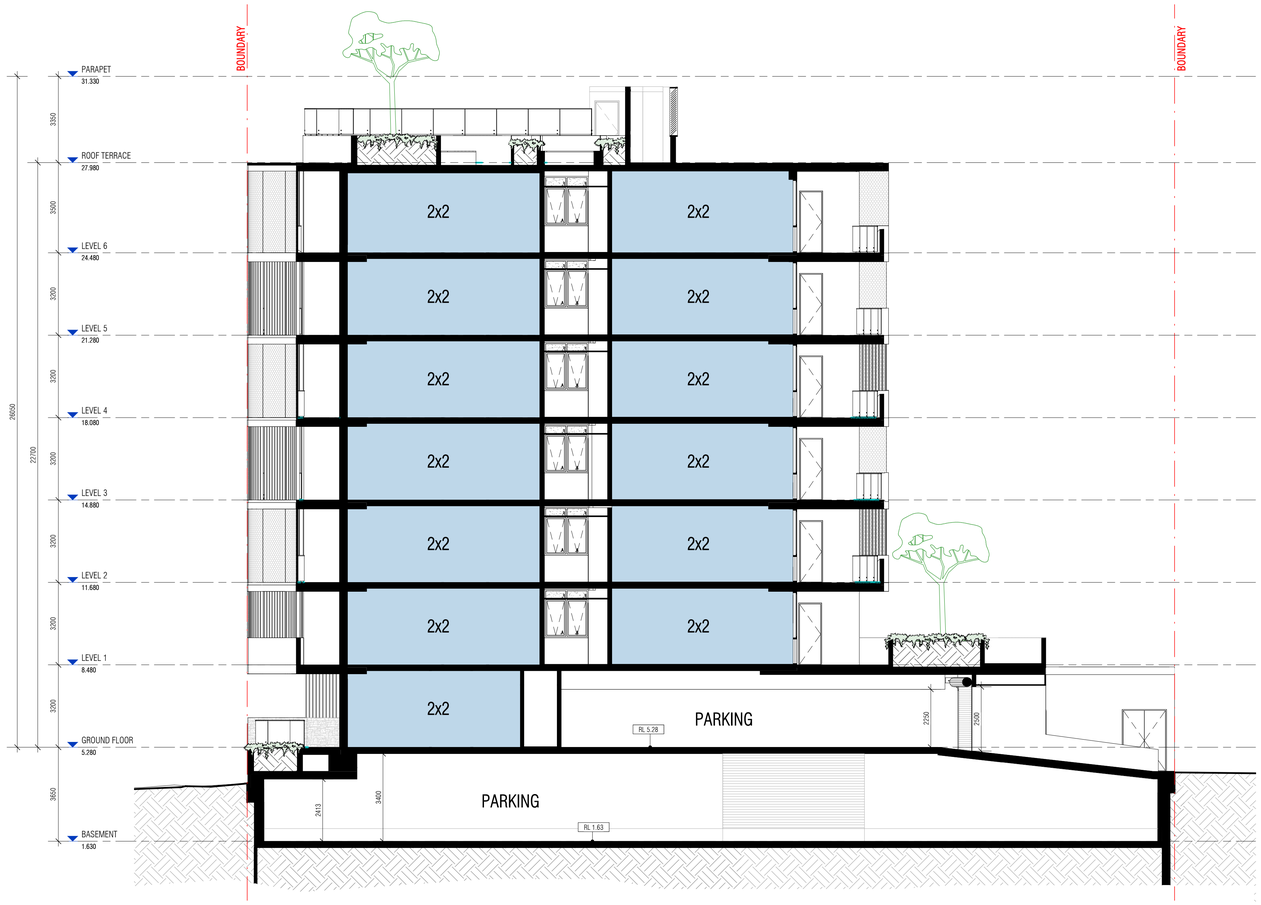
SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
SECTION 01

DRAWING NO. DA3.00 | DRAFTER | CHECKED | REV. B

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026



STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

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ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

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PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

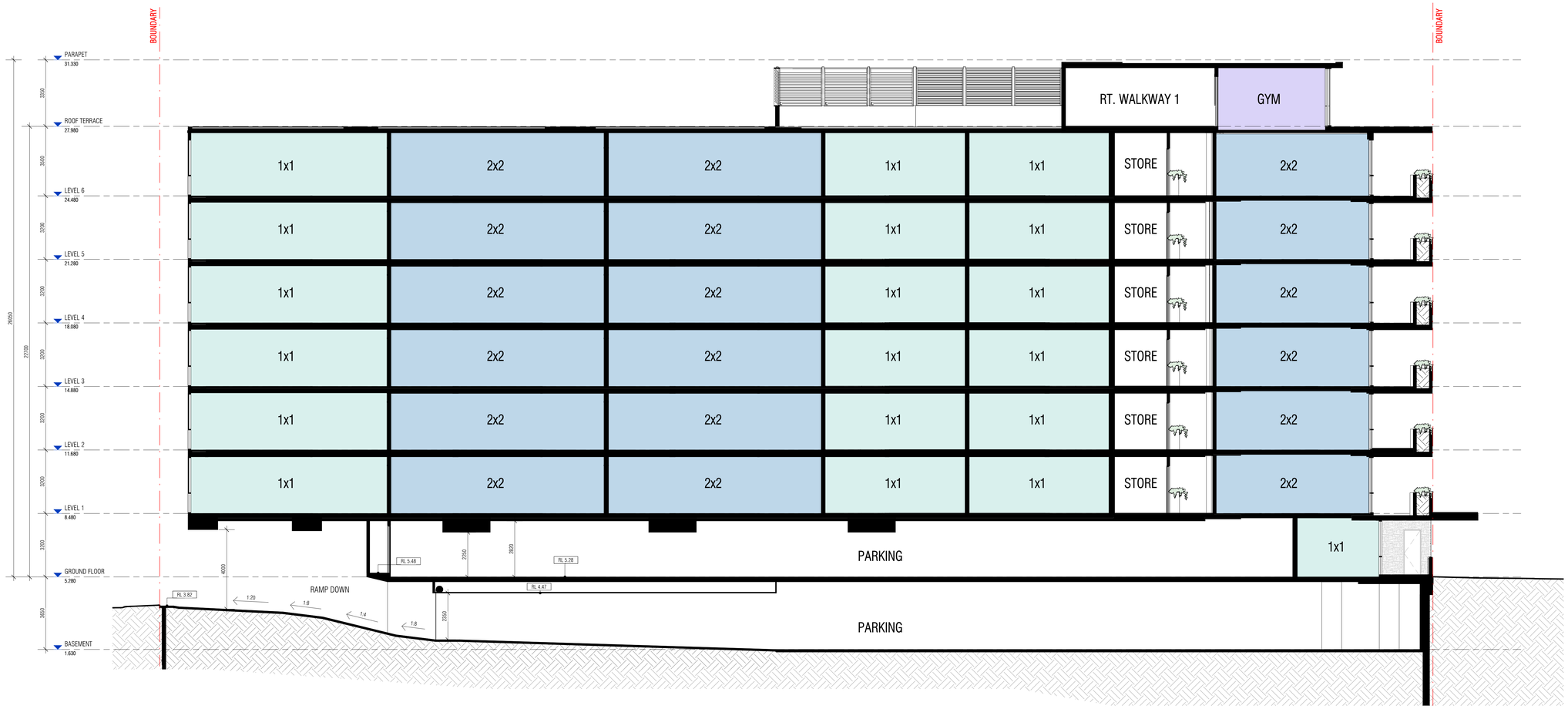
Scale Bar 1 : 100
0 1 2 5m

DRAWING

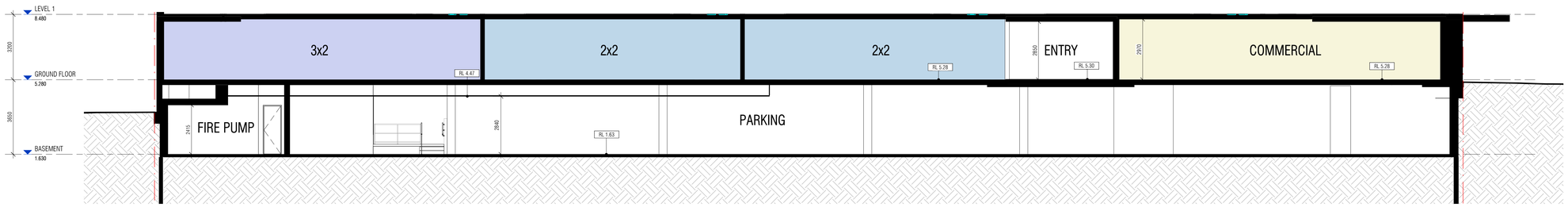
SECTION 02

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.01	JL	WB	B

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026



1 DA1.01 SECTION A
1 : 100



2 DA1.01 SECTION B
1 : 100

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STUDIO APARTMENT
2 BEDROOM APARTMENT
3 BEDROOM APARTMENT

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
SECTION A & B

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.02	JL	WB	B

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

77 APARTMENTS

	1x1	1x1	1x1	1x1	2x2	2x2	2x2	2x2	2x2	2x2	3x2	3x2	TOTAL	COMMERCIAL TENANCIES	TOTAL AREA
	48	51	55	62	66	73	78	85	87	95	87	95		95	
G		1	1		1		1				1		5	1	
1	2			2		2		1	1	3		1	12		
2	2			1	1	2		1	1	3		1	12		
3	2			1	1	2		1	1	3		1	12		
4	2			1	1	2		1	1	3		1	12		
5	2			1	1	2		1	1	3		1	12		
6	2			1	1	2		1	1	3		1	12		
TOTAL	12	1	1	7	6	12	1	6	6	18	1	6	77	1	
	576	51	55	434	396	876	78	510	522	1710	87	570	5865	95	5960

1x1s	2x2s	3x2s
21	49	7
27%	64%	9%

PARKING

106 BAYS TOTAL

RESIDENTIAL:	100 BAYS
COMMERCIAL/VISITOR:	0 BAYS
VISITOR (ON STREET):	6 BAYS
ON SITE BIKE BAYS:	50 BAYS

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MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard, Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

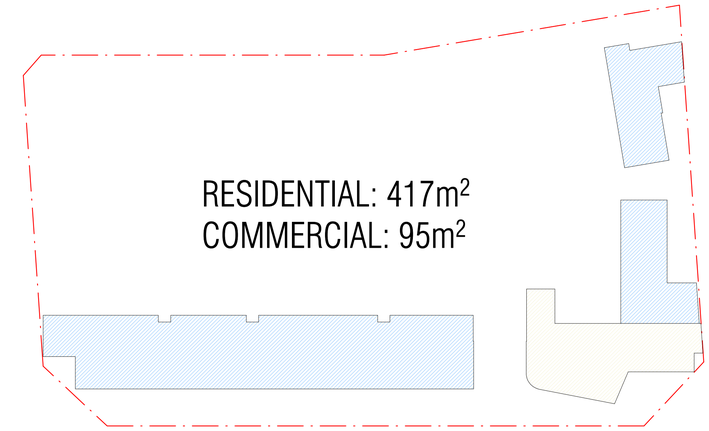
SCALE @ B1

DRAWING: YIELD

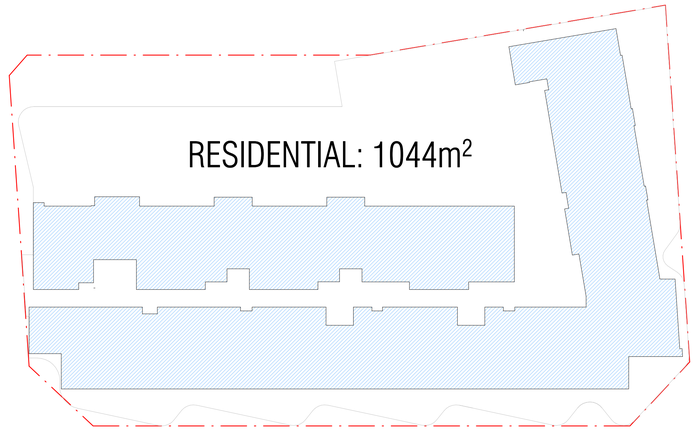
DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.00	JL	WB	B

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

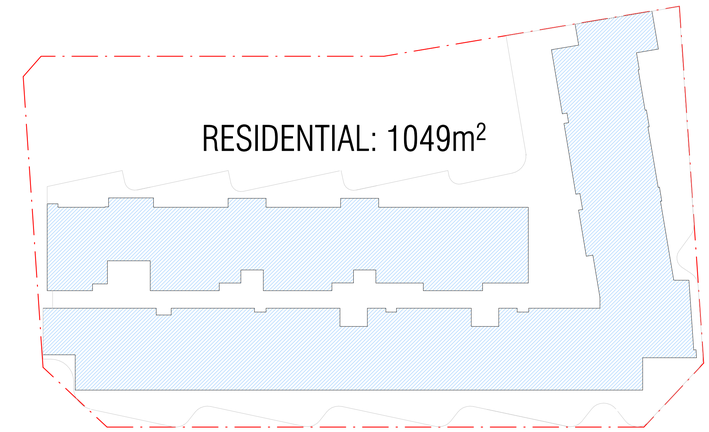
PLOT RATIO CALCULATIONS



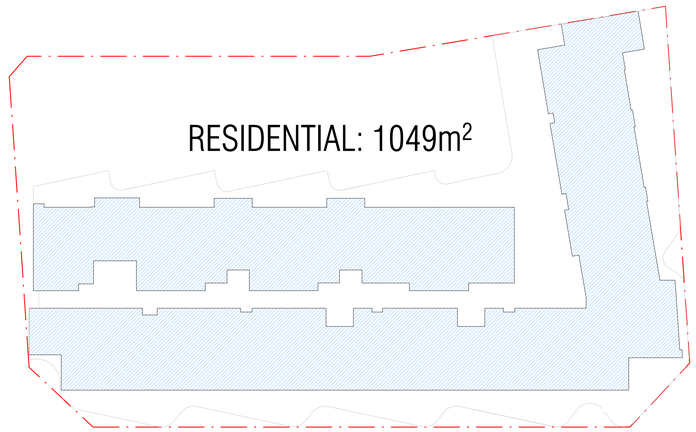
GROUND FLOOR



LEVEL 1



LEVEL 2,4,6



LEVEL 3,5

	RESIDENTIAL	COMMERCIAL	
G	417	95	
1	1044		
2	1049		
3	1049		
4	1049		
5	1049		
6	1049		
TOTAL	6706	95	6801

RESIDENTAL PLOT RATIO (SITE AREA 2341m2)

1 : 2.86

RESIDENTAL + COMMERCIAL PLOT RATIO

1 : 2.9

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ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 250

Scale Bar 1: 100
0 1 2 5m

DRAWING

DIAGRAMS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.00	JL	WB	B

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

Street View Comparison of Proposed Changes

Approved Scheme 2021

Proposed Scheme 2026

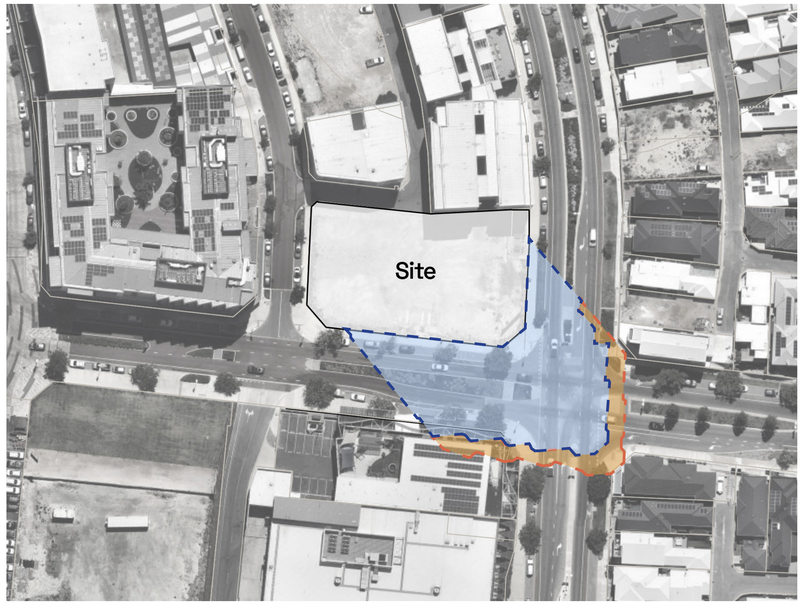
Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

Overshadowing -

21st June / Winter Solstice

0900

1200



1500

Shadow cast by approved development 2021

Shadow addition by proposed development 2026

Document Set ID: 12788154
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View from Pantheon Avenue

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

Entry from Pantheon Avenue

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

Corner View from Brunswick Street and Pantheon Avenue

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

Pantheon Avenue Frontage

Document Set ID: 12788154
Version: 1, Version Date: 10/07/2026

ATTACHMENT 2 - Application Material

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

DAP FORM 2

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005
Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 17 & 21

Part A - Landowner Details

Landowner Details

- **By completing this notice, consent is provided to submitting this application.**
- **If there are more than two landowners, please provide all relevant information on a separate page.**
- **Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title.**
- **Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.**
- **Companies, apart from sole directors, are required to provide signatories for two directors, a director and the company seal or a director and a company secretary.**
- **Please note, any Certificate of Title provided MUST be within 6 month validity.**

Company (if applicable)	Port Coogee No 2 Pty Ltd	
ACN/ABN (if applicable)	Refer landowner consent	
Contact Details	*Email* Refer applicant details	*Phone*
Address	*Street Number/PO Box number, street name, suburb, state, postcode* Refer landowner consent	
Name/s	Refer landowner consent	
Title/s	*Landowner/Sole Director/Director (2 signatures required)*	*Additional Landowner/ Director/Secretary (if applicable)*
Signature/s		
Date	9/07/2026	

Part B – Applicant Details

- **By completing this notice, I declare that all the information provided in this application is true and correct.**
- **I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.**

Name/Company	Planning Solutions (Aust) Pty Ltd	
Contact Person	Aoise Noone - Senior Planner	
Address	*Street Number/PO Box number, street name, suburb, state, postcode* GPO Box 2709 Cloisters Square PO 6850	
Contact Details	*Email* reception@planningsolutions.com.au	*Phone* (08) 9227 7970
Signature		*Date* 9/07/2026

Please note: unless otherwise requested, the DAP Secretariat will contact you via your nominated email address provided above.

Part C - Application Details

DAP File No (DPLH Reference)	DAP21/003	
Responsible Authority	*Name of local government and Western Australian Planning Commission (if applicable)* City of Cockburn	
Planning Scheme(s)	*Name of planning scheme(s) that applies to the prescribed land* Town Planning Scheme No. 3	
Land	*Lot number, street number, street name, town/suburb* Lot 1015 on Deposited Plan 402695	
Certificate of Title (provide copy)	*Volume Number* 2841	*Folio* 578
	Location Number	*Plan / Diagram Number* 402695
Details of development application made to responsible authority	*Summary of Proposal* Minor amendments to existing approval	
Development Use	*Residential / Commercial / Industrial / Rural / Mixed Use / Community Housing/ Other* Mixed use development	
Proposed Amendments	Additional storey, minor facade and landscaping amendments	
Original DAP Determination Date	6 August 2021	

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Part D: Amendment Requested

Please specify the amendments/modifications required to the original determination. [please tick one more of the following]:
☒ to amend the approval so as to extend the period within which any development approved must be substantially commenced; ☐ to amend or delete any condition to which the approval is subject; ☒ to amend an aspect of the development approved which, if amended, would not substantially change the development approved; ☐ to cancel the approval.

Part E – Election as DAP Application or Delegated Application

DAP Application	☒ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel *(regulation 17)*
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination (regulation 21)

Part F – Community Housing Provider

By completing this notice, I declare that the development is or includes community housing that is to be provided by a registered community housing provider as defined by Regulation 3.	
Provider's Name	
Contact Details	
DAP Community Housing Provider Register Reference	

Part G – Acknowledgement by Local Government

Responsible Authority	☐ Local Government (LG) ☐ * Dual – Local Government and Western Australian Planning Commission	
* DUAL reporting details	*If DUAL is selected, please provide details of relevant provision (or within covering letter)*	
Fees for applications *(DAP Regulations - Schedule 1)*	$ Amount that has been paid by the applicant $ Amount to be paid by local government *(delegated applications only - regulation 22)*	
Statutory Timeframe *(regulation 12)*	☐ 60 days (advertising not required) ☐ 90 days (advertising required or other scheme provision)	
LG Reference Number		
Name of planning officer *(Report Writer)*		
Position/Title		
Contact Details	*Email*	*Phone*
Date application accepted as per Clause 63A of the deemed provisions		
Planning Officer's Signature		

Document Set ID: 12786151
Version: 1, Version Date: 10/07/2026

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2841	**578**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 1015 ON DEPOSITED PLAN 402695

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PORT COOGEE NO 2 PTY LTD OF LEVEL 1/ 22 RAILWAY ROAD SUBIACO

(AN N209316) REGISTERED 21/12/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 401772 AS CREATED ON DEPOSITED PLAN 72635.
2. RESTRICTIVE COVENANT BENEFIT - SEE DEPOSITED PLAN 402695 AND INSTRUMENT M648353
3. RESTRICTIVE COVENANT BURDEN - SEE DEPOSITED PLAN 402695 AND INSTRUMENT M648353
4. O076944 MORTGAGE TO OWEN MARK SELMAN, JOHN CALVIN SELLS, BOTH OF 14 NICHOLSON ROAD SUITE 1 SUBIACO WA 6008, AS JOINT TENANTS REGISTERED 23/1/2019.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	DP402695
PREVIOUS TITLE:	2835-53
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF COCKBURN

LANDGATE COPY OF ORIGINAL NOT TO SCALE 22/04/2026 10:55 AM Request number: 69725091

Landgate
www.landgate.wa.gov.au

Document Set ID: 12788153
Version: 1, Version Date: 10/07/2026

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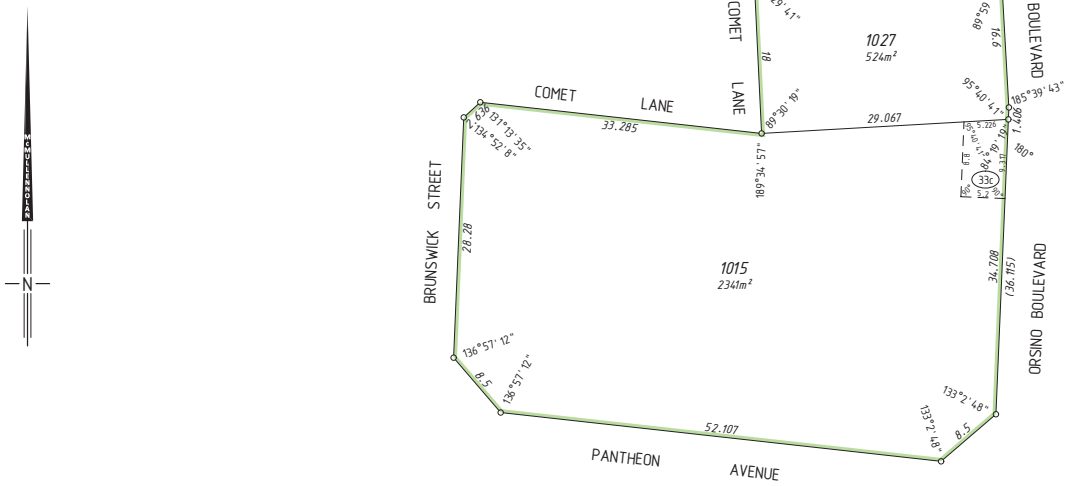
AMENDMENTS TABLE (PLAN GRAPHICS ONLY)

VERSION	AMENDMENT	AUTHORISED BY	DATE

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
SEE SURVEY SHEETS FOR SURVEY INFORMATION

ALL BOUNDARY / CORNER SURVEY MARKS SHOWN ON THIS SHEET ARE INDICATIVE ONLY. USE ONLY THE SURVEY SHEET/S WHEN DETERMINING THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN.

SPECIAL SURVEY AREA SUBDIVISION



HELD BY LANDGATE IN DIGITAL FORM ONLY.

INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(M)	MEMORIAL	CONTAMINATED SITES ACT 2003	DOC L333028	LOT 1027		
33c	EASEMENT (Electricity Supply)	SEC 167 OF THE P.& D. ACT REG 33 (c)	DP 72635	LOT 1015	ELECTRICITY NETWORKS CORPORATION	
	RESTRICTIVE COVENANT	SEC 136D OF THE T.L.A	THIS PLAN & DOC M648353	ALL LOTS	ALL LOTS	

SCALE 1 : 400 @ A2
10 0 30
ALL DISTANCES ARE IN METRES

TYPE: FREEHOLD
PURPOSE: SUBDIVISION
PLAN OF: LOT 1015, 1027 AND RESTRICTIVE COVENANT

DISTRICT: COCKBURN SOUND
TOWNSITE:
S.S.A.: YES
R.D.L. FILE No.:
LOCALITY: NORTH COOGEE
LOCAL AUTHORITY: CITY OF COCKBURN
FORMER TENURE: LOT 501 ON DP 401772 C/T 2835/53
FIELD BOOK: 96831
ON: INDEX SEE SMARTPLAN

SURVEYOR'S CERTIFICATE - Reg 54

I Matthew B. WEBB hereby certify that this plan is accurate and is a correct representation of the - (a) *survey, and/or (b) *calculations from measurements recorded in the field records, (*delete if inapplicable), undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Matthe□ □ We□□
201□05.0□10□2□5 □0□00□
Licensed Surveyor Date

McMULLENNOLAN GROUP
Surveying Excellence
PO □o□3526, Su□ess, WA□6□6□
Tele□hone□0□□6□36 15□□
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SCALE: 1 : 400 at A2
ALL DISTANCES ARE IN METRES
MNG Ref : 92657dp-1168b
DP402695.CSD

LODGED
DATE □□Ma□□1□
FEE PAID □□00·00
ASSESS No. 1501□666

TYPE OF VALIDATION
FULL AUDIT
LEGAL ENCUMBR. G.FONG
DOCKET/PLAN TRIM
CERTIFIED CORRECT Graham Fong 14-May-14
I.S.C.
F.S.C.

APPROVED BY
WESTERN AUSTRALIAN PLANNING COMMISSION
FILE 144009
Q□□un 201□
Delegated under Sec 16 P & D Act 2005 DATE

IN ORDER FOR DEALINGS
SUBJECT TO ~~Dealing on Deposited Plan 401772~~ & Sec 136D of TLA

Graham Fong 05-Jun-14
For INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER DATE

APPROVED REG26A (4)
5/6/201□
INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER DATE

Landgate
Western Australian Land Information Authority

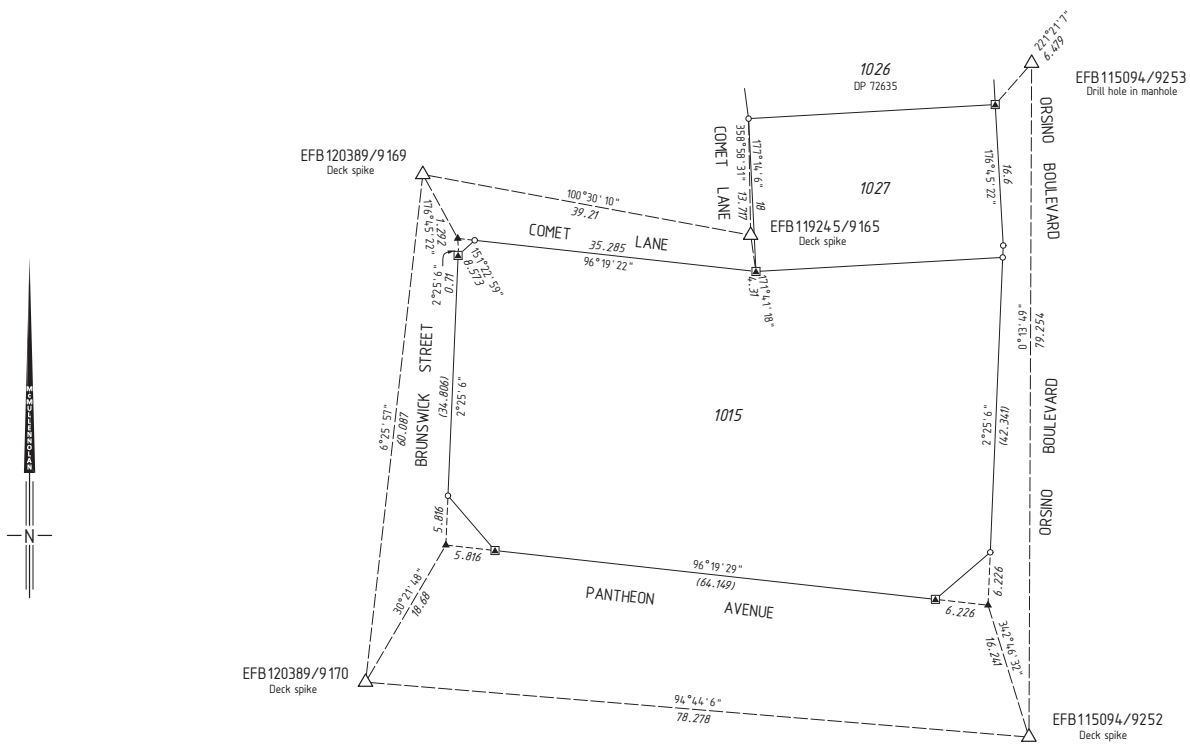
DEPOSITED PLAN
402695
SHEET 01 OF 01 SHEETS
(PLUS SURVEY SHEET(S))
VERSION 1

Document Set ID: 12788153
Version: 1, Version Date: 10/07/2026

LANDGATE COPY OF ORIGINAL NOT TO SCALE 22/04/2026 10:55 AM Request number: 69725091

AMENDMENTS TABLE (SURVEY SHEETS ONLY)

VERSION	AMENDMENT	AUTHORISED BY	DATE



SURVEY CERTIFICATE
Reg 55E (d)

The marks shown on these plans of survey were in place on 14/5/2014

SURVEYOR'S CERTIFICATE
Reg 54

I Matthew B. WEBB
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey, and/or
(b) *calculations from measurements recorded in the field records
[*delete if inapplicable]
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Matthe... We... 201...06...15:06:3...:00...
Licensed Surveyor Date

LEGEND

- Denotes Peg unless stated otherwise
- Denotes Nail
- Denotes Nail and Plate
- Denotes Spike
- Denotes Drill Hole
- Denotes Deck Spike
- Denotes Deck Spike and Plate
- Denotes Standard Survey Mark (SSM)
- Denotes Permanent Survey Mark (PSM)
- Denotes Permanent Control Mark (PCM)
- Denotes Temporary Control Mark (TCM)

FOR SURVEY INFORMATION ONLY
SURVEY INFORMATION COMPRISES
SURVEY SHEETS ...A.....

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS CARRIED OUT ON FIELD OBSERVATIONS

GRID DATUM IS PCG94

10 0 SCALE 1 : 400 @ A3 30

ALL DISTANCES ARE IN METRES

Licensed Surveyor Date

McMULLENNOLAN GROUP
Surveying Excellence

MNG Ref: 92657ss-117a - DP402695.CSD

SCALE: 1 : 400 at A2

ALL DISTANCES ARE IN METRES

SURVEY SHEET A
VERSION 1

Landgate
Western Australian Land Information Authority

DEPOSITED PLAN
402695

www.landgate.wa.gov.au
Document Set ID: 12788153
Version: 1, Version Date: 10/07/2026

PS ref: 9986

10 July 2026

City of Cockburn
PO Box 1215
Bibra Lake DC, WA 6965

Attention: Planning Services

Dear Sir/Madam,

LOT 1015 ON DEPOSITED PLAN 402695
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
AMENDMENT TO APPROVED MIXED USE DEVELOPMENT

Planning Solutions acts on behalf of Port Coogee No 2 Pty Ltd, the registered proprietor of Lot 1015 on Deposited Plan 402695 (**subject site**), also referred to as 1050L Orsino Boulevard, North Coogee.

This submission has been prepared in support of an application to amend the existing development approval issued by the Metro-Outer Joint Development Assessment Panel (**DAP**) on 6 August 2021.

Pursuant to Regulation 17(1) of the *Planning and Development (Development Assessment Panel) Regulations 2011* (**DAP Regulations**), we make this application to seek an extension to the substantial commencement date and to amend aspects of the approved development which, if amended, would not substantially change the approved development.

With regard to the above, please find enclosed:

1. DAP Form 2 Application Form, City of Cockburn Development Application Form and Checklist
2. Certificate of Titles applicable to the subject site (**Appendix 1**)
3. Amended Development Plans (**Appendix 2**)
4. Amended Landscape Plans (**Appendix 3**)
5. Waste Management Plan Addendum (**Appendix 4**)
6. Acoustic Report Addendum (**Appendix 5**)
7. Traffic Impact Statement Addendum (**Appendix 6**)
8. Wind Assessment Addendum (**Appendix 7**)

We request that an invoice is generated in the name of the proponent '**Port Coogee No 2 Pty Ltd'** for the relevant development application fees.

The following submission discusses various matters pertaining to the proposal, including:

- Site details
- Background
- Proposed amendments
- Consultant reports
- Town planning considerations

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
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(08) 9227 7970
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Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

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SITE DETAILS

Legal description

The subject site is legally described as "*Lot 1015 on Deposited Plan 402695*", being the whole of the land contained within Certificate of Title Volume 2841 and Folio 578.

The subject site has a total area of 2,341m^2. There is an easement burdening the site which relates to the existing electrical transformer within the northeastern corner of the site.

Refer **Appendix 1** for a copy of the Certificate Title and Deposited Plan.

Site context

The subject site is located in the suburb of North Coogee, within the boundaries of the City of Cockburn (**City**). The site is within the Port Coogee Marina Neighbourhood Centre, which is approximately 5 kilometres south of the strategic centre of Fremantle, and approximately 500 metres south of the planned Cockburn Coast (North Coogee) District Centre.

Since 2007, the precinct has been steadily undergoing development and has evolved into an emerging vibrant suburb with an established marina. The subject site is centrally located, close to the marina, and suitably located for a mixed-use development. The site has been vacant since the establishment of the suburb.

Refer **Figure 1** for an aerial image of the subject site.

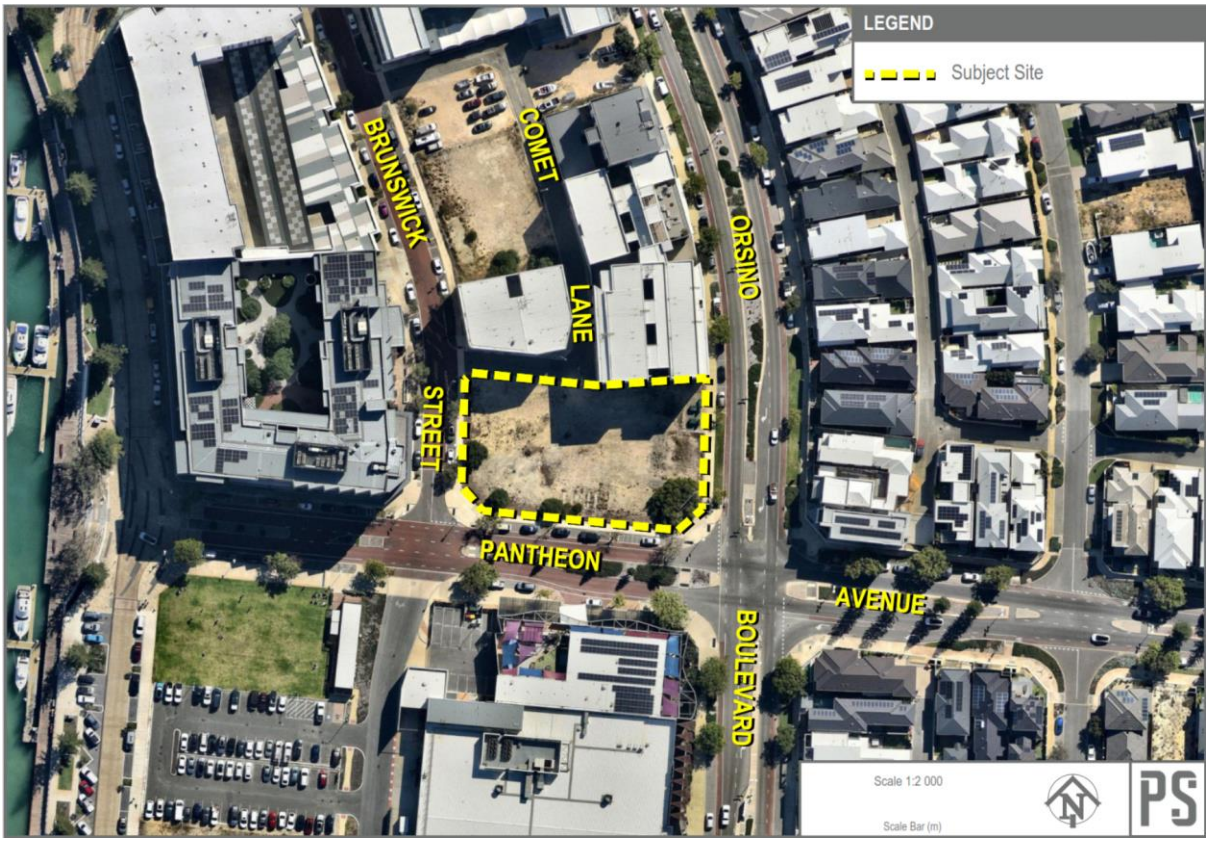

Figure 1 - Aerial image of subject site.

BACKGROUND

Form 1 DAP Approval – DAP/21/02007

On 6 August 2021, the DAP granted development approval for a mixed-use development comprising 61 multiple dwellings and one commercial tenancy within the subject site (ref: DAP/21/02007).

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The approval was granted for a 4-year substantial commencement period (i.e. ending 6 August 2025) and subject to 25 conditions.

City of Cockburn Amendment Approval – DA23/0612

On 1 December 2023, the City granted development approval for amendments to the DAP Form 1 approval, in accordance with regulation 17A of the DAP Regulations. The approval was subject to 3 new conditions of approval. This approval did not extend the substantial commencement date of the approval.

The approved amendments were minor, as follows:

- Reduced floor-to-floor height for the commercial café/restaurant tenancy.
- Removal of commercial conversion option for ground floor apartments.
- Reduced excavation depth of the basement made possible by the removal of the commercial conversion.
- Reconfiguration of car and bicycle parking, services areas, storerooms and balcony planters.

Extension of Time Approval – DA25/0436

On 14 August 2025, the City granted development approval to extend the substantial commencement date of DAP/21/02007, in accordance with regulation 17A of the DAP Regulations. An additional 2 years was granted (i.e. ending 6 August 2027). The conditions outlined in the DAP Form 1, and subsequent amendment approvals, continue to have effect.

PROPOSED AMENDMENTS

Design Modifications

The amendment application proposes a range of modifications to the existing approved mixed-use development. **Table 1** outlines the key design amendments between the approved and proposed developments.

Table 1 – Proposed Amendments Comparison Summary

Approved Development (DA23/0612)	Proposed Amendment	Difference (+/-)
6 storeys (+ roof) or 27.93 AHD	7 storeys (+ roof) or 31.33 AHD	+1 storey or 3.5m
61 multiple dwellings total	77 multiple dwellings total	+16 dwellings
Dwelling mix – • 1-bed – 18 • 2-bed – 29 • 3-bed – 14	Dwelling mix – • 1-bed – 21 • 2-bed – 49 • 3-bed – 7	 • +3 • +20 • -7
South facing balconies slant from west (wide) to east (narrow).	South facing balconies slant from east (wide) to west (narrow).	Minor façade change.
Nil setback for first 4 storeys of northeast potion of building.	Nil setback for first 7 storeys of northeast portion of building.	+3 storeys on the northeastern boundary.
Level 1 apartments and landscaping.	Minor alterations to terraces and landscaping area.	Minor modification.
Roof terrace communal open space and facilities.	Revised roof terrace layout, resulting in reduction of landscaping extent and removal of public dining area.	Minor modification.
Parking – • Car bays – 99 • Bicycle bays – 39	Parking – • Car bays – 100 • Bicycle bays – 50	 +1 car bays +11 bicycle bays.

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Refer **Appendix 2** for a copy of the Amended Development Plans.

Perspectives of the modified development are provided in **Figure 2** below, comparing the amended design with the original approval.

Figure 2 - Comparison of the approved vs proposed development.

Requirement for Additional Level

The Economic Perspective

Construction costs associated with development continue to increase, impacting the viability of projects across Western Australia. Project proponents commonly have two key leavers to improve viability when costs exceed project budgets. These are:

- Reduce development costs by delivering a building of lower quality; or
- Increase development yield without increasing relative costs.

The proponent remains committed to delivering residential living to the highest standard. Increasing development yield best aligns with their development philosophy and ensures the benefit to the community is maximised. Reducing the quality of development to achieve project viability is not considered an acceptable solution.

From an economic perspective, the additional yield reduces the cost per dwelling, bringing the project feasibility back into a deliverable range, whilst maintaining a high-quality development outcome.

The Community Perspective

It is an established fact that the nation, and Western Australia specifically, is facing a surge in demand for housing. The revised development proposal will increase the critical supply of housing by 16 dwellings, whilst at the same time reducing the cost to deliver each dwelling, improving project viability. The proposed development continues to be within the parameters of the existing planning framework.

CONSULTANT REPORTS

Whilst the development application proposes minor amendments to the approved mixed-use development, technical consultant reports have been updated, where appropriate.

The following amended consultant inputs are provided in support of the proposed amendments to the development approval.

Amended Landscape Plan

The Landscape Plan has been amended to align with the revised development (refer **Appendix 3**). The proposal continues to deliver a high-quality landscape outcome proposing small trees and soft landscaping on the ground floor visible from Patheon Avenue. Level 1 includes a landscape buffer to soften the setting of

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the development, as viewed from the north. Soft landscaping and hardscape are proposed on the roof terrace which offers active and passive spaces for the use of future residents.

Waste Management Plan Addendum

The Waste Management Plan Addendum (**WMP Addendum**) addresses revisions to waste generation rates and bin numbers due to the increase in dwellings. As per the WMP Addendum, there is no proposed change to the bin store areas (refer **Appendix 4**).

In accordance with Condition 7 of the original approval, the WMP will be adhered to on an ongoing basis for the life of the development.

Acoustic Report Addendum

The Acoustic Report Addendum (**Acoustic Addendum**) includes updated assessment on the noise generating sources from the development and impact on nearby sensitive receptors (refer **Appendix 5**).

The Acoustic Addendum includes recommendations to ensure the noise emitted from mechanical services, waste collection, the commercial tenancy and resident communal gym are managed appropriately. Notwithstanding, the proposal is capable of complying with the *Environmental Protection (Noise) Regulations 1997*.

Transport Impact Statement Addendum

The Transport Impact Statement Addendum (**TIS Addendum**) addresses the proposed increase in residents across the site and impact on parking demand and traffic generation (refer **Appendix 6**).

The TIA Addendum anticipates the site will generate approximately 41 trips during the AM peak hour period and 52 trips in the PM peak hour period respectively and is not considered to have any substantial impact on the surrounding road network.

Wind Impact Assessment Addendum

The Wind Impact Assessment Addendum (**Wind Addendum**) addresses the proposed additional storey and the wind impact on the development (refer **Appendix 7**). The expected wind conditions affecting ground level areas, balconies and the roof terrace have been addressed within the Wind Addendum.

TOWN PLANNING CONSIDERATIONS

Zoning and Development Controls

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (**MRS**).

It is zoned 'Development' under the City of Cockburn's *Town Planning Scheme No. 3* (**TPS3**). TPS3 maps denote the subject site as being within Development Area 22 (**DA22**) and Development Contribution Area 13 (**DCA13**).

The Port Coogee Local Structure Plan (**LSP**) applies to the area. Within the LSP the subject site is located on the outer edge of the 'Marina Village (Local Centre)' zone (refer **Figure 3**). Notwithstanding the 'Local Centre' label on the LSP map, the site is in fact located within a designated Neighbourhood Centre under the City's Local Planning Strategy 2024.

The Port Coogee Marina Village Built Form Codes (**Port Coogee BFC**) also apply to the site and show Lot 1015 as being within the 'Northern Precinct'. The BFC includes site-specific requirements with the subject site being part of 'Site 2'. These provisions are mirrored by the adopted Marina Village Detailed Area Plan which applies over the same location.

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Figure 3 - Extract from LSP Map annotated to show the subject site.

Other Planning Document Considerations

Other development controls that apply to the site include the Residential Design Codes Volume 2 (**R-Codes**) along with various State and Local Planning Policies. These were assessed at the time of the original development approval but do not warrant a full reassessment as there has been no substantial changes to the planning instruments.

The section below discusses the key aspects of the proposed amendments in the context of the applicable planning framework.

In addition, it is noted the City is currently preparing draft *Local Planning Scheme No. 13* (**draft LPS13**). At the time of preparing this submission, the draft LPS13 has not yet been formally advertised and is therefore not considered certain or imminent.

BUILDING HEIGHT, BUILT FORM AND DESIGN

The subject application proposes an additional storey, revisions to the northeast portion of the building, and minor façade amendments. Notwithstanding the proposed amendments, the development ultimately reflects a similar design, bulk and scale as the previously approved development, as demonstrated in **Figure 2** above.

The provisions of Development Area No. 22 (**DA22**) under TPS3 are applicable to the proposed building height and addressed within **Table 2** below.

Table 2 - Provisions of DA22

DA22 Provision		Comment
20	*Within the Marina Village, and local centre areas coded R80, development is restricted to a maximum of eight stories. The height of buildings in residential R60 and R80 areas should be limited to a maximum of five storeys (and not exceeding 21 metres) in height. Higher structures up to a maximum of eight storeys (and not exceeding 32 metres) in height may be permitted where:*	The proposed development is within the Marina Village and does not exceed 8 storeys. The development has been amended which results in a maximum overall building height of 26m from natural ground level, which meets the provisions as follows:
	a) there is broad community support for the higher buildings following a process of full consultation.	Any public comments received will be duly considered.

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DA22 Provision	Comment
b) the proposed development(s) is suitable for the location taking into account the build form, topography and landscape character of the surrounding area.	The site is a suitable location for high density residential development, and its built form and scale are similar to the previously approved development. The proposal will contribute to the local character of the area, developing a currently vacant site.
c) the location is part of a major tourist or activity node.	Proposing additional dwellings will increase the number of residents in the locality which contributes to vibrancy within the activity centre.
d) the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore.	The additional storey does not have an adverse impact on the amenity of the coastal foreshore. The shadow cast by the development predominantly falls within road reserves.
e) there is visual permeability of the foreshore and ocean from nearby residential areas, roads, and public spaces.	The proposal is for an additional storey and minor modifications to the façade which does not result in a significantly different development in terms of its impact on visual permeability from nearby residential areas, roads and public spaces.

As detailed above, the proposed building height and built form warrant approval accordingly.

DWELLING MIX

The proposed amendments result in further dwellings. The proposed dwelling mix is outlined below:

- 1-bed – 21 (27%)
- 2-bed – 49 (64%)
- 3-bed – 7 (9%)

The proposed development has increased the provision of 2-bed dwellings and decreased the provision of 3-bed dwellings. The City's Local Planning Strategy 2024 (**Strategy**) identifies North Coogee as an infill focus area. The Strategy acknowledges there is a strong supply of detached dwellings with three or more bedrooms within the local government area. Given the current supply, the Strategy seeks to encourage smaller dwelling types within the infill areas.

The proposal therefore aligns with the City's Strategy and will improve the housing options within North Coogee. This provides suitable opportunities for small household types and the growing aging population seeking to downsize. The proposed dwelling mix is therefore appropriate and warrants approval accordingly.

PARKING ASSESSMENT

The subject site is within the Port Coogee Marina Neighbourhood Centre and therefore Location A parking provisions apply. The applicable parking provisions are outlined in the City's TPS3 (Table 2 & 3), the Port Coogee BFC and the R-Codes. The car parking assessment is outlined in **Table 3** below.

Table 3 - Parking Assessment

Location A	Ratio	Required	Proposed
Car Parking			
1 bed	0.75 bay per dwelling	16 bays	100 bays
2+ bed	1 bay per dwelling	56 bays	

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Visitor	1 bay per 4 dwelling up to 12; 1 bay per 8 dwelling for 13th dwelling and above	3 + 9 = 12 bays	Nil on site 6 on-street bays available
Commercial	1:4 persons	9.5 (10) bays	Nil on site 6 on-street bays available
	Total	**94 bays**	**100 onsite + 6 on street**
Bicycle Parking			
Resident	1 space per 4 dwelling	20 spaces	40 spaces (basement)
Visitor	1 space per 16 dwelling	5 spaces	10 spaces (ground)
Commercial	1:30 seats	2 spaces	
	Total	**27 spaces**	**50 spaces**
Motorcycle Parking			
Resident	100 car bays	1 space per 10 bays	1 space
	Total	**10 spaces**	**1 space**

The proposed amendments result in an additional storey but minimal changes to the basement and ground floor parking area. Onsite car parking has been reallocated accordingly.

The application provides sufficient residential car parking on site. No onsite visitor or commercial car parking are proposed. The proposed arrangements for visitor and commercial car parking are appropriate for the reasons outlined below.

Visitor Parking

Due to the additional dwellings, the visitor car parking provisions has increased on paper. The 12 visitor car parking bays can be reasonably accommodated within the existing on-street parking bays or residents may have surplus bays which can be utilised. The onsite residential car parking provision has been proposed to reflect anticipated market demand; however, residents can utilise their allocated bays for visitors as needed.

The commercial tenancy is expected to have different operating and peak demand periods, reducing the likelihood of simultaneous parking demand for the on-street bays. It is noted that residential visits mostly occur on weeknights and on weekends when the commercial tenancy is likely to generate low demand for parking.

Accommodating onsite visitor bays impacts the viability of the development and will likely result in underutilised parking area and an inefficient design outcome. There are also operational considerations relating to access which impacts the safety of the development.

For the reasons detailed above, nil onsite visitor car parking is warranted, and approval should be granted accordingly.

Commercial Parking

The approved development incorporates one café/restaurant tenancy. The subject application proposes no change to the approved tenancy in terms of its use and net lettable area. The previous approval however accommodated onsite commercial bays, therefore triggering an assessment of nil onsite commercial parking.

The tenancy is anticipated to predominantly cater for residents within the approved development and existing residents within the surrounding area. It is also in a convenient location for people visiting the nearby foreshore. The commercial tenancy adds vibrancy to the prominent street corner but is not considered to warrant the need for 10 onsite car bays.

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The parking ratio outlined in TPS3 is 1 bay per 4 persons. It is anticipated the tenancy can accommodate 40 persons, resulting in an on-paper requirement of 10 bays. It is noted the *WAPC Planning Manual – Non-Residential Car Parking Rates in Perth and Peel Manual* (**Parking Manual**) identifies a minimum rate of 1 bay per 10 persons (i.e. 4 bays). Using the Parking Manual minimum ratio, the required 4 car bays can be readily accommodated within the available on-street parking provision.

There are 6 on-street parking car bays and 4 motorcycle bays directly adjoining the subject site along Pantheon Avenue. In addition, there is further available on-street parking within nearby roads, such as Orsino Boulevard and Brunswick Street.

The practicality of incorporating onsite commercial bays into the approved development is questionable. Vehicle access to the ground floor parking is secured and via Comet Lane. The sleeved access arrangement reduces legibility meaning patrons are most likely to use parking which is convenient to them, being available street parking. As above, the residential visitor peak periods and anticipated commercial parking demand periods will likely differ meaning a reciprocal parking arrangement utilising the available on-street bays is a reasonable and will not have a significant adverse impact on the locality.

Several recent DAP decisions have reinforced the principle that, in activity centres, it is appropriate for visitor and commercial parking to be accommodated within street parking, having the dual benefits of optimising the use of urban land and generating activity at street level in the public realm.

For the reasons detailed above, nil onsite commercial and visitor car parking is warranted, and approval should be granted accordingly.

Motorcycle Parking

Due to the additional dwellings, the onsite motorcycle parking provisions have increased on-paper. As Planning Solutions has noted in relation to other applications, the R-Codes motorcycle parking ratios equate to 10% of parking bays being allocated for motorcycles. ABS data confirms that motorcycles make up less than 5% of registered vehicles in WA, which suggests that the R-Codes significantly overestimates the actual demand for motorcycle parking.

There are 4 existing motorcycle bays within the Pantheon Avenue road reserve, directly adjoining the subject site. The on-street bays, in addition to the 1 onsite bay, is considered to be ample provisions for the mixed-use development.

EXTENSION OF TIME

As part of the proposed amendment to the existing approved development, we request an extension to the substantial commencement timeframe of 4 years, taking the substantial commencement period to 6 August 2031.

The proponent remains committed to delivering the development. The City granted an extension of time approval in 2025 for an additional 2 years. A further 4 years is requested to provide the proponent sufficient time for completion of development design, pre-sales, achievement of relevant building approvals and substantial commencement of the development.

The DAP Practice Note 3 sets out the relevant matters to be considered by a decision maker for applications to extend a development approval timeframe. The relevant considerations are:

a) *Whether the planning framework has changed substantially since the development approval was granted;*
b) *Whether the development would likely receive approval now; and*
c) *Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.*

An assessment against these considerations is provided below.

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Whether the planning framework has substantially changed

In considering the time extension request, the DAP may consider changes to the planning framework which have occurred since the time of the 2021 approval.

City of Cockburn Town Planning Scheme No. 3

There have been no relevant scheme amendments since the approval in 2021, meaning no changes to the zoning or land use permissibility. The subject site maintains the 'Development Zone' zoning under the City's TPS3.

The subject site remains within DA22. There have been no scheme amendments relating to DA22. The subject site continues to be subject to the Port Coogee Local Structure Plan which has not been amended since 2021.

The subject site falls within DCA13. There have been no scheme amendments relating to DCA13. It is understood the proponent and the City have been in discussion to deliver the applicable developer contributions.

Draft Local Planning Scheme No. 13

At its meeting on 9 April 2024 the Council resolved to endorse draft LPS13 for public consultation. Prior to undertaking public consultation, the draft LPS13 is required to be referred to the Environmental Protection Authority, the WAPC and the Minister for Planning. At the time of writing this letter, the draft LPS13 has not yet been formally advertised.

The current version of draft LPS13 proposes to amend the zoning applicable to the subject site from 'Development' to 'Urban Development'. The objectives of the two zones are similar by seeking to facilitate development through a structure plan with a focus on providing mixed use urban development. The amended development remains consistent with the new proposed zoning and will continue to be subject to the Port Coogee Local Structure Plan (as amended).

The findings of *Nicholls vs Western Australian Planning Commission [2005]* determined four principal criteria in order to consider the weight of applying a draft planning document, as follows:

1. The degree to which the draft addresses the specific application.
2. The degree to which the draft is based on sound town planning principles.
3. The degree to which its ultimate approval could be regarded as "certain"'; and
4. The degree to which its ultimate approval could be regarded as "imminent".

Since the draft LSP13 has not yet been formally advertised and will be subject to further review and modifications prior to final adoption, minimal weight has been given to the provisions currently drafted. In addition, it is uncertain when the draft LPS13 will come into effect and, at the time of writing this letter, it is not considered to be imminent.

Port Coogee Local Structure Plan

The LSP was initially adopted by Council in 2005. In October 2024, the WAPC granted an extension of the LSP which further extended, will expire on 19 October 2035. Therefore by 2031, the applicable planning provisions for the site will be consistent with the current applicable provisions.

City of Cockburn Local Planning Policies

Since August 2021, the City has reviewed several of their local planning policies in anticipation of draft LPS13 coming into effect. Most recently, at the Council meeting on 12 November 2024, the Council resolved to review and revise the following applicable local planning policies:

- Local Planning Policy 1.12 – Noise Attenuation (LPP1.12)
- Local Planning Policy 1.14 – Waste Management (LPP1.14)
- Local Planning Policy 5.13 – Percent of Public Art (LPP5.13)

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Local Planning Policy 1.12 – Noise Attenuation (LPP1.12)

Only administrative revisions were resolved at the Council meeting on 12 November 2024, and the criteria are the same as considered in 2021. In addition, the subject application and conditions 14, 15, 16, 17 and 18 of the original development approval ensure the developments commitment to appropriate noise attenuation and management.

Local Planning Policy 1.14 – Waste Management (LPP1.14)

Only administrative revisions were resolved at the Council meeting on 12 November 2024, and the criteria are the same as considered in 2021. In addition, the subject application and condition 7 of the original development approval ensures the developments commitment to appropriate waste management for the life of the development.

Local Planning Policy 5.13 – Percent for Art (LPP5.13)

At its meeting on 12 November 2024, Council resolved to merge LPPs 5.13, 5.14 and 5.17, which relate to the inclusion of locations for public art in the public realm within the subject areas and allow for payment of cash-in-lieu rather than providing artwork on site.

The LPP5.13 has been addressed through condition 6 of the original approval, which requires a proposal for artwork to be designed and submitted to the City prior to the lodgement of a Building Permit. This condition has been satisfied by the proponent.

Planning Codes

In April 2024, the R-Codes Vol 2 were modified for administrative purposes. No objectives or acceptable outcomes were amended meaning the assessment criteria the R-Codes is unchanged.

It is noted the State Government recently announced they are undertaking a significant reform to the R-Codes. Key changes under consideration noted in the announcement includes removing the minimum parking requirements for apartments and redefining the baseline heights in medium and high-density areas. The draft changes are anticipated to be released for public consultation later this year, with implementation expected from mid-2027. At the time of writing this letter, the changes are not considered to be imminent.

Whether the development would likely receive approval today

It is considered the amended development would be highly likely to receive approval today, on the basis that:

- The zoning and land use permissibility arrangements under TPS3 have not changed. In addition, the proposed new zoning of draft LPS13 maintains similar objectives and the requirement for development to be carried out in accordance with a structure plan.
- The wider planning framework has not changed in a manner which detracts from the planning merit of this type of development in this location.
- We are not aware of any seriously entertained planning proposals that would alter an assessment of the proposal.
- The proposed amendments are minor and do not substantially change the approved development.

Whether the proponent has actively and conscientiously pursued the implementation of the approval

In assessing this component of a time extension, the following timeline is provided:

- **Late-2021** – A cost plan was prepared by three builders and a quantity surveyor. The proponent launched the project to market and received positive responses, with approximately 70% of the dwellings sold within 3 months.
- **Early 2022** – Construction tender process commenced. At the conclusion of the tender process, construction prices had increased by more than 30%, affecting the viability of the project. Concurrently, the proponent proceeded to document the project and complete a value engineering

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exercise. However, construction costs had continued to escalate, and any savings identified were more than offset by further cost increases.

- As a result, contract variations with buyers were investigated to increase sale process by circa 20%. Contracts with buyers who were not prepared to agree to the price increase were terminated, resulting in a loss of approximately 40% of contracts.
- **2023** – A new builder was nominated to commence another value engineering process. A development application amendment was submitted with the City to rationalise construction costs. In addition, all Western Power design works were completed. The proponent committed $350,000 to procure a new substation which is ready to be used and has not been refunded.
- All remaining sales contracts were terminated due to the need for the project to be relaunched at a later stage.
- **Mid-2024** – A new builder was appointed to work through a revised cost plan and approach. At this time, all documentation was updated to prepare an application for a building permit.
- **Early 2025** – A building permit was lodged, however, the City advised the proponent they were not in a position to defer the developer contributions. Therefore, the application was withdrawn.
- **Mid 2025** – A revised funding model was being finalised allowing the proponent to commence construction with no pre-sales. The intention was to launch the sales process once construction was underway. A revised building permit, capturing all the changes required under the new NCC, was underway.
- **Early 2026** – The current international conflict has caused a further material spike in construction costs, and the builder currently pricing the project is unwilling to commit to a fixed lump sum until market volatility stabilises. A further escalation event prior to contract execution would force another value engineering or re-tender cycle.
- **Mid 2026** – Western Power cancelled the previously approved design and confirmed that the transformer must be upgraded. The redesign process has only just commenced. As transformers currently on site feed the surrounding area, the existing infrastructure cannot be relocated until the new transformer location is energised, which introduces significant programming and constructability constraints ahead of construction.

It understood that the requirements of the NCC 2025 becomes mandatory on 1 May 2027 which will trigger a further round of documentation updates for building permit.

Furthermore, builder and labour availability remains a constraint on the project's timeframe. Mid-tier builders suited to a project of this size have been going insolvent or winding up, leaving surviving builders far more risk averse. This is consistent with the current builder's unwillingness to commit to a fixed sum until pricing stabilises and reflects a market condition outside of the proponent’s control.

In light of the above, the proponent has made reasonable efforts to substantially commence the development since the development approval in 2021, and subsequent approvals granted by the City in 2023 and 2025. A four-year extension of time is requested to ensure sufficient time to resolve the transformer matter, secure a reasonable building contract, obtain the required building materials, coordinate the availability of the relevant tradespeople and commence construction on the project.

CONCLUSION

This application seeks approval for amendments to the approved mixed-use development and a 4-year extension of time to substantially commence development. The amendments are necessary to ensure the project is feasible, whilst delivering a high-quality product which will benefit the future occupants of the development and broader community. The amendments do not significantly change the built form.

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It is considered the proposal should be favourably determined, on individual merit, recognising the proposed amendments are minor and aligned with the previous approval, and are generally consistent with the current and future planning frameworks.

We therefore respectfully request the application for development approval be considered on its merits and favourably determined by the DAP.

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

Yours faithfully,

AOISE NOONE
SENIOR PLANNER

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Waste Management Plan

1050L Orsino Boulevard, Port Coogee

Prepared for Erben c/- MJA Studio

8 July 2026

Project Number: TW21036

Assets | Engineering | Environment | Noise | Spatial | Waste

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DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1a	First Approved Release	12/04/2021	DP	RH	RH
1b	Second Approved Release	13/04/2021	DP	RH	RH
1c	Third Approved Release	12/05/2021	DP	RH	RH
1d	Fourth Approved Release	24/04/2026	JL	AB	AB
1e	Fifth Approved Release	29/06/2026	JL	AB	AB
1f	Sixth Approved Release	08/07/2026	JL	AB	AB

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Executive Summary

Erben is seeking development approval for the proposed mixed use development located at 1050L Orsino Boulevard, North Coogee (the Proposal).

To support the planning amendment application, the City of Cockburn (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 support the application and address 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	6,160	660	Ten	Once each week	City of Cockburn
Recycling	6,160	660	Ten	Once each week	City of Cockburn
Commercial Bin Storage Area					
Refuse	4,389	660	Seven	Once each week	City of Cockburn
Recycling	1,330	660	Three	Once each week	City of Cockburn

The City will service the Proposal onsite, directly from the Bin Storage Areas utilising the Loading Zone. The City's rear loading waste collection vehicle will enter and exit the Proposal in forward gear via Comet Lane.

Strata/building management will oversee the relevant aspects of waste management at the Proposal.

This WMP will form part of the building management agreement and will continue to be applied in perpetuity across the life of the Proposal. Changes to this WMP may require approval by the City of Cockburn.

Should the approved Waste Management Plan fail to deliver a safe, effective and efficient waste management service, the City will liaise with the owner to review, update and approve the Waste Management Plan.

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Figure 1: Locality Plan

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1 Introduction

Erben is seeking development approval for the proposed mixed use development located at 1050L Orsino Boulevard, North Coogee (the Proposal).

To support the planning amendment application, the City of Cockburn (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 support the application and address the City's requirements.

The Proposal is bordered by Comet Lane to the north, Orsino Boulevard to the east, Pantheon Avenue the south and Brunswick Street 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 and recyclables) 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: Construction and Demolition;
- Section 3: Waste Generation;
- Section 4: Waste Storage;
- Section 5: Waste Collection;
- Section 6: Waste Management; and
- Section 7: Conclusion.

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2 Construction and Demolition Waste

The below section presents the required communication and waste disposal considerations for Construction and Demolition waste generated during the Proposals development.

2.1 Demolition

The Proposal is currently free of buildings and structures, therefore any demolition works are unlikely to occur ensuring demolition waste is not generated at the Proposal.

2.2 Construction

Appropriate waste management procedures that aim to reduce waste and encourage recycling of excess materials should be considered as part of the construction phase of the Proposal. The tendering of the construction of the building and the tender assessment scoring should give consideration to applicants that have effective waste minimisation strategies.

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3 Waste Generation

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

3.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of apartments and the floor area (m^2) of the commercial tenancy at the Proposal. The Proposal consists of the following:

Residential:

- Studio Apartments – 21;
- Two Bedroom Apartments – 49; and
- Three Bedroom Apartments – 7.

Commercial:

- Café/Restaurant – 95m^2.

3.2 Waste Generation Rates

The anticipated volume of refuse and recyclables were based on the City's Policy LPP 1.14 with consideration given to the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2017).

It should also be noted that a conservative approach has been taken with regards to waste generation for the commercial tenancy by overestimating the potential waste volumes. Where the final use for the tenancy is still unknown, a 'restaurant' waste generation rate has been utilised as this generation rate has the highest of all food and beverage tenancy types and is therefore overestimating the volume of waste. Additionally, seven days of operation has been assumed for the commercial tenancy. This is considered to be an over estimation as it is not uncommon for food and beverage tenancies to close operations post weekend trading therefore resulting in an over estimation of waste volumes generated.

Table 3-1 shows the waste generation rates which have been applied to the Proposal.

Table 3-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	Floor Area Required
Residential				
Residential Apartments	Cockburn – Residential Bin Service	80L/week	80L/week	1m^2 per dwelling
Commercial				
Café/Restaurant	Melbourne – Restaurant	660L/100m^2/day	200L/100m^2/day	1m^2/20 seats

3.3 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.

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3.3.1 Residential Waste

Residential waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown Table 3-2. It is estimated that the residential apartments at the Proposal will generate 6,160L of refuse and 6,160L of recyclables each week.

Table 3-2: Estimated Waste Generation – Residential

Residential Apartments	Number of Apartments	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
Studio Apartments	21	80	1,680
Two Bedroom Apartments	49	80	3,920
Three Bedroom Apartments	7	80	560
		Total	**6,160**
Recyclables			
Studio Apartments	21	80	1,680
Two Bedroom Apartments	49	80	3,920
Three Bedroom Apartments	7	80	560
		Total	**6,160**

3.3.2 Commercial Waste

Commercial waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown Table 3-3. It is estimated that the café/restaurant at the Proposal will generate 4,389L of refuse and 1,330L of recyclables each week.

Table 3-3: Estimated Waste Generation – Commercial

Café/Restaurant	Floor Area (m^2)	Waste Generation Rate (L/100m^2/week)	Waste Generation (L/week)
Refuse	95	660	4,389
Recyclables	95	200	1,330
		Total	**5,719**

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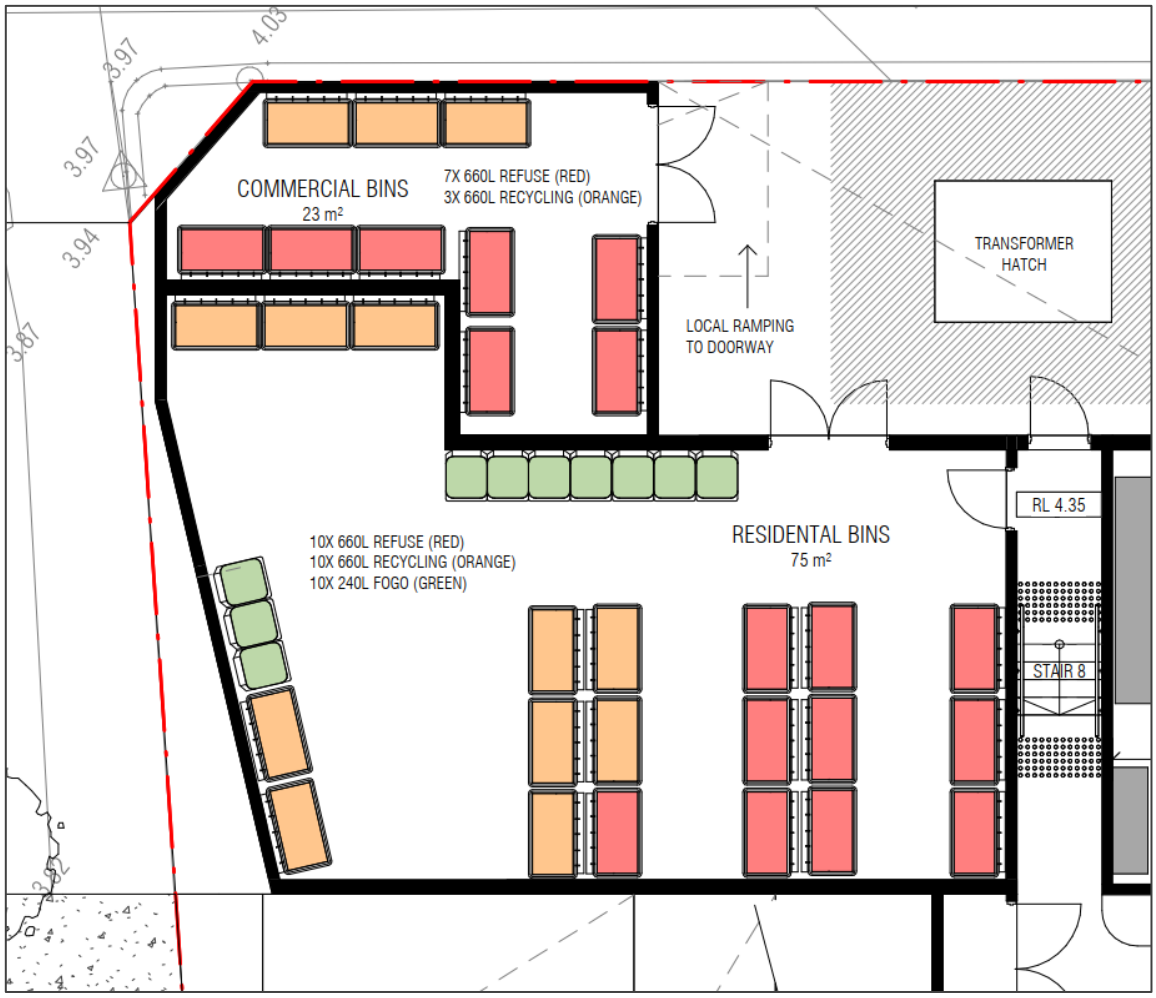
4 Waste Storage

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

Diagram 1: Bin Storage Areas



4.1 Internal Bins

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within each Bin Storage Area. The transfer of bins, quantity, size and design of the Bin Storage Areas is described in the following sections.

To promote positive recycling behaviour and maximise diversion from landfill, the residential apartments will have room to accommodate two under counter/kitchen bins for the separate disposal of refuse and recyclables. The residents will then take the contents of these internal bins to the Residential Bin Storage Area and deposit the contents into the appropriate bin.

The café/restaurant will also have a minimum of two bins to facilitate the separate disposal of refuse and recycling. These bins will be transferred by staff/cleaners, or their authorised representative, to the Commercial Bin Storage Area and be deposited into the appropriate bin. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to residents/visitors.

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

4.2 Bin Sizes

Table 4-1 gives the typical dimensions of standard bins sizes that may utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 4-1: Typical Bin Dimensions

Dimensions (mm)	Bin Sizes	
	240L	660L
Depth	730	780
Width	585	1,260
Height	1,060	1,200
Area (mm^2)	427	983

Reference: SULO Bin Specification Data Sheets

4.3 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 3-2, bin sizes in Table 4-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 4-2 the Residential Bin Storage Area has been sized to accommodate:

- Ten 660L refuse bins; and
- Ten 660L recycling bins.

Table 4-2: Bin Requirements for the Residential Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		Minimum Floor Area Required (m^2)	Floor Area Provided (m^2)
		240L	660L		
Refuse	6,160	26	10	$77m^2$	$75m^2$
Recycling	6,160	26	10		

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 week of refuse and recyclables.

The City's Policy requires that the development must provide a minimum waste storage floor area of $1m^2$ per dwelling. Based on the number of dwellings, a total residential storage area of $77m^2$ is required.

The Proposal provides a $75m^2$ Residential Bin Storage Area, as well as a $21m^2$ Bulk Waste Storage Area on the Basement Level, refer Diagram 3. This is a total area of $96m^2$ which provides adequate space to be used as contingency waste storage, if required.

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4.3.1 Provision for Food Organics Garden Organics (FOGO)

In the near future it is expected that the City may be introducing bins for the separate collection of food organics and garden organics (FOGO) within multi-unit residential properties in line with the state government's Waste Avoidance and Resource Recovery (WARR) Strategy 2030. As such, the development has provided sufficient space to accommodate an additional ten 240L FOGO bins, should the development be required to separate food waste for collection in the future.

Kitchen caddies may be used in each residential apartment to collect FOGO, which would then be taken by residents to the Residential Bin Storage Area for depositing into communal 240L lime green lidded FOGO bins, if required.

The City will assess the FOGO bin numbers and collections in the future, if required.

4.4 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 3-3, bin sizes in Table 4-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 4-3 the Commercial Bin Storage Area has been sized to accommodate:

- Seven 660L refuse bins; and
- Three 660L recycling bins.

Table 4-3: Bin Requirements for the Commercial Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		Minimum Floor Area Required (m^2)	Floor Area Provided (m^2)
		240L	660L		
Refuse	4,389	19	7	2.38m^2	23m^2
Recycling	1,330	6	3		

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.

4.5 Bin Storage Area Design

The Bin Storage Areas are capable of containing one weeks' worth of waste, with adequate room for residents and staff/cleaners to easily access all bins and to allow bins to be easily moved around and serviced.

A bin wash will be available for building management/cleaning teams to regularly wash the bins, floors and walls of the Bin Storage Areas, as required. This will help control any potential odour issues.

In addition, the design of the Bin Storage Areas will take into consideration:

- The bin presentation area or collection point will be flat, with the travel path between the bin store and collection point/vehicle clear of steps or kerbs;

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- External bin stores will be surrounded by 1.8 metre high walls or fencing with a self-closing gate;
- Bin stores will be designed and erected in a manner that has regard for the design and appearance of the development of which they are a part;
- Bin stores will have 75mm concrete floors grading to a 100mm industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and/or the enclosure to be washed out;
- Bin store internal walls will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings in bin stores shall be finished with a smooth faced, non-absorbent material capable of being easily cleaned;
- Bin store walls and ceilings will be finished or painted in a light colour;
- Bin stores will be constructed in a manner that prevents the entry of vermin;
- Bin stores will be provided with artificial lighting, sensor or switch controlled both internal/external to the room or area. All lighting in open areas is to comply with AS4282-1997 (Control of Obtrusive Outdoor Lighting);
- Bin stores will have the following signs and/or information displayed:
    - A sign stating "NO STANDING" at the entrance to the room/area; and
    - A clearly visible "DANGER" sign in the vicinity of the entrance to the room/area.

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

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5 Waste Collection

The City will service the Proposal and provide the following:

Residential:

- Ten 660L refuse bins; and
- Ten 660L recycling bins.

Commercial:

- Seven 660L refuse bins; and
- Three 660L recycling bins.

The City will collect refuse and recyclables once each week from the Proposal utilising its low-profile or standard rear loading waste collection vehicle.

The City will service bins from the Loading Zone adjacent to the Bin Storage Areas and parallel to Comet Lane, as shown in Diagram 2. The City's rear loading waste collection vehicle will travel with left hand lane traffic flow on Comet Lane and pull into the Proposal's Loading Zone in forward gear.

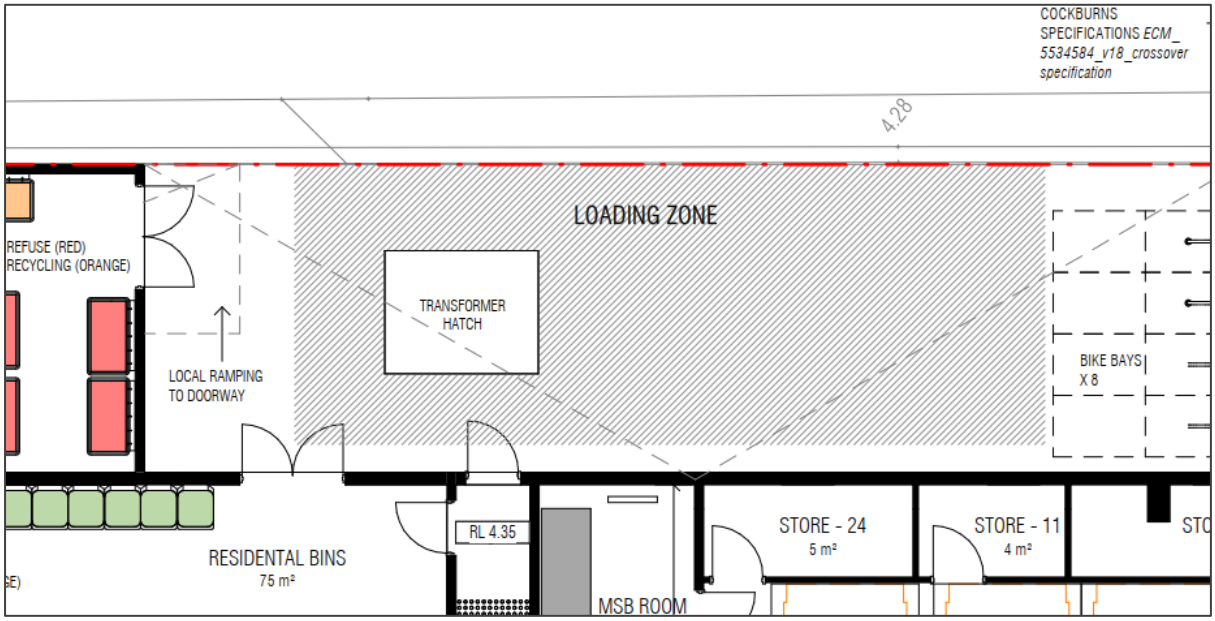
The City's waste collection staff will ferry bins to and from the rear loading waste collection vehicle and the respective Bin Storage Area during servicing. The City will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Once servicing is complete the City's rear loading waste collection vehicle will exit in a forward motion, pulling out onto Comet Lane moving with traffic flow.

Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

The ability for the City's low profile rear loading waste collection vehicle to access the Proposal's Loading Zone in a safe manner has been assessed by Cardno and will be included within their traffic impact statement.

Diagram 2: Loading Zone



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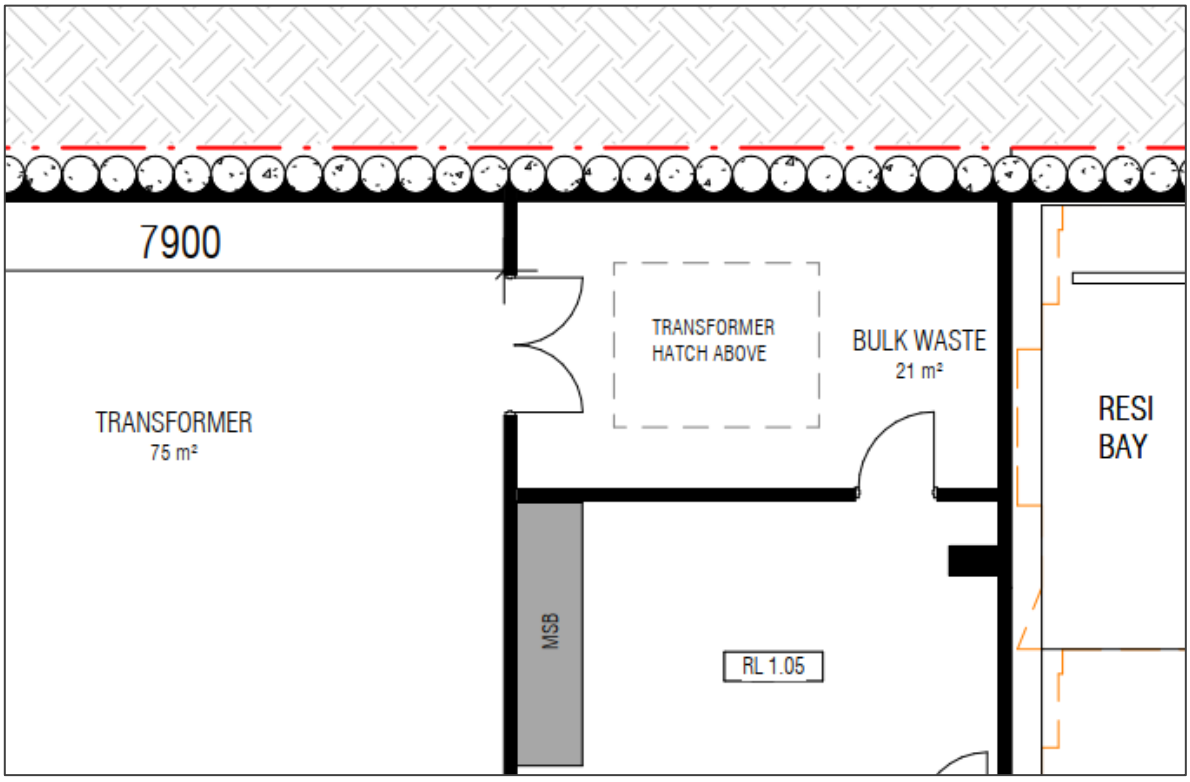
5.1 Residential Bulk Waste

Strata management will arrange with the City to have bulky waste removed from the development, as required. Removal of bulk waste will be monitored by strata management, who will liaise with residents to assist with the removal of bulk waste.

Each apartment has an allocated storage room of at least 3m^2 at the Proposal and an additional area of 21m^2 has been allowed for the temporary storage of bulk waste on the Basement Level, refer Diagram 3. This will assist with the reduction of illegal dumping of bulky wastes at the Proposal.

Diagram 3: Bulk Waste Storage Area



5.2 Commercial Bulk and Speciality Waste

Adequate space will be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins. These items may include:

- Refurbishment Wastes from Fit Outs;
- Batteries and E-wastes;
- White Goods/Appliances;
- Used Cooking Oil;
- Cleaning Chemicals; and
- Commercial Light Globes.

These bulk and specialty wastes will be removed from the Proposal as sufficient volumes have been accumulated to warrant disposal. Bulk and specialty waste collection will be monitored by building management who will arrange for their transport to the appropriate waste facility, as required.

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6 Waste Management

Strata/building management 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 residents and staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident/staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with residents/staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

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7 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for storage of refuse and recyclables, 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 and recyclables can be completed from the Proposal.

The above is achieved using:

Residential:

- Ten 660L refuse bins, collected once each week; and
- Ten 660L recycling bins, collected once each week.

Commercial:

- Seven 660L refuse bins, collected once each week;
- Three 660L recycling bins, collected once each week

The City will service the Proposal onsite, directly from the Bin Storage Areas utilising the Loading Zone. The City's rear loading waste collection vehicle will enter and exit the Proposal in forward gear via Comet Lane.

Strata/building management will oversee the relevant aspects of waste management at the Proposal.

This WMP will form part of the building management agreement and will continue to be applied in perpetuity across the life of the Proposal. Changes to this WMP may require approval by the City of Cockburn.

Should the approved Waste Management Plan fail to deliver a safe, effective and efficient waste management service, the City will liaise with the owner to review, update and approve the Waste Management Plan

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Figures

Figure 1: Locality Plan

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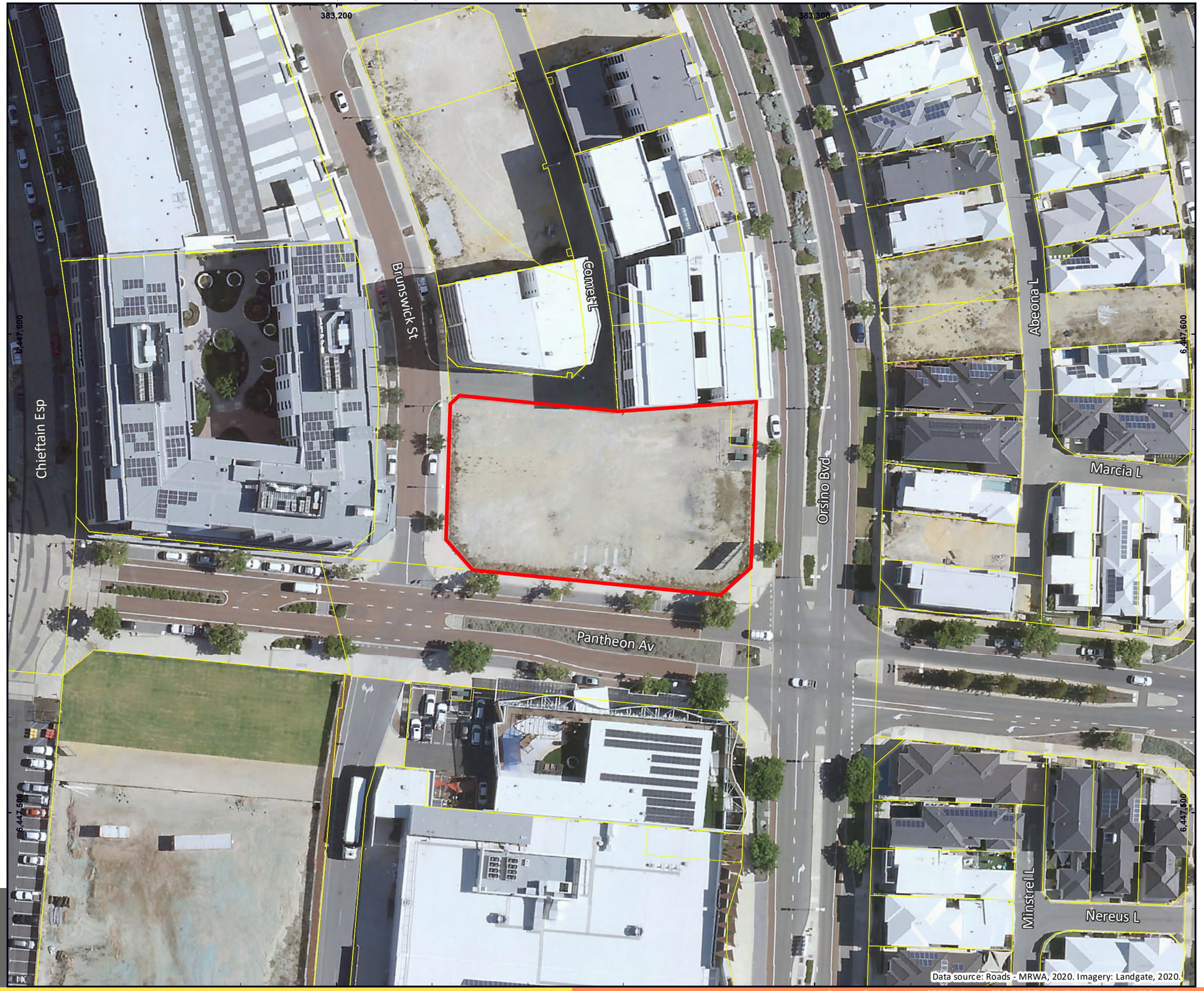

Data source: Roads - MRWA, 2020. Imagery: Landgate, 2020.

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LEGEND

- Site Layout
- Cadastre

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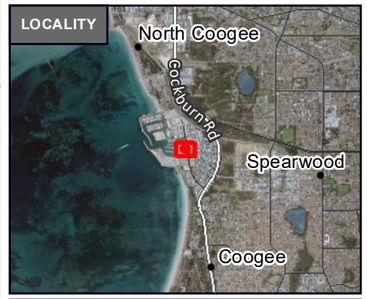

LOCALITY

Lot 1015, 79 Orsino Boulevard
Port Coogee, WA 6163

Stirling c/- MJA Studio

N
0 10 20 30 m

Coordinate System: GDA 1994 MGA Zone 50
Projection: Transverse Mercator, Datum: GDA 1994
Scale @ A3: 1:750

Prepared: W Robertson	Date: 30/03/2021
Reviewed: D Patel	Revision: A
Project: TW21036	

talis consultants

Figure 01

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Assets | Engineering | Environment | Noise | Spatial | Waste

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LOT 1015 PANTHEON AVE, PORT COOGEE

DEVELOPMENT APPLICATION PACKAGE

LANDSCAPE DESIGN

ISSUE FOR APPROVAL
08/07/2026
REV.D

SK01-D Landscape Masterplan - Ground floor
SK02-D Landscape Masterplan - Level 1
SK03-D Landscape Masterplan - Level 02, 04 & 06
SK04-D Landscape Masterplan - Level 03 & 05
SK05-D Landscape Masterplan - Roof Terrace

LANDSCAPE DESIGN

Document Set ID: 12788156
Version: 1, Version Date: 10/07/2026

TDL
BEYOND GREEN

LANDSCAPE MASTERPLAN - GROUND FLOOR

LANDSCAPE DESIGN NOTE

1. Main planters to be planted with a variety of native species suited to the Port Coogee area, creating an attractive building entrance and framing the pedestrian pathway.
2. Small trees within the planters will introduce varying heights and visual interest, enhancing the overall streetscape experience.
3. Extend the existing footpath
4. Tall shrub planting will help define and screen the outdoor seating area, creating a comfortable space for residents and visitors.
5. Cascading plants will drape over the planter edges to create a welcoming and engaging arrival experience.
6. Groundcover planting is proposed within the verge as a continuation of the existing streetscape character.
7. Existing verge trees are to be retained.
8. Existing grass area on verge to be retained and protected

Site Boundary

TDL
BEYOND GREEN

AUTHOR: VW Q.A: JR
SCALE: 1:125 @ A1

PROJECT #: 12955
DATE: 08/07/2026

1015 LOT PANTHEON AVE, NORTH COOGEE

LANDSCAPE CONCEPT - REV.D

SK01-D

Document Set ID: 12788156
Version: 1, Version Date: 10/07/2026

LANDSCAPE MASTERPLAN - LEVEL 01

LANDSCAPE DESIGN NOTE

1. A medium-sized tree is proposed to provide a visual buffer from the adjacent property while introducing seasonal colour and visual interest to the lot.
2. Planting areas will be populated with a mix of small trees and native shrubs of varying heights.
3. Landscape coutyard screen and trellis.
4. Small feature trees will provide visual interest and colour for the adjacent apartments while softening the appearance of the boundary wall.
5. Dense native shrub planting is proposed between alfresco areas to enhance privacy and create greener outdoor spaces for residents.
6. Cascading plants and low-growing shrubs will frame the development and provide a pleasant green outlook from the balconies.
7. Shade-tolerant and cascading species will be incorporated to establish a lush, inviting landscape within the building.

Site Boundary

TDL
BEYOND GREEN

AUTHOR: VW Q.A: JR
SCALE: 1:125 @ A1

PROJECT #: 12955
DATE: 08/07/2026

1015 LOT PANTHEON AVE, NORTH COOGEE

LANDSCAPE CONCEPT - REV.D

SK02-D

Document Set ID: 12788156
Version: 1, Version Date: 10/07/2026

LANDSCAPE MASTERPLAN - LEVEL 02, 04, 06

LANDSCAPE DESIGN NOTE

1. Shade-tolerant planting is proposed to create a lush green space within the building.
2. Cascading plants draping over the building edge, combined with native shrub planting, will establish a continuous green edge along the eastern side of the building.
3. A combination of shade-tolerant and cascading species is proposed to create an ecological façade and enhance the building's visual amenity.

Site Boundary

TDL
BEYOND GREEN

AUTHOR: VW Q.A: JR
SCALE: 1:125 @ A1

PROJECT #: 12955
DATE: 08/07/2026

1015 LOT PANTHEON AVE, NORTH COOGEE
LANDSCAPE CONCEPT - REV.D

SK03-D

Document Set ID: 12788156
Version: 1, Version Date: 10/07/2026

LANDSCAPE MASTERPLAN - LEVEL 03, 05

LANDSCAPE DESIGN NOTE

1. Shade-tolerant planting is proposed to create a lush green space within the building.
2. Cascading plants draping over the building edge, combined with native shrub planting, will establish a continuous green edge along the eastern side of the building.
3. A combination of shade-tolerant and cascading species is proposed to create an ecological façade and enhance the building's visual amenity.

Site Boundary

TDL
BEYOND GREEN

AUTHOR: VW Q.A: JR
SCALE: 1:125 @ A1

PROJECT #: 12955
DATE: 08/07/2026

1015 LOT PANTHEON AVE, NORTH COOGEE
LANDSCAPE CONCEPT - REV.D

SK04-D

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LANDSCAPE MASTERPLAN - ROOF TERRACE

LANDSCAPE DESIGN NOTE

1. Green edging is proposed using planters filled with a variety of native shrubs to create an attractive and functional rooftop space.
2. Cascading plants draping over the planter edges will create a green façade along the side of the building.
3. A communal seating area with a BBQ and associated amenities is proposed to accommodate residents.
4. Herb garden will provide opportunities for residents to engage with edible planting.
5. Outdoor lounge area with a fire pit is proposed to encourage social interaction and year-round use of the rooftop space
6. Seating nook provides a space for small gatherings or quiet activities.
7. Arbor structure

Site Boundary

TDL
BEYOND GREEN

AUTHOR: VW Q.A: JR
SCALE: 1:125 @ A1

PROJECT #: 12955
DATE: 08/07/2026

1015 LOT PANTHEON AVE, NORTH COOGEE
LANDSCAPE CONCEPT - REV.D

SK05-D

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Pantheon Avenue Addendum

Transport Impact Statement

Stantec

Prepared for:
Port Coogee No 2 Pty Ltd

Date:
10 July 2026

Prepared by:
Will Ho

Project/File:
300306251

Stantec Australia Pty Ltd

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
001	25/06/2026	Draft	WH	DH	RI	DH
002	1/07/2026	Final	WH	DH	RI	DH
003	10/07/2026	Reissued Final	WH	DH	RI	DH

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Prepared by:

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Reviewed by:

Signature

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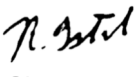
Approved by: 

Signature

Richard Isted

Printed Name

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1 Introduction

1.1 Background

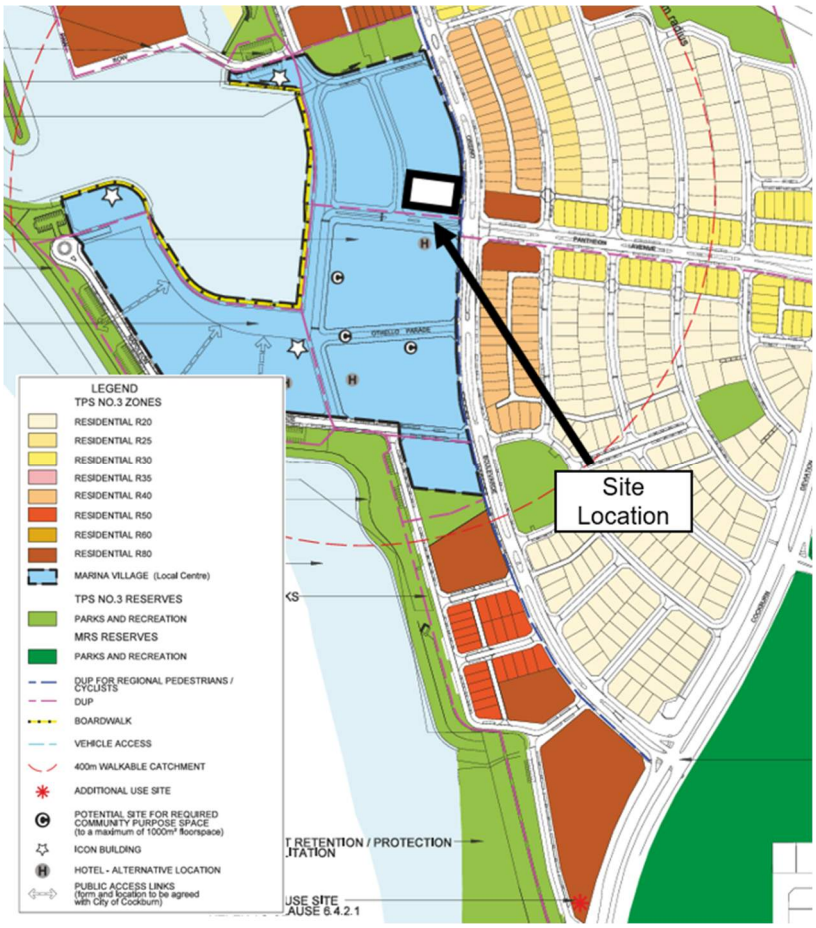
Stantec was commissioned by Port Coogee No. 2 Pty Ltd ('the client') to prepare an Addendum to a Transport Impact Statement (TIS) completed by Cardno (now Stantec) in July 2021, for a proposed mixed-use development located at Lot 1015 Pantheon Avenue, Port Coogee ('the Site'), within the City of Cockburn.

This Addendum has been prepared in support of number of amendments that have been made to the proposed development scheme. The Addendum has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016). The Addendum should be read in conjunction with the previous TIS report, which is included in **Appendix A**.

1.2 Existing Site

The Site is zoned as a "Local Centre" under the *Port Coogee Local Structure Plan* as shown in **Figure 1-1**.

Figure 1-1. Zoning



Source: City of Cockburn

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1.3 Existing Road Network

Road classifications are defined in the Mains Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic**.** Some are strategic freight routes, and all are State Roads that are managed by Main Roads Western Australia.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The surrounding road network is further described in **Table 1-1** and **Figure 1-2** shows the road hierarchy as per the *Main Roads WA Road Information Mapping System.*

Table 1-1. Road Network Classification

Street Name	Road Hierarchy			Road Network		
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Brunswick Street	Access Road	City of Cockburn	2	2	6.2	50
Cockburn Road	Primary Distributor	Main Roads WA	4 (2 per carriageway)	1	30 (12m per carriageway)	70
Comet Lane	Access Road	City of Cockburn	2	0	5.6	50
Orsino Boulevard	Local Distributor	City of Cockburn	2 (1 per carriageway)	2	16 (5.5m per carriageway)	50
Pantheon Avenue	Local Distributor	City of Cockburn	2 (1 per carriageway)	2	13 (5m per carriageway)	50

Source: Main Roads WA Road Information Mapping System

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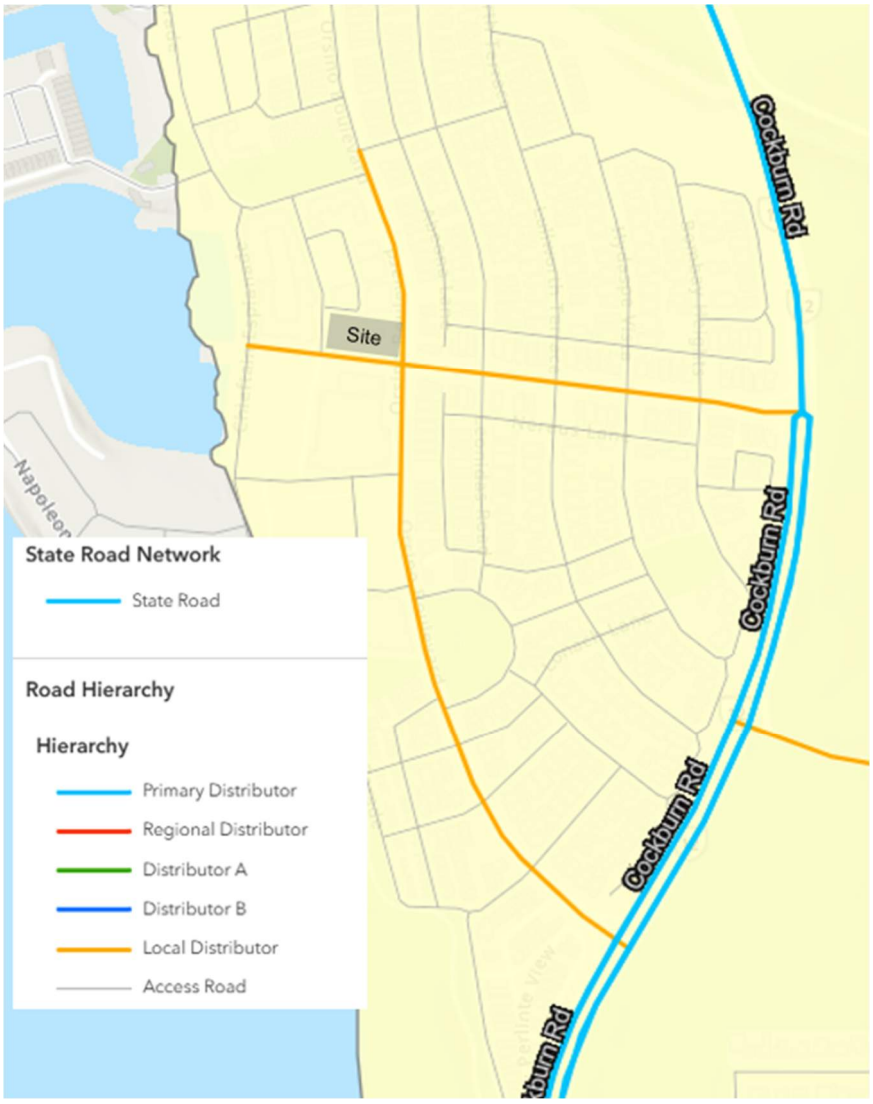
Figure 1-2. Road Hierarchy



Source: Main Roads WA Road Information Mapping System

1.4 Future Road Network

The City has advised that the existing Pantheon Avenue / Orsino Boulevard intersection to the southeast of the subject Site will be upgraded to a roundabout. This is expected to occur in the 2026/2027 financial year.

Otherwise, no major changes to the road network in the area are anticipated.

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1.5 Traffic Volumes

Daily traffic volumes near the Site were obtained from the City of Cockburn and are summarised in **Table 1-2.** For each of the monitored sites, the following peak times were identified:

- Orsino Boulevard (north of Pantheon Avenue)
  - » AM Peak: 11am – 12pm
  - » PM Peak: 4 – 5pm
- Orsino Boulevard (north of Ceylon Turn)
  - » AM Peak: 8 – 9am
  - » PM Peak: 4 – 5pm
- Pantheon Avenue (west of Cockburn Road)
  - » AM Peak: 8 – 9am
  - » PM Peak: 5 – 6pm

Table 1-2. Traffic Volumes

Road Name	Date	Measured volumes			
		Average Weekday Daily Traffic Volume	AM Peak	PM Peak	% Heavy Vehicles
Orsino Boulevard (north of Pantheon Avenue)	February 2023	2 519	191	187	9.8
Orsino Boulevard (north of Ceylon Turn)	February 2023	3 575	261	316	9.1
Pantheon Avenue (west of Cockburn Road)	February 2023	5 900	432	490	8

Source: City of Cockburn

1.6 Crash Assessment

A crash assessment for the surrounding road network of the subject Site was completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded accidents from 1 January 2021 to 31 December 2025 and within the area bounded by the Orsino Boulevard and Coromandel Approach intersection to the north, the Orsino Boulevard and Napoleon Parade intersection to the south, Lullworth Terrace to the east and Chieftain Esplanade to the west.

The crashes recorded are summarised from **Table 1-3** to **Table 1-5**.

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Table 1-3. Summary of Total Crashes

TOTAL CRASHES						
Type of Crash (RUM Code)	**Fatal**	**Hospital**	**Medical**	**Major Property Damage**	**Minor Property Damage**	**Total Crashes**
Rear End				2	1	3
Right Angle		1	3	9	3	16
Hit Object					1	1
Hit Pedestrian			1			1
Sideswipe Same Dir			1		1	2
Unspecified					3	3
Total		**1**	**5**	**11**	**9**	**26**

Source: MRWA Crashmap (2026)

Table 1-4. Intersection Crash Data

INTERSECTION CRASHES						
Location of crash	**Fatal**	**Hospital**	**Medical**	**Major Property Damage**	**Minor Property Damage**	**Total Crashes**
Pantheon Avenue and Orsino Boulevard		1	4	9	2	16
Pantheon Avenue and Chieftain Esplanade					1	1
Pantheon Avenue, Wanstead Street and Leonidas Road				1	1	2
Orsino Boulevard and Calypso Parade					2	2
Total		**1**	**4**	**10**	**6**	**21**

Source: MRWA Crashmap (2026)

Table 1-5. Midblock Crash Data

MIDBLOCK CRASHES						
Location of crash	**Fatal**	**Hospital**	**Medical**	**Major Property Damage**	**Minor Property Damage**	**Total Crashes**
Pantheon Avenue				1		1
Orsino Boulevard			1		1	2
Calypso Parade					1	1
Chieftain Esplanade					1	1
Total			**1**	**1**	**3**	**5**

Source: MRWA Crashmap (2026)

The location and severity of the crashes recorded are shown in **Figure 1-3**.

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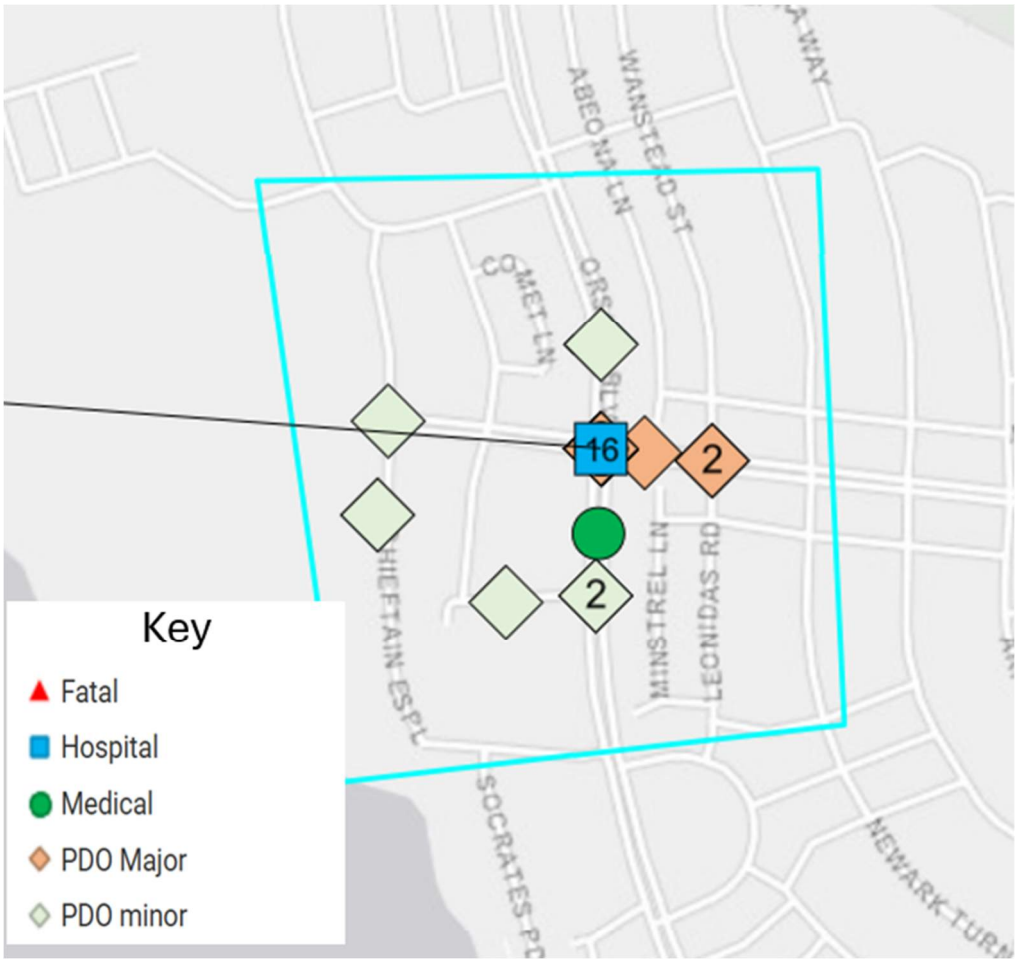
Figure 1-3. Crash Location and Severity



Source: MRWA Crashmap (2026)

The crashes can be summarised as follows:

- 26 crashes comprising 21 intersection and 5 mid-block crashes were recorded on the surrounding roads in close proximity to the subject site,
- There was one crash requiring hospitalisation and five requiring medical attention recorded.
- The Pantheon Avenue / Orsino Boulevard intersection had 16 crashes recorded, accounting for over 60% of all crashes. Of these crashes, 13 were right angle crashes.

A notable number of right-angle crashes were recorded at the Pantheon Avenue / Orsino Boulevard intersection. The proposed roundabout upgrade mentioned in **Section 1.4** is expected to encourage vehicles to slow down and address the safety concerns currently being experienced.

Given the scale of the proposed development, it is unlikely that this development will have a significant impact on the safety aspects on the surrounding network.

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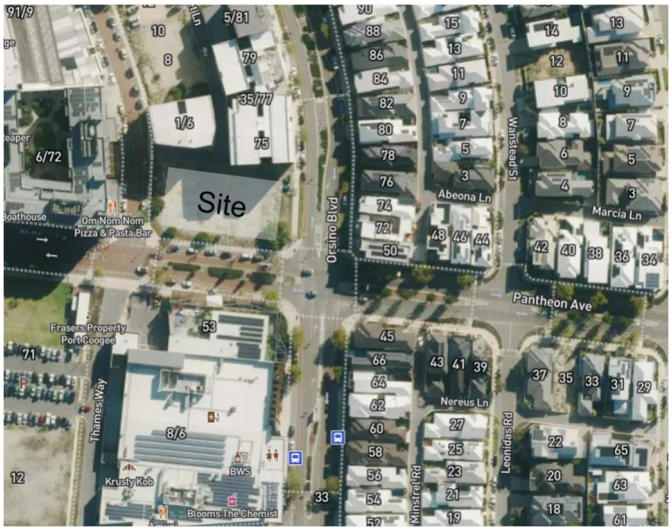
2 Public Transport Facilities

2.1 Existing Public Transport Facilities

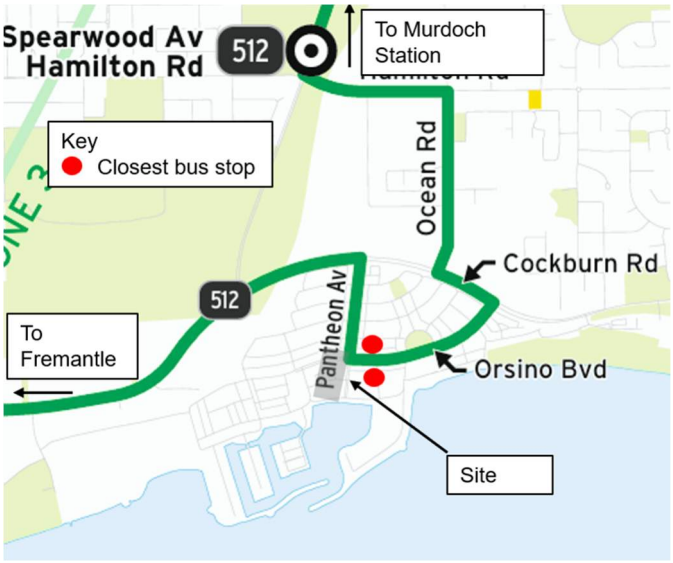
The nearest bus stop is located within 100m south of the site along Orsino Boulevard, shown in **Figure 2-1.** This bus stop is easily accessible from the site with multiple footpaths and dedicated pedestrian crossings. The bus stop is served by Route 512 and Route 548, which provide access to transit hubs such as Fremantle and Murdoch Station and local amenities such as Phoenix Shopping Centre and Fiona Stanley Hospital. The routes are shown in **Figure 2-2** and **Figure 2-3** respectively, and details on service times and frequencies are shown in **Table 2-1**.

Figure 2-1. Location of Nearest Bus Stop



Source: Metromap

Figure 2-2. Bus Service 512 Route



Source: Transperth (November 2025)

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Figure 2-3. Bus Service 548 Route

Source: Transperth (December 2024)

Table 2-1 . Public Transport Frequency

Route	Weekdays				Saturdays		Sundays	
	AM Peak frequency	Daytime frequency	PM Peak frequency	First and Last Service	Daytime frequency	First and Last Service	Daytime frequency	First and Last Service
512 – to Fremantle	25 to 30 minutes	45 to 60 minutes	30 to 47 minutes	7:23am 6:51pm	None	None	None	None
512 – to Murdoch	15 to 35 minutes	60 minutes	12 to 40 minutes	6:34am 6:09pm	None	None	None	None
548 – to Fremantle	10 to 25 minutes	60 minutes	30 to 37 minutes	5:50am 6:19pm	60 minutes	7:16am 6:16pm	60 minutes	8:19am 5:19pm
548 – to Rockingham	60 minutes	60 minutes	9 to 24 minutes	6:20am 8:06pm	60 minutes	7:54am 6:54pm	60 minutes	8:54am 5:55pm

Source: Transperth

Table 2-1 shows that public transport service is relatively poor, with both services having low daytime frequencies and short operating hours. In addition, the 512 service does not operate on weekends.

2.2 Future Public Transport Facilities

Stantec contacted the Public Transport Authority (PTA) and was advised that there are no plans for changes to routes in the area in the medium term. Improvements to the frequency and operating times of the 512 are possible but are unlikely to be funded in the near future.

In the long term, if Orsino Boulevard is extended north to Cockburn Road, the PTA has identified that the 512 bus route may be reassigned from Pantheon Avenue to Orsino Boulevard. This change is dependent on long term future road plans.

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3 Proposed Development

3.1 Overview

The proposal is a mixed-use development comprising of the following site-specific components:

- Twenty-one (21) one-bedroom dwelling units
- Forty-nine (49) two-bedroom dwelling units
- Seven (7) three-bedroom dwelling units
- Commercial Tenancy intended for a café/restaurant with a GFA of 95 sqm
- 100 off-street parking bays
- One motorcycle bay
- 50 bicycle bays/spaces
- 6 on-street visitor parking bays on Pantheon Avenue

Figure 3-1 shows the ground floor plan for the proposed development.

Figure 3-1. Ground Floor Plan

Source: MJA Studio

3.2 Access Arrangements

There are two vehicular accesses proposed for the subject Site. The northern access along Comet Lane is intended to lead directly into the ground floor parking while the access along Brunswick Street is proposed to access the basement parking for residential tenants.

It should be noted that the location of the proposed accesses and the proposed widths have been checked against AS2890.1 requirements and no non-compliances have been identified.

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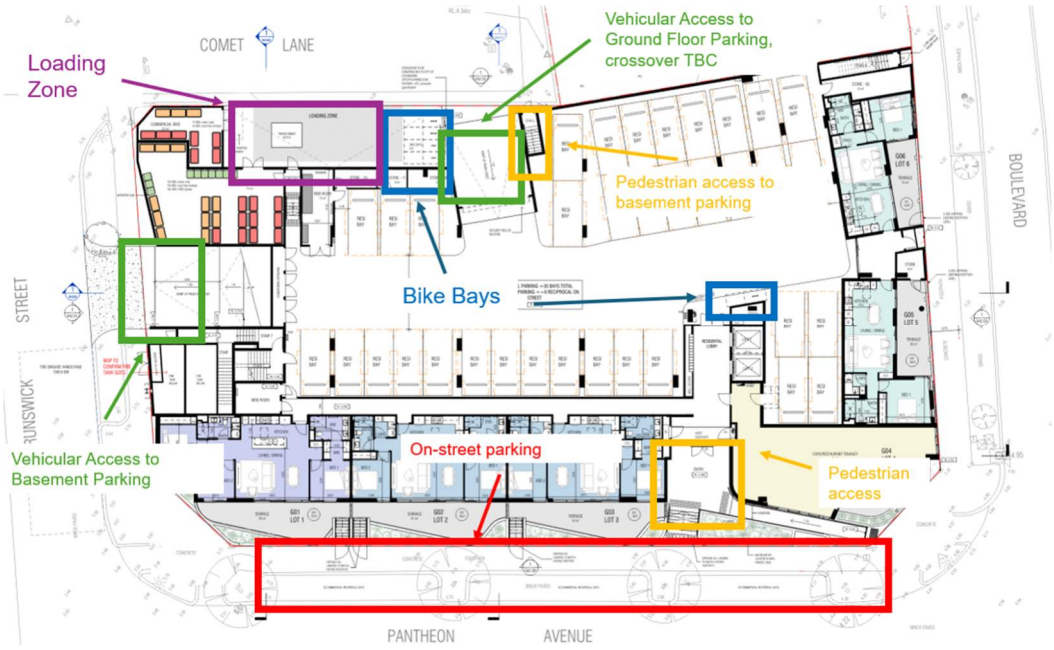
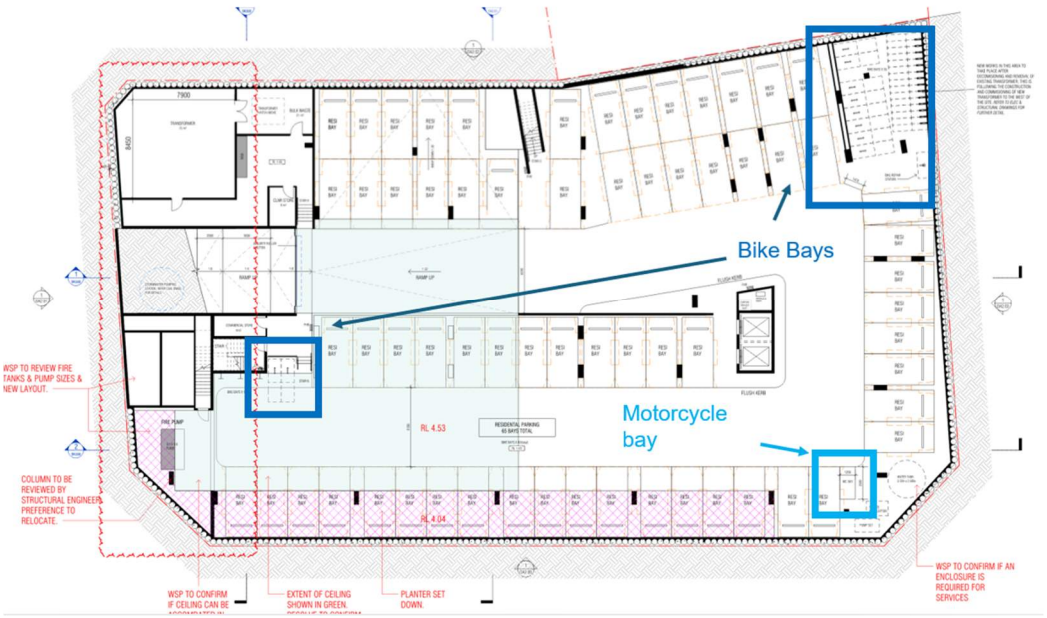
Ground floor and basement arrangements are shown in **Figure 3-2** and **Figure 3-3** respectively. Larger scaled drawings are included in **Appendix B**.

Figure 3-2. Site Access (Ground Floor)



Source: MJA Studio

Figure 3-3. Basement Access Layout and Bike Bays



Source: MJA Studio

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3.3 Provision for Service Vehicles

Waste collection is proposed to be undertaken in a loading area proposed on Comet Lane. A swept path analysis was undertaken using a 7.1m waste truck. The waste truck is expected to be able to enter the loading area, undertake the waste collection and adequately exit the loading area in forward gear as shown in **Figure 3-4.** Larger scaled drawings are included in **Appendix C.**

Figure 3-4. Waste Truck Swept Path

Source: MJA Studio

3.4 Traffic Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th* as detailed in **Table 3-1** were used to calculate the estimated trip generation for the Site. **Table 3-2** indicates the anticipated directional distribution and **Table 3-3** summarises the total expected trips to be generated by the proposed development.

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Table 3-1. Trip Generation Rate - Peak Hour

Land Use	ITE Code/Source	AM Peak	PM Peak
Residential	ITE 221 (mid-rise multifamily housing)	0.36 trips per dwelling	0.44 trips per dwelling
Commercial	ITE 932 (high turnover sit-down restaurant)	15.11 trips per 100 sqm	18.74 trips per 100 sqm

Source: Institute of Transportation Engineers (ITE) "Trip Generation" 10th

Table 3-2. Directional Distribution

Land use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	27%	73%	60%	40%
Commercial	57%	43%	52%	48%

Source: Institute of Transportation Engineers (ITE) "Trip Generation" 10th

Table 3-3. Estimated Total Trips Generated

Land use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	7	20	20	14
Commercial	8	6	9	9
Subtotal	15	26	29	23
Total	**41**		**52**	

The Subject Site is anticipated to generate approximately 41 trips during the AM peak hour period and 52 trips in the PM peak hour period respectively. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.

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4 Parking Supply

4.1 Car Parking

The statutory car-parking requirement for the proposed development is set out in the *Residential Design Codes Volume 2 - Apartments*. The residential design code specifies the parking requirements according to the following criteria:

- Location A is defined as a development located 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 boundary of an activity centre; and,
- Location B is a location not within Location A.

The subject Site is not located near a high frequency public transport route but is located within the ***Marina Village Local Activity Centre.*** Hence, the parking requirements for Location A is applicable. The parking requirements for the café tenancy (Restaurant) is specified in accordance with the City of Cockburn's Local Planning Scheme No. 3.

Furthermore, it is important to note that the Site has a specific building requirement when it comes to visitor's parking. According to the Port Coogee Marina Village Built Form (2010), *50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 18 on-street parking bays is available for inclusion within the calculation of visitor parking for multiple dwellings on Site 2.* The location of Site 2 is illustrated in **Figure 4-1**.

Figure 4-1. Site 2 Location Checklist

Source: Port Coogee Marina Village Built Form Codes

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The parking requirements and provisions are presented in **Table 4-1**.

Table 4-1. Car Parking Provision and Requirements

Use	Development Yield	Requirement		Provision
Residential car parking	21 x 1-bedroom dwellings	0.75 bays per 1-bedroom dwelling	16 bays	**100 bays**
	49 x 2-bedroom dwellings, 7x 3-bedroom dwellings	1 bay per 2+ bedroom dwelling	56 bays	
Residential visitor car parking	77 dwellings	1 bay per four dwellings up to 12 dwellings, 1 bay per eight dwellings thereafter	12 bays	**6 on-street bays**[1]
Commercial (restaurant)	Approx. 40 seats	1 bay per 4 seats	10 bays	
Total			**94 bays**	**106 bays**

Source: DPLH Residential Design Codes Volume 2 (2024) and City of Cockburn Local Planning Scheme No. 3

Based on **Table 4-1**, it is considered that the proposed residential development meets the on-site car parking requirements. However, the residential visitor car parking has a shortfall of 6 parking bays. There is however a surplus of 28 bays allocated for residential tenants. Many of the tenants will be allocated more than one bay per dwelling. This creates an opportunity for residential visitors to utilise the spare resident parking when visiting the complex. Given the large surplus in residential parking, a small shortfall in visitor parking is considered appropriate.

In respect of commercial car parking, there is a shortfall of 10 bays, with none proposed on the subject site. This can be accommodated with on-street car parking in the vicinity (noting six on-street bays are already credited to the Subject Site (café peak times vary from residential visitor peak times). Numerous on-street parking exists along all streets in the area, which can be used for this purpose. Furthermore, in a mixed-use environment, many patrons of the commercial tenancy (assuming a café or other retail use) will walk from the local area and not require the use of on-street parking bays. The current provision of parking is therefore also considered appropriate.

4.2 Bicycle Parking Requirement

Similar to car parking, the requirements for bike parking are indicated in the City of Cockburn's Local Planning Scheme No. 3 as shown in **Table 4-2**.

[1] Note: In respect of residential visitor car parking, Provision 14 of DA 22 in Table 9 of TPS3 states:

> *"Despite the provisions of the Scheme, the Council may, when considering a Local Development Plan (LDP), impose development requirements including but not limited to vehicle parking greater than the standards prescribed under the Scheme, if in the opinion of the Council, it would result in a more desirable outcome for the use and development of the land the subject of the LDPs".*

The relevant LDP Site Specific Building Requirements Detailed Area Plan – Marina Village (Lots 1015-1027) (DAP), allows six on-street bays to be included in the calculation of visitor parking for multiple dwellings.

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Table 4-2. Bicycle Parking Provision and Requirements

Use	Development Yield	Requirement		Provision
Residential bicycle parking	77 dwellings	1 space per 4 dwellings	20 spaces	50 spaces
Residential visitor bicycle parking	77 dwellings	1 space per 16 dwellings	5 spaces	
Commercial	Approximately 40 seats	1 space per 30 seats	2 spaces	
Total			**27 spaces**	**50 spaces**

Source: City of Cockburn Local Planning Scheme No. 3

The proposed bicycle parking provision for residential and commercial bicycle requirements is adequate and meets the minimum bicycle requirements for the City of Cockburn.

4.3 Motorcycle parking requirement

Developments exceeding 20 dwellings need to provide 1 motorcycle/ scooter space for every 10 car bays as in the *Residential Design Code Volume 2 – Apartments* as shown in **Table 4-3**.

Table 4-3. Motorcycle Parking Provision and Requirements

Use	Development Yield	Requirement		Provision
Residential motorcycle parking	100 car bays	1 motorcycle/scooter space per ten car bays	10 spaces	1 space
Total			**10 spaces**	**1 space**

Source: DPLH Residential Design Codes Volume 2 (2024)

Only one motorcycle bay is proposed, which results in a shortfall of nine bays, which is not compliant with the requirements of the Residential Design Code Volume 2. However, it should be noted that some motorcycle bays exist on Pantheon Avenue which would assist with mitigating this shortfall. In addition, given the surplus in residential car parking bays, if residents have the need to park a motorcycle or scooter, it is anticipated that the residential car bays will suitably cater for this demand.

4.4 Parking Geometry Requirements

The parking bay geometry requirements set forth by AS2890.1 User Class 1A parking facility for 90˚ angled parking bays and the corresponding provisions in the proposed development are presented in **Table 4-4**.

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Table 4-4. Parking Geometry Requirements

Parameter	Minimum Requirement	Provided	Remarks
Bay width (metres)	2.4	2.4	No non-compliance identified
Bay length (metres)	5.4	5.4	No non-compliance identified
Wheel stop distance from wall or high kerb (metres)	Wheel stop height of 90mm: 0.83m for front-in, 1.11m for rear-in Wheel stop height of 100mm: 0.82m for front-in, 1.1m for rear-in	0.82	No non-compliance identified for wheel stops having 100mm height
Aisle width (metres)	5.8	6.05 to 6.59	No non-compliance identified
Blind aisle extension (metres)	1.0	0.8 to 1.2m	**Basement and eastern ground floor extension does not meet requirement (see AS2890.1 Clause 2.4.2), although a performance solution proposed (refer Section 4.5)**
Loading zone width (metres)	3.5	4.6	No non-compliance identified
Loading zone length (metres)	8.8	12.2	No non-compliance identified (assuming medium rigid vehicles only)
Motorcycle bay width (metres)	1.2	1.2	No non-compliance identified
Motorcycle bay length (metres)	2.5	2.5	No non-compliance identified
Circulation roadway width (metres) – Category 1	5.5	6.1m to 6.59m	No non-compliance identified

A non-compliance was observed for the blind aisle extensions provided in the basement and the eastern ground floor parking, however, a B85 design vehicle is able to enter these bays with multiple manoeuvres as illustrated in in **Figure 4-2**, **Figure 4-3** and **Figure 4-4**. **Appendix C** shows larger scale drawings of the parking non-compliance.

4.5 Swept path analysis

A swept path analysis using the B85 and B99 design vehicles was undertaken for the proposed parking bays on the ground floor and basement levels. Larger scaled drawings are included in **Appendix C**.

4.5.1 Ground Floor Parking

Despite the non-compliance identified for the blind aisle extension, the analysis indicated that both a B85 and B99 design vehicle are able to ingress and egress the easternmost bay with multiple manoeuvres as illustrated in **Figure 4-2** and **Figure 4-3** and demonstrates that the proposed performance solution can be considered to be acceptable.

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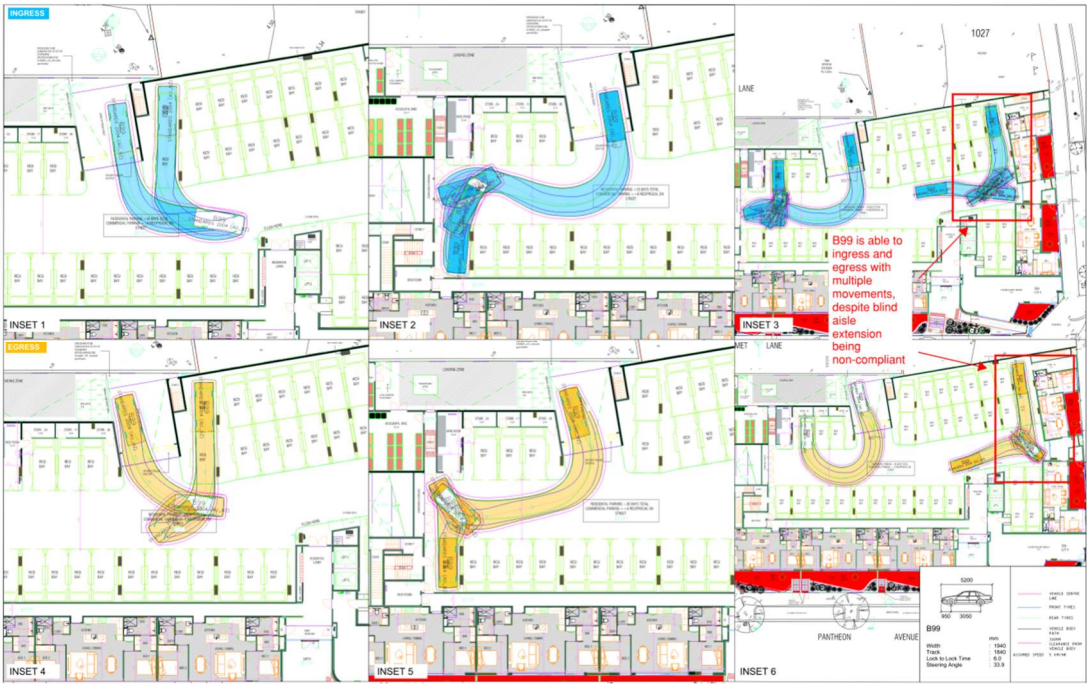
Figure 4-2. B85 Ground Floor Swept Paths

Source: MJA Studio

Figure 4-3. B99 Ground Floor Swept Paths



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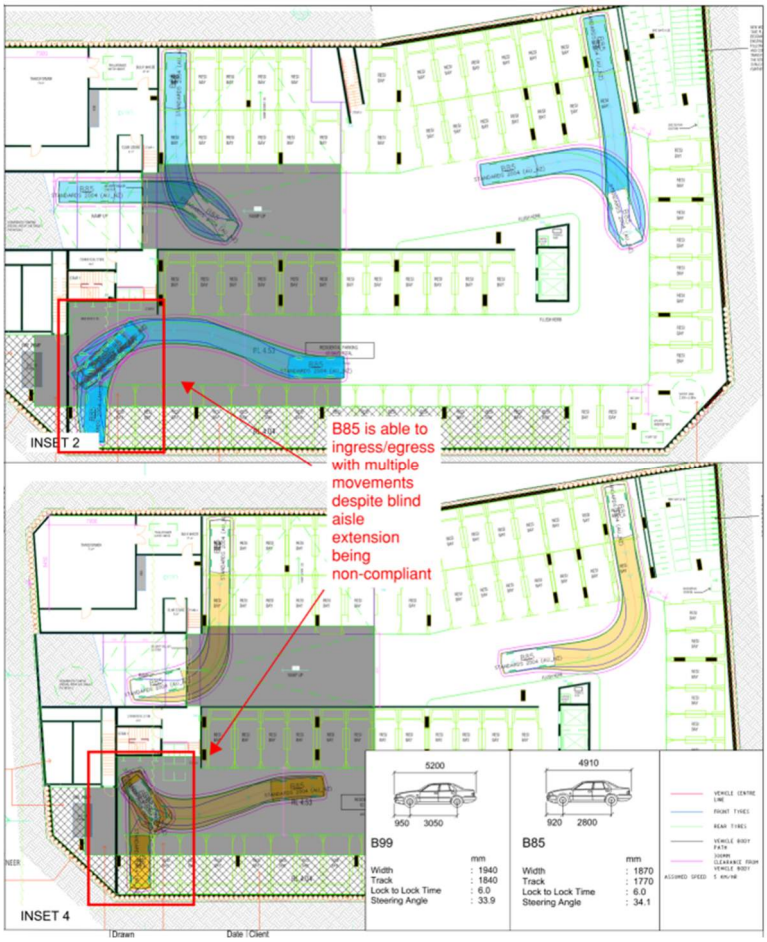
4.5.2 Basement Parking

Similarly, despite the non-compliance identified for the ground floor blind aisle extension, the analysis indicated that both a B85 and B99 design vehicle are able to ingress and egress this bay with multiple manoeuvres as illustrated in **Figure 4-4** and **Figure 4-5** and demonstrates that the proposed performance solution can be considered to be acceptable.

Figure 4-4. B85 Basement Swept Paths



Source: MJA Studio

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Figure 4-5. B99 Basement Swept Paths

Source: MJA Studio

A swept path analysis was also undertaken for the circulation roadway in the basement parking level using a B85 and a B99 passenger vehicle. The swept path illustrates that both vehicles can pass each simultaneously with some minor encroachment of the clearance zone on the flush kerb which is considered to be acceptable as shown in **Figure 4-6**.

Figure 4-6. Basement Circulation Road Swept Path

Source: MJA Studio

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It should be noted that all parking is intended for residential parking and is considered to be a slow speed environment with low parking turnover. Furthermore, residential movements are typically tidal in nature, and it is anticipated that potential risks for two vehicles to pass each other simultaneously is considered to be low. Consideration could also be given to installing mirrors at this location to mitigate against any safety concerns.

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5 Summary and Conclusions

This Addendum outlines the transport aspects of the proposed development that need to be updated from the previous TIS report. Included are discussions regarding pedestrian, cycle and public transport considerations.

This Addendum has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following can be concluded about the proposed development:

- The proposal is for a mixed used development comprising of 77 dwelling units and a commercial tenancy on the ground floor located at Lot 1015 Pantheon Avenue, Port Coogee, City of Cockburn;
- The Site is accessible to two low-frequency bus routes with bus stops located in close proximity.
- The total number of parking bays provided is considered to be appropriate, given the abundant parking located on-street and near the Site.
- The swept path analysis indicates that the relevant design vehicles are able to adequately enter, circulate and exit the various parking bays and loading areas.
- The volume of trips generated by the subject Site is minimal and according to WAPC Transport Impact Assessment Guidelines is anticipated to have a moderate impact on the surrounding road network.

Overall, it is considered likely that the proposed development will not cause any material impact to the traffic safety and operation of the surrounding road network.

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Appendices

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Appendix A

2021 Cardno Transport Impact Statement

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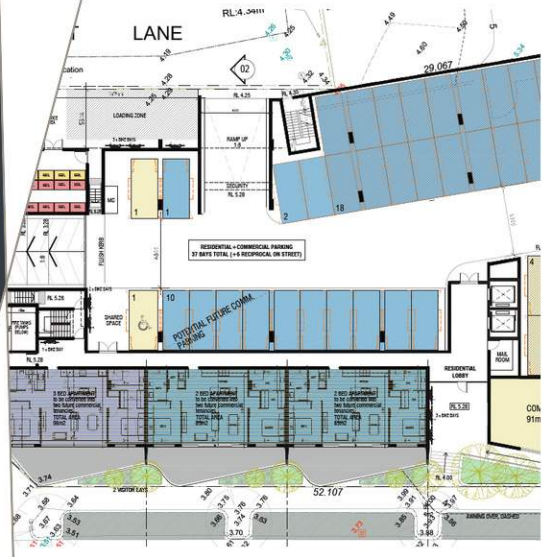
Transport Impact Statement

Lot 1015 Pantheon Ave, Port Coogee

CW11-2300



Prepared for

Port Coogee No 2 Pty Ltd

July 2021

Cardno

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Date Approved: 10 August 2021

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A	15 July 2021	For Issue	SD	DH/RC
B	20 July 2021	Parking Revisions	SD	DH/RC
C	20 July 2021	MC Parking	SD	DH/RC
D	08 July 2021	Street Path Revisions	SD	DH/RC

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1 Introduction

1.1 Background

Cardno □as □o□ □issioned □□ Port Coo□ee No. 2 Pty Ltd (‘the Client’) to prepare a Transport Impact State□ ent □TIS□□or the □ro□osed □i□ed□use de□elo□□ ent lo□ated at Lot 1015 Pantheon A□enue, Port Coo□ee □ithin the Cit□o□Co□□□urn□

This TIS has □een □re□ared in a□□ordan□e □ith the Western Australian Plannin□ Co□ □ission □WAPC□ Trans□ort I□ □a□t Assess□ ent □uidelines □or De□elo□□ ents□□olu□ e □– Indi□idual De□elo□□ ents □2016□ and the □he□□list is in□luded at **Appendix A**□

1.2 Existing Site

The site is lo□ated at Lot 1015 Pantheon A□enue, Port Coo□ee □ithin the Cit□o□Co□□□urn**. Figure 1-1** sho□s an aerial i□a□e o□the su□□e□t site□The Site is □ounded □□ Co□ et Lane to the north□est, Orsino □l□d to the east, Pantheon A□enue and □runs□i□□ Street to the □est□

□i□ure 1□1 Aerial I□a□e

Base Map Source: Nearmap

The Site is zoned as ‘De□elo□□ ent’ under the *Local Planning Scheme No. 3 of the City of Cockburn* as sho□n in **Figure 1-2**

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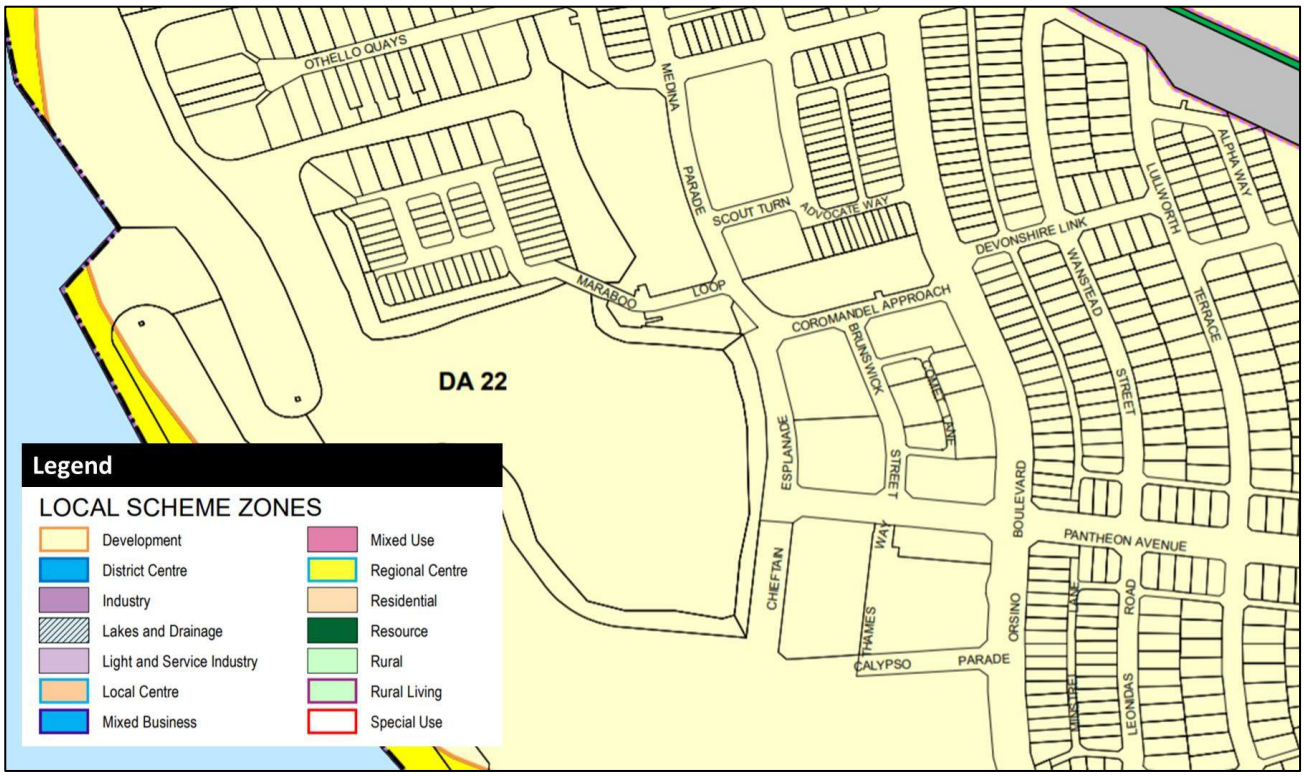
□i□ure 1□2 □onin□



Source: City of Cockburn Local Planning Scheme No. 3

1.3 Existing Road Network

Road □lassi□□ations are de□ined in the Main Roads □un□tional Hierar□h□as □ollo□s□

- Pri□ ar□Distri□utors □i□ht □lue□□or□ the re□ional and inter□re□ional □rid o□Main Roads WA tra□i□routes and □arr□lar□e □olu□es o□ast□□ o□in□tra□i□□So□e are strate□i□ □rei□ht routes and all are □ational or State Roads WA□
- Re□ional Distri□utors □red□□Roads that are not Pri□ ar□Distri□utors, □ut □hi□h lin□si□ni□i□ant destinations and are desi□ned □or e□i□ient □o□e□ent o□□eo□le and □oods □ithin and □e□ond re□ional areas□The□are □ana□ed □□Lo□al □o□ern□ent□
- Distri□t Distri□utor A □reen□□These □arr□tra□i□ □et□een industrial, □o□ □er□ial and residential areas and □onne□t to Pri□ ar□Distri□utors□These are li□el□to □e tru□□routes and □ro□ide onl□li□ited a□□ess to ad□oinin□ □ro□erties□The□are □ana□ed □□Lo□al □o□ern□ent□
- Distri□t Distri□utor □ □dar□ □lue□□Per□or□ a si□ilar □un□tion to Distri□t Distri□utor A □ut □ith redu□ed □a□a□it□due to □o□ restri□tions □ro□ a□□ess to and roadside □ar□in□alon□side ad□oinin□ □ro□ert□□These are o□ten older roads □ith tra□i□de□and in e□□ess o□that ori□inall□intended□Distri□t Distri□utor A and □ roads run □et□een land□use □ells and not throu□h the□, □or□in□a □rid that □ould ideall□□e around 1□5 □ilo□etres a□art□The□are □ana□ed □□Lo□al □o□ern□ent□
- Lo□al Distri□utors □oran□e□□Carr□tra□i□ □ithin a □ell and lin□Distri□t Distri□utors at the □oundar□to a□□ess roads□The route o□the Lo□al Distri□utor dis□oura□es throu□h tra□i□so that the □ell □or□ed □□the □rid o□Distri□t Distri□utors onl□ □arries tra□i□ □elon□in□to or ser□in□the area□These roads should a□□o□ □odate □uses □ut dis□oura□e tru□□s□The□are □ana□ed □□Lo□al □o□ern□ent□
- A□□ess Roads □re□□□Pro□ide a□□ess to a□uttin□ □ro□erties □ith a□enit□, sa□et□and aestheti□as□e□ts ha□in□ □riorit□o□er the □ehi□le □o□e□ent □un□tion□These roads are □i□□le and □edestrian □riendl□□The□ are □ana□ed □□Lo□al □o□ern□ent□

The surroundin□road net□or□is □urther des□ri□ed in **Table 1-1** and **Figure 1-3** sho□s the road hierar□h□as □er the *Main Roads WA Road Information Mapping System.*

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Ta□le 1□1 Road □et□or□Classi□i□ation

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Orsino □oule□ard	Lo□al Distri□utor	Lo□al □o□ern□ent	2	2	3□3□ in ea□h dire□tion	50
Pantheon A□enue	A□□ess Road	Lo□al □o□ern□ent	2	2	3□3□ in ea□h dire□tion	50
Co□et Lane	A□□ess Road	Lo□al □o□ern□ent	1	0	5□2	50
□runs□i□□Street	A□□ess Road	Lo□al □o□ern□ent	2	2	6□0	50

Source: Main Roads Road Information Mapping System

□i□ure 1□3 Road Hierar□h□

Source: Main Roads Road Information Mapping System

1.4 Traffic Volumes

Dail□ tra□i□ □olu□es near the Site □ere o□tained □ro□ *City of Cockburn* and are su□□arised in **Table 1-2** □elo□□

Ta□le 1□2 Tra□i□ □olu□es

Road Name	Date	Average Weekday Daily Traffic Volume
Orsino □oule□ard □orth o□Pantheon A□enue	Ma□ 201□	1,520
Pantheon A□enue West o□Co□□□urn Road	Ma□ 201□	□,0□□
Pantheon A□enue □ast o□Chie□tain □s□lanade	Se□te□ □er 2020	□□3

Source: City of Cockburn

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1.5 Crash Assessment

A crash assessment for the surrounding road network of the Subject Site has been conducted using the Main Roads WA Reporting Centre. The assessment covers all the recorded accidents for the 5-year period between 1 January 2016 to 31 December 2020 for the following locations:

- Orsino Boulevard SLK 0.6 to 0.72 (Devonshire Link to Pantheon Avenue)
- Pantheon Avenue SLK 0.3 to 0.51 (Grunsi Street to Wanstead Street)
- Grunsi Street SLK 0.00 to 0.16 (Coromandel Approach to Pantheon Avenue)
- Comet Lane SLK 0.00 to 0.16
- Intersection of Orsino Boulevard and Pantheon Avenue
- Intersection of Pantheon Avenue and Grunsi Street and
- Intersection of Grunsi Street and Comet Lane.

The crashes recorded are summarised in **Table 1-3** and diagrammatically presented in **Figure 1-4**.

Table 1-3 Intersection of Orsino Boulevard and Pantheon Avenue

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle				2		**2**
Total	**-**	**-**	**-**	**2**	**-**	**2**

- There were no crashes reported on the mid-block of Orsino Boulevard, Pantheon Avenue, Grunsi Street and Comet Lane.
- There were no crashes reported at the intersections of Pantheon Avenue/Grunsi Street and Grunsi Street and Comet Lane
- No fatal crashes or accidents which resulted in hospital admission or medical treatment was recorded near the Site.
- All of the crashes recorded resulted in major property damage.

The number of crashes near the subject Site is not considered to be excessive or extreme and its most likely that the construction of the proposed development would not result in any material change to road safety in the area.

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□i□ure 1□□ Crash Ma□

Source: Main Roads Crash Map

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2 Public Transport Facilities

2.1 Existing Public Transport Facilities

The nearest □us sto□ is lo□ated □ithin 100□ a□a□ □ro□ the site alon□ Orsino □oule□ard□□us route 5□□ o□erates □ro□ this sto□□Route 5□□ o□erates □ro□ □re□antle Station to Ro□□in□ha□ Station□**Figure 2-1** sho□s the nearest □us route in relation to the Site and **Table 2-1** su□ □arises the □us routes and □re□uen□□□

□i□ure 2□1 □□istin□ □us Routes

Source: Transperth

Ta□le 2□1 □us Route and □re□uen□□

Bus Routes	Route Description	Frequencies		
		Weekdays	Saturdays	Sundays and Public Holidays
5□□	□re□antle Station to Ro□□in□ha□ Station	60 □inutes	60 □inutes	□o Ser□i□e

□ased on the a□o□e, the site a□□ears to ha□e a□□ess to □oor □u□li□trans□ort ser□i□e□

2.2 Future Public Transport Facilities

Cardno □onta□ted the Pu□li□Trans□ort Authorit□ and □as ad□ised that there are no e□inent □han□es to the net□or□ in this area in the short ter□ □Lon□er ter□ □lans □a□in□lude Route 512 □ein□e□tended to □re□antle and □ould □ossi□l□tra□el □ia Port Coo□ee su□□e□t to Orsino □oule□ard □ein□ □onne□ted to Co□□□urn Road □urther north□

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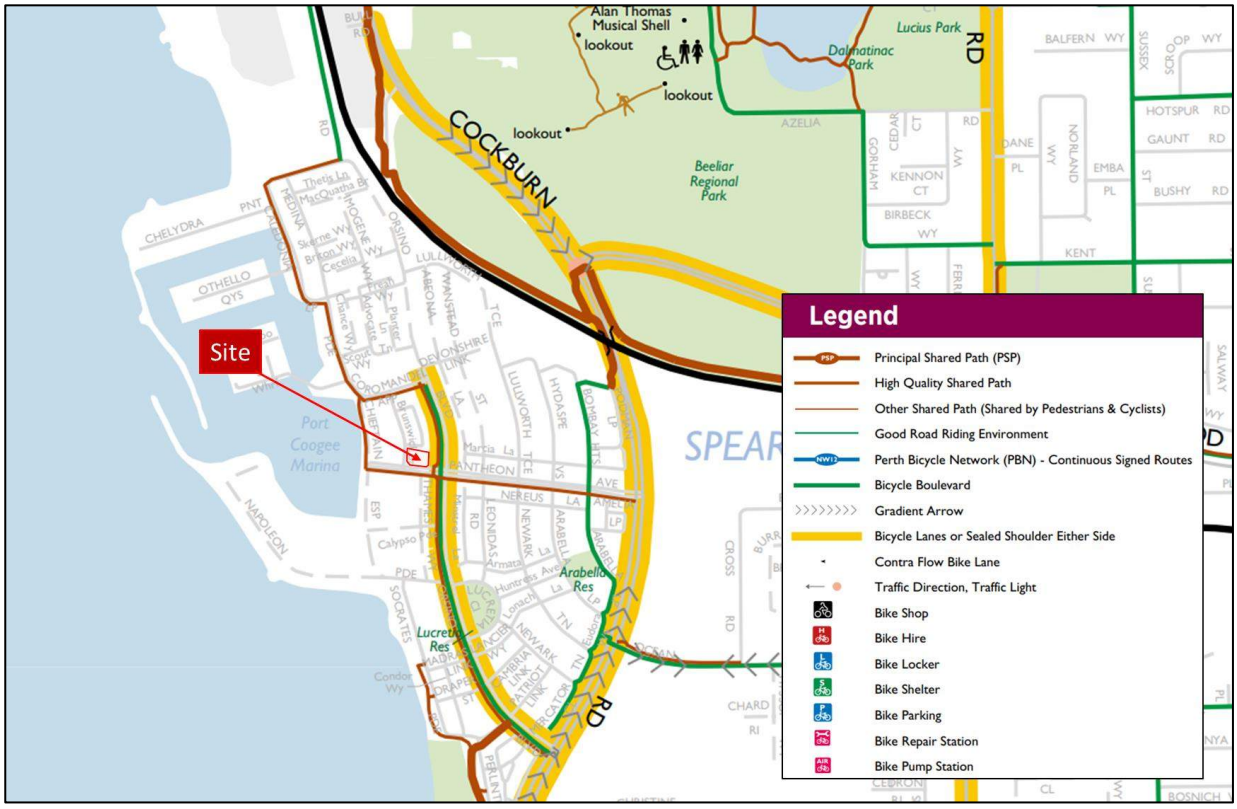
3 Pedestrian/ Cycle Networks and Facilities

3.1 Existing Pedestrian/ Cycle Network Facilities

The Subject Site is connected to a wide network of cycle and pedestrian facilities through the Cycle Boulevard along Orsino Boulevard. Overall, access to the Subject Site is facilitated by good pedestrian/cycling networks. The local network of cycle and pedestrian facilities within the vicinity of the Subject Site is shown in **Figure 3-1.**

Figure 3-1 Pedestrian and Cycling Network



Source: Department of Transportation

3.2 Future Pedestrian/ Cycle Network Facilities

The details of the Long-Term Cycle Network near the Site are indicated in the City's intramap. The plan includes adding new cycle paths that will connect Socrates Parade to Medina Parade which will form part of the green path network as illustrated in **Figure 3-2**. It is anticipated that the cycling infrastructure will be improved when Main Roads WA upgrade Cockburn Road in the future.

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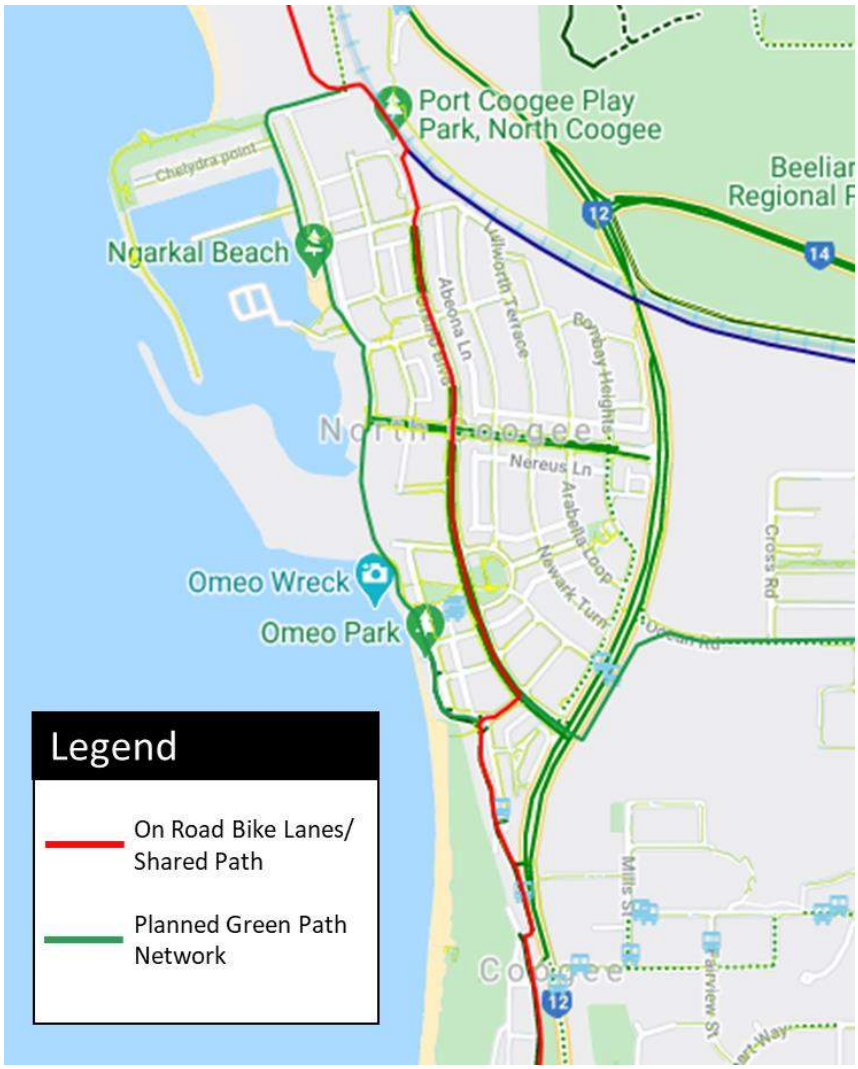
□i□ure 3□2 Lon□ Ter□ C□□le Plan



Source: City of Cockburn Intramap

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4 Proposed Development

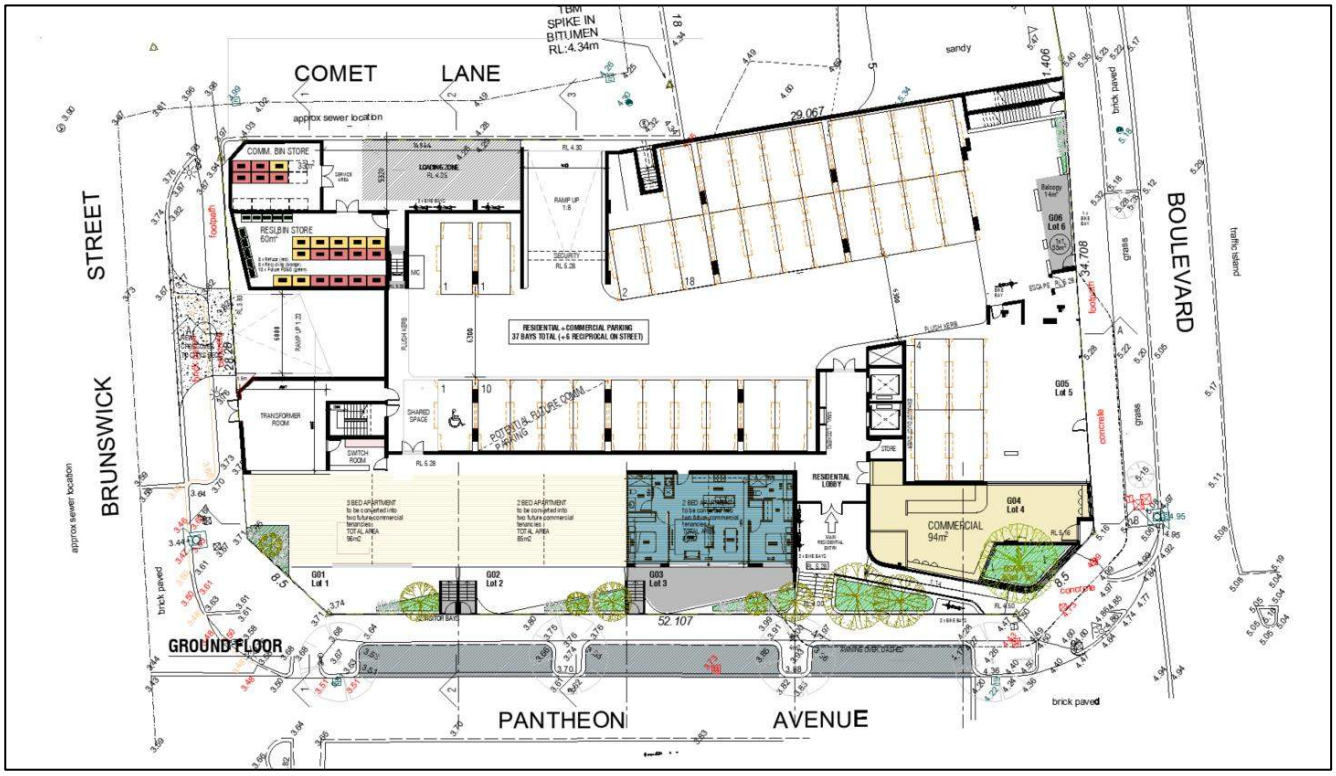
4.1 Overview

The □ro□osal is a □i□ed□use de□elo□□ ent □o□ □risin□ o□the □ollo□in□ site□s□e□i□□ □o□ □onents□

- □ourteen □1 □□three□□edroo□ d□ellin□ units□
- Thirt□ □30□t□o□□edroo□ d□ellin□ units□
- Si□teen □16□one□□edroo□ d□ellin□ units
- Co□ □er□ial Tenan□□ intended □or a □a□e □ith a □□A o□□1 s□□ □
- 103 o□□street □ar□in□ □a□s□
- 1 Motor□□□le s□a□e□
- 6 on□street □isitor □ar□in□ □a□s□and
- 36 □i□□□le □a□s□s□a□es□

Figure 4-1 sho□s the □round □loor □lan □or the □ro□osed de□elo□□ ent□

□i□ure □□1 □round □loor Plan



Source: MJA Studio

It should □e noted that the a□art□ ents on the □round □loor □a□ □e □on□erted into □o□ □er□ial □o□i□e□ tenan□ies in the □uture□

4.2 Access Arrangement

There are t□o □ehi□ular a□□esses □ro□osed □or the su□e□t Site□The northern a□□ess alon□ Co□ et Lane is intended to lead dire□tl□ into the □round □loor □ar□in□ □hile the a□□ess alon□ □runs□i□□ Street is □ro□osed to a□□ess the □ase□ ent □ar□in□ □or residential tenants□It should □e noted that the lo□ation o□the □ro□osed a□□esses and the □ro□osed □idths ha□e □een □he□□ed a□ainst AS2□□0□1 re□uire□ ents and no non□ □o□ □lian□es ha□e □een identi□ied□T□o e□istin□ on□street □ar□in□ □a□s □ill ha□e to □e re□o□ed to a□□o□ □odate the □ro□osed □rosso□er on □runs□i□□ Street□

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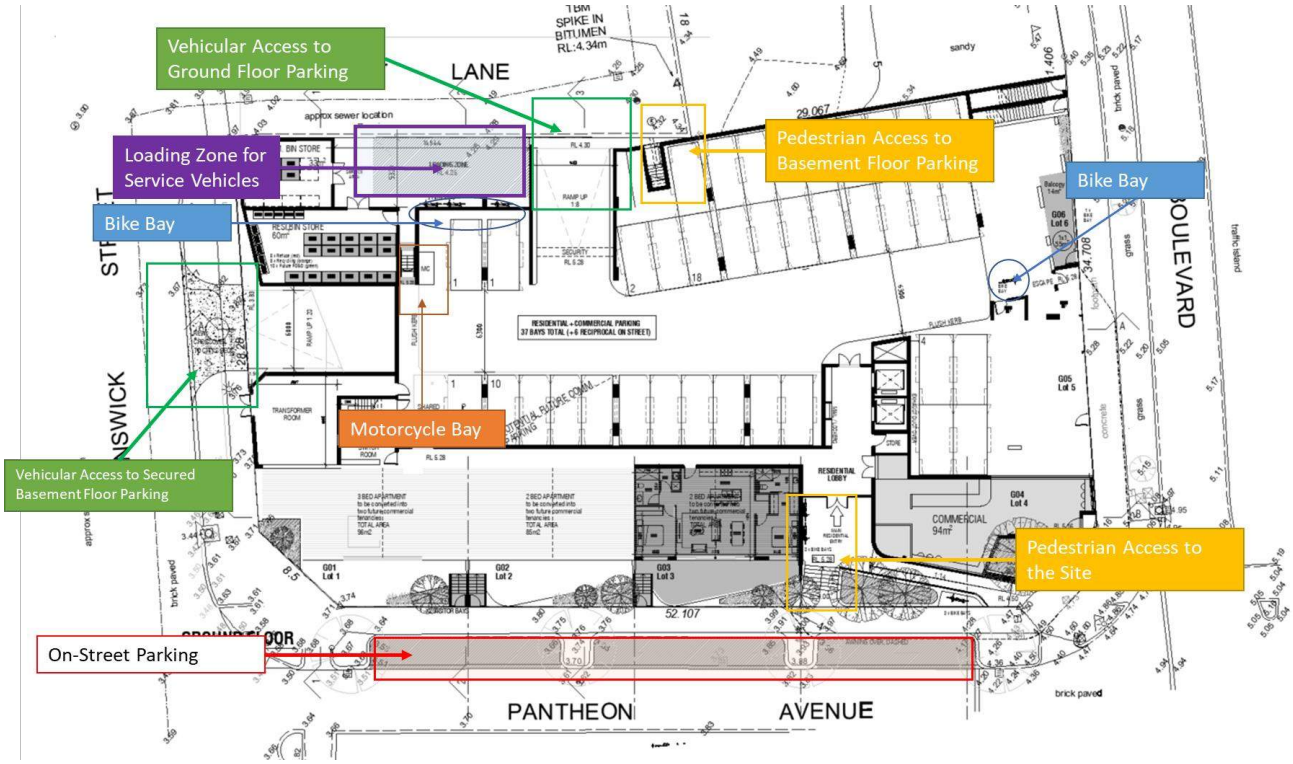
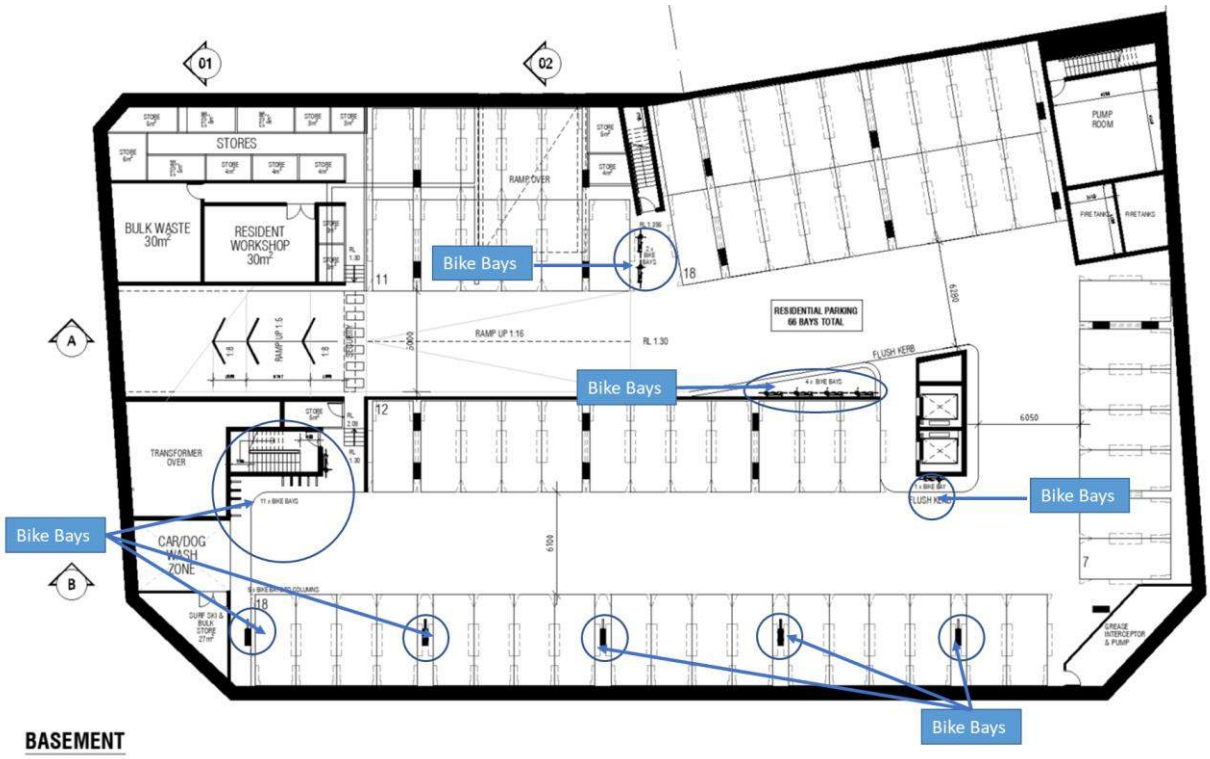
A □otor□□□le □ar□in□ s□a□e is also □ro□osed on the □round □loor □hile □i□□le ra□□s are □ro□osed □oth on the □round and the □ase□ ent le□el as sho□n in **Figure 4-2** and **Figure 4-3**□

□i□ure □2 De□elo□□ ent A□□ess



Source: MJA Studio

□i□ure □3 □i□□le Ra□□s in the □ase□ ent Le□el



Source: MJA Studio

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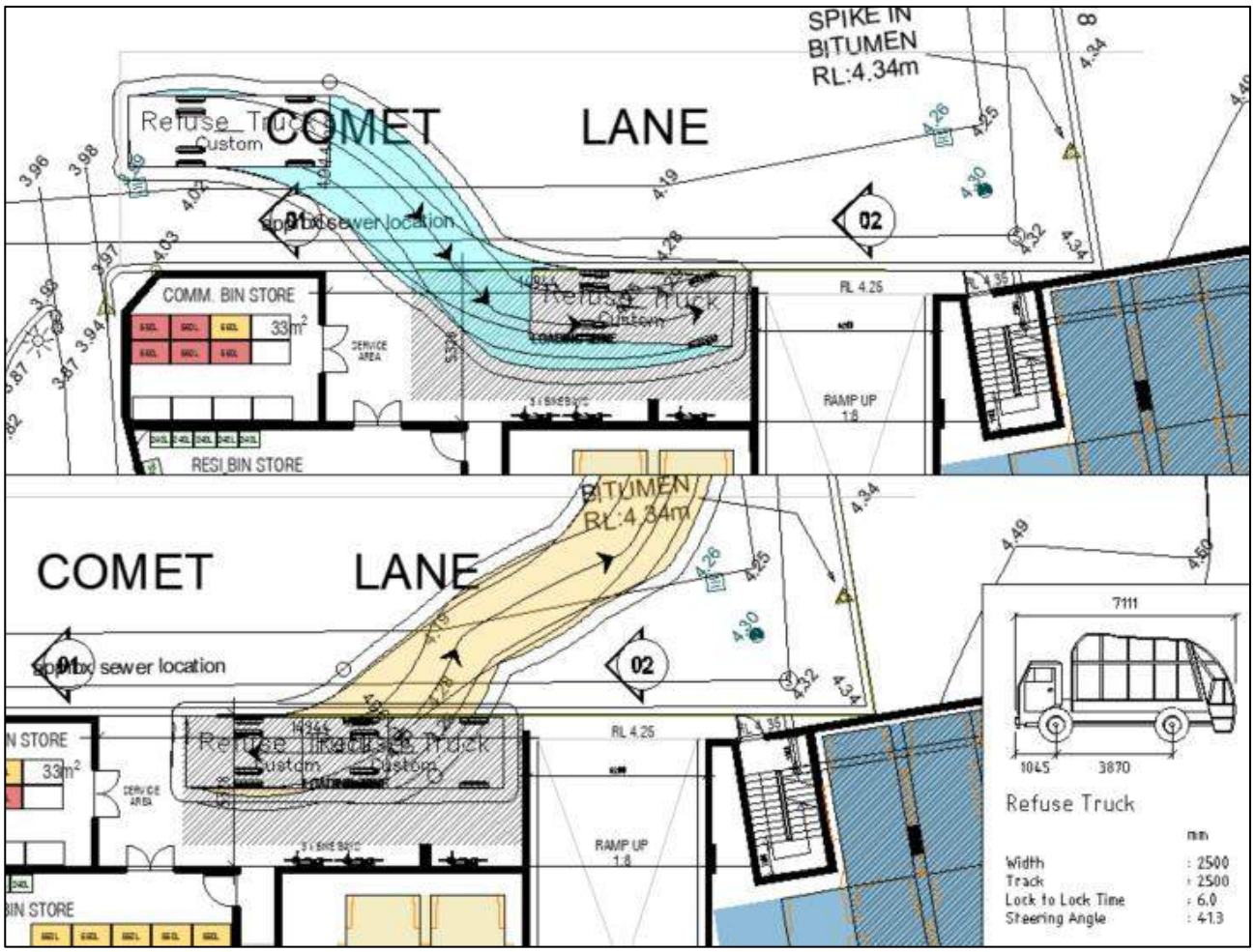
4.3 Provision for Service Vehicles

Waste Colle□tion is □ro□osed to □e underta□en in a loadin□ area □ro□osed on Co□ et Lane□A s□e□t □ath anal□sis □as underta□en usin□ a □□1 □ □aste tru□□as ad□ised □□the □aste □onsultant and illustrated in **Figure 4-4.** The □aste tru□□is e□□e□ted to □e a□le to enter the loadin□ area, underta□e the □aste □olle□tion and ade□uatel□ e□it this loadin□ area in a □or□ard dire□tion□

□i□ure □□□ Waste Tru□□ S□e□t Path



4.4 Traffic Generation

Tri□ □eneration rates □ro□ the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th* as detailed in **Table 4-1** □ere used to □al□ulate the esti□ated tri□ □eneration □or the Site□**Table 4-2** indi□ates the anti□i□ated dire□tional distri□ution and **Table 4-3** su□ □arises the total e□□e□ted tri□s to □e □enerated □□ the □ro□osed de□elo□□ ent□

Ta□le □1 Tri□ □eneration Rate – Pea□ Hour

Land Use	ITE Code/Source	AM Peak	PM Peak
Residential	IT□ 221	0□36 tri□s □er d□ellin□	0□□□ tri□s □er d□ellin□
Co□ □er□ial	IT□ □32	15□11 tri□s □er 100s□□	1□□□□ tri□s □er 100s□□

Ta□le □2 Dire□tional Distri□ution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	2□□	□3□	60□	□0□
Co□ □er□ial	5□□	□3□	52□	□□□

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Table 13 Estimated Total Trips Generated

Land Use	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Residential	5	18	15	10
Commercial	8	6	8	8
Subtotal	13	20	23	18
Total	33		41	

The Subject Site is anticipated to generate approximately 33 trips during the AM peak hour period and 41 trips in the PM peak hour period respectively. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have an substantial impact on the surrounding road network.

In the future, it is anticipated that the apartments located on the ground floor could be converted into additional commercial tenancies, most likely for office use. Converting these apartments on the ground floor to offices is expected to result in a net increase of 3 trips during the AM peak and 2 trips during the PM peak respectively. This increase in trips is expected to have a minimal impact on the surrounding road network.

Table 14 Trip Generation Rate – Peak Hour

Land Use	ITE Code/Source	AM Peak	PM Peak
Office	ITE 710	1.52 trips per 100sqm	1.53 trips per 100sqm

Table 15 Directional Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Office	88%	12%	17%	83%

Table 16 Estimated Total Trips Generated

Land Use	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Residential	5	13	15	10
Commercial	8	6	8	8
Office	3	1	1	3
Subtotal	16	20	24	21
Total	36		45	
Net Change	**+3**		**+2**	

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5 Parking Supply

5.1 Car Parking

The statutory car parking requirement for the proposed development is set out in the *Residential Design Codes Volume 2 - Apartments*. The residential design code specifies the parking requirements according to the following criteria:

- Location A is defined as a development located within 800m walkable catchment of a train station and/or 250m of a transit stop bus or light rail or a high frequent route and/or within the defined boundary of an activity centre and
- Location B is a location not within Location A.

The subject Site is not located near a high frequent public transport route but is located within the ***Marina Village Local Activity Centre.*** Hence, the parking requirements for Location A is applicable. The parking requirements for the café tenancy (Restaurant) is specified in accordance with the City of Cockburn's Local Planning Scheme No 3.

Further more, it is important to note that the Site has a specific building requirement when it comes to visitor's parking. According to the Port Coogee Marina Village Built Form Codes, *50% of the visitor parking requirement for multiple dwellings shall be allowed to be located on-street. A maximum of 18 on-street parking bays are available for inclusion within the calculation of visitor parking for multiple dwellings on Site 2.* The location of Site 2 is illustrated in **Figure 5-1**.

Figure 5-1 Site 2 Location

Source: Port Coogee Marina Village Built Form Codes

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The parking requirements and provisions are presented in **Table 5-1.**

Table 5-1 Car Parking Provision and Requirements

Use	Development Yield	Requirement		Provision
Residential Car Parking	16 dwellings	0.75 bays per 1 bedroom dwelling	12 bays	22 bays
	22 dwellings	1 bay per 2 bedroom dwellings	22 bays	
Residential Visitor Car Parking	60 dwellings	1 bay per 4 dwellings up to 12th dwellings	2 bays	6 on-street bays*
		1 bay per 8 dwellings for the 13th dwelling and above		
Commercial	Approximately 300 seats	1 bay per 30 seats	10 bays	6 including 1 ACROD bay
Total			45 bays	106 bays

Source: Residential Design Codes Volume 2 – Apartments, City of Cockburn Local Planning Scheme No. 3

Note: In respect of residential visitor car parking, Provision 14 of DA 22 in Table 9 of TPS3 states:

> *"Despite the provisions of the Scheme, the Council may, when considering a Local Development Plan (**LDP**), impose development requirements including but not limited to vehicle parking greater than the standards prescribed under the Scheme, if in the opinion of the Council, it would result in a more desirable outcome for the use and development of the land the subject of the LDPs".*

*The relevant LDP Site Specific Building Requirements Detailed Area Plan – Marina Village (Lots 1015-1027) (**DAP**), allows six on-street bays to be included in the calculation of visitor parking for multiple dwellings.*

Based on **Table 5-1**, it is considered that the proposed residential development meets the on-site car parking requirements. However, the residential visitor car parking has a shortfall of 3 parking bays. There is however a surplus of 61 bays allocated for residential tenants. Many of the tenants will be allocated more than one bay per dwelling. This creates an opportunity for residential visitors to utilise the share resident parking when visiting the Lot. Given the large surplus in the residential parking, a small shortfall in visitor parking is considered appropriate.

In respect of commercial car parking, there is a shortfall of 4 bays. This can be accommodated with on-street car parking in the vicinity. Notionally six on-street bays are already credited to the Subject Site for commercial car bays. Plentiful on-street parking exists along all streets in the area including the Marina Village identified 350 bays which can be used for this purpose. Furthermore, in a mixed-use environment, many patrons of the local commercial tenancies (assuming a cafe or other retail use) will already frequent the local area not requiring the use of on-street parking bays.

In the future, it is anticipated that the apartments located on the ground floor could be converted into additional local commercial tenancies, most likely for office use. Converting these apartments on the ground floor to offices could result in 15 local commercial bays being required by the Local Planning Scheme as summarised in **Table 5-2**.

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Table 5-2 Parking Provisions and Requirements Future

Use	Development Yield	Requirement		Provision
Residential Car Parking	16 dwellings	0.75 bays per 1 bedroom dwelling	12 bays	13 bays
	1 dwellings	1 bay per 2+ bedroom dwellings	1 bays	
Residential Visitor Car Parking	60 dwellings	1 bay per dwellings up to 12th dwellings	9 bays	6 bays on street bays*
		1 bay per dwellings for the 13th dwelling and above		
Commercial	Approximately 30 seats	1 bay per seats	10 bays	10 bays
Office	266 sqm	1 bay per 50 sqm GLA	5 bays	
Total			36 bays	10 bays

Source: Residential Design Codes Volume 2 – Apartments, City of Cockburn Local Planning Scheme No. 3

Site Specific Building Requirements Detailed Area Plan – Marina Village (Lots 1015-1027) (DAP**), allows six on-street bays to be included in the calculation of visitor parking for multiple dwellings.*

In the event of the future office conversion, some of the parking bays intended for the ground floor apartments are anticipated to be converted to parking bays for commercial office use. It is intended for residential parking bays allocated for the residents to be converted for commercial office use.

The total parking bays available onsite for use of the proposed café and future office tenancy is 10 bays (one and existing 6 commercial bays). It is anticipated that there will be a shortfall of 5 commercial bays when the ground floor apartments are converted to office tenancies. However, plentiful on street parking exists along all streets in the area modelling for the Marina Village identified 350 bays which can be used for this purpose.

5.2 Bicycle Parking Requirement

Similar to the car parking, the requirements for cycle parking are indicated in the City of Cockburn's *Local Planning Scheme No. 3* as shown in **Table 5-3.**

Table 5-3 Cycle Parking Provision and Requirements

Land Use	Yield	Requirements		Provision
Residential	60 dwellings	1 space per dwelling units	15 spaces	36 spaces (2 racks located in the basement and 12 racks on the ground level
Residential Visitors	60 dwellings	1 space for 16 dwelling units	spaces	
Commercial	seats	1 space per 30 seats	2 spaces	
Total			21 spaces	36 spaces

Source: City of Cockburn Local Planning Scheme No. 3

As shown in **Table 5-3** above, the proposed cycle parking provision for residential and commercial cycle requirement is adequate and meets the minimum cycle requirements for the City of Cockburn.

Similarly, the cycle requirements are expected to increase with the proposed conversion of the ground floor apartment units to office use as shown in **Table 5-4**. It is expected that the provision of cycle racks is still adequate with the requirements of the City of Cockburn.

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Table 5: Vehicle Parking Provision and Requirements Future

Land Use	Yield	Requirements		Provision
Residential	5 dwellings	1 space per dwelling units	15 spaces	36 spaces (2 rats located in the basement and 12 rats at ground level
Residential Visitors	5 dwellings	1 space for 16 dwelling units	spaces	
Commercial	5 seats	1 space per 30 seats	2 spaces	
Office	266 sqm	employees1 space per 200 m² of NLA Visitors1 space per 50 2 of NLA	3 spaces	
Total			**24 spaces**	**36 spaces**

Source: City of Cockburn Local Planning Scheme No. 3

5.3 Motorcycle Parking Requirement

Developments exceeding 20 dwellings will need to provide 1 motorcycle/scooter space for every 10 car bays as in the *Residential Design Code Volume 2 – Apartments* as shown in **Table 5-5.**

Table 5 Motorcycle Parking Provision and Requirements

Land Use	Yield	Requirements		Provision
Residential	6 parking spaces	1 space per 10 car bays provision	6 space	1 space
Total				**1 space**

Source: Residential Design Codes Volume 2 – Apartments

As shown in **Table 5-5** above, only 1 motor cycle bay is being proposed which results in a shortfall of bays which is not too compliant to the Residential Design Code Volume 2However, it should be noted that motorcycle bays exist on Pantheon Avenue which would assist with itigating this shortfallIn addition, given the surplus in residential car parking bays, iresidents have the need to bar a motorcycle or scooter, it is anticipated that the residential car bays will suitable cater for this demand

5.4 Parking Geometry Requirements

The parking bay geometry requirements set forth by AS2890.1 User Class 1A parking facility for 90˚ angled parking bays and the corresponding provisions in the proposed development are presented in **Table 5-6**

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Ta□le 5□6 Par□in□ □eo□etr□Re□uire□ents

Parameter	Minimum Requirement	Provided	Remarks
□a□Width, □ □User Class 1A□	2□□	2□□	□o □on□□on□or□ an□es identi□ied
□a□Width, □ □User Class 3□	2□6	2□6	□o □on□□on□or□ an□es identi□ied
□a□Len□th, □	5□□	5□□	□o □on□□on□or□ an□es identi□ied
ACROD □a□Width, □	2□□	2□6	□o □on□□on□or□ an□es identi□ied
ACROD □a□Len□th, □	5□□	5□□	□o □on□□on□or□ an□es identi□ied
Shared Area □a□Width, □	2□□	2□□	□o □on□□on□or□ an□es identi□ied
Shared Area □a□Len□th, □	5□□	5□□	□o □on□□on□or□ an□es identi□ied
Aisle □idth, □	5□□	6□0	□o □on□□on□or□ an□es identi□ied
□lind aisle e□tension, □	1□0	1□0	□o □on□□on□or□ an□es identi□ied
Motor□□□le □a□Width, □	1□2	1□2	□o □on□□on□or□ an□es identi□ied
Motor□□□le □a□Len□th, □	2□5	2□5	□o □on□□on□or□ an□es identi□ied
Cir□ulation road□a□ □idth, □	5□5 □T□o□□a□□	6□0 to 6□3	□o □on□□on□or□ an□es identi□ied
A□□ess □idth, □ □Cate□or□2□	6□0 to □0	6□2 to 6□6	□o □on□□on□or□ an□es identi□ied

5.5 Swept Path

A s□e□t □ath anal□sis usin□ the □□5 and □□□ desi□n □ehi□les □as underta□en □or the □ro□osed □ar□in□ □a□s on the □round □loor and □ase□ent le□els□ The anal□sis indi□ated that □oth desi□n □ehi□les are a□le to ade□uatel□enter and e□it the □ar□in□ □a□s on the □round □loor and □ase□ent le□els as illustrated in **Figure 5-2** to **Figure 5-9**□

5.5.1 Ground Floor Parking

a) B85 Vehicle

□i□ure 5□2 S□e□t Path □□□5 Passen□er □ehi□le

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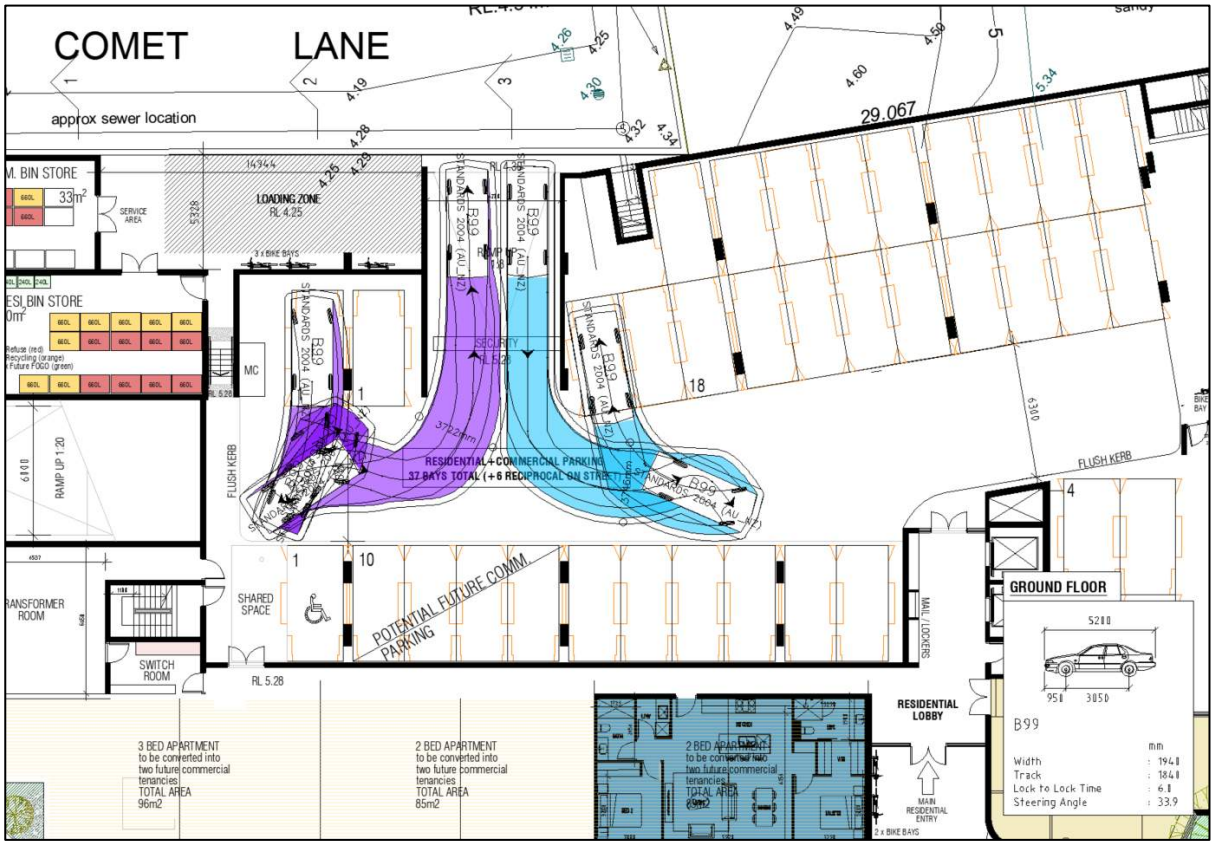
□i□ure 5□3 S□e□t Path □□□5 Passen□er □ehi□le

b) B99 Vehicle

□i□ure 5□□ S□e□t Path – □□□ Passen□er □ehi□le



Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

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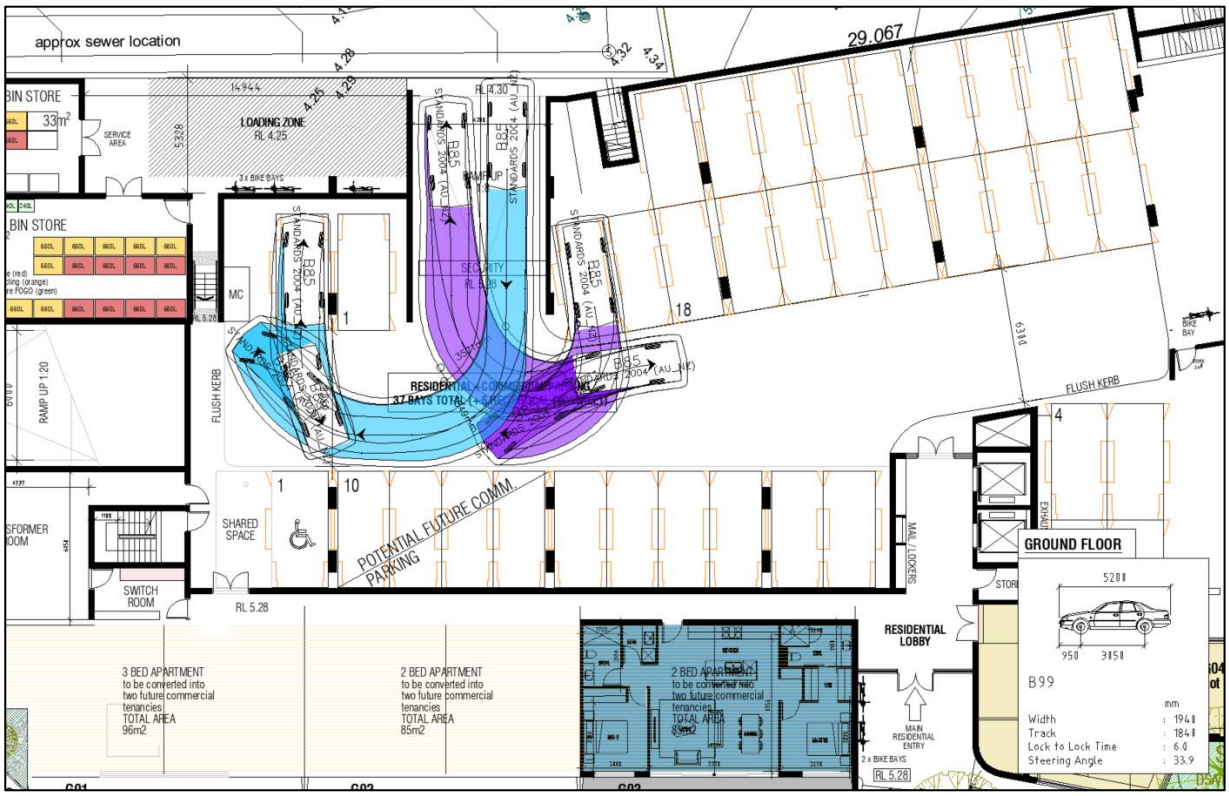

5.5.2 Basement Floor Parking

a) B85 Vehicle

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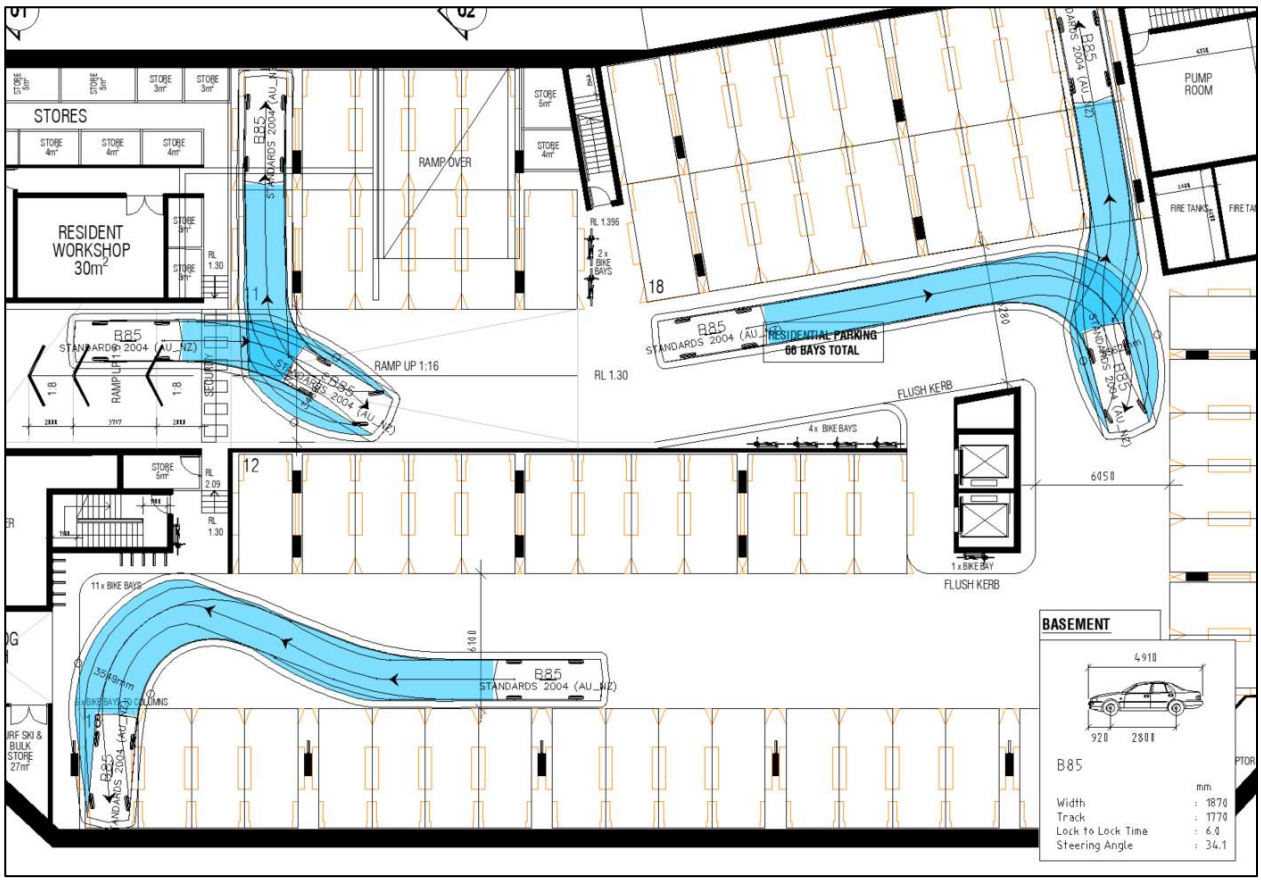

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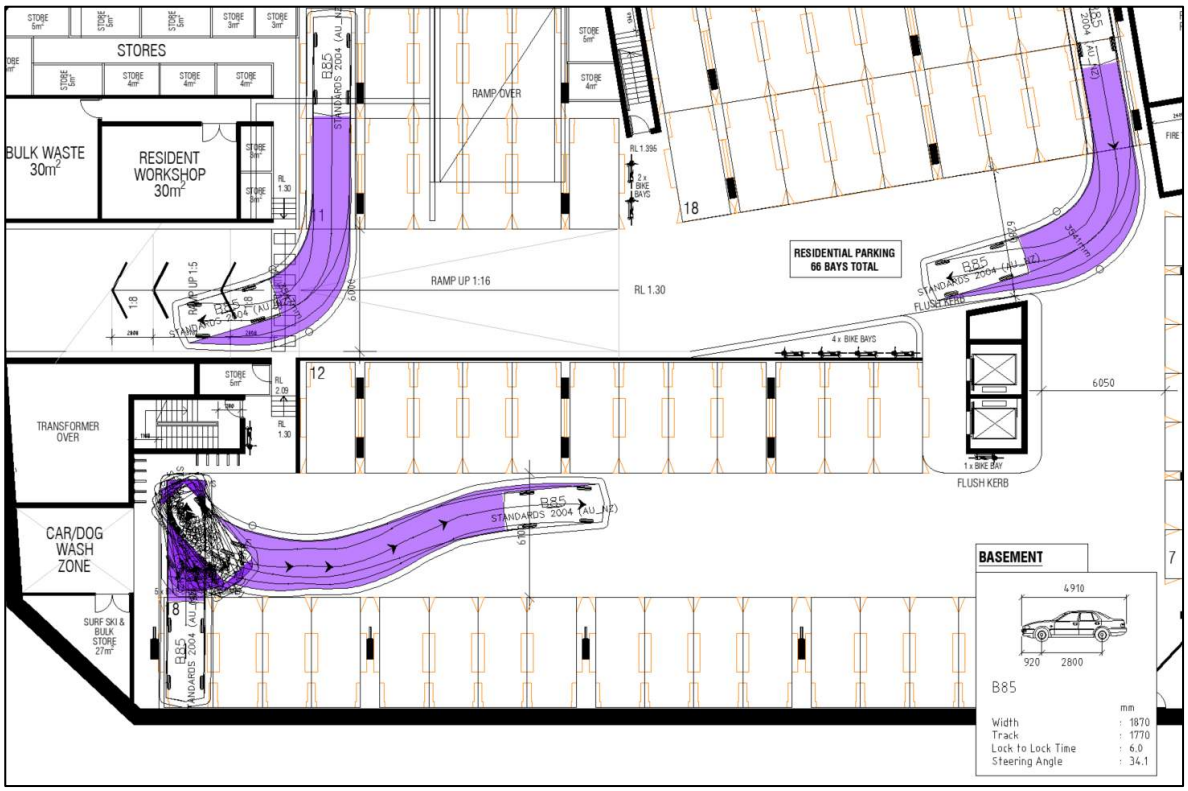
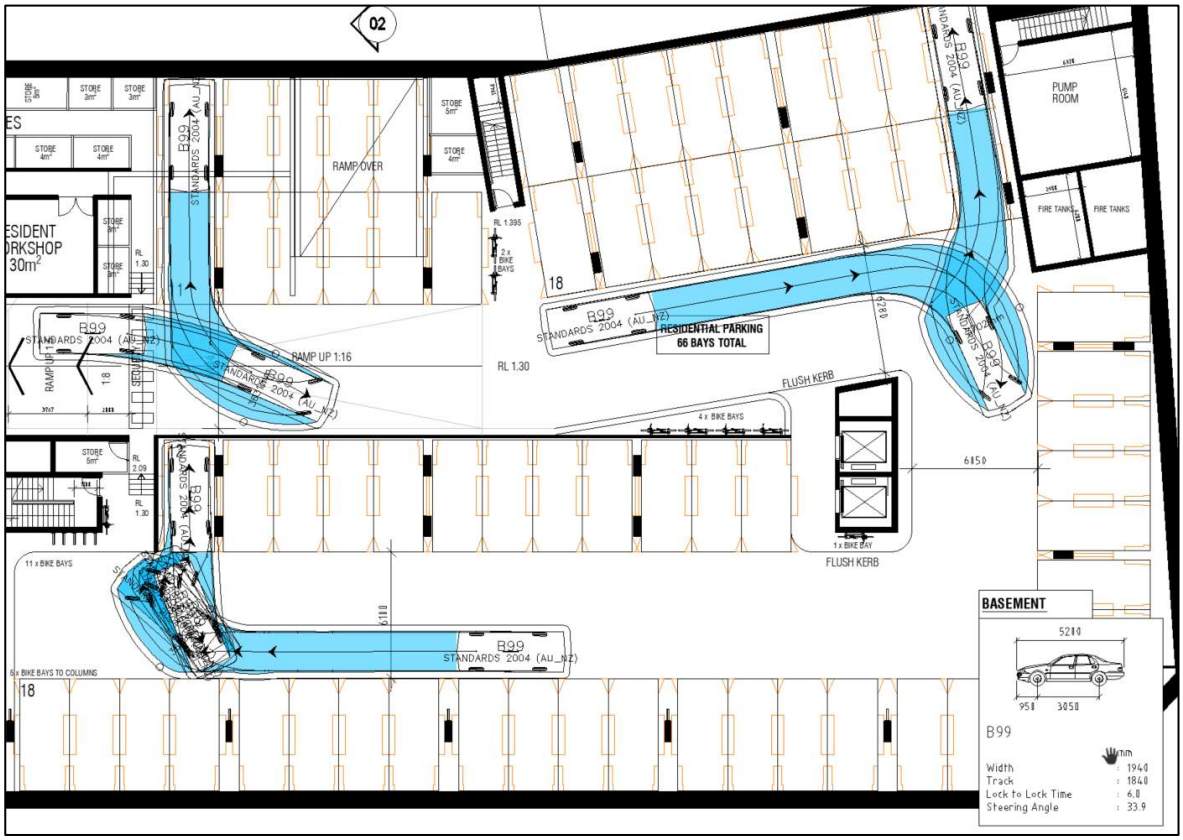
□i□ure 5□□ S□e□t Path □□□5 Passen□er □ehi□le



b) B99 Vehicle

□i□ure 5□□ S□e□t Path – □□□ Passen□er □ehi□le



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□i□ure 5□□ S□e□t Path – □□□ Passen□er □ehi□le

c) Circulation Road

A s□e□t □ath anal□sis □as also underta□en □or the □ir□ulation road□a□in the □ase□ent □ar□in□le□el usin□a □□5 and a □□□ □assen□er □ehi□le□The s□e□t □ath illustrated in **Figure 5-10** sho□s that □oth □ehi□les □an sa□el□ □ass ea□h other alon□ the □ir□ulation road□

It should □e noted that the □a□orit□o□□ar□in□ in the □ase□ent are intended □or residential □ar□in□ and is □onsidered to □e a slo□ s□eed en□iron□ent □ith lo□ □ar□in□turno□er□Consideration □ould also □e □i□en to installin□ □ irrors at this lo□ation to □iti□ate a□ainst an□sa□et□ □on□erns□

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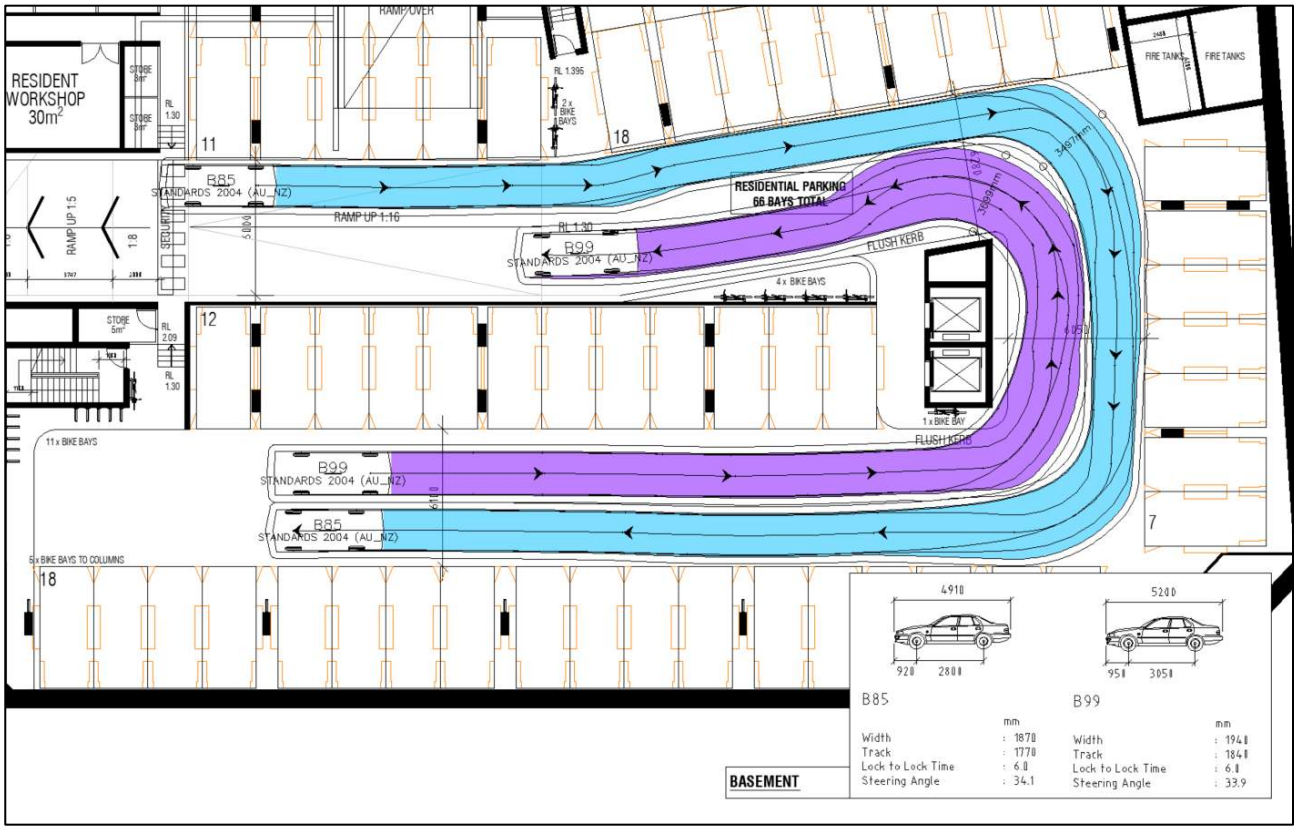
□i□ure 5□10 S□e□t Path – Cir□ulation S□e□t Path



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6 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following are conclusions about the proposed development.

- The proposal is for a mixed used development focusing of rising of 60 dwelling units and a commercial tenancy on the ground floor located at Lot 1015 Pantheon Avenue, Port Coogee, City of Cockburn.
- Access to the subject Site by cycle is good with facilities under the Perth Bicycle Network and other bicycle routes within the surrounding locality.
- The Site is accessible to a single bus route with bus stops located in close proximity.
- The volume of trips generated by the subject Site is minimal and according to WAPC Transport Impact Assessment Guidelines is anticipated to have a moderate impact on the surrounding road network.

Overall, it is considered likely that the development will not cause any material impact to the traffic safety and operation of the surrounding road network.

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Lot 1015 Pantheon A□e, Port Coo□ee

A

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Version: 1, Version Date: 10/07/2026

Item	Status	Comments/Proposals
Proposed development		
□ro□osed land use	Se□tion □	
e□istin□ land uses	Se□tion 1	
□onte□t □ith surrounds	Se□tion 1	
Vehicular access and parking		
a□□ess arran□e□ ents	Se□tion □	
□u□li□, □ri□ate, disa□led □ar□in□ set do□n / □i□□u□	Se□tion 5	
Service vehicles (non-residential)		
a□□ess arran□e□ ents	□□A	
on□o□□site loadin□ □a□ilities	□□A	
Service vehicles (residential)		
Ru□□ish □olle□tion and e□ er□en□□ □ehi□le a□□ess	Se□tion □	
Hours of operation (non-residential only)	□□A	
Traffic volumes		
dail□or □ea□ tra□□i□ □olu□ es	Se□tion □	
t□□e o□□ehi□les □e. □. □ars, tru□□s)	□□A	
Traffic management on frontage streets	□□A	
Public transport access		
nearest □us□train routes	Se□tion 2	
nearest □us sto□s□train stations	Se□tion 2	
□edestrian/ □□le lin□s to □us sto□s□train station	Se□tion 2 and 3	
Pedestrian access/facilities		
e□istin□ □edestrian □a□ilities □ithin the de□elo□□ ent □i□an□)	Se□tion 3	
□ro□osed □edestrian □a□ilities □ithin de□elo□□ ent	Se□tion 3	
e□istin□ □edestrian □a□ilities on surroundin□ roads	Se□tion 3	
□ro□osals to i□ □ro□e □edestrian a□□ess	Se□tion 3	
Cycle access/facilities		
e□istin□ cyc□e □a□ilities □ithin the de□elo□□ ent □i□an□)	Se□tion 3	
□ro□osed □□□le □a□ilities □ithin the de□elo□□ ent	Se□tion 3	
e□istin□ cyc□e □a□ilities on surroundin□ roads	Se□tion 3	
□ro□osals to i□ □ro□e cyc□e a□□ess	□□A	
Site specific issues	□□A	
Safety issues		
identi□□ issues	□□A	
re□ edial □ easures	□□A	

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Version: 1, Version Date: 10/07/2026

B

Lot 1015 Pantheon A□e, Port Coo□ee

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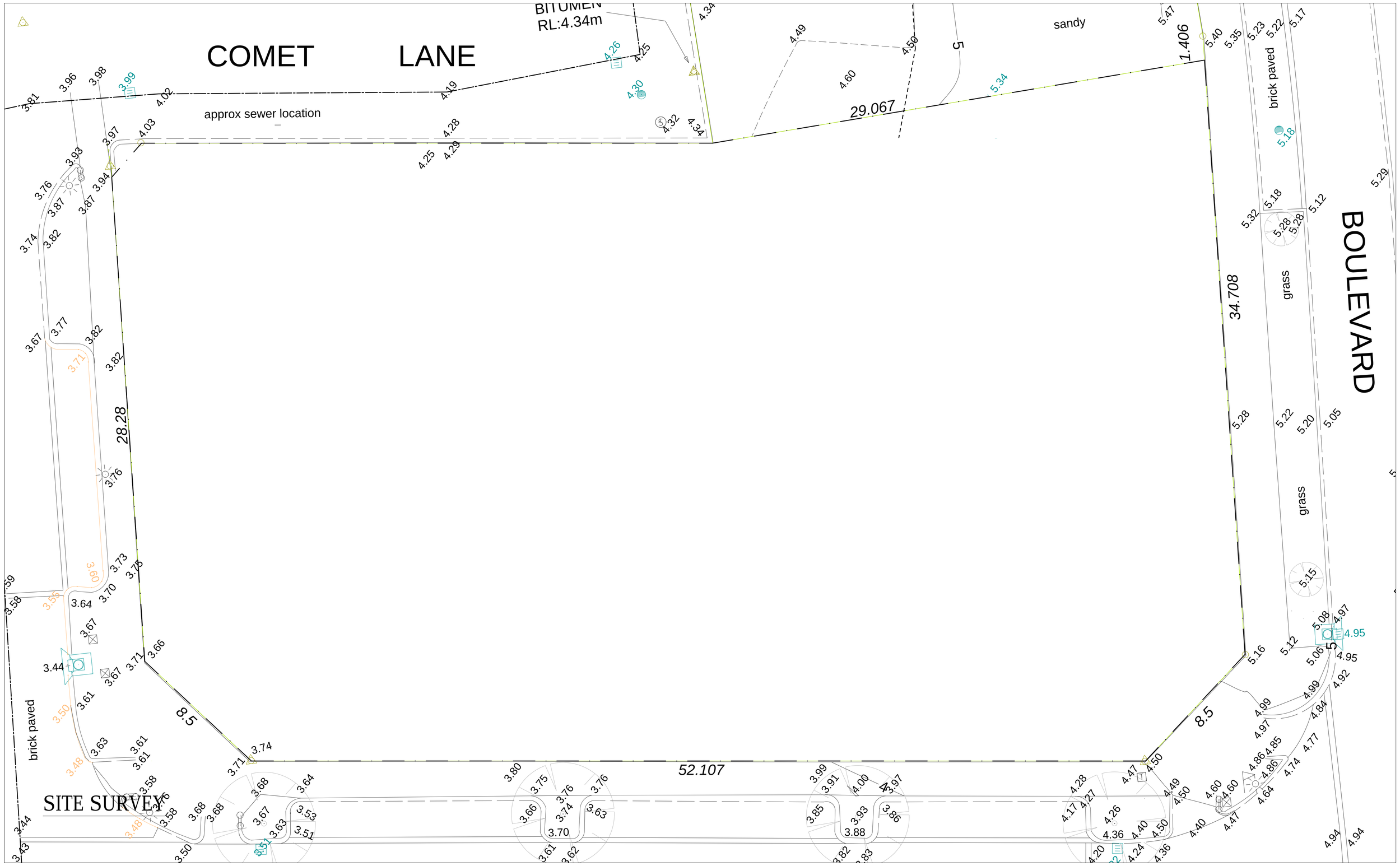

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B	04.06.21	POST DRP 1_DA REISSUE
C	11.06.21	MINOR UPDATE

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT
STIRLING

PROJECT
15053
PORT COOGEE DEVELOPMENT

PROJECT ADDRESS
LOT 1015 PANTHEON AVE
PORT COOGEE

PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

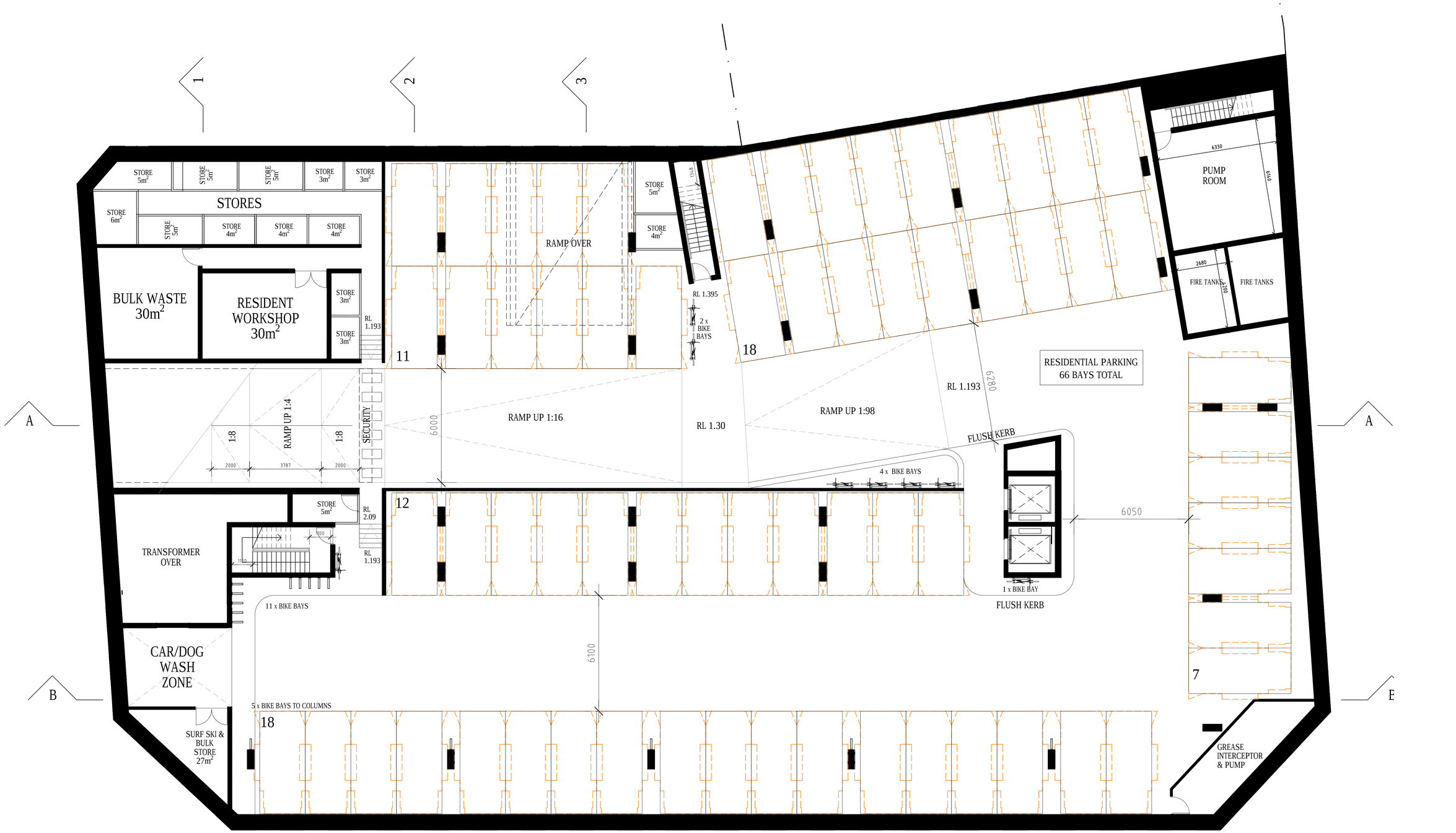
NORTH

SCALE
0 1 2 5
1:100 @ A1

DRAWING
SITE SURVEY

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.00	SO	WB	C

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026



BASEMENT

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C	11.06.21	MINOR UPDATE

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT
STIRLING

PROJECT
15053
PORT COOGEE DEVELOPMENT

PROJECT ADDRESS
LOT 1015 PANTHEON AVE
PORT COOGEE

PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE
0 1 2 5
1:100 @ A1

DRAWING
FLOOR PLANS:
AS SHOWN

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.01	SO	WB	C

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

GROUND FLOOR

COMET LANE

BITUMEN RL:4.34m

approx sewer location

COMM. BIN STORE 33m²

660L 660L 660L 660L 660L 660L

SERVICE AREA

LOADING ZONE RL 4.25

3 x BIKE BAYS

RESI BIN STORE 60m²

240L 240L 240L 240L 240L 240L 240L 240L

660L 660L 660L 660L 660L 660L 660L 660L 660L 660L 660L 660L

8 x Refuse (red)
8 x Recycling (orange)
10 x Future FOGO (green)

RL 4.30

RAMP UP 1:8

SECURITY RL 5.28

MC

RL 5.28

RL 3.83

RAMP UP 1:20

FLUSH KERB

RESIDENTIAL + COMMERCIAL PARKING
37 BAYS TOTAL (+ 6 RECIPROCAL ON STREET)

A NEW CROSSOVER TO CITY'S REQ

brick paved

concrete

footpath

1.5m

TRANSFORMER ROOM

SWITCH ROOM

SHARED SPACE

POTENTIAL FUTURE COMM. PARKING

RL 5.28

3 BED APARTMENT to be converted into two future commercial tenancies TOTAL AREA 96m2

2 BED APARTMENT to be converted into two future commercial tenancies TOTAL AREA 85m2

2 BED APARTMENT to be converted into two future commercial tenancies TOTAL AREA 85m2

G01 Lot 1

G02 Lot 2

G03 Lot 3

2 VISITOR BAYS

52.107

RESIDENTIAL LOBBY

MAIL / LOCKERS

STORE

EXHAUST DUCT OVER

MAIN RESIDENTIAL ENTRY

2 x BIKE BAYS

RL 5.28

RL 4.00

RL 4.50

RL 5.16

COMMERCIAL 94m²

G04 Lot 4

1:14

AWNING OVER, DASHED

4m2

29.067

1.406

34.708

6300

6000

5328

14944

BIKE BAY

ESCAPE RL 5.28

1 x BIKE BAY

Balcony 14m²

G06 Lot 6 1x1 55m²

Balcony 21m²

G05 Lot 5 1x1 57m²

sandy

brick paved

grass

concrete

bench

BOULEVARD

Residences designated for future conversion to commercial tenancies.

REV.	DATE	AMENDMENT
A	16.04.21	DA ISSUE
B	04.06.21	POST DRP 1_DA REISSUE
C	11.06.21	MINOR UPDATE

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT
STIRLING

PROJECT
15053
PORT COOGEE DEVELOPMENT

PROJECT ADDRESS
LOT 1015 PANTHEON AVE
PORT COOGEE

PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE
1:100 @ A1
0 1 2 5

DRAWING
FLOOR PLANS:
AS SHOWN

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Appendix B

Site Plan

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SHEET LIST			
D0.01	COVER PAGE	A	06.07.2026
DA1.00	SITE SURVEY	B	06.07.2026
DA1.01	BASEMENT GA	C	06.07.2026
DA1.02	GROUND FLOOR GA	F	06.07.2026
DA1.03	LEVEL 1 GA	E	06.07.2026
DA1.04	LEVEL 2,4,6 GA	E	06.07.2026
DA1.05	Level 3,5 GA	E	06.07.2026
DA1.06	ROOF TERRACE GA	D	06.07.2026
DA1.07	ROOF PLAN GA	D	06.07.2026
DA2.00	SOUTH ELEVATION	D	06.07.2026
DA2.01	WEST ELEVATION	E	06.07.2026
DA2.02	NORTH ELEVATION	C	06.07.2026
DA2.03	EAST ELEVATION	C	06.07.2026
DA3.00	SECTION 01	B	06.07.2026
DA3.01	SECTION 02	B	06.07.2026
DA3.02	SECTION A & B	B	06.07.2026
DA4.00	YIELD	B	06.07.2026
DA5.00	DIAGRAMS	B	06.07.2026

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

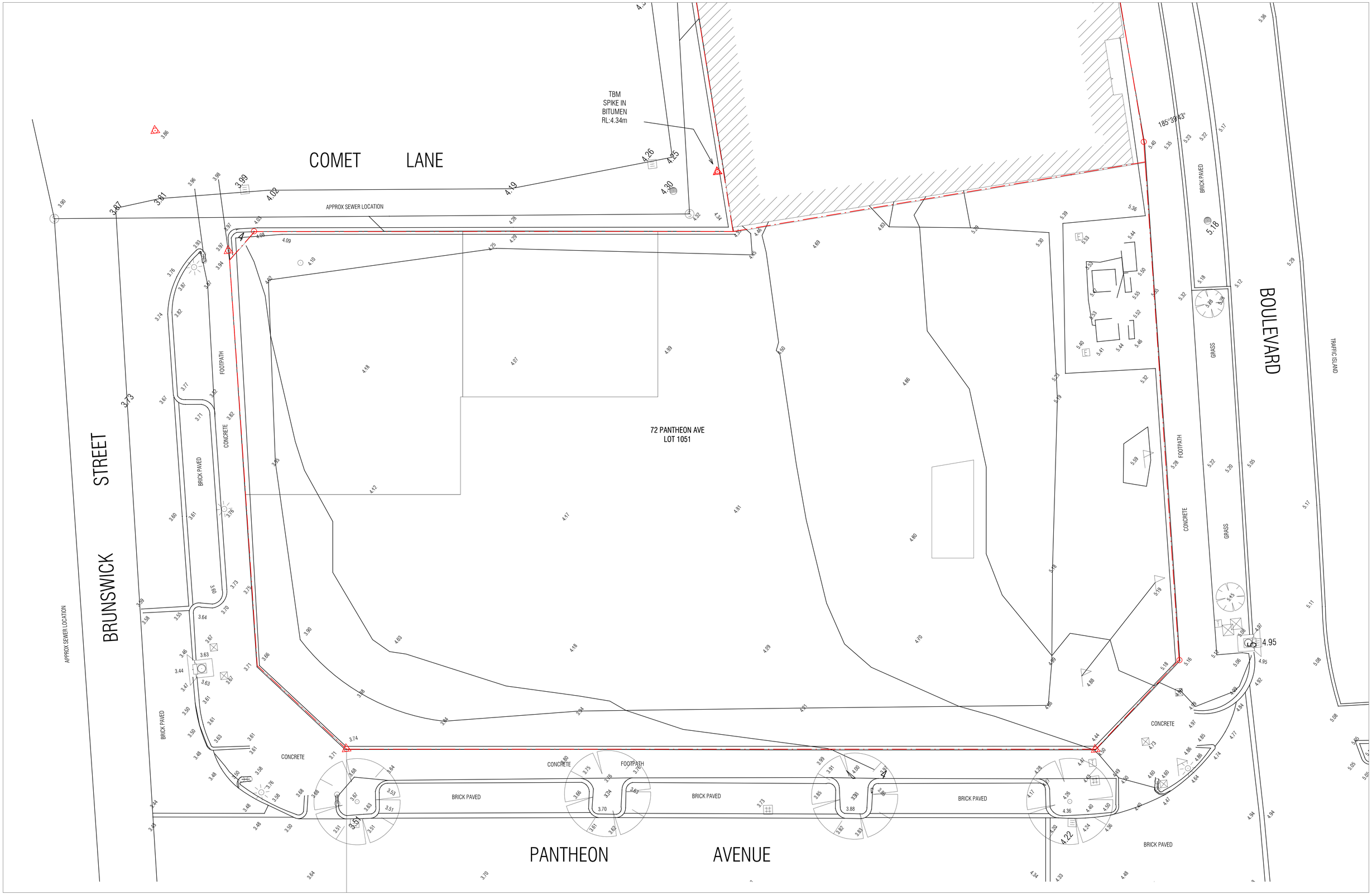
SCALE @ B1

DRAWING

COVER PAGE

DRAWING NO.	DRAFTER	CHECKED	REV.
D0.01	JL	WB	A

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026



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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

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ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

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PROJECT NUMBER

15053

SCALE @ B1

1 : 100

NORTH

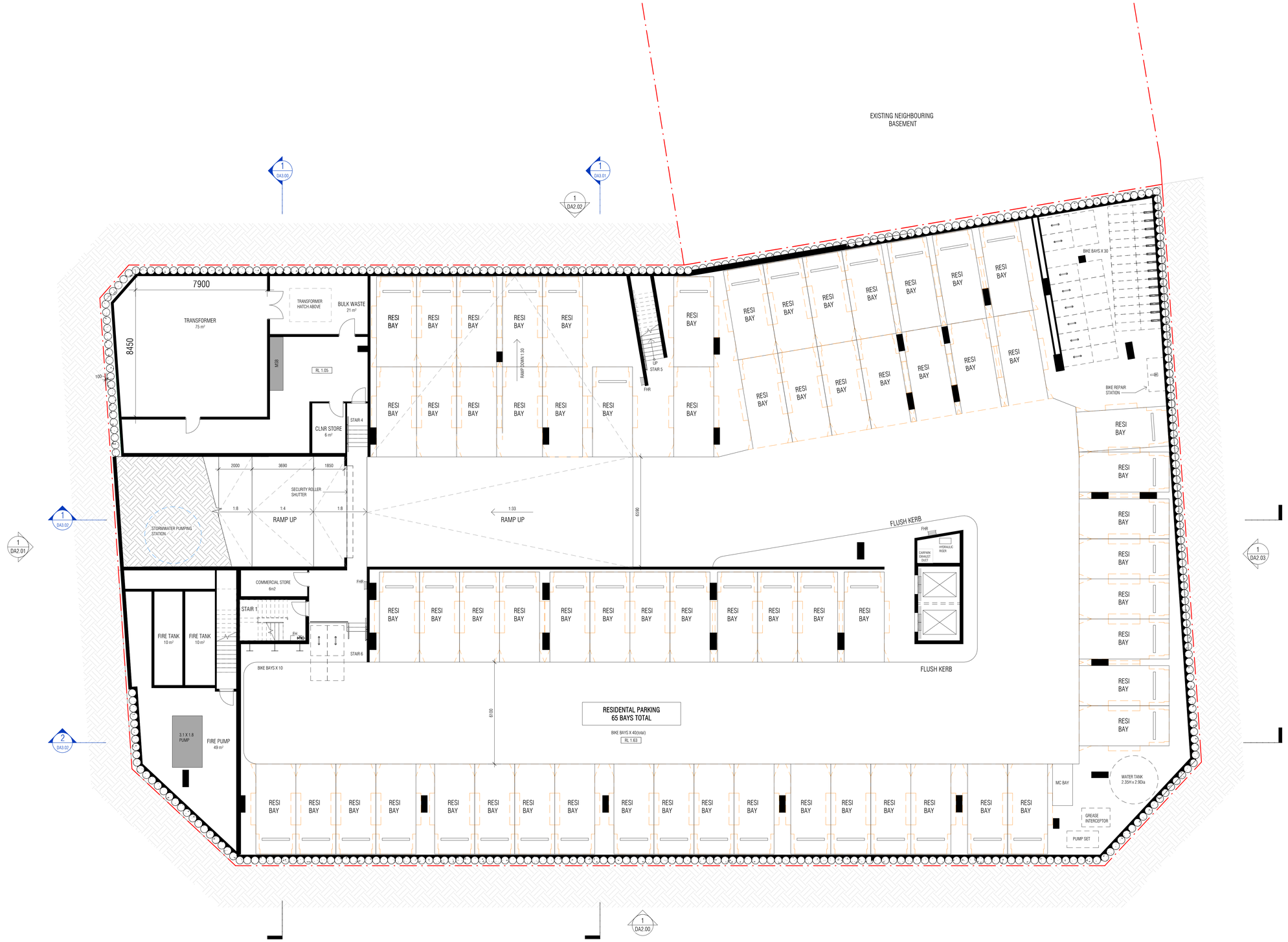
Scale Bar 1 : 100
0 1 2 5m

DRAWING

SITE SURVEY

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.00	JL	WB	B

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026



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B	21.04.2026	ISSUE FOR INFORMATION	
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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

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STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
BASEMENT GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.01	JL	WB	C

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

	STUDIO APARTMENT
	2 BEDROOM APARTMENT
	3 BEDROOM APARTMENT

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REV.	DATE	AMENDMENT	INITL.
A	30.03.2026	ISSUE FOR INFORMATION	
B	16.04.2026	ISSUE FOR CLIENT REVIEW	
C	21.04.2026	ISSUE FOR INFORMATION	
D	23.04.2026	ISSUE FOR INFORMATION	
E	29.04.2026	ISSUE FOR INFORMATION	
F	06.07.2026	DA AMENDMENT	

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100 — 0 1 2 5m

DRAWING: GA - GROUND FLOOR

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.02	JL	WB	F

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

REV.	DATE	AMENDMENT	INITL.
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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

SCALE @ B1
1 : 100

NORTH

Scale Bar 1 : 100
0 1 2 5m

DRAWING
GA LEVEL 1

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.03	JL	WB	E

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100 — 0 1 2 5m

DRAWING: LEVEL 2,4,6 GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.04	JL	WB	E

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100 — 0 1 2 5m

DRAWING: Level 3,5 GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.05	JL	WB	E

Document Set ID: 12788159
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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

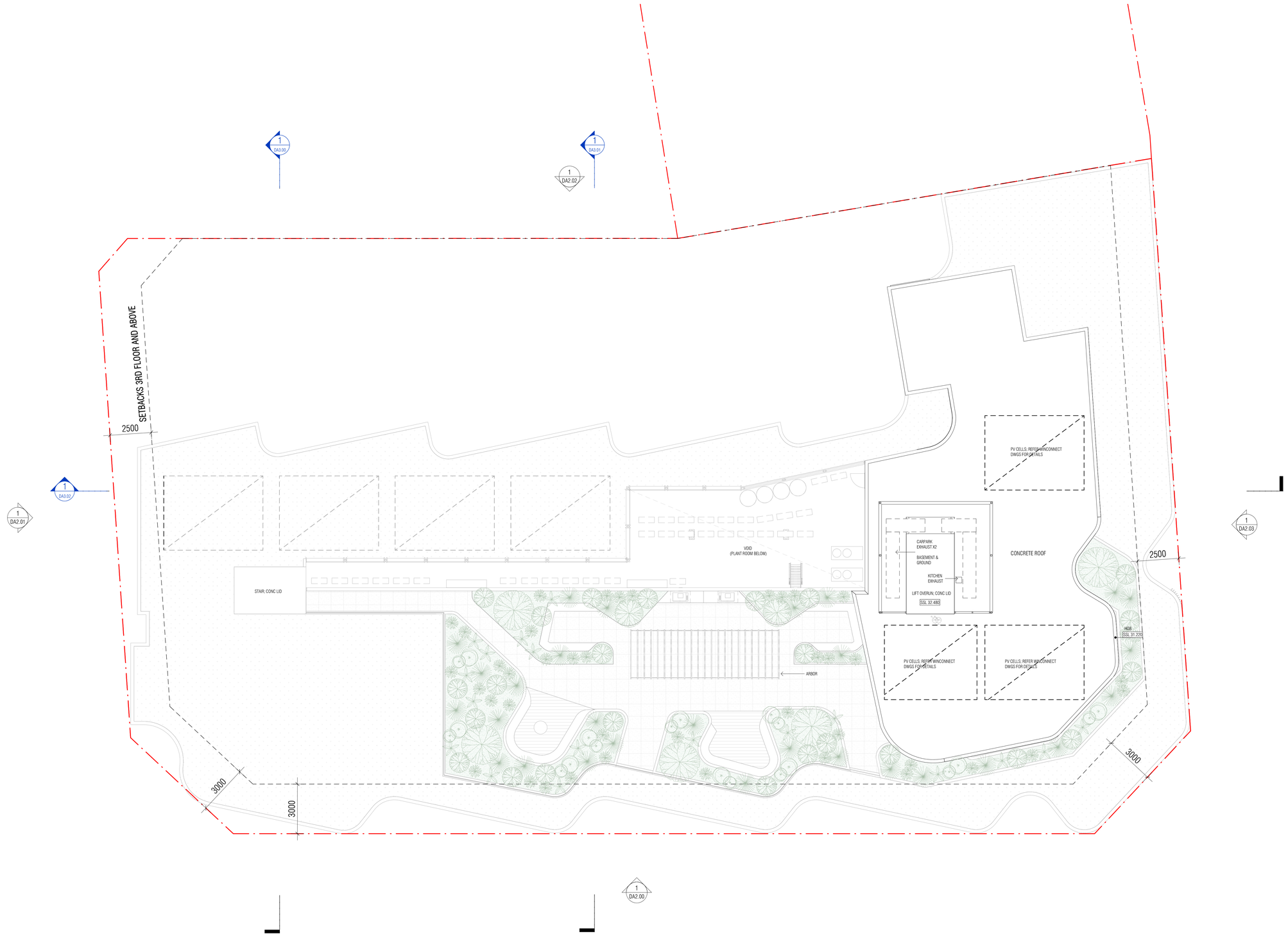
Scale Bar 1: 100
0 1 2 5m

DRAWING

ROOF TERRACE GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.06	JL	WB	D

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026



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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

ROOF PLAN GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.07	JL	WB	D

Document Set ID: 12788159
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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

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PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

SOUTH ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.00	JL	WB	D

Document Set ID: 12788159
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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

WEST ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.01	JL	WB	E

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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN®

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

NORTH ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.02	JL	WB	C

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®

PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
EAST ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.03	JL	WB	C

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

1 DA1.01 SECTION 01
1 : 100

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
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PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

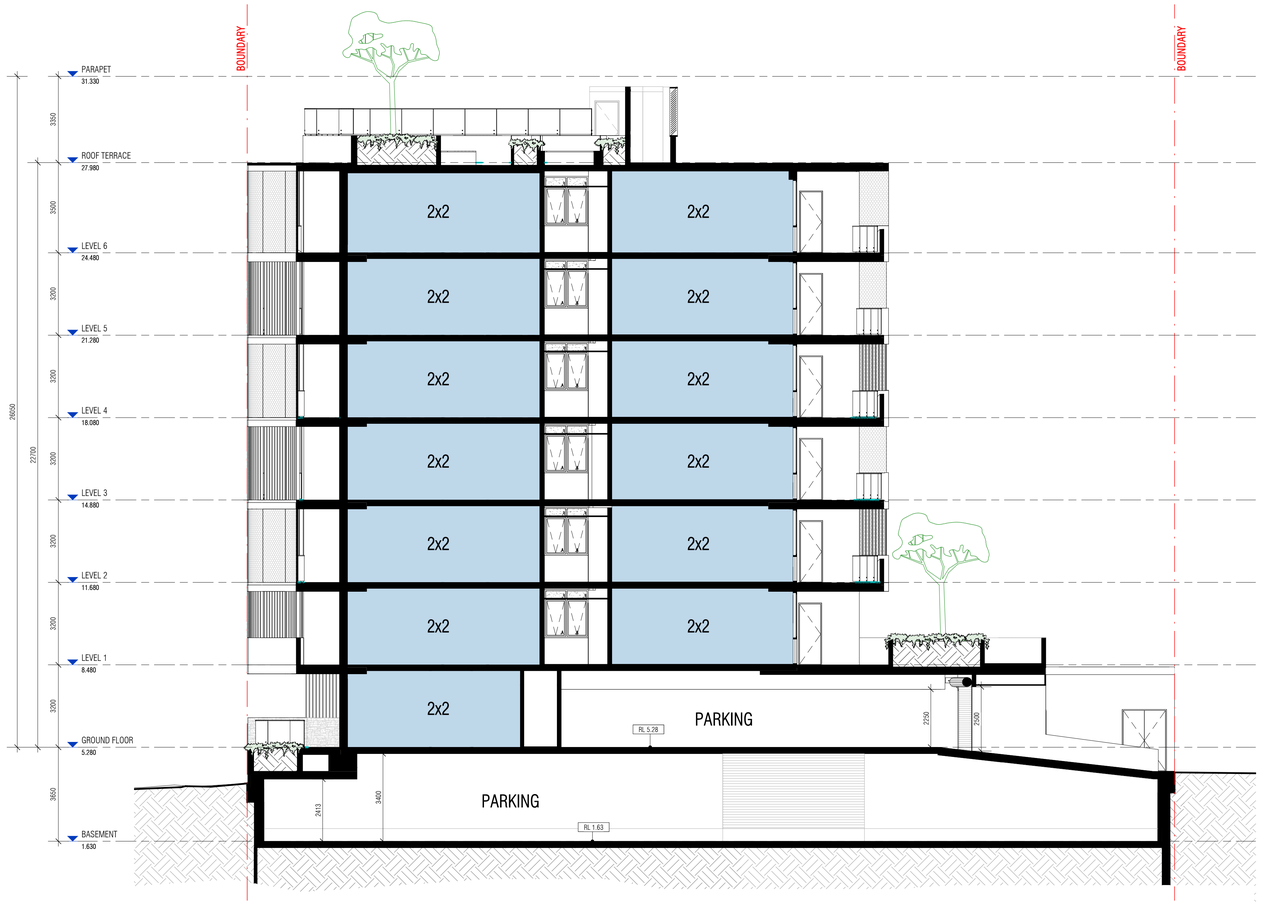
SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
SECTION 01

DRAWING NO. DA3.00
DRAFTER
CHECKED
REV. B

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026



STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

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PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100

0 1 2 5m

DRAWING

SECTION 02

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.01	JL	WB	B

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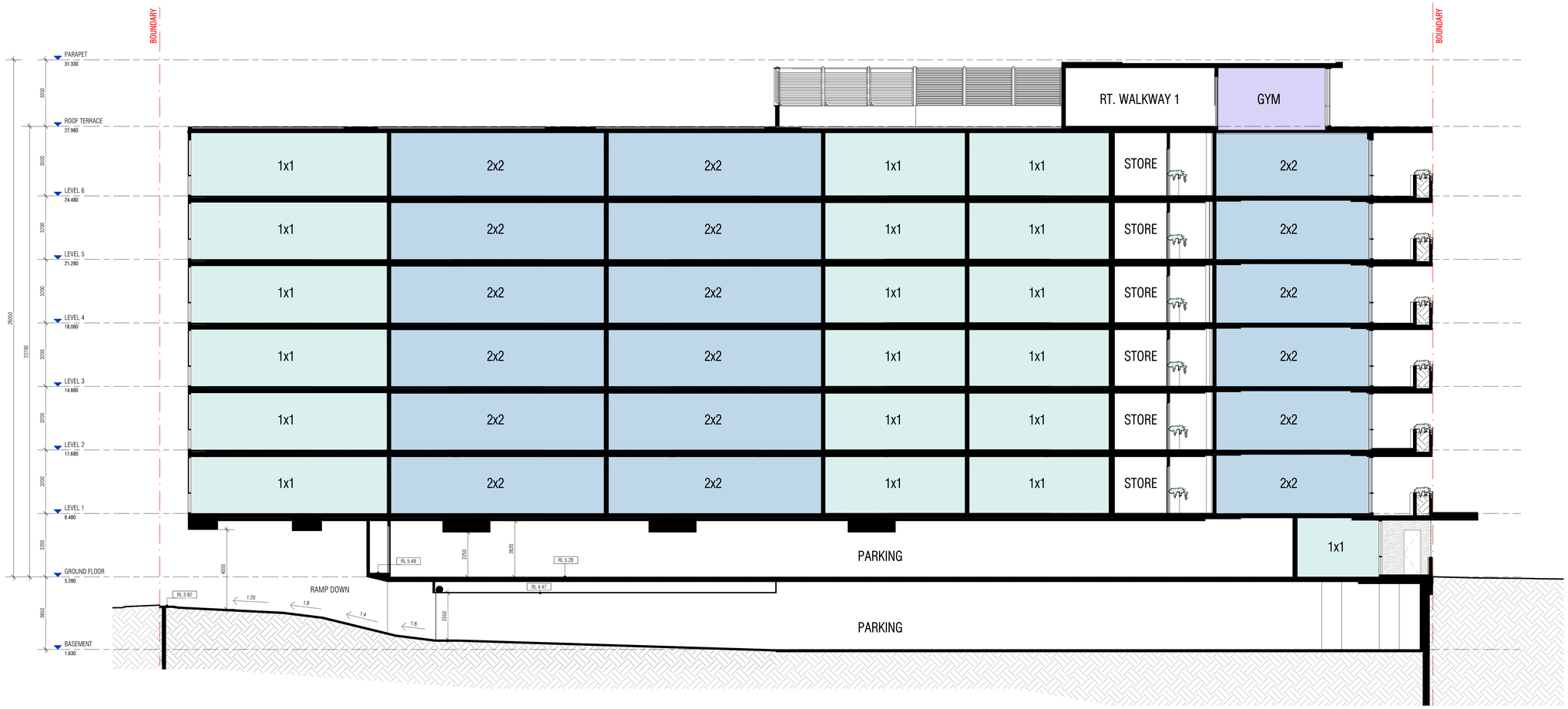
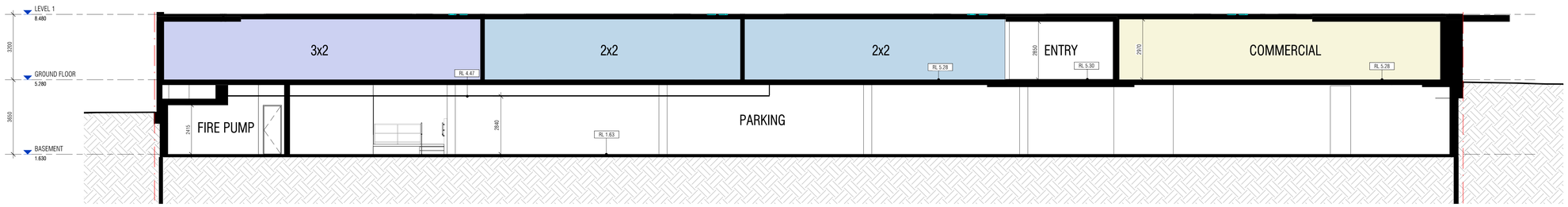
Version: 1, Version Date: 10/07/2026



1 DA1.01 SECTION A
1 : 100



2 DA1.01 SECTION B
1 : 100

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
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ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
SECTION A & B

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.02	JL	WB	B

Document Set ID: 12788159
Version: 1, Version Date: 10/07/2026

77 APARTMENTS

	1x1	1x1	1x1	1x1	2x2	2x2	2x2	2x2	2x2	2x2	3x2	3x2	TOTAL	COMMERCIAL TENANCIES	TOTAL AREA
	48	51	55	62	66	73	78	85	87	95	87	95		95	
G		1	1		1		1				1		5	1	
1	2			2		2		1	1	3		1	12		
2	2			1	1	2		1	1	3		1	12		
3	2			1	1	2		1	1	3		1	12		
4	2			1	1	2		1	1	3		1	12		
5	2			1	1	2		1	1	3		1	12		
6	2			1	1	2		1	1	3		1	12		
TOTAL	12	1	1	7	6	12	1	6	6	18	1	6	77	1	
	576	51	55	434	396	876	78	510	522	1710	87	570	5865	95	5960

1x1s	2x2s	3x2s
21	49	7
27%	64%	9%

PARKING

106 BAYS TOTAL

RESIDENTIAL:	100 BAYS
COMMERCIAL/VISITOR:	0 BAYS
VISITOR (ON STREET):	6 BAYS
ON SITE BIKE BAYS:	50 BAYS

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard, Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1

DRAWING: YIELD

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.00	JL	WB	B

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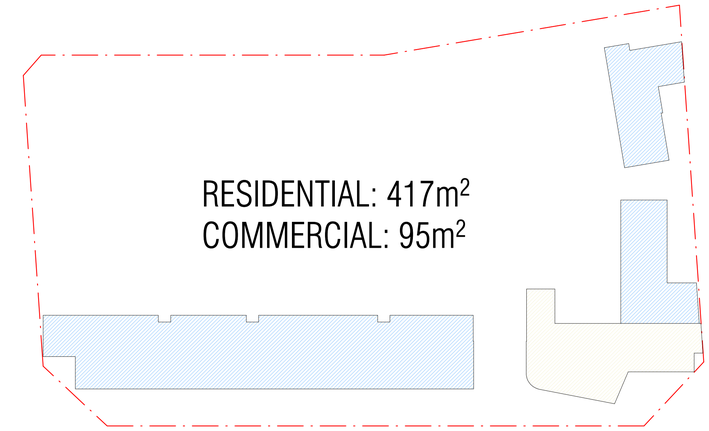
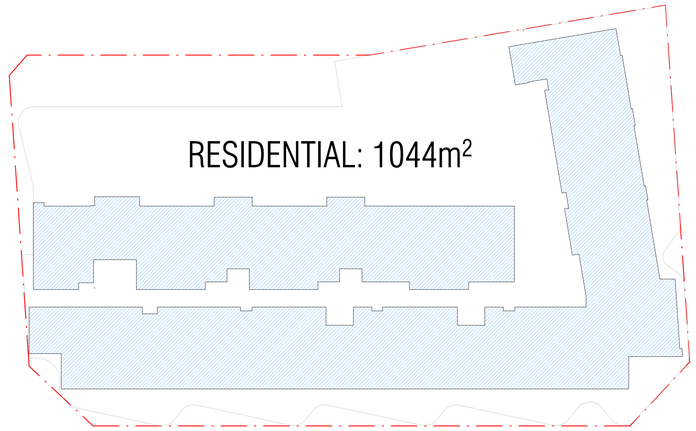
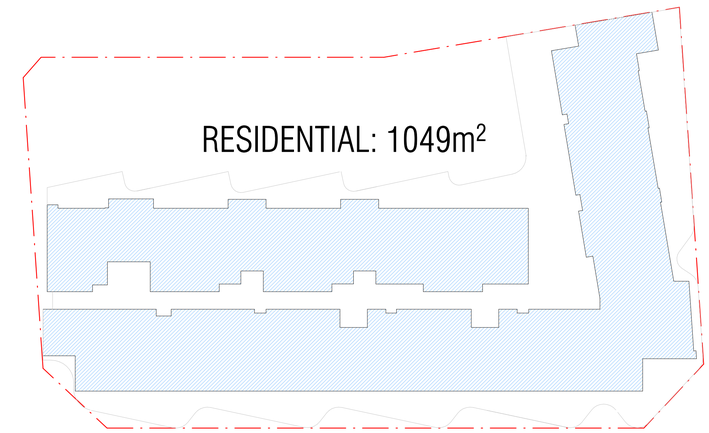
PLOT RATIO CALCULATIONS



GROUND FLOOR



LEVEL 1



LEVEL 2,4,6

LEVEL 3,5

	RESIDENTIAL	COMMERCIAL	
G	417	95	
1	1044		
2	1049		
3	1049		
4	1049		
5	1049		
6	1049		
TOTAL	6706	95	6801

RESIDENTAL PLOT RATIO (SITE AREA 2341m2)

1 : 2.86

RESIDENTAL + COMMERCIAL PLOT RATIO

1 : 2.9

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT

ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 250

Scale Bar 1: 100
0 1 2 5m

DRAWING

DIAGRAMS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.00	JL	WB	B

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Appendix C

Parking Compliance and Swept Path Analysis

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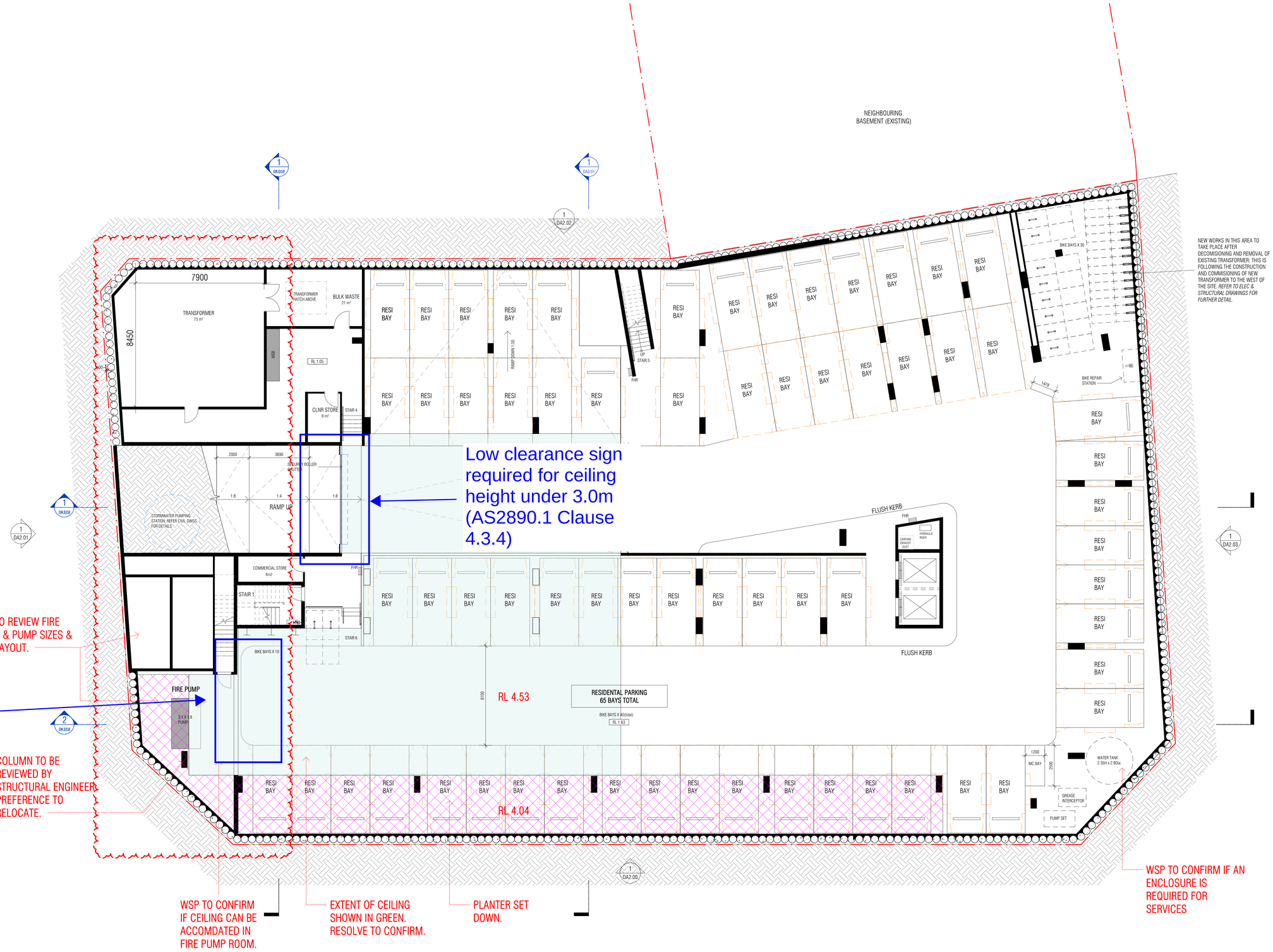

1 A9.01 BASEMENT_GA TRANSFORMER
1 : 100

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ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Pantheon Ave Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING: BASEMENT - TRANSFORMER

DRAWING NO.	DRAFTER	CHECKED	REV.
SK.005	JL	WB	D

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1 A9.01 GROUND FLOOR_GA TRANSFORMER
1 : 100

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN

PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Pantheon Ave
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
GROUND FLOOR - TRANSFORMER

DRAWING NO.	DRAFTER	CHECKED	REV.
SK.006	JL	WB	B

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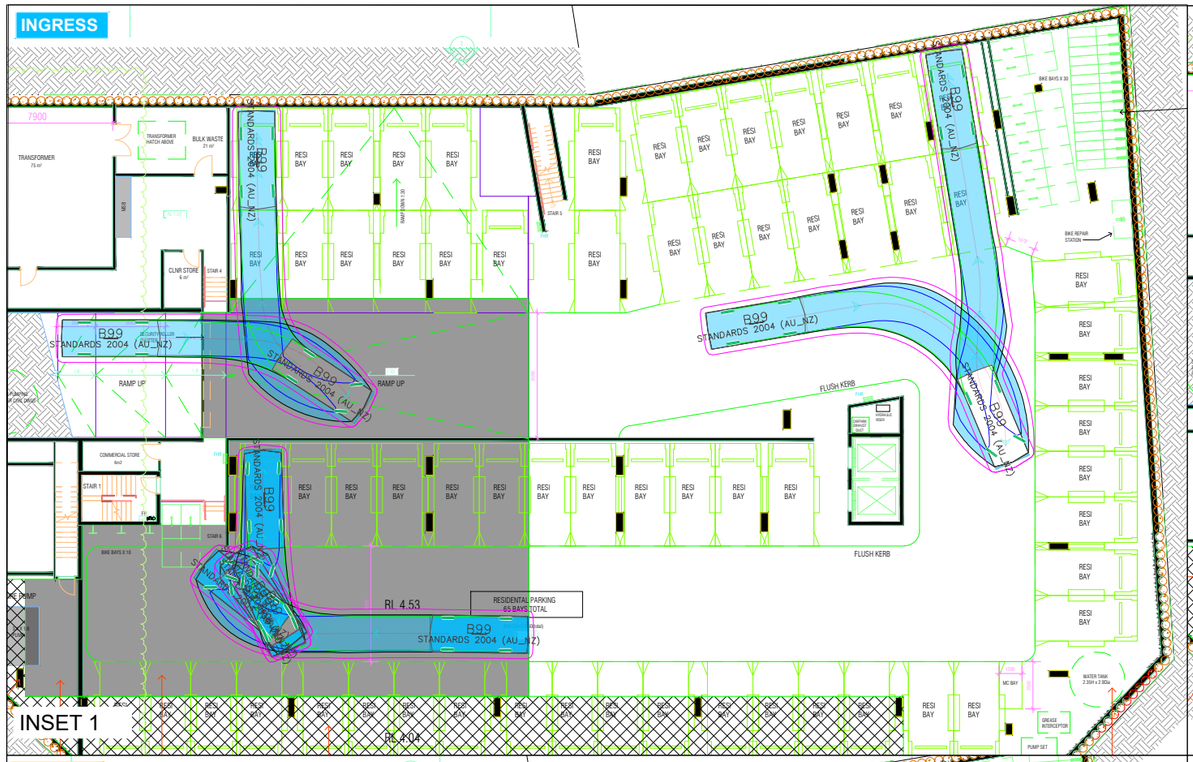
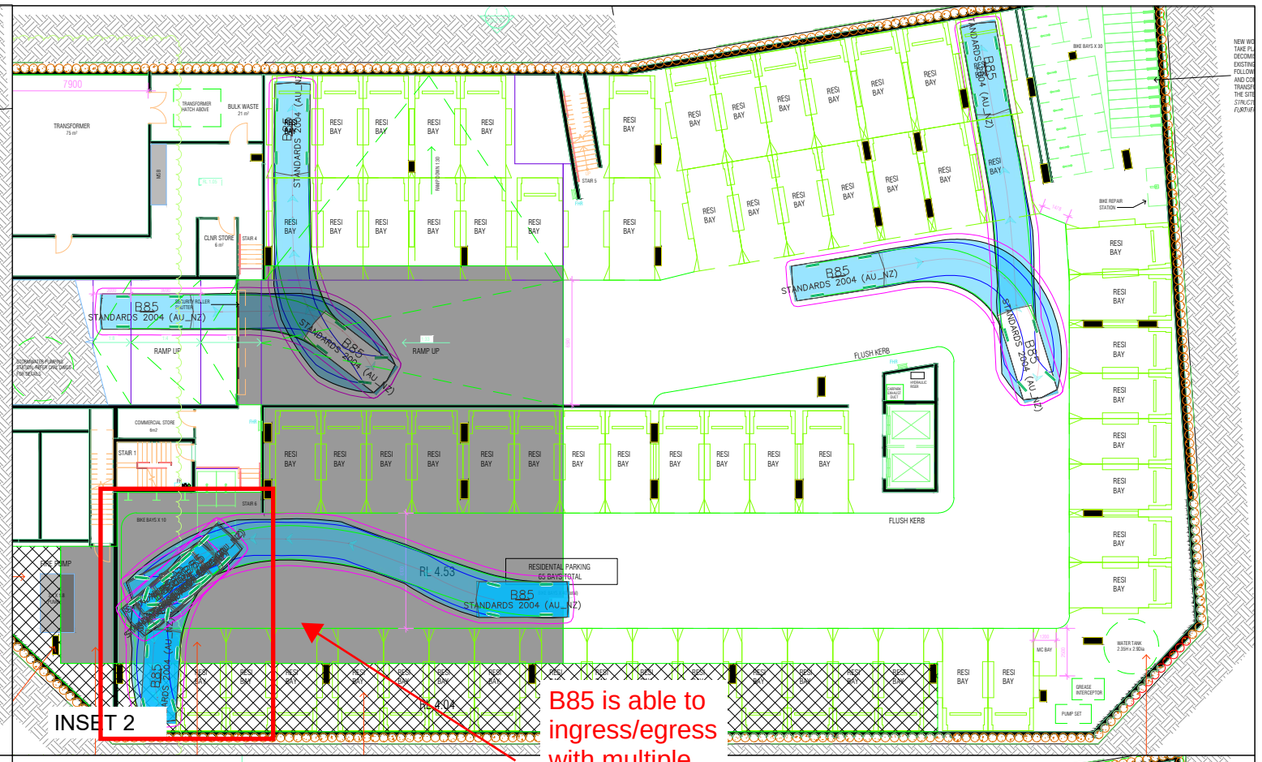


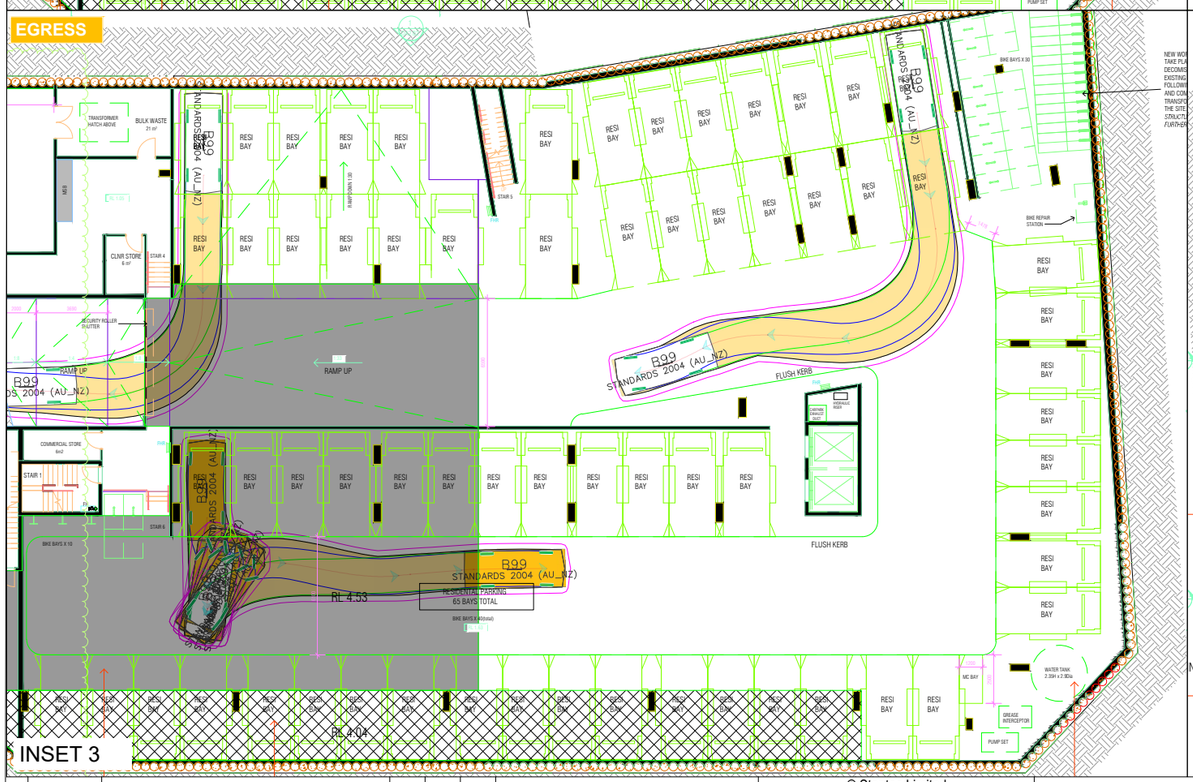
INSET 1



INSET 2

B85 is able to ingress/egress with multiple movements despite blind aisle extension being non-compliant

EGRESS



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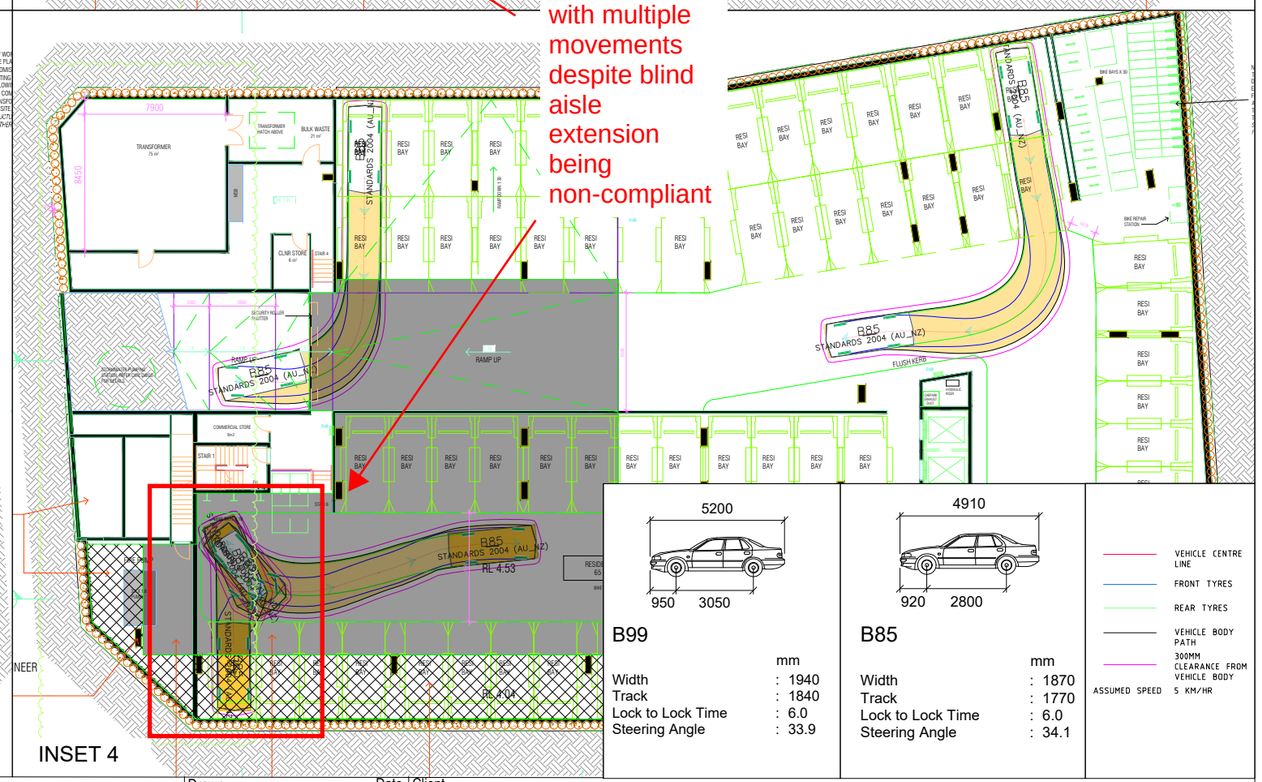

INSET 4

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

VEHICLE CENTRE LINE
FRONT TYRES
REAR TYRES
VEHICLE BODY PATH
300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR

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Client

Project
Pantheon Avenue mixed-use development

Title
300306251 - DR001

Status
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Size A3

Drawing Number DR001
Revision 2

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Version: 1, Version Date: 10/07/2026

INGRESS

EGRESS

INSET 1

INSET 2

INSET 3

INSET 4

INSET 5

INSET 6

B99 is able to ingress and egress with multiple movements, despite blind aisle extension being non-compliant

PANTHEON AVENUE

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

5200

950 3050

VEHICLE CENTRE LINE
FRONT TYRES
REAR TYRES
VEHICLE BODY PATH
300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR

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Project
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300306251 - DR002

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Size A3

Drawing Number
DR002

Revision
2

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INGRESS

EGRESS

INSET 1

INSET 2

INSET 3

INSET 4

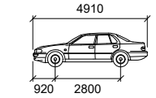
INSET 5

INSET 6

B85 is able to ingress and egress with multiple movements, despite blind aisle extension being non-compliant

B85
STANDARDS 2004 (AU_NZ)

RESIDENTIAL PARKING =35 BAYS TOTAL
COMMERCIAL PARKING = +6 RECIPROCAL ON STREET



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

VEHICLE CENTRE LINE
FRONT TYRES
REAR TYRES
VEHICLE BODY PATH
300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR

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Project
Pantheon Avenue mixed-use development

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Size A3

Drawing Number
DR003

Revision
2

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INGRESS EGRESS

BULK WASTE 21 m²

R STORE 6 m²

STAIR 4

STAIR 6

RESI BAY

RAMP DOWN 1:30

RAMP UP 1:33

STAIR 5 UP

FHR

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

FLUSH KERB

CARPARK EXHAUST DUCT

HYDRAULIC RISER

BIKE BAYS X 30

BIKE REPAIR STATION

1478

RL 4.53

RESIDENTAL PARKING
65 BAYS TOTAL

BIKE BAYS X 40(total)

RL 1.63

RL 4.04

MC BAY

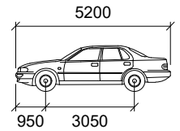
GREASE INTERCEPTOR

PUMP SET

WATER TANK
2.35H x 2.9Dia

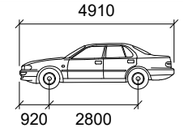
WSP TO

NEW WORKS IN THIS AREA TO TAKE PLACE AFTER DECOMISIONING AND REMOVAL OF EXISTING TRANSFORMER; THIS IS FOLLOWING THE CONSTRUCTION AND COMMISIONING OF NEW TRANSFORMER TO THE WEST OF THE SITE. *REFER TO ELEC & STRUCTURAL DRAWINGS FOR FURTHER DETAIL.*



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

INGRESS EGRESS

VEHICLE CENTRE LINE

FRONT TYRES

REAR TYRES

VEHICLE BODY PATH

300MM CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 KM/HR

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Drawing Number: DR004 | Revision: 2

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INGRESS

EGRESS

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Title: 300306251 - DR005

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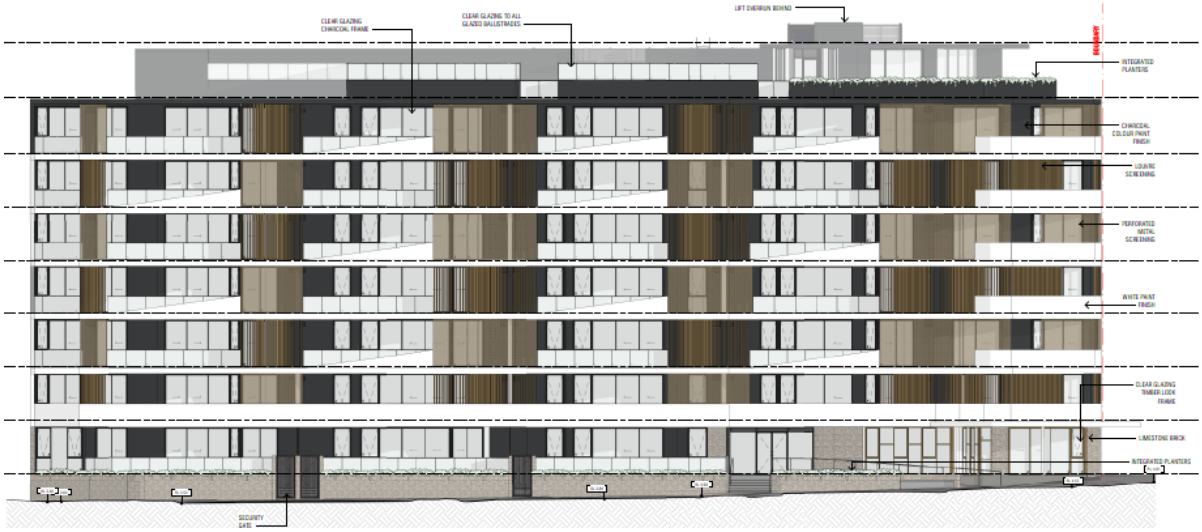

PEDESTRIAN WIND ENVIRONMENT STATEMENT

72 PANTHEON AVENUE, PORT COOGEE

WC792-05F02(REV1)- WS REPORT

JULY 3, 2026

Prepared for:

Port Coogee No 2 P/L

C/- Erben
Unit 301, 26 Charles Street, South Perth, WA 6151

35 YEARS AT THE LEADING EDGE

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Date	Revision History	Issued Revision	Prepared By (initials)	Instructed By (initials)	Reviewed & Authorised by (initials)
WC792-02F02 - WS REPORT					
April 13, 2021	Initial.	0	PT	SWR	HK
April 20, 2021	Update to title.	1	PT	SWR	HK
June 9, 2021	Assessment criteria.	2	HK	SWR	TR
WC792-05F02 - WS REPORT					
June 23, 2026	Initial.	0	DG	EY	NR
July 03, 2026	Update to treatments.	1	DG	EY	NR

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EXECUTIVE SUMMARY

This report presents an opinion on the likely impact of the development located at 72 Pantheon Avenue, Port Coogee, on the local wind environment at the critical outdoor areas within and around the subject site. The effect of wind activity has been examined for the three predominant wind directions for the region, namely the easterly, south-westerly, and westerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

The conclusions of this report are drawn from our extensive experience in this field and are based on an examination of the latest architectural drawings. No wind tunnel testing has been undertaken for the subject development, and hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection of the architectural drawings provided (received June 05, 2026). Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

The results of this assessment indicate that the development has incorporated several design features and wind mitigating strategies and is expected to be suitable for the intended use for the majority of the outdoor trafficable areas. However, there are some areas that are likely to be exposed to stronger winds. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies into the design of the development:

- Ground level trafficable areas:
    - Retention of the proposed densely foliating trees, vegetation and planter boxes along Orsino Boulevard, Pantheon Avenue and Brunswick Street. All trees and planting should be of a densely foliating evergreen species and have interlocking canopies where possible.
    - Retention of the awning that wraps around the south-eastern corner of the development.
    - Retention of minimum 2m high inter-tenancy screens along the southern aspects of the southern-most tenancies.
- Private Balconies:
    - Retention of existing densely foliating trees along the Northern aspect of level 01.
    - Retention of the full-height inter-tenancy screens for the balconies along the eastern and southern aspects of the development.
    - Retention of the porous and impermeable outer screening for the balconies along the southern aspect of the development.
    - Inclusion of densely foliating vegetation along the western aspect of the western-most balcony on the northern aspect of the development on the first floor.
    - Inclusion of full-height screening along the western aspect of the western-most balconies on the northern aspect of the development on the second, third, fourth, fifth and sixth floors.

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- Rooftop Terrace:
    - Retention of the proposed awning that wraps around the south-eastern enclosed area of the roof.
    - Retention of the proposed densely foliating vegetation capable of growing 0.5-1m above the planter box in the final design.
    - Retention of 1.5-2m high impermeable balustrade/screen along the western, southern and eastern perimeters of the rooftop terrace area.
    - Inclusion of an arbour structure over the public lounge.

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety.

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Version: 1, Version Date: 10/07/2026

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2	Description of Development and Surroundings	2
3	Regional Wind	4
4	Wind Effects on People	5
5	Results and Discussion	6
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	5.3 Rooftop Terrace	11
6	References	13

Appendix A Wind Effects Glossary

Document Set ID: 12788160
Version: 1, Version Date: 10/07/2026

1 INTRODUCTION

An opinion on the likely impact of the proposed design on the local wind environment affecting pedestrians within the critical outdoor areas within and around the subject development is presented in this report. The analysis of wind effects relating to the proposed development has been carried out in the context of the predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The conclusions of this report are drawn from our extensive experience in the field of wind engineering and studies of wind environment effects.

No wind tunnel testing has been undertaken for this assessment. Hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection, and any recommendations in this report are made only in-principle.

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2 DESCRIPTION OF DEVELOPMENT AND SURROUNDINGS

The site is located at 72 Pantheon Avenue, Port Coogee, and is bounded by Pantheon Avenue to the south, Orsino Boulevard to the east, Brunswick Street to the west with Comet Lane and a mid-rise apartment block six storeys high to the north.

Further away from the site, there are low-rise residential houses stretching east with some dense parkland and undeveloped sites spread throughout. To the immediate west there is a mid-rise apartment block, followed by the Coogee Port Marina and some undeveloped sites before the open ocean. A survey of the land topography indicates a gradual slope up towards the east, however, there are no major elevation changes in the area immediately surrounding the site that would significantly affect the winds approaching the site.

An aerial image of the subject site and the local surroundings is shown in Figure 1, with the frequency and magnitude of the prevailing winds is superimposed for each wind direction.

The subject development is 8 storeys high above the ground, with retail and commercial spaces at Ground Level, and residential apartments and terraces above.

The critical outdoor trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are listed as follows:

- Ground Level areas and pedestrian footpaths along Orsino Boulevard, Pantheon Avenue and Brunswick Street.
- The private balconies.
- The rooftop terraces.

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Figure 1: Aerial Image of the Site Location and Prevailing Wind Directions

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3 REGIONAL WIND

The Perth region is governed by three principal wind directions that can potentially affect the subject development. These winds prevail from the east, west to south-west. These wind directions were determined from an analysis undertaken by Windtech Consultants of recorded directional wind speeds obtained from the meteorological station located at Perth Airport, with the data having been recorded from 1985 to 2016. The data has been corrected to represent winds over standard open terrain at a height of 10m above ground level. The results of this analysis are presented in Figure 2 in the form of a directional plot of the annual and 5% exceedance mean winds for the region. The frequency of occurrence of these winds is also shown in Figure 2.

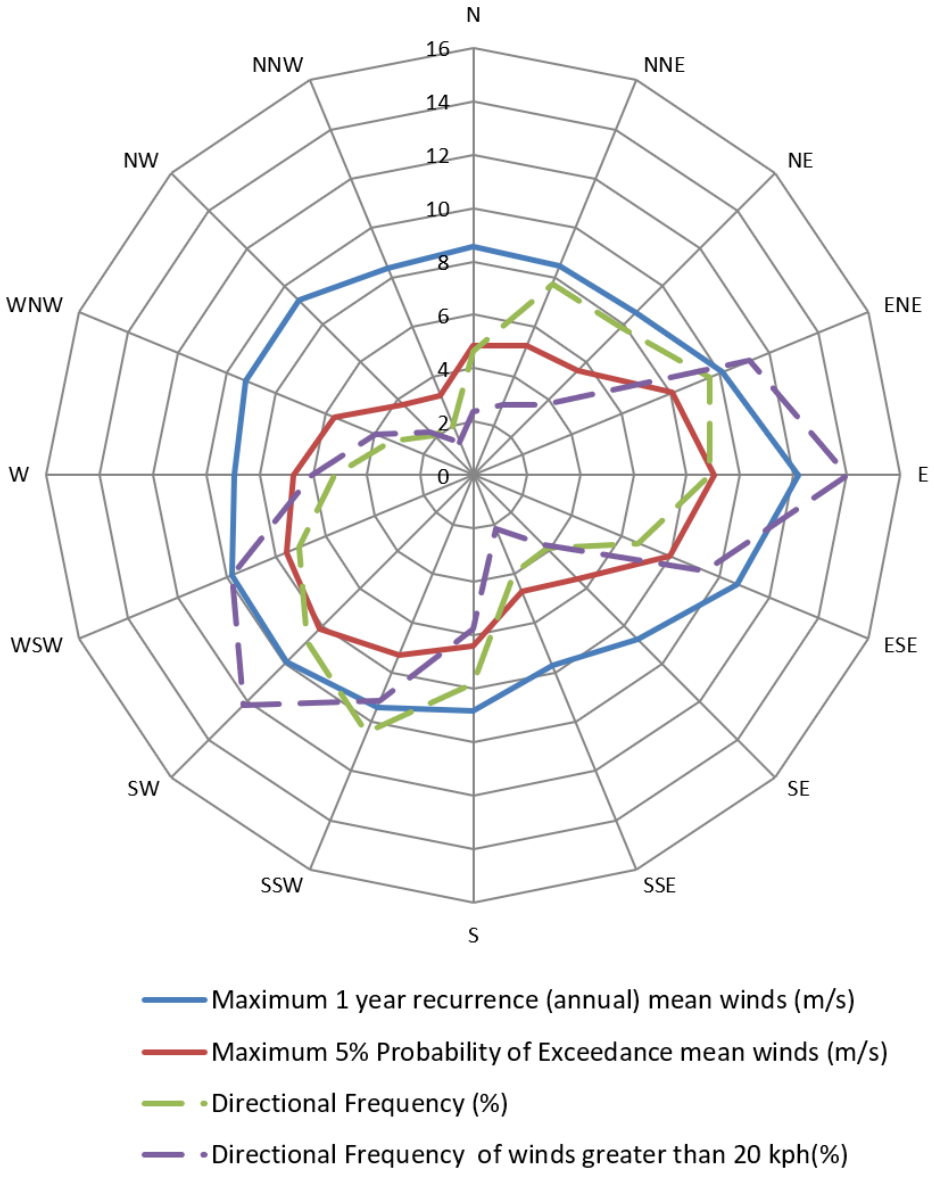

Figure 2: Directional Annual and 5% Exceedance Hourly Mean Wind Speeds (referenced to 10m height in standard open terrain), and Frequencies of Occurrence, for the Perth Region

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4 WIND EFFECTS ON PEOPLE

The acceptability of wind in any area is dependent upon its use. For example, people walking, or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Various other researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. Some Councils and Local Government Authorities have adopted elements of some of these into their planning control requirements.

For example, A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table 1 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table 1: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Mean Wind Speed (m/s)	Effects
Calm	0	Less than 0.3	Negligible.
Calm, light air	1	0.3 – 1.6	No noticeable wind.
Light breeze	2	1.6 – 3.4	Wind felt on face.
Gentle breeze	3	3.4 – 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read.
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged.
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant.
Near gale	7	13.9 – 17.2	Inconvenience felt when walking.
Gale	8	17.2 – 20.8	Generally impedes progress, difficulty balancing in gusts.
Strong gale	9	Greater than 20.8	People blown over.

It should be noted that wind speeds affecting this particular development can only be accurately quantified with a wind tunnel study. This assessment addresses only the general wind effects and any localised effects that are identifiable by visual inspection and the acceptability of the conditions for outdoor areas are determined based on their intended use. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

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5 RESULTS AND DISCUSSION

The expected wind conditions affecting the development are discussed in the following sub-sections of this report for the various outdoor areas within and around the subject development. The interaction between the wind and the building morphology in the area is considered and important features taken into account including the distances between the surrounding buildings and the proposed building form, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report. A glossary of the different wind effects described in this report included in Appendix A.

For this assessment, the wind speed criteria for pedestrian comfort that are considered are listed as follows:

- Walking Criterion (8m/s with a 5% probability of exceedance)
  for general circulation and pedestrian thoroughfares, e.g. footpaths, private balconies/terraces, through-site links etc.

- Standing (Short Exposure) Criterion (6m/s with a 5% probability of exceedance)
  for stationary activities generally less than an hour, e.g. waiting areas, communal terraces, main entries, café seating etc.

- Sitting (Long Exposure) (4m/s with a 5% probability of exceedance)
  for stationary activities longer than an hour, e.g. outdoor cinemas, outdoor fine dining etc.

Note that the above wind comfort levels are derived from the Lawson (1975) criteria. Although this assessment is qualitative in nature, the abovementioned criteria for pedestrian comfort are considered when assessing the wind environment impacts. However, all areas are also assessed with consideration to a pedestrian safety criterion of 23m/s for the annual maximum gust.

5.1 Ground Level Areas

For the pedestrians walking along Orsino Boulevard, it is expected that the direct impact of westerly and easterly winds will be minimised due to shielding provided by the subject development and eastern housing respectively. However, the predominant south-westerly winds are expected to contribute side-stream and downwash effects along Pantheon Avenue before accelerating around the south-eastern corner of the subject development and continuing to funnel northward. There is the potential that the low-rise development on the other side Pantheon Avenue will provide a degree of mitigation. Additionally, winds from the east are likely to impact the building façade and downwash onto pedestrians below resulting in adverse wind conditions.

Pantheon Avenue is directly aligned with the predominant easterly and westerly winds which will result in funnelling along the street directly impacting walking pedestrians. These winds will remain attached to the southern façade of the subject development resulting in further side-stream and downwash effects. As previously mentioned, the south-westerly winds are expected to impact the southern façade, and side stream eastward before accelerating around the south-eastern corner of the development and continuing northward. However, given that the main entry to the residential lobby is well recessed within the building envelope, wind conditions for standing occupants should be adequate.

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Conditions along Brunswick Street are also expected to be adequate as the area is largely shielded from the westerly and easterly winds by opposite and proposed site development respectively. South-westerly winds however, are expected to funnel along the street and affect the footpath.

The proposed trees, vegetation and planter boxes that border the subject development along Orsino Boulevard, Pantheon Avenue and Brunswick Street are recommended to be retained in the final design. All vegetation should be densely foliating, evergreen and have interlocking canopies where possible, particularly as the westerly winds are winter winds.

The impermeable inter-tenancy screens at the southern tenancies are recommended to be retained with a minimum height of 2 metres. The awning that wraps around the south-eastern corner of the development is also recommended to be retained. For retail or commercial areas where short-exposure or long-exposure activities are anticipated, portable screening can be utilised to improve comfort conditions. The above treatments recommendations are shown in Figure 3. With these elements, it is expected that conditions along the footpaths and entrances at ground level will be adequate for walking and standing respectively.

Future developments to the south-west of the site are also expected to improve the wind conditions from the south-westerly prevailing wind direction through direct shielding.

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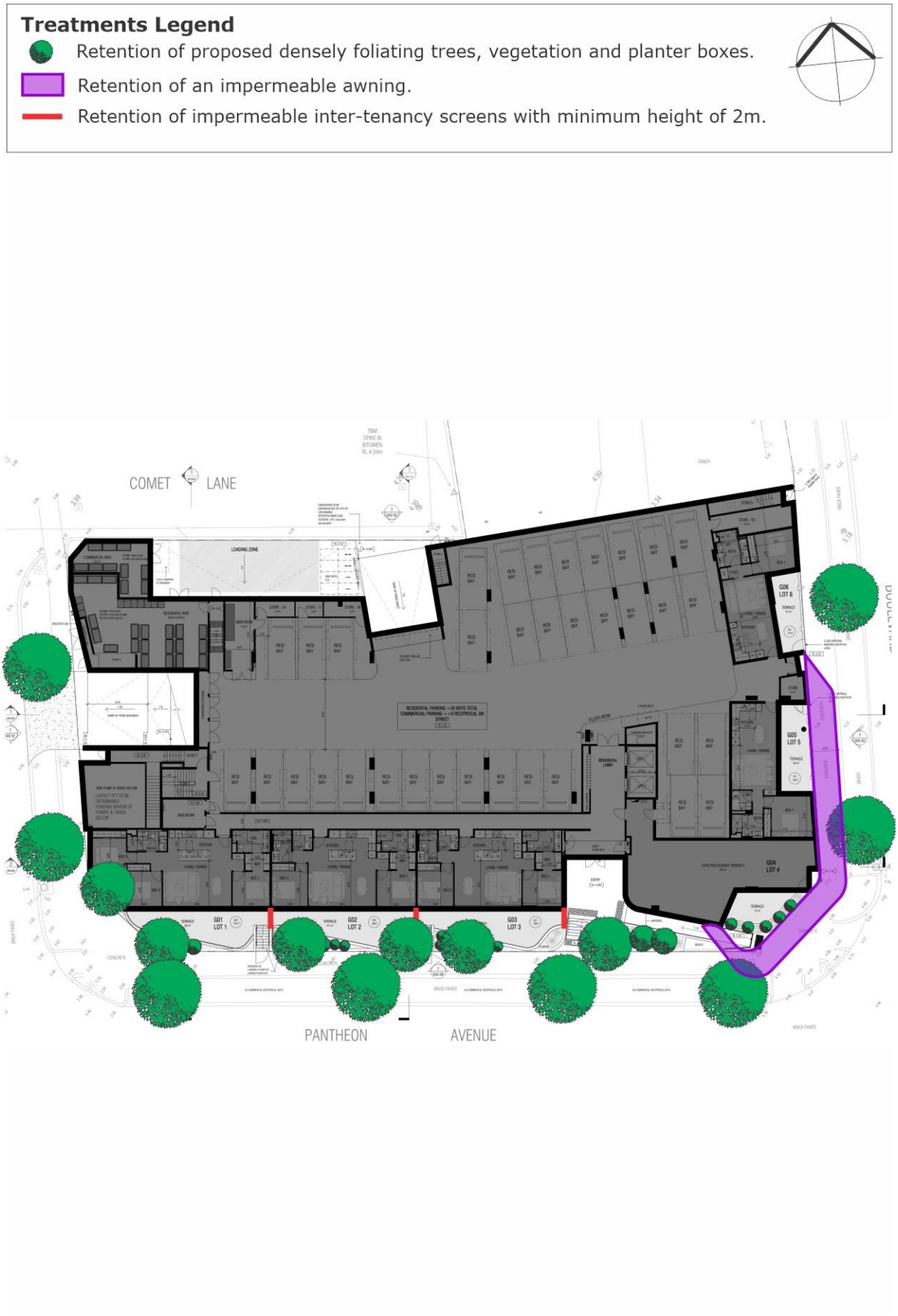

Figure 3: Recommended Treatment for the Ground Level

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5.2 Private Balconies

The private balconies along the eastern aspect of the development will be largely shielded from the predominant westerly and south-westerly winds. Easterly winds will impact the balconies directly but the existing development to the immediate north will prevent corner accelerations from these winds for the first, second and third floors. It is recommended that the proposed full-height inter-tenancy screens on the first to sixth floors be retained. The proposed planting can be retained to further improve comfort conditions.

The private balconies along the southern aspect of the development will be exposed to side streaming from the easterly, westerly and south-westerly winds. The south-eastern corner balconies will be subject to corner accelerations from the south-westerly and easterly winds, while the south-western corner balconies will be subject to corner accelerations from westerly winds. It is recommended that the proposed full-height inter-tenancy screening, and porous and impermeable outer screening be retained in the final design.

The private balconies along the northern aspect of the development will be generally shielded from the easterly winds, while the development to the west will provide shielding from westerly winds. South-westerly winds, which are expected to funnel northward along Brunswick Street, may accelerate around the north-western corner of the development and affect the western-most balconies of the northern aspect of the development.

On the first floor, it is recommended that the proposed trees along the northern aspect be retained. This vegetation should be of a densely foliating evergreen species and have interlocking canopies if possible. For the second, third, fourth, fifth and sixth floors, it is recommended that a full-height impermeable screen be included along the shorter aspect of the north-western corner balcony. The proposed vegetation on all floors can be retained to further improve comfort conditions. Future developments to the south-west of the site can improve the wind conditions from the south-westerly prevailing wind direction through direct shielding, depending on its height and overall massing. The above treatments recommendations are shown in Figure 4.

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Figure 4: Recommended Treatment for Private Balconies

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5.3 Rooftop Terrace

The outdoor lounges on the rooftop terrace are expected to be shielded from the prevailing easterly winds by the Gym and the Private Lounge. Furthermore, the roof slab awning that hangs over the eastern section is expected to be beneficial in delaying the reattachment of the prevailing easterly and south-westerly winds, hence reducing the impact adverse winds on the outdoor lounges.

The proposed landscaping in the form of planter boxes wrapping around the outdoor lounges provides shielding against the prevailing westerly and south-westerly winds. Hence, it is recommended that the proposed landscaping be retained in the final design with all the vegetation to be densely foliating and evergreen in species, capable of growing up to 0.5-1m in height above their proposed planter boxes. It is also recommended to retain the proposed 1.5-2m high impermeable screen along the perimeter of the rooftop terrace area, as it works in combination with the proposed landscaping to reduce the direct impact of all prevailing winds. The inclusion of an arbour structure is also expected to be beneficial in mitigating the impact of the prevailing westerly and south-westerly winds affecting the public lounge area and should be included in the final design. The aforementioned treatment recommendations are shown in Figure 5 and it is expected that wind conditions will be adequate for standing or short exposure activities.

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Figure 5: Recommended Treatment for the Rooftop Terraces

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APPENDIX A WIND EFFECTS GLOSSARY

A.1 Downwash and Upwash Effects

The downwash wind effect occurs when wind is deflected down the windward face of a building, causing accelerated winds at pedestrian level. This can lead to other adverse effects as corner acceleration as the wind attempts to flow around the building, as seen in Figure A.1.

This can also lead to recirculating flow in the presence of a shorter upstream building, causing local ground level winds to move back into the prevailing wind.

The upwash effect occurs near upper level edge of a building form as the wind flows over the top of the building. This has the potential to cause acceleration of winds near the leading edge, as well as potentially reattaching onto the roof area. This effect causes wind issues particularly near the leading edges of tall building and on the rooftop areas if there is sufficient depth along the wind direction. Upwash is more apparent in taller towers and podia.

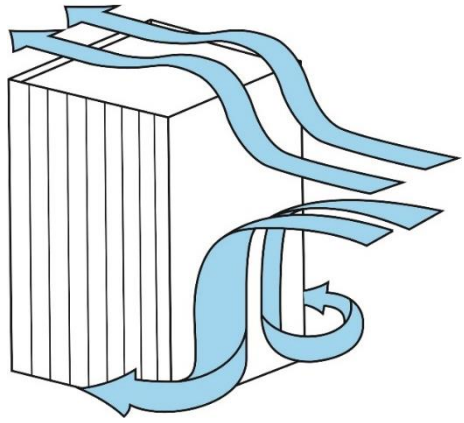

Figure A.1: Downwash Leading to Corner Wind Effect, and Upwash Effects

A.2 Funnelling/Venturi Effect

Funnelling occurs when the wind interacts with two or more buildings which are located adjacent to each other, which results in a bottleneck, as shown in Figure A.2. This causes the wind to be accelerated through the gap between the buildings, resulting in adverse wind conditions and pedestrian discomfort within the constricted space. Funnelling effects are common along pedestrian links and thoroughfares generally located between neighbouring buildings that have moderate gaps between them.

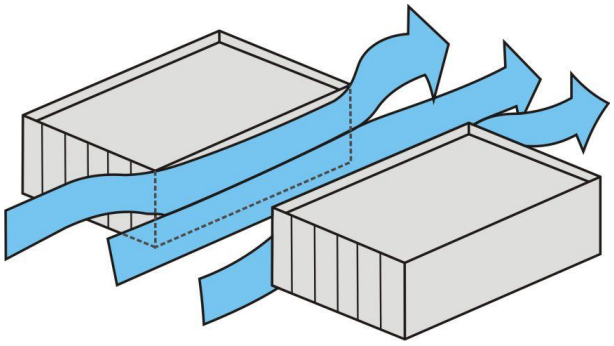

Figure A.2: Funnelling/Venturi Wind Effect

A.3 Gap Effect

The gap effect occurs in small openings in the façade that are open to wind on opposite faces, as seen in Figure A.3. This can involve a combination of funnelling and downwash effects. Presenting a small gap in the façade on the windward aspect as the easiest means through which the wind can flow through can result in wind acceleration through this gap. The pressure difference between the windward façade and the leeward façade also tends to exacerbate the wind flow through this gap.

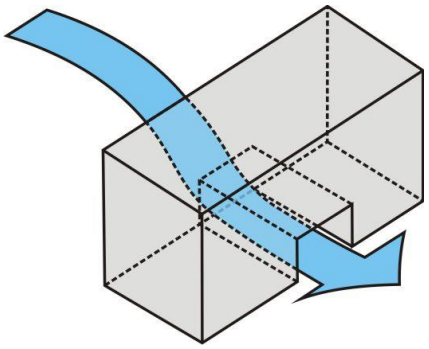

Figure A.3: Gap Wind Effect

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A.4 Sidestream and Corner Effects

The sidestream effect is due to a gradual accumulation of wind shearing along the building façade that eventuates in an acceleration corner effect. The flow is parallel to the façade and can be exacerbated by downwash effects as well, or due to corner effect winds reattaching on the façade.

This is shown in Figure A.4. The corner refers to the acceleration of wind at the exterior vertical edge of a building, caused by the interaction of a large building massing with the incident wind, with the flow at the corner being accelerated due to high pressure differentials sets up between the windward façade and the orthogonal aspects. It can be further exacerbated by downwash effects that build up as the flow shears down the façade.

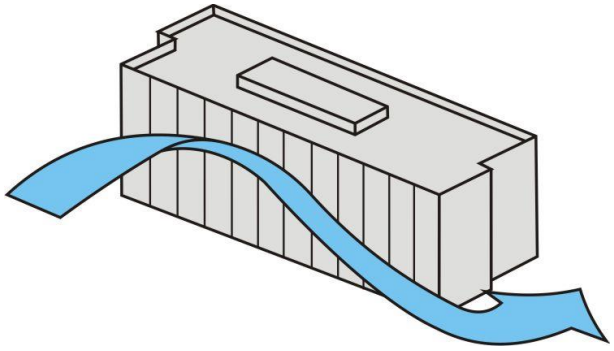

Figure A.4: Sidestream and Corner Wind Effect

A.5 Stagnation

Stagnation in a region refers to an area where the wind velocity is significantly reduced due to the effect of the flow being impeded by the bluff body. For a particular prevailing wind direction, this is typically located near the middle of the windward face of the building form or over a short distance in front of the windward face of a screen or fence. Concave building shapes tend to create an area of stagnation within the cavity, and wind speeds are generally low in these areas.

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MJA STUDIO

WINDFALL APARTMENTS
LOT 1050 ORSINO BOULEVARD
NORTH COOGEE

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

JUNE 2026

OUR REFERENCE: 36577-2-21146-02

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APPENDICES

A Drawings

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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to conduct a preliminary review of the proposed development at Lot 1050 Orinso Boulevard, North Coogee.

This report has been based on the Development Application drawings provided.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located at Lot 1015 Pantheon Avenue, Port Coogee.

The development consists of a seven storey apartment building with basement and ground floor parking and rooftop amenities.

A commercial tenancy is proposed to be located on the ground floor fronting Pantheon Avenue.

3.0 CRITERIA

3.1 BCA 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 3.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 3.1 – 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
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
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

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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 areas 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 2separate 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.

The development will be designed to comply with the requirements of Part F7 of the BCA.

3.2 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 3.2. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern.

TABLE 3.2 – 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

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.

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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 3.3 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

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

Figure 1 below shows the apartment development location and the surrounding noise sensitive premises. Representative locations have been shown for these noise sensitive premises.

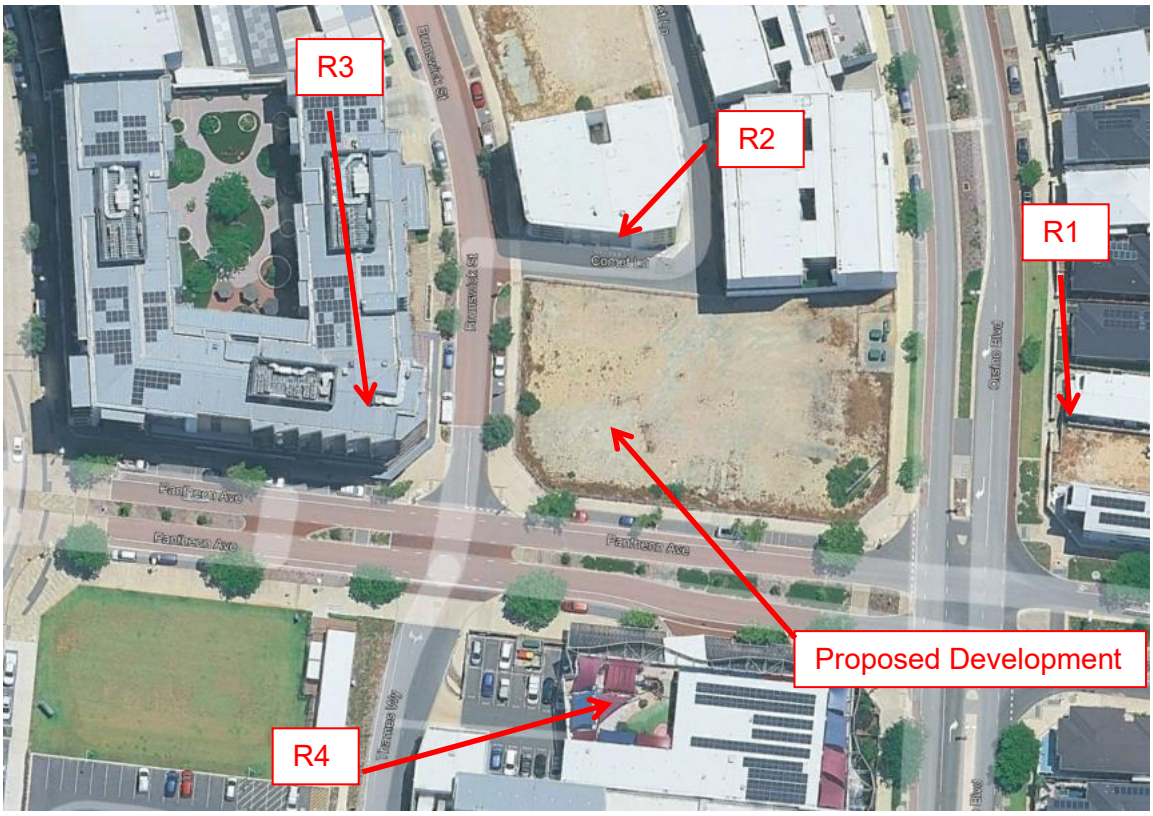

FIGURE 1 – LOCATION PLAN

From a review of the development, the influencing factor for the premises identified in proximity to the development would be 6 dB, based on the following :

Major Roads within outer circle;
Cockburn Road + 2 dB

Commercial Premises within the inner circle;
60 % + 3 dB

Commercial Premises within the outer circle;
20 % + 1 dB

Total IF + 6 dB

Hence the influencing factor would be + 6 dB and the assigned noise levels would be as listed in Table 3.4.

TABLE 3.4 - 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	51	61	71
	0900 - 1900 hours Sunday and Public Holidays	46	56	71
	1900 - 2200 hours all days	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	41	51	61

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.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. In this instance the noise sources where the regulations are applicable are considered to be limited to mechanical services (ie air conditioning systems and carpark exhaust).

3.3 NOISE INGRESS

Inbound Noise Levels

It is proposed to adopt an internal noise level design criteria, similar to other areas within the Perth metropolitan area. The aim of the criteria is to design the residential building façade to achieve the following internal sound levels :

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

It is noted that these internal design sound levels are congruent with other noise ingress policies such as the WAPC State Planning Policy 5.4 and the Town of Vincent Sound Attenuation Policy, and whilst these policies are not applicable at this location, it is inferred from the City of Cockburn Local Planning Policy 1.12 “Noise Attenuation” that this is the intent.

4.0 NCC REQUIRMENTS

The proposed development will be constructed to comply with the requirements of Part F7 of the NCC. During the design process to comply with the NCC/BCA requirements, the criteria would be exceeded, to ensure that the conditions are met.

5.0 NOISE INGRESS

5.1 NOISE SOURCE IDENTIFICATION

The area of the proposed development was examined to ascertain the applicable noise sources.

A noise logger was established on site between 15th April 2021 and 19th April 2021.

The purpose of the monitoring was to ascertain any street breakout noise (ambient noise) in the area associated with the mixed-use environment in the area.

Residual breakout noise from entertainment venues were identified and quantified as a part of this process.

The results of this work is included in a separate report that will accompany the development application.

It is noted that whilst the measured noise levels are from 5 years ago, the ambient noise level environment from that time is considered unlikely to have changed substantially, hence, the findings are considered reasonable to be utilised for this preliminary assessment of noise ingress purposes.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning condenser units. Noise received at neighbouring premises from

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these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

6.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of condenser units associated with air-conditioning plant. Noise received at noise sensitive premises (premises in the vicinity) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 41 dB(A) at noise sensitive premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 36 L_{A10} dB.

6.1.1 Air Conditioning

The air conditioning system proposed for the development is not resolved at this point in time, however, it appears likely that the bulk of the equipment would be located either in the basement or roof top. Given the barrier effect that would be afforded by the building to the surrounds, and the high influencing factor in the area, compliance with the applicable assigned noise levels is not considered to be onerous.

6.1.2 Car Park Exhaust Fans

Noise emissions from the carpark exhaust fans, will also need to comply with the Regulatory requirements. From previous projects, we believe that with careful fan selection and the incorporation of either 1D or 2D unpodded silencers, compliance with the *Environmental Protection (Noise) Regulations 1997* is normally achieved.

6.2 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 bin compounds is designed to incorporate larger style bins to service the apartment building, the provision of a noise management plan (if collections are to occur outside the day period) would be the responsibility of the City of Cockburn to provide, and would be no different to any other typical residential premise in the area.

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

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.

6.3 GROUND FLOOR CAFE

A commercial premises is noted on the south east corner of the ground floor.

It is understood that a café/restaurant tenancy may be proposed at this location, however, the tenant and manner of operation within the tenancy is not known at this stage in the development.

The façade of the commercial premises is understood to be constructed (as a minimum) of 10mm thick laminated glass.

Assuming typical café/restaurant use within the tenancy, which would include low key background music - below conversation level, and patrons talking, the construction of the premises is considered sufficient to attenuate the use of the tenancy such that noise impacts at nearby noise sensitive premises would be negligible and compliant with the *Environmental Protection (Noise) Regulations 1997* at all hours.

Doors to the tenancy would need to be considered "normally closed" (i.e. not propped open).

A more detailed assessment of noise impacts of the use of the tenancy is considered appropriate to be undertaken by the future tenant of the commercial premises during their development application process with the relevant local planning authorities.

This may include considerations such as alfresco seating and proposed opening hours.

6.4 RESIDENTIAL GYM

A residential use gym is noted to be included on the roof terrace level.

The type of equipment proposed to be included as a part of the gym will not be known until the design development phase of the project.

At this time, appropriate noise control measures will need to be incorporated into the design to ensure that structure borne re-radiated noise is not an issue within the building.

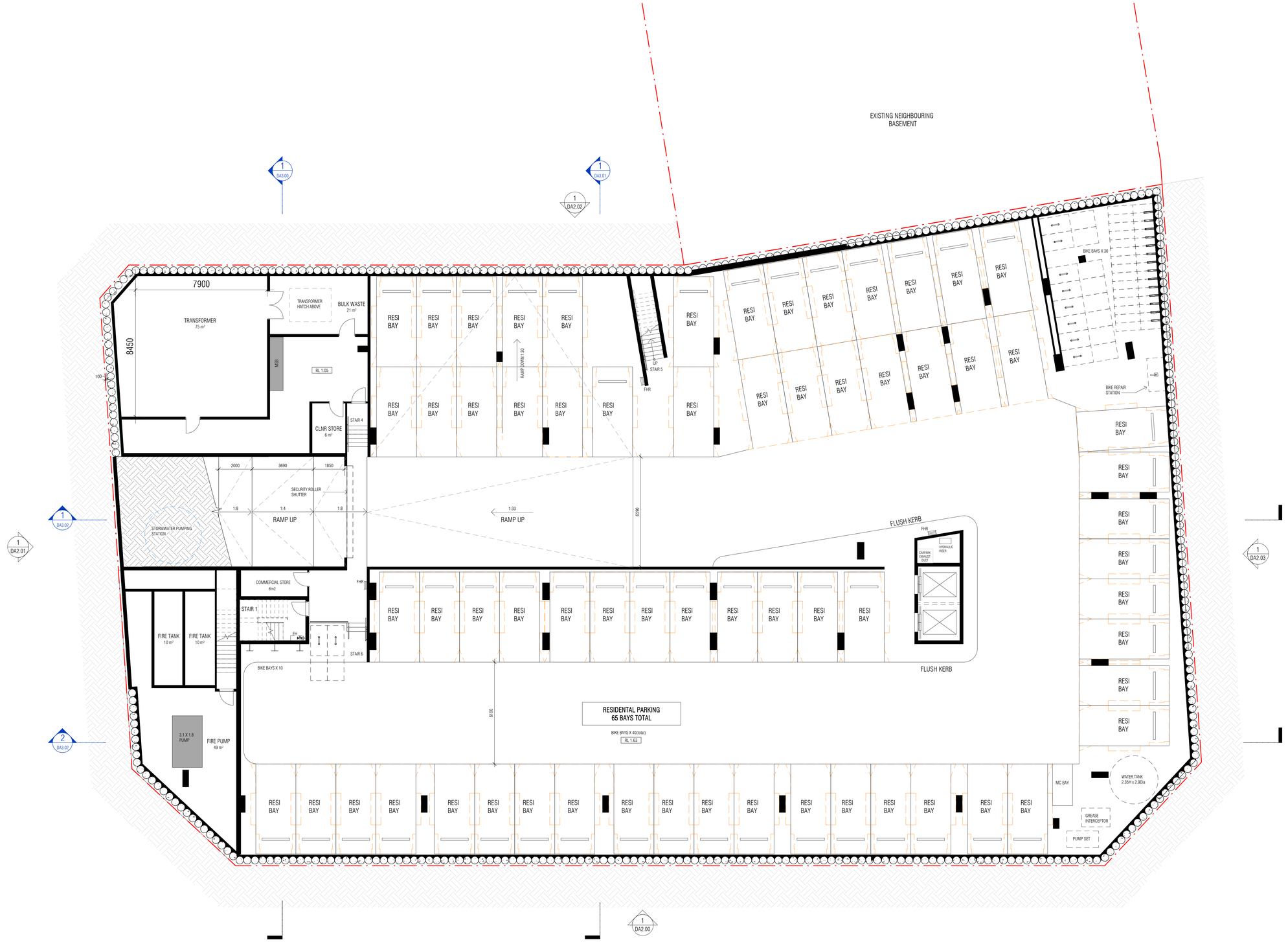
This could be in the form of matting below equipment, or complete structural isolation of the room – very much dependent on the type of equipment proposed to be included.

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

APPENDIX A

DRAWINGS

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026



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REV.	DATE	AMENDMENT	INITL.
A	30.03.2026	ISSUE FOR INFORMATION	
B	21.04.2026	ISSUE FOR INFORMATION	
C	06.07.2026	DA AMENDMENT	

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
BASEMENT GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.01	JL	WB	C

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

STUDIO APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

REV.	DATE	AMENDMENT	INITL.
A	30.03.2026	ISSUE FOR INFORMATION	
B	16.04.2026	ISSUE FOR CLIENT REVIEW	
C	21.04.2026	ISSUE FOR INFORMATION	
D	23.04.2026	ISSUE FOR INFORMATION	
E	29.04.2026	ISSUE FOR INFORMATION	
F	06.07.2026	DA AMENDMENT	

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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT: ERBEN

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard, Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1:100 — 0 1 2 5m

DRAWING: GA - GROUND FLOOR

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.02	JL	WB	F

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Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

REV.	DATE	AMENDMENT	INITL.
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FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
ERBEN®
PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
GA LEVEL 1

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.03	JL	WB	E

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

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ACOUSTIC:	Herring Storer

CLIENT: ERBEN®

PROJECT: WINDFALL

PROJECT ADDRESS: Lot 1015 Orsino Boulevard Port Coogee

STATUS: DEVELOPMENT APPLICATION

PROJECT NUMBER: 15053

NORTH

SCALE @ B1: 1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING: LEVEL 2,4,6 GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.04	JL	WB	E

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

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- STUDIO APARTMENT
- 2 BEDROOM APARTMENT
- 3 BEDROOM APARTMENT

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PROJECT
WINDFALL

PROJECT ADDRESS
Lot 1015 Orsino Boulevard
Port Coogee

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
Level 3,5 GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.05	JL	WB	E

Document Set ID: 12788158
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ACOUSTIC:	Herring Storer

CLIENT

ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

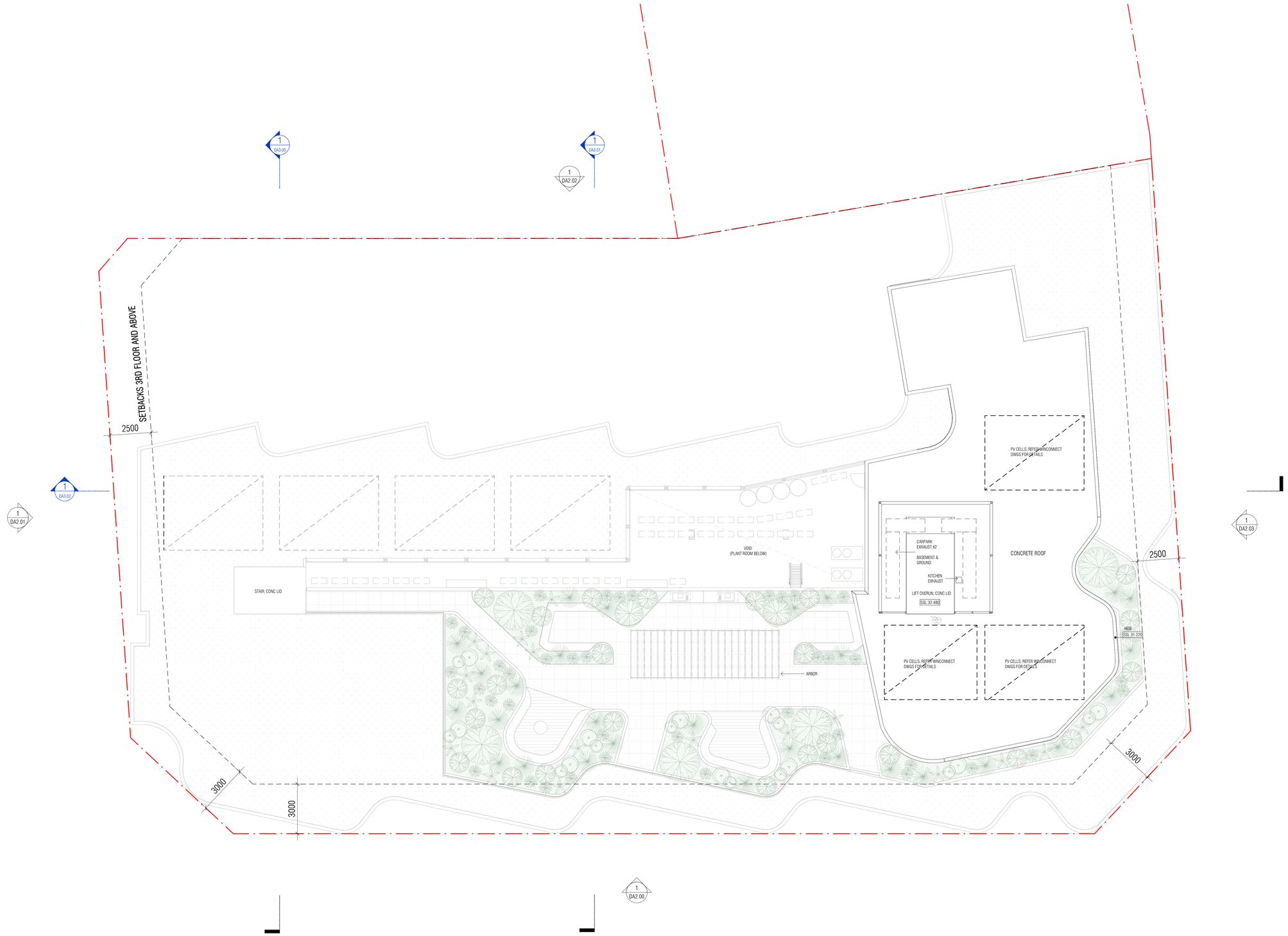
Scale Bar 1: 100
0 1 2 5m

DRAWING

ROOF TERRACE GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.06	JL	WB	D

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026



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CLIENT

ERBEN

PROJECT

WINDFALL

PROJECT ADDRESS

Lot 1015 Orsino Boulevard
Port Coogee

STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

15053

NORTH

SCALE @ B1

1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING

ROOF PLAN GA

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.07	JL	WB	D

Document Set ID: 12788158
Version: 1, Version Date: 10/07/2026

15 May 2026

Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

To Whom it May Concern,

CONSENT TO LODGE STATUTORY PLANNING APPLICATIONS
LOT 1015 ON DEPOSITED PLAN 402695

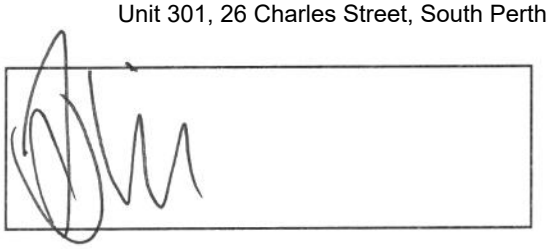
PORT COOGEE NO 2 PTY LTD are the registered proprietors of Lot 1015 on Deposited Plan 402695 (**subject site**). As the registered proprietors, we hereby give consent and grant authority for PLANNING SOLUTIONS (AUST) PTY LTD (**Planning Solutions**) to act as our authorised agent in respect to the lodgement of statutory planning applications on the subject site. This includes applications for the following:

- An application for development approval under a local planning scheme.
- An application for development approval under a region planning scheme.
- Election for a development application to be determined by a development assessment panel.
- An application to amend or cancel a development approval.
- An application to the State Administrative Tribunal for the review of a reviewable decision.
- The withdrawal of an application.

Name/Company: PORT COOGEE NO 2 PTY LTD

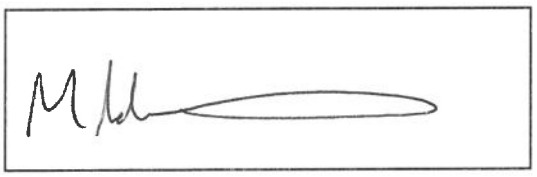
ACN/~~ABN~~: 169 329 104

Postal Address: Unit 301, 26 Charles Street, South Perth WA 6151

Signature: 

Date: 15/5/26

Name and position: LUKE REINECKE - DIRECTOR

Signature: 

Date: 15-5-2026

Name and positions: MARK ADAMS - COMPANY SECRETARY

Document Set ID: 12788161
Version: 1, Version Date: 10/07/2026

ATTACHMENT 3 - Redacted Submissions

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

Document Set ID: 12852988
Version: 1, Version Date: 02/09/2026

Email: mvahala@cockburn.wa.gov.au
FILE: 6017790 - DAP26/004
OFFICER: Martin Vahala

City of Cockburn

SUBMISSION RESPONSE

Submitter's Details

Name: [redacted]
Address: [redacted]
Phone: [redacted]

Development Proposal

Description of Proposal: Development Assessment Panel Application - Modification to DAP/21/02007

Address of Proposal: 1015L Orsino Boulevard NORTH COOGEE WA 6163

Submitter's Comments

Note: In the interest of public transparency any comments you make regarding the application are available to the applicant or other interested persons on request and if objections are received these are summarised in the Council Report or Agenda Attachments which are public documents. This will include names and addresses.

I have inspected the development application plans. ☑ Yes ☐ No

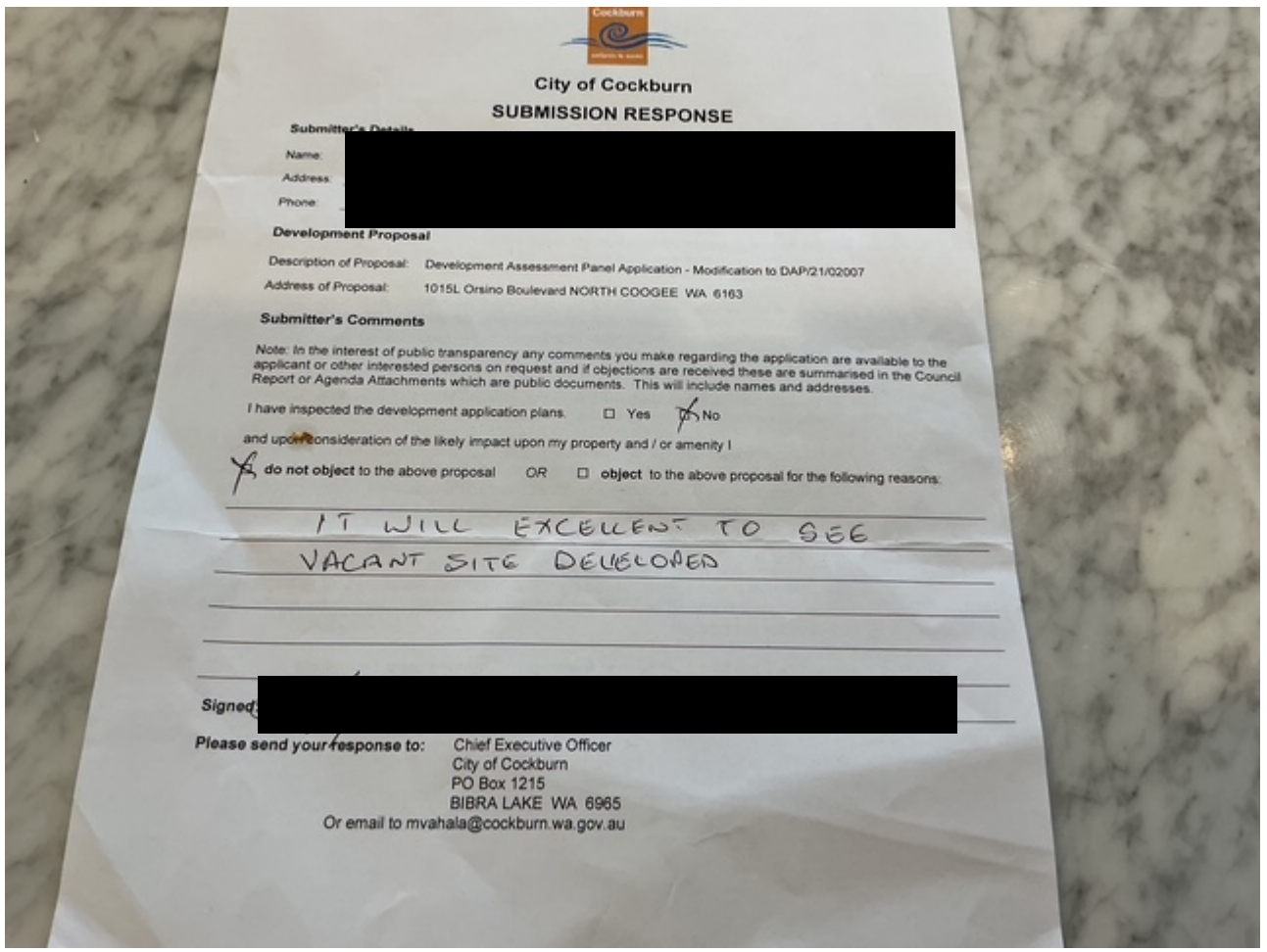
and upon consideration of the likely impact upon my property and / or amenity I

☐ **do not object** to the above proposal *OR* ☑ **object** to the above proposal for the following reasons:

Request my name, address, phone and email are withheld from any public document.
Thank you for the opportunity to provide feedback. I have viewed the plans and raise the following
The new plans include an almost 30% increase in number of dwellings, which will cause a
substantial increase in vehicular traffic, particularly when entering and exiting the property via Comet
Lane. Given the close proximity to nearby properties, this will cause a permanent increase in noise at
all hours, permanently disturbing neighbours' peaceful and quiet enjoyment of their homes.

Signed: [redacted] **Dated:** [redacted]

Please send your response to: Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965
Or email to mvahala@cockburn.wa.gov.au



City of Cockburn

SUBMISSION RESPONSE

Submitter's Details

Name: [redacted]

Address:

Phone:

Development Proposal

Description of Proposal: Development Assessment Panel Application - Modification to DAP/21/02007

Address of Proposal: 1015L Orsino Boulevard NORTH COOGEE WA 6163

Submitter's Comments

Note: In the interest of public transparency any comments you make regarding the application are available to the applicant or other interested persons on request and if objections are received these are summarised in the Council Report or Agenda Attachments which are public documents. This will include names and addresses.

I have inspected the development application plans. ☐ Yes ☒ No

and upon consideration of the likely impact upon my property and / or amenity I

☒ **do not object** to the above proposal *OR* ☐ **object** to the above proposal for the following reasons:

IT WILL EXCELLENT TO SEE
VACANT SITE DEVELOPED

Signed [redacted]

Please send your response to: Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965
Or email to mvahala@cockburn.wa.gov.au

Email: mvahala@cockburn.wa.gov.au
FILE: 6017790 - DAP26/004
OFFICER: Martin Vahala

City of Cockburn

SUBMISSION RESPONSE

Submitter's Details

Name: [redacted]

Address:

Phone:

Development Proposal

Description of Proposal: Development Assessment Panel Application - Modification to DAP/21/02007

Address of Proposal: 1015L Orsino Boulevard NORTH COOGEE WA 6163

Submitter's Comments

Note: In the interest of public transparency any comments you make regarding the application are available to the applicant or other interested persons on request and if objections are received these are summarised in the Council Report or Agenda Attachments which are public documents. This will include names and addresses.

I have inspected the development application plans. ☑ Yes ☐ No

and upon consideration of the likely impact upon my property and / or amenity I

☐ **do not object** to the above proposal *OR* ☑ **object** to the above proposal for the following reasons:

LACK OF STREET PARKING FOR VISITORS AND RESIDENT OVER FLOW.

[redacted]

Signed:

Please send your response to: Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965
Or email to mvahala@cockburn.wa.gov.au

Document Set ID: 12853215
Version: 1, Version Date: 02/09/2026

ATTACHMENT 4 - DA23/0621 Approval Letter and Plans

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

Reference number: DA23/0612

01 December 2023

Planning Solutions
251 St Georges Terrace
PERTH WA 6000

Amendment to DAP21/003 – Mixed Use Development – 61 Multiple Dwellings and One Commercial Tenancy

1015L Orsino Boulevard NORTH COOGEE WA 6163

I refer to your application dated 29/09/2023 for the above and advise that the proposed development has been conditionally approved in accordance with the attached Notice of Determination on Application for Planning Approval. This approval was granted pursuant to clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 under the requirements for development approval stipulated in clause 60. Delegated authority was exercised by clause 82 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Should you be aggrieved by this determination, there is a right of review by the State Administrative Tribunal under Part 14 of the *Planning and Development Act 2005*. The application for review must be submitted within 28 days of the date of this decision to the State Administrative Tribunal, 6th Floor, 565 Hay Street, Perth. It is recommended that you contact the State Administrative Tribunal for further details (telephone 9219 3111) or via website: www.sat.justice.wa.gov.au.

Planning approval does not remove the need for any other approvals, licences or permits that may be required.

Chantala Hill
SENIOR STATUTORY PLANNING OFFICER

Document Set ID: 11725389
Version: 1, Version Date: 01/12/2023

REF No: DA23/0612 **Issue Date: 01 December 2023**

NOTICE OF DETERMINATION ON APPLICATION FOR DEVELOPMENT APPROVAL
PLANNING AND DEVELOPMENT ACT 2005

Description of proposed development**: Amendment to DAP21/003 – Mixed Use Development – 61 Multiple Dwellings and One Commercial Tenancy**

APPROVAL TO COMMENCE DEVELOPMENT

Owner Name & Address: Port Coogee No 2 Pty Ltd
PO Box 963 SOUTH PERTH WA 6951

LOCATION: 1015L Orsino Boulevard NORTH COOGEE WA 6163

LOT: 1015 PLAN/DIAGRAM: DP/402695
FOLIO NO: 578 VOL NO: 2841
Application Date: 29/09/2023 Received on: 29/09/2023

The application for development approval is approved subject to the following conditions:

CONDITIONS

1. Development shall be carried out in accordance with the terms of the application as approved herein and any approved plan (including any amendments marked in red).

2. This approval varies the previous approval of DAP21/003 (DAP/21/02007) approved on 06 August 2021 to the extent of the works shown on the development plans hereby approved only. The conditions of DAP21/003 (DAP/21/02007) remain valid and continue to have effect.

3. Prior to the lodgement of a Building Permit application, a further revised Parking Management Plan shall be submitted to and approved by the City, and implemented thereafter, to the satisfaction of the City.

Document Set ID: 11725389
Version: 1, Version Date: 01/12/2023

FOOTNOTES

a) The footnotes of DAP21/003 (DAP/21/02007) remain valid and continue to have effect.

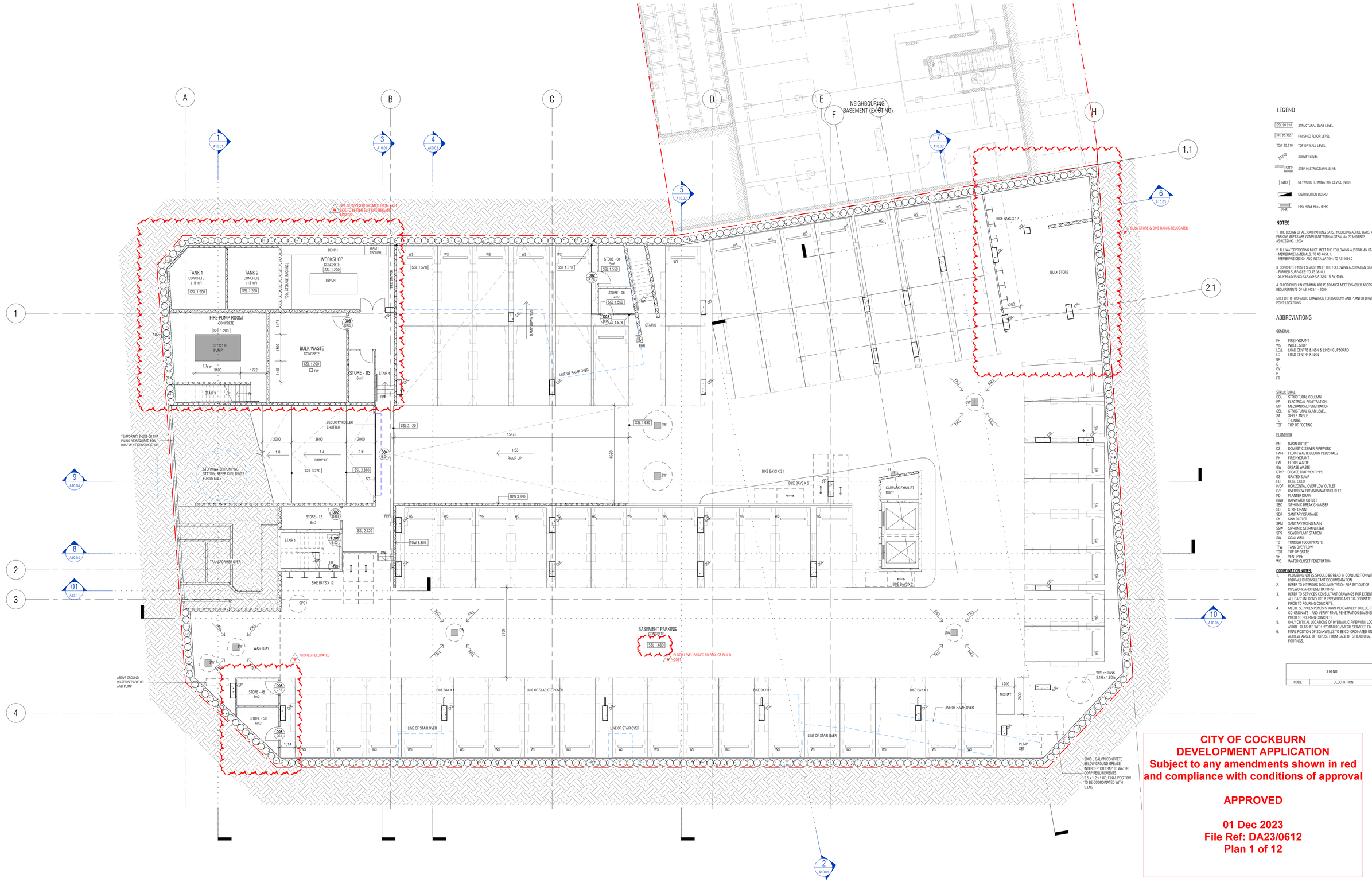
b) With regard to Condition 3, the revised Parking Management Plan shall re-confirm the parking allocations in the context of the reduced number of parking bays approved.

Note 1:	If the development the subject of this approval is not substantially commenced within a period of 2 years, or such other period as specified in the approval after the date of the decision, the approval shall lapse and be of no further effect.
Note 2:	Where an approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.
Note 3:	If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of determination.

SIGNED: DATED: 01 December 2023

……..

Chantala Hill
SENIOR STATUTORY PLANNING OFFICER
for and on behalf of the City of Cockburn.



LEGEND

- SSL 20.210 — STRUCTURAL SLAB LEVEL
- FFL 20.210 — FINISHED FLOOR LEVEL
- TOW 20.210 — TOP OF WALL LEVEL
- 20.210 — SURVEY LEVEL
- STEP — STEP IN STRUCTURAL SLAB
- NTD — NETWORK TERMINATION DEVICE (NTD)
- DISTRIBUTION BOARD
- FHR — FIRE HOSE REEL (FHR)

NOTES

1. THE DESIGN OF ALL CAR PARKING BAYS, INCLUDING ACROD BAYS, AND PARKING AREAS ARE COMPLIANT WITH AUSTRALIAN STANDARDS AS/NZS2890.1:2004
2. ALL WATERPROOFING MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
   - MEMBRANE MATERIALS: TO AS 4654.1.
   - MEMBRANE DESIGN AND INSTALLATION: TO AS 4654.2
3. CONCRETE FINISHES MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
   - FORMED SURFACES: TO AS 3610.1.
   - SLIP RESISTANCE CLASSIFICATION: TO AS 4586.
4. FLOOR FINISH IN COMMON AREAS TO MUST MEET DISABLED ACCESS REQUIREMENTS OF AS 1428.1 - 2009.
5. REFER TO HYDRAULIC DRAWINGS FOR BALCONY AND PLANTER DRAINAGE POINT LOCATIONS.

ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
F	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE-BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTVP	GREASE TRAP VENT PIPE
IGS	GRATED SUMP
HC	HOSE COCK
H/OF	HORIZONTAL OVERFLOW OUTLET
O/F	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	STRIP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
WC	WATER CLOSET PENETRATION

COORDINATION NOTES:

1. PLUMBING NOTES SHOULD BE READ IN CONJUNCTION WITH HYDRAULIC CONSULTANT DOCUMENTATION.
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LEGEND	
CODE	DESCRIPTION

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 1 of 12

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REV.	DATE	AMENDMENT	INITL.
Q	25.07.2022	PRICING	AA
R	29.07.2022	PRICING	AA
S	19.12.2022	INFORMATION	AA
T	25.01.2023	INFORMATION	AA
U	01.05.2023	INFORMATION	AA
V	26.05.2023	FW BUILDING PERMIT	AA
W	11.09.2023	DA AMENDMENT	AA

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

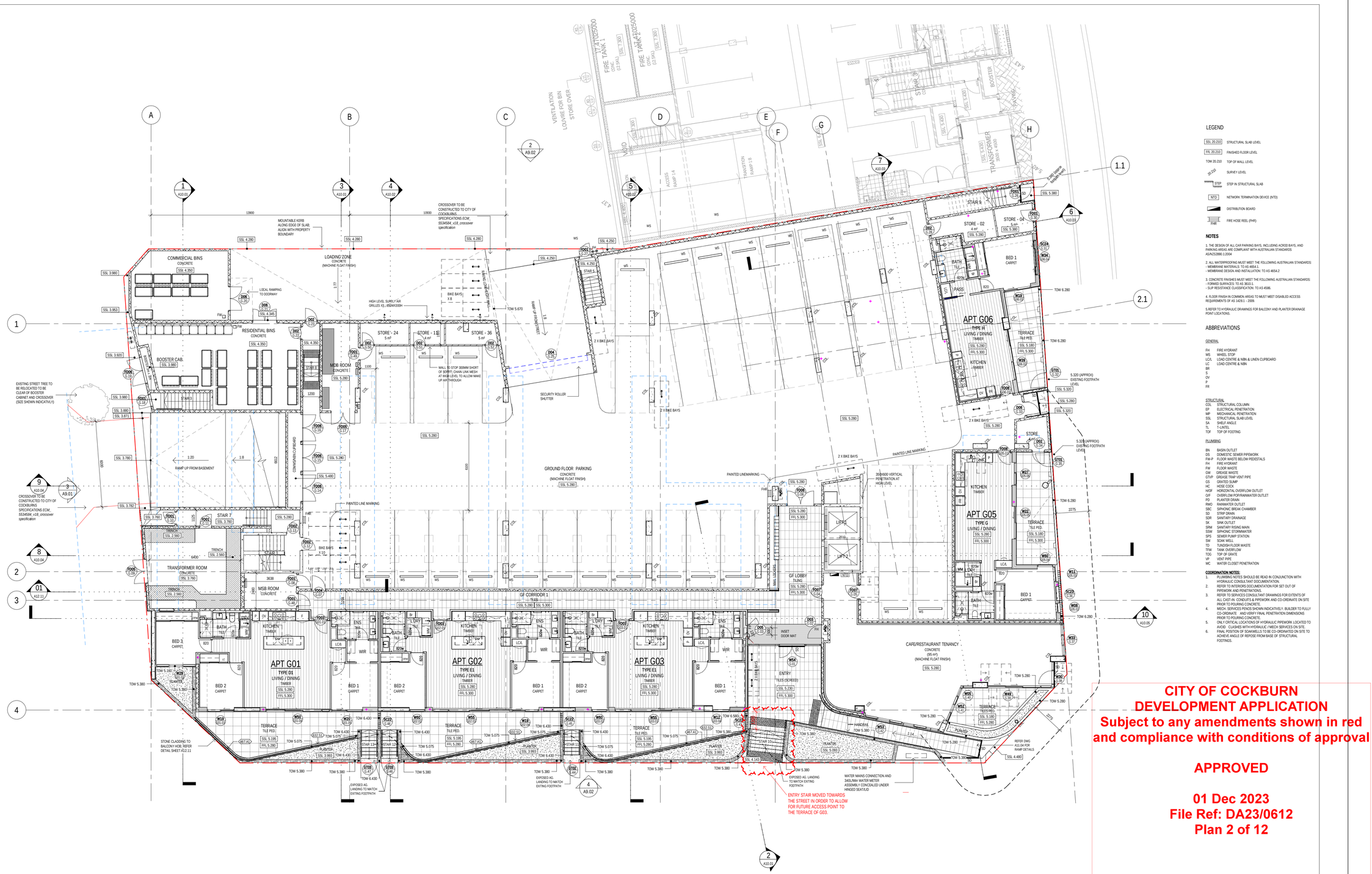
SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
BASEMENT
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.01	MM	AA	W

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023



LEGEND

- SSL 20.210 — STRUCTURAL SLAB LEVEL
- FFL 20.210 — FINISHED FLOOR LEVEL
- TOW 20.210 — TOP OF WALL LEVEL
- 20.210 — SURVEY LEVEL
- STEP — STEP IN STRUCTURAL SLAB
- NTD — NETWORK TERMINATION DEVICE (NTD)
- DISTRIBUTION BOARD
- FHR — FIRE HOSE REEL (PHP)

NOTES

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ABBREVIATIONS

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BB	
S	
OV	
P	
FR	

STRUCTURAL

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SSL	STRUCTURAL SLAB LEVEL
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PLUMBING

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GTVP	GREASE TRAP VENT PIPE
GS	GRATED SUMP
HC	HOSE COCK
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OVF	OVERFLOW PORT/RAINWATER OUTLET
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TOG	TOP OF GRATE
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CITY OF COCKBURN
DEVELOPMENT APPLICATION
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APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 2 of 12

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REV.	DATE	AMENDMENT	INITL.
L	20.04.2022	INFORMATION	AA
M	26.05.2022	INFORMATION	AA
N	03.06.2022	INFORMATION	AA
P	25.07.2022	PRICING	AA
Q	29.07.2022	PRICING	AA
R	19.12.2022	INFORMATION	AA
S	25.01.2023	INFORMATION	AA

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
PRICING

PROJECT NUMBER
15053

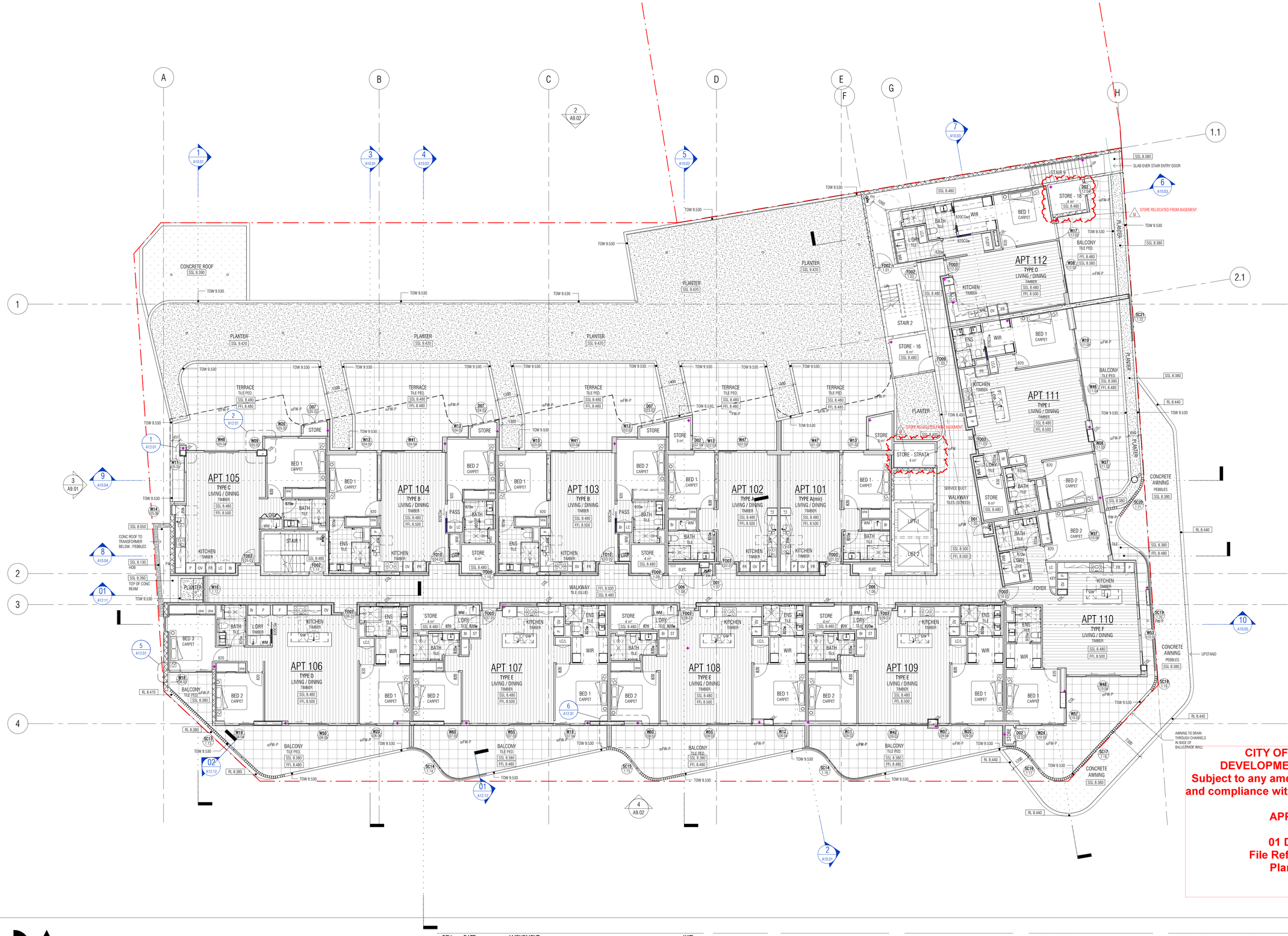
NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
GROUND FLOOR
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.02	MM	AA	S

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
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ABBREVIATIONS

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BR	
S	
OV	
F	
FR	

STRUCTURAL

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DEVELOPMENT APPLICATION
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APPROVED

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File Ref: DA23/0612
Plan 3 of 12

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 1
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.03	MM	AA	U

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
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ABBREVIATIONS

GENERAL

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WS	WHEEL STOP
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S	
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P	
FR	

STRUCTURAL

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PLUMBING

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DEVELOPMENT APPLICATION
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File Ref: DA23/0612
Plan 4 of 12

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15053

NORTH

SCALE @ B1
1 : 100
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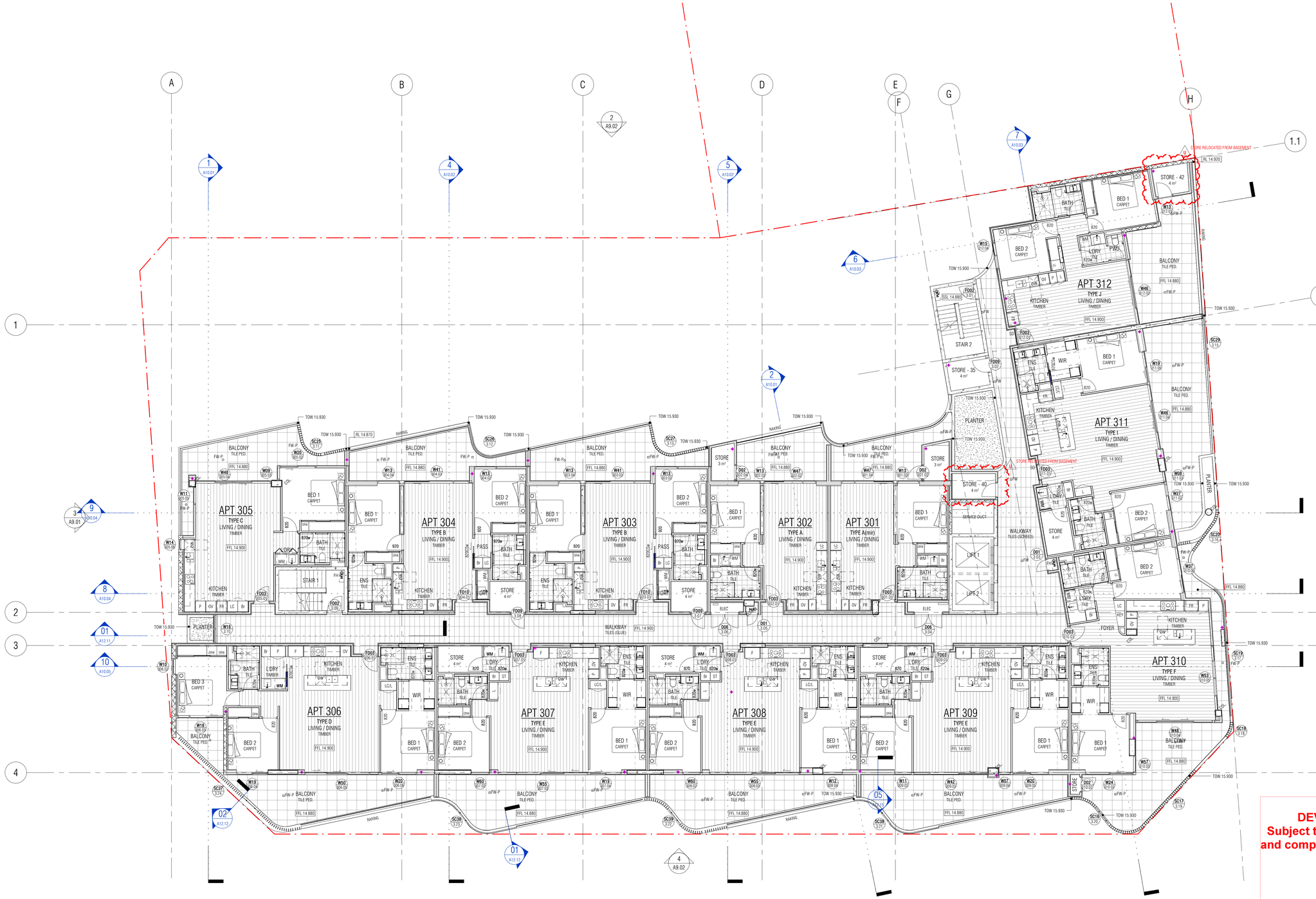
0 1 2 5m

DRAWING
LEVEL 2
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.04	MM	AA	U

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023



LEGEND

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 3
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.05	MM	AA	U

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

1. THE DESIGN OF ALL CAR PARKING BAYS, INCLUDING ACROD BAYS, AND PARKING AREAS ARE COMPLIANT WITH AUSTRALIAN STANDARDS AS/NZS2890.1:2004

2. ALL WATERPROOFING MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
- MEMBRANE MATERIALS: TO AS 4654.1.
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3. CONCRETE FINISHES MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
- FORMED SURFACES: TO AS 3610.1.
- SLIP RESISTANCE CLASSIFICATION: TO AS 4586.

4. FLOOR FINISH IN COMMON AREAS TO MUST MEET DISABLED ACCESS REQUIREMENTS OF AS 1428.1 - 2009.

5.REFER TO HYDRAULIC DRAWINGS FOR BALCONY AND PLANTER DRAINAGE POINT LOCATIONS.

ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
P	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTrP	GREASE TRAP VENT PIPE
GS	GRATED SUMP
HC	HOSE COCK
H/OF	HORIZONTAL OVERFLOW OUTLET
O/F	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	STRIP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
WC	WATER CLOSET PENETRATION

COORDINATION NOTES:

1. PLUMBING NOTES SHOULD BE READ IN CONJUNCTION WITH HYDRAULIC CONSULTANT DOCUMENTATION.
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CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 6 of 12

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REV.	DATE	AMENDMENT	INITL.
N	25.07.2022	PRICING	AA
P	29.07.2022	PRICING	AA
Q	19.12.2022	INFORMATION	AA
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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 4
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.06	MM	AA	U

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

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ABBREVIATIONS

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BR	
S	
OV	
F	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
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FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTrP	GREASE TRAP VENT PIPE
GS	GRATED SUMP
HC	HOSE COCK
HOF	HORIZONTAL OVERFLOW OUTLET
OF	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	SITRP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
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CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 7 of 12

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REV.	DATE	AMENDMENT	INITL.
N	25.07.2022	PRICING	AA
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MECHANICAL:	WSP
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ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 5
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.07	MM	AA	U

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

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OV	
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FR	

STRUCTURAL

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PLUMBING

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CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 8 of 12

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REV.	DATE	AMENDMENT	INITL.
M	03.06.2022	INFORMATION	AA
N	25.07.2022	PRICING	AA
P	29.07.2022	PRICING	AA
Q	19.12.2022	INFORMATION	AA
R	25.01.2023	INFORMATION	AA
S	01.05.2023	INFORMATION	AA
T	26.05.2023	FW BUILDING PERMIT	AA

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

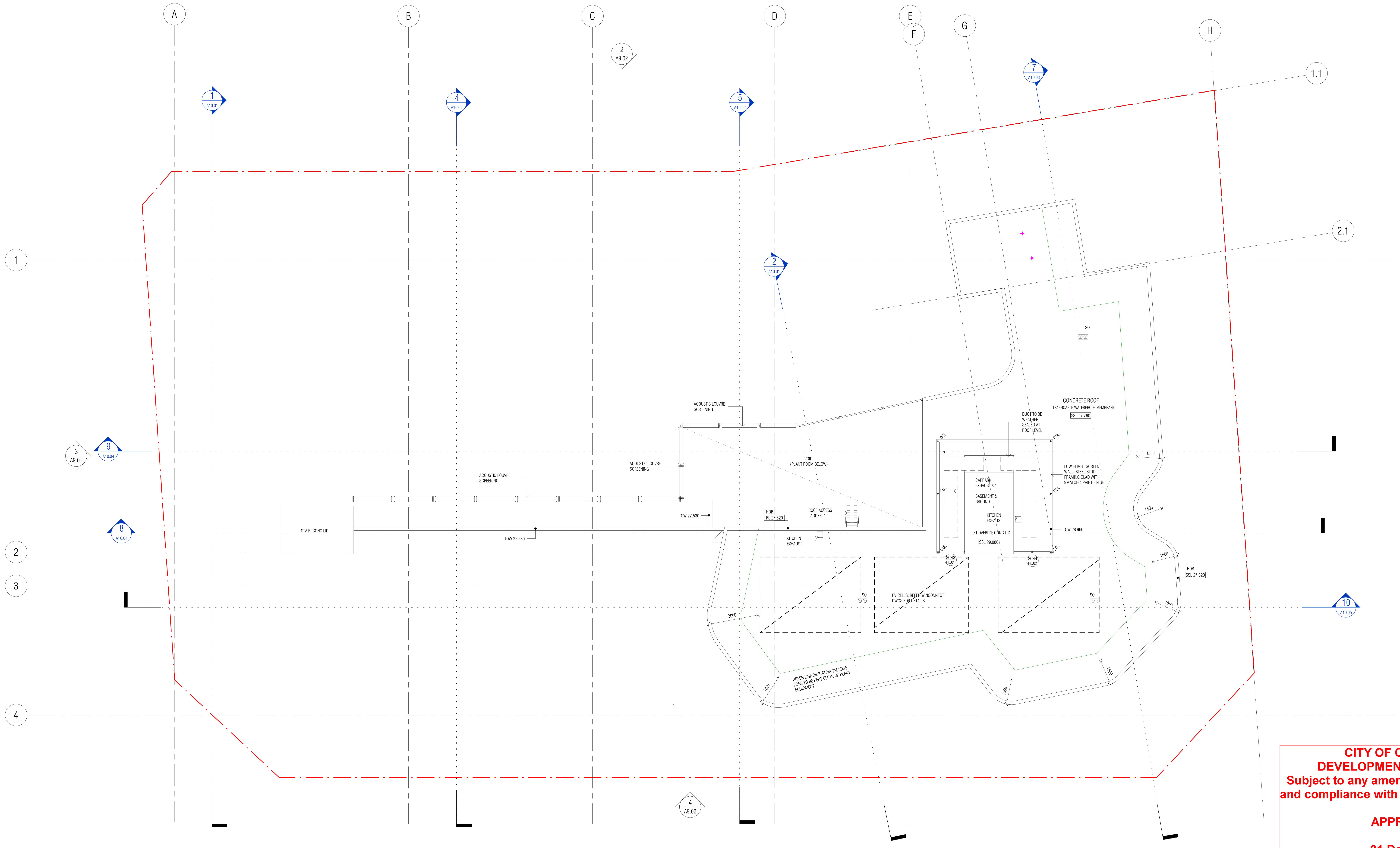
NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
ROOF TERRACE
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.08	MM	AA	T

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

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FH FIRE HYDRANT
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STRUCTURAL

COL STRUCTURAL COLUMN
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PLUMBING

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CITY OF COCKBURN
DEVELOPMENT APPLICATION
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APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 9 of 12

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REV.	DATE	AMENDMENT	INITL.
K	03.06.2022	INFORMATION	AA
L	25.07.2022	PRICING	AA
M	29.07.2022	PRICING	AA
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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
ROOF LEVEL
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.09	MM	AA	R

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

CITY OF COCKBURN
DEVELOPMENT APPLICATION
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01 Dec 2023
File Ref: DA23/0612
Plan 10 of 12

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REV.	DATE	AMENDMENT	INITL.
B	06.12.2021	PRICING ISSUE	AA
C	21.12.2021	PRICING ISSUE	AA
D	14.01.2022	BUILDING PERMIT	AA
E	25.01.2022	PRICING ISSUE	AA
F	08.02.2022	BUILDING PERMIT	AA
G	25.07.2022	PRICING	AA
H	29.07.2022	PRICING	AA

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NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
ELEVATIONS
EAST

DRAWING NO.	DRAFTER	CHECKED	REV.
A9.02	OS	AA	H

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

1 EAST ELEVATION
1 : 100

3 WEST ELEVATION
1 : 100

CITY OF COCKBURN
DEVELOPMENT APPLICATION
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File Ref: DA23/0612
Plan 11 of 12

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REV.	DATE	AMENDMENT	INITL.
A	22.11.2021	DFES ISSUE	AA
B	06.12.2021	PRICING ISSUE	AA
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STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
PRICING

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale for 1 : 100
0 1 2 5m

DRAWING
ELEVATIONS
NORTH

DRAWING NO.	DRAFTER	CHECKED	REV.
A9.01	OS	AA	G

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

SHEET LIST			
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A2.01	BASEMENT GA	W	11.09.2023
A2.02	GROUND FLOOR GA	V	11.09.2023
A2.03	LEVEL 1 GA	U	11.09.2023
A2.04	LEVEL 2 GA	U	11.09.2023
A2.05	LEVEL 3 GA	U	11.09.2023
A2.06	LEVEL 4 GA	U	11.09.2023
A2.07	LEVEL 5 GA	U	11.09.2023
A10.01	SECTIONS	J	11.09.2023
A10.03	SECTIONS	K	11.09.2023

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

01 Dec 2023
File Ref: DA23/0612
Plan 12 of 12

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REV.	DATE	AMENDMENT	INITL.
F	14.01.2022	BUILDING PERMIT	AA
G	08.02.2022	BUILDING PERMIT	AA
H	25.07.2022	PRICING	AA
J	29.07.2022	PRICING	AA
K	01.05.2023	INFORMATION	AA
L	26.05.2023	FW BUILDING PERMIT	AA
M	11.09.2023	DA AMENDMENT	

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PROJECT
WINDFALL

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STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
Scale Bar 1 : 100
0 1 2 5m

DRAWING
COVER PAGE

DRAWING NO.	DRAFTER	CHECKED	REV.
A0.00	AA	AA	M

Document Set ID: 11725439
Version: 1, Version Date: 01/12/2023

ATTACHMENT 5 - DA25/0436 Approval Letter

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

Reference number: DA25/0436

14 August 2025

Planning Solutions (Aust) Pty Ltd
PO Box 2709
CLOISTERS SQUARE WA 6850

Renewal of DAP21/003 – Mixed use Development 61 Multiple Dwellings and One Commercial Tenancy.

1015L Orsino Boulevard NORTH COOGEE WA 6163

I refer to your application dated 17/06/2025 for the above and advise that the proposed development has been conditionally approved in accordance with the attached Notice of Determination on Application for Planning Approval. This approval was granted pursuant to clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 under the requirements for development approval stipulated in clause 60. Delegated authority was exercised by clause 82 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Should you be aggrieved by this determination, there is a right of review by the State Administrative Tribunal under Part 14 of the *Planning and Development Act 2005*. The application for review must be submitted within 28 days of the date of this decision to the State Administrative Tribunal, 6th Floor, 565 Hay Street, Perth. It is recommended that you contact the State Administrative Tribunal for further details (telephone 9219 3111) or via website: www.sat.justice.wa.gov.au.

Development approval does not remove the need for any other approvals, licences or permits that may be required.

Jak Hottes
Acting Senior Planning Officer

Document Set ID: 12420252
Version: 1, Version Date: 14/08/2025

REF No: DA25/0436 **Issue Date: 14 August 2025**

NOTICE OF DETERMINATION ON APPLICATION FOR DEVELOPMENT APPROVAL
PLANNING AND DEVELOPMENT ACT 2005

Description of proposed development**: Renewal of DAP21/003 – Mixed use Development 61 Multiple Dwellings and One Commercial Tenancy.**

APPROVAL TO COMMENCE DEVELOPMENT

Owner Name & Address Port Coogee No 2 Pty Ltd
PO Box 963 SOUTH PERTH WA 6951

LOCATION: 1015L Orsino Boulevard NORTH COOGEE WA 6163

LOT: 1015 PLAN/DIAGRAM: DP/402695
FOLIO NO: 578 VOL NO: 2841
Application Date: 17/06/2025 Received on: 17/06/2025

The application for development approval is approved subject to the following conditions:

CONDITIONS

1. Development shall be carried out in accordance with the application as approved herein and any approved plan (including any amendments marked in red).

2. This approval extends the validity of approval of DAP21/003 (DAP/21/02007) approved on 06 August 2021 by 2 (two) years. The conditions of DAP21/003 remain valid and continue to have effect.

FOOTNOTES

a) The footnotes of DAP21/003 (DAP/21/02007) remain valid and continue to have effect.

b) Please be advised that the modification made under DA23/0612 is still to have effect and this extension of time does not vary any of the conditions imposed under this application.

Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or such other period as specified in the approval after the date of the decision, the approval shall lapse and be of no further effect.

Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.

Note 3: If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of determination.

SIGNED: J Hottes DATED: 14/08/2025

……..

Jak Hottes

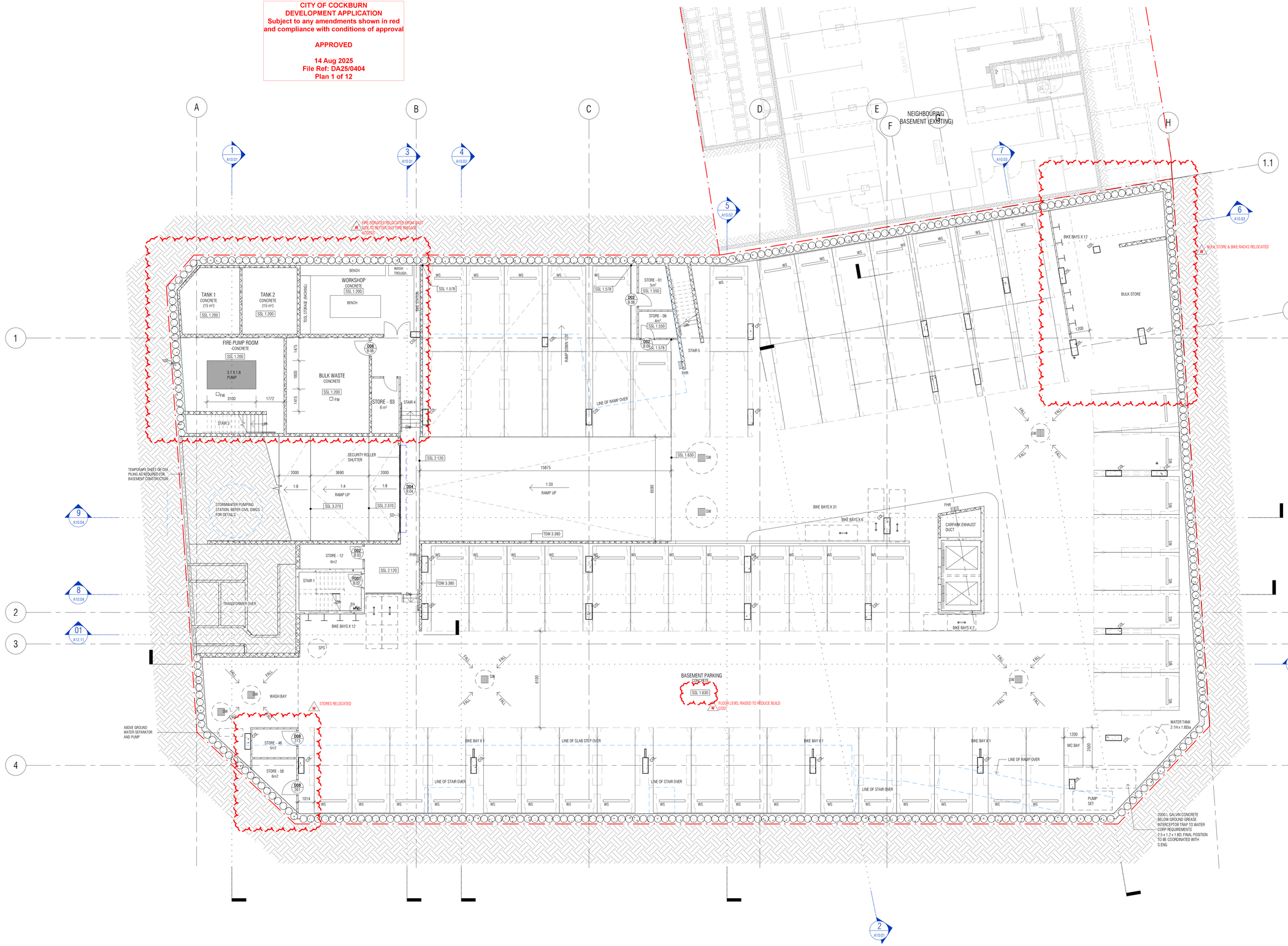
Acting Senior Planning Officer

for and on behalf of the City of Cockburn.

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red
and compliance with conditions of approval

APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 1 of 12



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

1. THE DESIGN OF ALL CAR PARKING BAYS, INCLUDING ACROD BAYS, AND PARKING AREAS ARE COMPLIANT WITH AUSTRALIAN STANDARDS AS/NZS2890.1:2004
2. ALL WATERPROOFING MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
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   - MEMBRANE DESIGN AND INSTALLATION: TO AS 4654.2
3. CONCRETE FINISHES MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
   - FORMED SURFACES: TO AS 3610.1.
   - SLIP RESISTANCE CLASSIFICATION: TO AS 4586.
4. FLOOR FINISH IN COMMON AREAS TO MUST MEET DISABLED ACCESS REQUIREMENTS OF AS 1428.1 - 2009.
5. REFER TO HYDRAULIC DRAWINGS FOR BALCONY AND PLANTER DRAINAGE POINT LOCATIONS.

ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
F	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTVP	GREASE TRAP VENT PIPE
IGS	GRATED SUMP
HC	HOSE COCK
H/OF	HORIZONTAL OVERFLOW OUTLET
O/F	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	STRIP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
WC	WATER CLOSET PENETRATION

COORDINATION NOTES:

1. PLUMBING NOTES SHOULD BE READ IN CONJUNCTION WITH HYDRAULIC CONSULTANT DOCUMENTATION.
2. REFER TO INTERIORS DOCUMENTATION FOR SET OUT OF PIPEWORK AND PENETRATIONS.
3. REFER TO SERVICES CONSULTANT DRAWINGS FOR EXTENTS OF ALL CAST-IN CONDUITS & PIPEWORK AND CO-ORDINATE ON SITE PRIOR TO POURING CONCRETE.
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6. FINAL POSITION OF SOAKWELLS TO BE CO-ORDINATED ON SITE TO ACHIEVE ANGLE OF REPOSE FROM BASE OF STRUCTURAL FOOTINGS.

LEGEND	
CODE	DESCRIPTION

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REV.	DATE	AMENDMENT	INITL.
Q	25.07.2022	PRICING	AA
R	29.07.2022	PRICING	AA
S	19.12.2022	INFORMATION	AA
T	25.01.2023	INFORMATION	AA
U	01.05.2023	INFORMATION	AA
V	26.05.2023	FW BUILDING PERMIT	AA
W	11.09.2023	DA AMENDMENT	AA

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
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MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
BASEMENT
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.01	MM	AA	W

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

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ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LCA	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
P	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTrP	GREASE TRAP VENT PIPE
GS	GRATED SUMP
HC	HOSE COCK
HOF	HORIZONTAL OVERFLOW OUTLET
OvP	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
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SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TRW	TANK OVERFLOW
TOG	TOP OF GRATE
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COORDINATION NOTES:

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CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 2 of 12

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REV.	DATE	AMENDMENT	INITL.
L	20.04.2022	INFORMATION	AA
M	26.05.2022	INFORMATION	AA
N	03.06.2022	INFORMATION	AA
P	25.07.2022	PRICING	AA
Q	29.07.2022	PRICING	AA
R	19.12.2022	INFORMATION	AA
S	25.01.2023	INFORMATION	AA

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
PRICING

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

DRAWING
GROUND FLOOR
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.02	MM	AA	S

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red
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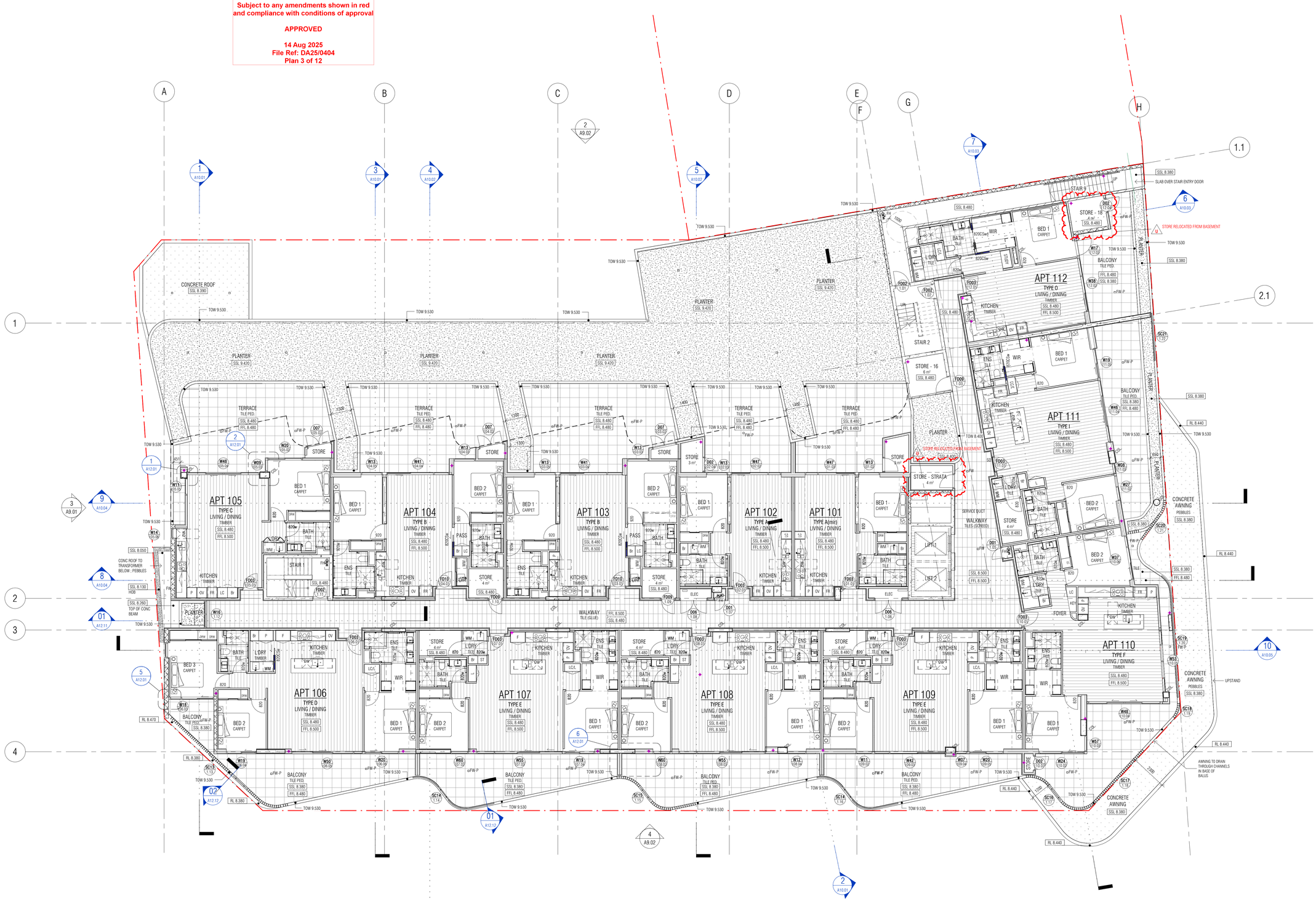
APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 3 of 12



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
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FHR	FIRE HOSE REEL (FHR)

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TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
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GS	GRATED SUMP
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REV.	DATE	AMENDMENT	INITL.
N	25.07.2022	PRICING	AA
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Stirling Capital

PROJECT
WINDFALL

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Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 1
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.03	MM	AA	U

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Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
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STRUCTURAL

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3. REFER TO SERVICES CONSULTANT DRAWINGS FOR EXTENTS OF ALL CAST IN CONDUITS & PIPEWORK AND CO-ORDINATE ON SITE PRIOR TO POURING CONCRETE.
4. MECH. SERVICES PENDS SHOWN INDICATIVELY. BUILDER TO FULLY CO-ORDINATE AND VERIFY FINAL PENETRATION DIMENSIONS PRIOR TO POURING CONCRETE.
5. ONLY CRITICAL LOCATIONS OF HYDRAULIC PIPEWORK LOCATED TO AVOID CLASHES WITH HYDRAULIC / MECH SERVICES ON SITE.
6. FINAL POSITION OF SOAKWELLS TO BE CO-ORDINATED ON SITE TO ACHIEVE ANGLE OF REPOSE FROM BASE OF STRUCTURAL FOOTINGS.

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 4 of 12

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REV.	DATE	AMENDMENT	INITL.
N	25.07.2022	PRICING	AA
P	29.07.2022	PRICING	AA
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S	01.05.2023	INFORMATION	AA
T	26.05.2023	FW BUILDING PERMIT	AA
U	11.09.2023	DA AMENDMENT	AA

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BCA COMPLIANCE:	Resolve Group
STRUCTURAL:	HERA
HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 2
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.04	MM	AA	U

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

1. THE DESIGN OF ALL CAR PARKING BAYS, INCLUDING ACROD BAYS, AND PARKING AREAS ARE COMPLIANT WITH AUSTRALIAN STANDARDS AS/NZS2890.1:2004

2. ALL WATERPROOFING MUST MEET THE FOLLOWING AUSTRALIAN STANDARDS:
- MEMBRANE MATERIALS: TO AS 4654.1.
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4. FLOOR FINISH IN COMMON AREAS TO MUST MEET DISABLED ACCESS REQUIREMENTS OF AS 1428.1 - 2009.

5.REFER TO HYDRAULIC DRAWINGS FOR BALCONY AND PLANTER DRAINAGE POINT LOCATIONS.

ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
P	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
GTVP	GREASE TRAP VENT PIPE
GS	GRATED SUMP
HC	HOSE COCK
H/OF	HORIZONTAL OVERFLOW OUTLET
O/F	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	STRIP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
WC	WATER CLOSET PENETRATION

COORDINATION NOTES:
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CITY OF COCKBURN
DEVELOPMENT APPLICATION
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APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 5 of 12

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MECHANICAL:	WSP
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FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 3
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.05	MM	AA	U

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

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ABBREVIATIONS

GENERAL

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WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
P	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
FW-P	FLOOR WASTE BELOW PEDESTALS
FH	FIRE HYDRANT
FW	FLOOR WASTE
GW	GREASE WASTE
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GS	GRATED SUMP
HC	HOSE COCK
H/OF	HORIZONTAL OVERFLOW OUTLET
O/F	OVERFLOW POP/RAINWATER OUTLET
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	STRIP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
WC	WATER CLOSET PENETRATION

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CITY OF COCKBURN
DEVELOPMENT APPLICATION
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APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 6 of 12

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 4
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.06	MM	AA	U

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 7 of 12

LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

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ABBREVIATIONS

GENERAL

FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
LC	LOAD CENTRE & NBN
BR	
S	
OV	
F	
FR	

STRUCTURAL

COL	STRUCTURAL COLUMN
EP	ELECTRICAL PENETRATION
MP	MECHANICAL PENETRATION
SSL	STRUCTURAL SLAB LEVEL
SA	SHELF ANGLE
TL	T-LINTEL
TOF	TOP OF FOOTING

PLUMBING

BN	BASIN OUTLET
DS	DOMESTIC SEWER PIPEWORK
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H/OF	HORIZONTAL OVERFLOW OUTLET
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PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
SBC	SIPHONIC BREAK CHAMBER
SD	SITRP DRAIN
SDR	SANITARY DRAINAGE
SK	SINK OUTLET
SRM	SANITARY RISING MAIN
SSW	SIPHONIC STORMWATER
SPS	SEWER PUMP STATION
SW	SOAK WELL
TD	TUNDISH FLOOR WASTE
TFW	TANK OVERFLOW
TOG	TOP OF GRATE
VP	VENT PIPE
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COORDINATION NOTES:

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
LEVEL 5
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.07	MM	AA	U

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

CITY OF COCKBURN
DEVELOPMENT APPLICATION
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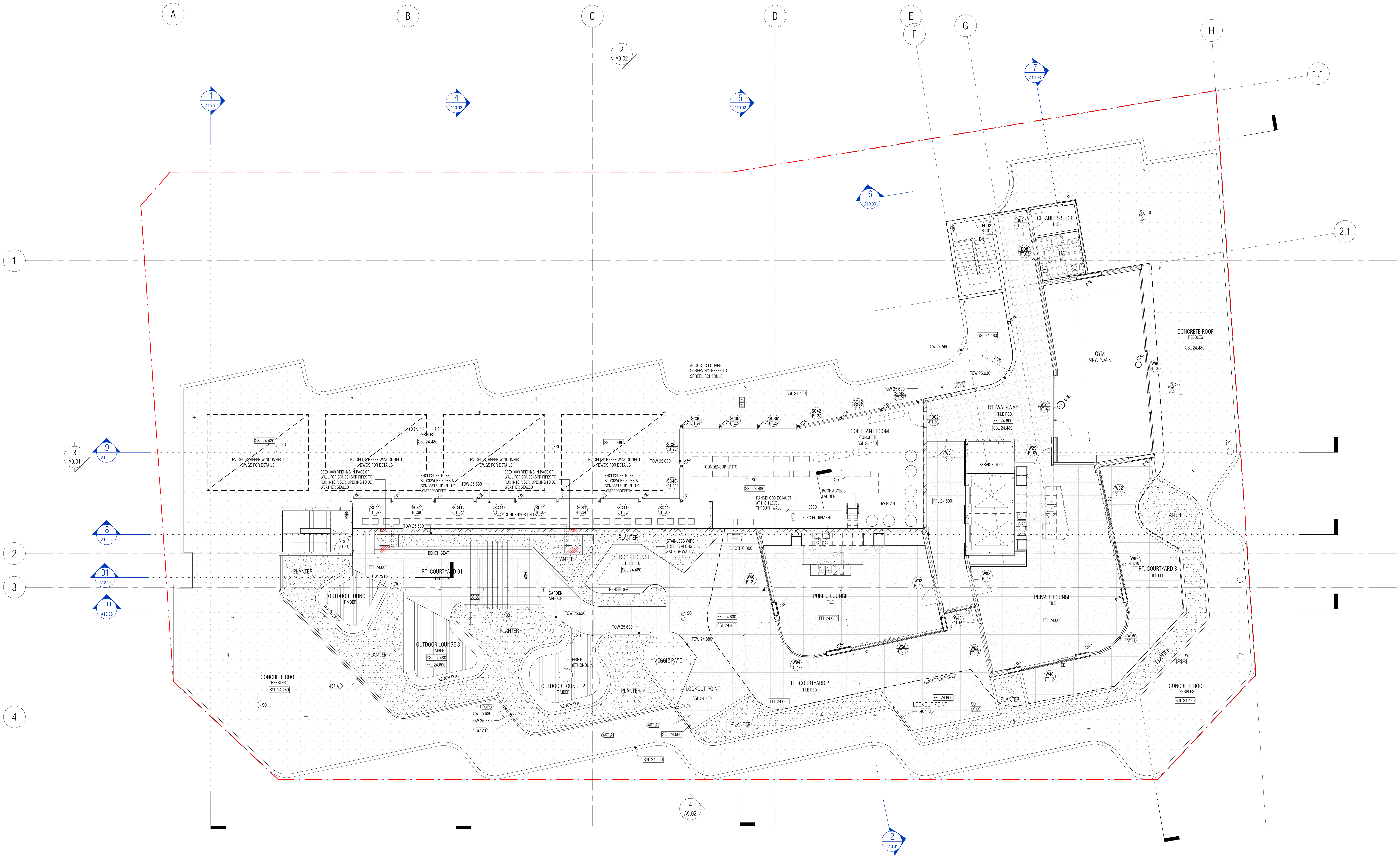
APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 8 of 12



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
FFL 20.210	FINISHED FLOOR LEVEL
TOW 20.210	TOP OF WALL LEVEL
20.210	SURVEY LEVEL
STEP	STEP IN STRUCTURAL SLAB
NTD	NETWORK TERMINATION DEVICE (NTD)
	DISTRIBUTION BOARD
FHR	FIRE HOSE REEL (FHR)

NOTES

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ABBREVIATIONS

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FH	FIRE HYDRANT
WS	WHEEL STOP
LC/L	LOAD CENTRE & NBN & LINEN CUPBOARD
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FR	

STRUCTURAL

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TL	T-LINTEL
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PLUMBING

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CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
ROOF TERRACE
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.08	MM	AA	T

CITY OF COCKBURN
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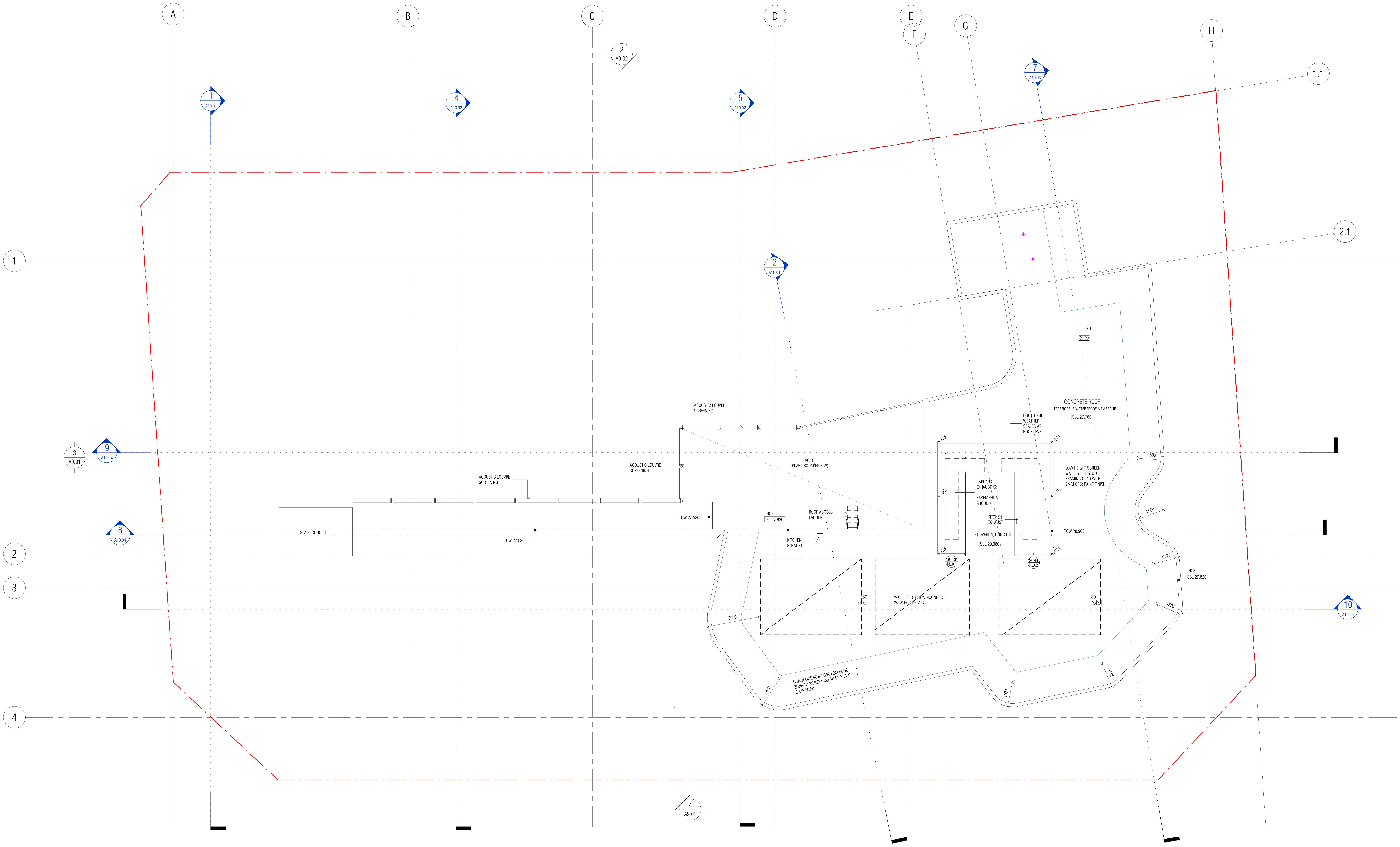
APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 9 of 12



LEGEND

SSL 20.210	STRUCTURAL SLAB LEVEL
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ABBREVIATIONS

GENERAL

FH FIRE HYDRANT
WS WHEEL STOP
LC/L LOAD CENTRE & NBN & LINEN CUPBOARD
LC LOAD CENTRE & NBN
BR
S
OV
P
FR

STRUCTURAL

COL STRUCTURAL COLUMN
EP ELECTRICAL PENETRATION
MP MECHANICAL PENETRATION
SSL STRUCTURAL SLAB LEVEL
SA SHELF ANGLE
TL T-LINTEL
TOF TOP OF FOOTING

PLUMBING

BN BASIN OUTLET
DS DOMESTIC SEWER PIPEWORK
FW-P FLOOR WASTE BELOW PEDESTALS
FH FIRE HYDRANT
FW FLOOR WASTE
GW GREASE WASTE
GTVP GREASE TRAP VENT PIPE
GS GRATED SUMP
HC HOSE COCK
H/OF HORIZONTAL OVERFLOW OUTLET
O/F OVERFLOW POP/RAINWATER OUTLET
PD PLANTER DRAIN
RWO RAINWATER OUTLET
SBC SIPHONIC BREAK CHAMBER
SD STRIP DRAIN
SDR SANITARY DRAINAGE
SK SINK OUTLET
SRM SANITARY RISING MAIN
SSW SIPHONIC STORMWATER
SPS SEWER PUMP STATION
SW SOAK WELL
TD TUNDISH FLOOR WASTE
TFW TANK OVERFLOW
TOG TOP OF GRATE
VP VENT PIPE
WC WATER CLOSET PENETRATION

COORDINATION NOTES:

1. PLUMBING NOTES SHOULD BE READ IN CONJUNCTION WITH HYDRAULIC CONSULTANT DOCUMENTATION.
2. REFER TO INTERIORS DOCUMENTATION FOR SET OUT OF PIPEWORK AND PENETRATIONS.
3. REFER TO SERVICES CONSULTANT DRAWINGS FOR EXTENTS OF ALL CAST-IN CONDUITS & PIPEWORK AND CO-ORDINATE ON SITE PRIOR TO POURING CONCRETE.
4. MECH. SERVICES PENOS SHOWN INDICATIVELY. BUILDER TO FULLY CO-ORDINATE AND VERIFY FINAL PENETRATION DIMENSIONS PRIOR TO POURING CONCRETE.
5. ONLY CRITICAL LOCATIONS OF HYDRAULIC PIPEWORK LOCATED TO AVOID CLASHES WITH HYDRAULIC / MECH SERVICES ON SITE.
6. FINAL POSITION OF SOAKWELLS TO BE CO-ORDINATED ON SITE TO ACHIEVE ANGLE OF REPOSE FROM BASE OF STRUCTURAL FOOTINGS.

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K	03.06.2022	INFORMATION	AA
L	25.07.2022	PRICING	AA
M	29.07.2022	PRICING	AA
N	19.12.2022	INFORMATION	AA
P	25.01.2023	INFORMATION	AA
Q	01.05.2023	INFORMATION	AA
R	26.05.2023	FW BUILDING PERMIT	AA

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HYDRAULIC:	WSP
ELECTRICAL:	WSP
MECHANICAL:	WSP
ENERGY:	Full Circle
FIRE:	Xero Fire
ACOUSTIC:	Herring Storer

CLIENT
Stirling Capital

PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
DA AMENDMENT

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
ROOF LEVEL
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A2.09	MM	AA	R

Document Set ID: 12420252
Version: 2, Version Date: 14/08/2025

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

14 Aug 2025
File Ref: DA25/0404
Plan 10 of 12

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E	25.01.2022	PRICING ISSUE	AA
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PROJECT
WINDFALL

PROJECT ADDRESS
72 Pantheon Ave (Lot 1051)
Port Coogee

STATUS
PRICING

PROJECT NUMBER
15053

NORTH

SCALE @ B1
1 : 100

Scale Bar 1 : 100
0 1 2 5m

DRAWING
ELEVATIONS
EAST

DRAWING NO.	DRAFTER	CHECKED	REV.
A9.02	OS	AA	H

Document Set ID: 12420252
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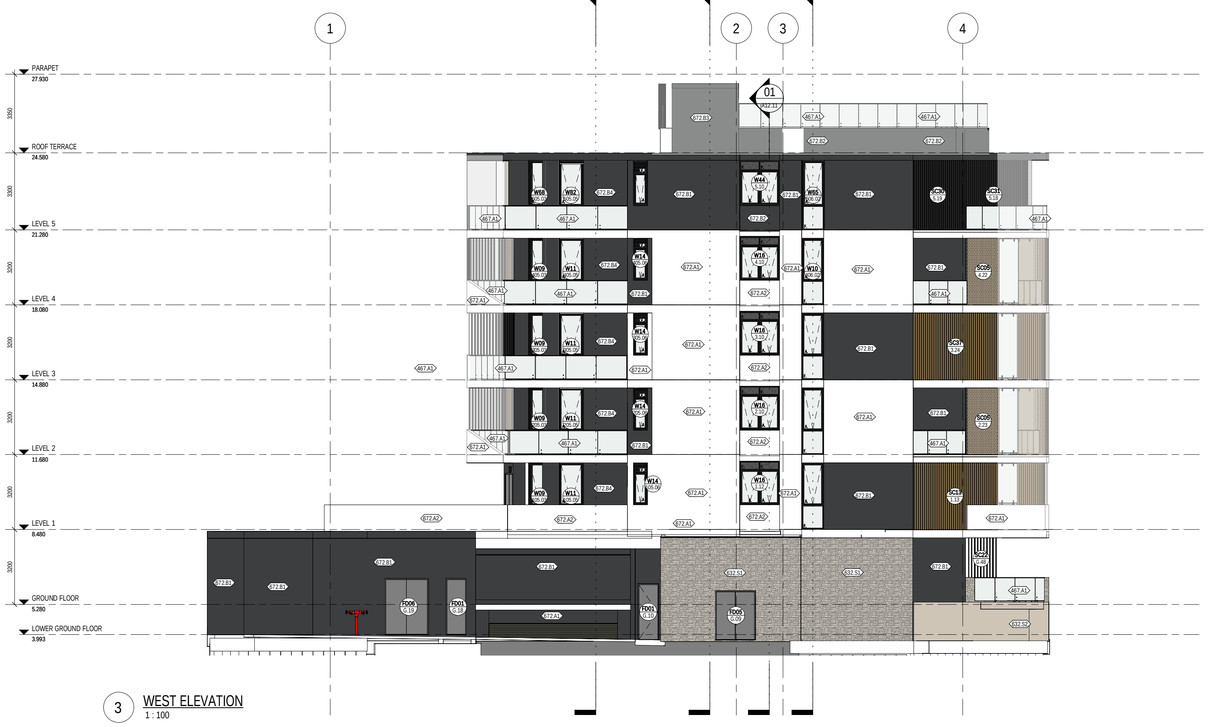
1 EAST ELEVATION
1 : 100



3 WEST ELEVATION
1 : 100

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NORTH

SCALE @ B1
1 : 100
Scale Bar 1 : 100
0 1 2 5m

DRAWING
ELEVATIONS
NORTH

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SHEET LIST			
A0.00	COVER PAGE	M	11.09.2023
A2.01	BASEMENT GA	W	11.09.2023
A2.02	GROUND FLOOR GA	V	11.09.2023
A2.03	LEVEL 1 GA	U	11.09.2023
A2.04	LEVEL 2 GA	U	11.09.2023
A2.05	LEVEL 3 GA	U	11.09.2023
A2.06	LEVEL 4 GA	U	11.09.2023
A2.07	LEVEL 5 GA	U	11.09.2023
A10.01	SECTIONS	J	11.09.2023
A10.03	SECTIONS	K	11.09.2023

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ATTACHMENT 6 - Parking Utilisation Survey

Document Set ID: 12878010
Version: 3, Version Date: 29/09/2026

PS ref: 9986

21 September 2026

City of Cockburn
PO Box 1215
Bibra Lake DC WA 6965
Via email: mvahala@cockburn.wa.gov.au

Attention: Martin Vahala – Senior Planning Officer

Dear Martin,

LOT 1015 ON DEPOSITED PLAN 402695
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
RESPONSE TO REQUEST FOR FURTHER INFORMATION

Planning Solutions acts on behalf of Port Coogee No 2 Pty Ltd, the proponent of the proposed amendment application at Lot 1015 on Deposited Plan 402695 (**subject site**), also referred to as 1050L Orsino Boulevard, North Coogee.

We refer to the Request for Further Information (**RFI**), received from the City of Cockburn (**City**) on 20 August 2026, regarding the proposal.

The following letter tables and responds to the various comments and requests for additional information received. The following documentation has been updated and enclosed in this RFI response package:

1. Parking Utilisation Survey (**Appendix 1**).

RESPONSE TO REQUEST FOR FURTHER INFORMATION

Following preliminary assessment of the application, the City has issued an email request which identifies matters requiring further consideration or clarification. A response to the various matters is provided in **Tables 1** and **2** below.

Table 1: RFI Responses

Comment/Request Item	Applicant Response
Sight Lines	
1. Sight lines at the access driveways are to be reviewed in accordance with AS 2890.1 to identify / eliminate any potential conflicts with the on-street parking bay.	1. The crossover location remains consistent with the previously approved development. Notwithstanding, a condition of approval can be accepted to ensure sufficient sight lines are demonstrated.
2. Sight distance to pedestrians is not provided in accordance with AS 2890.1. In accordance with the City's Crossover Specifications, a minimum 1.0 m offset is required between the crossover and the embayed parking/trees.	2. It is maintained that the existing street tree can be retained, with pruning of low-hanging branches as required to maintain pedestrian sightlines. Refer **Figure 1** below of the existing tree, which clearly demonstrates that the tree does not obstruct sightlines.

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Cloisters Square PO 6850
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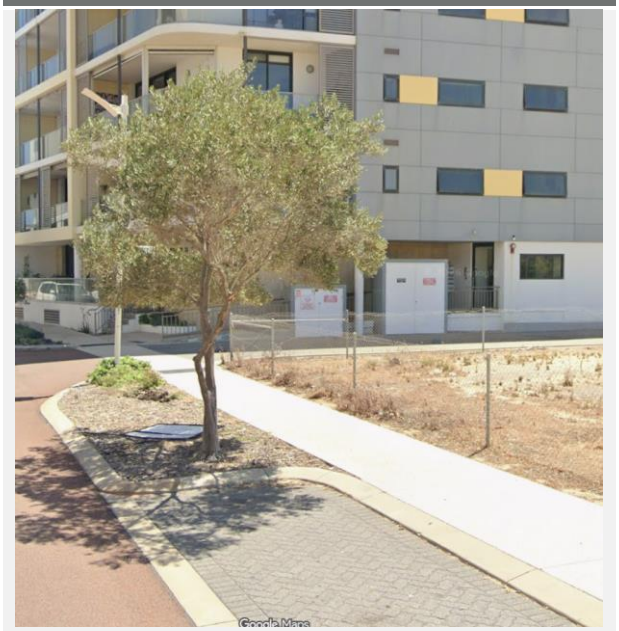
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Comment/Request Item	Applicant Response
	 **Figure 1 - Existing street tree**
3. An alternative material or pavement treatment be used to differentiate the crossover from the existing footpath.	3. An alternative pavement treatment will be incorporated at the crossover to differentiate it from the adjoining footpath. Final material selection to be confirmed during detail design, via **Condition 23**.
4. The proposed access may require the removal of two existing embayed parking bays.	4. Removal of the two existing on-street bays to facilitate the crossover is consistent with the previous approval.
Parking Shortfall	
5. The City does not support the variation to the parking provision (being the waiver of commercial and visitor parking on-site). Regarding visitor parking, clarification is required regarding the proposed parking management arrangements, noting that visitor bays should not be allocated to specific dwellings and should remain accessible for all visitors. The existing on-street parking is already under pressure, and the TIS has not demonstrated sufficient availability.	5. The approved development contains **nil visitor parking** and **two commercial bays** (one being an ACROD bay). The requirement for an ACROD bay is only triggered where commercial parking is provided onsite. The subject application proposes to remove onsite commercial parking and maintain a nil visitor parking provision. Therefore, resulting in an additional on-paper shortfall of 3 residential visitor bays and 2 commercial bays. In addition to the justification provided in our DA letter, a Parking Utilisation Survey (**PUS**) has been undertaken to investigate the availability of on-street parking in the locality on a typical weekday – refer **Appendix 1**. The PUS findings conclude: • *During all times of the typical weekday, there are at least 50 vacant on-street parking bays within 200m of the subject Site.* • *In Stantec's experience and when considering relevant guidelines, the level of demand for visitor parking on the weekend* [for a café use] *is likely to be slightly lower than the weekday.* The PUS findings support the proposed nil visitor and commercial parking on site, demonstrating there is ample availability within the locality which will not result in a significant adverse impact. It should be noted the PUS surveyed on-street parking only and did not take into account the existing public car

Comment/Request Item	Applicant Response
	parks in the precinct. Within the survey area, there is an additional 69 public parking spaces. Notwithstanding, the PUS demonstrates there is sufficient on-street parking in the precinct. The commercial tenancy is a small café/restaurant included to provide streetscape activation, and is expected to service a local catchment and visitors to the area. Customers will have no expectation of being able to park within the premises. On-street parking within centres generates street-level activity and optimises the use of urban space. Parking management measures are not necessary for the proposed development, where the onsite parking is wholly residential. Management measures would only be necessary where visitor and/or commercial parking is proposed on site. Our submission noted an informal visitor parking arrangement (i.e. occupants allowing their visitors to use their strata bays, when/if available) which is not intended to be managed by the strata or developer, it is simply a reality of how onsite parking may be utilised in multiple dwelling developments. In light of this, it is requested **Condition 19** (requirement for a revised Parking Management Plan) of the original approval is deleted as its purpose is now redundant.
6. The practicality of managing the required parking on-site should be addressed through the design. The applicant is encouraged to consider comparable developments and parking management, where design and management measures have been used to improve the security and legibility of on-site parking areas.	6. As above, parking management measures are not necessary for the proposed development, where the onsite parking is wholly residential. Car parking bays will be allocated via the built strata. As above, it is requested **Condition 19** (requirement for a revised Parking Management Plan) is deleted as its purpose is now redundant.
7. It is the City's position that the requisite commercial and visitor parking should be provided on-site.	7. As demonstrated through the findings of the PUS, there is ample on-street parking available to visitors of the development. The use of the existing on-street parking generates street-level activity and warrants support.
ACROD Bays	
8. An ACROD bay shown in the original DAP appears has been removed from the amended plans. Please update development plans to include provision.	8. Under the Building Code Australia, the provision of an ACROD bay(s) is only triggered where commercial parking is provided on site. The application proposes nil onsite commercial parking and therefore does not trigger the need for the provision of an ACROD bay.
Signs and Mirrors	
9. The TIS suggests the provision of low-clearance sign and mirrors. Please include location of these items on the development plans.	9. Low-clearance signage and mirrors will be incorporated where required. The specific locations will be confirmed at the detailed design stage. **Condition 20** sufficiently captures this.
Storeroom Doors	
10. It is recommended the applicant explore possibility of incorporating roller doors on the storerooms to provide for more efficient use of space.	10. The proposed storeroom doors have been designed in accordance with the Residential Design Codes and are considered appropriate for the proposed layout.

Table 2: Responses to Public Consultation Matters

Comment	Applicant Response
Submitter No. 1	
11. New plans include an almost 30% increase in number of dwellings, which will cause a substantial increase in vehicular traffic, particularly when entering and exiting the property via Comet Lane. 12. Given the proximity to nearby properties, this will cause a permanent increase in noise at all hours, permanently disturbing peaceful and quiet enjoyment of their homes.	11. As outlined in the TIS, the proposal will generate approximately 41 trips during the AM peak hour and 52 trips in the PM peak period. According to the WAPC Transport Impact Assessment Guidelines, this is a moderate impact and not considered to have any substantial impact on the surrounding road network. 12. The acoustic report has not identified any significant concerns associated with noise generated from vehicles entering/egressing the site.
Submitter No. 2	
13. It will be excellent to see vacant site developed.	13. Noted.
Submitter No. 3	
14. Lack of street parking, for visitors and resident overflow.	14. The PUS demonstrates there is ample on-street parking availability withing the locality. There is sufficient onsite parking for residents and available public car parks in the precinct.

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

Yours faithfully,

AOISE NOONE
SENIOR PLANNER

APPENDIX 1
PARKING UTILISATION SURVEY

Stantec

Technical Note

To:	Port Coogee No 2 Pty Ltd	Attention:	Nick Zubrowski
Project Name	Pantheon Avenue Parking Utilisation Survey	Project/File:	300306251
From:	Will Ho Perth	Date:	15 September 2026

Reference: 300306251 - Parking Utilisation Survey

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
001	15/09/2026	Draft	WH	DH / PM	RI	DH

Reference: **300306251 - Parking Utilisation Survey**

1 Introduction and Context

Stantec was commissioned to provide an Addendum to a Transport Impact Statement (TIS) for a mixed-use development located at Lot 1015 Pantheon Avenue, Port Coogee ('the Site'), within the City of Cockburn ('the City'). This was issued on 10 July 2026.

The proposal on the subject Site is a mixed-use development comprising of the following site-specific components:

- Twenty-one (21) one-bedroom dwelling units
- Forty-nine (49) two-bedroom dwelling units
- Seven (7) three-bedroom dwelling units
- Commercial Tenancy intended for a café/restaurant with a GFA of 95 sqm
- 100 off-street parking bays
- One motorcycle bay
- 50 bicycle bays/spaces
- 6 on-street visitor parking bays on Pantheon Avenue.

All off-street parking bays are reserved for residential dwellings. This technical note will assess the existing demand for on-street parking in the vicinity of the subject site as well as the anticipated visitors to the Site.

The Site is zoned as a "Local Centre" under the *Port Coogee Local Structure Plan* as shown in **Figure 1-1**.

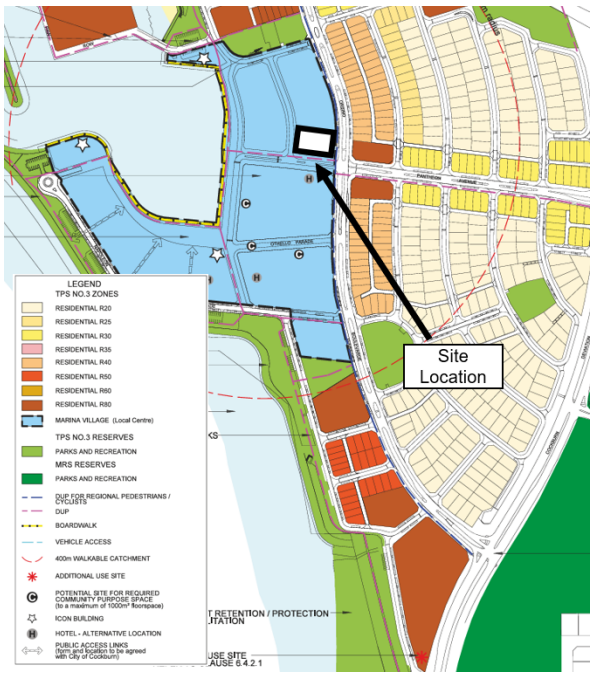


Figure 1-1. Site location

Source: City of Cockburn

2 Visitor Parking

2.1 Requirements

The parking requirements and provisions are presented in **Table 2-1** based on the City's Local Planning Scheme.

Table 2-1. Car Parking Provision and Requirements

Use	Development Yield	Requirement		Provision
Residential car parking	21 x 1-bedroom dwellings	0.75 bays per 1-bedroom dwelling	16 bays	**100 bays**
	49 x 2-bedroom dwellings, 7x 3-bedroom dwellings	1 bay per 2+ bedroom dwelling	56 bays	
Residential visitor car parking	77 dwellings	1 bay per four dwellings up to 12 dwellings, 1 bay per eight dwellings thereafter	12 bays	**6 on-street bays**[1]
Commercial (restaurant / cafe)	Approx. 40 seats	1 bay per 4 seats	10 bays	
Total			**94 bays**	**106 bays**

Source: DPLH Residential Design Codes Volume 2 (2024) and City of Cockburn Local Planning Scheme No. 3

Based on the above table, the proposed car parking for residential tenants meets the requirements of the Local Planning Scheme. A minimum of 22 visitor parking bays is required with 12 bays for residential visitors and 10 bays for the proposed commercial tenancy. Since no residential or commercial visitor parking is provided on-site, a shortfall of visitor parking is anticipated which is expected to be mitigated by the available on-street public parking.

2.2 Parking Survey

An external Service provider was engaged to conduct a parking utilisation survey of the surrounding streets in the vicinity of the subject Site with the aim of assessing the existing on-street parking demand for a typically weekday. A site survey was conducted on Wednesday 2 September 2026 between 8:00am and 5:00pm for the area indicated in **Figure 2-1** below. Results of the parking utilisation survey are attached in **Appendix A**.

[1] Note: In respect of residential visitor car parking, Provision 14 of DA 22 in Table 9 of TPS3 states:

> *"Despite the provisions of the Scheme, the Council may, when considering a Local Development Plan (LDP), impose development requirements including but not limited to vehicle parking greater than the standards prescribed under the Scheme, if in the opinion of the Council, it would result in a more desirable outcome for the use and development of the land the subject of the LDPs".*

The relevant LDP Site Specific Building Requirements Detailed Area Plan – Marina Village (Lots 1015-1027) (DAP), allows six on-street bays to be included in the calculation of visitor parking for multiple dwellings.

Reference: **300306251 - Parking Utilisation Survey**

Figure 2-1. Survey area

Source: Metromap (July 2026)

There are 65 parking bays within 100m of the Site and 143 bays within 200m of the Site. **Figure 2-2** indicates the location of surveyed on-street parking in the vicinity of the subject Site. The streets and their approximate distance from the Site are listed in **Table 2-2.**

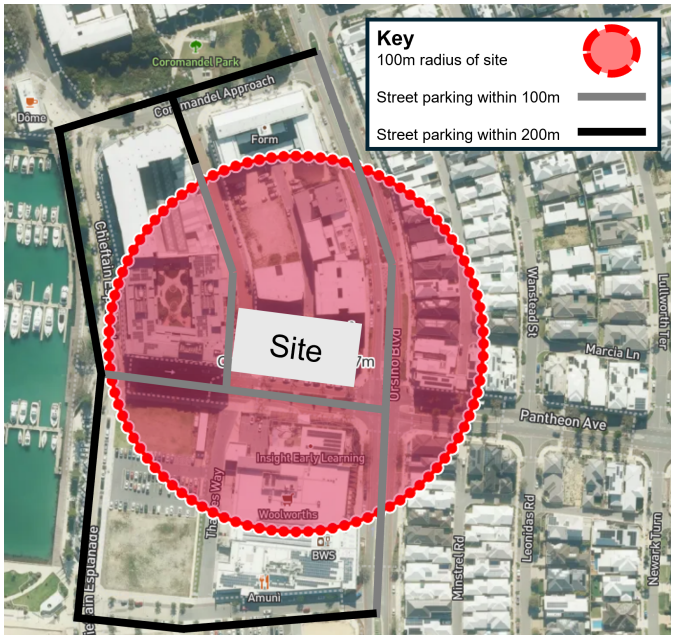


Figure 2-2. Location of street parking near the Site

Source: Metromap (July 2026)

Table 2-2. Surveyed Street Parking

Street name	Between	Number of bays	Approximate distance from Site
Coromandel Approach	Chieftain Espl and Brunswick St	10	150m
	Brunswick St and Orsino Blvd	8	150m
Orsino Boulevard	Coromandel Appr and Pantheon Av	23	70m
	Pantheon Av and Calypso Pde	7	90m
Chieftain Esplanade	Calypso Parade and Pantheon Av	29	150m
	Pantheon Av and Coromandel Appr	10	120m
Brunswick Street	Coromandel Appr and Comet La	4	105m
	Comet Ln and Pantheon Av	17	50m
Pantheon Av	Chieftain Espl and Thames Wy	9	50m
	Thames Wy and Orsino Blvd	9	20m
Calypso Pde	Cheiftain Espl and Thames Wy	8	150m
	Thames Wy and Orsino Blvd	9	180m
Total:		**143**	

Figure 2-3 shows the level of parking occupancy during the weekday that was surveyed. It should be noted that that the level of utilisation does not exceed 65% for on-street parking bays located within 200m from the Site, and 75% for bays within 100m of the Site. This indicates that existing parking demand is not overly constrained, with at least 25%-35% considerable spare parking capacity on streets close to the Site.

Figure 2-3. Percentage of occupied on-street parking

Figure 2-4 indicates the number of available on-street parking bays during the survey period which is compared to the City's requirement of 22 parking bays for residential and commercial (café/restaurant) visitors for the proposed development.

Reference: **300306251 - Parking Utilisation Survey**

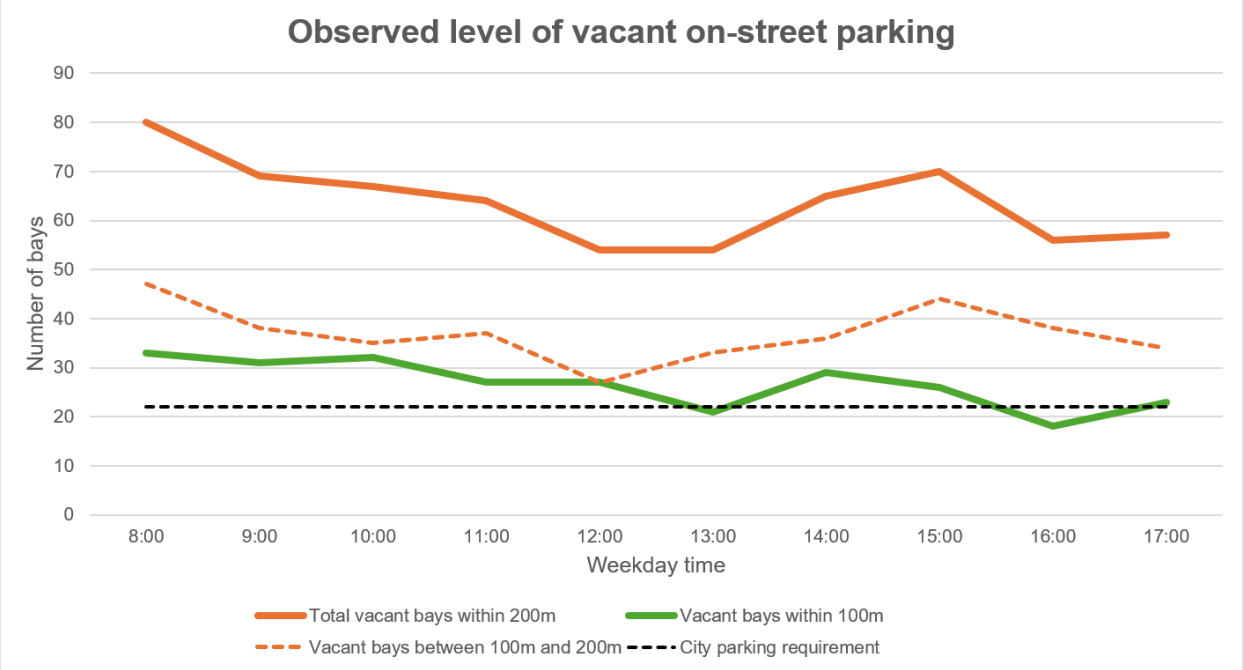


Figure 2-4. Volume of observed vacant on-street parking

The results indicate that except at 1pm and 4pm, the number of vacant parking bays within 100m of the Site was above 22 parking bays.

However, within 200m of the Site, more than 50 parking bays were observed to be vacant during all times of the day. Hence, this indicates that the existing on-street parking would be able to adequately accommodate the residential and commercial visitor parking shortfall.

It should be noted that based on the trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th edition*, the trip generation rate on the weekend peak period for restaurant / café uses was observed to be slightly lower when compared to the weekday peak period. Based on this, the level of demand for visitor parking during the weekend is anticipated to be lower than for a weekday period. Even if the weekend parking occupancy is a third higher than the surveyed weekday parking occupancy, it is anticipated that there would still be available on-street parking bays within 200m of the subject Site to accommodate the residential and commercial visitors.

In addition, the proposed commercial tenancy is intended to serve the local community, and many patrons of the commercial tenancy (assuming a café or other retail use) will walk from the local area and not require the use of on-street parking bays. The majority of patrons would be within an acceptable walking and cycling distance from the Site and would not generate demand for parking.

3 Summary and Findings

A parking utilisation survey was conducted by an external service provider on Tuesday 1 September 2026, and the following is concluded:

- During most times of a typical weekday, except at 1pm and 4pm, there are ample available on-street parking within 100m of the subject Site to accommodate the residential and commercial visitor parking demand for the proposed development.
- During all times of the typical weekday, there are at least 50 vacant on-street parking bays within 200m of the subject Site.
- In Stantec's experience and when considering relevant guidelines, the level of demand for visitor parking on the weekend is likely to be slightly lower than the weekday.

Overall, the existing on-street parking is able to accommodate any shortfall of residential and commercial visitor parking for the proposed development.

Appendix A

Parking Survey Results

	Street Name	Btw	Side	NO of BAYS	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
1	Coromandel Approach	Chieftain Esplande and Brunswick St	NORTH ANGLE PARKING	**8**	7	6	8	8	7	7	6	5	7	7
			SOUTH	**2**	2	2	2	1	2	2	2	2	1	2
		Brunswick St and Orsino Blvd	NORTH	**4**	2	1	2	3	2	2	1	-	1	-
			SOUTH	**4**	1	2	2	2	-	-	-	1	2	2
2	Orsino Blvd	Coromandel Approach and Pantheon Ave	EAST	**12**	4	6	5	4	4	6	5	6	10	8
			WEST	**11**	5	3	5	6	5	5	6	7	9	10
		Pantheon Ave and Calypso Pde	EAST	**BZ**	-	-	-	-	-	-	-	-	-	-
				3	2	1	1	3	2	2	1	1	2	1
			WEST	**4**	1	2	2	2	3	3	1	2	4	2
3	Chieftrain Esplande	Calypso Parade to Pantheon Ave	EAST	**10**	-	4	5	2	6	7	4	2	1	1
			WEST	**19**	2	7	9	6	16	8	8	7	9	9
		Pantheon Ave to Coromandel approach	EAST	**10**	7	7	4	7	8	5	9	3	4	7
			WEST	**-**	-	-	-	-	-	-	-	-	-	-
4	Brunswick St	Coromandal Approach and Comet Ln	EAST	**2**	1	-	-	-	-	1	1	1	2	2
			WEST	**2**	2	2	1	1	1	2	1	2	2	2
		Comet Ln and Pantheon Ave	EAST	**8**	4	4	6	8	6	8	6	7	7	5
			WEST	**9**	7	8	9	9	9	9	8	9	5	8
5	Thames Way	Pantheon Ave and Thames Way/Calypso Pde	EAST	**-**	-	-	-	-	-	-	-	-	-	-
			WEST	**-**	-	-	-	-	-	-	-	-	-	-
6	Pantheon Ave	Chieftain Esplande and Thames Way	NORTH	**6**	3	4	-	3	5	6	4	2	5	2
			SOUTH	**3**	3	3	3	2	3	2	1	1	2	2
		Thames Way and Orsino Blvd	NORTH	**5**	1	3	1	1	1	2	2	3	3	3
			SOUTH	**4**	2	-	1	-	-	1	2	1	-	1
7	Calypso Parade	Chieftan Esplande and Thames Way	NORTH	**4**	1	1	1	3	1	1	1	2	1	1
			SOUTH	**4**	-	-	-	-	-	1	-	1	2	3
		Thames Way and Orsino Blvd	NORTH	**6**	4	5	6	5	5	6	6	5	5	5
			SOUTH	**3**	2	3	3	3	3	3	3	3	3	3
8	Comet Lane	Brunswick St North and Brunswick St South (C Shape)	NORTH	**-**	-	-	-	-	-	-	-	-	-	-
			EAST	**-**	-	-	-	-	-	-	-	-	-	-
			SOUTH	**-**	-	-	-	-	-	-	-	-	-	-
			WEST	**-**	-	-	-	-	-	-	-	-	-	-

PART C – CITY OF KWINANA

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1a 12 Leath Road, Kwinana Beach – Extension to Existing General Industry – DAP/26/03142
3.1b 12 Leath Road, Kwinana Beach – Extension to Existing General Industry – DAP/26/03142

4. Form 2 DAP Applications

Nil

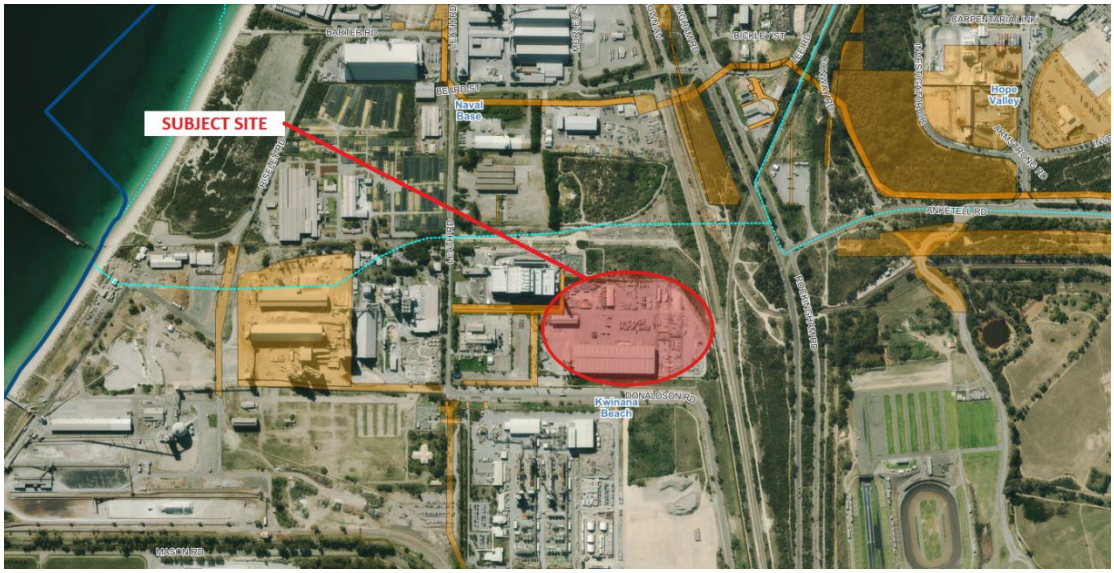
5. Section 31 SAT Reconsiderations

Nil

PART C – ITEM 3.1A - 12 LEATH ROAD, KWINANA BEACH WESTERN AUSTRALIA 6167

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Outer Development Assessment Panel
DAP File No:	DAP/26/03142
LG Reference:	PDDA-2026-4453
Proposed Development:	Extension to Existing General Industry
Value of Development:	$9.3 million
Owner:	ATLAS Precast
Applicant:	Rowe Group acts on behalf of ATLAS Precast
Local Government Area:	City of Kwinana
Responsible Authority:	Local Government
Authorising Officer:	Brett Cammell
Application Acceptance Date:	26 June 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer DAP resolves to **APPROVE** DAP Application reference DAP/26/03142 for Extension to General Industry at 12 Leath Road KWINANA BEACH WESTERN AUSTRALIA 6167 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of Clause 3.4 of the City of Kwinana Local Planning Scheme No. 2, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/ Document Name	Reference	Date
Development plans drawn by Meyer Shircore Architects	Revision: SK017 DWG No.: A00 – A14	June 2026
Transport Impact Assessment prepared by PTG Consulting	Revision B	12/06/2026
Transport Impact Assessment Technical Memorandum prepared by PTG Consulting	Revision B	14/09/2026
Stormwater Management Plan prepared by Tadros Engineering	Revision B	8/06/2026

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

3. The requirements of Local Planning Policy No.5 - Development Contribution towards Public Art (LPP5) must be met through one of the following options:
    a. The owner/applicant must submit a Public Art Report in accordance with LPP5 to the City of Kwinana for approval, which must detail the provision of Public Art on site to a minimum value as specified in LPP5. Prior to the use or occupation of the development, the approved Public Art must be installed on site to the satisfaction of the City of Kwinana; or
    b. Prior to the commencement of works, the owner/applicant shall provide a financial contribution of a minimum value as specified in LPP5 to the City of Kwinana in lieu of installing Public Art on site to the satisfaction of the City of Kwinana

4. Prior to occupation or use of the development, the approved development must be connected to an on-site secondary treatment system, aerated wastewater treatment system or alternative treatment system with nutrient removal designed and installed to the satisfaction of the City of Kwinana.

5. Prior to lodging a building permit application, a detailed Landscaping Plan for the verge area 20m either side of the proposed crossover should be prepared and submitted to the City of Kwinana for approval. The approved landscaping works

should be installed and subsequently maintained to the satisfaction of the City of Kwinana.

6. Prior to occupation of the development, the vehicle crossover(s) must be located and constructed to the specifications and satisfaction of the City of Kwinana.

7. An acoustic assessment prepared by a suitably qualified acoustic consultant shall be submitted to and approved by the City. The assessment shall demonstrate that noise and vibration generated by the development, including all mechanical services and circulation plant, will not unreasonably impact adjoining or nearby premises. Any mitigation measures recommended by the assessment shall be implemented and maintained for the duration of the use to the satisfaction of the City of Kwinana.

8. Prior to lodging a building permit application, a Waste Management Plan (WMP) shall be submitted to the City of Kwinana for approval. The approved Waste Management Plan shall be implemented thereafter to the satisfaction of the City of Kwinana.

9. The landowner/applicant must implement dust control measures for the duration of site and construction works and for the ongoing operation of the site to the satisfaction of the City of Kwinana.

Advice Notes

1. The owner/ applicant is advised that the secondary treatment system or aerated wastewater treatment system is to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974 and the Department of Health WA 'Code of Practice for the Design, Manufacture, Installation and Operation of Aerobic Treatment Units', *the AS 1547: 2012 On-site domestic wastewater management* and the City of Kwinana Nutrient Retentive Effluent Disposal Systems Policy.

   The owner/applicant is responsible for ensuring that adequate unencumbered, unsealed land is available for the effluent disposal system. Any changes to the approved plans to accommodate the system may require the owner/applicant to apply to the City of Kwinana to amend this development approval.

2. In regard to Condition 5, refer to the Water Corporation's waterwise plant directory to assist in choosing appropriate plant species for landscaping areas: *https://www.watercorporation.com.au/Waterwise/Waterwise-plants*.

3. In regard to Condition 6:
   a) The proposed crossover should be designed in accordance with *AS 2890.2*, including consideration of grades to prevent vehicle bottoming out.
   b) The crossover should be constructed using reinforced concrete to accommodate heavy vehicle loading.
   c) In addition, a culvert may be required to convey verge drainage flows across the crossover. Detailed civil engineering drawings should be prepared and submitted for the crossover design.

4. The existing signalised intersection of Beard Street, Mason Road and Rockingham Road is currently operating near its practical capacity during peak periods. Construction traffic and operational traffic movements should therefore be managed and, where practical, staggered to minimise queuing and impacts on the surrounding road network.

5. The applicant is advised that this approval is not a building permit, which constitutes a separate legislative requirement. Prior to any building work commencing on site, a building permit or building permit exemption must be obtained from the City of Kwinana. Significant penalties apply under the *Building Act 2011* for any failure to comply with this requirement.

6. The applicant is advised that the premises is required to comply with the *Environmental Protection (Noise) Regulations 1997* and *Environmental Protection (Unauthorised Discharges) Regulations 2004* irrespective of whether the premises is prescribed or not.

7. The applicant is advised that all required essential fire safety systems must be designed, installed, and commissioned in accordance with the *National Construction Code (NCC)* and relevant Australian Standards prior to the occupation or use of the development.

8. The applicant is advised that the subject site falls within the WAPC *Draft Development Control Policy 4.3 (Planning for high-pressure gas pipelines)* Trigger Distance for ATCO High-Pressure Gas Infrastructure. Any future proposal involving sensitive land uses or high-density community uses within this buffer requires early consultation with ATCO prior to finalising detailed designs.

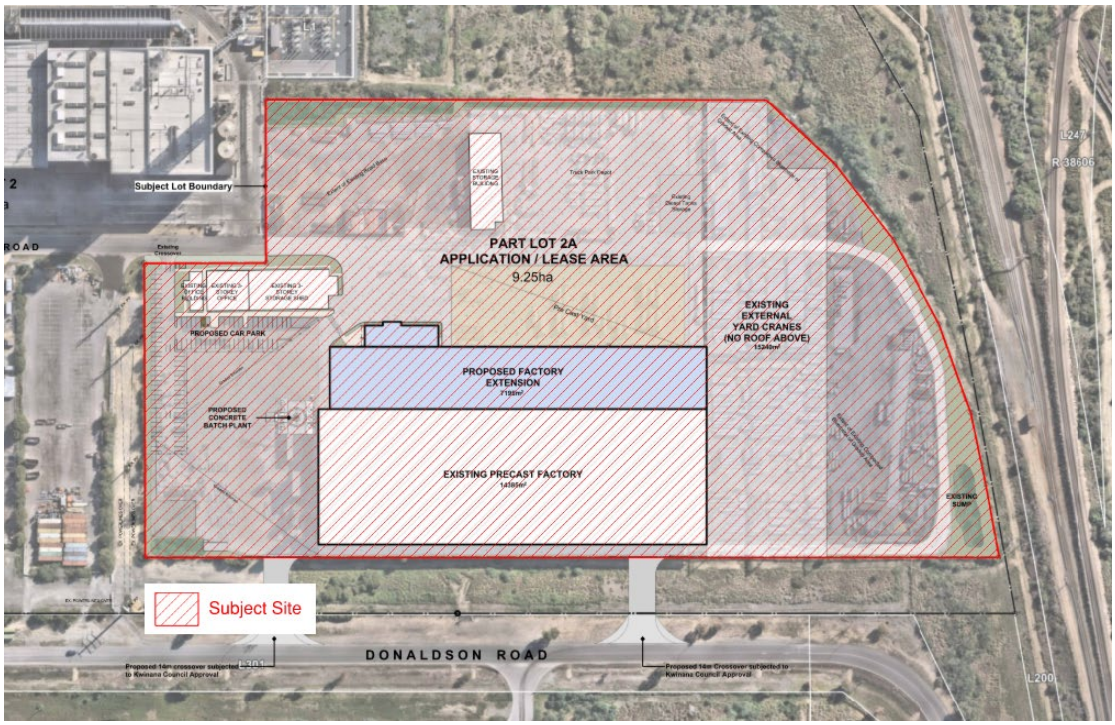
9. The applicant is advised that prior to commencing any construction, excavation, or road access works within 15 metres of ATCO Critical Asset Infrastructure, the following requirements must be met:
    a) Contact *Before You Dig Australia (www.byda.com.au)* to locate buried infrastructure.
    b) Submit a notification for an ATCO Engineering Assessment via the ATCO online web portal to determine if additional safety or risk mitigation measures are required.
    c) Ensure all works strictly in accordance with the ATCO document *Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 (https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html).*

10. If the disconnection or removal of an existing ATCO gas service is required as part of the development, a formal request must be lodged via ATCO's online portal prior to the commencement of site works. General queries regarding ATCO gas infrastructure can be directed to 13 13 56 or eservices@atco.com.

PROPOSAL:

The proposal seeks approval to extend an existing General Industry (Concrete Pre-cast Factory) use by adding to an existing 14,385 sqm industrial building at Lot 2 (No. 12) Leath Road, Kwinana Beach (the lot). The development is proposed on an existing 9.25 hectare lease area of Atlas Precast (the site) (refer Figure 1).

Figure 1 – Subject Site



The proposed development comprises:

- A 6,555m^2 extension to the existing industrial building;
- Refurbishment of the existing industrial building;
- A 642m^2 new Office with attach laboratory;
- 100 parking spaces (replacing the existing 92 parking spaces); and
- Additional crossover to Donaldson Road.

The main purpose of the facility is for the pouring of precast concrete panels. The proposed development seeks to expand this operation while including additional facilities for the operation of the business. It is expected that the proposed development will generate the need for an additional 17 staff on the site.

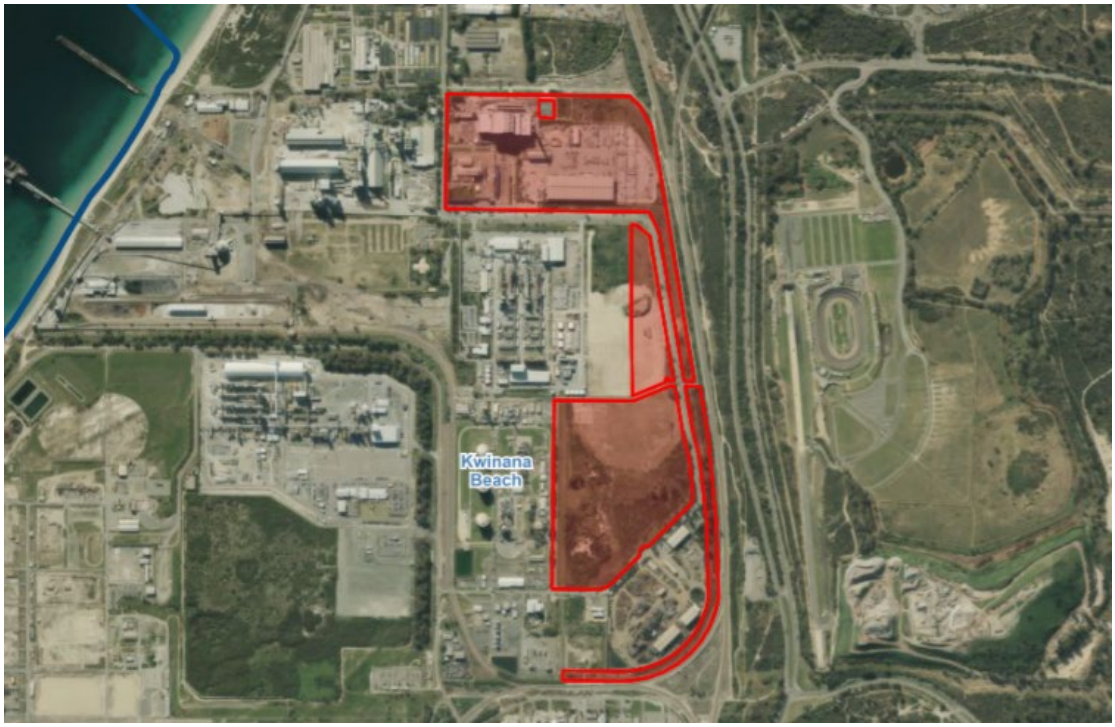
The development plans can be seen in Attachment 1.

SUBJECT SITE AND SURROUNDS:

The lot is 52.8 hectare in area (refer Figure 2) situated within the Kwinana Industrial Area and is zoned General Industry under the City of Kwinana Local Planning Scheme No.2 (LPS2). The lot is within the Clause 28 – Kwinana Industrial Area under the

Metropolitan Region Scheme (MRS). As such, the Local Government does not have delegation to provide a recommendation on development applications over $2 million in construction under the MRS. This means the City of Kwinana will only issue a recommendation under LPS2.

Figure 2 – Lot 2 (No. 12) Leath Road, Kwinana Beach



The site is a 9.25 hectare lease area of the lot with existing industrial development. Currently, the site is accessed via a private road to Leath Road via the western boundary. There is no existing access by Donaldson Road. Existing vegetation on site consists of mainly landscaping with little to no remnant native vegetation. The site is bordered by:

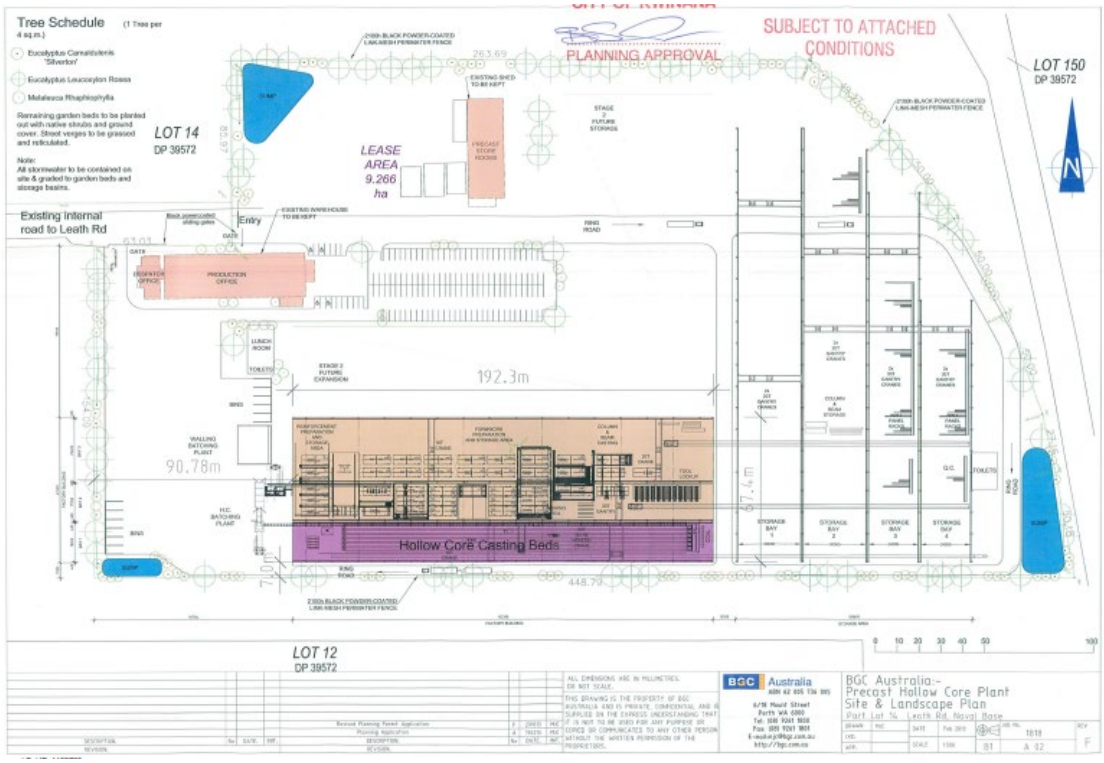
- Vacant area to the north and east,
- Other lease areas to the west, and
- Donaldson Road to the south.

BACKGROUND:

Site History

The existing industrial building was approved in 2013 as a 'General Industry' land use (refer Figure 3). A further approval in 2014 added staff amenity buildings including the current bathroom facilities utilised onsite. Both of these approvals occurred before Donaldson Road was constructed to the south of the site circa 2016. Prior to these approvals, some smaller workshop and storerooms structures had been constructed circa 1970 and a 'Transport Depot' use was in operation.

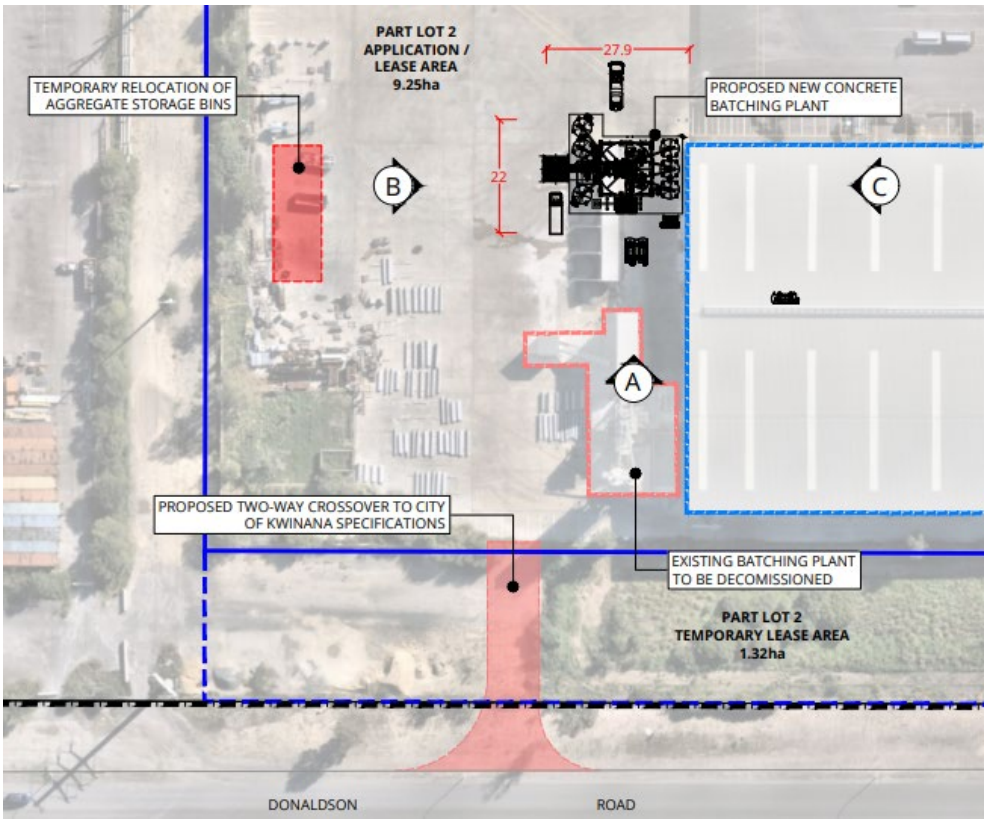
Figure 3 – 2013 General Industry development approval



On 26 March 2026, development approval was granted for a minor upgrade to the existing concrete batching plant to the west of the existing industrial building included the following:

- The demolition of the existing concrete batching plant silos,
- The demolition of the existing aggregate storage bins,
- The construction of an approximately 32m high main silo,
- Additional silos to store aggregate and replace the existing storage bins, and
- A crossover to Donaldson Road (refer Figure 4).

Figure 4 – 2026 Development Approval extract



The following points are made that relate to the assessment of the current application:

1. A condition requiring a public art contribution was not imposed as, although the development met the construction value for LPP5 to apply, the development was regarded as refurbishment and upgrade (not a 'major extension') as it did not significantly increase the throughput or production capacity of the site, and therefore met the 'exemption' criteria of 4.1.7 of LPP5. The minor increases in production capacity were due to increased efficiency with the storage of aggregate in silos as opposed to open storage bins.

2. No condition requiring landscaping either side of the new Donaldson Road crossover was imposed, as the scale of development and anticipated vehicle movements were deemed relatively minor, thereby not giving rise to the need for streetscape improvements.

Land Use Permissibility

The application proposes the predominant land use of 'General Industry' with an incidental land use of 'Office', which are defined in LPS2 as follows:

> ***General Industry*** *– means any industry other than a hazardous, light, noxious, rural, extractive or service industry.*
>
> ***Office*** *– means the conduct of administration, the practise of a profession, the carrying on of agencies, banks, typist and secretarial services and services of a similar nature, or where not conducted on the site thereof, the administration of or the accounting in connection with an industry."*

Pursuant to LPS2 Zoning Table, the 'General Industry' land use is a 'P' (Permitted) use within the General Industry zone. LPS2 states:

> ***"P"*** *A use is permitted provided it complies with the relevant standards and requirements laid down in this Scheme and all conditions (if any) imposed by the Council in granting planning consent.*

Furthermore, the 'Office' land use is an 'IP' use within the General Industry zone. LPS2 states:

> ***"IP"*** *A use which will not be approved pursuant to this Scheme unless the Council can be satisfied that the proposed use will be dependent upon and incidental and subservient to the predominant use of the land as may be determined to Council.*

The proposed laboratory & office space directly supports the primary manufacturing operations on site. Therefore, the Office component is considered dependent upon, incidental, and subservient to the predominant General Industry use, and is capable of approval.

Legislation and Policy

The proposed development is subject to a range of licences and regulations applicable for industry in Western Australia. A summary of the key legislation, regulations, or local laws relevant to the application is listed below:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Contaminated Sites Act 2003*
- *Environmental Protection Act 1986 and relevant Regulations*

State Government Planning Policies

- *State Planning Policy 2.9 - Water*
- *State Planning Policy 3.7 - Planning in Bushfire Prone Areas*
- *State Planning Policy 4.1 - Industrial Interface*

Local Planning Scheme

- *City of Kwinana, Local Planning Scheme No. 2*

Local Planning Policies

- *Local Planning Policy 5 – Development Contribution Towards Public Art*
- *Local Planning Policy 8 – Designing Out Crime*
- *Local Planning Policy 11 – Site Requirements and Standards for Development within Industrial Zones.*

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Kwinana, Local Planning Scheme No. 2
Local Planning Scheme – Zone	General Industry
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Lot Size	92,500 sqm (site area)
Existing Land Use	Factory
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No. Northern and south-eastern portions of the subject site sit within bushfire prone area; however, the entire proposed habitable structures are sited outside of a bushfire prone area.

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies, outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

Public Art Contribution

The proposed development has an estimated construction value of $9.3 million. Pursuant to *Local Planning Policy 5 (LPP5): Development Contribution towards Public Art*, a public art contribution of 0.75% of the construction value applies to developments valued in excess of $2 million. Therefore, the application was considered against LPP5, with a public art contribution amount of $69,750 with a further 10% discount applicable for Cash-in-Lieu payments.

LPP5 requires a public art contribution for new developments or major extensions in the 'General Industry' zone. A major extension is defined under LPP5 as:

> *"Those extensions that introduce a new plant or physical infrastructure for a process chain and/or significant increases in throughput and production capacity. While not limited to, it may also refer to replacement and/or addition to administration buildings and/or other supporting facilities or buildings'."*

The proposal is considered to constitute a major extension, as it introduces new physical infrastructure and increases operational throughput and production capacity on-site. Consequently, the requirements of LPP5 apply, and the development is not

exempt from either installing on-site public art or providing a cash-in-lieu payment for public art to be provided offsite.

In their application cover letter, the applicant contended that a public art contribution lacks utility in this industrial location and that LPP5 fails to establish a sufficient nexus to warrant the requirement.

In addition, following formal advice from the City that LPP5 applies given the construction value exceeds $2 million, the applicant submitted further justification requesting an exemption. The applicant contended that as the development is funded by a State Government investment to increase housing supply, diverting grant funds toward public art would be inconsistent with their funding agreement terms.

In response, the City notes that private funding structures or State grant arrangements are not valid planning considerations under Clause 67 of the *Deemed Provisions* (*Planning and Development (Local Planning Schemes) Regulations 2015)* or LPP5. Furthermore, LPP5 contains no provisions for exemptions based on project funding sources, applying exemptions only to non-major works or under the designated $2 million threshold. As Atlas Precast remains a commercial, for-profit entity and the development exceeds the monetary threshold, Condition 3 requiring compliance with LPP5 is recommended.

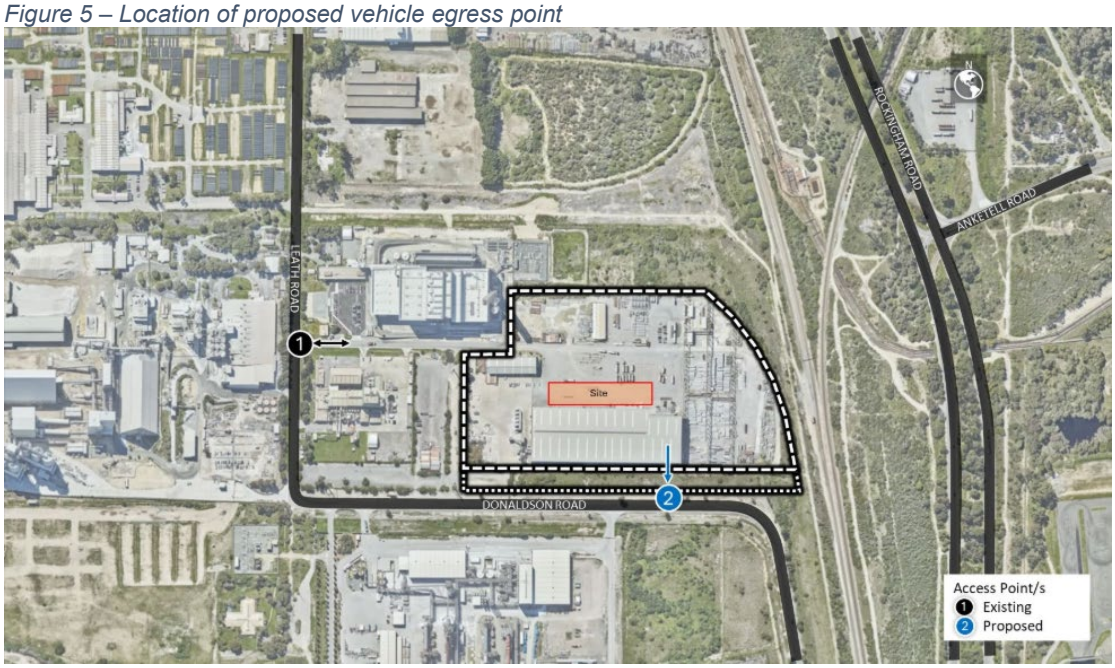
In terms of a nexus with the proposed development, and the validity of a public art contribution condition generally, the following points are made:

1. The objectives of LPP5 are to enhance the aesthetics and interest of buildings, improve the amenity of the public domain, and enhance a sense of place, by introducing public art.
2. LPP5 has been prepared to serve a planning purpose, outlined in point 1, and a condition of approval is consistent with this planning purpose.
3. The proposed development will increase production capacity, bringing more activity from customers, employees and suppliers to the area. The increased activity will benefit from public art that improves the aesthetics of the site and public domain, thereby demonstrating a nexus between the development proposed and condition.
4. LPP5 has been consistently applied since its initial adoption in 2018, specifically in the Industrial zone as follows:
    a. Condition of development approval imposed on ten occasions;
    b. Four completed on-site public art pieces, with total value of $742,331;
    c. Cash payments in lieu of on-site public art made on four occasions, total value $452,750; and
    d. Remaining two approvals have not yet proceeded.
5. It is considered entirely reasonable for the decision maker to impose a condition requiring a public art contribution given the above demonstrated planning purpose, nexus, and consistent application of LPP5.

<u>Additional Crossover</u>

The development proposes a new exit-only heavy vehicle crossover to Donaldson Road (refer 5). A Traffic Impact Assessment (TIA) (Attachment 2) was provided in support of the application and demonstrates that the egress point and crossover design was capable of accommodating the intended vehicle size servicing the site.

Figure 5 – Location of proposed vehicle egress point



The City raised concerns regarding the proposed crossover location, as its proximity to the bend in Donaldson Road to the east of the site may restrict the available sight distance. This could limit the ability of vehicles travelling on Donaldson Road to safely react to and brake for heavy vehicles entering the road from the crossover. The City requested the applicant to provide additional information supporting the location of the proposed crossover, as well as traffic speed data that showed vehicles consistently exceeding the default 50kmph speed limit of Donaldson Road with prevailing speeds of 60-70kmph approaching the Donaldson Road bend.

The applicant provided a Technical Memorandum to the TIA (Attachment 3) supporting the proposed crossover location. The TIA Technical Memorandum indicated that there were adequate sightlines from the bend of Donaldson Road to the crossover location for vehicle stopping distances for a vehicle moving up to 80km/h (30km/h over the signposted limit). Additionally, the TIA Technical Memorandum made recommendations to replace and install existing and additional infrastructure to attempt to reduce speeds around the Donaldson Road bend. The recommendations do not arise directly from the proposed development, rather relate to the existing condition of Donaldson Road and therefore will be investigated further by the City. Accordingly no condition of development approval is recommended relating to the TIA Technical Memorandum recommendations.

Landscaping Objectives

The 'Policy Statements' of Policy Area 15 – Kwinana Industrial Strip in cl. 3.3 of LPS2 include three statements that relate to landscaping on Industrial zoned land:

> *(c) Streets and public places shall be suitably landscaped in accordance with a management plan agreed between businesses and Council.*

(d) Industrial establishments shall be encouraged to improve the landscape quality of their sites.
(g) Industrial developments shall be design and constructed so as to minimise their visual impact on the locality and blend harmoniously with the locality.

It is recommended that landscaping be provided 20 metres either side of the proposed crossover on Donaldson Road. Landscaping within this area will enhance the presentation of the development to Donaldson Road, improve the street interface, and assist in ensuring the building positively addresses the road reserve. Formalised landscaping will also have the added benefit of protecting the proposed crossover from heavy vehicles which utilise the current road verge as an informal laydown/parking area. It is recommended that landscaping be provided 20m either side of the crossover to that affect.

Sewerage Sensitive Area

The proposed development is within a Sensitive Water Resource Area as defined in State Planning Policy 2.9 – Water (SPP2.9). The proposal includes new bathroom facilities associated with the Office component of the application. The site is not connected to a reticulated sewer network and there is no existing sewer infrastructure within a practical distance that would enable connection. As a result, on-site effluent disposal is required. A condition has been recommended to ensure that the instillation of or connection to an existing onsite effluent disposal system complies with SPP2.9.

Parking

Currently, there are a total of 92 car parking spaces onsite. As part of the proposed development, these existing parking spaces will be removed and a new, consolidated parking area with 100 parking bays will be constructed.

Part 6 of LPS2 outlines parking ratios that apply to the subject development as seen in the table below:

LPS2 Parking Requirement	**Required No. of Bays**	**Total Required No. of Bays**	**Proposed No. of Bays**	**Proposed Shortfall**
Office - 1 per 50m2	Office Floor area = 2,168m2 Therefore 43.3 car bays required.	217 Bays	100 Bays	117 Bays
Industry – 4 bays for the first 200m2 and then 1 per 100m2 thereafter	Industry Floor Area = 17,097m2 Therefore 173 bays required.			

As per the table above, a shortfall of 117 parking bays is proposed. In this regard, the applicant has provided the following information in relation to the operation of the proposed development:

- The nature of the industrial operations on-site requires substantial production floor areas, which result in an unreasonably high number of parking bays when applying the rates of LPS2.
- In practice, the floor area required for the industrial operations on site does not correlate with expected staffing or visitor numbers, and the proposed 100 bays are considered appropriate for the actual operational demand of the site.
- The Client has confirmed that there are no existing or anticipated parking issues for staff, and the demand is further offset by the staggered shifts.

Additionally, the applicant has submitted a Traffic Impact Assessment (TIA) to support the proposal (Attachment 2). The TIA states that:

> "*Based on a review of aerial imagery of the Site, the 92 parking spaces are never fully utilised, with the utilisation of these parking bays found to range from 50% - 75%.*
> *…*
> *As the proposed shed and factory extension is expected to result in 17 additional employees at the Site, the proposed parking provision is considered to be sufficient*."

Accordingly, the City is satisfied that the proposed parking bays can ensure no adverse parking and access issues arise and therefore are considered appropriate.

Built Form and Design

Under LPS2, Clause 5.7.6 of Division 5 – Industrial Zones seeks to ensure that:

> *"buildings, units of process and ancillary structures shall be located, designed and constructed so that the external appearance arising from height, expanse, method of construction, materials used, colour and texture of external finish serve to blend the development into the natural landscape and surrounding built environment and minimise the visual impact of the development."*

The proposed development involves an extension to the existing industrial building. While the proposed factory is approx. 3.5m taller than the existing facility, its inward-facing expansion and substantial setbacks (approximately 80m from Donaldson Road and 100m from the nearest adjoining property) minimises the visual impact of the development.

Furthermore, the height and scale of the proposed development is consistent with the surrounding built environment. The adjacent approved concrete batching plant silos have a proposed height of approximately 32m (refer Figure 4). The broader built environment also includes many structures in excess of 30m in height including the adjoining Kwinana Energy Recovery Plant on the lot. Matching construction materials and finishes further ensure a consistency with the surrounding built environment.

Figure 4

The City is satisfied that the proposal aligns with the intent of LPS2, and will effectively mitigate visual bulk, ensuring the development blends within the surrounding industrial precinct without having a significant visual impact.

CONSULTATION:

PUBLIC CONSULTATION

There was no statutory obligation to advertise this application as no uses requiring advertising prior approval were proposed. The City also considered that advertising to adjoining properties was not required as the proposed development is an extension to an existing development that is not anticipated to lead to any significant impact on the amenity of the area.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The application was referred to the following agencies. There responses are also included as Attachments to this report.

- Public Transport Authority of Western Australia (PTA) – No objection.
- ATCO Gas Australia (ATCO) – No objection. Recommended advice notes to the applicant. The full list can be seen on Attachment 6. All advice notes have been recommended.
- Australian Gas Infrastructure Group (AGIG) – No objection.

DESIGN REVIEW PANEL ADVICE

Due to the lack of impact of the proposed development on local amenity and the simple built form outcomes requested through the local framework, Design Review Panel

(DRP) Advice was not thought necessary in this instance. As such, the City did not seek an independent DRP review. The City does not have its own DRP.

OTHER ADVICE

The following points were raised through internal referrals:

- Building – Compliance with the requirements of the National Construction Code for the instillation of the relevant fire suppression methods. This was recommended as an advice note to the applicant.
- Engineering – Sightlines from the Donaldson Road bend to the proposed crossover. This has been discussed in the Planning Assessment section.
- Health – Requested technical information be provided to demonstrate the developments compliance with the relevant standards for noise emissions. A condition for the preparation and implementation of an Acoustic Assessment is recommended.
- Waste – Requested technical information be provided in regard to the disposal of waste on site. A condition for the preparation and implementation of a Waste Management Plan has been recommended.

ALTERNATIVE TO RESPONSIBLE AUTHORITY RECOMMENDATION

Not Applicable.

CONCLUSION:

The proposed development comprises of a predominant land use which is permitted in the General Industry zone. The development complies with the requirements of LPS2 and the relevant Local Planning Policies subject to the recommended conditions.

ATTACHMENTS

1. Development Plans as listed in Condition No.1
2. Transport Impact Assessment as listed in Condition No.1
3. Transport Impact Assessment Technical Memorandum as listed in Condition No.1
4. Stormwater Management Plan as listed in Condition No.1
5. External referral response – PTA response
6. External referral response – ATCO response
7. External referral response – AGIG response
8. Full Planning Assessment Table

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

PRELIMINARY

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Member Australian Institute of Architects

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A00
SCALE:	@B1

PROJECT NUMBER
P25-9678

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EXISTING AERIAL DIAGRAM

SCALE: 1 : 2000

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

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DATE:	JUN 2026
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DWG No:	A01
SCALE:	1 : 2000 @B1

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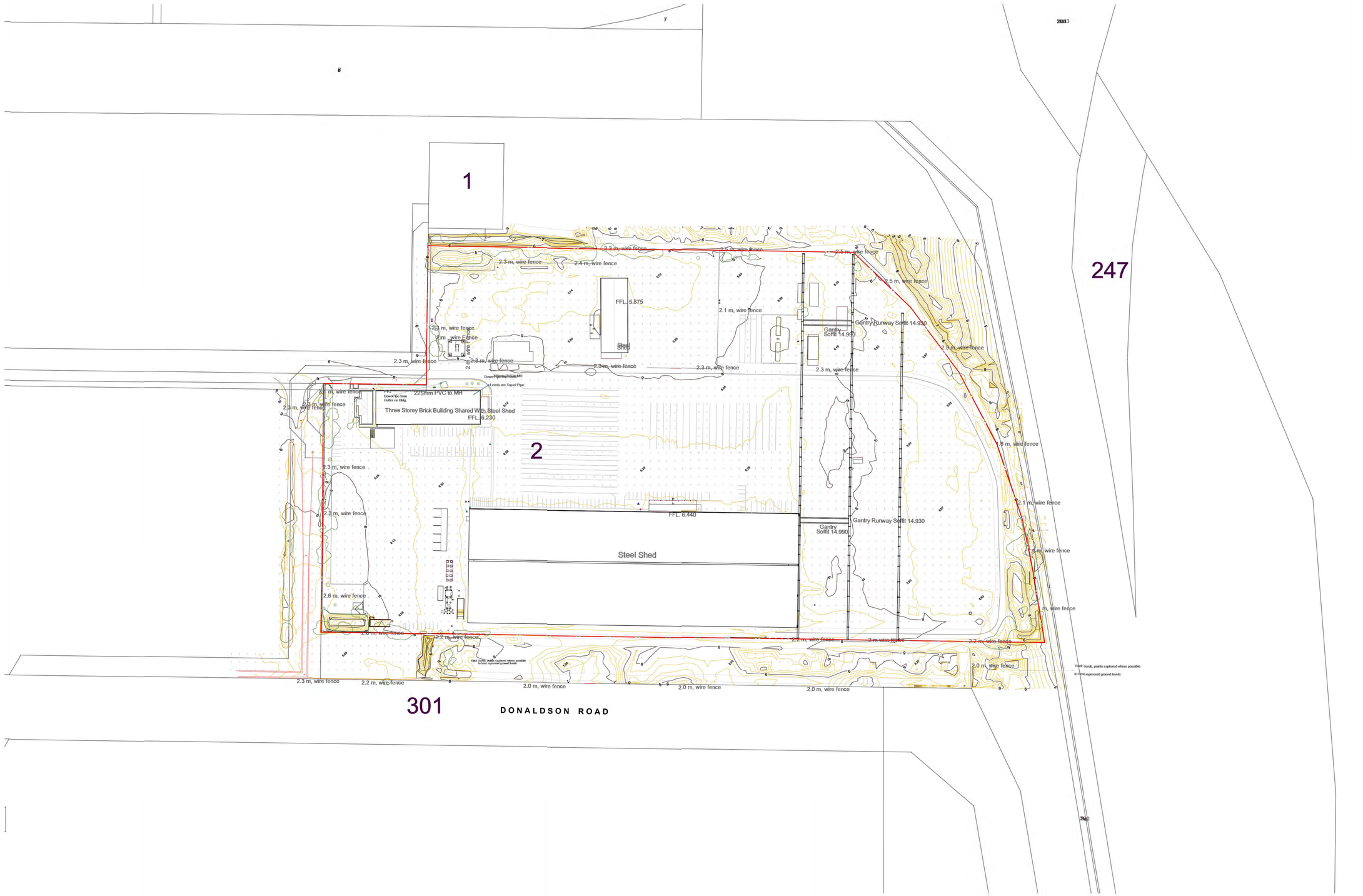

SITE SURVEY

SCALE: 1 : 1000

0 37.5 75

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE:	JUN 2026
REVISION:	SK017
DWG No:	A02
SCALE:	1 : 1000 @B1

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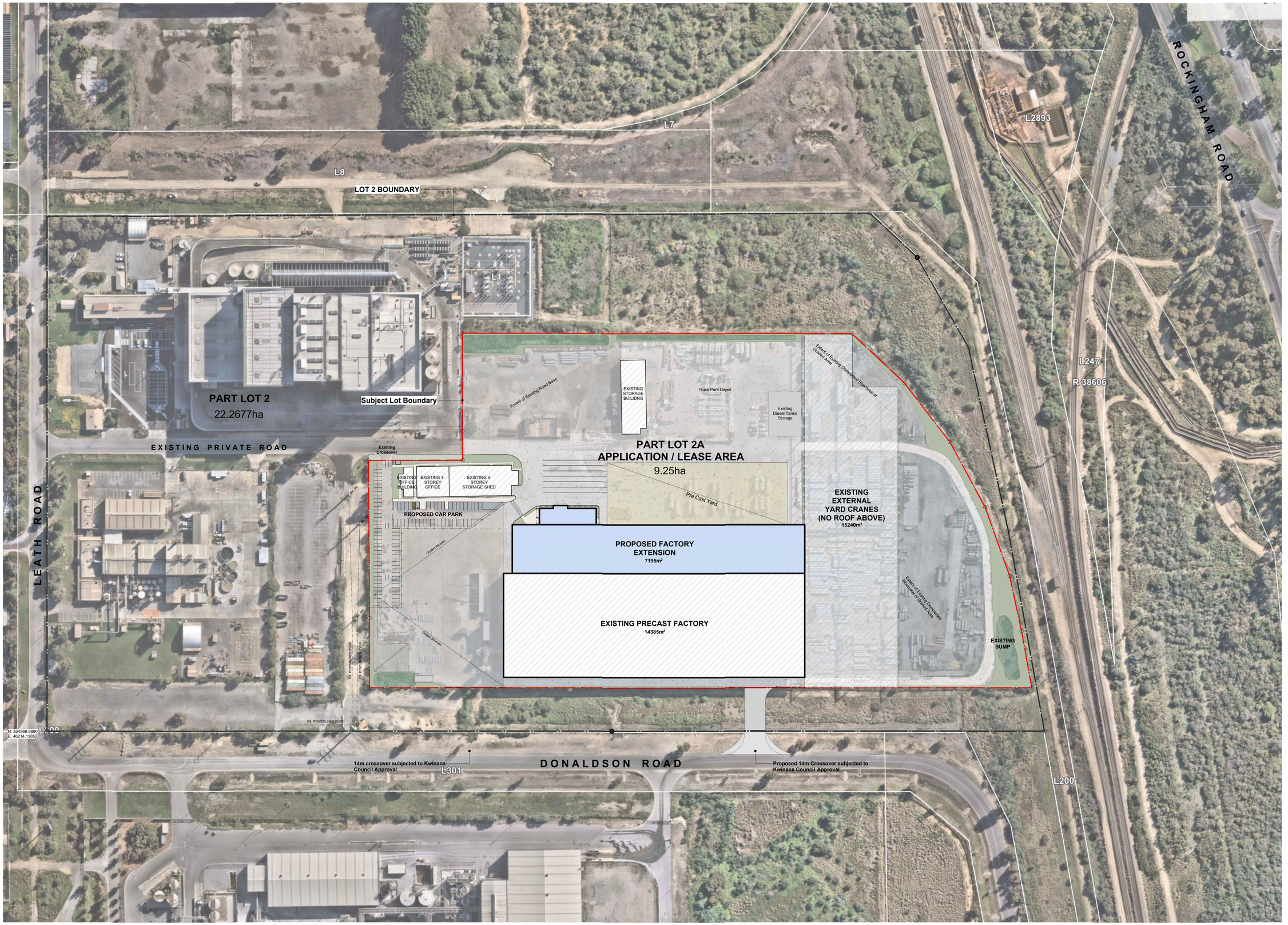

SITE CRITERIA

1. Site Area

a. Part Lot 2A	92,500m²
Total	**92,500m²**

2. Landscaping

a. Required 5% of Site Area	4,625m²
b. Provided	
Soft	6,340m²
Total	**6,340m² (6.9%)**

3. Floor Area (GFA)

a. Existing Concrete Factory	14,385m²
b. Proposed Factory Extension	7,195m²
Total	**21,580m²**

4. Carparking

i. Cars Provided	
a. On grade	100 Cars
Total Car provided	**100 Cars**

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

OVERALL SITE PLAN

SCALE: 1 : 1000

0 37.5 75

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A03
SCALE: As indicated @B1

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LEGEND

- BUILDING FOOTPRINT - PROPOSED FACTORY EXTENSION
- BUILDING FOOTPRINT - PROPOSED OFFICE & LAB
- BUILDING FOOTPRINT - EXISTING BUILDING
- EXTENT OF BITUMEN PAVING
- EXTENT OF PAVING
- EXTENT OF LANDSCAPING.
- EXTENT OF EXISTING LANDSCAPING.
- EXTENT OF LANDSCAPED STORMWATER SWALE
- EXTENT OF EXISTING STORMWATER SWALE / SUMP / COMPENSATING BASIN

EXISTING LANDSCAPED COMPENSATING BASIN

EXISTING STORMWATER SWALE

Existing Road Base

EXISTING STORAGE BUILDING

Truck Park Depot

Existing Diesel Tanks Storage

Site Boundary

EXISTING PRIVATE ROAD

PART LOT 2A
APPLICATION / LEASE AREA
9.266 ha

New Verge Landscaping

Existing Crossover

Car Entry & Exit Only

EXISTING OFFICE BUILDING

EXISTING 3-STOREY OFFICE

EXISTING 3-STOREY STORAGE SHED

STAFF CARPARK 100 BAYS

6 Carbays | 5 Carbays | 9 Carbays | 31 Carbays

Proposed 2500mm wide cross-walk

1800mm High Linkmesh Fence

Wheel Stops to car bays at fence

Graded Bitumen

24 Carbays

Extend Paving Concrete

Fall 1:200

Pre Cast Yard

PROPOSED 2 STORY LAB & OFFICE
640m²

Entry

Exit

PROPOSED SHED EXTENSION FOR CIRCULATION PLANT
6555m²

Extent of High Bay Roof

R/Door 5m x 5m

EXISTING PRECAST FACTORY
14385m²

Existing Covered Truck Passage

Proposed Shed Roof Extension to Match Existing

Concrete paving/Bitumen for Truck Passage

EXISTING EXTERNAL YARD CRANES (NO ROOF ABOVE)
15240m²

Existing Compacted Bluemetal Roadbase

EXISTING SUMP

Extent of New Concrete Paving

EXISTING SILT PIT

Ring Road

EXISTING BOUNDARY

Retain Existing Fence at Boundary

Proposed Auto Sliding Gates

New Graded Paving Concrete

Brick verge for truck path

Proposed 14m Crossover

Crossover subjected to Kwinana Council Approval

DONALDSON ROAD

L301

SETBACK 146981 | 179874 | 7174 | 29270 | 6000

EX. POWERLINES OVER

EX. PP

97584 | 198129 | 254275 | 14000 X-OVER | 189062

PROPOSED SITE PART PLAN

SCALE: 1 : 500

0 25 50

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

Member Australian Institute of Architects

DATE: JUN 2026
REVISION: SK017
DWG No: A04
SCALE: As indicated @B1

PROJECT NUMBER
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EXISTING LANDSCAPED COMPENSATING BASIN

EXISTING STORMWATER SWALE

Extent of Existing Road Base

EXISTING STORAGE BUILDING

Extent of Existing Paving

Extent of Existing Compacted Bitumen or Graded Area

Fall 1:200

Existing Diesel Fuel Storage

Site Boundary

Site Main Electrical Switch Board

EXISTING PRIVATE ROAD

Existing Entry Gate

PART LOT 2
APPLICATION / LEASE AREA
9.266 ha

Remove Concrete Paving here to Extend Soft Landscaping for New Verge

Existing Crossover

EXISTING OFFICE BUILDING

EXISTING 3-STOREY OFFICE

EXISTING 3-STOREY STORAGE SHED

Remove Concrete Paving at this location for Proposed Factory Extension

Remove Existing Paving/Landscaping for New Paving & Landscaping.

EXISTING EXTERNAL YARD CRANES (NO ROOF ABOVE)

15240m²

Ring Road

Fall

Remove Exterior Cladding and Steel Frame at this location for New Roller Door

Existing Amenities demolished for Proposed Factory Extension

Demolish Columns & Steel supports gridline 17 & 18.

Existing H.C Batch Plant to be removed upon completion of New Batch Plant

Bins to be removed upon completion of New Batch Plant

Remove Landscaping to Allow for Concrete Paving to be Extended

EXISTING PRECAST FACTORY

13502m²

Existing Hollow Core Casting Beds

EXISTING SUMP

EXISTING SILT PIT

EXISTING SUMP

Ring Road

EXISTING BOUNDARY

Remove Landscaping to Allow for Proposed Crossover

EX. POWERLINES OVER

DONALDSON ROAD

DEMOLITION PLAN

SCALE: 1 : 500

0 25 50

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

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DATE:	JUN 2026
REVISION:	SK017
DWG No:	A05
SCALE:	1 : 500 @B1

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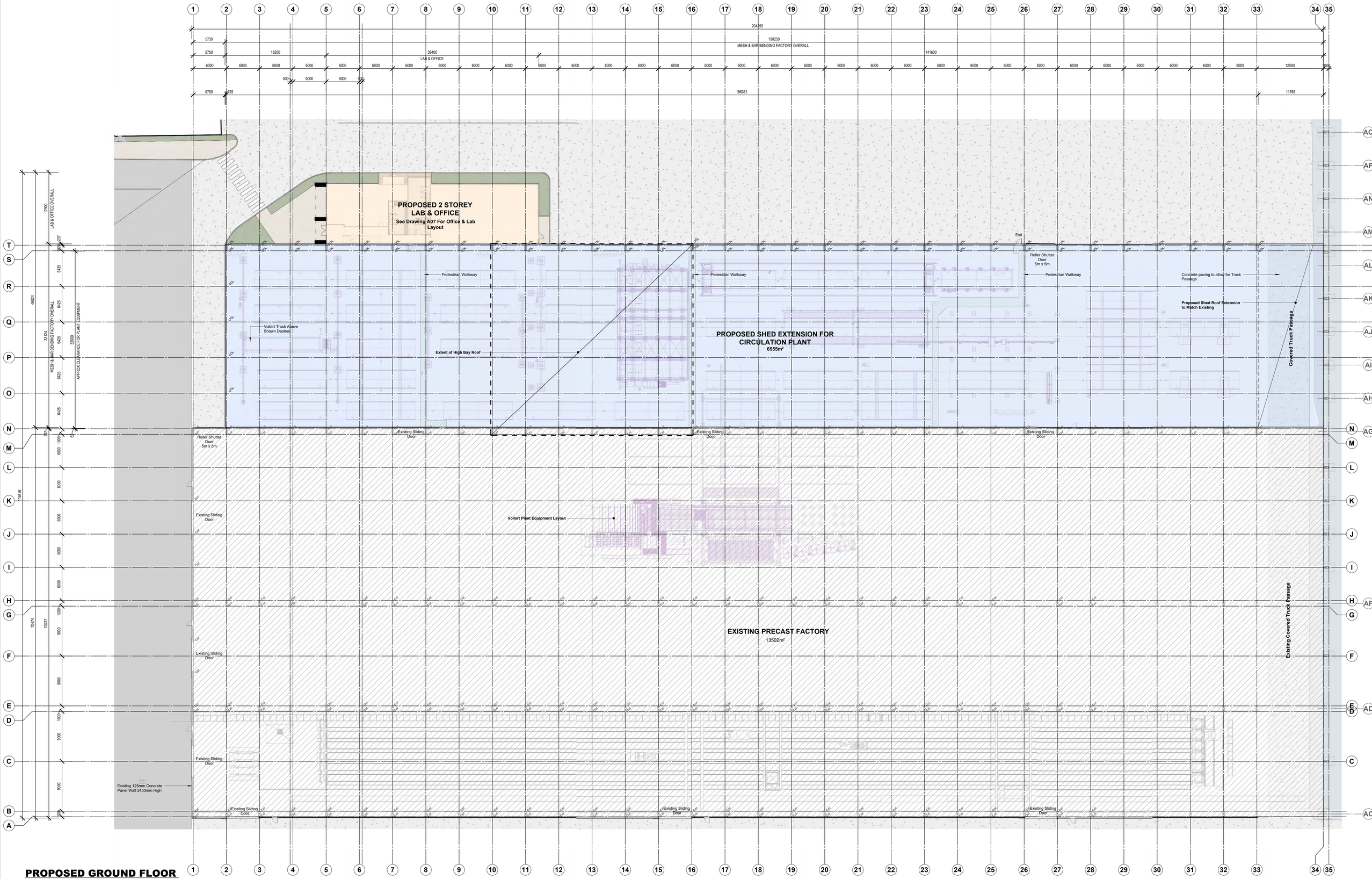

PROPOSED GROUND FLOOR

SCALE: 1 : 250

0 10 20

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE:	JUN 2026
REVISION:	SK017
DWG No:	A06
SCALE:	1 : 250 @B1

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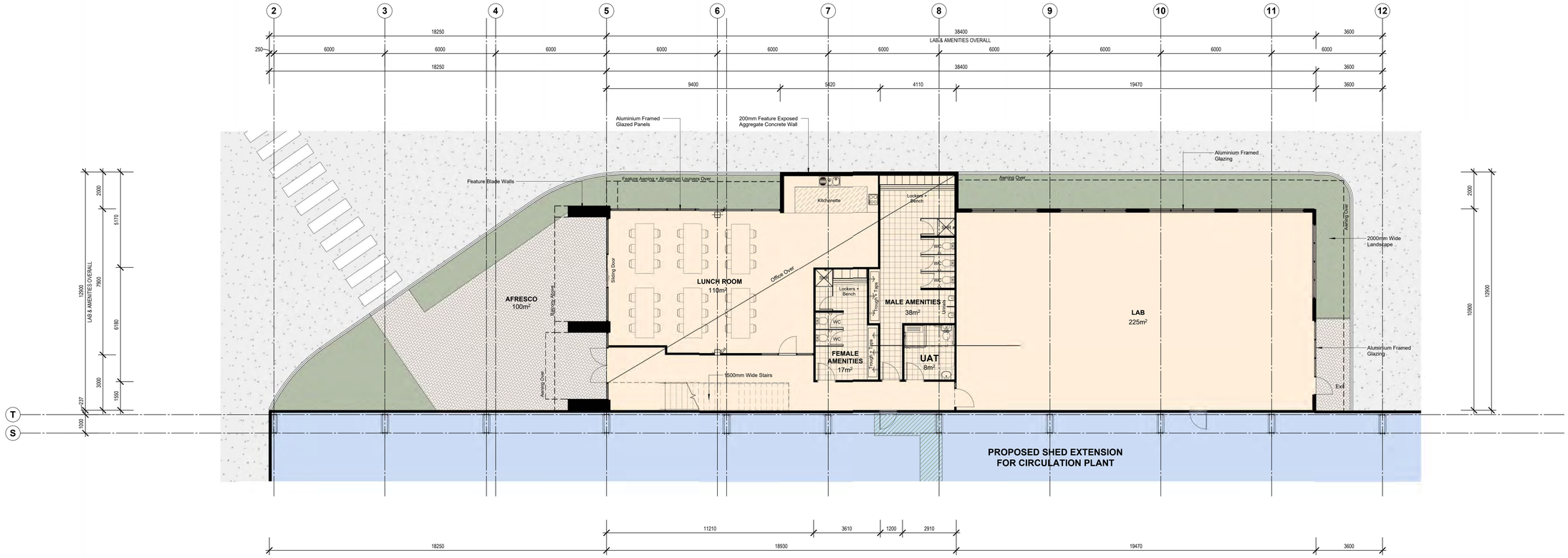
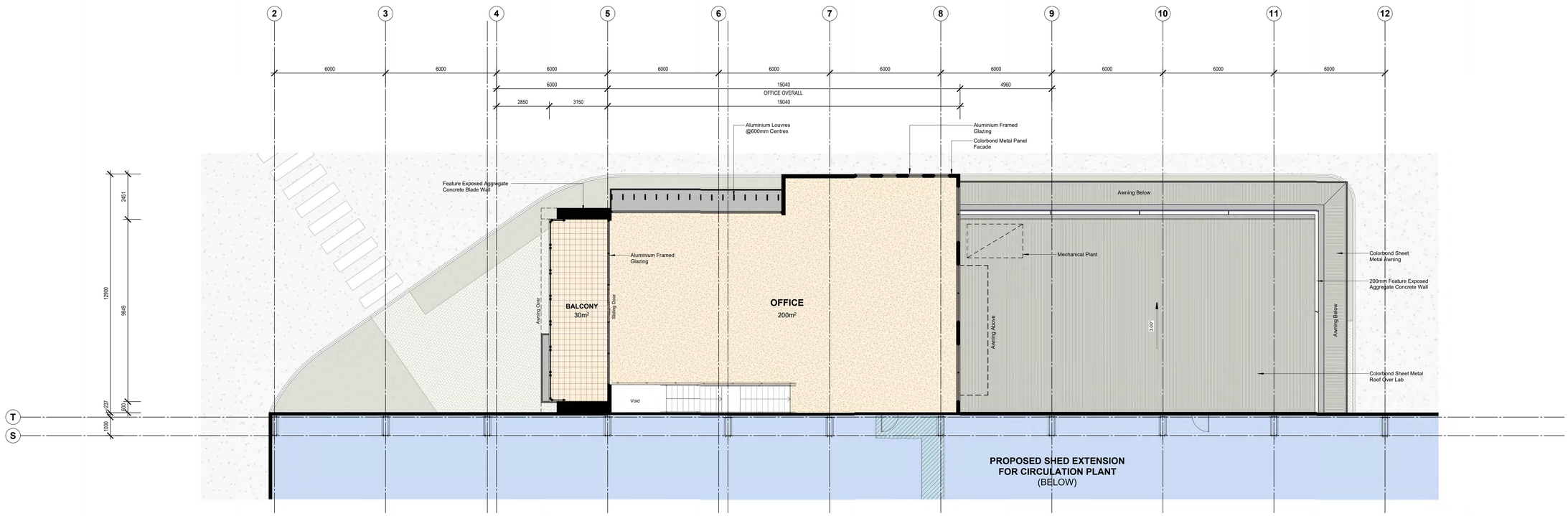


PROPOSED GROUND FLOOR LAB PLAN

SCALE: 1 : 100



PROPOSED FIRST FLOOR OFFICE PLAN

SCALE: 1 : 100

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE: JUN 2026
REVISION: SK017
DWG No: A07
SCALE: 1 : 100 @B1

PROJECT NUMBER
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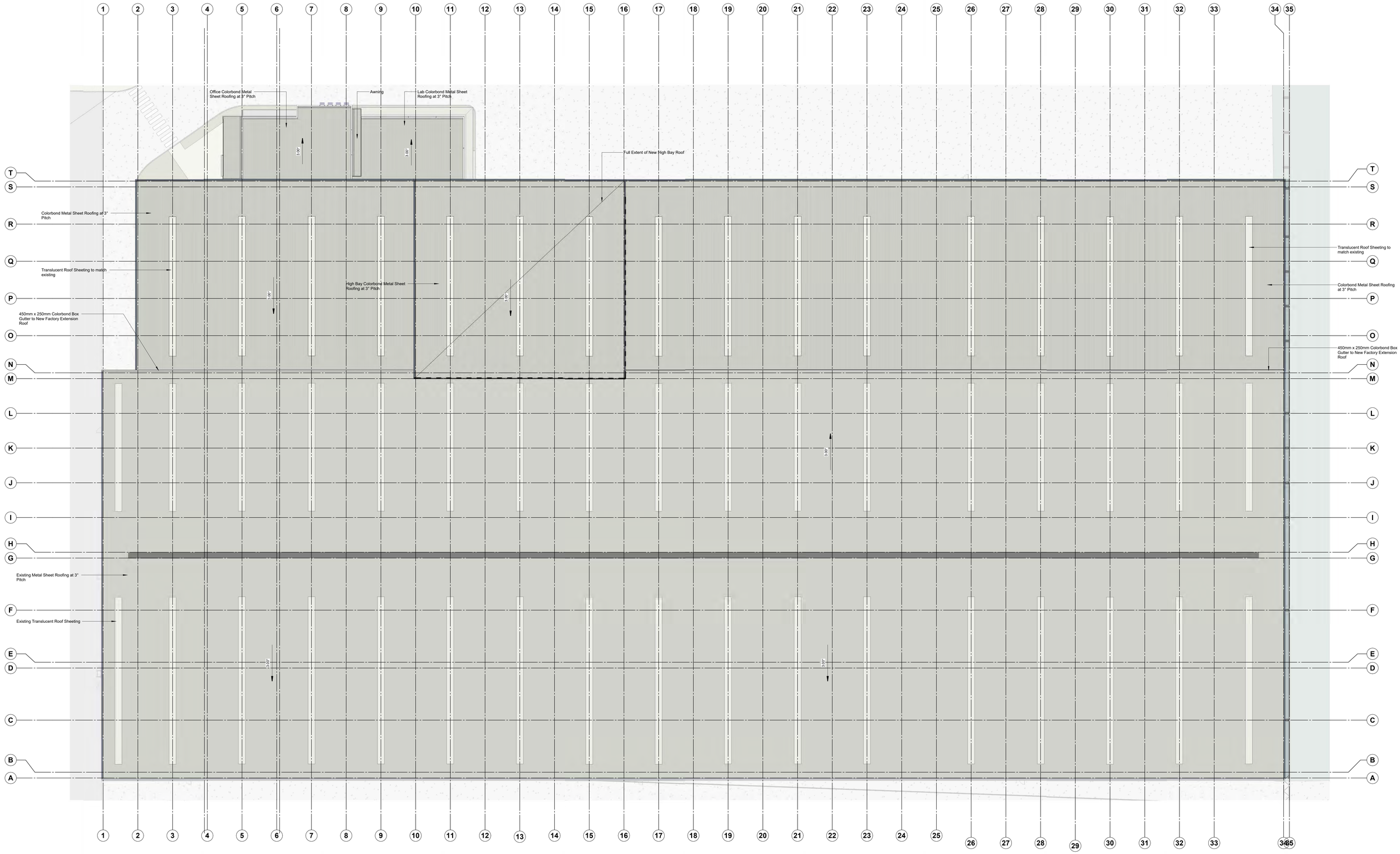

PROPOSED PART ROOF PLAN

SCALE: 1 : 250

0 10 20

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

Member Australian Institute of Architects

DATE: JUN 2026
REVISION: SK017
DWG No: A08
SCALE: 1 : 250 @B1

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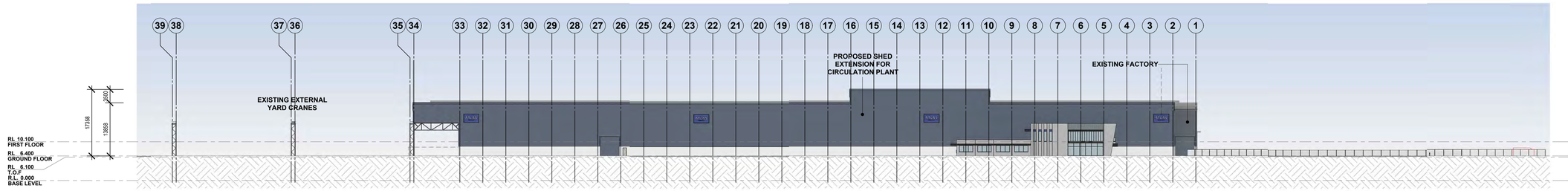
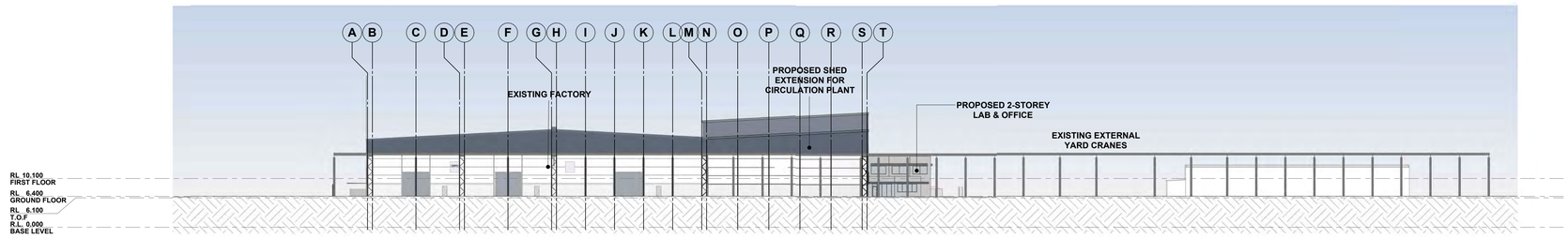


NORTH ELEVATION

SCALE: 1 : 500

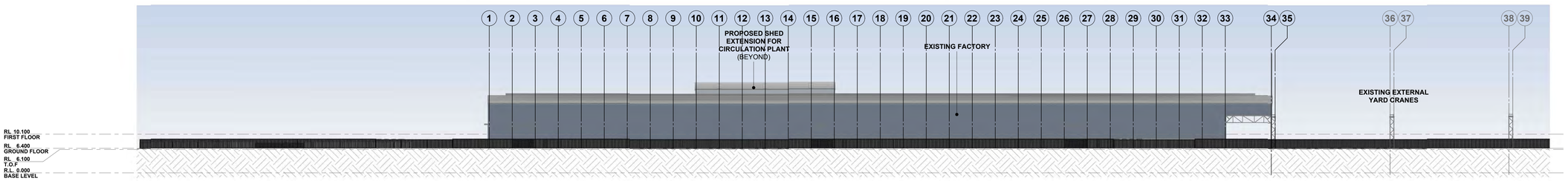
0 25 50



EAST ELEVATION

SCALE: 1 : 500

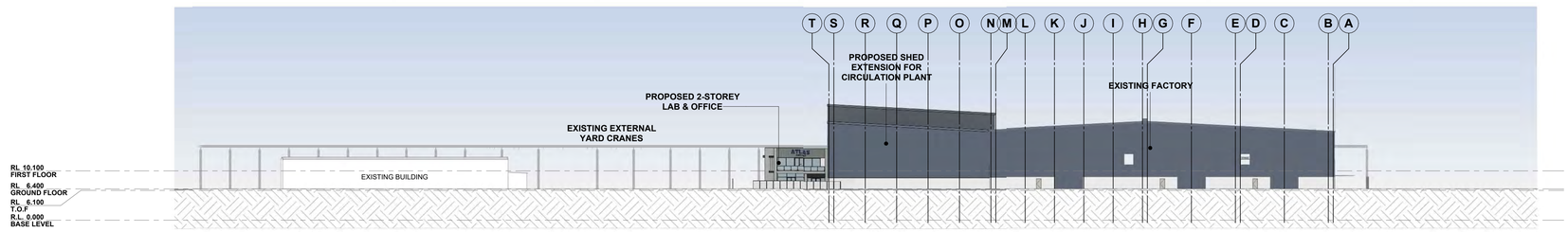
0 25 50



SOUTH ELEVATION

SCALE: 1 : 500

0 25 50



WEST ELEVATION

SCALE: 1 : 500

0 25 50

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE: JUN 2026

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DWG No: A09

SCALE: 1 : 500 @B1

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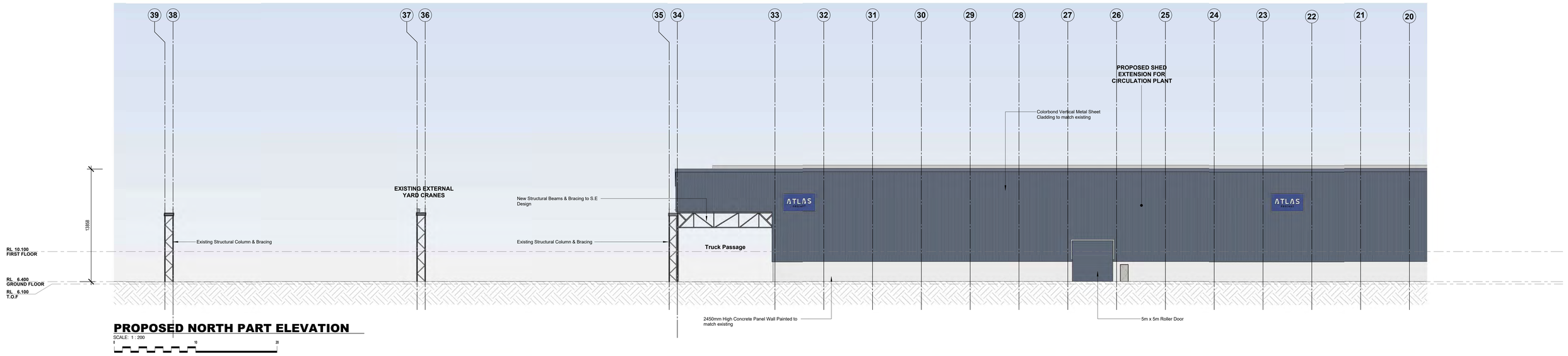
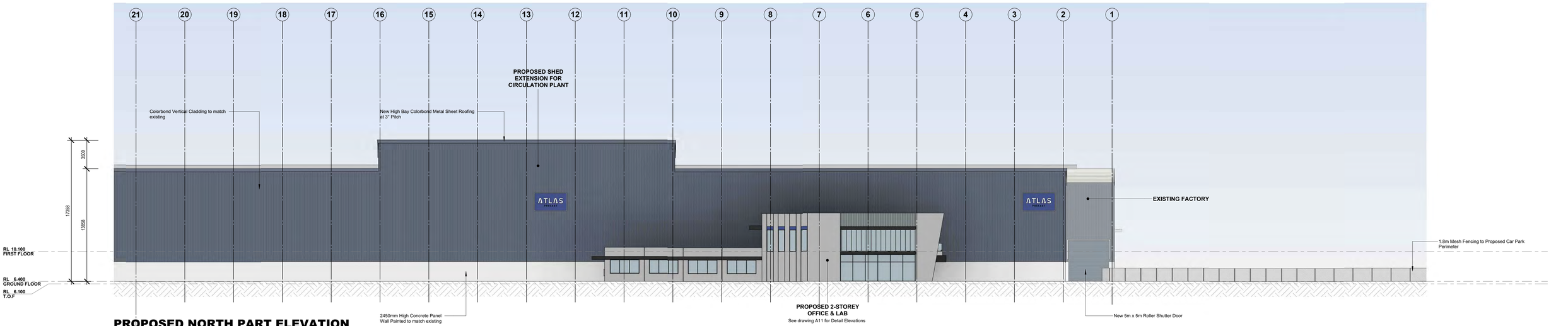


PROPOSED NORTH PART ELEVATION

SCALE: 1 : 200



PROPOSED NORTH PART ELEVATION

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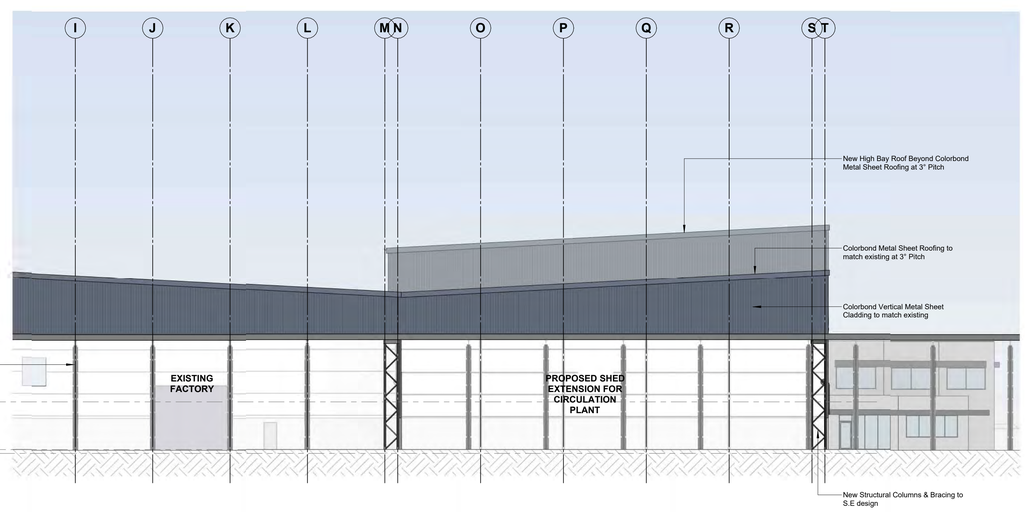
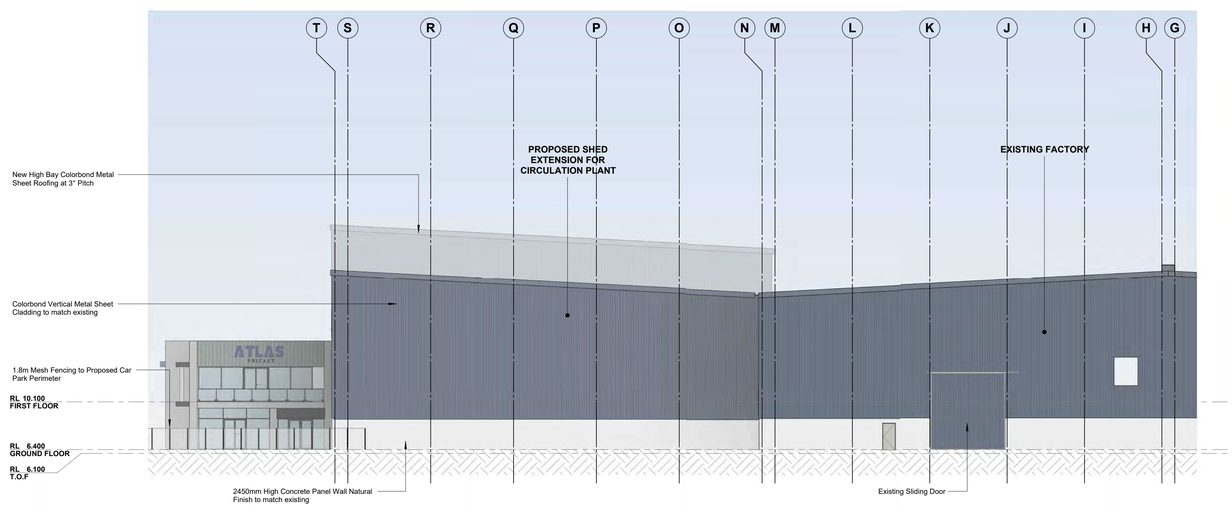


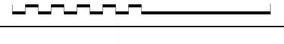
PROPOSED EAST PART ELEVATION

SCALE: 1 : 200



PROPOSED WEST PART ELEVATION

SCALE: 1 : 200



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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE: JUN 2026
REVISION: SK017
DWG No: A10
SCALE: 1 : 200 @B1

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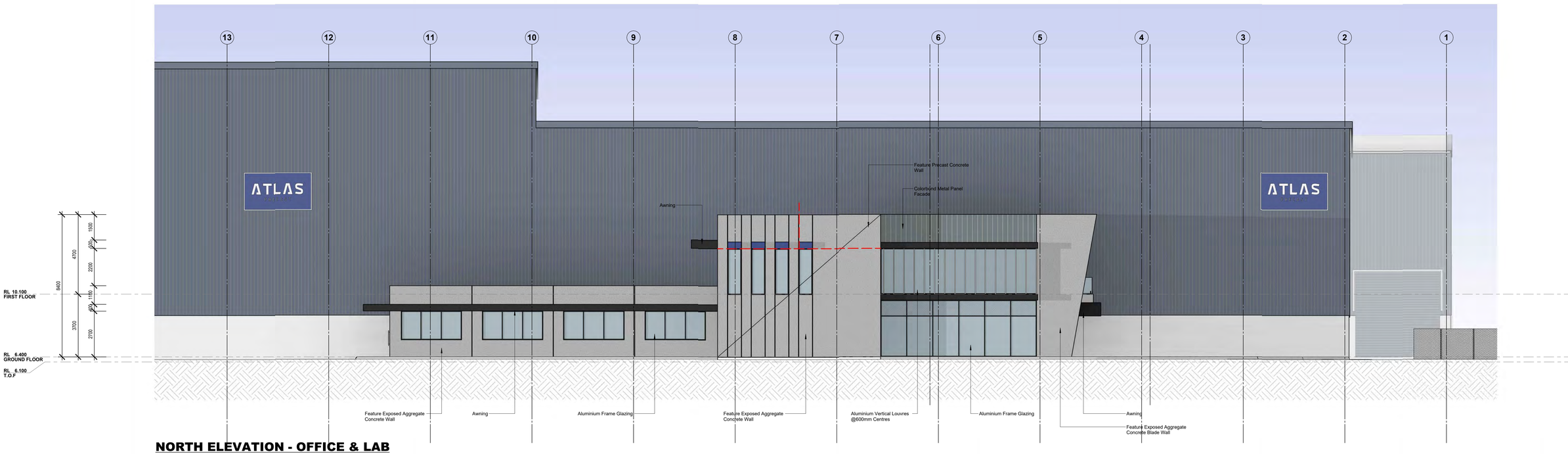
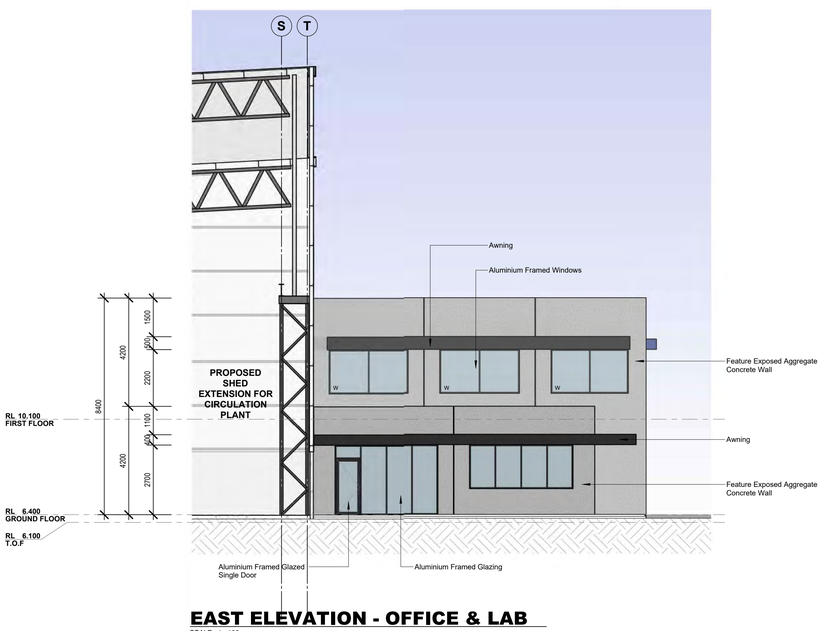


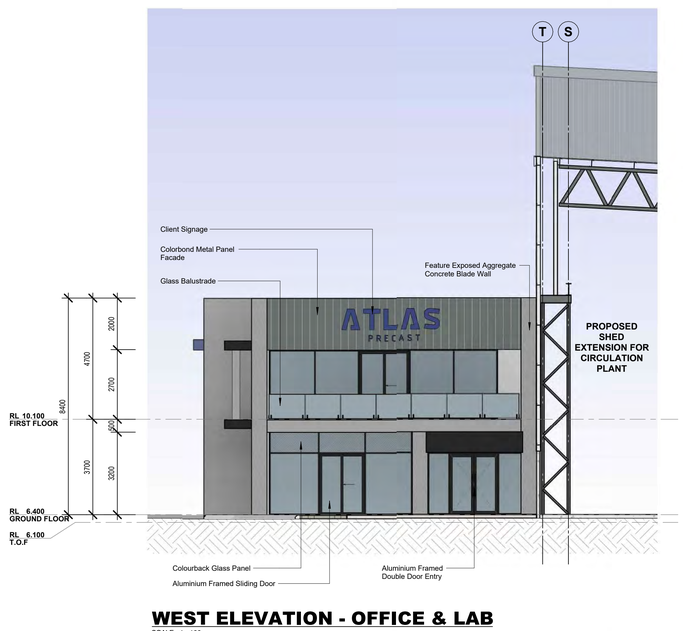
NORTH ELEVATION - OFFICE & LAB

SCALE: 1 : 100



EAST ELEVATION - OFFICE & LAB

SCALE: 1 : 100



WEST ELEVATION - OFFICE & LAB

SCALE: 1 : 100

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A11
SCALE: 1 : 100 @B1

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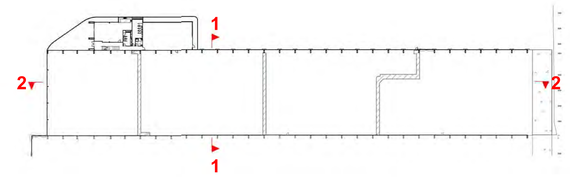
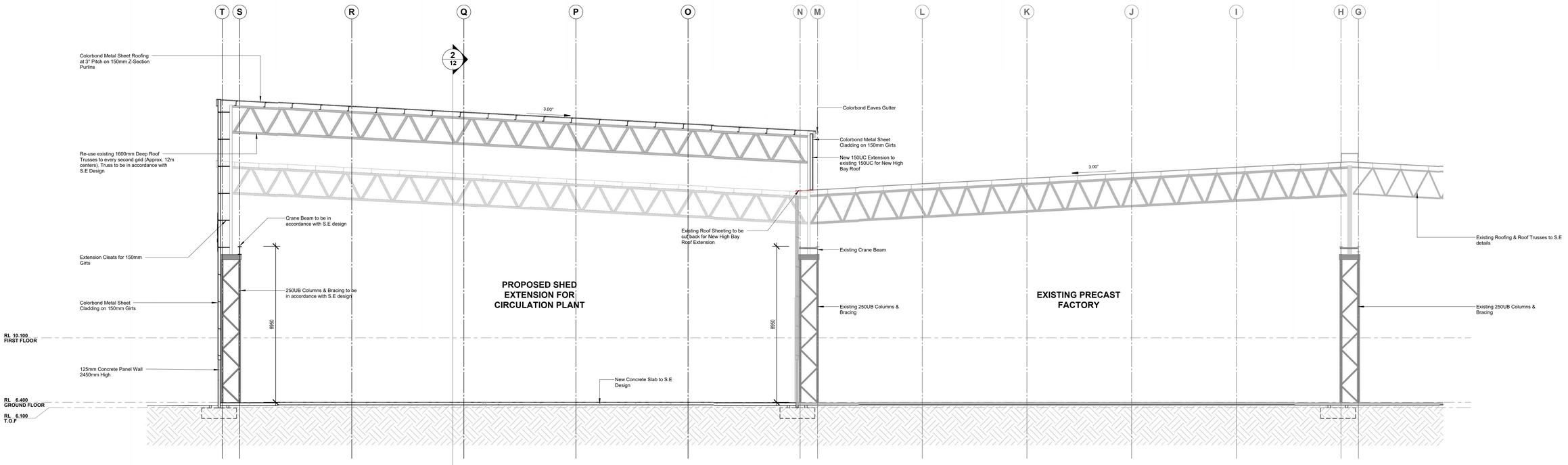


SECTION KEY PLAN



1/12 PROPOSED SECTION 1

SCALE: 1 : 100

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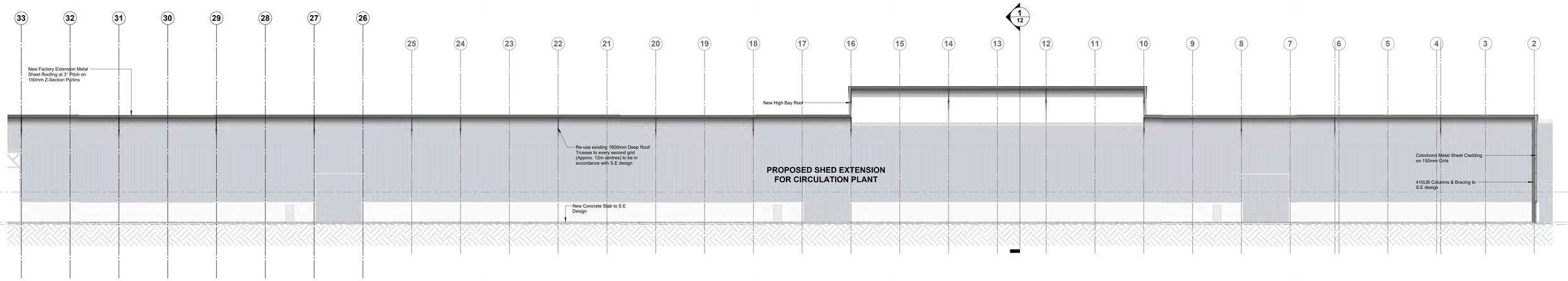

2/12 PROPOSED SECTION 2

SCALE: 1 : 200

0 10 20

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

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DATE: JUN 2026
REVISION: SK017
DWG No: A12
SCALE: As indicated @B1

PROJECT NUMBER
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PROPOSED FACTORY EXTENSION PERSPECTIVE

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
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DATE: JUN 2026
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DWG No: A13
SCALE: @B1

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PROPOSED OFFICE & LAB PERSPECTIVE

meyer shircore architects

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

Member Australian Institute of Architects

DATE: JUN 2026
REVISION: SK017
DWG No: A14
SCALE: @B1

PROJECT NUMBER
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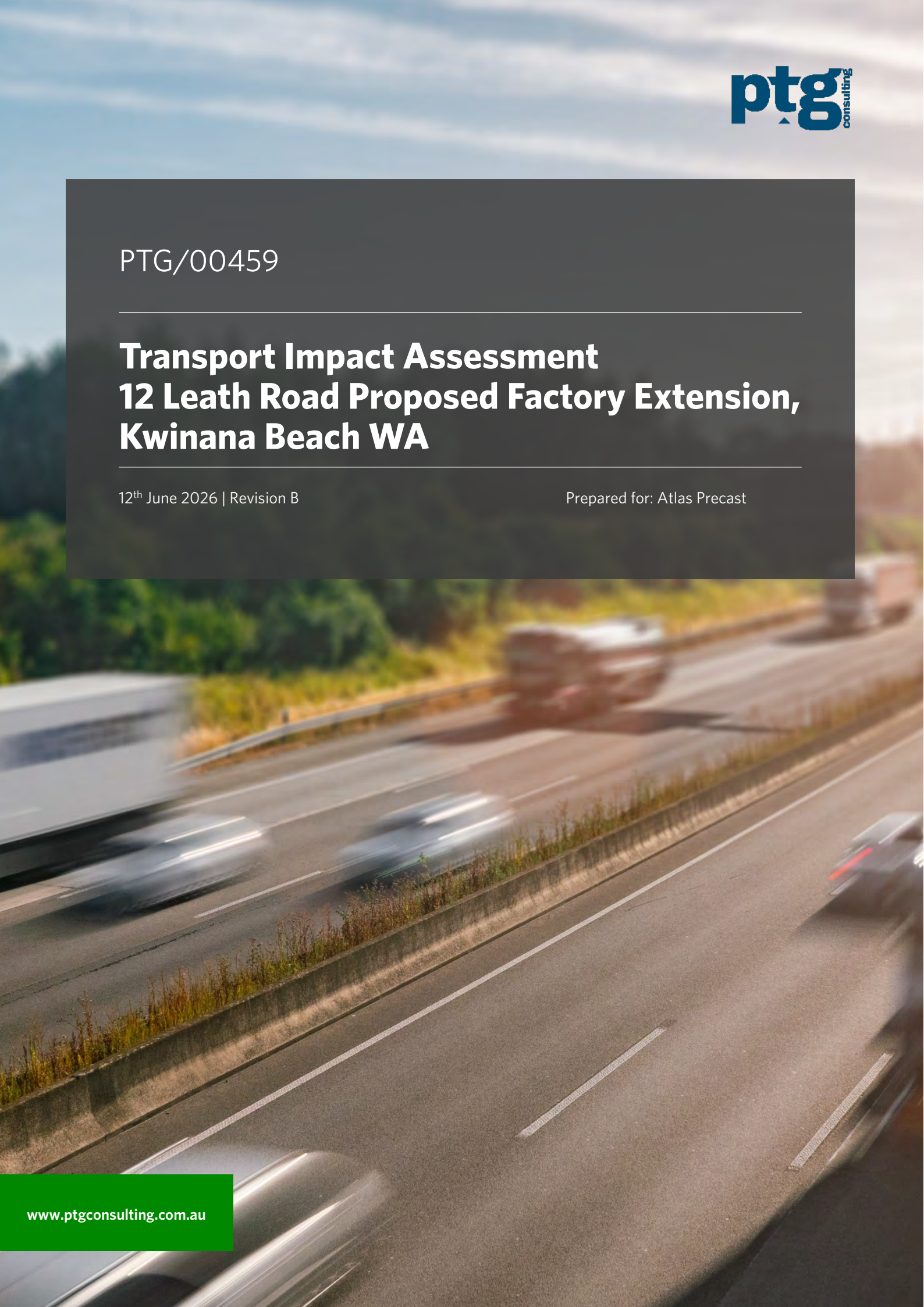
PTG/00459

Transport Impact Assessment
12 Leath Road Proposed Factory Extension, Kwinana Beach WA

12th June 2026 | Revision B

Prepared for: Atlas Precast



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REPORT DETAILS

Unique Document Identification

Document Title	Transport Impact Assessment – 12 Leath Road Proposed Factory Extension, Kwinana Beach WA
Project Number	PTG/00459
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Revision Details

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A	25/02/2026	For issue	LL/NC	AW
B	12/06/2026	For issue	LL/NC	AW

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by Atlas Precast ('the Client') to prepare a Traffic Impact Assessment (TIA) for a proposed factory extension at an existing precast factory located at 12 Leath Road, Kwinana Beach, Western Australia. The development will also include a new exit only access to Donaldson Road.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Assessment (TIA) Checklist is included at Appendix A.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, parking, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 EXISTING SITUATION

2.1 Existing Site Uses

The Site, shown in **Figure 1**, currently operates as the Atlas Precast concrete mixing facility. The surrounding area is predominantly industrial, comprising manufacturing and logistics land uses. The Site is bounded by Leath Road to the west and Donaldson Road to the south.

Figure 1 Existing Site Location

Source: Metro Map

2.2 Existing Parking and Demand

The Lease Area currently accommodates a total of approximately 92 parking bays spread across various locations within the Site, which are utilised by both staff and visitors.

2.3 Existing Access Arrangements

The Site currently has a single priority-controlled access on Leath Road, as shown in **Figure 2**. It is noted that the access road off Leath Road is a private road and serves as the only entry and exit location for multiple developments within the property, including the Kwinana waste-to-energy powerplant.

Figure 2 Existing Access Arrangement

Source: Metro Map

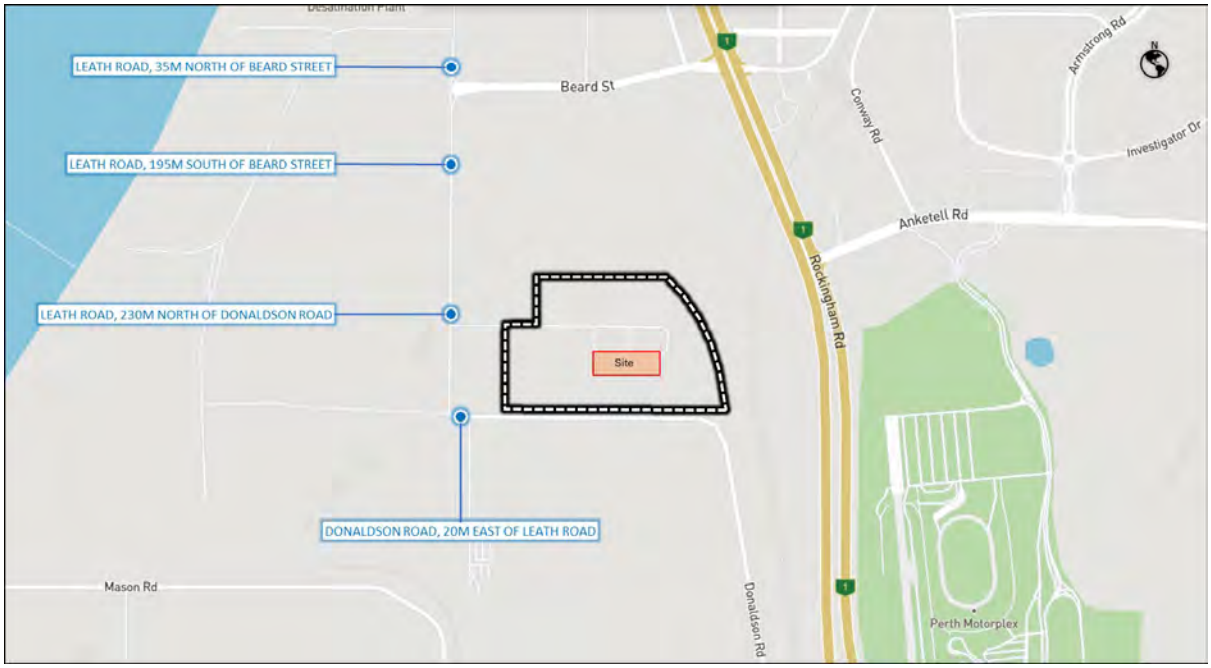
2.4 Existing Site Traffic

The existing traffic volumes on roads surrounding the Site were provided by the City of Kwinana (CoK) and are summarised in **Table 1**, with the locations illustrated in **Figure 3**.

Table 1 Existing Traffic Volumes

Road Name	Source	Date	AM Peak (vph)	PM Peak (vph)	Weekday (vpd) (HV%)
Leath Road, 35m north of Beard Street	CoK	2020	183	131	1776 (25%)
Leath Road, 195m south of Beard Street	CoK	2024	107	65	907 (26%)
Leath Road, 230m north of Donaldson Road	CoK	2020	222	202	2393 (15%)
Donaldson Road, 20m east of Leath Road	CoK	2020	153	143	1462 (23%)

Figure 3 Existing Traffic Volume Locations

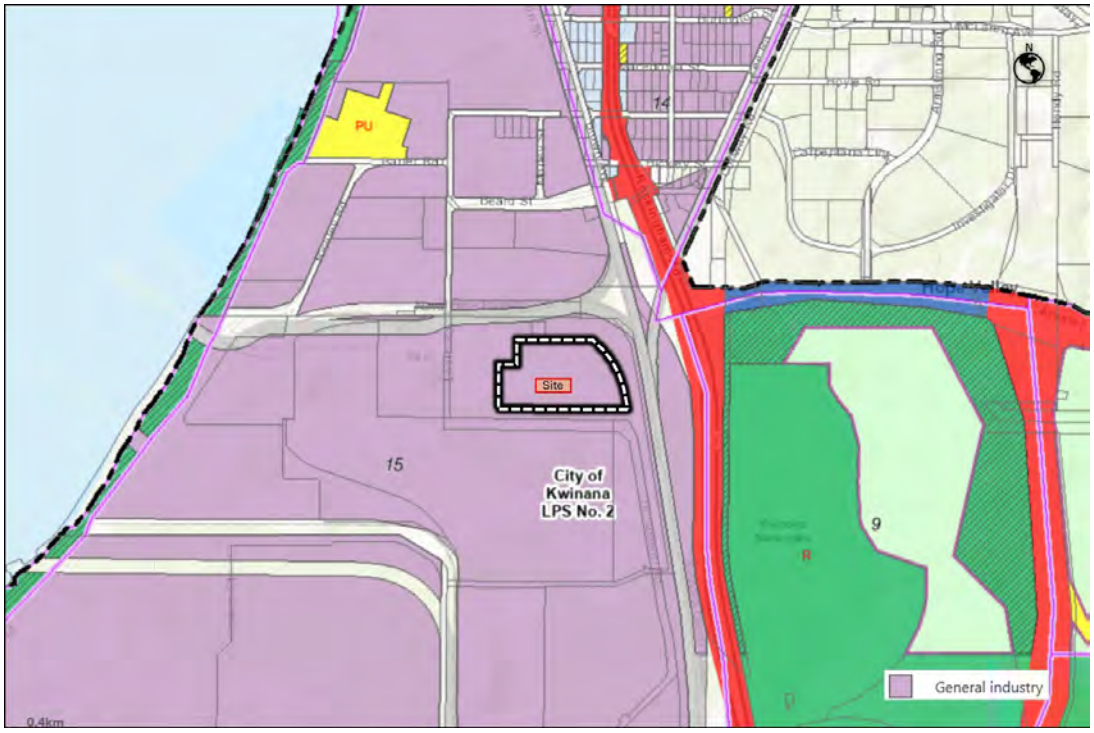


Source: Metro Map

2.5 Surrounding Land Uses

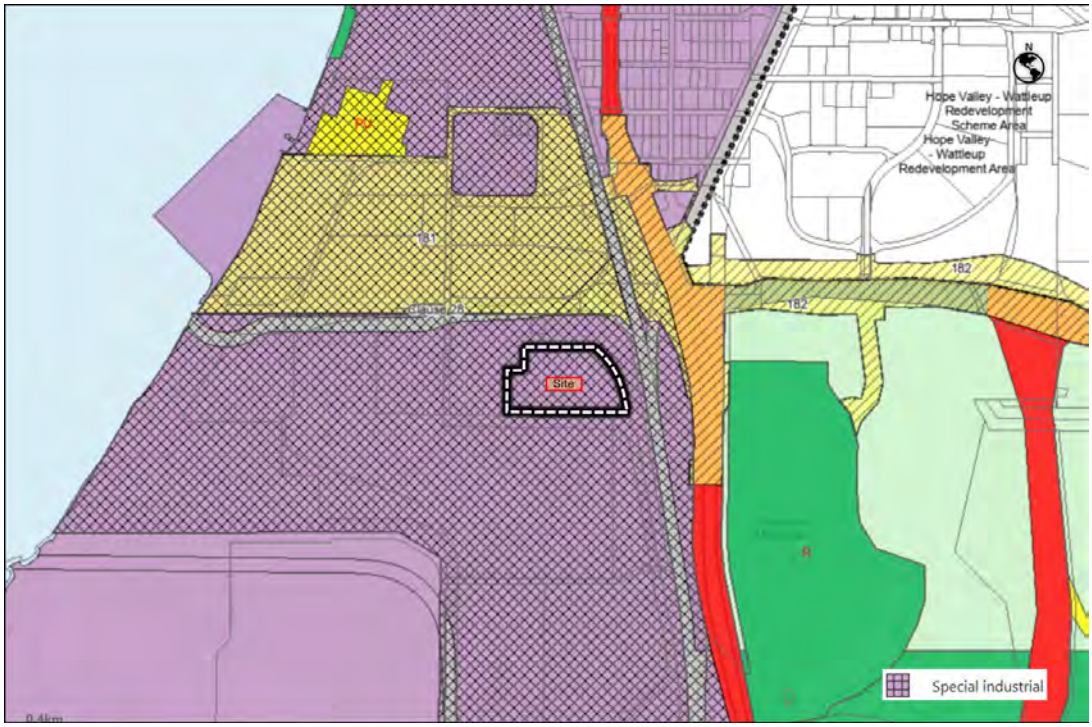
As shown in **Figure 4**, the Site and its immediate surroundings are zoned *'General Industry'* under the Local Planning Scheme, while **Figure 5** shows the area zoned *'Special Industry'* under the Regional Scheme.

Figure 4 Local Planning Scheme – Land Uses



Source: Department of Planning, Lands and Heritage

Figure 5 Regional Scheme – Land Uses



Source: Department of Planning, Lands and Heritage

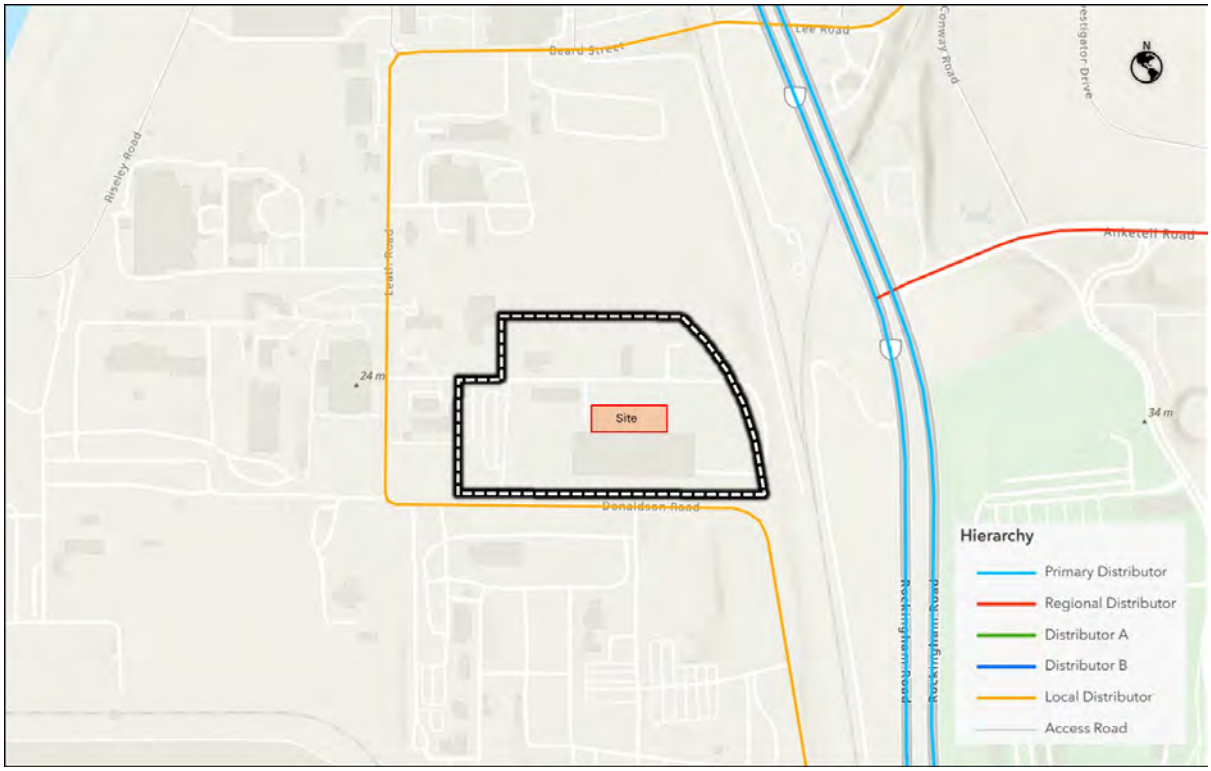
2.6 Existing Road Network and Traffic Management

Road Classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors** (light blue): Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- **Regional Distributors** (red): Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- **District Distributor A** (green): These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- **District Distributor B** (dark blue): Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors** (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- **Access Roads** (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

Figure 6 shows the surrounding area road hierarchy and the characteristics of the surrounding road network are summarised in **Table 2**.

Figure 6 Road Hierarchy



Source: Main Roads WA Road Information Mapping

Table 2 Existing Road Network Classification

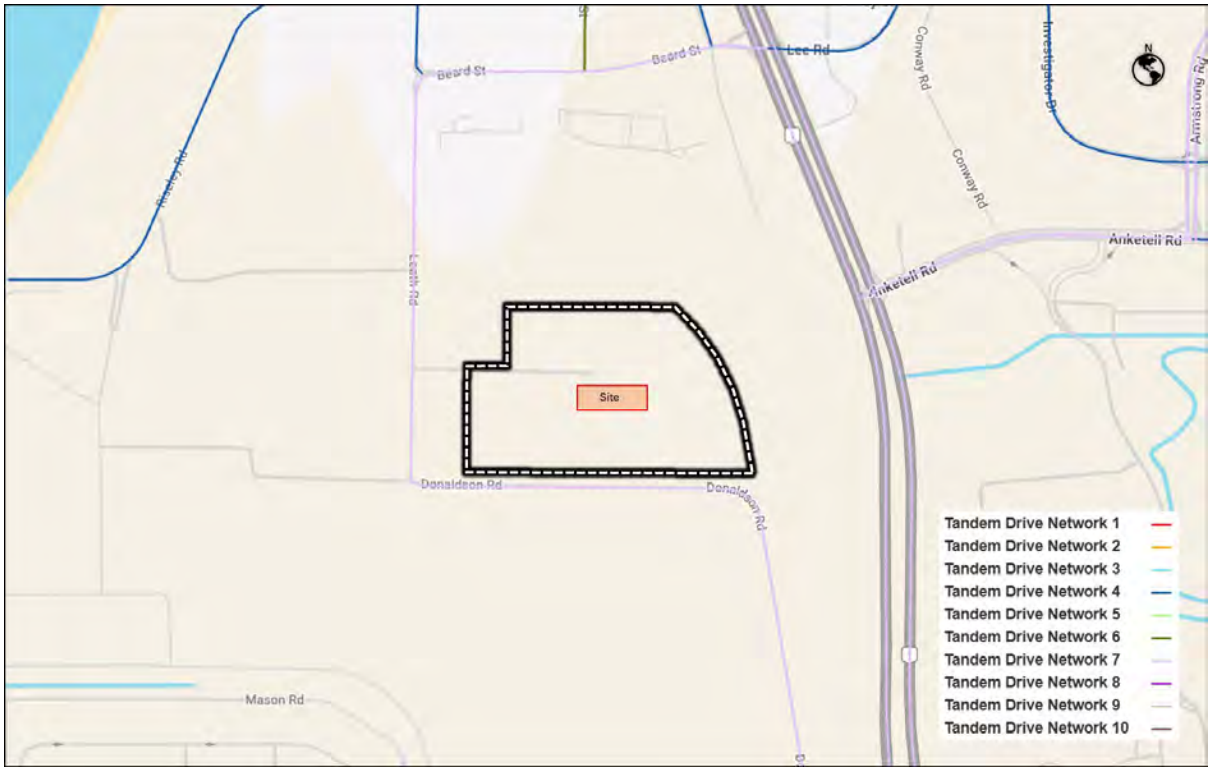
Road Name	Road Hierarchy Classification	# of Traffic Lanes	# of Footpaths	Posted Speed Limit (km/h)
Rockingham Road	Primary Distributor	4	0	70-80
Anketell Road	Regional Distributor	2	0	70-90
Leath Road	Local Distributor	2	0	50
Donaldson Road	Local Distributor	2	0	50

Source: Main Roads WA Road Information Mapping

2.7 Existing RAV Network

The existing Restricted Access Vehicle (RAV) network is illustrated in **Figure 7**. Both Leath Road and Donaldson Road are approved for use by vehicles up to RAV 7 classification.

Figure 7 RAV Network Map



Source: Main Roads WA HVS Network Map

2.8 Existing Pedestrian / Cycle Networks

As per the Perth and Peel Long-Term Cycle Network (LTCN), there is no existing bicycle network adjacent to the Site, as shown in **Figure 8**.

Figure 8 Existing Pathway Network

Source: Perth and Peel Long-Term Cycle Network

2.9 Existing Public Transport Services

The service frequency is summarised in **Table 3,** while **Figure 9** illustrates Bus Routes 548 and 549.

The nearest bus stops to the Site are shown in **Figure 9** and are described as follows:

- Stop ID: 10597 – Rockingham Rd After Anketell Rd
- Stop ID: 10620 – Rockingham Rd Before Anketell Rd

It is noted that while these bus stops are located directly east of the Site, there are no direct paths between the Site and these bus stops.

Table 3 Bus Route Description and Frequency

Bus Route	Route Description	Weekday Frequency	Saturday Frequency	Sunday and Public Holiday Frequency
548	Fremantle Station - Rockingham Station via Cockburn Road & Patterson Road	10-60mins	60mins	60mins
549	Fremantle Station - Rockingham Station via Rockingham Road & Kwinana Town Centre	12-60 mins	30-60 mins	30-60 mins

Figure 9 Bus Routes and Bus Stops

Source: Transperth

2.10 Crash Data

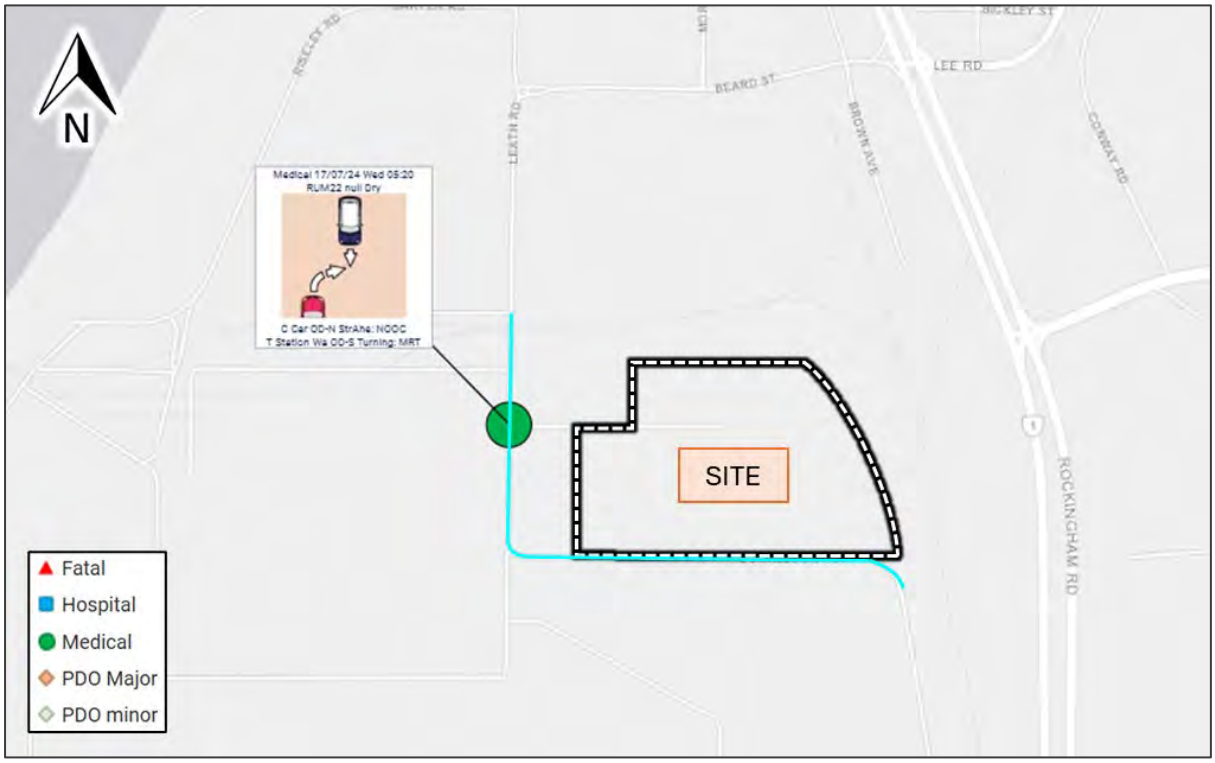
Crash data was extracted from Main Roads Crash Map application for the period between 1st January 2021 to 31st December 2025. The search covered the following roads:

- 1050145 Leath Road (SLK 0.68 to 1.07)
- 1050513 Donaldson Road (SLK 1.75 to 2.39)

The crash location and severity are shown visually in **Figure 10.**

1 right-turn-through crash occurred during the five-year period, resulting in medical treatment. It involved a southbound driver on Leath Road colliding with a northbound vehicle turning right into the Site access.

Figure 10 Crash Locations



Source: Main Roads WA Reporting Centre

3 PROPOSED DEVELOPMENT

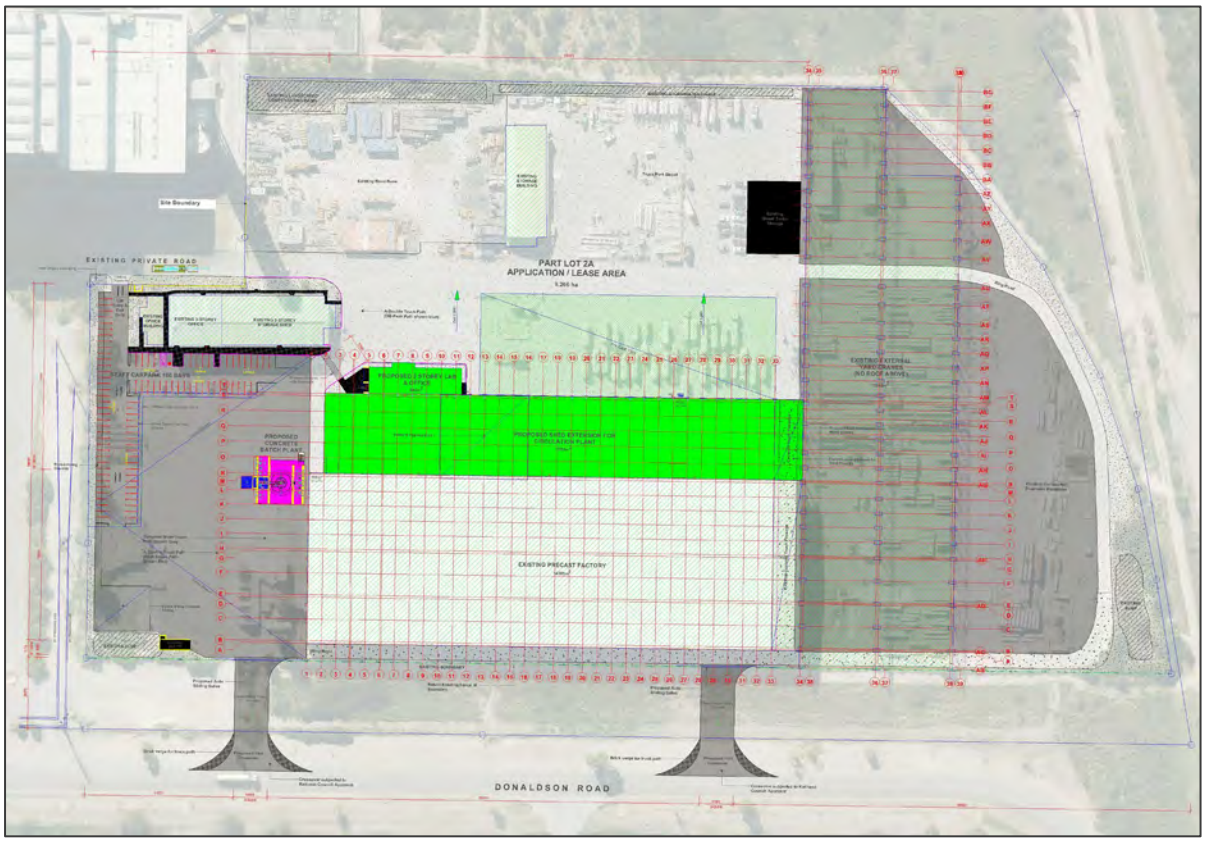
3.1 Regional Context

The Site is situated within the Kwinana Industrial Area (KIA), a major industrial precinct forming part of the Western Trade Coast. The area is strategically located with connections to Rockingham Road and Anketell Road, providing access to the broader regional freight network and nearby ports.

3.2 Proposed Land Uses

Within the Lease Area, the existing precast factory will be extended to the north, and a new staff carpark with 100 bays will be constructed, as shown in **Figure 11**.

Figure 11 Proposed Site Plan



Source: Meyer Shircore Architects

3.3 Access Arrangements

The existing access on Leath Road will continue to serve as the main access to the Site, while an additional new exit-only crossover is proposed for Donaldson Road, as shown in **Figure 12**.The proposed crossover will be used exclusively by heavy vehicles, including 19-metre semi-trailers and A-Double trucks.

This additional proposed exit-only crossover on Donaldson Road will ensure that 19m semi-trailers and 36.2m A-Double trucks can exit separately to the other vehicles exiting the Site via the existing access on Leath Road, thereby reducing the number of vehicles concentrated at a single access. The proposed additional crossover will also provide additional redundancy and resilience in the internal network in the event of a vehicle breakdown on the private access road.

Figure 12 Proposed Access Arrangements

Source: Metro Map

3.4 Swept Path

A swept path assessment has been undertaken for 19-metre semi-trailers, 12.5-metre Heavy Rigid Vehicles (HRVs), and 36.2-metre A-Double vehicles servicing the batching plant and precast product delivery operations.

As illustrated in **Figure 13** and **Figure 14,** the swept paths confirm that the vehicles can satisfactorily circulate around the site and exit without any encroachment. **Figure 15** shows that HRVs are able to reverse into the designated area within the shed extension in a single reversing manoeuvre and exit in forward-gear.

Figure 13 A-double Swept Path (Front Trailer Face Loading)

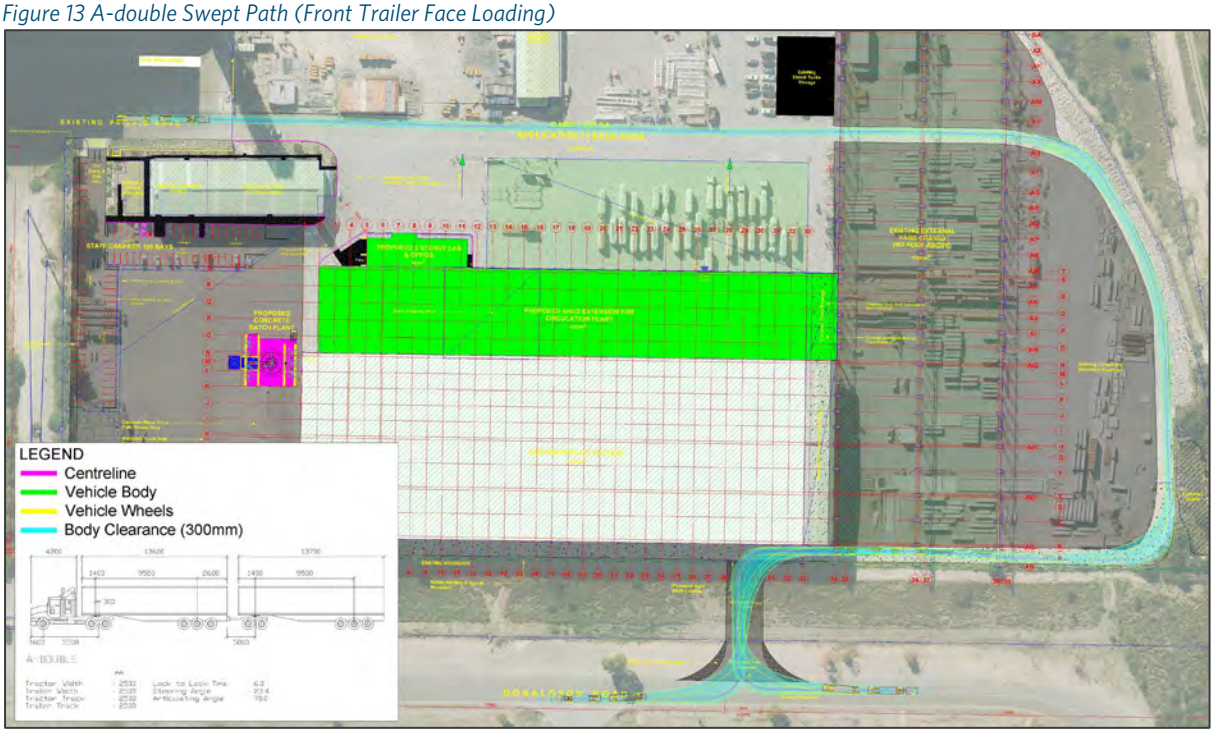


Figure 14 HRV Swept Path (Circulation)

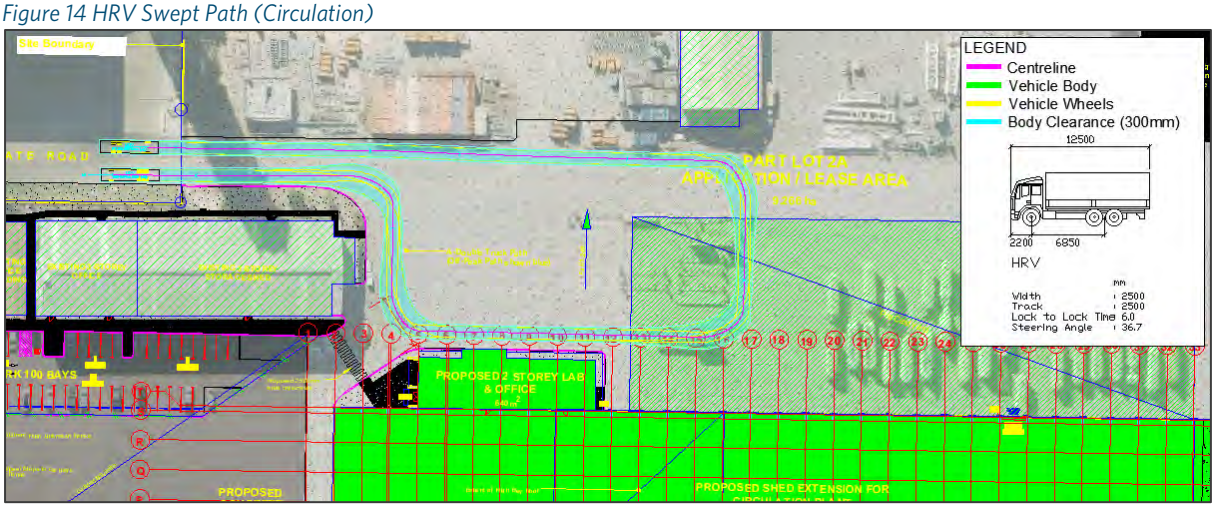
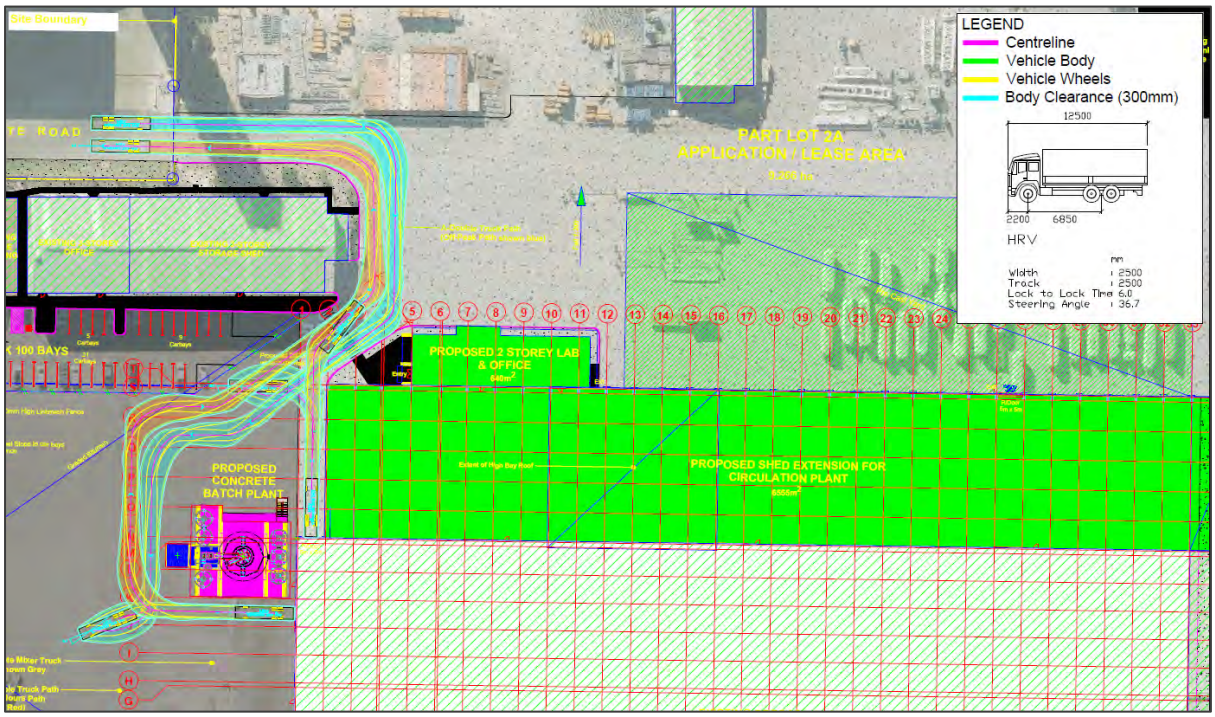


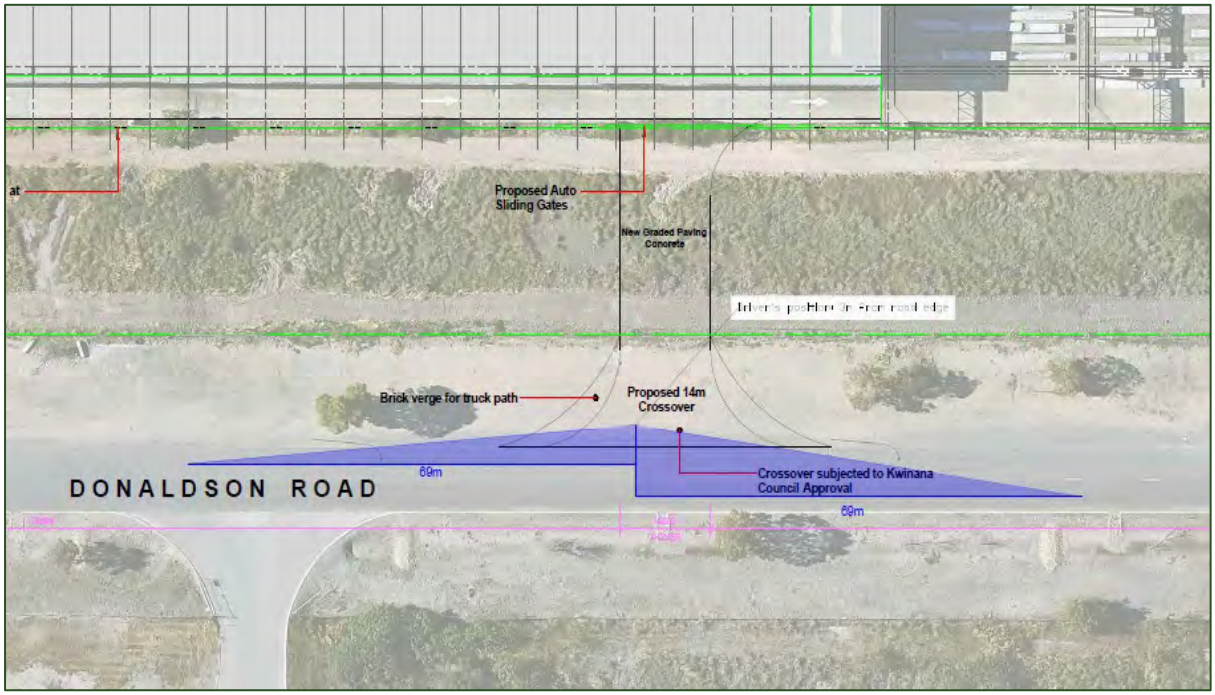
Figure 15 HRV Swept Path (Parking)



3.5 Sight Line Assessment

The desktop sight line assessment undertaken for the proposed new crossover confirms that critical viewpoints at the driveway remain clear, with no barriers affecting safety or operational efficiency. The overall sight lines are adequate for intended use as shown in **Figure 16**.

Figure 16 Sight Line Assessment – Access Point



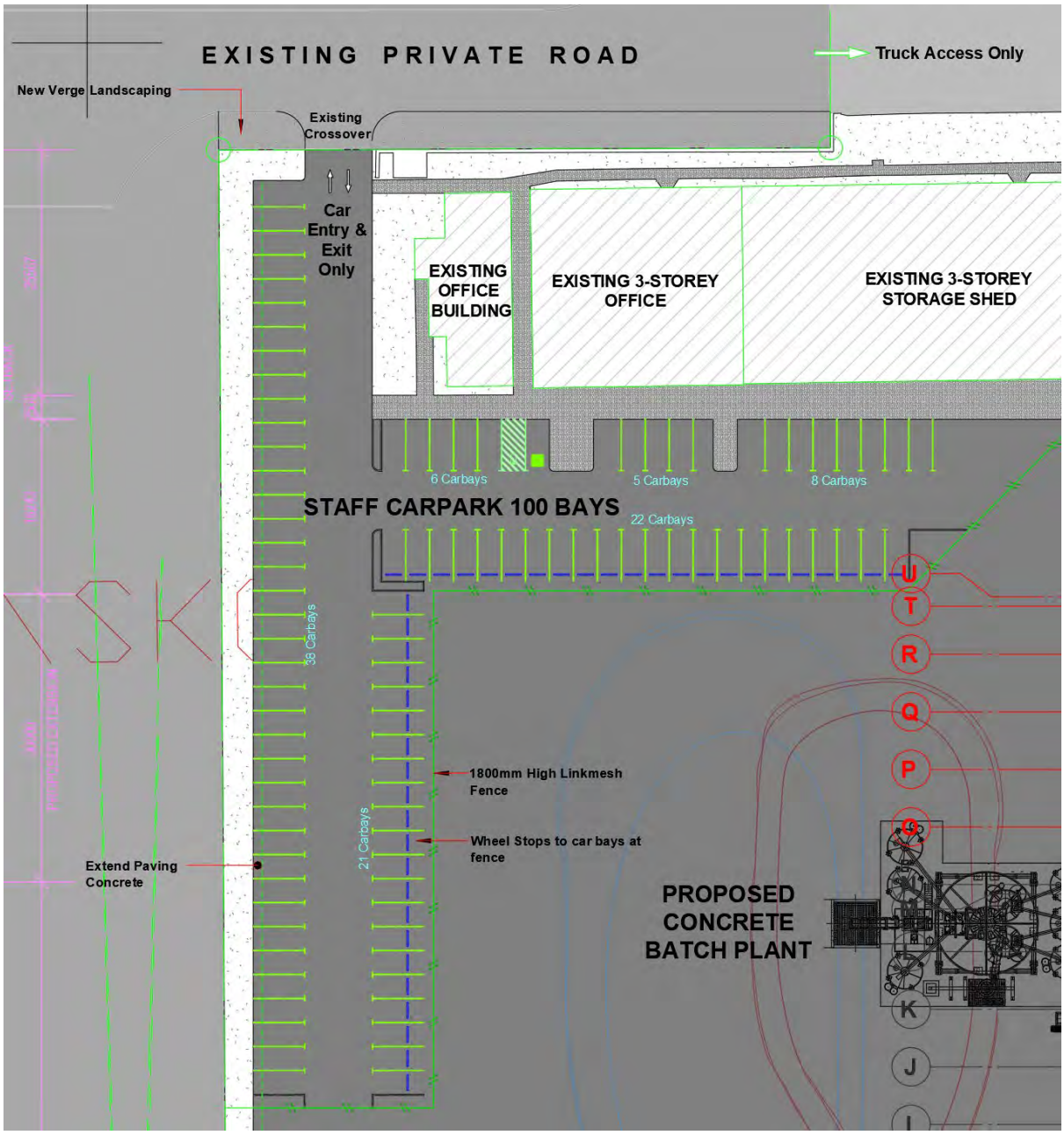
3.6 Parking Provision

There is currently a total of approximately 92 parking spaces spread across the Site. However, based on a review of aerial imagery of the Site, the 92 parking spaces are never fully utilised, with the utilisation of these parking bays found to range from 50% - 75%.

As part of the proposed development, these parking spaces will be removed and a new consolidated parking area with 100 parking bays will be constructed as shown in Figure 17.

As the proposed shed and factory extension is expected to result in 17 additional employees at the Site, the proposed parking provision is considered to be sufficient.

Figure 17 Proposed New Parking Area



3.7 End of Trip Facilities

No end-of-trip facilities are proposed as part of the proposed development.

3.8 Specific Issues

No specific issues were identified.

4 CHANGES TO SURROUNDING TRANSPORT NETWORKS

4.1 Road Network

There are no known proposed changes to the road network in the immediate vicinity of the Site. However, the Site is located within proximity to the Hope Valley–Wattleup Redevelopment Area (Latitude 32), where ongoing and future road network upgrades are planned to support industrial development.

4.2 Intersection Layouts and Controls

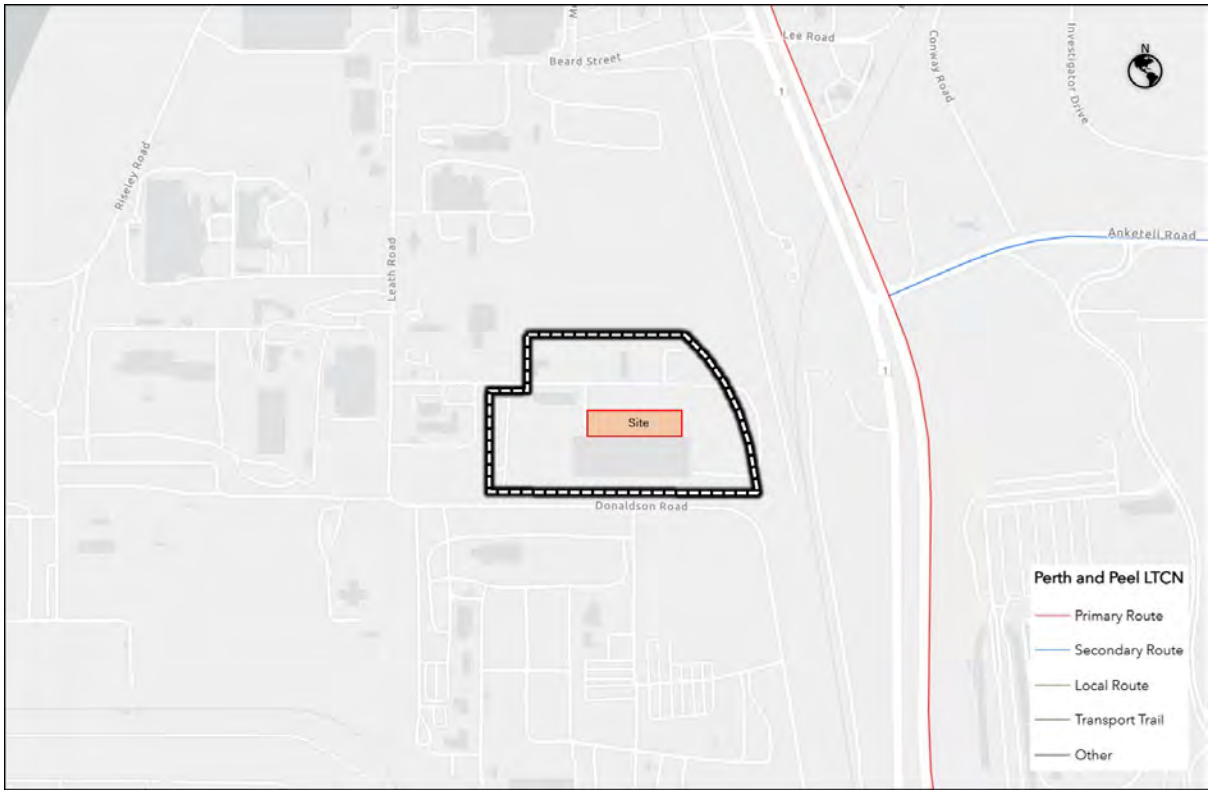
There are no known proposed changes to the intersection layouts and controls in the vicinity of the Site.

4.3 Pedestrian/Cycle Networks and Crossing Facilities

Figure 18 shows the Department of Transport's aspirational future cycling network within the Perth and Peel. The map shows the proposed cycle route hierarchy for the roads surrounding the proposed subdivision which is summarised below.

- Rockingham Road – Primary Route
- Anketell Road – Secondary Route

Figure 18 Perth and Peel Long-Term Cycle Network



Source: Department of Transport Perth and Peel Long-Term Cycle Network

4.4 Public Transport Services

There are no known proposed changes to the public transport services in the vicinity of the Site.

5 INTERGRATION WITH SURROUNDING AREA

5.1 Surrounding Major Attractors/Generators

The Site will primarily attract/generate traffic associated with employees, delivery of raw materials, and distribution of finished concrete products. Vehicle movements will largely consist of heavy vehicles, along with a smaller proportion of light vehicles from staff and contractors. The finished concrete products will be used across both the Perth metropolitan area, as well as the wider WA state for construction various projects.

5.2 Committed Development and Transport Proposals

The Anketell Road Upgrade - Leath Road to Kwinana Freeway program includes upgrades and a new freight connection to support the future Kwinana container terminal, as shown in Figure 19. This corridor lies almost directly north of the Site. It is understood that this project will either maintain or improve the existing connectivity to the wider KIA in which the Site is located.

Figure 19 Anketell Road Upgrade - Leath Road to Kwinana Freeway

Source: Main Roads WA

5.3 Proposed Changes to Land Uses within 1200 metres

The Hope Valley–Wattleup Redevelopment Project (Latitude 32) involves a major land use change from predominantly rural and residential to industrial and commercial purposes.

5.4 Travel Desire Lines from development to the Attractors/Generators

The Site will generate heavy vehicle movements associated with the transport of products to ports, quarries, construction sites, and other industrial destinations across the entire Western Australia. Most vehicles will travel via Rockingham Road, either north or south of the Site, to access the broader regional and state road network.

6 ANALYSIS OF TRANSPORT NETWORK

6.1 Assessment Overview

6.1.1 Assessment Years and Time Periods

WAPC Transport Assessment Guidelines – Volume 4: Individual Developments recommends that assessment be undertaken of the development peak hour(s), for the opening year of 2026 and a 10-year post-opening of 2036.

6.2 Development Generated Traffic

Based on advice provided by Atlas Precast, the proposed factory extension would result in the following additional vehicle movements:

- 17x additional staff vehicles
- 20 x HC Delivery Vehicles
- 1x bulk materials per day
- 2 x HR vehicles

For the purposes of this assessment, a trip is defined as the ingress and egress of a vehicle to and from the Site. Accordingly, a vehicle that enters and subsequently exits the Site within the same day is considered to generate two trips.

Based on first-principles assumptions, passenger vehicle trips are expected to occur mainly during the network peak periods consistent with staff arrival and departure patterns. In contrast, heavy vehicle movements are anticipated to be more evenly distributed throughout the facility's operational hours. For assessment purposes, it is assumed that 2 x HC truck trips and 1 x HR truck trip would occur during the peak hours. Bulk material delivery trips are expected to be scheduled outside of the network peak periods to minimise impacts on the surrounding road network. The total traffic generated by the expansion is summarised in Table 4.

Table 4 Total Trip Generation

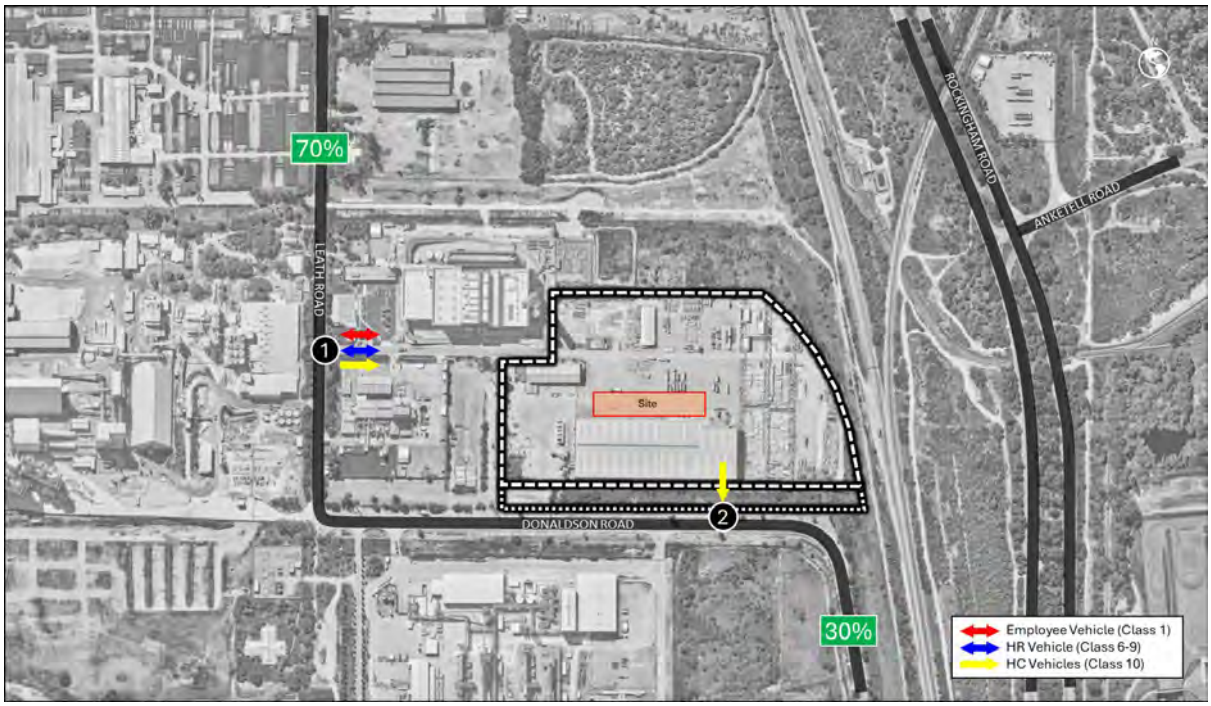
	AM Peak (trips/hr)		PM Peak (trips/hr)	
	In	Out	In	Out
Employees (Vehicle Type 1)	17	0	0	17
HC Delivery Vehicles	2	2	2	2
HR Vehicles	1	1	1	1
Total	23		23	

6.3 Distribution of Generated Traffic

All vehicles will enter the Site via Access 1. HC and HR vehicles will exit via Access 2, while all other vehicles will exit via Access 1.

It is assumed that 70% of all trips generated by the factory extension will arrive from and depart to the north, while the remaining 30% will arrive from and depart to the south. Refer to Figure 20 for illustration.

Figure 20 Traffic Distribution



6.4 Background Traffic

The background through-traffic was derived from the 2020 traffic counts provided by the City of Kwinana. The peak hours adopted for the assessment are 6:00–7:00 am for the AM peak and 4:00–5:00 pm for the PM peak, as no 30-minute interval data were available for the background traffic. To estimate future background through-traffic volumes, an annual growth rate of 2% was applied.

6.5 Background and 'With Development' Traffic Flows

The background traffic consists of through traffic and existing development traffic. Background and 'With Development' traffic flows for the 2026 opening year and the 2036 10-year projections are illustrated in **Figure 21** and **Figure 22**, respectively.

Figure 21 Background and 'With Development' Traffic Flows – 2026

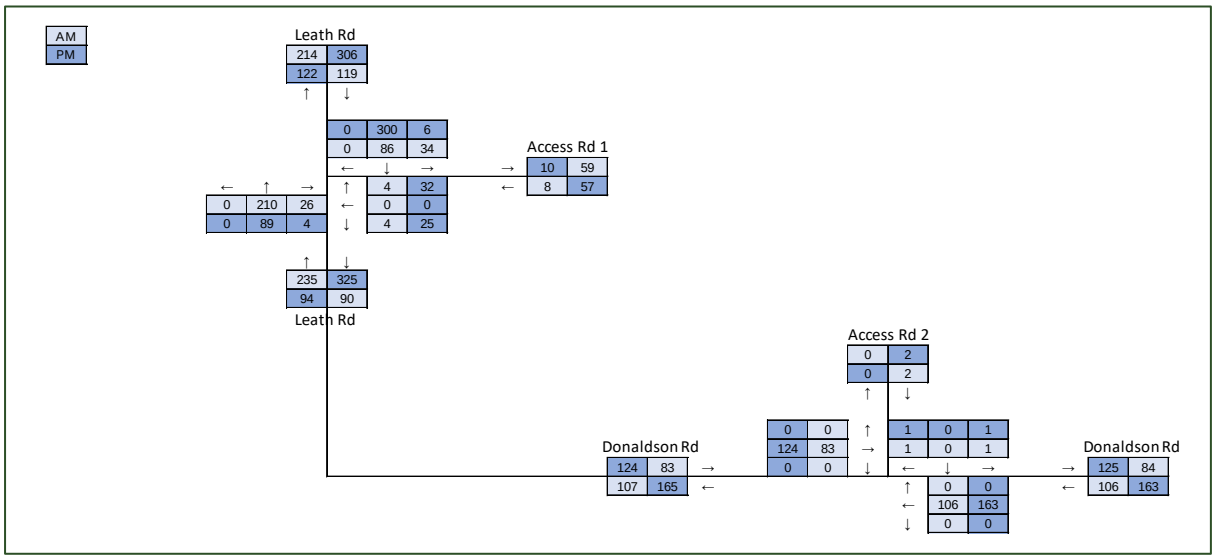
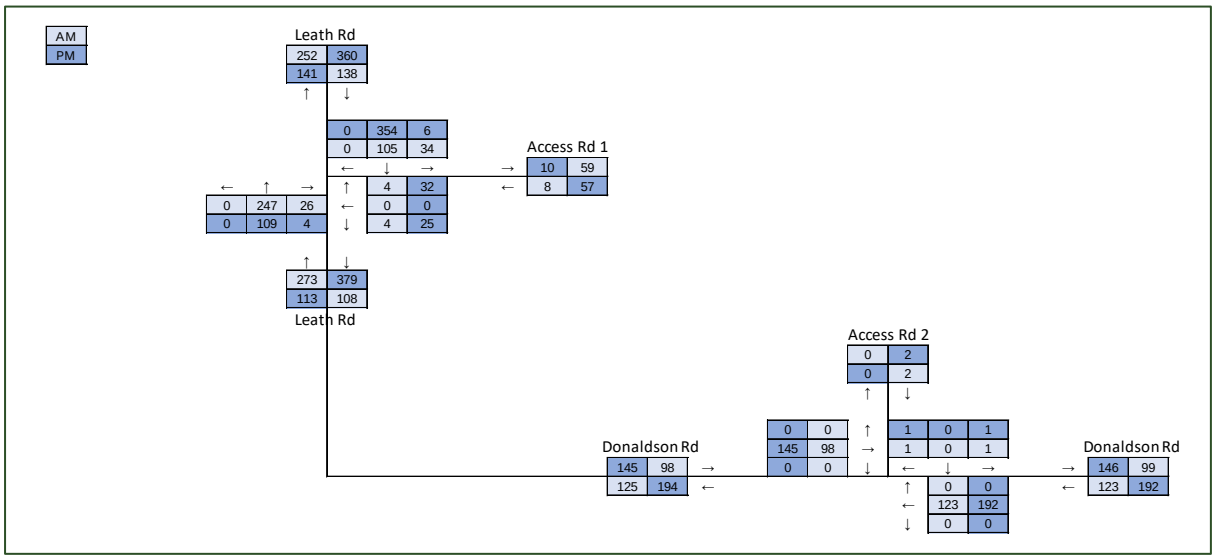


Figure 22 Background and 'With Development' Traffic Flows – 2036



6.6 Impact on Surrounding Roads and Intersections

Due to the low volume of new trips generated by the proposed development, no material impact on surrounding roads or intersections is anticipated.

7 ROAD SAFETY AND ACCESIBILITY IMPACT

7.1 Impact on Neighbouring Areas

Given the industrial nature of the site and the low volume of new trips expected from the proposed development, no material impact on neighbouring areas is anticipated.

7.2 Road Safety

The proposed development is only expected to generate a low volume of traffic and any impacts to the adjacent network is therefore considered negligible.

The additional proposed exit-only crossover on Donaldson Road will ensure that 19m semi-trailers and 36.2m A-Double trucks can exit separately to the other vehicles exiting the Site via the existing access on Leath Road, thereby reducing the number of vehicles concentrated at a single access. The proposed additional crossover will also provide additional redundancy and resilience in the internal network in the event of a vehicle breakdown on the private access road.

7.3 Public Transport Access

No changes will be generated by the proposed development.

7.4 Pedestrian/Cycle Access/Amenity

No changes will be generated by the proposed development.

7.5 Analysis of Pedestrian/Cycle Network

No changes will be generated by the proposed development.

7.6 Safe Walk/Cycle to School (for residential and school site development only)

No changes will be generated by the proposed development.

7.7 Traffic Management Plan (where appropriate)

No changes will be generated by the proposed development.

8 SUMMARY AND CONCLUSIONS

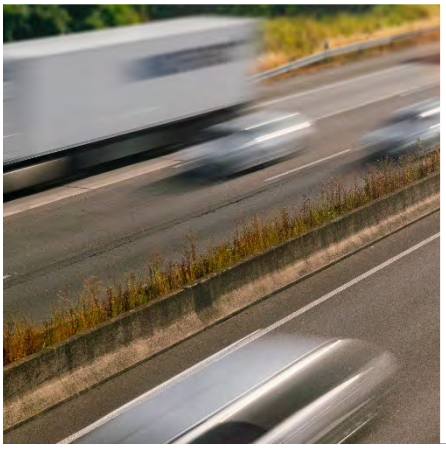
This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included at Appendix A.

The following conclusions can be drawn from this report:

- The anticipated traffic increase resulting from the development is expected to be minimal.
- The public transport services in the area are limited due to its predominantly industrial nature. Accordingly, access to the site is primarily via private vehicles.
- All required parking can adequately be provided within the Site.
- The swept paths confirm that the material delivery can satisfactorily negotiate the factory extension access geometry, including entry, internal circulation, and egress movements.
- The additional proposed exit-only crossover on Donaldson Road will ensure that 19m semi-trailers and 36.2m A-Double trucks can exit separately to the other vehicles exiting the Site via the existing access on Leath Road, thereby reducing the number of vehicles concentrated at a single access. The proposed additional crossover will also provide additional redundancy and resilience in the internal network in the event of a vehicle breakdown on the private access road.
- The pedestrian and cycle network in the area are limited due to its predominantly industrial nature. Connectivity to the broader pedestrian and cycling networks is constrained, and the majority of Site access is expected to occur via private vehicles.

Appendix A

WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT ASSESSMENT



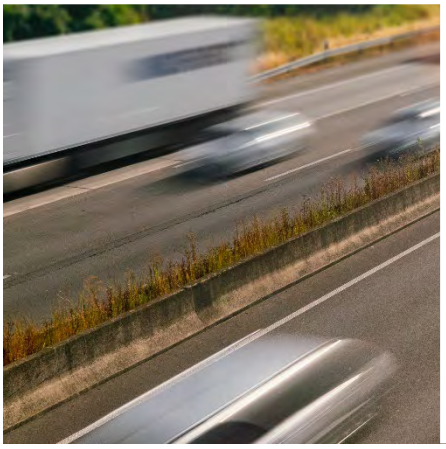
APPENDIX A

Item	Status	Comments/Proposal
Summary	Section 8	
Introduction/Background	Section 1	
name of applicant and consultant	Section 1	
development location and context	Section 1	
brief description of development proposal	Section 1	
key issues	Section 1	
background information	Section 1	
Existing situation	Section 2	
existing site uses (if any)	Section 2	
existing parking and demand (if appropriate)	Section 2	
existing access arrangements	Section 2	
existing site traffic	Section 2	
surrounding land uses	Section 2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually AM and PM peak hours)	Section 2	
traffic flows at major intersections (usually AM and PM peak hours)	Section 2	
operation of surrounding intersections	Section 2	
existing pedestrian/cycle networks	Section 2	
existing public transport services surrounding the development	Section 2	
crash data	Section 2	
Development proposal	Section 3	
regional context	Section 3	
proposed land uses	Section 3	
table of land uses and quantities	Section 3	
access arrangements	Section 3	
parking provision	Section 3	
end of trip facilities	Section 3	
any specific issues	Section 3	
road network	Section 4	
intersection layouts and controls	Section 4	

pedestrian/cycle networks and crossing facilities	Section 4	
public transport services	Section 4	
Integration with surrounding area	Section 5	
surrounding major attractors/ generators	Section 5	
committed developments and transport proposals	Section 5	
proposed changes to land uses within 1200 metres	Section 5	
travel desire lines from development to these attractors/ generators	Section 5	
adequacy of existing transport networks	N/A	
deficiencies in existing transport networks	N/A	
remedial measures to address deficiencies	N/A	
Analysis of transport networks	Section 6	
assessment years	Section 6	
time periods	N/A	
development generated traffic	Section 6	
distribution of generated traffic	Section 6	
parking supply and demand	Section 3	
base and 'with development' traffic flows	Section 6	
analysis of development accesses	Section 6	
impact on surrounding roads	Section 6	
impact on intersections	Section 6	
impact on neighbouring areas	Section 7	
road safety	Section 7	
public transport access	Section 7	
pedestrian access/amenity	Section 7	
cycle access/amenity	Section 7	
analysis of pedestrian/cycle networks	Section 7	
safe walk/cycle to school (for residential and school site developments only)	Section 7	
traffic management plan (where appropriate)	Section 7	
Conclusions	Section 8	

Appendix B

Site Plan



PART LOT 2
22.2677ha

ING PRIVATE ROAD

Subject Lot Boundary

Extent of Existing Road Base

EXISTING STORAGE BUILDING

Truck Park Depot

Existing Diesel Tanks Storage

Extent of Existing Compacted Bluemetal or Crushed Area

PART LOT 2A
APPLICATION / LEASE AREA
9.25ha

Existing Crossover

EXISTING OFFICE BUILDING

EXISTING 3-STOREY OFFICE

EXISTING 3-STOREY STORAGE SHED

Pre Cast Yard

EXISTING EXTERNAL YARD CRANES (NO ROOF ABOVE)
15240m^2

PROPOSED CAR PARK

Graded Bitumen

PROPOSED FACTORY EXTENSION
7195m^2

PROPOSED CONCRETE BATCH PLANT

EXISTING PRECAST FACTORY
14385m^2

Extent of Existing Compacted Bluemetal or Graded Area

EXISTING SUMP

EX. PP

EX. POWERLINES OVER

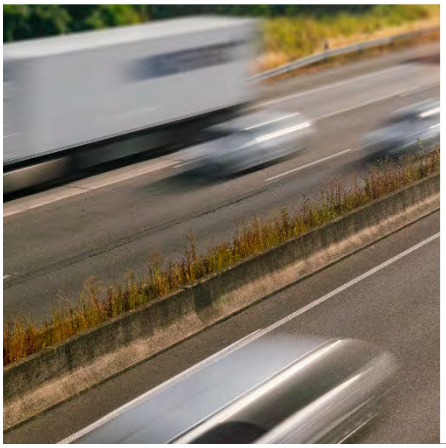
DONALDSON ROAD

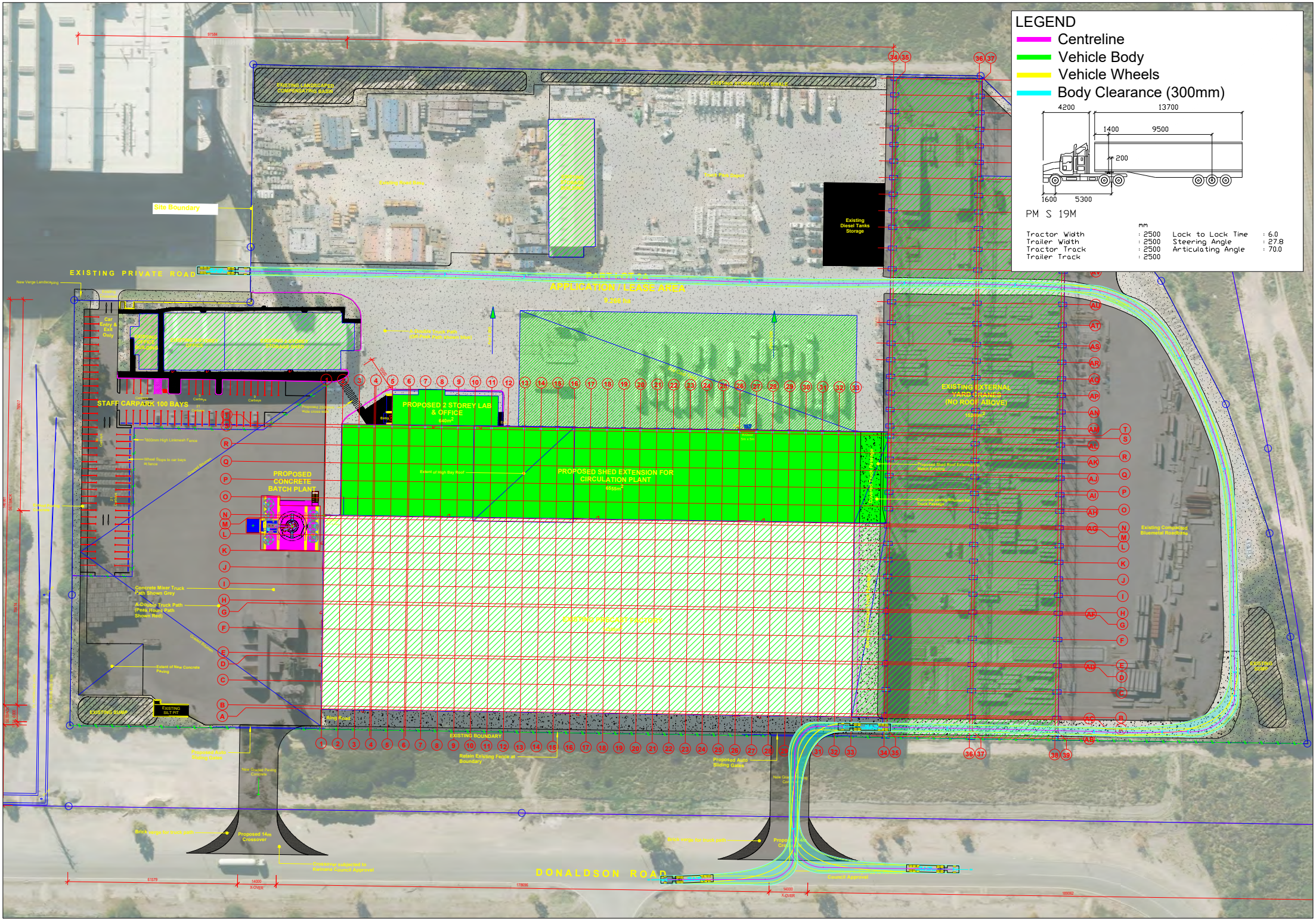
Proposed 14m crossover subjected to Kwinana Council Approval

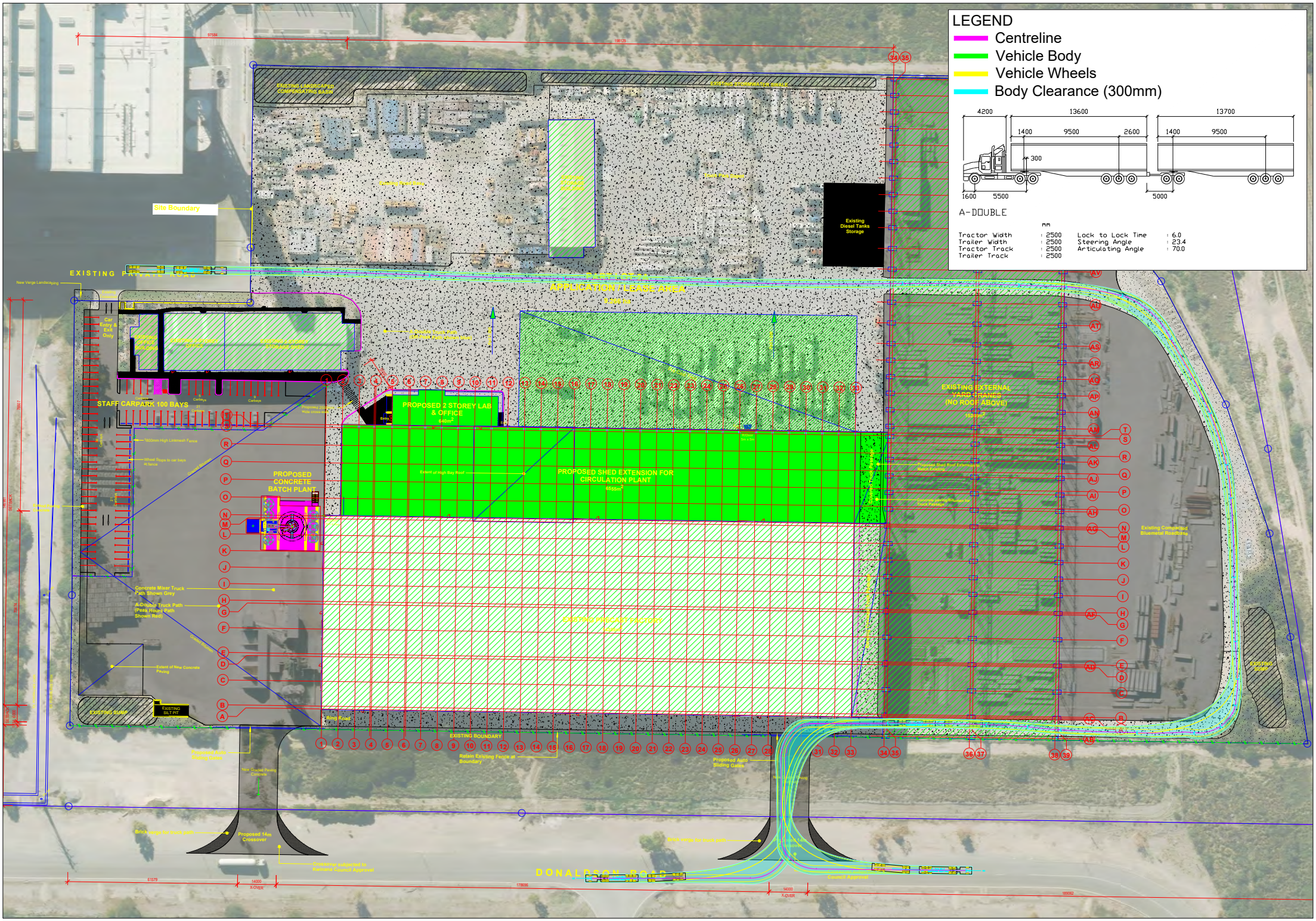
Proposed 14m Crossover subjected to Kwinana Council Approval

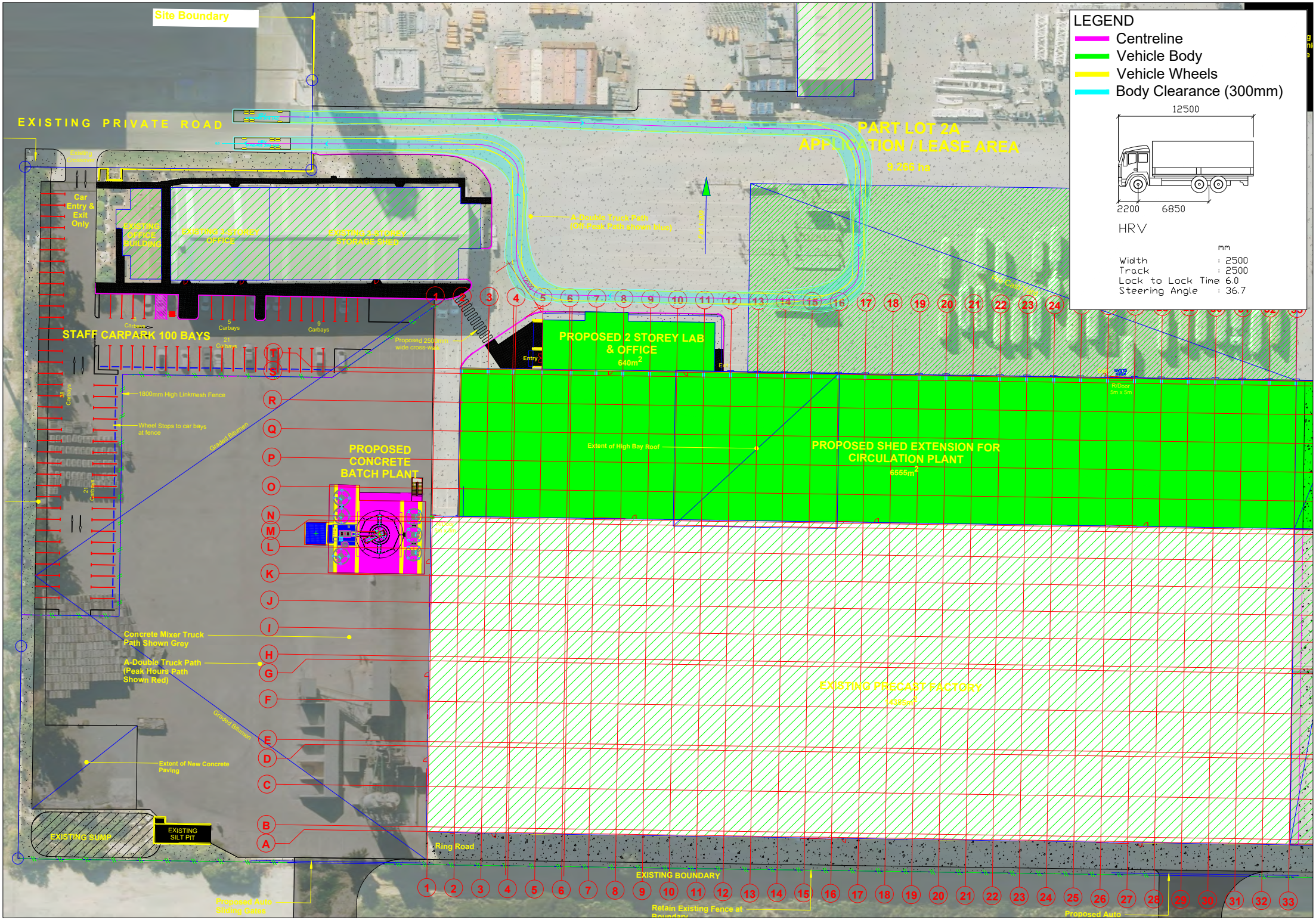
Appendix C

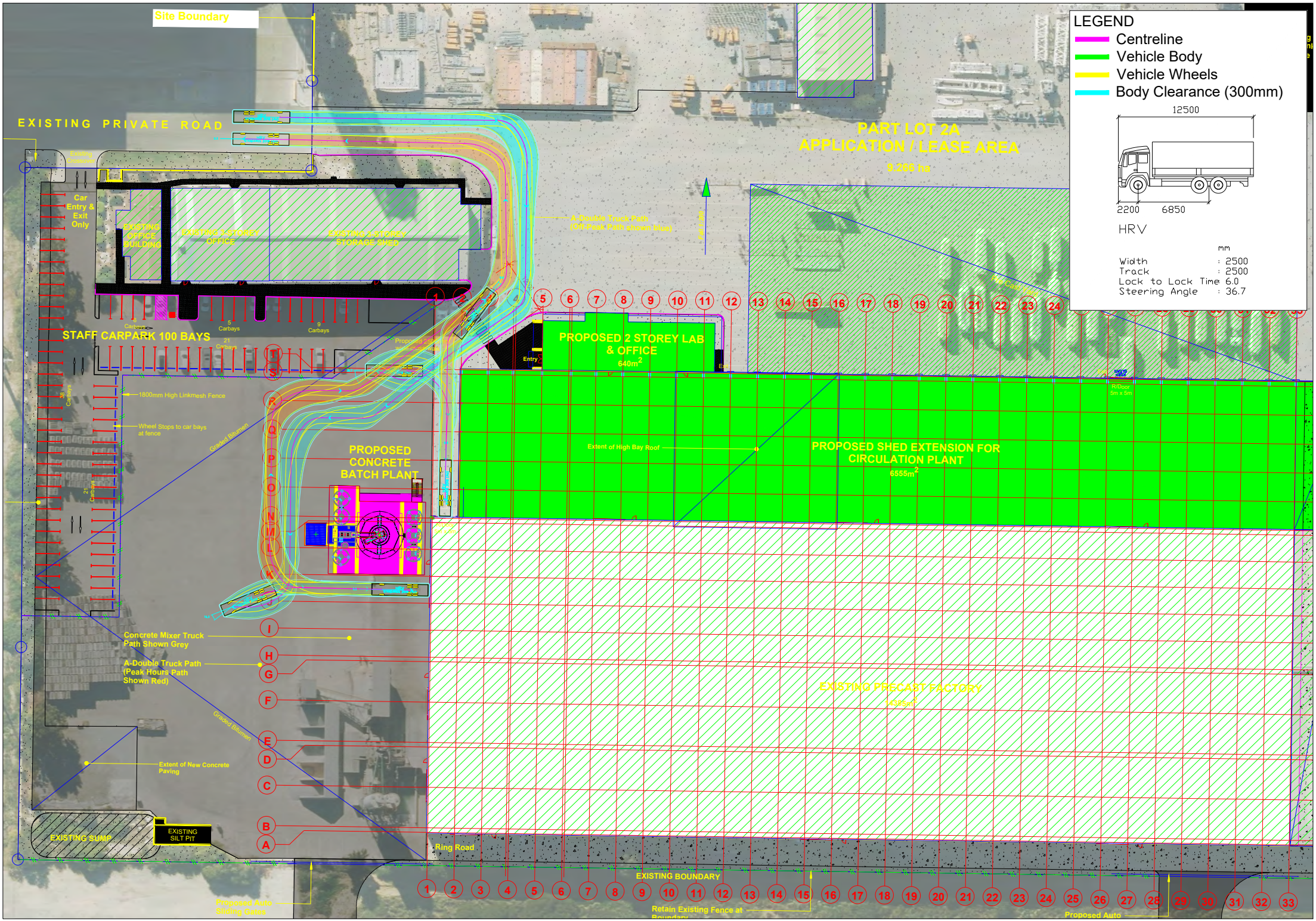
Swept Paths




LEGEND
Centreline
Vehicle Body
Vehicle Wheels
Body Clearance (300mm)
4200
13700
1400
9500
200
1600
5300
PM S 19M
m
Tractor Width : 2500
Trailer Width : 2500
Tractor Track : 2500
Trailer Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 27.8
Articulating Angle : 70.0
Site Boundary
EXISTING PRIVATE ROAD
STAFF CARPARK 100 BAYS
PROPOSED 2 STOREY LAB & OFFICE
PROPOSED SHED EXTENSION FOR CIRCULATION PLANT
PROPOSED CONCRETE BATCH PLANT
EXISTING EXTERNAL YARD AREA (NO ROOF ABOVE)
EXISTING BOUNDARY
DONALDSON ROAD
Existing Diesel Tanks Storage
Concrete Mixer Truck Path Shown Grey
A-Double Truck Path (Peak Hour Path Shown Red)
Proposed 14m Crossover
Proposed Auto Sliding Gates
Retain Existing Fence at Boundary


LEGEND
Centreline
Vehicle Body
Vehicle Wheels
Body Clearance (300mm)
4200
13600
13700
1400
9500
2600
1400
9500
300
1600
5500
5000
A-DOUBLE
mm
Tractor Width : 2500
Trailer Width : 2500
Tractor Track : 2500
Trailer Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 23.4
Articulating Angle : 70.0
Site Boundary
EXISTING
PROPOSED 2 STOREY LAB & OFFICE
640m²
PROPOSED SHED EXTENSION FOR CIRCULATION PLANT
4685m²
EXISTING EXTERNAL YARD AREA (NO ROOF ABOVE)
STAFF CARPARK 100 BAYS
PROPOSED CONCRETE BATCH PLANT
Concrete Mixer Truck Path Shown Grey
A-Double Truck Path (Peak Hour Path Shown Red)
EXISTING BOUNDARY
Retain Existing Fence at Boundary
Proposed Auto Sliding Gates
Existing Concreted Bituminised Roadway
Proposed 14m Crossover
DONALDSON ROAD


Site Boundary
EXISTING PRIVATE ROAD
PART LOT 2A
APPLICATION / LEASE AREA
9.266 ha
LEGEND
Centreline
Vehicle Body
Vehicle Wheels
Body Clearance (300mm)
12500
2200
6850
HRV
mm
Width : 2500
Track : 2500
Lock to Lock Time 6.0
Steering Angle : 36.7
Car Entry & Exit Only
EXISTING OFFICE BUILDING
EXISTING 1 STOREY OFFICE
EXISTING 1 STOREY STORAGE SHED
STAFF CARPARK 100 BAYS
PROPOSED 2 STOREY LAB & OFFICE
640m2
PROPOSED SHED EXTENSION FOR CIRCULATION PLANT
6555m2
PROPOSED CONCRETE BATCH PLANT
EXISTING PRECAST FACTORY
1436m2
1800mm High Linkmesh Fence
Wheel Stops to car bays at fence
Graded Bitumen
Extent of High Bay Roof
Concrete Mixer Truck Path Shown Grey
A-Double Truck Path (Peak Hours Path Shown Red)
Extent of New Concrete Paving
EXISTING SUMP
EXISTING SILT PIT
Ring Road
EXISTING BOUNDARY
Retain Existing Fence at
Proposed Auto
Proposed Auto Sliding Gates


Site Boundary
EXISTING PRIVATE ROAD
PART LOT 2A
APPLICATION / LEASE AREA
9.286 ha
Car Entry & Exit Only
EXISTING OFFICE BUILDING
PAINTING FACTORY OFFICE
EXISTING 2 STOREY STORAGE SHED
STAFF CARPARK 100 BAYS
PROPOSED 2 STOREY LAB & OFFICE
640m2
PROPOSED CONCRETE BATCH PLANT
PROPOSED SHED EXTENSION FOR CIRCULATION PLANT
6555m2
EXISTING PRECAST FACTORY
1436m2
1800mm High Linkmesh Fence
Wheel Stops to car bays at fence
Graded Bitumen
Extent of High Bay Roof
Concrete Mixer Truck Path Shown Grey
A-Double Truck Path (Peak Hours Path Shown Red)
Extent of New Concrete Paving
EXISTING SUMP
EXISTING SILT PIT
Ring Road
EXISTING BOUNDARY
Retain Existing Fence at Boundary
Proposed Auto Sliding Gates
Proposed Auto
LEGEND
Centreline
Vehicle Body
Vehicle Wheels
Body Clearance (300mm)
12500
2200
6850
HRV
mm
Width : 2500
Track : 2500
Lock to Lock Time 6.0
Steering Angle : 36.7

www.ptgconsulting.com.au

Technical Memorandum

Subject	Atlas Pre-cast Factory Expansion – Sightline Adequacy on Proposed Eastern Crossover		
Client	Precast Nominees Australia	Project No.	PTG/00459
Date	14/09/2026	Revision	B
Prepared by	SC	Discipline	Traffic and Transport
Reviewed by	SJL	Office	Perth

1 INTRODUCTION

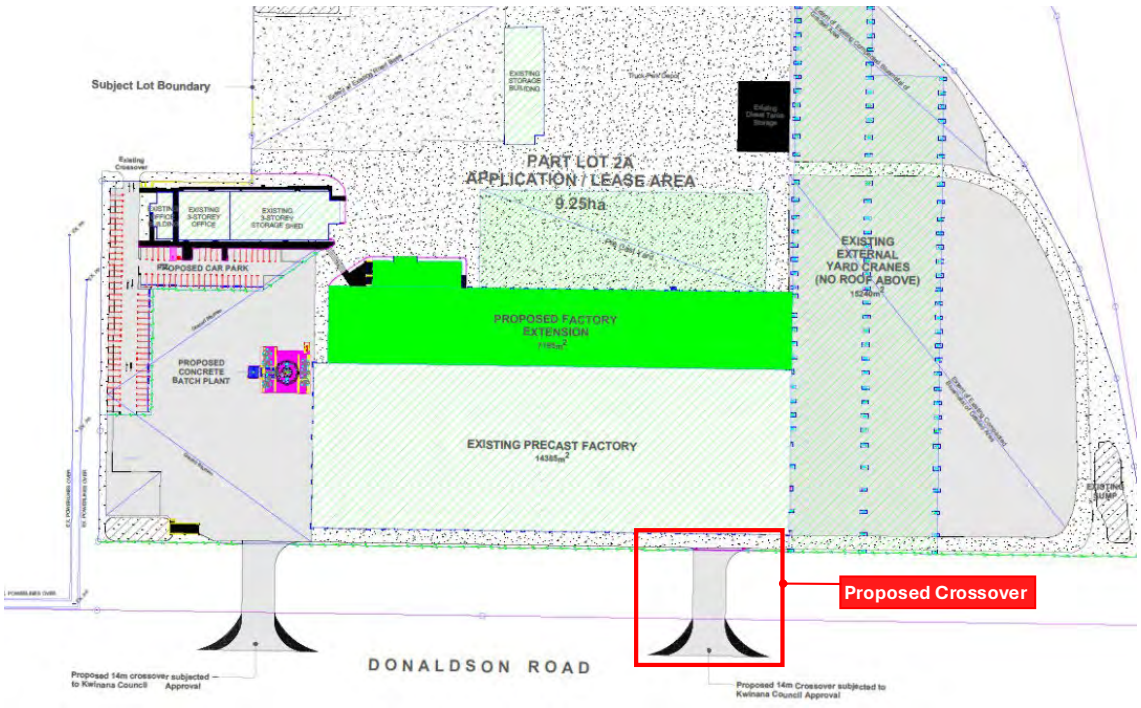
PTG Consulting has been engaged by Precast Nominees Australia Pty Ltd (the "Client") to prepare a technical memorandum to assess the adequacy of available sightlines at the proposed eastern crossover of the Atlas Pre-cast factory expansion located at Lot 2 (12) Leath Road, Kwinana Beach (the "Site"). This technical memorandum identifies safety and operational concerns along Donaldson Road where the proposed eastern crossover of the Site connects to. In addition, this technical memorandum also provides suggestions for mitigation and improvement measures to address concerns, thereby improving the overall safety and efficiency of both the proposed crossover and the bend at the eastern end of Donaldson Road.

2 BACKGROUND

2.1 Development Application

As part of the Client's Development Application (DA) to the City of Kwinana (reference: PDDA-2026-4453) to extend the existing precast factory at Lot 2 (12) Leath Road, Kwinana Beach, a new exit-only crossover at the eastern side of the property is also proposed to be constructed for trucks egressing onto Donaldson Road. The proposed exit crossover is shown below in **Figure 1**.

Figure 1 Proposed Eastern Crossover for Truck Egress



Source: Meyer Shircore Architects

2.2 Identified Issue

The City of Kwinana, as of 26 June 2026, has completed the preliminary assessment of the development application but has issued a Further Information Request (FIR). The FIR specifies that a Road Safety Audit/Assessment is required to evaluate the safety of the proposed crossover on Donalson Road, on the basis that:

- The MRWA speed data indicates prevailing approach speeds at the bend along Donaldson Road to be 60–70 km/h, with heavy braking along this curve. This identified section of Donaldson Road, located east of the Site, is shown in **Figure 2**.

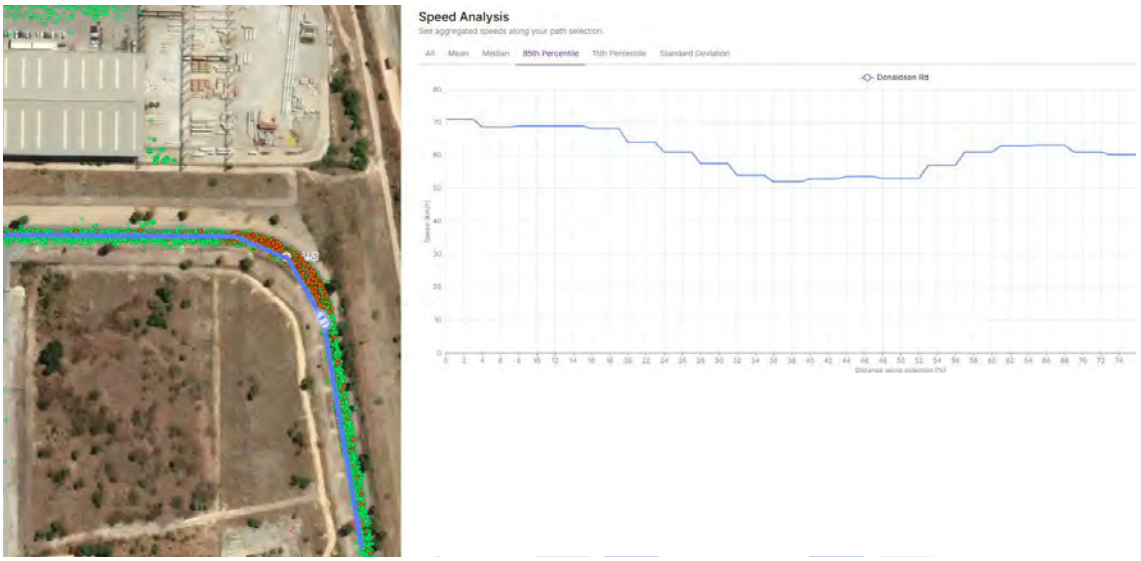
In addition, the assessment must assess whether the right-out movement can be safely retained or should be restricted, and incorporate any recommended mitigation measures (such as signage, line marking, or vegetation removal and associated offset planting) into the design.

Figure 2 Identified Section of Donaldson Road

Source: MetroMap (2026)

According to MRWA's Road Information Mapping System, Donaldson Road is classified as a built-up area and has a default speed limit of 50km/h. The City of Kwinana argues that based on this speed zone variation, vehicles approaching this bend (north bound) are travelling at approximately between 60-70km/h, with evidence of deceleration through the bend and then speeds of around 60km/h between the bend and the proposed crossover. **Figure 3** illustrates the speed data along Donaldson Road as advised by the City of Kwinana. The City's speed data shows that over speeding is recorded south of the bend and that the speeds between the bend and proposed crossover are closer to 60km/h.

Figure 3 Reported Speeds along Donaldson Road



Source: City of Kwinana

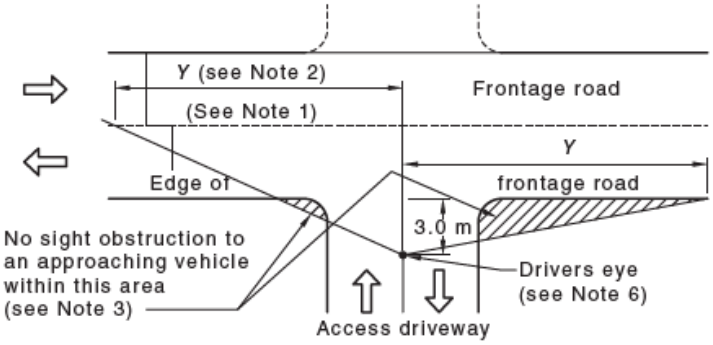
3 SIGHTLINE ASSESSMENT

3.1 Required Sight Distance

The sight distance requirements along Donaldson Road was reviewed for this section, considering a range of frontage road speeds between 50km/h to 80km/h. This range of frontage speed was considered due to the City's finding that vehicle speeds, particularly at the bend of Donaldson Road, exceeds the posted speed limit of 50km/h.

Following the statutory requirements, **Figure 4** illustrates the required sight distances at the proposed exit driveway of the Site, as provided within the Australian Standards *AS2890.2 – Off-street Commercial Vehicle Facilities*.

Figure 4 Sight Distance Requirements at Access Driveway Exits



Frontage road speed (see Note 4) km/h	Distance (*Y*) along frontage road (see Note 5) m	
	5 s gap	8 s gap
40	55	89
50	69	111
60	83	133
70	97	156
80	111	178
90	125	200
100	139	222
110	153	244

NOTE 1 Centre-line or centre of roadway (undivided road), or right-hand edge of right-hand through lane (divided road).

NOTE 2 A check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.

NOTE 3 Parking on this side of the frontage road may need to be restricted on either side of the driveway so that the sight distance required by the above table to an approaching vehicle is not obstructed.

NOTE 4 This is the posted or general speed limit unless the 85th percentile speed is significantly higher.

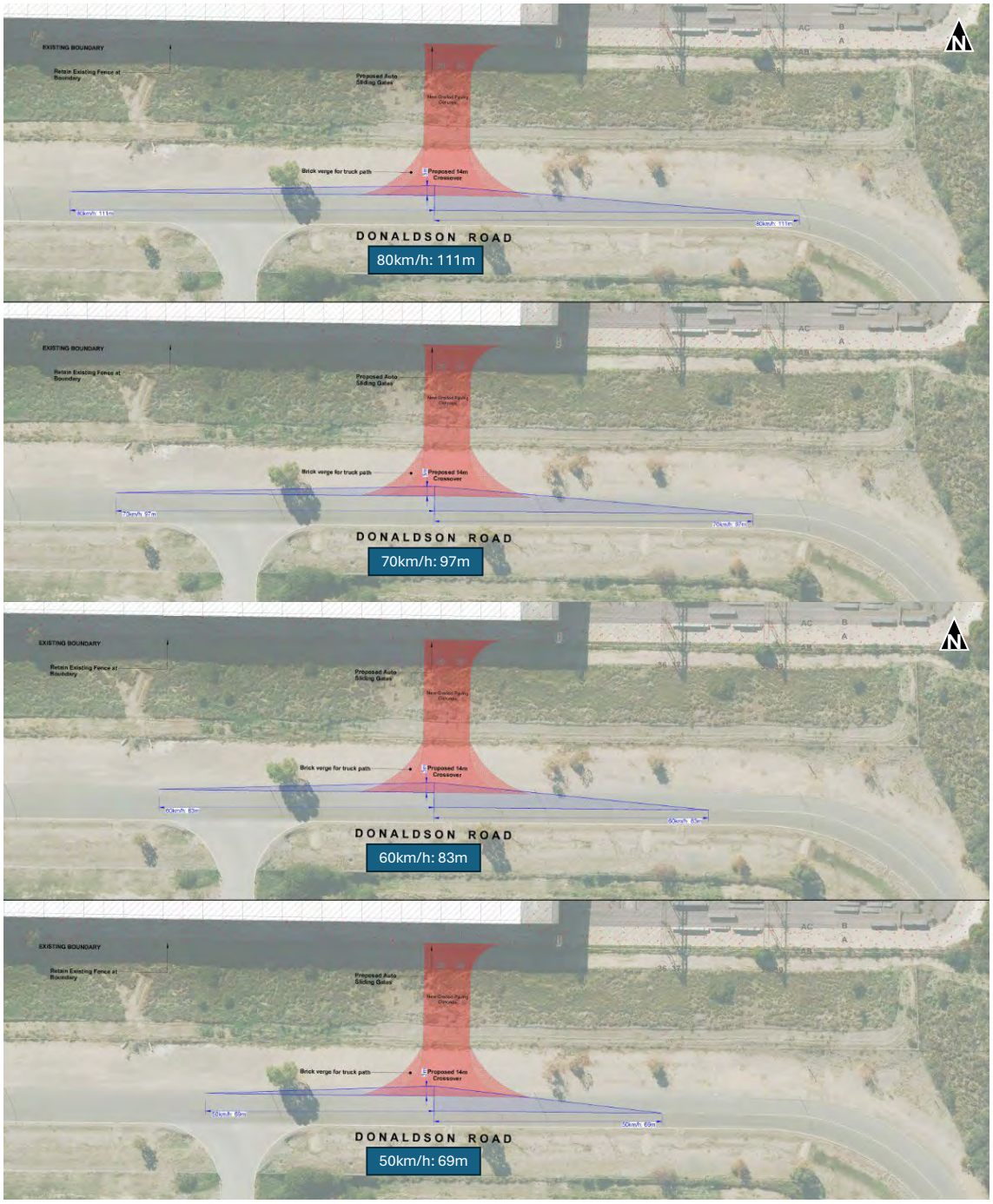
NOTE 5 These distances are equivalent to minimum gap sight distance (MGSD) for an exiting vehicle. The minimum requirement is a 5 s gap. A right turn exit into a six lane road may require up to an 8 s gap, unless the median is wide enough to shelter a vehicle leaving the driveway.

NOTE 6 When checking sight distance the height of the object (approaching vehicle) is to be taken as 1.15 m above the road surface. The driver's eye height is to be taken as any height in the range 1.15 m to 2.5 m, to cater for both car and commercial vehicle drivers.

Source: Australian Standards AS2890.2 – Off-street Commercial Vehicle Facilities

A 5-second gap was considered for this assessment. As such, the required sight distances along Donaldson Road for the adopted range of frontage road speeds are 69 metres, 83 metres, 97 metres, and 111 metres. These sight distances along Donaldson Road are illustrated in Figure 5.

Figure 5 Required Sight Distances along Donaldson Road



Considering an 80km/h frontage road speed, the minimum sight distance requirement of 111 metres is achievable on both sides of the proposed exit crossover, particularly at the linear section of Donaldson Road prior to the horizontal bend. An egressing truck at the proposed crossover will theoretically be able to spot an approaching vehicle from the east/south. Likewise, the driver of an approaching vehicle along Donaldson Road is likely to spot an egressing truck at the proposed crossover just as it passes the horizontal curve, even at 80km/h. In reality however, approaching vehicles that have slowed down while passing through the bend and will maintain a steady slowed-down speed before accelerating once it passes the truck at the crossover.

3.2 Inspected Sight Distances

An on-site inspection was conducted on 5th September 2026 in the afternoon at the site of the proposed crossover to verify the sight distances available along Donaldson Road. **Figure 6** shows the position of a parked vehicle to represent an egressing truck at the location of the proposed crossover.

The vehicle is parked so that the driver is at least 3m from the edge of the road pavement as specified in AS2890.2. In addition, an orange traffic cone is placed on top of the parked vehicle to represent the driver's eye height between 1.15m to 2.5m, also as specified in the requirements (refer to Note 6 of **Figure 4**).

Figure 6 Parked Vehicle to Represent an Egressing Truck

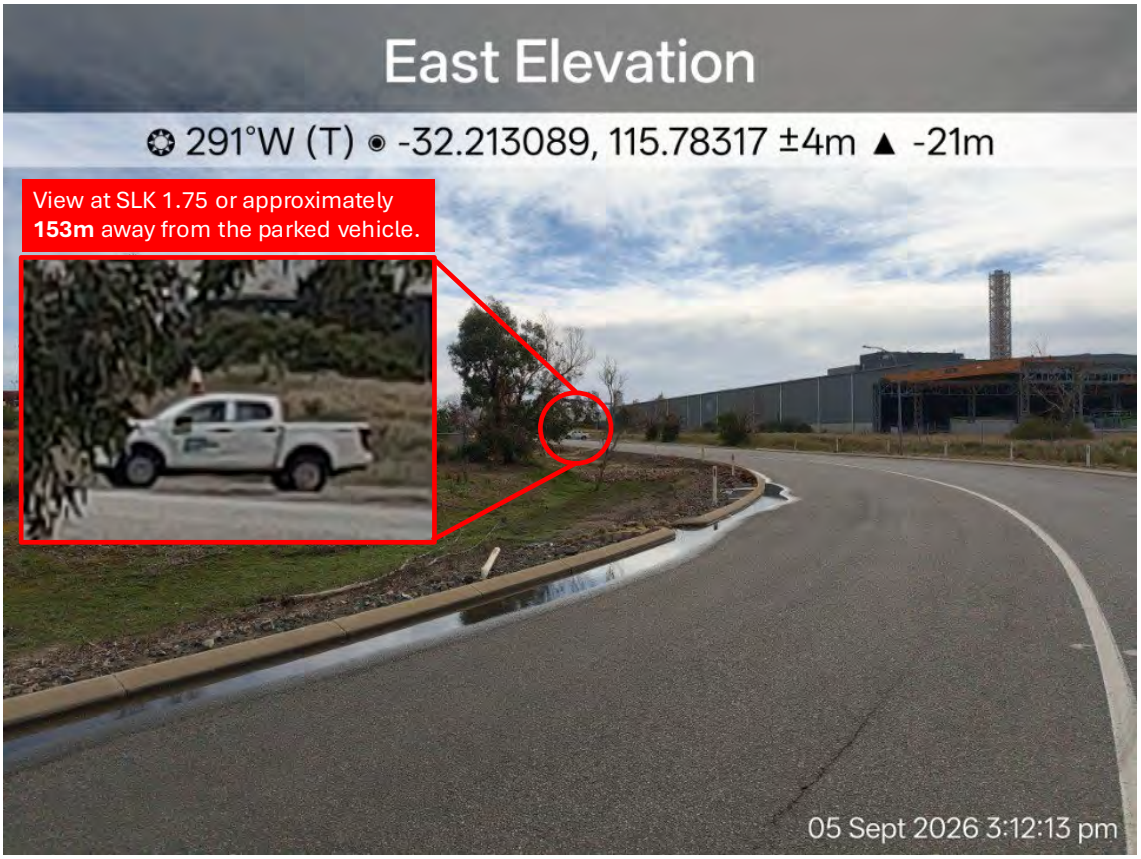
Figure 7 shows the view of the driver to its right, while **Figure 8** on the other hand shows the view of the driver in the opposite direction.

Figure 7 Driver's View to the Right

Figure 8 Driver's View to the Left

Measurements were conducted on both sides of the parked vehicle to check on the maximum sight distances of approaching vehicles along Donaldson Road. **Figure 9** shows the view of an approaching vehicle along Donaldson Road as it passes through the horizontal curve. On the other hand, **Figure 10** shows the view of an approaching vehicle coming from the west of the proposed crossover.

Figure 9 View along Donaldson Road at SLK 1.75



As shown in the figure, the parked vehicle and the orange cone on top of it is within the visible range of an approaching vehicle while it passes the horizontal bend. It is noted that the measured distance from the parked vehicle is approximately 153m, which is greater than the required sight distance of 111m at 80km/h. As the vehicle approaches closer to the location of the proposed crossover, the visibility of the parked vehicle becomes clearer.

Figure 10 View along Donaldson Road at SLK 2.14

As shown in the figure, the parked vehicle and the orange cone on top of it is only partly visible from an approaching vehicle. However, it should be noted that the measured distance from the parked vehicle is approximately 235m, which is more than double than the required sight distance of 111m at 80km/h.

The measured distances conducted during site visit confirms that there are adequate sightlines available along Donaldson Road for egressing trucks and approaching vehicles on either side of the proposed crossover. However, it is understood that additional measures should be taken to discourage drivers to drive above the default speed limit. The following section will discuss other issues that were identified during site visit which deals with the safety and operation along the curved section of Donaldson Road. Recommended measures to address these other identified issues will also be provided.

4 OTHER IDENTIFIED ISSUES

4.1 Knocked Down Guide Posts

During site visit, several guide posts along the curved section of Donaldson Road were observed to have been knocked down which suggest that drivers are misjudging the bend and coming off the road, as shown in **Figure 11**.

Guide posts help drivers to delineate the road geometry such as the curves of crests, especially during night time. Without sufficient guide posts, drivers would have difficulty at night time in distinguish the road alignment therefore increasing risk of various type of crashes such as run off road and hit object crash types. While the guide posts don't impact the available sight lines, it is recommended that the City of Kwinana replace these guide posts with new ones. In addition, bend advisory signs with 40km/h drop tags should be installed by the City of Kwinana on each approach ends of the curve, or as required based on appropriate standards.

Figure 11 Knocked down Guide Posts

4.2 Missing Retroreflective Raised Pavement Markers (RRPMs)

Several RRPMs were also missing within the curved section of Donaldson Road as shown in **Figure 12**.

RRPMs augment painted line markings and provide more reliable delineation at night time and wet conditions. Missing RRPMs could result in drivers failing to position themselves within the traffic lane correctly and could result in sideswipe or off-road crash. While these RRPMs don't impact the sightlines, it is recommended that the City of Kwinana replace the missing RRPMs at missing locations within the curved section of Donaldson Road. Alternatively, rubber delineators or rumble bars should be installed along the centre line marking to keep vehicles lane-correct and approach speeds lower.

Figure 12 Missing RRPMs

5 CONCLUSIONS

Based on the assessments above, the following conclusions could be made:

- The required sight distances along Donaldson Road, depending on the range of frontage road speeds considered between 50km/h to 80km/h, can be adequately provided along the linear section of the road prior to the horizontal curvature located east of the proposed eastern crossover.
- Based on the site investigations conducted, the available sight distances along Donaldson Road can reach up to 153m for an approaching vehicle within the horizontal curve (east of the proposed crossover) and up to 235m for an approaching vehicle along Donaldson Road (west of the proposed crossover).
- Approaching vehicles along Donaldson Road will have adequate sightlines to spot an egressing truck at the Site's proposed crossover. Likewise, an egressing truck at the proposed crossover will also have adequate sightlines to spot approaching vehicles before executing an entry manoeuvre into Donaldson Road.
- In particular, an egressing truck turning right into Donaldson Road is visible to an approaching vehicle that is already along the horizontal curve. There is sufficient sight distance between the approaching vehicle and the egressing truck to react and take appropriate measures accordingly.
- Other issues within the horizontal bend of Donaldson Road that were identified during the site visit. Addressing these issues would improve the existing safety at the bend; however, they are not required to ensure that appropriate sight distances are achieved and should not be conditional to the crossover approval.

NOTES

GENERAL

1. LEVELS ARE RELATIVE TO AHD.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE COMPLETE SET OF DRAWINGS AND SPECIFICATIONS.
4. THE PURPOSE OF THIS DRAWING IS FOR PROVISION OF DETAILS RELATED ONLY TO STORMWATER MANAGEMENT APPROVALS

LEGEND

- NEW PROPOPOSED PAVEMENT CATCHMENT AREA
- PROPOSED GRAF ECOBLOC SMART INFILTRATION CELLS
- OVERLAND FLOW

STORMWATER MANAGEMENT PLAN

1. "GEOTECHNICAL REPORT" - CMW GEOSCIENCES REF 2013-0076AC
2. DESIGN CRITERIA - CITY OF KWINANA
   1% AEP CRITICAL STORM EVENT TO BE STORED ONSITE VIA INFILTRATION SWALES/BASINS/CELLS FOR ALL NEW CATCHMENT AREA. FOR THE EXISTING SITE AREA GRADING TOWARDS EXISTING INFILTRATION SWALES AND BASINS. NO ADDITIONAL STORMWATER STORAGE REQUIRED AND CURRENT STORMWATER CONDITIONS TO BE MAINTAINED INOT INCLUDED IN THIS SWMP CALCULATION TABLE!.
3. MAXIMUM GROUNDWATER LEVEL AS PER 1997 PERTH GROUNDWATER ATLAS APPROX. 1.7mAHD INTERPOLATED.
4. INFILTATION RATE
   STATED AS 9.3m/DAY AS PER THE "GEOTECHNICAL REPORT" HOWEVER DOWNGRADED TO 5m/DAY BASED ON EXPECTED DENSIFICATION OF THE INSITU SOILS OVER TIME. TO BE CONFIRMED IN UPDATED GEOTECHNICAL REPORT.
5. PROPOSED INVERT OF ALL NEW STORMWATER INFRASTRUCTURE TO BE MINIMUM 500mm ABOVE MAXIMUM GROUNDWATER LEVEL.
6. ALL STORMWATER PITS TO BE 1.2m DIAMETER AND ALL STORMWATER PIPES TO BE 300mm DIAMETER U.N.O. ALL PIPES TO BE MINIMUM CLASS 2 RCP, ADS N12 OR HDPE ENVIROPIPE INSTALLED WITH MINIMUM 600mm COVER.

TOTAL ADDITIONAL SITE AREA	1346
IMPERVIOUS AREA / C=1 (m²)	1346
VOLUME REQUIRED (m³)	43.0
VOLUME TO STORE (m³)	
STORMWATER INFRASTRUCTURE	VOLUME (m³)
GRAF ECOBLOC SMART CELLS - 205 SINGLE STACK CELLS	43.2
PITS AND PIPE VOL NOT INCLUDED	-
TOTAL VOLUME REQUIRED	43.0
TOTAL VOLUME PROVIDED	43.2

NOT FOR CONSTRUCTION
PRELIMINARY

ISSUED FOR APPROVAL
DEVELOPMENT APPLICATION

DETAILS CORRECT WHEN PRINTED IN
COLOUR

SCALE OF METRES 1:500

REV.	DESCRIPTION	DATE	DRAWN	DFT CHK	DES CHK	DESIGN	APPR.D
B	ISSUED FOR DEVELOPMENT APPLICATION - UPDATED ARCHITECTURAL LAYOUT	08.06.26	AS	JC	JC	AS	-
A	DRAWING CREATED FOR PT304 - ISSUED FOR DEVELOPMENT APPLICATION	05.03.26	AS	JC	JC	AS	-

Tadros Engineering
YOUR VISION / OUR EXPERTISE / ENGINEERED SUCCESS

CLIENT: ATLAS PRECAST

LOCATION: LOT 14 LEATH RD, NAVAL BASE WA 6165

ENGINEERS SIGNATURE

PT314 - ATLAS NAVAL BASE SHED EXTENSION

CIVIL
STORMWATER
MANAGEMENT PLAN

SCALE @ A0 1:500 | DRG No. PT314-CI-DRG-S-01 | B

Document Set ID: 919688
Version: 1, Version Date: 19/06/2026

From: [redacted]
Sent:
To:
Cc:
Subject: DAP/26/03142 - Factory Extension – 12 (Lot 2) Leath Road, Kwinana Beach – City of Kwinana

[redacted]

OFFICIAL

Hi Wei,

Re: DAP/26/03142 - Factory Extension – 12 (Lot 2) Leath Road, Kwinana Beach – City of Kwinana

Thank you for your email dated 10/07/2026, the Public Transport Authority (PTA) has no objections to this application.

The PTA requests a final copy of determination, to be sent to WAPCreferrals@pta.wa.gov.au

Kind regards,

Daniel Pinfold
Planning Assistant | Infrastructure Planning and Land Services
Public Transport Authority of Western Australia
[redacted] Web: www.pta.wa.gov.au
Work days: Mon – Fri

Public Transport Authority

We acknowledge the Traditional Custodians of this land and pay respect to Elders past and present.

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From: [redacted]
Sent:
To:
Subject: RE: LM02106601 - Referral for Comment - Development Assessment Panel (DAP) Application - Factory Extension - 12 Leath Road KWINANA BEACH
Attachments: PlanWa Trigger Distance - Referral for Comment - Development Assessment Panel (DAP) Application - Factory Extension - 12 Leath Road KWINANA BEACH.pdf

[redacted]. Learn why this is important
RE: Referral for Comment - Development Assessment Panel (DAP) Application - Factory Extension - 12 Leath Road KWINANA BEACH
ATCO Reference: LM02106601

ATCO Gas Australia (ATCO) has **no objection** to the proposed application, based on the information and plan provided, subject to the following advice notes:

Advice notes:

- The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hatched blue in attachment). Any sensitive land use or high density community use developments within this Trigger Distance of a High Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and also the site; PlanWA for development planning.

- Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html

- All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the online web portal.

- All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html

- Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for

Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html

- Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html

- If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found here.

Please accept this email as ATCO's written response.

Should you have any queries regarding the information above, please contact us on 13 13 56 or eservices@atco.com.

Kind Regards
Engineering Services
ATCO, Gas Division, Australia
A. 81 Prinsep Road, Jandakot, Western Australia, Australia, 6164

ATCO Australia™

ATCO.com.au LinkedIn Facebook

ATCO acknowledges the Traditional Owners of country throughout Australia and their continuing connection to land, sea and community. We pay respect to their Elders past, present and emerging, and in the spirit of reconciliation, we commit to working together for our shared future.

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[redacted]

Subject: LM02106601 - Referral for Comment - Development Assessment Panel (DAP) Application - Factory Extension - 12 Leath Road KWINANA BEACH

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CAUTION: This email originated outside of ATCO. Do not click links or open attachments unless you trust the sender and know the content is safe. Immediately report suspicious emails using the **Phish Alert Report button**.

To whom it may concern,

Application Overview:

- **Factory Extension & Refurbishment:** around 6,555m² extension to the existing factory for a new circulation plant (including some demolition).
- **Location:** 12 Leath Road, Kwinana Beach
- **DAP File No:** DAP/26/03142
- **Office/Lab Space:** around 640m² new lab and office area.
- **Access:** A new one-way crossover to Donaldson Road.
- **Staging:** Stage 1 (Factory & Crossover); Stage 2 (Lab & Office).

Please find attached a Development Assessment Panel (DAP) application submitted to the City of Kwinana for a proposed Factory Extension at the above address, which is referred to your agency for comment.
DAP - 12 Leath Road Kwinana Beach

This referral is triggered because the proposed development site sits within your agency's designated trigger/referral area.

Please provided your agency's comments, advice, or recommended conditions no later than **5:00 PM on 10 August 2026** (30 days from today).

Should you have any queries, please do not hesitate to contact me.

Best regards,

City of Kwinana

Wei Ma
Statutory Planning Officer
[redacted]
A 11 Stidworthy Way, Kwinana WA, 6167
P PO BOX 21, Kwinana, WA, 6966

The City of Kwinana acknowledges the Traditional Custodians of the land in which we live, work and play, the Nyoongar people, and we pay our respect to Elders past and present.

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Department of Planning, Lands and Heritage

PlanWa Trigger Distance - Referral for Comment - Development Assessment Panel (DAP) Application - Factory Extension - 12 Leath Road KWINANA BEACH

Legend

- APA Trigger Distance
- ATCO Trigger Distance
- DBP - AGIG Trigger Distance
- Cadastre

1: 8,027

0.4 0 0.20 0.4 Kilometers

Date produced: 14-Jul-2026

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Document Set ID: 062991
Version: 1, Version Date: 14/07/2026

Your Ref: DAP/26/03142
Our Ref: LM: Planning Aug 2026
Contact: Kathryn Chick
Telephone: 08 9223 49228

ABN 78 081 609 289
Level 23, 140 St Georges Tce
Perth WA 6000
Postal Address
PO Box Z5267
Perth St Georges Tce WA 6831
Telephone: +61 8 9223 4300
Facsimile: +61 8 9223 4301

2 September 2026

Wei Mai
Statutory Planning Officer
City of Kwinana
PO Box 21
KWNINANA WA 6966

Dear Wei

APPLICATION NO: DAP/26/03142 12 LEATH ROAD, NAVAL BASE

Thank you for your letter of 5 August 2026 seeking comment on the above proposal.

DBP as owners and operators of the Dampier to Bunbury Natural Gas Pipeline (DBNGP) have no objection to the proposed Factory Extension and Refurbishment Works as indicated on the plans supplied.

Should you have any further questions, please do not hesitate to contact me on the number above.

Yours sincerely

Jeff Kong
Head of Transmission Asset Strategy
Dampier Bunbury Pipeline

Document Set ID: 1066918
Version: 1, Version Date: 03/09/2026

LOCAL PLANNING SCHEME ASSESSMENT:

LOCAL PLANNING SCHEME NO.2	COMPLY	NON-COMPLY *additional comments required	N/A	Assessment Details/Proposed Development
SECTION 3.3 – POLICY AREAS				
Area 15 - Kwinana Industrial Strip	☐	☒	☐	The proposed development is consistent with the following objectives of Policy Area 15 as: • The predominant use shall be general industry with the limitation that noise, vibration, groundwater pollution, airborne emissions and odours, shall not adversely affect nearby businesses or residents, • Airborne emissions and noise levels shall be monitored with a view to encouraging low pollution levels for residents of the urban areas, and • Industrial developments shall be designed and constructed so as to minimise their visual impact on the locality and to blend harmoniously with the locality. The proposed development is not consistent with the following objective of Policy Area 15: • Streets and public places shall be suitably landscaped in accordance with a management plan agreed between businesses and Council, and • Industrial establishments shall be encouraged to improve the landscape quality of their sites. Landscaping is discussed further in the report.
DIVISION 5 – INDUSTRIAL ZONES				
5.7.4 Plot Ratio and Site Coverage • *Light Industry: 1.0/70%* • *General Industry: 0.8/65%* ***NON COMPLIANCE: Refer to LPP11: CL10***	☒	☐	☐	Plot Ratio: Required: 0.8 Proposed: ~0.26 Site Coverage: Required: 70% Proposed: ~26%
5.7.5 Setbacks • *As per Table 2 of the LPS2* • ***NON COMPLIANCE: Refer to LPP11: CL8***	☒	☐	☐	Front/Primary Street: Required: 15m Provided: ~35m Side/Lot Boundary: Required: 6m Provided: >100m Rear: Required: 9m Provided: >100m
5.7.6 Appearance of Buildings, Units of Process and Ancillary Structures • *Blend harmoniously with the natural landscape and built environment* • *Heights do not impact views or areas of landscape significance.* ***NON COMPLIANCE: Refer to LPP11: CL12***	☒	☐	☐	Proposed development does not have a large visual impact on the surrounding built form. Further Discussion in report.

LOCAL PLANNING SCHEME NO.2	COMPLY	NON-COMPLY *additional comments required	N/A	Assessment Details/Proposed Development
5.7.7 Landscaping • *Minimum of 5% of the site to be developed and maintained as landscape area. The requirement can be reduced to 2.5% where the applicant agrees to landscape the verge.* ***NON COMPLIANCE: Refer to LPP11: CL 9***	☒	☐	☐	Required: 5% / 4,633sqm Proposed: 5,014sqm
5.7.8 Parking • *Part VI and Table 3 of LPS2* • *Loading/Unloading* ***NON COMPLIANCE: Refer to LPP11: CL13 and 16***	☐	☒	☐	Total Required bays = 217 Total Provided bays = 100 Shortfall = 117 bays
5.7.10 Waste Water and Effluent Disposal + 5.7.11 Recycled Water • ***NON COMPLIANCE: Refer to LPP11: CL14 and 15***	☒	☐	☐	Application is in sewerage sensitive area and new effluent disposal is recommended. Condition will be imposed to that affect. Further discussion in report.
5.7.12 Fencing • *Security fence is subject to a minimum 1.5 metre setback from the front boundary of a lot.* • *Refer to LPP No.11 assessment for variations* • *Minimum fencing standards within the Industrial areas is black PVC coated chain or link mesh* ***NON COMPLIANCE: Refer to LPP11: CL11***	☐	☐	☒	No new fencing proposed as part of this application.
5.7.13 Materials Used • *Brick/stone/masonry frontage* ***NON COMPLIANCE: Refer to LPP11: CL12***	☐	☒	☐	Front façade of building is: *Corrugated metal sheeting*

LOCAL PLANNING POLICY NO. 11 – SITE REQUIREMENTS AND STANDARDS FOR DEVELOPMENT WITHIN INDUSTRIAL ZONES:

General Design Principles for Industrial Zones:

Design Element	Objective Met	Not Met	Requirement	Officer Comment
6.1a	☐	☒	The building should be designed to address the street, providing a legible entrance for pedestrians and a positive contribution to the streetscape through a predominant use of glazing	Appearance to Donaldson does not address street.
6.1b	☒	☐	All customer service areas and employee amenities shall be consolidated within the front of the building area, and the operational areas should be located to the rear of the site	Administrative areas are consolidated towards the 'front' of the building as viewed from the private access road that provides access to the development for visitors and workers.
6.1c	☒	☐	Offices and administrative components should be designed as focal points, and include a building element such as a veranda, canopy or colonnade facing the public street and parking areas	Administrative area is distinct from the rest of the building through the use of architectural features.
6.1d	☒	☐	Canopies, awnings and solar shading devices should be thoughtfully integrated into the façade as required on elevations visible to the street;	Shade devices used in front entrance to the building have been integrated into the façade.
6.1e	☐	☒	On corner lots, buildings should address the secondary street through the use of windows, articulated elevations and major openings	N/A. Not corner lot.
6.2a	☐	☒	The street facade of the building should provide a visual richness and variety. This can be achieved in the use of form, colour, texture and materials and by the following design features; Changes in wall planes and height, Varied façade alignment, Projections and/or recessions, The use of different building materials and colours, Incorporating horizontal or vertical elements such as recessed walls or banding, Defining the window openings, fenestration, building entrances and doors, Integrated signage, The use of vertical, horizontal and/or angled grids, Emphasis of structural and functional elements such as sun shading devices, noise barriers, louvre vents and exposed braces; and, Feature roof forms, parapets and overhanging elements.	Street façade to Donaldson does not provide variety. The façade is mainly the same colour and material for the entire length of the structure.
6.2b	☒	☐	The scale and selection of building forms, material and elements should relate to the perceived use i.e. the office components should be expressed differently to the warehouse or factory component of the development.	Administrative area is distinct from main industrial building.
6.2c	☒	☐	Roof forms should be designed to provide a 'clean' appearance, minimising visual clutter.	Roof is of a consistent heigh, material and colour.
6.2d	☒	☐	Building forms should be designed for adaptability through the provision of flexible spaces and regular building form designed to accommodate a multitude of uses and may be converted or divided in the future.	Large industrial building provides opportunities for all types of businesses.
6.2e	☒	☐	Glazing should bring daylight to customer service areas and provide surveillance to the street	Glazing provided to administrative area.
6.2f	☒	☐	Materials used for the construction of walls on or near boundaries should be rendered or painted and fully integrated into the building design	Materials on Donaldson Street are painted to

				appear integrated into the main building.

Policy Requirements:

LOCAL PLANNING POLICY	COMPLY	NON-COMPLY *additional comments required	N/A	Assessment Details/Proposed Development
8.3.1 Side, Rear and Secondary Street Setbacks • *Acceptable setbacks variation Table 2* • *Meets requirements of 8.3.2*	☐	☐	☒	No variation to this provision proposed.
8.3.2 Primary Street Setbacks • *Acceptable setbacks variation Table 2* • *Meets requirements of 8.3.1*	☐	☐	☒	No variation to this provision proposed.
9. Landscaping • *Acceptable Landscaping variations subject to conditions Table 3*	☐	☐	☒	No variation to this provision proposed.
10. Plot Ratio & Site Coverage • *Acceptable Plot Ratio and Site Coverage Variations (CL 10.3)*	☐	☐	☒	No variation to this provision proposed.
11. Fencing • *Acceptable setback variations for fences.*	☐	☐	☒	Not proposed as part of this development.
12. Transportable/Non-Permanent Structures • *Development Standards and design of structures*	☐	☐	☒	Not proposed as part of this development.
13. Verge Parking • *Variations where verge parking is proposed/required* • *Legal Agreements*	☐	☐	☒	Not proposed as part of this development.
14. Effluent Disposal • *Variations and City's Policy (Health)*	☐	☐	☒	No variation to this provision proposed.
15. Groundwater Protection • *Prevention of contamination*	☒	☐	☐	Stormwater Management Plan provided to demonstrate appropriate discharge of stormwater. Effluent disposal will be dealt with as a condition of approval.
16. Sealing/Drainage	☒	☐	☐	Stormwater Management Plan provided to demonstrate appropriate discharge of stormwater.

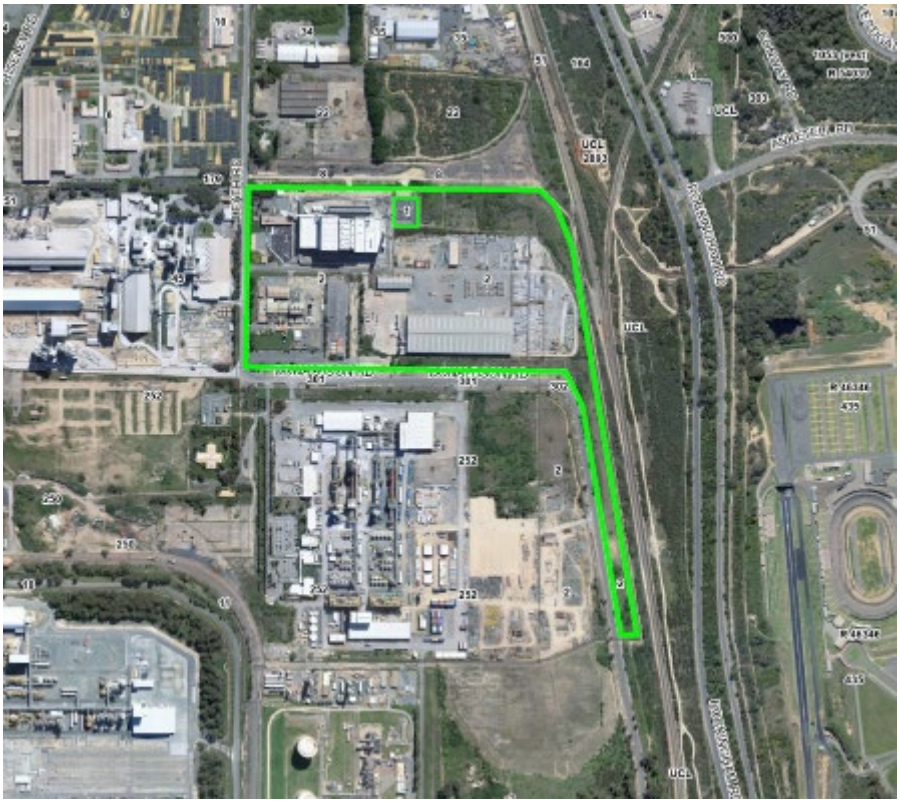
Form 1: Responsible Authority Report

(Regulation 12)

PART C – ITEM 3.1B - LOT 2 (NO. 12) LEATH ROAD KWINANA BEACH

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Outer DAP
DAP File No:	DAP/26/03142
WAPC Reference:	26-50220-6
Proposed Development:	Factory extension to accommodate steal and mesh bending, laboratory and office, and one crossover to Donaldson Road
Value of Development:	$9.3 million
Owner:	Western Australian Land Authority (DevelopmentWA)
Applicant:	Lena Jaetschmann/Rowe Group
Local Government Area:	City of Kwinana
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	Planning Director
Application Acceptance Date:	26 June 2026

LOCATION PLAN



Publication Date: 3 August 2026

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer DAP resolves to **APPROVE** DAP Application reference DAP/26/03142 for extension of an existing factory; a laboratory and office; signage; and a crossover at Lot 2 (No. 12) Leath Road, Kwinana Beach, in accordance with Clause 48 of the Metropolitan Region Scheme, subject to the following conditions:

1. The development is to be undertaken in accordance with the accompanying plans date stamped 28 August 2026 by the Department of Planning, Lands and Heritage (Revision SK017, DWG No. A00 to A14, Dated June 2026).

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

Advice Notes

1. The Department of Water and Environmental Regulation recommends that stormwater management be implemented in accordance with the Department of Water and Environmental Regulation's *Decision process for stormwater management in Western Australia*, the Department of Water and Environmental Regulation's *Stormwater management manual for Western Australia* and the Western Australian Planning Commission's *State Planning Policy 2.9 Water*. The Department of Water and Environmental Regulation recommends that consideration should be given to stormwater quality management measures, including spill containment and sediment controls, and ensuring that the existing stormwater infrastructure has sufficient hydraulic capacity to manage post-development stormwater flows.

2. The Department of Water and Environmental Regulation advises that if intrusive works (such as excavation or dewatering) are required, the proponent should prepare and implement an unexpected finds protocol in the event that indicators of contamination are encountered during works (such as coloured or odorous soil or groundwater).

3. The landowner/applicant is advised that: anyone proposing to carry out works within 15-metres of ATCO infrastructure should contact 'Before You Dig Australia' to determine the location of buried gas infrastructure; and that works within 15-metres of ATCO infrastructure, including the construction of any access roads across gas mains, will need to comply with the requirements set out in ATCO's Working around gas infrastructure handbook. Further information on working around gas infrastructure and approval requirements is available from the ATCO website.

PROPOSAL:

The application proposes the extension of an existing factory; a laboratory and office; signage; and a crossover at Lot 2 (No. 12) Leath Road, Kwinana Beach (**Attachment 1 - Development plans**).

The existing factory building is 14,385m² in area and the factory extension is to be 6,555m² in area. The factory extension is to have a maximum height of 17.358m. The laboratory and office is to be two storeys. The ground floor has an area of roughly 400m² and the first floor has an area of roughly 200m².

SUBJECT SITE AND SURROUNDS:

The lot is partially zoned Industrial and partially reserved for Railways under the Metropolitan Region Scheme (MRS) (**Attachment 2 - MRS location and zoning plan**). The proposed development is within the Industrial zone and does not encroach or impact the Railways reservation.

The subject land is zoned General Industry under the Town of Kwinana Local Planning Scheme No. 2 (LPS No. 2) reflecting the MRS Industrial zone. (**Attachment 3 - LPS location and zoning plan**). The proposed development is on land that is zoned General Industry under LPS No. 2.

The lot is 23.8ha in area and the lease area is 9.25ha. The proposal is within an established strategic industrial area of State importance. The lot is developed with industrial development related to the production of concrete products. The lot is partially declared as being bushfire prone by the Fire and Emergency Services Commissioner under the *Fire and Emergency Services Act 1998*. The proposed development is not on land that is declared as being bushfire prone (**Attachment 4 - Bushfire prone area**).

Requirement for Development Approval

As the proposed works are on land zoned under the MRS, consideration under Clause 27 of the MRS is required. Pursuant to Clause 27 of the MRS, development approval under the MRS is required as follows:

(1) A person must not commence or carry out development of -
- *(a) reserved land; or*
- *(b) zoned land specified in a resolution by the Commission under clause 28(1); or*
- *(c) zoned land that is -*
  - *(i) land comprised in a lot any part of which (but not all of which) is within the Swan Canning development control area; or*
  - *(ii) land (including water) that abuts the Swan Canning development control area; or*
- *(d) land for which Part 5 states development approval under this Scheme must be obtained.*

In respect of the above, the WAPC has made a resolution under Clause 28(1) of the MRS requiring approval for development on zoned land for:

(8) all development within the area shown on WAPC plan No. 3.2859 -except-
- *(i) Development which has an estimated cost of less the $2M.*

The proposed development is on land within the area shown on plan No. 3.2859 and has a value of $9.3 million (**Attachment 5 - WAPC plan No. 3.2859**). In this regard, the application requires approval under the MRS.

Delegations

Under the Instrument of Delegation DEL2025/04 Powers of Local Governments Metropolitan Region Scheme the WAPC has not delegated its powers to determine development applications on zoned land within the Kwinana Industrial Area (the area shown on WAPC plan No. 3.2859). Accordingly, the application has been forwarded to the WAPC to prepare a Responsible Authority Report (RAR) to the DAP for approval under the MRS.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial zone and Railways reserve
Local Planning Scheme	Town of Kwinana Local Planning Scheme No. 2
Local Planning Scheme - Zone	General industry
Lot Size	23.8ha
Existing Land Use	Industrial land use
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No

Metropolitan Region Scheme

The assessment of the land use and development standards required under LPS No. 2 will be undertaken by the City as part of their RAR. The WAPC assessment under the MRS is limited to the requirements of Clause 43 of the MRS.

Clause 43(a-zd) of the MRS outlines the matters the WAPC is required to consider when assessing applications for development approval under the MRS, and to the extent, they are of State or regional importance. The proposal does not raise any matters of State or regional importance. Notwithstanding, the WAPC is required to give due regard to clause 43(a-zd) when determining a development application which is summarised as:

- the purpose of the zone or reserve;
- the orderly and proper planning of the locality; and
- the preservation of the amenity of the locality.

As previously detailed, the proposed development is on land that is zoned Industrial under the MRS. Clause 20 of the MRS specifies that the purpose of the Industrial zone is as follows:

> *(d) industrial — to provide for manufacturing industry, the storage and distribution of goods and associated uses;*

It is noted that the application proposes a laboratory and an office. The laboratory and office would support the use of land for industrial purposes.

The proposal is within the Cockburn Sound coastal embayment sensitive water resource area under *State Planning Policy 2.9 - Water* (SPP 2.9). The application for approval under the MRS was referred to the Department of Water and Environmental Regulation (DWER) for comment. The DWER recommended that advice regarding stormwater be included in the decision under the MRS. DWER's recommended advice is included in the consultation section of this report. In this instance, the preparation of a water management report under SPP 2.9 and the *Planning for Water Guidelines* would not be warranted for the following reasons:

- the proposal is consistent with the existing industrial land use;
- the proposal is within an industrial area of State importance; and
- stormwater would be relevant to the determination under LPS No. 2.

The proposal is consistent with the purpose of the Industrial zone under the MRS. The locality is an established strategic industrial area. The proposal has been forwarded to the relevant authorities for comment. No referral authorities have objected to the proposed works. Accordingly, the proposal is consistent with the purpose of the Industrial zone, the amenity of the locality and the orderly and proper planning of the locality.

The MRS specifies a two-year approval period unless otherwise specified. In this instance, a condition to specify a four-year approval period under the MRS is recommend be imposed to align with the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Western Trade Coast State Development Area

The lot is within the area of the Western Trade Coast State Development Area that was declared by the Coordinator General in May 2026 (**Attachment 6 - Western Trade Coast State Development Area**). Notice of the declaration of the Western Trade Coast State Development Area was published in the Government Gazette on 26 June 2026. The Western Trade Coast State Development Area is to provide a coordinated framework to guide the next phase of industrial development in this area and activate strategically important land and infrastructure. The Coordinator General provides oversight of the Western Trade Coast State Development Area. In this regard, the application was referred to the Office of the Coordinator General for comment. The Office of the Coordinator General raises no objections and has no comments to provide.

CONSULTATION:

PUBLIC CONSULTATION

Public consultation has not been undertaken by the WAPC.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The application for approval under the MRS has been referred for comment to the following agencies and authorities:

- the Office of the Coordinator General;
- the Department of Mines, Petroleum and Exploration;
- the Department of Water and Environmental Regulation;
- the Department of Energy, and Economic Diversification;
- the Public Transport Authority;
- ATCO Gas Australia;
- APA Group; and
- the Australian Gas Infrastructure Group.

The aforementioned agencies and authorities raise no objections.

DWER Stormwater advice

The DWER recommends that the following advice be included in the decision under the MRS:

> *The department recommends that stormwater management be implemented in accordance with the Decision process for stormwater management in Western Australia (DWER, 2017), the Stormwater Management Manual for Western Australia and State Planning Policy 2.9 Water (SPP 2.9) (WAPC, 2025). In particular, consideration should be given to stormwater quality management measures, including spill containment and sediment controls, and ensuring that the existing stormwater infrastructure has sufficient hydraulic capacity to manage post-development stormwater flows.*

Stormwater would be relevant to the decision under LPS No.2. Notwithstanding, the DWER's aforementioned advice note is recommended to be included in the MRS decision letter with modifications.

DWER contamination advice

The DWER advises (inter alia) that:

> *Land at Lot 2 on Deposited Plan 419343 (the site), was classified under the CS Act as remediated for restricted use on 7 November 2008 and a memorial (reference number K761393) was placed on the certificate of title.*

The DWER also advises (inter alia) that:

> *Based on available information, and consistent with historical advice from the department, the site is considered suitable for the proposed commercial/industrial development. Therefore, the department has no objection to the proposed development of the site for continued commercial/industrial land use and recommends that the approval should not include a contamination condition.*

The DWER recommends that the following advice note be included in the decision letter:

> *If intrusive works (such as excavation or dewatering) are required, the proponent should prepare and implement an unexpected finds protocol in the*

event that indicators of contamination are encountered during works (such as coloured or odorous soil or groundwater).

The DWER's advice note is recommended to be included in the MRS decision with modifications.

ATCO Gas Australia advice

ATCO Gas Australia has recommended that advice be provided to the applicant regarding gas infrastructure. An advice note regarding gas infrastructure is recommended to be included in the MRS decision.

DESIGN REVIEW PANEL ADVICE

Not applicable

CONCLUSION:

The proposal is consistent with the purpose of the Industrial zone under the MRS, the amenity of the locality and the orderly and proper planning of the locality. The application is recommended to be approved under the MRS subject to the recommended conditions.

ATTACHMENTS

1. Development plans
2. MRS location and zoning plan
3. LPS location and zoning plan
4. Bushfire prone area
5. WAPC plan No. 3.2859
6. Western Trade Coast State Development Area

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

PRELIMINARY

meyer shircore architects

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A00
SCALE:	@B1

PROJECT NUMBER
P25-9678

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ACN 115 189 216
ABN 32 872 749 643

EXISTING AERIAL DIAGRAM
SCALE: 1 : 2000

meyer shircore architects

PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A01
SCALE: 1 : 2000 @B1

PROJECT NUMBER
P25-9678

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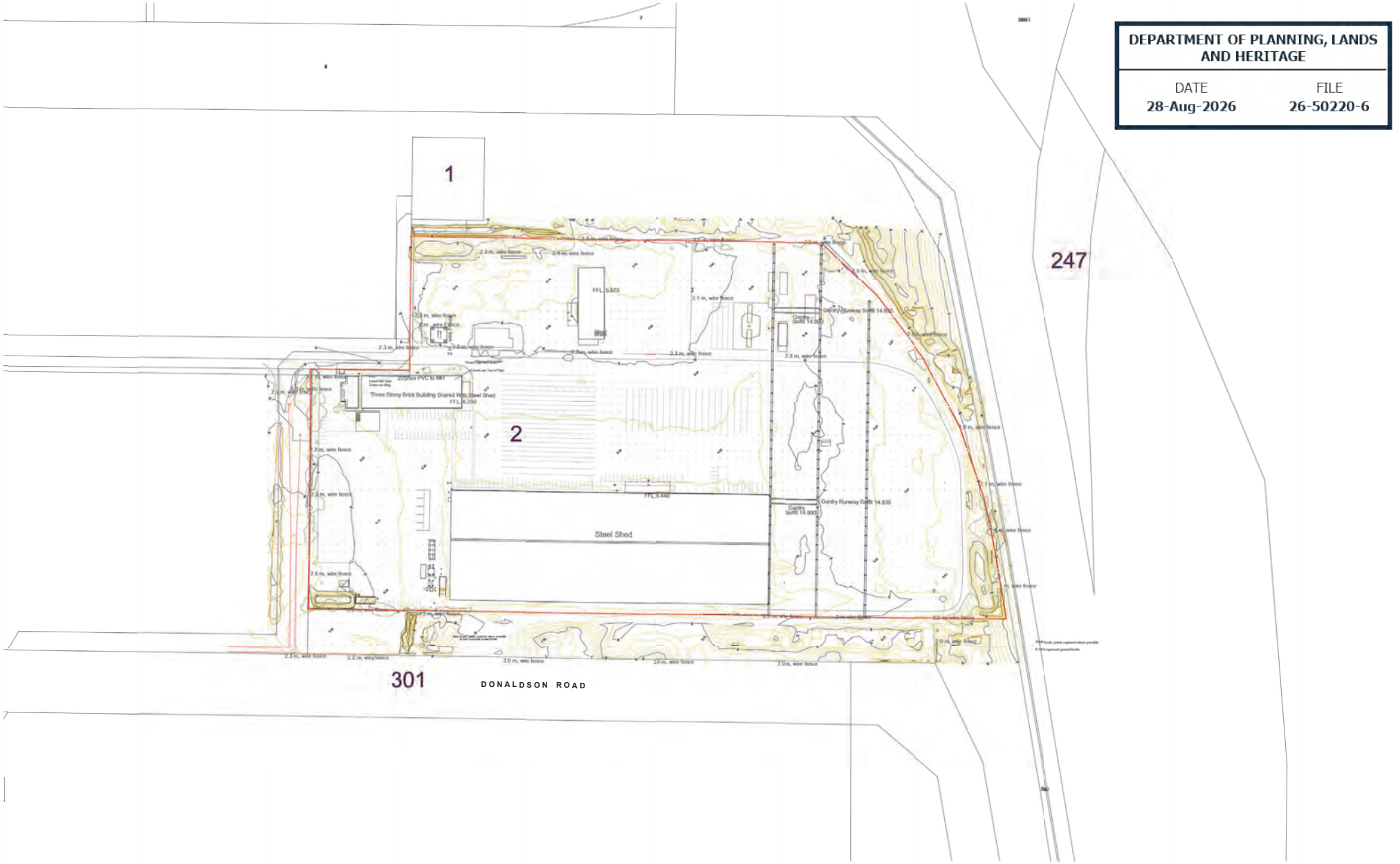
ACN 115 189 216
ABN 32 872 749 643



DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

SITE SURVEY

SCALE: 1 : 1000

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A02
SCALE:	1 : 1000 @B1

PROJECT NUMBER **P25-9678**

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e: mail@meyershircore.com.au
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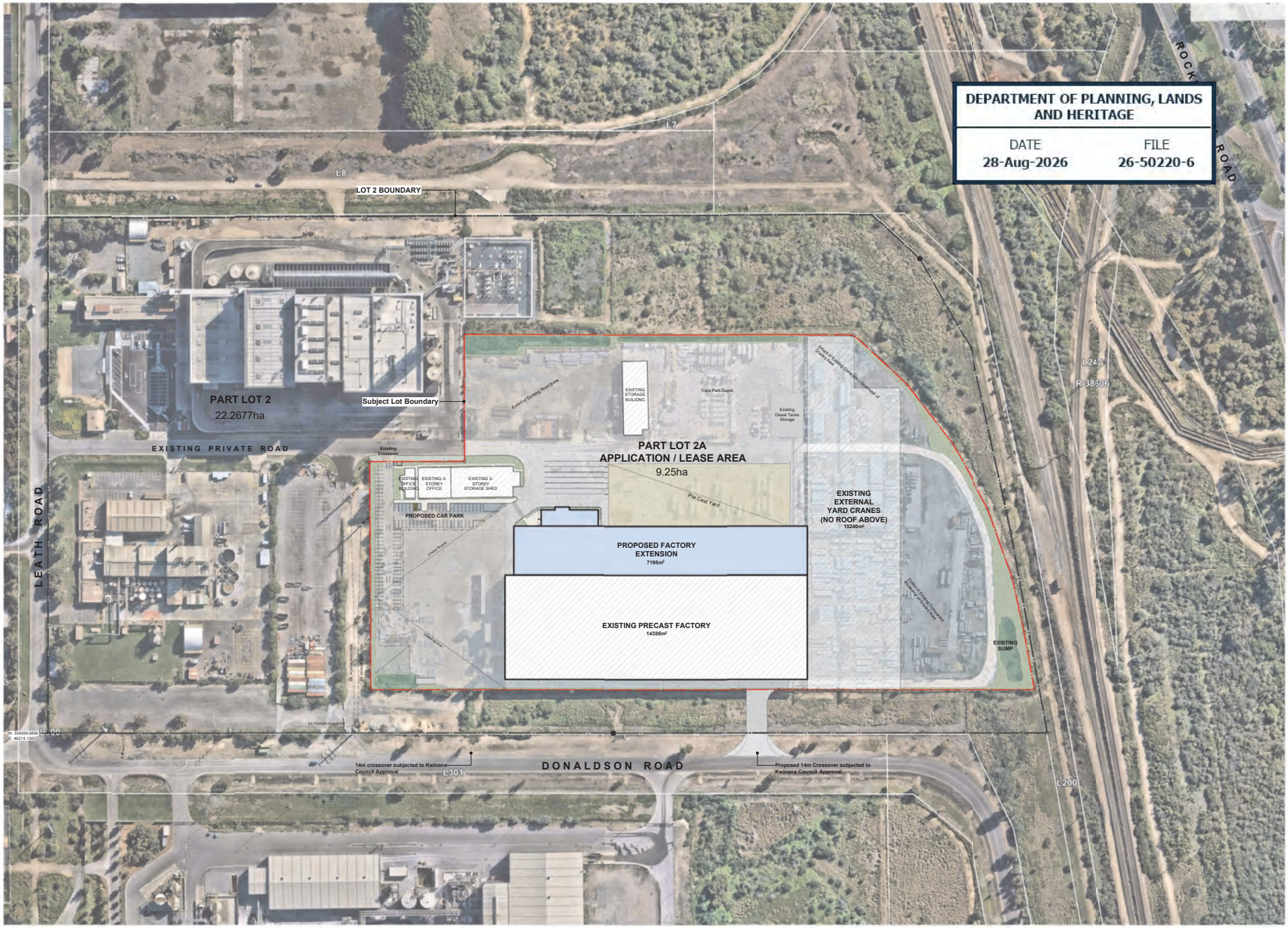
ABN 32 872 749 643



SITE CRITERIA

1. Site Area
a. Part Lot 2A — 92,500m²
Total — **92,500m²**

2. Landscaping
a. Required 5% of Site Area — 4,625m²
b. Provided
Soft — 6,340m²
Total — **6,340m² (6.9%)**

3. Floor Area (GFA)
a. Existing Concrete Factory — 14,385m²
b. Proposed Factory Extension — 7,195m²
Total — **21,580m²**

4. Carparking
i. Cars Provided
a. On grade — 100 Cars
Total Car provided — **100 Cars**

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area - GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area.
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area - NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

OVERALL SITE PLAN

SCALE: 1 : 1000

0 — 37.5 — 75

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A03
SCALE: As indicated @B1

PROJECT NUMBER
P25-9678

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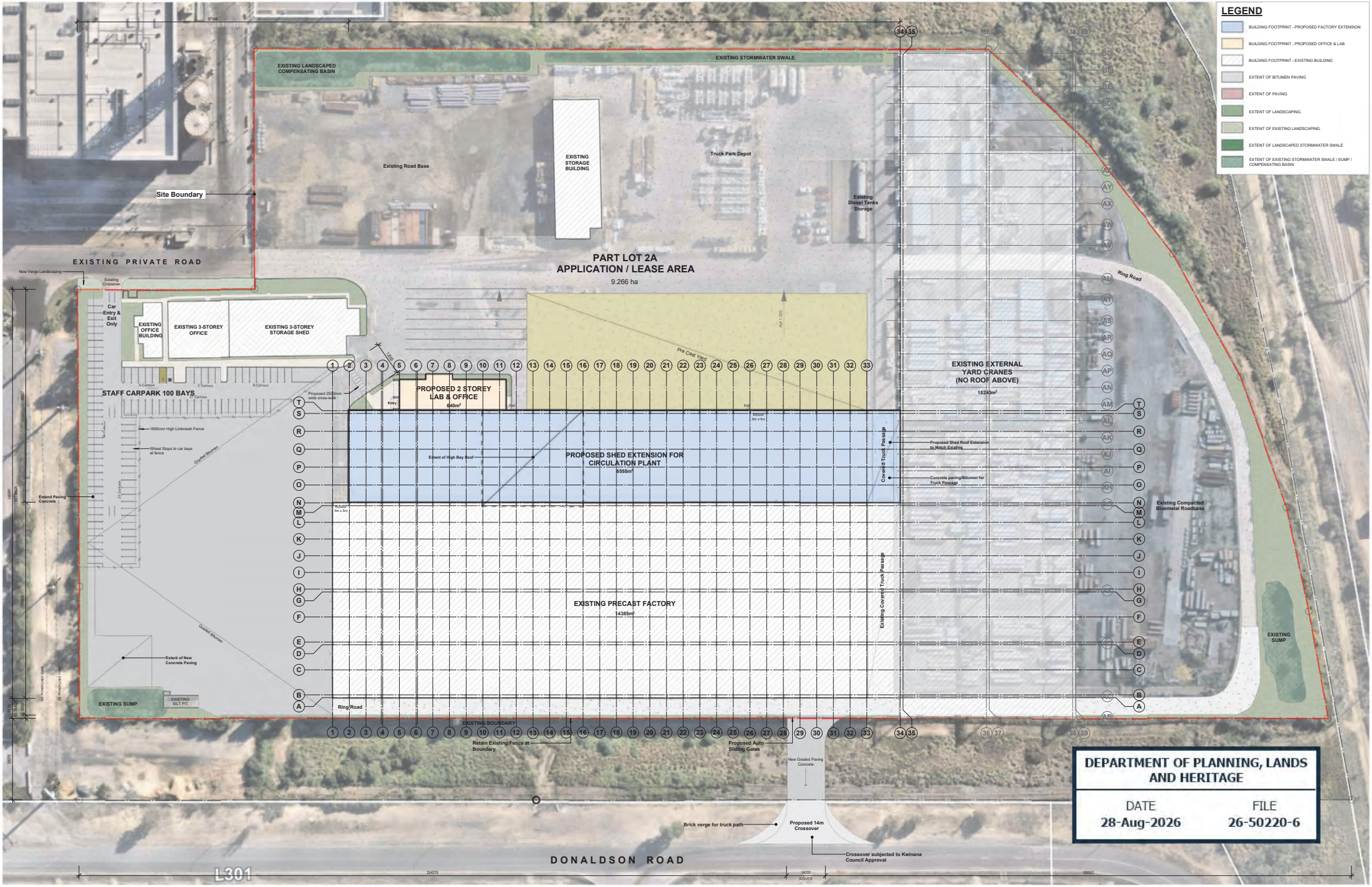

PROPOSED SITE PART PLAN

SCALE: 1 : 500

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A04
SCALE: As indicated @B1

PROJECT NUMBER
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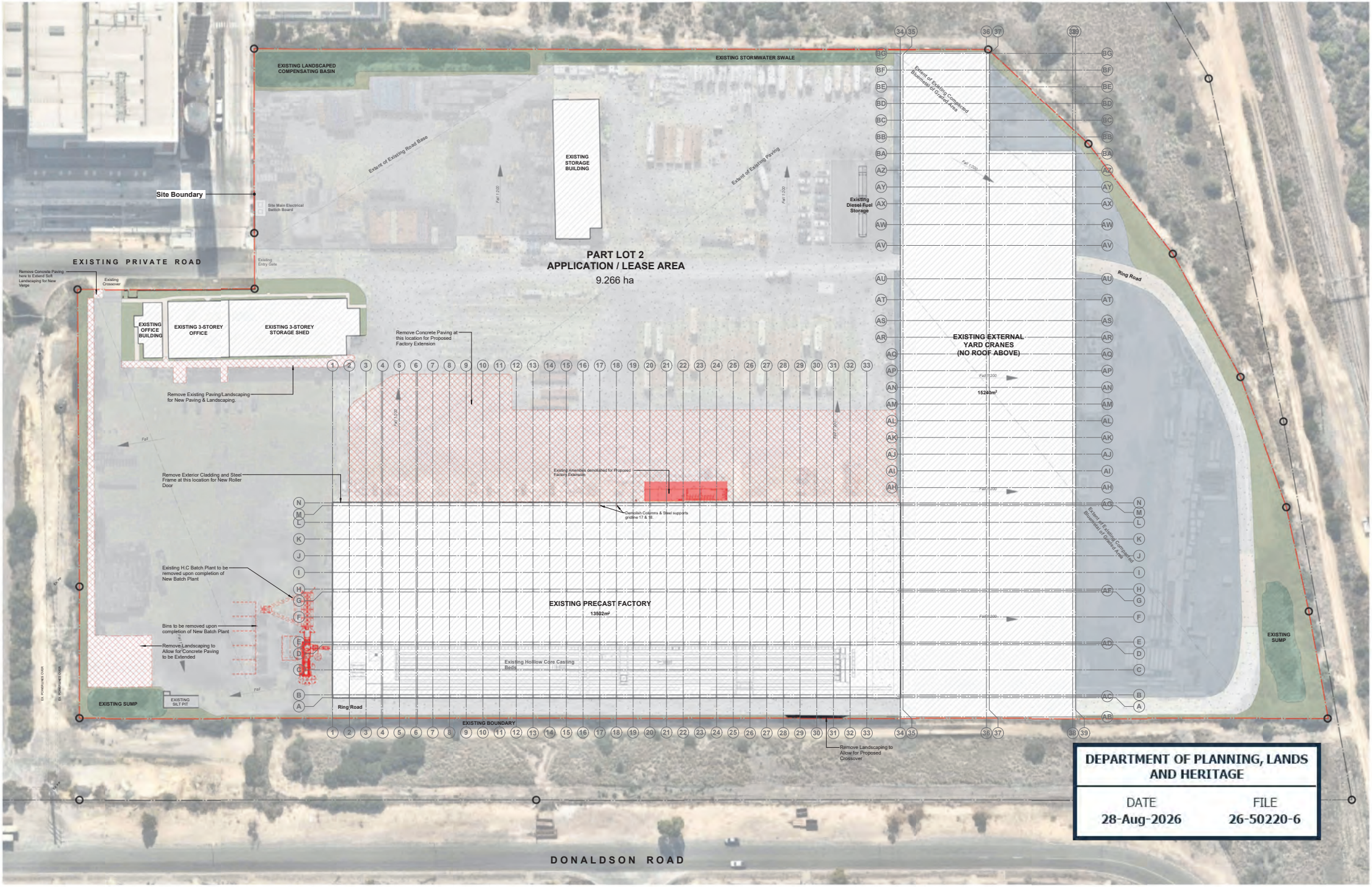

DEMOLITION PLAN

SCALE: 1 : 500

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A05
SCALE:	1 : 500 @B1

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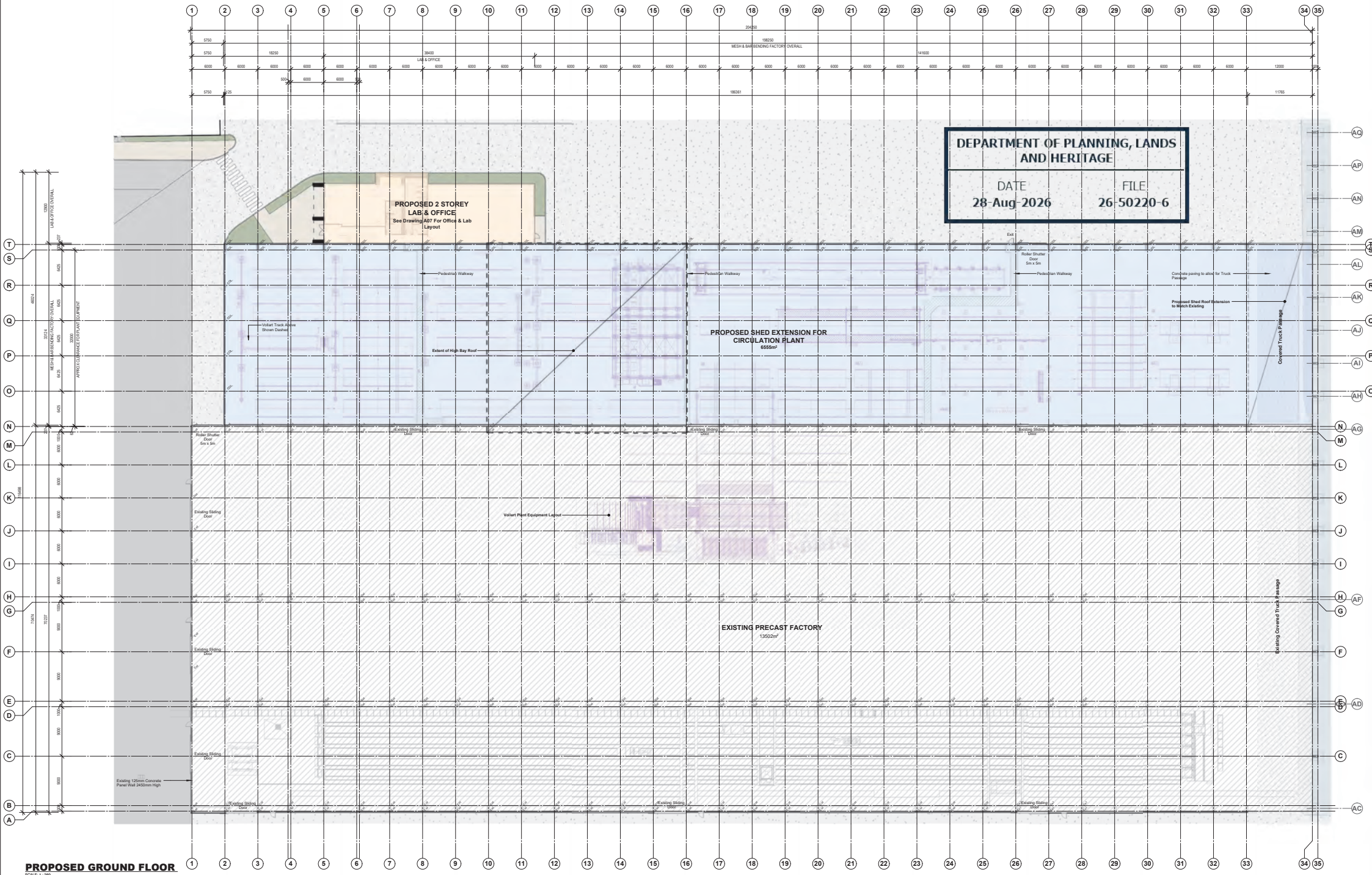

PROPOSED GROUND FLOOR

SCALE: 1 : 250

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A06
SCALE:	1 : 250 @B1

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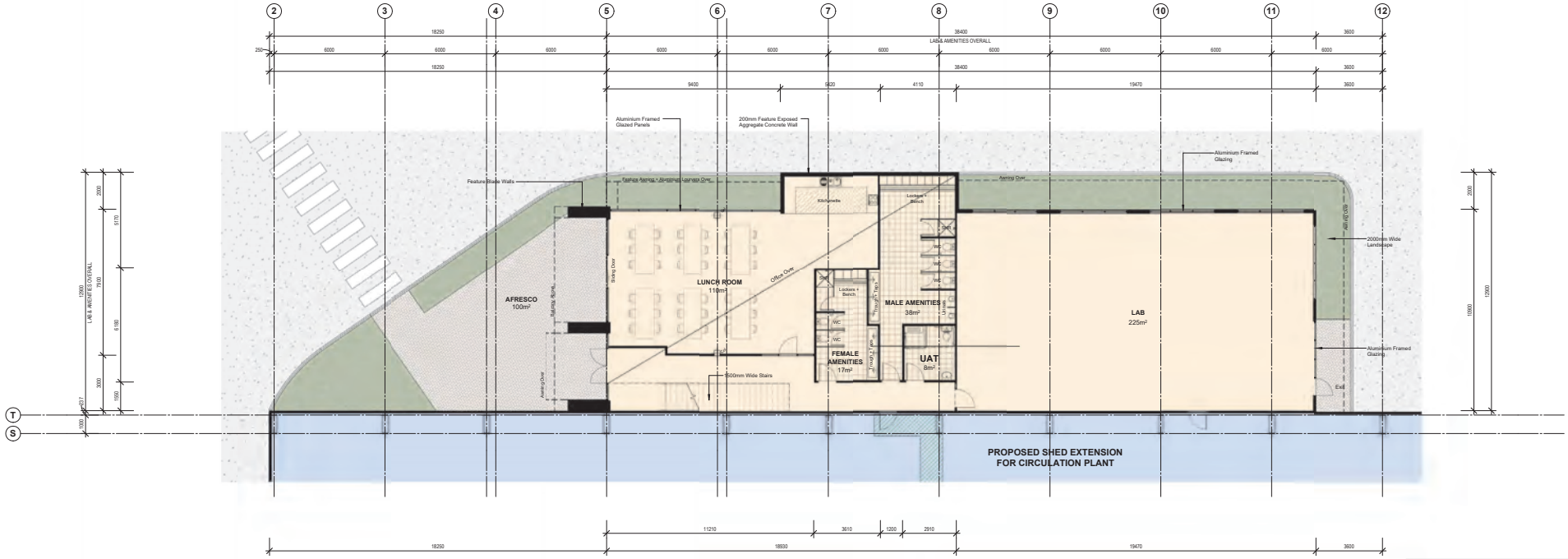
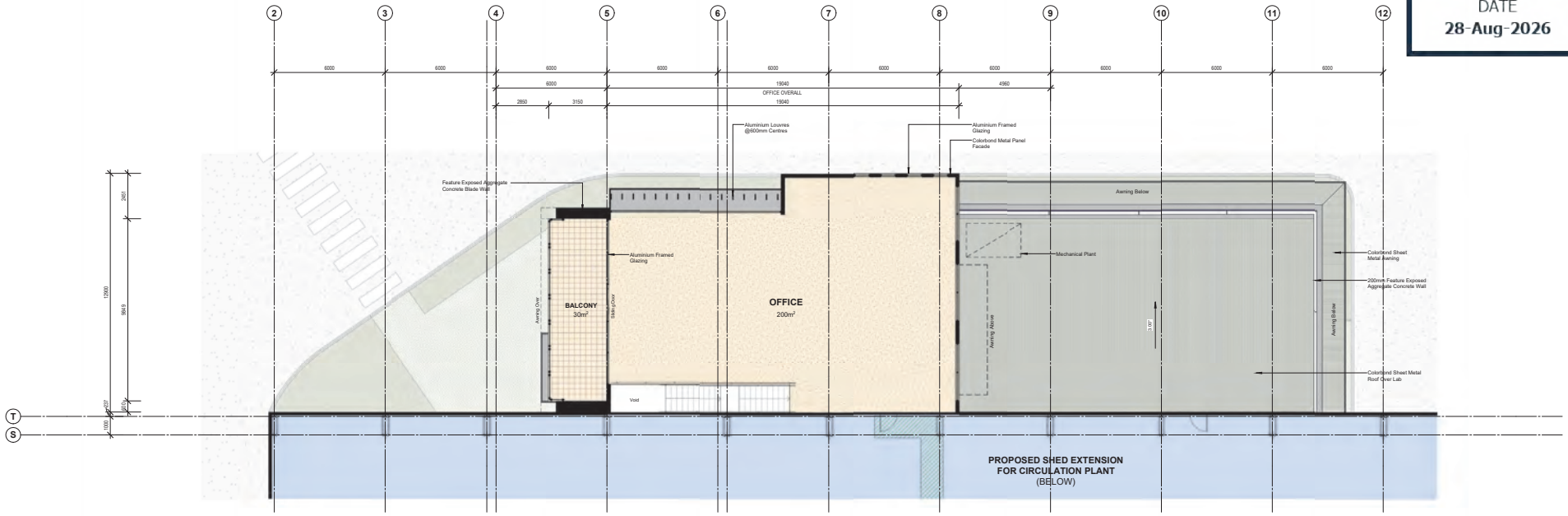


PROPOSED GROUND FLOOR LAB PLAN

SCALE: 1 : 100



PROPOSED FIRST FLOOR OFFICE PLAN

SCALE: 1 : 100

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A07
SCALE:	1 : 100 @B1

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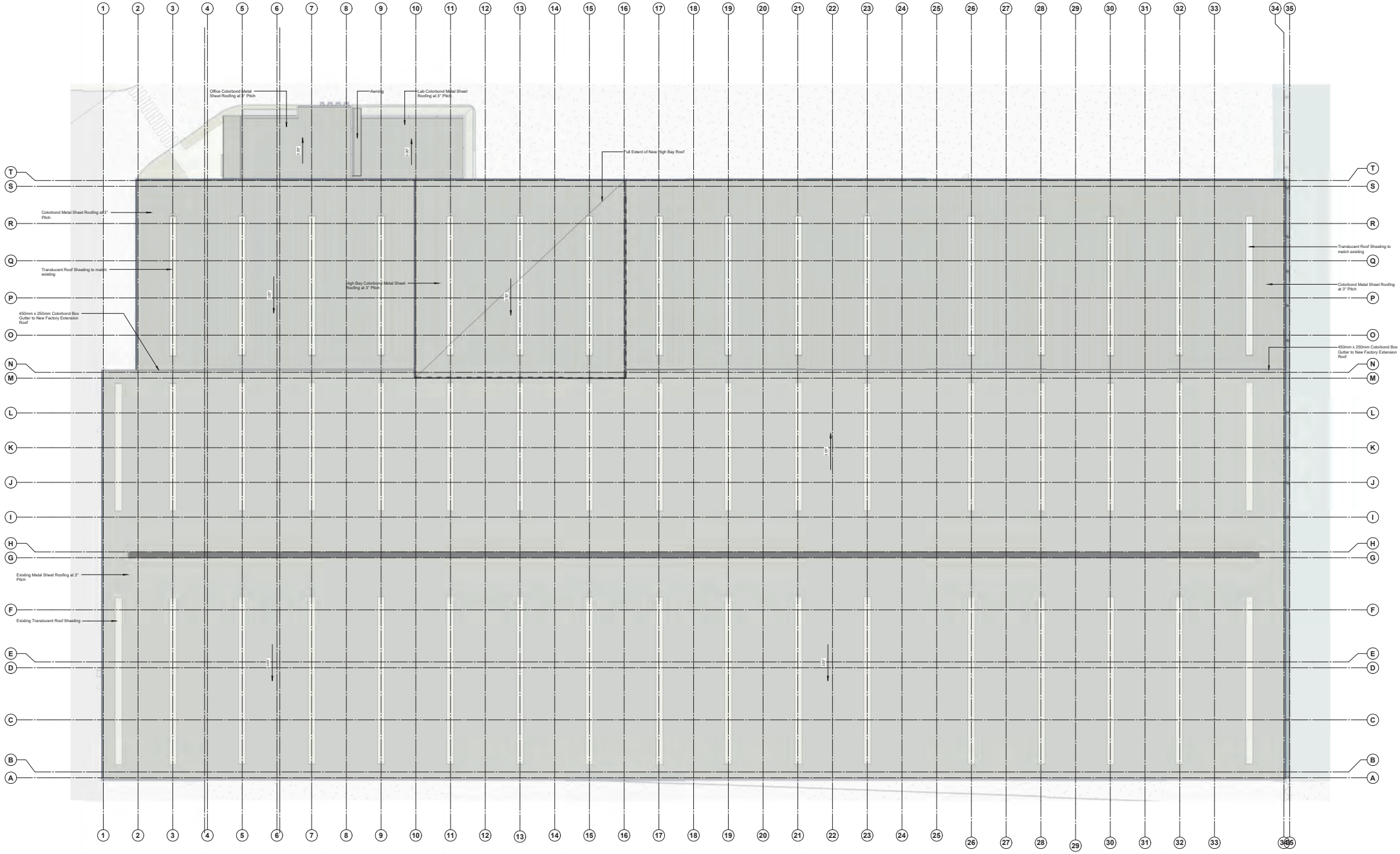

PROPOSED PART ROOF PLAN

SCALE: 1 : 250

0 10 20

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A08
SCALE:	1 : 250 @B1

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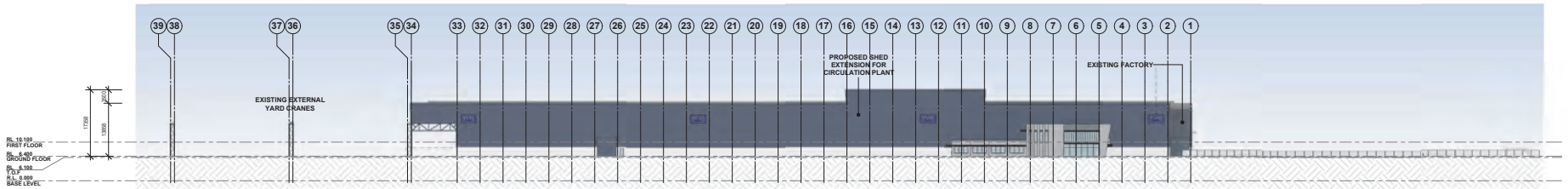
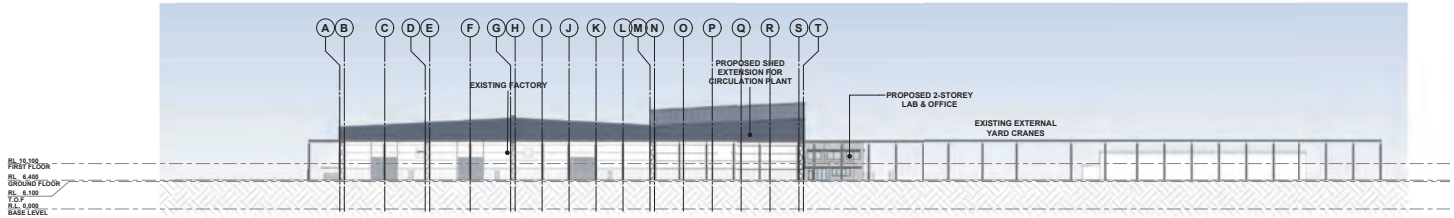


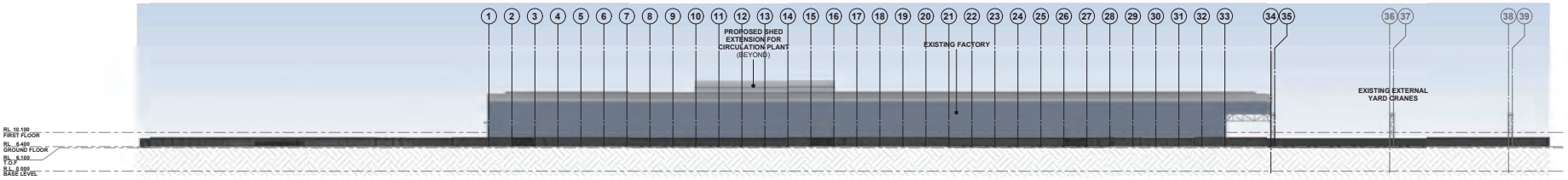
NORTH ELEVATION

SCALE: 1 : 500



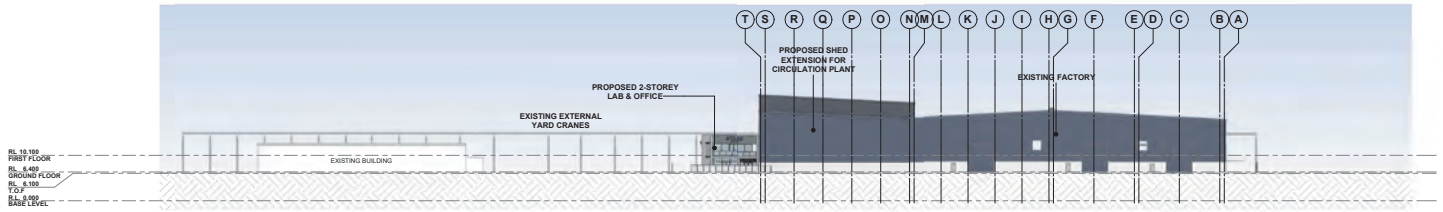
EAST ELEVATION

SCALE: 1 : 500



SOUTH ELEVATION

SCALE: 1 : 500



WEST ELEVATION

SCALE: 1 : 500

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A09
SCALE:	1 : 500 @B1

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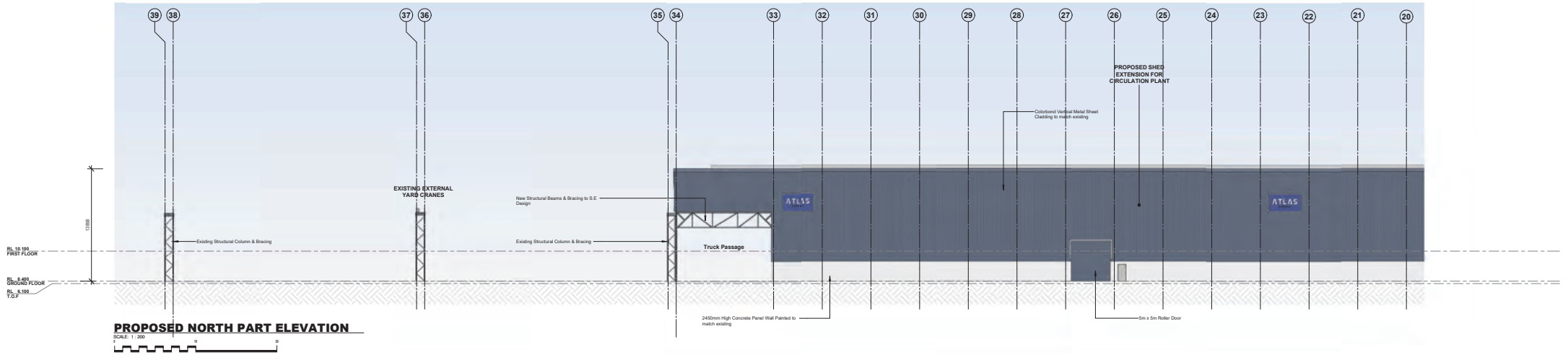
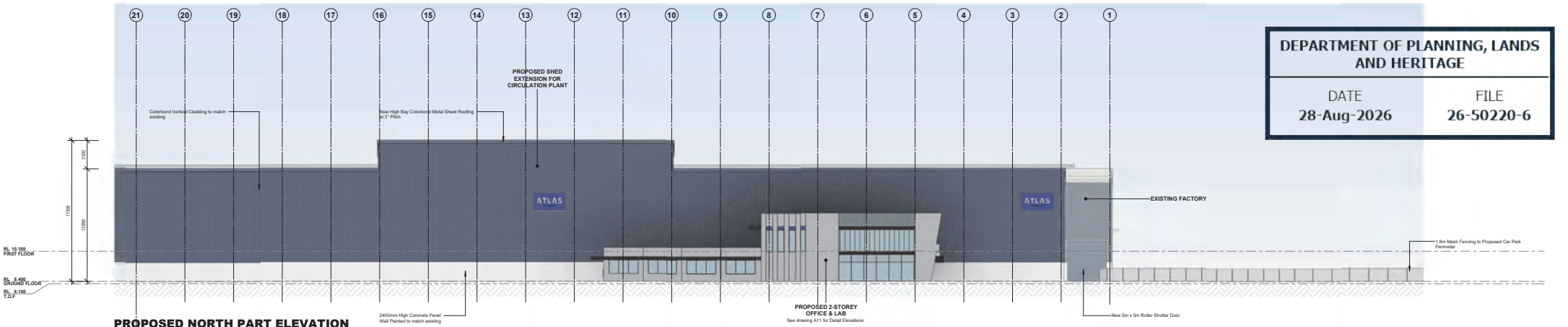


PROPOSED NORTH PART ELEVATION

SCALE: 1 : 200



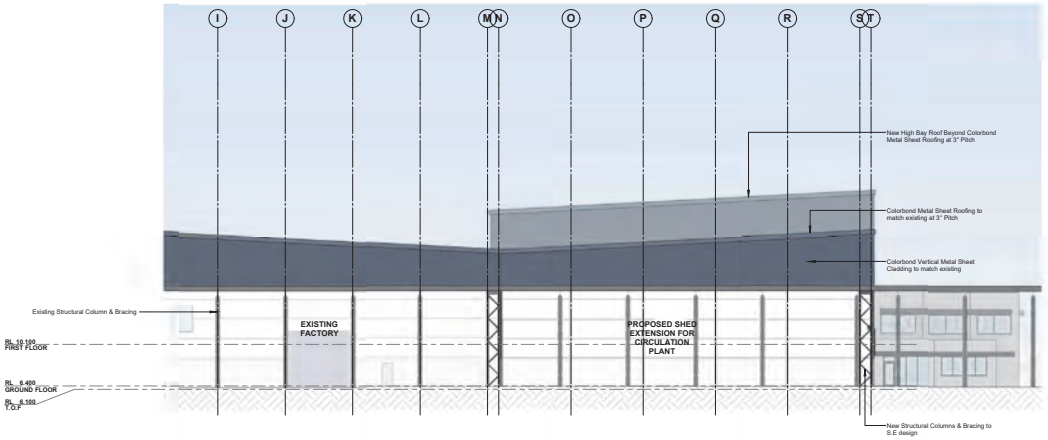
DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 28-Aug-2026

FILE 26-50220-6

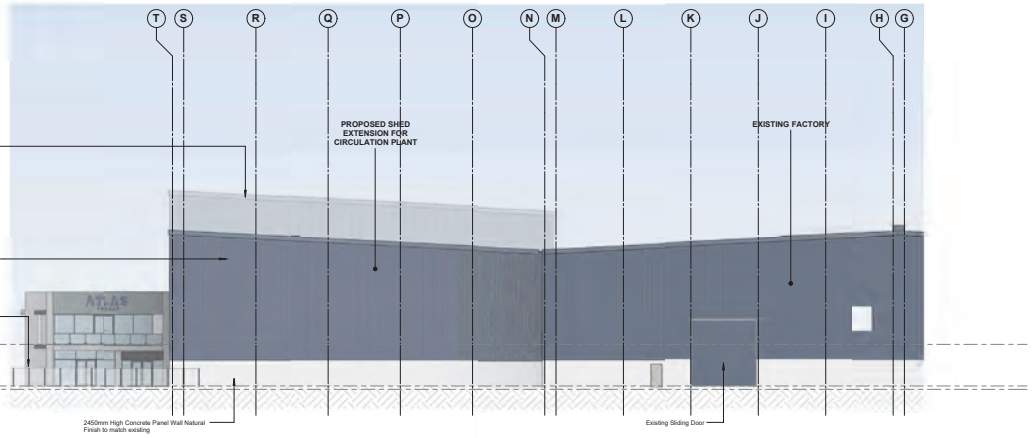
PROPOSED NORTH PART ELEVATION

SCALE: 1 : 200



PROPOSED EAST PART ELEVATION

SCALE: 1 : 200



PROPOSED WEST PART ELEVATION

SCALE: 1 : 200

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A10
SCALE: 1 : 200 @B1

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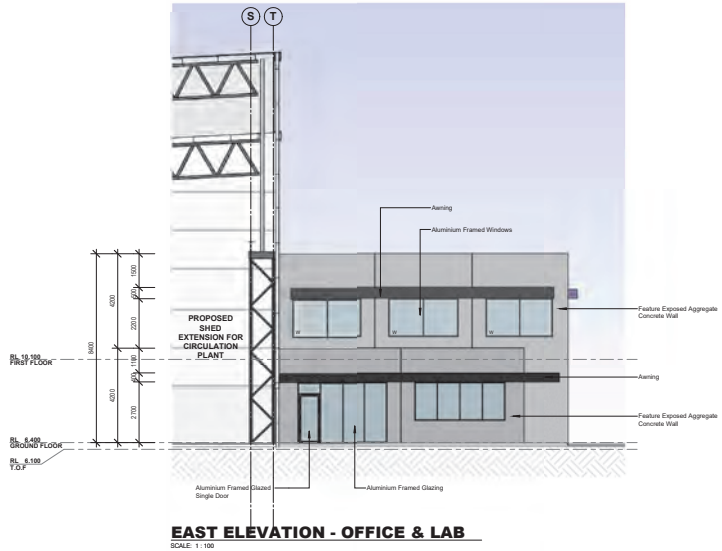
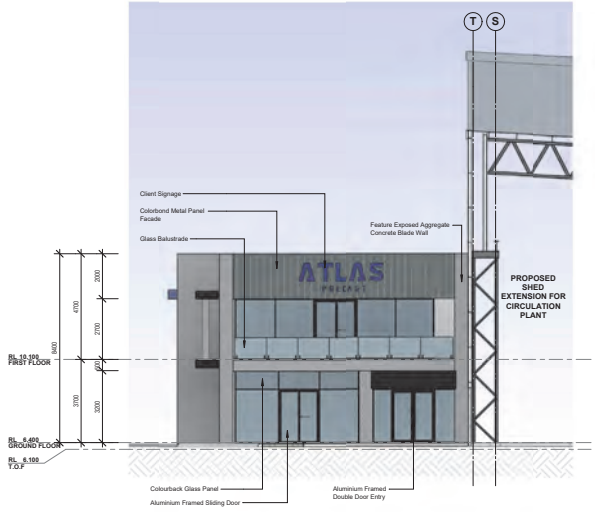
NORTH ELEVATION - OFFICE & LAB

SCALE: 1 : 100



EAST ELEVATION - OFFICE & LAB

SCALE: 1 : 100



WEST ELEVATION - OFFICE & LAB

SCALE: 1 : 100

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A11
SCALE:	1 : 100 @B1

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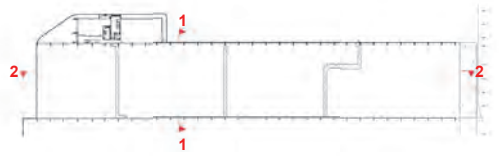
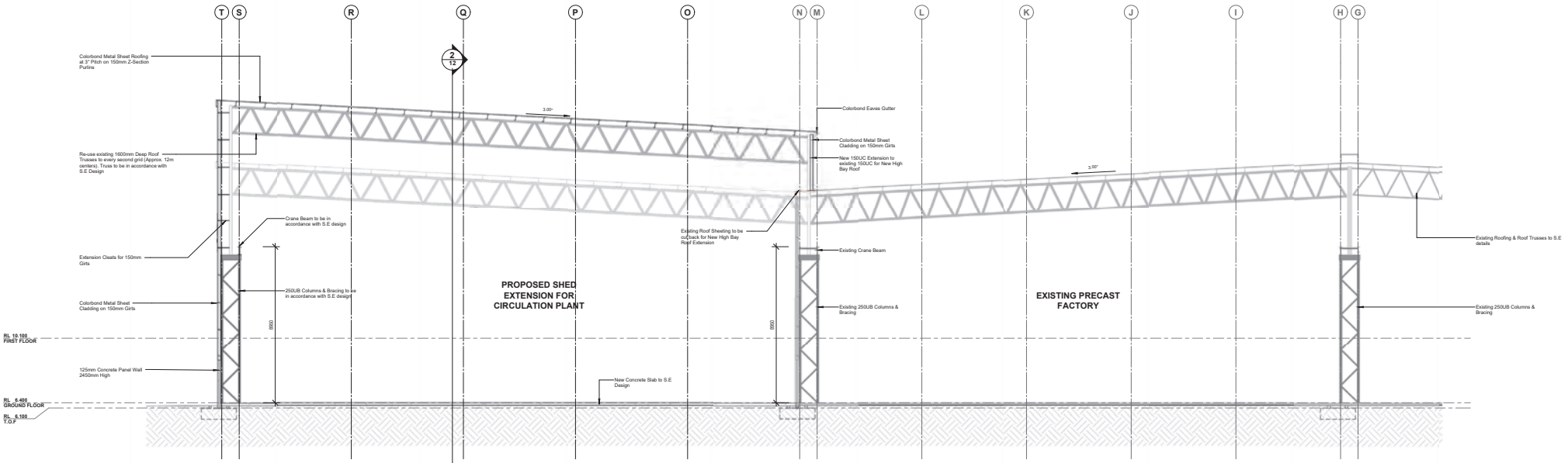


SECTION KEY PLAN

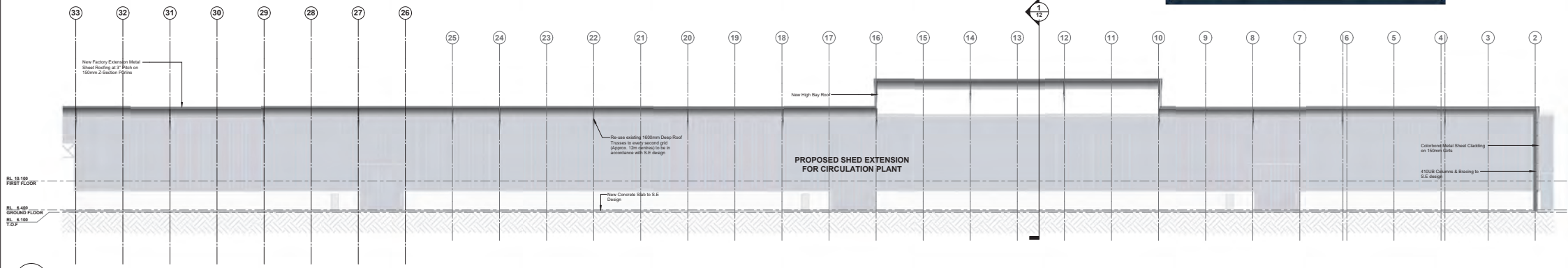


1 / 12 PROPOSED SECTION 1
SCALE: 1 : 100

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 28-Aug-2026

FILE 26-50220-6



2 / 12 PROPOSED SECTION 2
SCALE: 1 : 200

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165

FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A12
SCALE: As indicated @B1

PROJECT NUMBER **P25-9678**

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PROPOSED FACTORY EXTENSION PERSPECTIVE

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE: JUN 2026
REVISION: SK017
DWG No: A13
SCALE: @B1

PROJECT NUMBER
P25-9678

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DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
28-Aug-2026	26-50220-6

PROPOSED OFFICE & LAB PERSPECTIVE

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PROPOSED FACTORY EXTENSION

ADDRESS:PART LOT 2, 14 LEATH ROAD, NAVAL BASE, WA 6165
FOR:ATLAS PRECAST

DATE:	JUN 2026
REVISION:	SK017
DWG No:	A14
SCALE:	@B1

PROJECT NUMBER
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ABN 32 872 749 643

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- RS Application Clause 21, 27 & 28
- RS Application Planning Control Area
- RS Application Redevelopment Act Area
- RS Application Redevelopment Scheme Area
- Region Scheme Boundary
- Region Scheme Bush Forever Areas

Region Scheme Zones and Reserves

- Industrial
- Other regional roads
- Primary regional roads
- Public purposes - public utilities
- Railways
- Regional open space
- Regional open space - restricted public access
- Rural
- Waterways

Lot 2 (No. 12) Leath Road, Kwinana Beach

N

0 0.20 0.4

Kilometres

1: 10,000 at A3

Notes:

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* This map is not intended to be used for measurement purposes.

26-50220-6

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Date produced: 21-Aug-2026

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- LPS Boundary
- LPS Other Categories - Areas (SCA, DCA, DA etc)

Region Scheme Reserves

- Other regional roads
- Primary regional roads
- Public purposes - public utilities
- Railways
- Regional open space
- Regional open space - restricted public access
- Waterways

LPS Zones and Reserves

- General industry
- Park recreation and drainage
- Public purposes
- Rural A
- Service commercial

Lot 2 (No. 12) Leath Road, Kwinana Beach

N

0 0.20 0.4

Kilometres

1: 10,000 at A3

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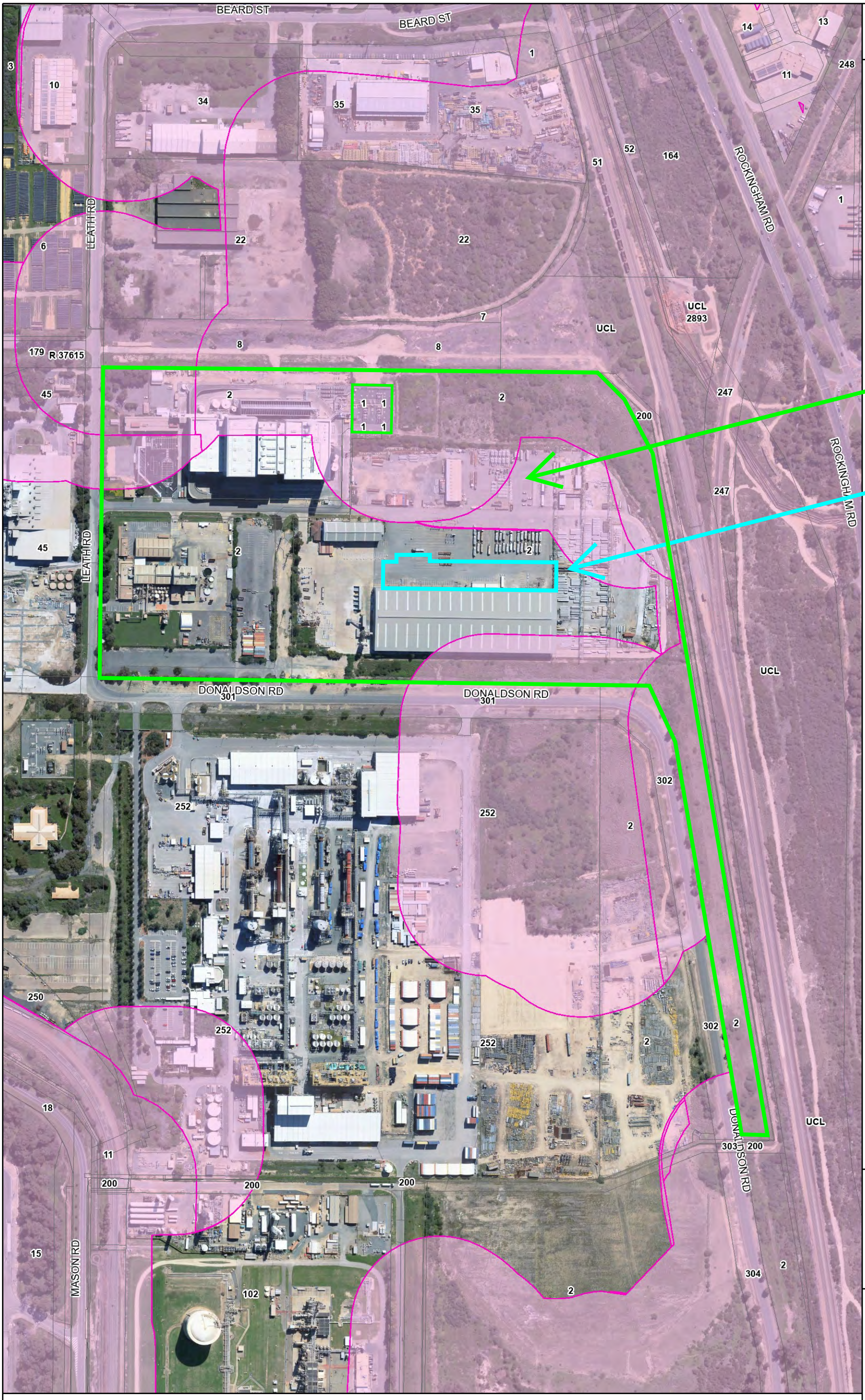

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- SPP 3.7 Designated Bushfire Prone Areas
  - Bushfire Prone Area 2

N

0 0.10 0.2

Kilometres

1: 5,000

at A3

Notes:

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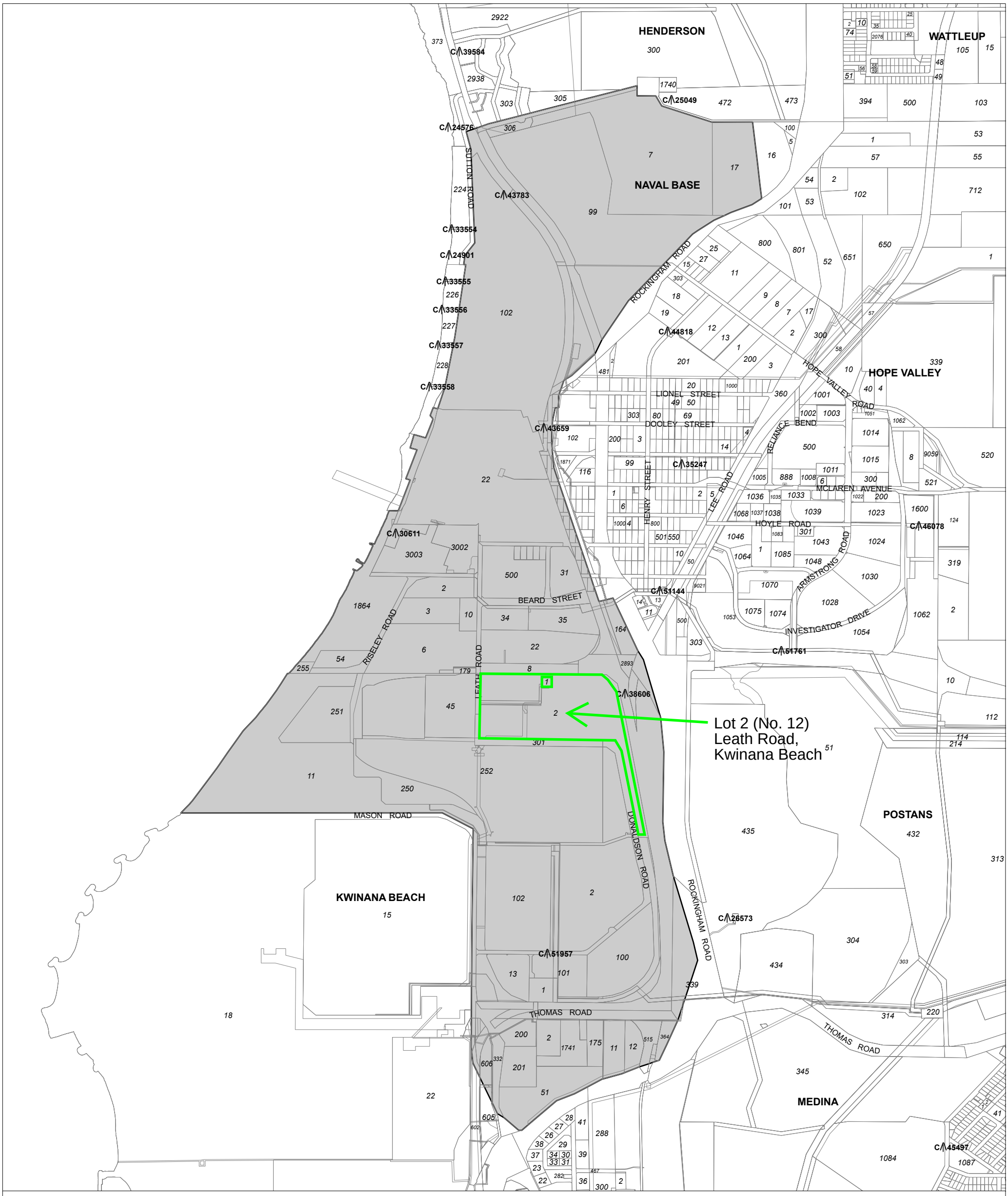
Date produced: 21-Aug-2026



Clause 28

Clause 28 – No. 8 Kwinana Industrial Area

Legend

Clause 28

WAPC
Western Australian Planning Commission

Created on date: Monday, 31 March 2025

Produced by Data Analytics,
Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1

Project Manager: M. Schramm

Geospatial Officer: K. Rampellini

Examined: T. Servaas

Revised:

Version No: 1

Date: WAPC 3.1 / 22 January 2025

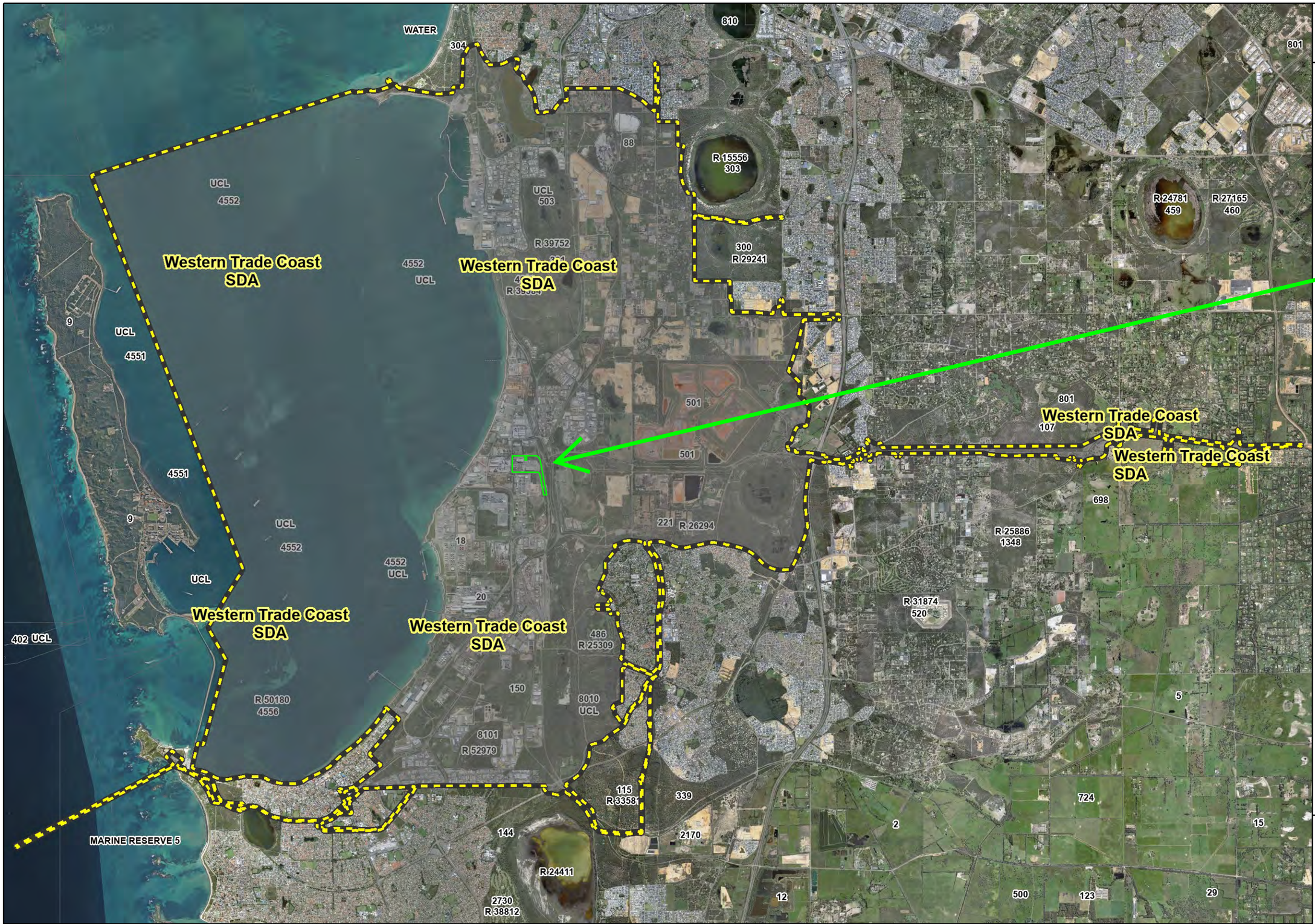
Plan Number: 3.2859

5180 Sheet 1 of 1

File number: PLH2021P0051

Plan reference:
Metropolitan Region Scheme
1:25000 sheet 19 & 23

Amending plans:



Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- State Development Areas
- Cadastre (View 3)

Notes:

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

* This map is not intended to be used for measurement purposes.

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DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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N

0 2.15 4.31 Kilometres

1: 100,000 at A3

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 31-Aug-2026

PART D – OTHER BUSINESS

1. **State Administrative Tribunal Applications and Supreme Court Appeals**

2. **Meeting Closure**