



Government of **Western Australia**  
Department of **Housing and Works**

# **East Perth Primary School**

## **Stage 2 – Main Works**

### **Development Application – Planning Report**

# Document control

## Revision history

Version	Date	Author/Editor	Summary of changes
A	11/11/2025	S Cowling	Original draft
1.0	17/11/2025	S Cowling	Final Version

## Approvals

Version	Date	Name	Title
A	13/11/2025	S McLeish	General Manager, SP&AP
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# Proposal

## Introduction

This development application is being submitted by the Department of Housing and Works (DoHW), on behalf of the Department of Education (DoE), to facilitate the construction of a new primary school provisionally called 'East Perth Primary School' to cater for up to 600 kindergarten to year 6 students.

A Stage 1 forward works Development Application, featuring bulk earthworks, was approved by Development WA in June 2025 (MRA-14677). Works commenced in October 2025 and are anticipated to be completed in February 2026.

Stage 2 main works, the subject of this application, features the build component of the project and will see the development of a four-storey school featuring general learning areas and specialised classrooms, administration office, playing field, hard courts, hall building and associated landscaping. The construction value of the works is approximately \$120 million, and the works are anticipated to commence June 2026 and be complete by June 2028. The school will commence operation of day one of term one 2029.

## Project Background

In December 2023, the State Government announced a commitment to the construction of a new Primary School within the City of Perth, the East Perth Primary School. The purpose of the project is to construct a new fit-for-purpose primary school complex to effectively meet the forecasted population growth in East Perth and surrounds, in particular the East Perth Riverside redevelopment area which is forecast for notable residential growth.

The proposed site location has been identified as the preferred location to service the local community and take enrolment pressure off the nearby Highgate Primary School. The notional intake area includes Central Perth, Northbridge and East Perth.

The proposal is to be delivered in two stages with Stage 1 comprising the forward works to prepare the site for development which has already commenced, and Stage 2 delivering the main works the subject of this application.

# Site Description

## Location

The site is located in a portion of the former Queens Park Gardens car park addressed 50 Nelson Crescent, East Perth, within the City of Perth (the City). The site is 1.76ha in total area and is owned in freehold by the Minister for Education.

The site is bounded by Waterloo Crescent to the north, Gloucester Park to the east, Nelson Crescent to the south and Horatio Street to the west. Former Hale Street runs north to south through the proposed site, though has been subsequently closed to accommodate the East Perth Primary School project and will be removed during Stage 1 works.

The site is located adjacent to residential development to the north, comprised of four storey dwellings and a seven-storey apartment building located across Waterloo Crescent.

Bulk earthworks have commenced, as approved under MRA-14677, which will include the demolition of carpark infrastructure and former Hale Street and installation of drainage infrastructure to ensure the retention of stormwater onsite.

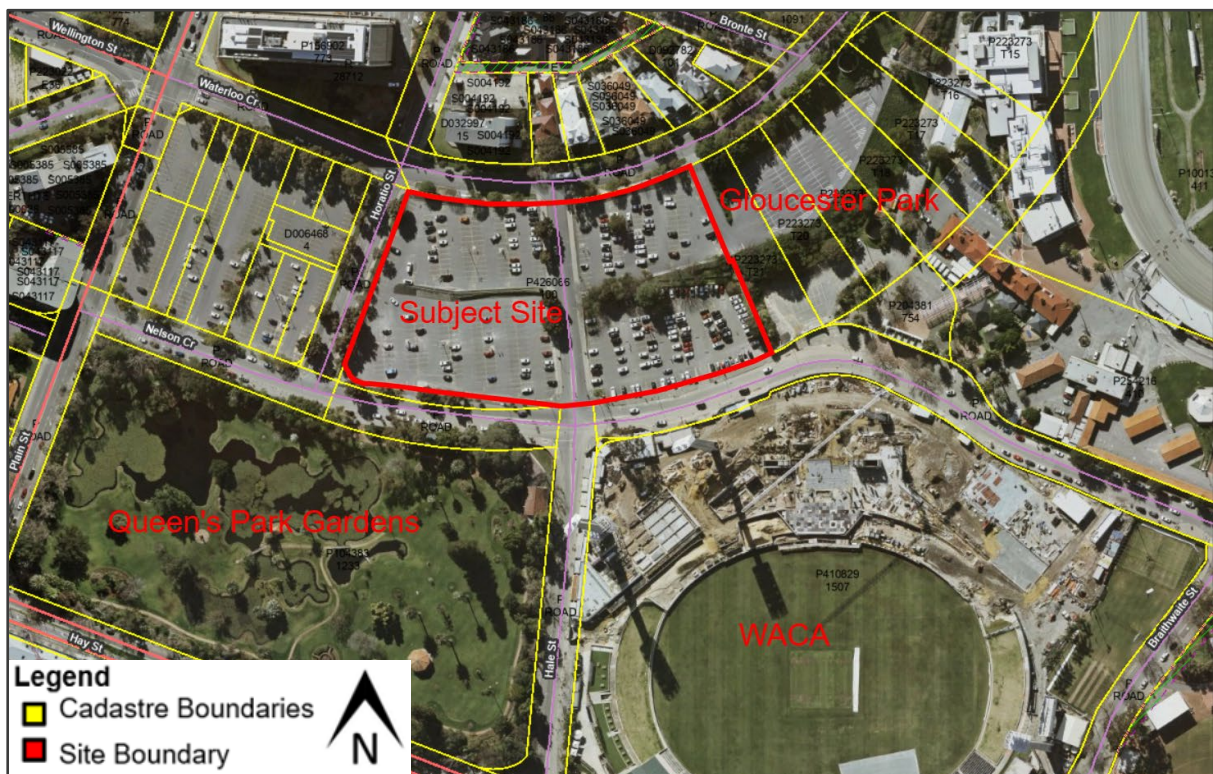


Figure 1: Location Plan

## Site Ownership & Tenure

The site is Lot 100 on Deposited Plan 426066 and is owned in freehold by the Minister for Education. A copy of the current Certificate of Title is provided in the attached.

## Queens Gardens Car Park (Inner City School) Act 2024

The *Queens Gardens Car Park (Inner City School) Act 2024* (QGCP Act) was passed in October 2024 to address the unique legal and land tenure characteristics of the subject site. The purpose of the QGCP Act was to repeal the Chevron-Hilton Hotel Agreement Act 1960, terminate that Act's restrictions on the land's use and development, and prepare and transfer the land to the Minister for Education for the purposes of a public school.

Clause 16 of the QGCP Act (Application of redevelopment scheme) prescribes that, despite any provision of a redevelopment scheme, the site can be used for the purposes of a government school. The EPPS can therefore be considered an appropriate use of the site in accordance with the QGCP Act.

## Description of Works

### Proposed Development

The proposed works subject of this application comprises the development of a State Primary School with a 600-student capacity. The main school building is in a 'U'-shape configuration abutting onto Horatio Street and Nelson Crescent and features a combination of general teaching classrooms, specialist classrooms and spaces across four levels (refer to the attached development plans).

The full extent of works include:

- Four-storey teaching block comprising of:
  - 8 x kindergarten and pre-primary general learning areas;
  - 16 x general learning areas (Y1 – Y6);
  - 13 x specialist classrooms, collaboration rooms and flexible classroom spaces;
  - Administration and staff facilities/ collegiate spaces;
  - Library;
  - Outdoor learning areas across multiple levels;
  - Bicycle and scooter store (with a 122 space capacity);
  - Outdoor play and general storage spaces;
  - 5 x bay undercroft carpark and rubbish truck servicing bay;
  - Plant, pump and fire facilities stores;

- Staff end of trip facilities including showering facilities and 10 staff bicycle racks.
- Hall Building fronting Waterloo Crescent consisting of:
  - Assembly space;
  - 2 x specialist learning classrooms;
  - Outside School Hours Care space;
  - Canteen;
  - Sports equipment store;
  - Second bicycle store with capacity for 54 bicycles and scooters.
- Central play space, the 'Heart';
- Sporting field;
- 2 x multi-sport courts with undercroft sports store and gardener store;
- 17-bay carpark, including 1 ACROD;
- Extensive landscaping and appropriate security fencing.

Specific consideration has been incorporated into the design to enable community access to spaces outside of school operations, including access to the playing field and multi-sport courts via a central pathway from Waterloo and Nelson Crescents and to the Hall Building with appropriate reservation.

Discussions are ongoing with the Department of Planning, Lands and Heritage and WA Trotting Association (WATA) with respect to demolition and reconstruction of the Gloucester Park boundary wall to the east of the site. Whilst discussions are advanced and are in support, formal endorsements are in the process of being obtained. In this respect, the treatment of the Gloucester Park boundary wall does not form part of this development application and will be subject of a separate planning process.

The Department of Education confirms that the school has the capacity for future expansion if required. While the site of the 17-bay car park on Nelson Crescent may provide for future additional classrooms and a possible dental clinic, such potential future expansion facilities are not funded and do not form part of this Development Application. Any such facilities would be subject to a separate development application process with DevelopmentWA.

## Site Considerations

### Environment

#### Topography & Vegetation

Existing topography is elevated across the site, with an incline of approximately 13.5 metres from south to north, with the south of the site featuring RL 4.91 metres and the

north of the site featuring RL 18.58 metres. The proposed design has responded to site topography by incorporating terracing throughout the site which has enabled the retention of four significant trees and compliant access via walkways and strategically located stairs and lifts. Terracing has also enabled the incorporation diverse nature play zones within landscape that encourages student play and development.

The forward works resulted in the removal of the majority of vegetation from the site, with the exception of four paperbark trees along the former Hale Street. The vegetation removal did not require a clearing permit. The trees have been incorporated into the design and form part of the community realm in the development of a central pathway from Waterloo Crescent to Nelson Crescent.

### **Contamination**

The site is not listed on the Department of Water and Environmental Regulation (DWER) Contaminated Sites Database

The enabling works identified small traces of historic onsite contamination extant prior to the construction of the carpark facility. Appropriate investigations have been undertaken and considered as part of the assessment of the Stage 1 development application. Extraction and remediation will be completed within the forward works program, as per the endorsed Remediation Action Plan.

### **Drainage/ Water Management**

The forward works included the decommissioning and removal/ realignment of onsite drainage infrastructure associated with the carpark and Gloucester Park and installation of temporary drainage swales to store stormwater prior to the commencement of the main works.

All stormwater will be retained on site, as per the Stormwater Management Plan.

### **Bushfire Risk**

The subject site is not within a Designated Bushfire Prone Area.

### **Acid Sulfate Soils**

The site is not in an area of known Acid Sulfate Soils (ASS) risk. The area to the south of the site covering Queens Gardens and the WACA is identified as a High to Moderate risk area for ASS.

If ASS is identified on site, an appropriate Management Plan will be developed and implemented prior to ground works commencing.

### **Flooding/ Waterways**

The subject site is within a Floodplain Development Control Area (FDCA), identified as land that may be affected by the 1 in 100 Annual Exceedance Probability (AEP) flooding.

The finished floor levels will be 500mm above the 1-in-100 year ARI and therefore the proposed EPPS will not comprise development that is at risk from flooding nor will be detrimental to the flooding regime of the general area.

### **Public Drinking Water Source Areas**

The site is not within a recorded Public Drinking Water Source Area.

### **Geomorphic Wetlands**

The site is not within a recorded Geomorphic Wetland.

## **Heritage**

### **State Heritage**

The subject site is not identified on the State Register of Heritage Places; however, the site abuts Gloucester Park (569 Nelson Crescent, East Perth) to the east, which is on the Register, identified as Place No. 2170.

There is an intention to demolish the existing boundary wall between the school site and Gloucester Park due to its degraded condition. However, this component of works does not form part of the current development application for the main works and a separate development application will be submitted.

The development of the primary school will have no significant impact on the heritage significance or values of Gloucester Park or other adjacent heritage.

### **Local Heritage**

The subject site and the Gloucester Park boundary walls are not identified within the City of Perth's Local Heritage Survey and Heritage List.

### **Central Perth Redevelopment Area Heritage**

The subject site is not identified within Development WA's Central Perth Redevelopment Area Heritage Inventory (Heritage Inventory).

Queen's Gardens (DevWA Ref No. 'R1'), the Gloucester Park (DevWA Ref No. 'R5'), and the WACA grounds (DevWA Ref No. 'R4'), are all registered on the Heritage Inventory. Queen's Gardens and Gloucester Park are categorised as 'Level 1 – Place of State Significance' on the register, whilst the WACA grounds are categorised as 'Level 3 – Place of Lesser Significance'.

The development of the primary school will have no significant impact on the heritage significance or values of Gloucester Park or other adjacent heritage.

### **Aboriginal Cultural Heritage**

Advice was sought from DPLH's Aboriginal Cultural Heritage (ACH) team to determine the impact of the works on identified ACH within the area. Advice from DPLH dated 17 September 2025 confirmed the subject site does not intersect with the actual

boundaries of the listed site and no further approvals are required under the *Aboriginal Heritage Act 1972*.

Notwithstanding, in liaison with SWALSC, a Reference Group was formed with representation by the Traditional Owners. The Reference Group undertook a site visit and prepared an Outcomes Report which provided in-principle support for the proposed school.

In addition, in liaison with the Whadjuk Aboriginal Corporation, cultural monitors have been identified and contracted to monitor the initial stages of on-site earthworks. Ongoing liaison with the Reference Group and WAC will continue through the design process, inclusive of the public art design, and subsequent construction phases.

## **Traffic Management and Active Travel Plan**

### **Transport Plan**

A Transport Plan has been prepared for the East Perth Primary School project by Flyt consultants and has included input from EPPS Transport Working Group which included representative from Main Roads WA (MRWA), Department of Transport and Major Infrastructure (DTMI), City of Perth (CoP), Public Transport Authority (PTA), DevelopmentWA and WA Police.

A key part of how the EPPS will integrate with the surrounding intake area is related to transportation of students to and from the site. The student catchment area creates very specific transport related issues that are largely not encountered within other new suburban primary school sites, i.e. geographically extended catchment which includes West Perth, North Perth and East Perth.

The Transport Plan holistically analysed all external elements of the transport network ranging from wider area strategies through to detailed interface treatments. The recommendations relating to onsite design elements, which are directly controlled by, and will be undertaken by, the Department of Education, have been incorporated into final EPPS design. This includes the alignment of pedestrian ingress and egress into the school site, reduction of vehicle crossovers and footpath upgrades in the immediate vicinity.

The Transport Plan also identified a number of initiatives to support safe movement of students, carers and staff to and from EPPS. Opportunities may include increased public transport buses to the site, improved pedestrian footpaths within the locality and assessment of signal timing parameters for pedestrian crossings, during peak hours. These off-site opportunities are currently being explored by the TWG to inform staging, funding and implementation of off-site projects.

## **School Transport and Access Management Plan (STAMP)**

A STAMP have been prepared by Flyt consultants, which builds on the Travel Plan and provides guidance in relation to transport and access management arrangements specific to the school identifying how students, parents, carers, staff and visitors can travel safely to and from the school. It encompasses everything from parking, pedestrian access, bicycle and scooter safety, internal wayfinding, safety in pick up and drop off zones, and other modes of transport in and around the school grounds.

The STAMP scope, based on the WAPC Transport Impact Assessment Guidelines, has been developed by the Department of Housing and Works in recognition that standard Transport Impact Assessments did not consider the unique travel management demands of school sites. All school developments with identified traffic impacts within the Metropolitan Region Scheme area are subject to targeted traffic, parking and active travel analysis via STAMP.

The EPPS proposal seeks to provide 22 carparking bays, comprising of 5 undercroft staff parking bays (under the main building and accessible from Horatio Street) and 17 short term drop off and pick up bays (accessible from Nelson Crescent). The limited provision of car parking reflects the site constraints including topography and site area as well as locational opportunities including the existing road network, pedestrian connectivity and available public transport. It is noted that there are 900 public parking bays within a 10-minute walk of the school.

Two secured, weather protected storage areas with the capacity for 176 for bicycles and scooters will be provided to encourage active travel outcomes.

The STAMP recommends the development of an active travel management strategy, which includes the participation of the school in the Your Move initiative managed through the Department of Transport and Major Infrastructure. The Department of Education has confirmed that the school will participate in the Your Move program.

The STAMP indicates that with clear active travel strategies, including communication to staff and parents, the reduced on-site parking provision will not have a negative impact on the amenity or effective management of vehicular traffic in the area.

Additional initiatives identified through the STAMP and the Transport Plan will be progressed by the respective agencies as the project develops.

## **Planning Framework**

### **Central Perth Redevelopment Scheme**

The subject site is identified within Precinct 32 'Hillside' within the Riverside Project Area under the Central Perth Redevelopment Scheme (CPRS). Design Guidelines for the Hillside Precinct envisions a predominantly residential outcome with a 'height on

height' development style across the precinct. In accordance with the Design Guidelines, proposed development is to focus on podium style structures and promote a human scaled environment at the street level. Of notable relevance for the subject site is the intent to provide a softened edge, maximal sunlight and minimal overshadowing to the Queen's Gardens through development that declines in height southward towards the heritage site.

Whilst the prescriptive policy outcomes are not applicable in the context of a State school, consideration has been given to the design intent of the policy.

**Table 1 – Hillside Design Guidelines**

Guideline	Response
<p><b>2.1 Public Realm</b></p> <p><i>2.1.3 – General Streetscape</i></p> <p><i>These requirements are applicable to all streets within and bordering Hillside, including Plain Street, Waterloo Crescent, Hale Road, Nelson Crescent and Horatio Street. These streets will be clear, legible and well connected. They will be attractive, friendly, comfortable and safe environments for all users.</i></p> <p><i>The streets will contribute to a sense of identity and place for residents.</i></p>	<p>The proposed school will enhance the current streetscape with activation along all three street frontages by:</p> <ul style="list-style-type: none"> <li>• Main entries off Waterloo and Nelson Crescents into the school and grounds</li> <li>• Kindy playground at ground at corner of Nelson Crescent and Horatio Street.</li> </ul> <p>Strong visual connections from entries off Waterloo Ct and Nelson Ct into the school and grounds, and visual connections from elevated learning and staff areas along Horatio St and Waterloo Crescent. Design Intent met.</p>
<p><i>2.1.4 – Specific Streetscapes</i></p> <p><i>Plain Street provides a north-south connection between the Swan River and the City and is a key access point into Riverside. The section of Plain Street adjacent to Hillside should provide a comfortable and activated environment to encourage pedestrian and cyclist activity.</i></p>	<p>Potential impact to adjacent traffic networks has been investigated via the Traffic Working Group, with findings and recommendations as documented in the STAMP as compiled by traffic planner Flyt – copy attached. Design Intent met.</p>
<p><i>2.1.5 – Public Art</i></p> <p><i>Public art helps to promote a sense of place and local identity and contributes to place making.</i></p>	<p>A comprehensive Art Strategy has been developed as per the State Government's 'Percent for Art Scheme,' which is a requirement for all State projects. Design Intent met.</p>
<p><i>2.1.6 – Lighting</i></p>	<p>Appropriate lighting has been incorporated into the design to ensure</p>

<p><i>Hillside will be a high density residential hub and will require the provision of good lighting to promote feelings of safety for residents and visitors.</i></p>	<p>appropriate security and safety. Design Intent met.</p>
<p><b>2.1.7 – Crime Prevention</b></p> <p><i>Crime prevention via design is important to provide real and perceived feelings of safety for all users of the site so that it remains a desirable place to work, live and visit at any time during day or night.</i></p>	<p>A security and CPTED report was undertaken by Connely Walker. The current design incorporates fencing strategy that enables the school site to be fully accessible during school hours by the school community, whilst after hours the school is secure, and public can access the oval and hardcourts after hours.</p> <p>Clear sightlines into the school grounds and night security lighting enhances passive surveillance.</p> <p>Future provision will be provided for the installation of lighting and surveillance enhancements if required. Design Intent met.</p>
<p><b>2.2 Built Form</b></p> <p><b>2.2.2 – Architectural Expression</b></p> <p><i>To ensure a high standard of contemporary architectural form that incorporates fine grain elements and responds to Hillside's prominent location and sloping topography of the site.</i></p>	<p>The building responds to the sites layering of terra in form by use of patterned main facades and coloured concrete complemented by earthly coloured by use metal façade and sunscreen elements. Design Intent met.</p>
<p><b>2.2.3 – Setbacks</b></p> <p><i>Building setbacks will play an important role in achieving quality inner urban streetscapes will also have regard to view corridors and issues associated with overshadowing with Queen's Gardens.</i></p>	<p>Specific consideration has been given to view corridors and overshadowing in restricting the height of the school to four storeys. Coupled with maximum height, the building setbacks ensure that solar access and viewing corridors to Queen's Gardens will be maintained. Design Intent met.</p>
<p><b>2.2.4 – Height</b></p> <p><i>Building heights will accentuate the prominent ridgeline, maintain key view corridors and minimise excessive overshadowing of adjacent development and Queen's Gardens.</i></p>	<p>Consistent with prescriptive requirements of the Design Guideline. Design Intent met.</p>
<p><b>2.2.5 – Building Bulk</b></p>	<p>Specific consideration has gone into the design to reduce the impact of building</p>

<p><i>To ensure that built form allows adequate solar access to adjacent buildings within Hillside and to Queen's Gardens and positively contributes to the overall built environment of Hillside.</i></p>	<p>bulk through the introduction of texture and protrusions along the façade. Further, solar access has been considered to ensure that the existing residential towers along Waterloo Crescent and Queen's Gardens not be adversely impacted upon. Design Intent met.</p>
<p><b>2.2.6 – Plot Ratio</b></p> <p><i>To assist in ascertaining development potential for the site and to control building mass so as to appropriately address the streetscape and public realm generally.</i></p>	<p>Not applicable as the site has been rezoned educational.</p>
<p><b>2.2.7 – Private Open Space</b></p> <p><i>To ensure private open space complements buildings while being useable and providing a degree of privacy for occupants, while still contributing to the interaction between the private and public realms.</i></p>	<p>Private open space has been considered in the context of the Primary School Brief, with appropriate play spaces, playing fields and multi-sports courts being provided, along with perimeter landscaping that contributes to the streetscape, and clearly delineating between school and public realm areas. Design Intent met.</p>
<p><b>2.2.8 – Communal Open Space</b></p> <p><i>To maximise the quality and amenity of the development with communal roof gardens and private communal recreation spaces, without compromising development yield.</i></p>	<p>Not applicable.</p> <p>It should be noted that shared use of school facilities will be made available outside of operational hours, which satisfies the intent of the Design Intent.</p>
<p><b>2.2.9 – Roof Form</b></p> <p><i>The roofscape of each development should make a positive contribution to the local area and provide, where appropriate, a local landmark through the use of integrated architectural form and detail.</i></p>	<p>Roof form provides a positive contribution of the area, inclusive of a landmark style outcome for the main entrance along Waterloo Crescent.</p> <p>The roof forms are of appropriate scale and form and suitably treated to provide a positive contribution to the area. Design Intent met.</p>
<p><b>2.2.10 – View Corridors</b></p> <p><i>To maximise views by ensuring view corridors are incorporated into the design of the development.</i></p>	<p>Sight lines have been maintained to maximise important viewing corridors to the south inclusive of Queen's Gardens, the WACA and Swan River. Design Intent met.</p>
<p><b>2.2.11 – Acoustics</b></p>	<p>Significant events at adjacent venues are unlikely to correspond with school</p>

<p><i>To alleviate noise intrusion from external sources, particularly from significant events and traffic associated with the WACA and Gloucester Park.</i></p>	<p>occupancy hours. Refer GHF Acoustic Report – copy attached. Design Intent met.</p>
<p><b>2.2.12 – Solar Access</b></p> <p><i>To maximise solar access to residential dwellings and the public realm to provide a high level of amenity.</i></p>	<p>Specific consideration has gone into the design to ensure that solar access for the existing residential towers along Waterloo Crescent will not be adversely impacted upon.</p> <p>The development maximises solar access within the site to address operational requirements of school design and student amenity.</p> <p>Design Intent met.</p>
<p><b>2.2.13 – Fencing</b></p> <p><i>To ensure fencing serves to restrict access to private areas whilst still positively contributing to the overall development and the public realm.</i></p>	<p>Appropriate fencing that considers both school operational requirements, as well as the public realm and streetscape impact has been incorporated into the final design. Design Intent met.</p>
<p><b>2.2 Land Uses</b></p> <p><b>2.3.1 – Land Uses</b></p> <p><i>Hillside will significantly contribute to the critical mass of the Riverside Project Area by providing dwellings for a large number of residents.</i></p>	<p>Not applicable.</p>
<p><b>2.3.2 – Active Edges</b></p> <p><i>To activate and engage with all streets and laneways to create a vibrant and safe urban environment.</i></p>	<p>Streetscape activation outcomes have been achieved through a combination of on-street, human scale design, such as the provision of colonnades along Nelson Crescent, vibrant façade and fencing design outcomes (at the corner of Horatio Street and Nelson Crescent) and public accessibility through the landscape path network through former Hale Street. Design Intent met.</p>
<p><b>2.3.3 – Housing Diversity, Affordability and Accessibility</b></p> <p><i>The inner city location of Hillside presents an opportunity to provide a range of dwelling types to enhance residential diversity in the area, including affordable housing.</i></p>	<p>Not applicable.</p>

<p><i>2.3.4 – Building Adaptability</i></p> <p><i>To incorporate adaptable development into the precinct to accommodate changes in land uses over time.</i></p>	<p>The masterplan for the school includes the provision for a possible future school expansion. Design Intent met.</p>
<p><i>2.4.1 – Parking</i></p> <p><i>To provide adequate private and public car parking while also minimising extensive car use within the precinct.</i></p>	<p>The objective for travel to and from the school is based on reduced parking provision and increased active travel. Appropriate parking provision has been supplied on site, in consideration of surrounding public parking options. Design Intent met.</p>
<p><i>2.4.2 – Parking Location and Access</i></p> <p><i>The number of vehicle crossovers within the development should be minimised, to reduce their impacts on the streetscapes.</i></p>	<p>The site features two crossover points along three street frontages, with one on Horatio Street and the other on Nelson Crescent. Design Intent met.</p>
<p><i>2.4.3 – Sleeved Parking</i></p> <p><i>Multi storey car parking can maximise the efficient use of land but has the potential to negatively impact on the public realm. All multi storey car parking should be sleeved by development to ensure car parking is screened from view of the public realm.</i></p>	<p>Not applicable.</p> <p>Multi-storey carparking will not be provided as part of this development.</p>
<p><i>2.4.4 – Storage for Dwellings</i></p> <p><i>Provision of lockable and easily accessible storage to dwellings is required to meet the needs of residents and allow for a range of lifestyle activities.</i></p>	<p>Not applicable.</p>
<p><i>2.4.5 – End of Trip Facilities</i></p> <p><i>The use of bicycles, walking and other alternative means of transport is encouraged to reduce the use of fossil fuels and contribute to public health.</i></p>	<p>End of trip facilities for staff are provided, including staff bicycle parking spaces, showers and storage facilities. Additionally, two secured and weather protected bicycle and scooter parking areas will be provided for students. Design Intent met.</p>
<p><i>2.4.6 – Universal Access</i></p> <p><i>The public realm and building design shall promote 'equity of access', accommodating people of varying physical capabilities throughout the site</i></p>	<p>Development has been designed in accordance with AS1428.1. Design Intent met.</p>

<p><i>in order to promote a robust and inclusive community.</i></p>	
<p><b>3.1 – Sustainable Travel</b></p> <p><i>To reduce GHG's through the reduction of motorised transport to and from Hillside and encourage residents and site visitors to improve their physical health through walking, cycling or other physically active forms of transport either solely or in combination with public transport.</i></p>	<p>A multi-agency Travel Plan has been developed to maximise alternative and active travel outcomes, such as walking, cycling and use of public transportation, to EPPS, which is further encouraged through the minimal provision of on-site parking. Design Intent met.</p>
<p><b>3.2 – Building Efficiency</b></p> <p><i>To ensure buildings minimise use of resources and employ market-leading sustainable design, construction and management to contribute to a sustainable outcome for Hillside.</i></p>	<p>Key efficiency features incorporated into the design include:</p> <ul style="list-style-type: none"> <li>• 100kW PV renewable energy generation</li> <li>• Water and energy metering</li> <li>• Waste management and diversion plan to avoid landfill</li> <li>• Climate resilient design</li> </ul> <p>Refer to FCDS ESD report – copy attached. Design Intent met.</p>
<p><b>3.3 – Water Resource Management</b></p> <p><i>Water management strategies for the precinct will be based on the combined strategies of demand reduction and fit-for-purpose use of all water streams on site.</i></p>	<p>Endemic and Waterwise plants are proposed to landscape areas to minimise reliance of artesian water.</p> <p>All potable water fixtures will be Watermark to minimise water consumption. Design Intent met.</p>
<p><b>3.4 – Energy and Greenhouse Gas Emissions</b></p> <p><i>To maximise the opportunities for renewable resources which will reduce grid requirements and Greenhouse Gas Emissions (GHG's) through sustainable and cost-effective action, without compromising the quality of living and working conditions.</i></p>	<p>Reduced parking availability requires the majority of visitors and families using the site to explore alternative travel opportunities other than private vehicle use.</p> <p>Energy needs will be supported by the installation of a solar photovoltaic array (refer to ESD Report attached). Design Intent met.</p>
<p><b>3.5 – Waste Reduction and Management</b></p> <p><i>Sustainable waste management will be achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring.</i></p>	<p>Waste will be managed as outlined in Encycle's Waste Management Plan – copy attached.</p> <p>Waste streams will be managed to maximise recycling and reduce waste to landfill. Design Intent met.</p>

<p><b>3.6 – Green Infrastructure</b></p> <p><i>To maximise the use of vegetation to improve environmental and visual amenity and biodiversity, while providing wildlife habitats in an urban environment.</i></p>	<p>Extensive landscaping throughout the precinct that appropriately balances the operational requirements of school operations with the enhancement of environmental and biodiversity values within a highly urbanised environment. Design Intent met.</p>
<p><b>3.7 – Sustainable Use of Materials</b></p> <p><i>To reduce energy consumption and GHG's through the construction and lifecycle of all buildings and associated infrastructure; whereby the appropriate choice of materials and efficient manufacturing processes assist in the minimisation of impacts on the environment, (such as high GHG's and environmental degradation); while providing enhanced internal environmental quality throughout all buildings and the landscape.</i></p>	<p>Proposal will obtain a minimum 4-star Greenstar rating (equivalency) which has been achieved through appropriate selection of material and manufacturing principles. Design Intent met.</p>
<p><b>3.8 – Social Infrastructure</b></p> <p><i>To ensure that Hillside provides the appropriate facilities for public use to reflect the purpose of the site as a primarily residential precinct and which contribute to the creation of a strong sense of place and identity.</i></p>	<p>Proposal seeks to create a public primary school for the benefit of the East Perth and surrounding community. Design Intent met.</p>

Further to the CPRS, clause 16(2) of the QGCP Act prescribes that whilst the Central Perth Redevelopment Scheme applies to the subject site, the subject site can be used for the purposes of a government school despite any provision of the scheme.

It can be considered that the proposed works are acceptable in the development of the subject site as they will facilitate the development of a government school in accordance with CPRS.

## Local Planning Scheme and Strategy

### Local Planning Scheme

As the site is within a Development WA Central Perth Redevelopment Area, the City of Perth's Local Planning Scheme No. 2 (LPS2) does not apply to the site.

## **Local Planning Strategy**

The City of Perth Local Planning Strategy (Strategy) was endorsed in May 2023. Under the Strategy, the subject site is identified the East Perth Neighbourhood and concurrently within a Development WA redevelopment area. A priority outcome for the East Perth Neighbourhood is to ‘improve the identity of East Perth through a defined town centre, community facilities, beautiful streets and an easily walkable neighbourhood that connects people to places.’

The Strategy identifies a need to provide a public primary school to support the growing residential community within the East Perth Neighbourhood area, as part of the Neighbourhood’s planning directions and actions. This action advocates the State Government intention to provide a new public school within the vicinity. This action has a short term timeframe and is therefore intended to be achieved within 1-5 years of the Strategy’s endorsement (i.e. by 2029).

It is acknowledged that the subject site is located within a DevelopmentWA redevelopment area and therefore the City’s Strategy does not apply; however, the City’s vision for the wider East Perth locality aligns holistically with DevelopmentWA objectives for the precinct and considered pertinent in the context of a future state primary school.

The EPPS can be considered consistent with the Strategy as it fulfils a key action for the East Perth Neighbourhood area through providing a public primary school, a significant community facility, and, assisting in the creation of a defined identity for the locality, with the development works facilitating the development of a future public primary school.

## **State Planning Policies**

### **State Planning Policy 2.10 – Swan-Canning River System**

The subject site is part of the ‘Perth Waters’ SPP precinct within the Swan-Canning River System Catchment area as defined in State Planning Policy 2.10 – Swan-Canning River System (SPP2.10). The primary purpose of SPP2.10 is to protect the catchment area through control and assessment of land use changes and development proposals. An Erosion Control Management Plan was prepared as a condition of the forward works development application, and subsequently endorsed by Department of Biodiversity, Conservation and Attractions which addresses the requirements of SPP2.1.

### **State Planning Policy 7.0 – Design of the Built Environment**

State Planning Policy 7.0: Design of the Built Environment (SPP7.0) is the lead planning policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten ‘Design Principles’, providing a consistent framework to guide the design, review and decision-making process for planning proposals. The proposal addresses each of the required ten design principles as summarised below in Table 2.

**Table 2 – SPP7.0: Design Principles**

Design Element	Assessment – Design Outcome
<p><b>1. Context and character</b></p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>It is important for the overall experience of the school that there is an alignment between learning environments, urban and environmental response and a sense of local place for the benefit of the students and community.</p> <p>The design responds to its context, referencing materials, colour, built form elements, maintaining community views and engaging with the adjacent landscapes.</p>
<p><b>2. Landscape quality</b></p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The project has embraced the topography of the site and taken a landscape-first approach to planning, allowing significant areas for outdoor learning and connectivity.</p> <p>The site drainage strategy prioritises passive drainage into soft landscape areas to manage stormwater naturally.</p> <p>The planting approach is largely endemic, water-wise, low maintenance, bio-diverse and considers site topology. Mature trees provide a shaded environment for education.</p>
<p><b>3. Built form and scale</b></p> <p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<p>The proposed scale responds to adjacent built forms/landscape spaces and is consistent with the theme of Mardalup and the natural grade of the hill.</p> <p>Built form scale negotiates adjacent context and natural daylighting requirements to school landscape areas, whilst being mindful of scale for primary school students.</p> <p>The massing shelters the school ‘heart’ from prevailing winds and provides an</p>

	urban edge to Horatio and Nelson Steet, maximising views to Queens Gardens.
<p><b>4. Functionality and build quality</b></p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i></p>	<p>The project has maximised the efficiency of the built footprint to increase access to landscape and outdoor learning. It provides a connected, and integrated vertical school with a strong emphasis on nature, views and well-being.</p>
<p><b>5. Sustainability</b></p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>An ESD consultant has prepared the required assessment and reporting on sustainability. The development has been designed to a 4-star equivalency target.</p> <p>The use of the site and the project objectives have strong alignment with the DevWA Hillside Precinct Objectives and will be of significant benefit to the local community.</p>
<p><b>6. Amenity</b></p> <p><i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>	<p>The project provides a high-quality educational facility for the local community.</p> <p>Furthermore, opportunities for community use have been explored and incorporated into the design and planning of the site.</p> <p>Internal amenity for students has been based on the State Government Education Brief 2024. Offering agile education spaces that are closely connected to nature, despite its urban and vertical environment.</p>
<p><b>7. Legibility</b></p> <p><i>Good design results in buildings and places that are legible, with easily identifiable elements to help people find their way around.</i></p>	<p>Clear pedestrian connections have been planned throughout the site. Entries are clearly demarcated.</p> <p>Wayfinding will be augmented by an integrated wayfinding strategy.</p> <p>CPTED analysis of the proposal scored a high 8.8/10.</p>
<p><b>8. Safety</b></p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>CPTED analysis of the proposal scored a high 8.8/10.</p>

	Focus on movement to and from the site for safe passage of students and carers has been part of a comprehensive Transport Plan developed with stakeholders.
<p><b>9. Community</b></p> <p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>	<p>The proposed primary school will complement the adjacent residential housing, Queens Gardens and Gloucester Park, whilst enhancing social interaction and diversity of use.</p> <p>Proposed community use of oval, hardcourts, and Hall will ensure these school facilities are utilised outside of school hours and the school becomes an integral part of the community.</p>
<p><b>10. Aesthetics</b></p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The design has been developed with key stakeholders and agencies, that have led to a design aesthetic that is in keeping with the site's cultural heritage, environment and surrounding built forms.</p> <p>Along the streetscape, the building engages with pedestrians, adults and children, via appropriately scaled colonnades and entry canopies. The overall massing provides a street presence and diversity of scale that can be appreciated from a distance as one approaches the school.</p>

## Design Review Panel

The development proposal has been subject to design review under DevelopmentWA's Design Review Panel (DRP) process, with the involvement of the Office of the Government Architect of WA (GAWA). The proposal underwent two DRP sessions, the first on 24 July 2025 and the second on 16 October 2025. The Panel indicated clear support for the project, noting the strong rationale and consideration of the development and land use within its context. A number of minor design issues were raised which can be addressed through condition. A response to the DRP2 report can be found in the attached submission package.

Since DRP2, a change to roofing material have been incorporated into the architectural design, from steel framed metal roofing to concrete roofing. The modification of

material was due to a number of factors including cost reduction in installation, ease of future maintenance, ease of access without the need for specialist equipment (as the steel framed roofing system would require a crane to access and could not be walked on), improved ESD outcomes. PV Cells will cover the concrete roofing and there will be no material impact to visual amenity.

The concrete roofing system was discussed with GAWA who supported the material change, noting that the roof design was previously flat and that the proposed roof design will remain flat. Additionally, the flat roofing component would largely be covered by PV-cells and there would be no change to the visual amenity or impact. The works were considered to be minor and GAWA had no concern with the material change.

There is no change to the roofing material or pitch to the Administration component of the school building or for the Hall building.

## **Pre-Lodgement Engagement**

### **DevelopmentWA**

Preliminary discussions with officers from DevelopmentWA who confirmed that a government primary school is an acceptable land use within the precinct and that the proposal was supported in principle. It was confirmed that there is sufficient latitude within the requirements and guidelines for the precinct that the EPPS can be supported from a land use perspective.

DevelopmentWA identified the key issues that require consideration as the design is further refined include traffic impacts and parking provision, built form outcomes, streetscape design and confirmation that the proposal will require to undergo design review.

Discussions with DevelopmentWA have been ongoing through the course of the design phase of the project, from project inception through forward works phase, DRP and briefing with the Land Redevelopment Committee (LRC).

### **Land Redevelopment Committee**

A briefing session of the LRC was completed on 13 October 2025 in order to inform the Committee of the proposed submission of the main works DA. A number of issues were raised in post meeting correspondence requiring clarification. A response can be found in the attached which appropriately addresses the Committee's queries.

### **City of Perth**

The City of Perth is a key stakeholder and including involvement in multiple briefings during Schematic Design Phase, member of the Transport Working Group for the

preparation of the Transport Plan, participation in design review, and in the provision of technical advice in the delivery of Stage 1 Forward Works. Engagement is ongoing, with City officers in-principle support.

Key issues raised during discussions relate to traffic management, car parking and movement, public transportation options, design outcomes, possible impact on adjacent plans for high-rise residential development, strategic consideration for the upgrade of the Queens Park interface to address the school facing frontage and conducting investigation into the local pedestrian network and possible upgrade requirements. These issues have largely been addressed by design or in the finalisation of the Transport Plan.

## **Government Architect of WA**

GAWA have been closely involved with appropriate consultation, early and often, from schematic design, through to the Government Architect acting as the Chairperson for DevelopmentWA's Design Review Panel process. The design team have been responsive to GAWA advice, incorporating considered design outcomes during the course of discussion.

## **Department of Planning, Lands and Heritage – Heritage Division**

Regular liaison with the Heritage Division of DPLH, inclusive of both the Cultural Heritage and Aboriginal Cultural Heritage teams, have been ongoing and will continue as the project further develops.

## **Conclusion**

The proposal provides for the main works to facilitate a new state primary school which aims to provide solutions for increasing student demand within the locality. It will also ensure that a critical project can be met to deliver on a State Government commitment.

The project is generally consistent and in alignment with the relevant planning frameworks, and the proposed use of the subject site for a government school is prescribed by the *Queens Gardens Car Park (Inner City School) Act 2024*. Consultation will remain open and ongoing through project development.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed use for the site. Accordingly, we request a favourable consideration by DevelopmentWA of the proposal.

# Attachments

Attachment A:	Certificate of Title
Attachment B:	Development Plans and Elevations
Attachment C:	Renders
Attachment D:	Colour Material Schedule
Attachment E:	Civils – Finished Ground Levels
Attachment F:	Stormwater Management Report
Attachment G:	Landscape Management Plan
Attachment H:	Signage Strategy
Attachment I:	Universal Access CPTED
Attachment J:	Waste Management Plan
Attachment K:	Environmental Sustainability Design Report
Attachment L:	Acoustic Design Report
Attachment M:	Art Opportunities Diagram
Attachment N:	Heritage Impact Statement
Attachment O:	EPPS Transport Plan
Attachment P:	School Transport and Access Management Plan
Attachment Q:	DRP2 Response