



LAND REDEVELOPMENT COMMITTEE



Date: 13 October 2025
Item 2.1: Nine Storey Mixed Use Development: Beechboro Road South, Bayswater – DA Determination
Submitted by: Matt Ryan

Information

Project Area: METRONET East Bayswater Project Area
Location: Lots 428, 429, 430 (No 16, 18, 20) Beechboro Road South, Bayswater
Owner: Myfine Investments Pty Ltd
Applicant: Planning Solutions
Proposal: Nine Storey Mixed Use Development

Purpose

For the Midland (METRONET East) Land Redevelopment Committee to consider a development application for a Nine Storey Mixed Use Development at the above mentioned address.

Location Plan



Recommendation

That the Midland Land Redevelopment Committee resolves to approve the Development Application for a Nine Storey Mixed Use Development at Lots 428, 429, 430 (No. 16, 18, 20) Beechboro Road South, Bayswater, subject to the recommended conditions and advice notes.

Attachment 1

PLANNING ASSESSMENT

Proposal

On 13 June 2025, a development application was received for a Nine Storey Mixed Use development at Lots 428, 429, 430 (No. 16, 18, 20) Beechboro Road South, Bayswater (the subject site). The site is located within the Core Precinct of the Bayswater Project Area.

The development application comprises:

- two levels of medical facilities (2653m² NLA) over the ground floor and Level 1 including general practice (GP) clinics and consultant suites, medical imaging, day surgery and recovery rooms and wellness and rehab facilities, supported by medical retail facilities;
- four retail tenancies (357m² NLA) on the ground floor;
- a total of 73 multiple dwellings, including 18 accessible dwellings, across levels 2 to 8;
- two levels of basement accommodating 152 parking bays and 131 bicycle bays; and
- podium and rooftop communal landscaped spaces.

Refer to Appendix 2 – Development Plans

The existing building on the corner of Beechboro Road South and Raleigh Road is listed on the City of Bayswater (City) Heritage Survey as a Category 4 listing. Category 4 listings are considered to be of 'Little Significance' under the Heritage Survey and hold no statutory weight for retention, however given its inclusion in the Heritage Survey, the recommendations of the survey have been given due regard. The Heritage Survey recommends that photographic records be undertaken prior to major development or demolition occurs for buildings within Category 4 and as such conditions and advice notes are recommended to ensure this occurs.

Previous Midland LRC Consideration

The application was presented to the Midland Land Redevelopment Committee at a briefing session on 7 April 2025, where the following matters were discussed:

- the design rationale for the level one medical floor plate and façade treatments, to confirm a high quality internal environment and outlook would be achieved;
- opportunities to improve balcony amenity and the façade design through the relocation of air-conditioning units and the use of light weight balcony elements;
- opportunities to improve the generosity of outdoor landscaped areas;
- the potential for early engagement with local Indigenous groups to inform the landscape and public art strategies; and
- clarification of the colours and materials palette.

The applicant submitted amended plans responding to the above matters, including:

- provision of indicative layouts and internal perspectives for the level one medical floor plate, indicating façade appearance and internal environment;
- removal of air conditioning units from balconies and additional details on the level one façade treatment detailing the use of light weight balcony elements;
- provision of specific colour and material selections for the development which have been supported by the Design Review Panel; and

- introduction of additional landscaping to the staff balcony on Level 1 and within the ground floor plane adjacent to Raleigh Road.

Conditions and Advice Notes are recommended to encourage engagement with Indigenous groups when developing the landscaping and public art strategies and for the final colours and materials palette to be reviewed by the Design Review Panel at building permit stage.

Assessment

The proposed development is generally consistent with the applicable METRONET East Redevelopment Scheme, METRONET East Development Policies, Bayswater Design Guidelines (the Design Guidelines), and State Planning Policy 7.3 Residential Design Codes (R-Codes).

The proposal is aligned with the Vision and Objectives of the Scheme, which seeks to create sustainable, well-integrated development that enhances the success and character of the Bayswater Town Centre. The proposed land use mix and built form enhances local amenity and economic objectives through housing diversity and community infrastructure.

The following matters are further discussed as alternative design solutions to the envisioned outcomes are proposed:

	Design Guidelines/ Policy Requirement	Proposed	Outcome
Building Height	Lower Base 2 storeys (7 metre maximum) Overall 8 storeys (25 metre maximum)	Lower Base 2 storeys (10.7 metres) Overall 9 storeys (34.8 metres)	Lower Base + 3.7 metres height Overall + 1 storey (9.8 metres height)
Upper Level Design	Tower floor plate: 35% (1,063m ²) footprint of the site area	Levels 6-8: 40% (1,211m ²)	+ 5% (148.4m ²) additional floor plate
Boundary Setbacks	Tower to provide a 9 metre lot boundary and street setbacks	<i>East</i> Levels 6, 7: 6 metres Level 8: 8.4 metres <i>West (Beechboro Road South)</i> Levels 6, 7: 5 metres Level 8: 7.1 metres <i>North (Raleigh Road)</i> Levels 6, 7: 5 metres Level 8: 7.1 metres	Reduced setbacks to adjacent established residential development and road reserve. (other setbacks are compliant or more generous)
Visual Privacy	Levels 4 - 8 to provide a 9 metre setback to the lot boundary from habitable rooms and balconies	Setbacks between 6 metres - 8.4 metres to the eastern lot boundary	0.6 – 3 metre visual privacy setback reduction to the eastern lot boundary
Car Parking	<u>Car Parking</u>	<u>Car Parking</u>	<u>Car Parking</u>

	<i>Visitor Parking</i> 11 bays	<i>Visitor Parking</i> 8 bays	<i>Visitor Parking</i> Shortfall of 3 bays
	<i>Non Residential</i> 36 bays	<i>Non Residential</i> 32 bays	<i>Non Residential</i> Shortfall of 4 bays

Under Section 1.5 Discretionary Clause of the Design Guidelines, DevelopmentWA may approve a development application where it has departed from the acceptable development criteria, and where the alternative solution:

- a) clearly meets the relevant Character Statements/Objectives of the Design Guidelines;
- b) forms part of an application which achieves Design Excellence determined by the appointed design review panel with consideration of the Design Excellence guiding framework as outlined in Appendix 2 of the Design Guidelines;
- c) delivers additional community, economic and environmental benefits beyond that required by the Development Policies; and
- d) is consistent with clause 5.19 Determination When Non-Compliant, of the Scheme (only applicable where objectives are not met).

The proposal clearly meets the Character Statement of the Beechboro Road South Precinct and Objectives of the Design Guidelines and the application demonstrates that the proposal will not result in detrimental impacts on the amenity of the surrounding locality as detailed in the 'Bayswater Design Guidelines' section below and is consistent with the Redevelopment Area Objectives for the Midland (METRONET East) Redevelopment Area, as outlined in *Appendix 1 – Regulatory Assessment*.

The Character Statement identifies that the Beechboro Road South Sub-Precinct forms the northern approach to the Bayswater Town Centre and seeks for development within this precinct to provide a transition (step in scale) from the residential Frame Precinct (3 to 4 storeys) into the Town Centre Core Precinct (15 storeys).

The height and scale of the building is considered to effectively balance the high-density residential housing outcome envisaged for the precinct and respecting the low scale suburban character of the surrounding Bayswater community.

The mixed-use outcome, comprising of a significant medical offering at the lower levels, is strongly aligned with the envisaged role that Beechboro Road South will serve as a secondary retail artery increasing serviceability to Bayswater's growing population and supporting the success of the Town Centre.

DevelopmentWA's consideration of the proposal is further provided below.

Bayswater Design Guidelines

Building Height

The proposed overall height of 9 storeys (up to 34.8 metres) and Lower Base height of 2 storeys (up to 10.7 metres) is considered consistent with the Character Statement of the Beechboro Road South Precinct and Objectives of the Design Guidelines, and is supported as:

- the nine-storey building height represents a step down in scale from the ten to fifteen storey development envisaged in the adjacent Central Core precinct and adjoining lower intensity development of up to 3 to 6 storeys;
- the increased height (in metres) is predominately to accommodate the functional requirements of the medical facility, the overall outcome reads as a 9 storey development, which is not unduly out of character with the 8 storey outcome envisaged;
- the proposal effectively re-distributes and reduces the achievable Gross Floor Area (GFA) for the site enabled under the Design Guidelines. An overall reduction of approximately 2,000m² in GFA is proposed under the alternative scheme, ensuring the development is not resulting in an intensification of development above what was envisaged under the Design Guidelines;
- the setbacks and articulation of the development to lower-density coded properties within the Frame Precinct to the north and east provide a transitional outcome;
- the building mass is directed towards Beechboro Road South and Raleigh Road, to provide greater setback generosity to the eastern boundary, which improves opportunities for outlook, natural light access, and visual relief to lower-density neighbours;
- the application includes overshadowing diagrams that illustrates the shadow cast by the proposed building height and form, compared to the tiered approach outlined in the Design Guidelines. While the shadow extends slightly further south, the overshadowing to properties to the south-west and south (located within the lower-density Frame Precinct) is thinner due to the building articulation, reducing the overall length of time the shadow is cast to these properties in comparison to a tiered design scheme;
- the impact of the height of the lower base boundary wall to the south is reduced by limiting the total length to 28.7 metres less than the possible 45 metre length permitted by the Design Guidelines, and its positioning aligns with the positioning of built form to the south, ensuring existing areas of open space to the south remain unimpeded by development on the shared boundary;
- the boundary wall obscures the line of sight to the servicing areas of the medical use and provides additional privacy to the communal external balcony. The privacy of adjacent properties will be preserved through the inclusion of privacy screening to the balcony, as per recommended conditions and advice notes;
- a human scale podium is provided along the street edges to mitigate the visual impact of the increased tower height, with design responses that respond to the established and prevailing context and sense of place in Bayswater;
- the uppermost level of the development is set in from the boundaries, which minimises its visual impact; and
- the Design Review Panel acknowledged that despite the alternative height and built form, the proposal is an acceptable outcome that remains in alignment with the intent of the Guidelines and is contextually appropriate.

Boundary Setbacks, Upper Level Design and Visual Privacy

The Design Guidelines envisioned that buildings with a height of six storeys or more would be comprised of distinctive 'lower base,' 'upper base' and 'tower' elements, resulting in a tiered building, to reduce the perceived impact of building height.

The proposed building is comprised of three distinctive elements and has utilised an irregular shaped matching upper base (Levels 2-5) and tower (Levels 6-7) floorplate, with tower Level 8 stepping in as the distinctive third element, to ensure the massing and bulk appropriately responds to adjoining properties. Given an alternative outcome is sought in terms of street, lot boundary and visual privacy setbacks and tower footprint of the Design Guidelines, an objective assessment has been undertaken for these components.

The alternative proposal uses building articulation and the shifting of development mass to provide generous setbacks that are greater than the Design Guideline requirement to the southern and eastern boundaries. The outcome is considered to be consistent with the Character Statement of the Beechboro Road South Precinct and Objectives and supported on the basis that:

- the development is considerate to adjoining neighbours, including setbacks and articulation of the building for a transitional outcome between the high-density outcomes of the site and medium density outcomes of the directly adjoining Frame Precinct to the north and east, including restricting the building from encroaching into the north-eastern corner of the site;
- the development is articulated with a variety of openings and high quality materiality, supported by the Design Review Panel, to reduce perceived building bulk and provide visual interest;
- the lower base and upper base of the development achieves and exceeds the Design Guidelines setback requirements, moderating the most direct effect of height on neighbours and the streetscape;
- the building meets and exceeds the Design Guidelines setbacks from the south, maintaining adequate solar access and ventilation to adjoining properties;
- while the privacy setbacks are reduced on levels 4 to 8, this does not result in undue overlooking or result in privacy implications, the applicant has provided a section diagram which demonstrates the appropriate outcome;
- the reduced privacy cone of vision falls to adjacent lower intensity development in the east, currently occupied by single storey grouped dwellings. The cone of vision falls to non-habitable spaces, being the 4 metre-wide common driveway and single storey roofs of the dwellings. No habitable rooms or primary outdoor living areas are affected, preserving residential amenity and privacy of the lower density coding;
- setback of development at the Lower Base level creates a human scale along Beechboro Road South, articulated with active frontages, canopy cover, and increased setbacks on upper levels, creating a high quality street edge and pedestrian environment; and
- conditions and advice notes are recommended to ensure the development provides adequate screening and boundary wall finishes, for a high quality built form and amenity outcome to adjacent properties.

Car Parking

The application proposes a shortfall of 3 visitor and 4 non-residential parking bays. The proposal is considered to be consistent with the Objectives and supported on the basis that the site location is within a highly walkable distance to Bayswater Station and the development prioritises active transport through reduced car parking and provision of bicycle parking exceeding the requirements under the Design Guidelines, complemented by EV charging bays for electric vehicles and scooters.

Parking is designed and managed to minimise queuing and is entirely hidden from public view. A condition is recommended to require the provision of a final Parking, Service and Delivery Management Plan that addresses appropriate management of the parking bays.

Design, Environmental and Community Benefits

Where seeking an alternative design solution in line with Section 1.5 of the Design Guidelines, applicants are required to demonstrate how a development achieves the required level of design quality, and provides environmental, economic and community benefit which establishes a development outcome beyond that required by the Development Policies.

Design Quality

The Design Review Panel supports the proposal and has confirmed that the proposal meets the Design Excellence criteria of Appendix 2 of the Design Guidelines, concluding that the opportunities of the site have been amplified through the inclusion of a diverse mix of uses and the ground plane that extends the commercial ground floor activity of this important urban centre, providing opportunity for activity, eyes on the street, a legible ground floor strip that rewards pedestrian movement and contextually a more vital, safer Town Centre. The Design Review Panel's consideration is further outlined below.

Environmental, Economic and Community Benefits

The proposal delivers environmental, economic and community benefit commensurate with the scale of development and the overall development impact, including:

- an equivalent four-star Greenstar rating and an average of 8 Star NatHERS for apartments demonstrating sustainable design, supported by sustainability initiatives such as an all-electric servicing strategy to reduce reliance on fossil-fuels, sustainable transport integration through the provision of bicycle bays exceeding the Design Guidelines requirement and an expansion strategy for the rooftop solar infrastructure;
- the land use diversity and residential contribution achieves a critical mass of people which contributes to commensurate economic benefits for the local Bayswater businesses;
- the development is sympathetic to the established, and reflective of the intended, Bayswater Town Centre character and seeks to create a unique sense of place in Bayswater, promoting development and economic activity and acting as a catalyst for investment in the area;
- the proposal introduces a conglomeration of medical facilities that will contribute to the community through the provision of essential services, supporting the aging population of Bayswater, which includes 2.8% of the population 85 years and over, being double the Western Australian percentage of 1.9% according to census data;

- the development proposes a high-quality public realm, inclusive of awnings along both street frontages, street furniture and an accessible garden space on the Raleigh Road frontage. The garden space offers a soft transition to the Frame Precinct to the east and an area of respite and enjoyment for the public; and
- the proponent is looking to implement a community bus service to assist patients with transport needs from local aged care facilities and the train station, supporting community accessibility.

Conditions and advice notes related to these matters are recommended on approval to ensure the commitments are delivered in the constructed outcome.

Design Review Panel

The proposal has undergone a collaborative design review process with the pre-lodgement plans presented on two occasions, considered by DRP on 26 February 2025 and 7 May 2025, with the Panel seeking further refinement of the projects response to context and character within the transitioning Town Centre, as well as improvement in the landscape design, podium facade treatment and ground floor experience.

Upon lodgement the application was presented back to the DRP on 22 July 2025. Revised plans demonstrated refinements to the colours and materiality of the development, additional public realm treatments and landscaping. While the DRP concluded that Design Excellence had not yet been achieved across all design elements, the design had progressed to a stage where Design Excellence was likely to be achieved subject to final key elements being addressed, including a strong sense of context and character, high quality landscaping within the development and to the public realm, strengthened sense of community and refined design aesthetics.

A final revised set of drawings was received on 26 August 2025, with the amended plans addressing the outstanding matters and DRP comments. Following review by the DRP Chair, it has been confirmed that the design includes contextually appropriate composition, integration and architectural expression, and confirmed the project successfully meets the criteria outlined in Appendix 2 'Design Excellence and the SPP 7.0 Design Principles' of the Bayswater Project Area Design Guidelines.

Conditions and Advice Notes are recommended to ensure that Design Excellence is maintained particularly in the selection of high quality and durable materials and finishes, as detailed design progresses through the working drawings stage.

Refer Appendix 3 – Design Review Panel Advice Note and Addendum

Consultation

Stakeholder Consultation

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011* the application was referred to the City of Bayswater (the City), ATCO, Department of Health, Water Corporation, Western Power, and the Department of Water Environmental Regulation.

The referral agencies did not raise concerns with the proposal and recommended conditions and advice notes to be applied upon determination of the application. The recommended

conditions and advice notes are recommended for inclusion on the determination where appropriate.

City of Bayswater

The City noted its support of the development, given its high quality design and support by DevelopmentWA's Design Review Panel. The City recognised the greater locality is undergoing transition with the METRONET East Redevelopment Scheme, noting the proposal is consistent with the built form expectations in the Redevelopment Area, aligning with the intended scale and density of future development.

The City noted that further information was required to address additional traffic modelling, groundwater investigations and waste management over the site. The applicant prepared additional information to address the City's queries, which was subsequently supported by the City.

Refer to Appendix 4 – Summary of Stakeholder Comments.

Public Consultation

In accordance with Clause 5.15 of the Scheme the application was advertised for public comment from 17 July to 7 August 2025. Consultation included letters posted to landowners within a 200 metre radius of the site, notification in the Perth Voice newspaper, a sign on site and a notice on the DevelopmentWA website. Thirty-six (36) submissions were received, including:

- 15 submissions in objection;
- 15 submissions in support; and
- 6 neutral submissions (providing suggestions).

The key issues raised were the impact of building height, including overshadowing and privacy concerns, construction impact issues and the resultant traffic implications of the development.

The matters raised in the public submissions are considered to have been appropriately resolved through updated shadow, visual privacy, and traffic information, with requirement for management plans which mitigate construction and operational impacts of the proposal included as recommended conditions and advice notes.

The site's massing distribution is designed to create a transition zone at the northwestern corner, effectively separating higher-density development from adjacent lower-density coded boundaries. Overshadowing has been compared against a design scheme in accordance with all height and setback provisions of the Design Guidelines and has shown that resultant overshadow is slimmer than what could be achieved for the site, due to the sympathetic building articulation and siting, which improves overshadow outcomes for the many of the impacted properties. Visual privacy impacts are mitigated through the use of setbacks and building design to limit views into adjoining properties with consideration of existing development and with regard to future development potential of adjoining site.

The proposed built form and future residential and medical uses are supported by technical assessments in traffic, noise, and waste, which have detailed appropriate management strategies that will mitigate potential adverse impacts of the proposal.

A detailed response to the matters raised is provided in *Appendix 5 – Summary of Public Comments*.

Delegation

Under DevelopmentWA's Delegation Schedule, the LRC is delegated to approve development applications with a development value of between \$20 and \$100 million within the Midland (METRONET East) Redevelopment Area. The proposed development is valued at \$70 million.

Conclusion

The proposal will create a mixed use development within the Bayswater Project Area that will improve housing supply, choice and affordability and enable land use diversity within the Town Centre, to a Design Excellence standard expected for permanent residential dwellings.

The proposed development is generally consistent with the planning framework for the subject site, offering a high-quality design that is sympathetic to adjoining properties and the public realm whilst providing good internal amenity to the residents. The Medical Centre land use is appropriate for the site with potential impacts on residential land uses within the development and the locality being sufficiently mitigated through the proposed design and management plans.

It is recommended the Midland Land Redevelopment Committee approve the development application submitted by Planning Solutions for the proposed Nine Storey Mixed Use Development at Lots 428, 429, 430 (No 16 – 20) Beechboro Road South, Bayswater, subject to the recommended conditions and advice notes in *Appendix 6*.

Appendices

- Appendix 1 – Regulatory Assessment
- Appendix 2 - Development Plans
- Appendix 3 - DRP Advice Note and Addendum
- Appendix 4 - Summary of Stakeholder Comments
- Appendix 5 - Summary of Public Comments
- Appendix 6 - Recommended Conditions and Advice Notes

Appendix 1

REGULATORY ASSESSMENT

Redevelopment Area Objectives

The proposal is considered to satisfy the Redevelopment Area Objectives as:

<u><i>Sense of Place</i></u>	The proposal is a high-quality development that has achieved Design Excellence as determined by the Design Review Panel and will be a key asset for the community, support the growing needs of the local residential population.
<u><i>Economic Wellbeing</i></u>	The proposal represents a \$70 million investment in the Bayswater Town Centre which complements the redevelopment of the Bayswater Station and will act as a catalyst for further expansion and investment in the project area.
<u><i>Urban Efficiency</i></u>	The proposal redevelops underutilised land and will contribute to a mix of land uses to facilitate the accommodation of a critical mass of population and employment in the area.
<u><i>Social Inclusion</i></u>	The proposed development provides infrastructure that will support the growth of the community and provide essential services within close proximity to the town centre, providing opportunities for the community to live, work and learn.
<u><i>Connectivity</i></u>	The proposal offers a community focused land use integrated with residential dwellings, within close proximity to the Bayswater Station, with high-quality pedestrian access connectivity, which promotes reduced reliance on car travel.
<u><i>Environmental Integrity</i></u>	The proposal commits to achieving a 4 Star Green Star rating meeting the requirements of Development Policy 1 – Green Buildings, and incorporates sustainability infrastructure, sustainable travel options and soft landscaping throughout the design to reduce heat island impacts.

16 - 20 BEECHBORO RD SOUTH BAYSWATER, WA

MIXED USE DEVELOPMENT

DEVELOPMENT APPLICATION



DA_Drawing List		
Sheet Number	Sheet Name	Current Revision
DA0000	Cover Page	1
DA0001	Building Perspectives	1
DA0003	Location Plan	1
DA0004	Site - Analysis Matrix	1
DA0100	Demolition Plan	1
DA1001	Basement 02 Floor Plan	2
DA1002	Basement 01 Floor Plan	2
DA1003	Ground Level Floor Plan	2
DA1004	Level 1 Floor Plan	2
DA1005	Level 2 Floor Plan	2
DA1006	Level 3 Floor Plan	2
DA1007	Level 4 Floor Plan	2
DA1008	Level 5 Floor Plan	2
DA1009	Level 6 Floor Plan	2
DA1010	Level 7 Floor Plan	2
DA1011	Level 8 Floor Plan	2
DA1012	Roof Plan	2
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DA2002	Elevation 2	2
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DA2004	Elevation 4	2
DA3001	Section 1	1
DA3002	Section 2	2
DA3003	Section 3	1
DA3004	Section 4	1
DA3005	Section 5	1
DA3006	Section 6	1
DA4001	Shadow Diagram	2
DA4002	Shadow Diagram 2	1
DA4003	Sunlight Analysis Plan	2
DA4004	Cross Ventilation Analysis Plan	1
DA4005	Typical Livable Unit Layouts (Silver)	1
DA4006	Unit Schedule	1
DA4007	Beechboro Road Streetscape	2
DA5001	Detail - External Facade 01	1
DA5002	Detail - External Facade 02	1

NOTE
All dimensions to be verified prior to commencement of any shop drawings or fabrication. Shop drawings are to be approved before construction. All dimensions are to millimeters unless otherwise noted. Annotated dimensions are to be used in preference to scaling from drawings. This drawing is the property of ANTHONY VAVAYIS + ASSOCIATES PTY LTD and any reproduction or distribution without prior consent constitutes a breach of copyright.

LEGEND

Appendix 2

REV	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	19/12/2024



24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@vavayisarchitects.com.au T: 61 2 9298 1818
W: www.vavayisarchitects.com.au
P: 2005A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS + ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.00062



No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Bayswater
Western Australia

CLIENT
Perita

DRAWING TITLE
Cover Page

SCALE @ A1 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

DA0000 **1**



BEECHBORO ROAD SOUTH PERSPECTIVE



RALEIGH ROAD PERSPECTIVE

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DESIGNERS PLANNERS

NO.	DESCRIPTION	DATE
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REVISION

ANTHONY VAVAYIS & ASSOCIATES
ARCHITECTS
24 LIME STREET KING STREET W4040P
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
W: www.avarchitects.com.au
P: 2005A LIME STREET KING STREET W4040P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002



No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yegaweller
Western Australia

CLIENT
Perita

DRAWING TITLE
Building Perspectives

SCALE @ A1 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

DA0001 1

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LEGEND



1 DA - Location Plan
1 : 1000

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	19/12/2024

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ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET 190400P
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
W: www.avarchitects.com.au
P: 2005A LIME STREET KING STREET 190400P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

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WA ANTHONY VAVAYIS NO.0002

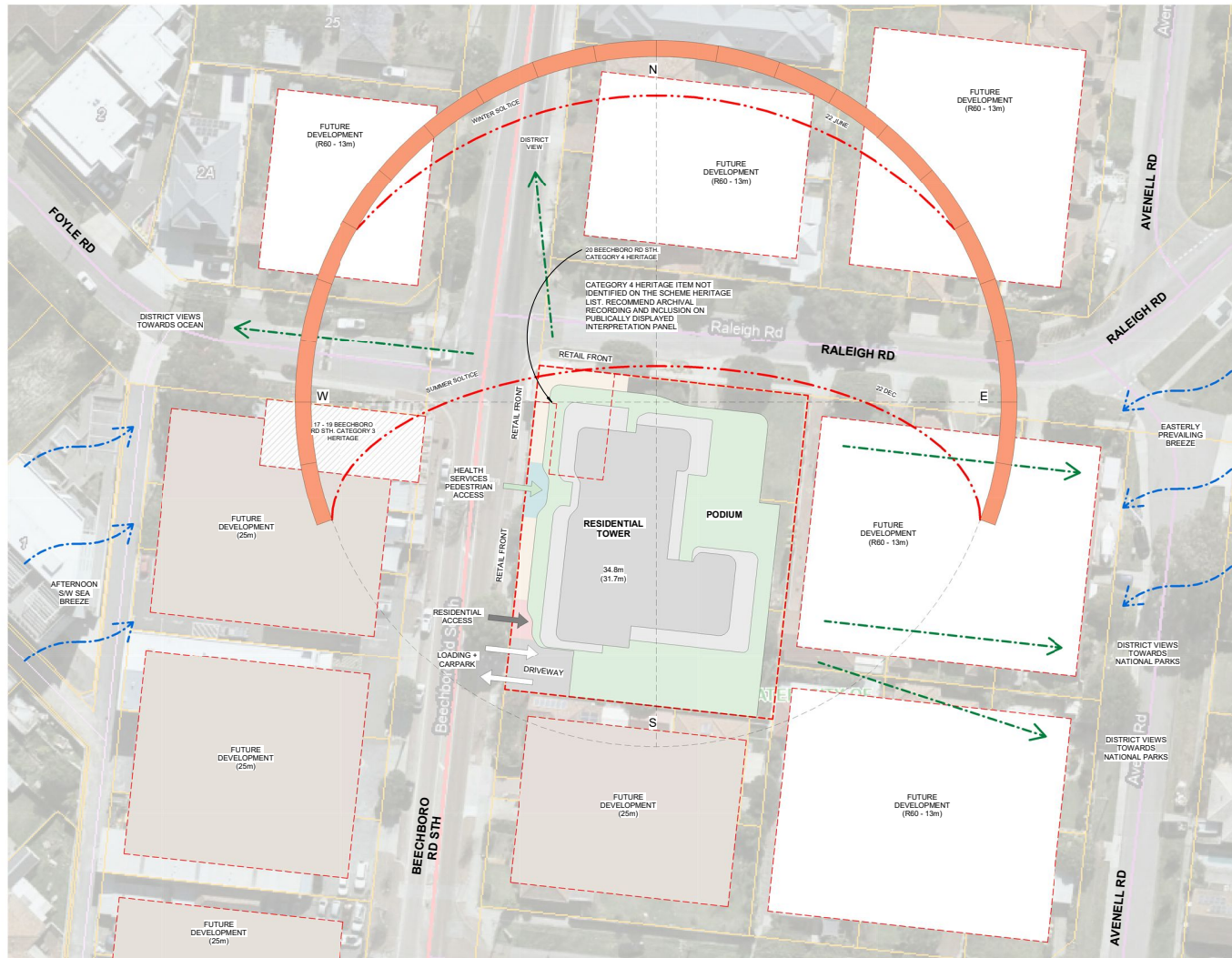
Member of
Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perita

DRAWING TITLE
Location Plan

SCALE @ A1 1:1000 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA0003 1



1 DA - SITE ANALYSIS
1:600

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LEGEND

- VIEW DIRECTION
- WIND DIRECTION
- SITE
- FUTURE DEVELOPMENT (13m)
- FUTURE DEVELOPMENT (25m)
- RESIDENTIAL ACCESS
- MEDICAL SERVICE ACCESS
- RETAIL ACCESS
- PODIUM
- RESIDENTIAL TOWER

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	19/12/2024

ANTHONY VAVAYIS & ASSOCIATES
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 61 2 9298 1818
W: www.avarchitects.com.au
P: 20/20A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

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VAL ANTHONY VAVAYIS NO.0062

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No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Sydney
Western Australia

CLIENT
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DRAWING TITLE
Site - Analysis Matrix

SCALE @ A1 AS	DATE
DRAWN BY	PROJECT

DA0004 1



RALEIGH RD

1	2025.06.30	ISSUE FOR DA
REV	DATE	AMENDMENT

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 **ANTHONY VAVAYIS + ASSOCIATES**
ARCHITECTS DESIGNERS PLANNERS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@vavayisarchitects.com.au T: 02 9290 1810
W: www.vavayisarchitects.com.au
P: 2026A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY. LTD.
ACN 069 737 935

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.00062

Member of
 Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
 16-20 Beechboro Rd,
 South Bayswater
 Western Australia

DRAWING TITLE
Demolition Plan

SCALE @ A1	1 : 100	DATE	19/12/2024
DRAWN BY	Author	PROJECT	24015

DA0100 1



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LEGEND

Required Parking Matrix			
Commercial			
Minimum Required Parking (1 bay / 100m2)		Maximum Required Parking (1 bay / 50m2)	
31		62	
Residential			
Type	Require Parking Rate	Require Parking No	
Visitor	0.25 space / unit (first 12 units)	3	
	0.125 / unit (remaining units)	8	
1 BR	0.75 space / unit	9.75	
2 BR	1 space / unit	53	
3 BR	1 space / unit	7	
Total		81	

REVISION	DATE	BY	REASON
1	15/03/24	ANTHONY VAVAYIS	ISSUED FOR PERMIT

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9294 1818 W: www.avarchitects.com.au
P: 20/24 LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.00002

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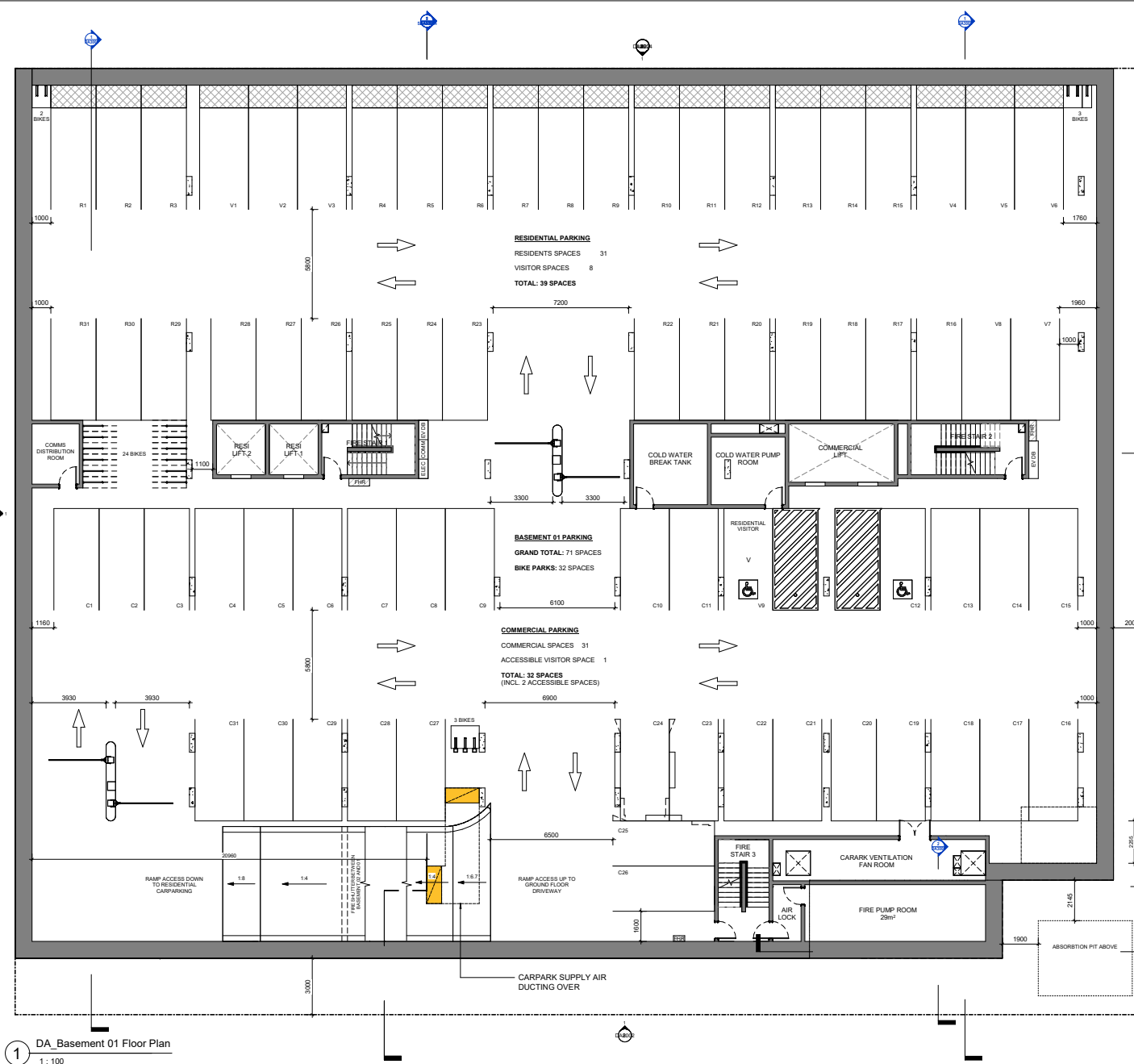
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yarraville
Western Australia
CLIENT
Perita

DRAWING TITLE
Basement 02 Floor Plan

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA1001 2

1 DA_Basement 02 Floor Plan
1:100



1 DA_Basement 01 Floor Plan
1: 100

NOTE
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LEGEND

Required Parking Matrix		
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31	62	
Residential		
Type	Require Parking Rate	Require Parking No
Visitor	0.25 space / unit (first 12 units)	3
	0.125 / unit (remaining units)	8
1 BR	0.75 space / unit	9.75
2 BR	1 space / unit	53
3 BR	1 space / unit	7
Total		81

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDER	19/12/2024
2	REVISION	

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS

24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@vavayis.com.au T: 65 928 1818 W: www.vavayis.com.au
P: 200A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 935

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WA ANTHONY VAVAYIS NO.0002

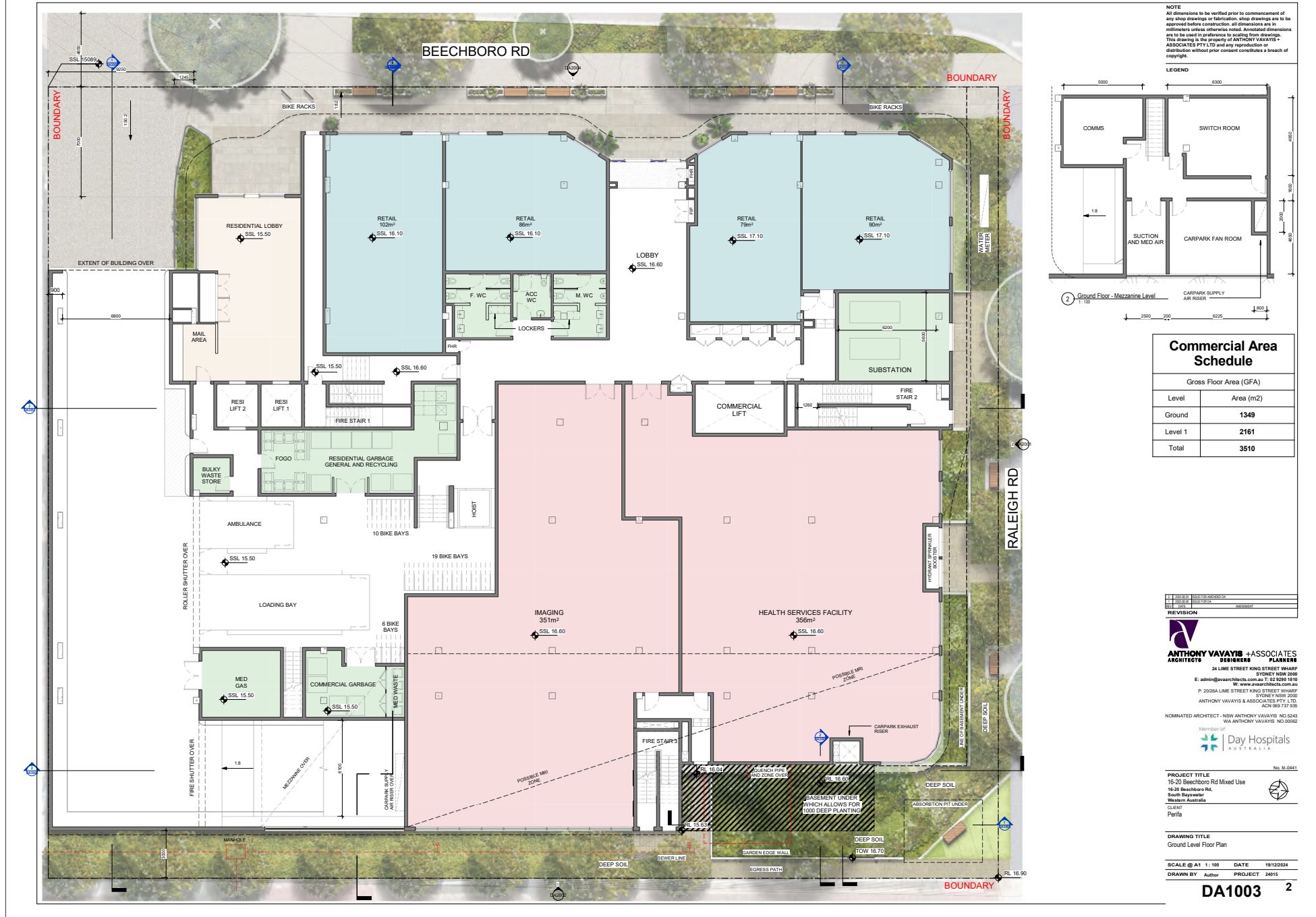
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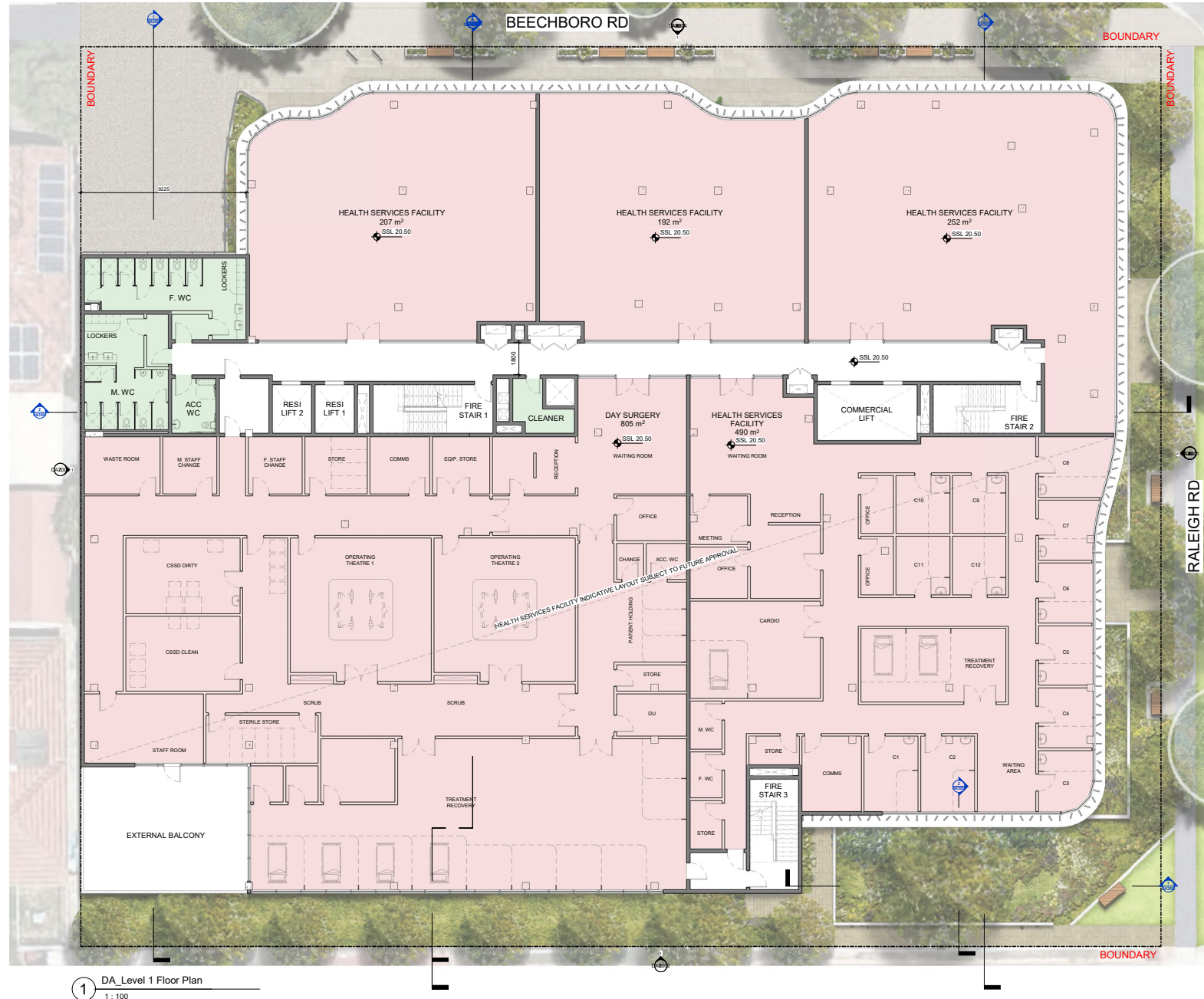
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yunderwater
Western Australia
CLIENT
Perla

DRAWING TITLE
Basement 01 Floor Plan

SCALE @ A1 1: 100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA1002 2





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LEGEND

Commercial Area Schedule	
Gross Floor Area (GFA)	
Level	Area (m2)
Ground	1349
Level 1	2161
Total	3510

NO.	DESCRIPTION	DATE
1	ISSUED FOR APPROVAL	19/12/2024

REVISION



ANTHONY VAVAYIS + ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 61 2 929 1818
P: 2005A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS + ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062



PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Eyrewater
Western Australia
CLIENT
Perfa

DRAWING TITLE
Level 1 Floor Plan

SCALE @ A1 1:100 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

DA1004 2



1 Level 2 Floor Plan
1 : 100

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LEGEND

Unit Mix Breakdown			
Residential			
Level	Unit Type	Internal Ar...	
Level 2	1 BR	2	119
	2 BR	8	693
Level 3	3 BR	1	124
	1 BR	2	119
Level 4	2 BR	8	693
	3 BR	1	124
Level 5	1 BR	2	119
	2 BR	8	693
Level 6	3 BR	1	124
	1 BR	2	119
Level 7	2 BR	8	693
	3 BR	1	124
Level 8	1 BR	1	59
	2 BR	5	436
Level 9	3 BR	1	123
Total	1 BR : 13		
	2 BR : 53		6234
	3 BR : 7		
	Total : 73		

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR TENDERS			
2	REVISED			
3	REVISED			

REVISION

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 808 1818 W: www.avarchitects.com.au
P: 20/20A LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062

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PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Eyrewater
Western Australia
CLIENT
Perfa

DRAWING TITLE
Level 2 Floor Plan

SCALE @ A1 1:100 DATE 19/12/2024
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DA1005 2



NOTE
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LEGEND

Unit Mix Breakdown			
Residential			
Level	Unit Type	Internal Ar...	
Level 2	1 BR	2	119
	2 BR	8	693
Level 3	1 BR	2	119
	2 BR	8	693
Level 4	1 BR	2	119
	2 BR	8	693
Level 5	1 BR	2	119
	2 BR	8	693
Level 6	1 BR	2	119
	2 BR	8	693
Level 7	1 BR	2	119
	2 BR	8	693
Level 8	1 BR	1	59
	2 BR	5	436
Total	1 BR : 13		
	2 BR : 53		6234
	3 BR : 7		
	Total : 73		

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR APPROVAL			
2	ISSUED FOR CONSTRUCTION			

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ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818 W: www.avarchitects.com.au
P: 20/20A LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
VIA ANTHONY VAVAYIS NO.00062

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AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perfina

DRAWING TITLE
Level 3 Floor Plan

SCALE @ A1 1:100 DATE 19/12/2024
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DA1006 2



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LEGEND

Unit Mix Breakdown			
Residential			
Level	Unit Type	Internal Ar...	
Level 2	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 3	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 4	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 5	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 6	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 7	1 BR	2	119
	2 BR	8	693
	3 BR	1	124
Level 8	1 BR	1	59
	2 BR	5	436
	3 BR	1	123
Total	1 BR : 13		
	2 BR : 53		
	3 BR : 7		
	Total : 73	6234	

REVISION	DATE	BY	REASON
1	10/10/2025	AN	ISSUED FOR APPROVAL

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DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 02 9296 1818
P: 2005A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
VIA ANTHONY VAVAYIS NO.00062

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AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yunderwater
Western Australia
CLIENT
Perifa

DRAWING TITLE
Level 4 Floor Plan

SCALE @ A1 1:100 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

DA1007 2



1 DA Level 5 Floor Plan
11/108

NOTE
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LEGEND

Unit Mix Breakdown			
Residential			
Level	Unit Type	Internal Ar...	
Level 2	1 BR	2	119
	2 BR	8	693
Level 3	3 BR	1	124
	1 BR	2	119
Level 4	2 BR	8	693
	3 BR	1	124
Level 5	1 BR	2	119
	2 BR	8	693
Level 6	3 BR	1	124
	1 BR	2	119
Level 7	2 BR	8	693
	3 BR	1	124
Level 8	1 BR	1	59
	2 BR	5	436
Total	1 BR : 13		
	2 BR : 53		6234
		3 BR : 7	
		Total : 73	

NO.	DESCRIPTION	DATE
1	ISSUED FOR APPROVAL	11/108
2	ISSUED FOR APPROVAL	11/108

REVISION

ANTHONY VAVAYIS + ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
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P: 20/20A LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS + ASSOCIATES PTY LTD
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NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
VIA ANTHONY VAVAYIS NO.0002

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Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perfina

DRAWING TITLE
Level 5 Floor Plan

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA1008 2



1 Level 6 Floor Plan
1 : 100

NOTE
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LEGEND

Unit Mix Breakdown			
Residential			
Level	Unit Type	Internal Ar...	
Level 2	1 BR	2	119
	2 BR	8	693
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	2 BR	2	119
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	2 BR	2	119
Level 6	1 BR	2	119
	2 BR	8	693
Level 7	1 BR	1	124
	2 BR	2	119
Level 8	1 BR	1	59
	2 BR	5	436
Total	1 BR : 13		
	2 BR : 53		
	3 BR : 7		
	Total : 73		6234

NO.	DESCRIPTION	DATE
1	ISSUED FOR APPROVAL	
2	ISSUED FOR APPROVAL	
3	ISSUED FOR APPROVAL	

REVISION

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 02 9296 1818
P: 20/20A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
VIA ANTHONY VAVAYIS NO.0002

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AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yunderwater
Western Australia
CLIENT
Perita

DRAWING TITLE
Level 6 Floor Plan

SCALE @ A1 1 : 100 DATE 19/12/2024
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DA1009 2



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LEGEND

Unit Mix Breakdown			
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	2 BR	5	436
	3 BR	1	123
Total	1 BR : 13		
	2 BR : 53		
	3 BR : 7		
	Total : 73	6234	

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR APPROVAL			
2	REVISED			

REVISION

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SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 02 9296 1818 W: www.avarchitects.com.au
P: 20/20A LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
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VIA ANTHONY VAVAYIS NO.0002

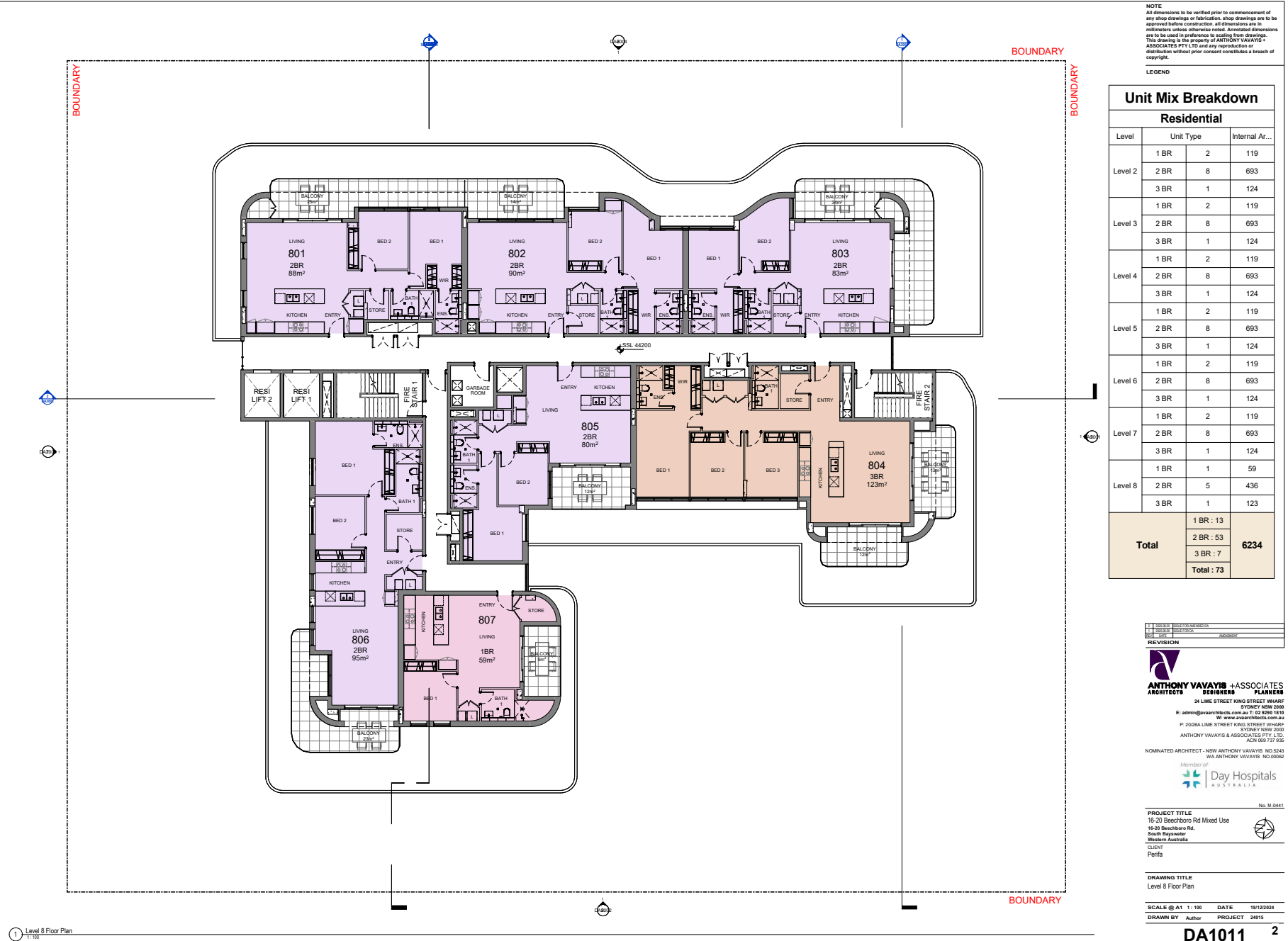
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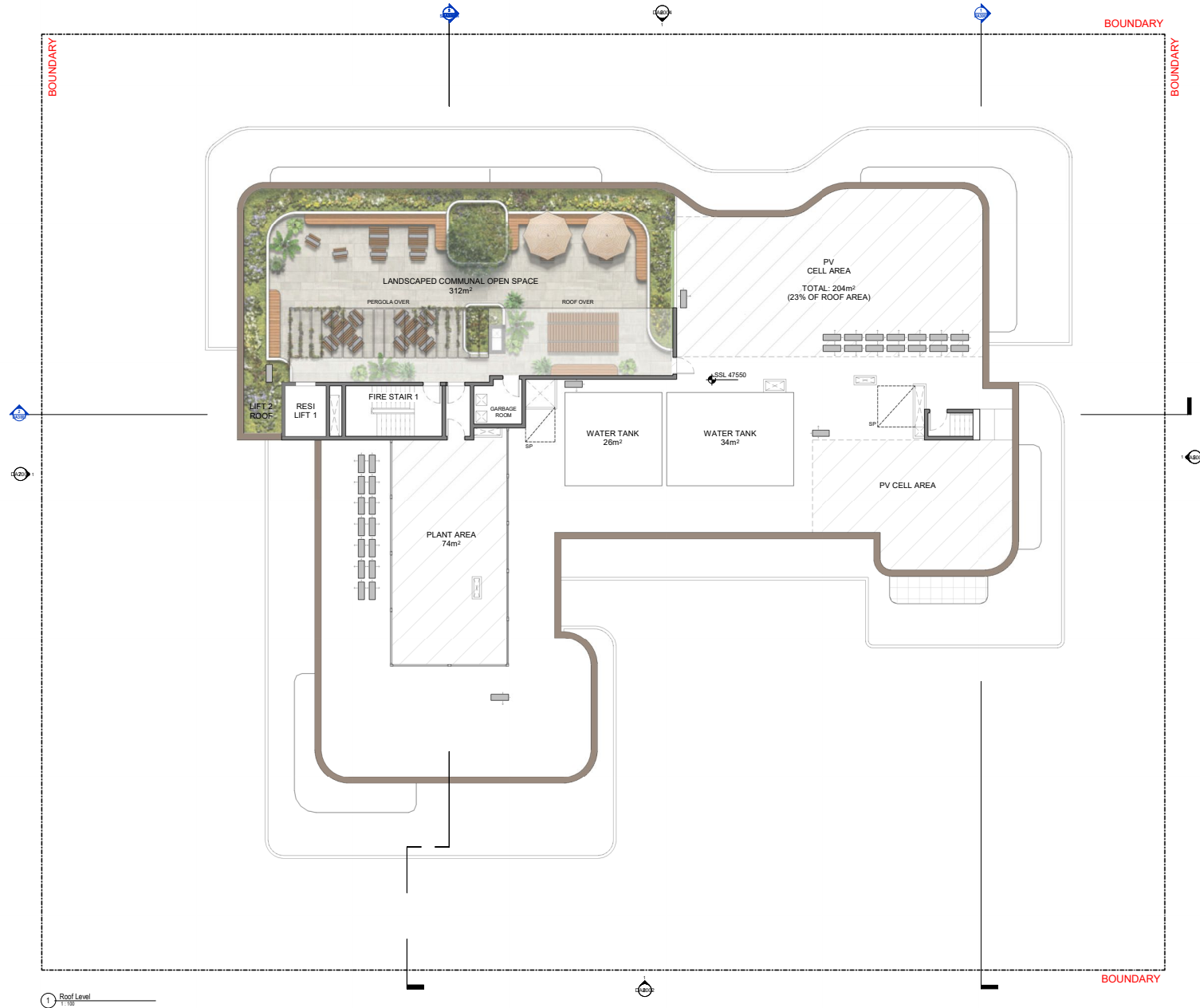
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perfina

DRAWING TITLE
Level 7 Floor Plan

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA1010 2





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LEGEND

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR APPROVAL			
2	REVISED			
3	REVISED			

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ANTHONY VAVAYIS & ASSOCIATES
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ARCHITECTS

24 LIME STREET KING STREET 190400P
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
P: 2009A LIME STREET KING STREET 190400P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.00002

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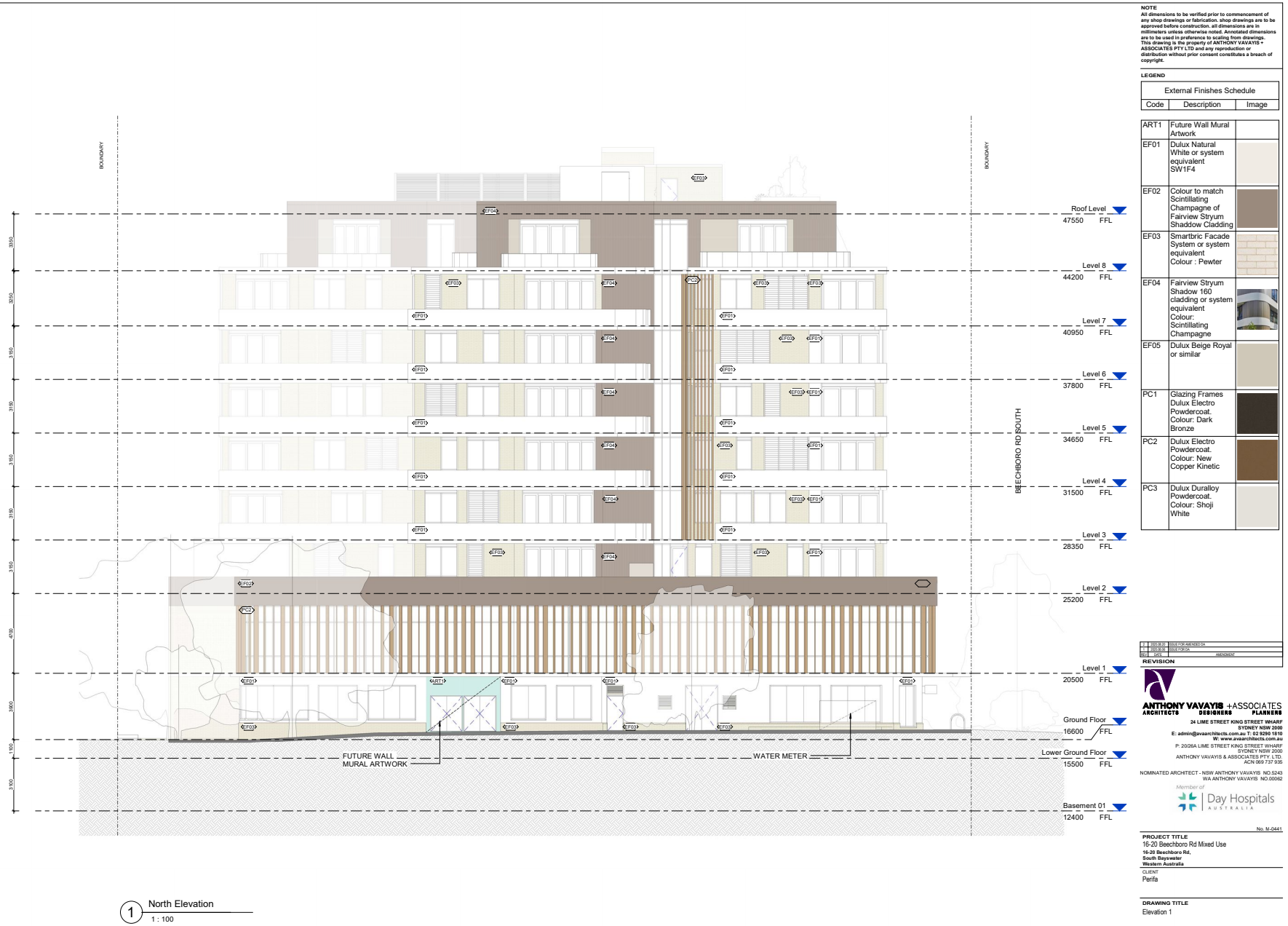
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia

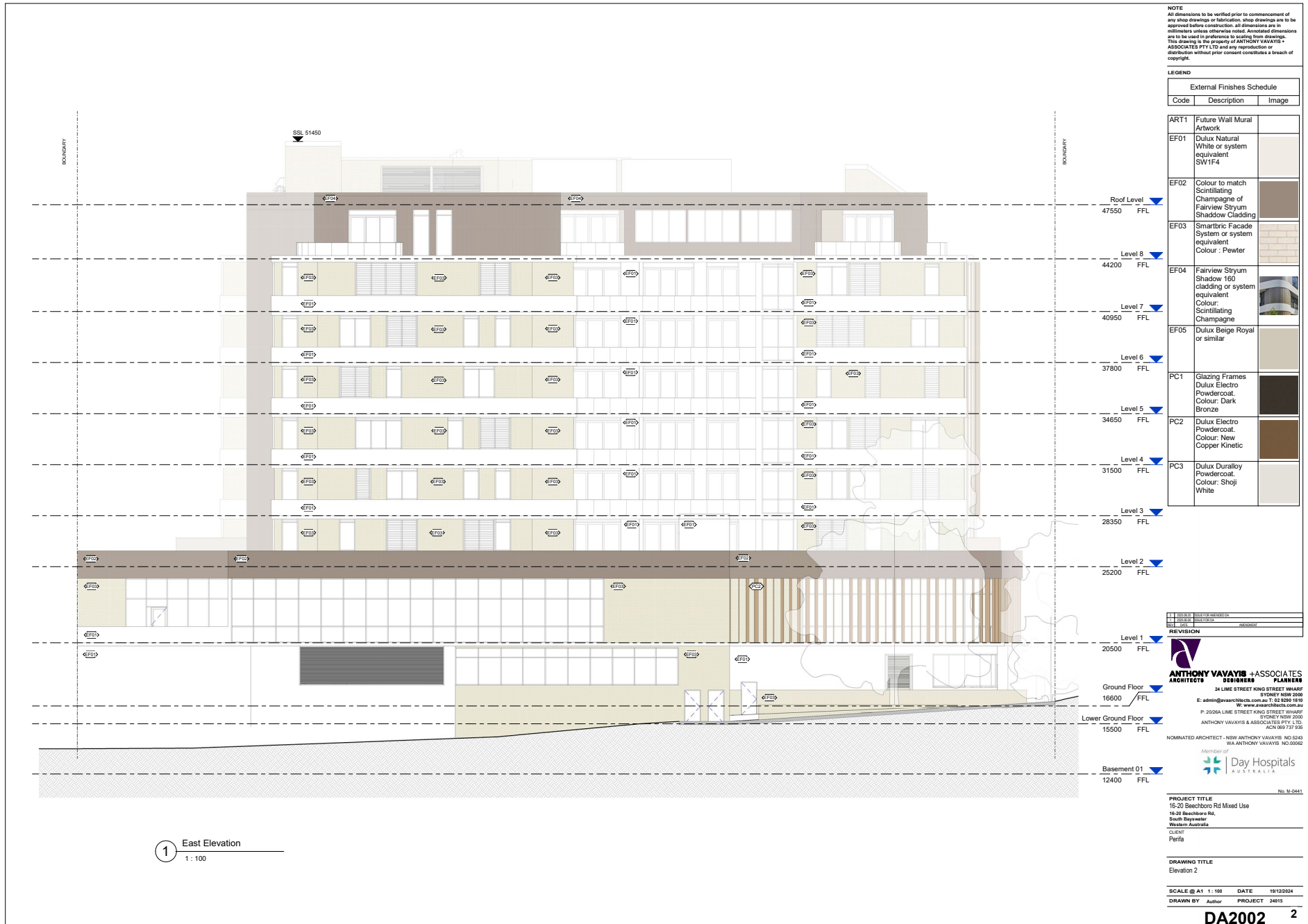
CLIENT
Perita

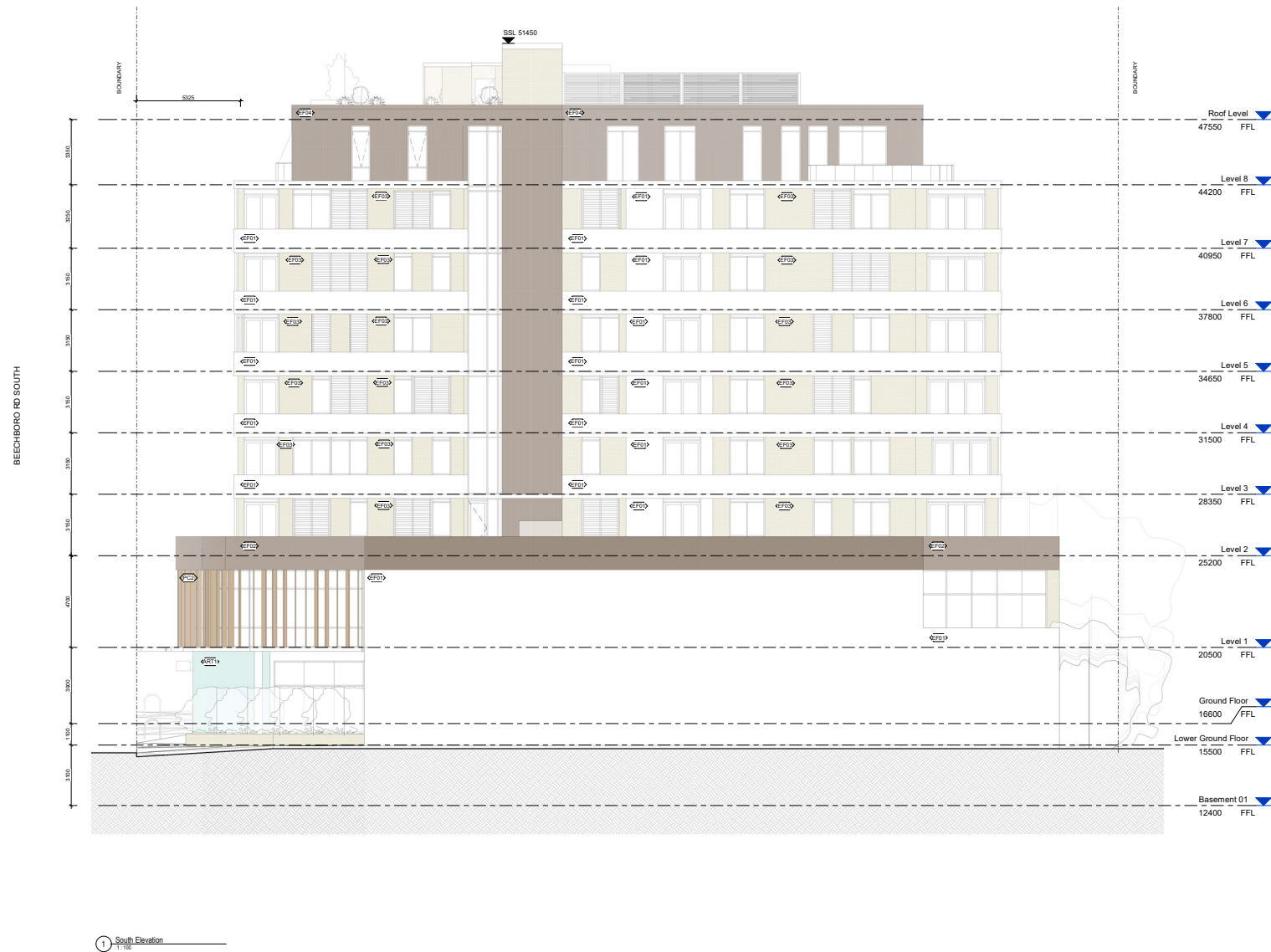
DRAWING TITLE
Roof Plan

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA1012 2







NOTE
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LEGEND

External Finishes Schedule		
Code	Description	Image
ART1	Future Wall Mural Artwork	
EF01	Dulux Natural White or system equivalent SW1F4	
EF02	Colour to match Scintillating Champagne of Fairview Stryum Shadow Cladding	
EF03	Smartbric Facade System or system equivalent Colour: Pewter	
EF04	Fairview Stryum Shadow 160 cladding or system equivalent Colour: Scintillating Champagne	
EF05	Dulux Beige Royal or similar	
PC1	Glazing Frames Dulux Electro Powdercoat. Colour: Dark Bronze	
PC2	Dulux Electro Powdercoat. Colour: New Copper Kinetic	
PC3	Dulux Duralloy Powdercoat. Colour: Shoji White	

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	19/12/2024
2	REVISION	

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET W4040P SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 02 9298 1818 W: www.avarchitects.com.au
P: 20/20A LIME STREET KING STREET W4040P SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243 WA ANTHONY VAVAYIS NO.0002

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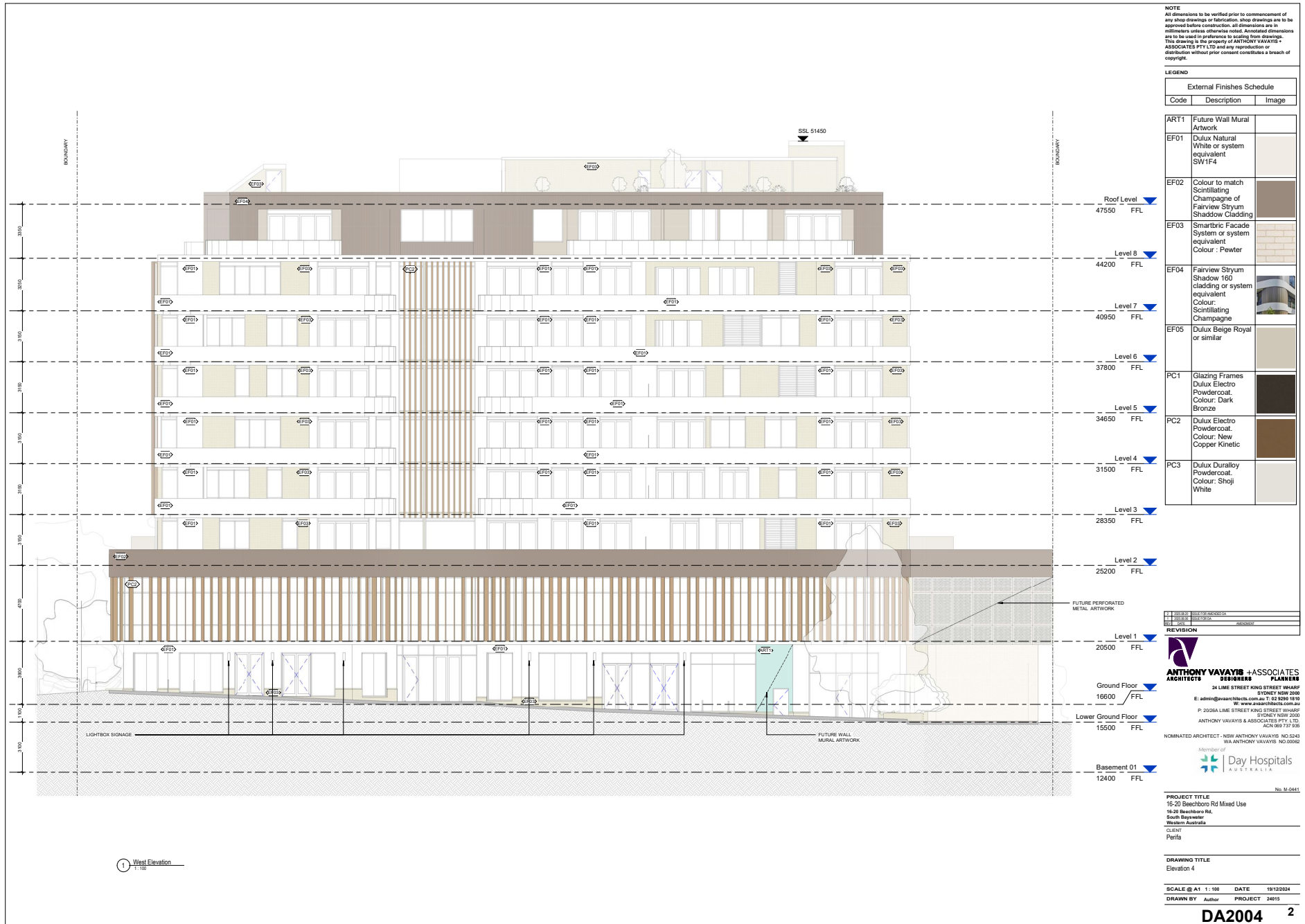
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia

CLIENT
Perfa

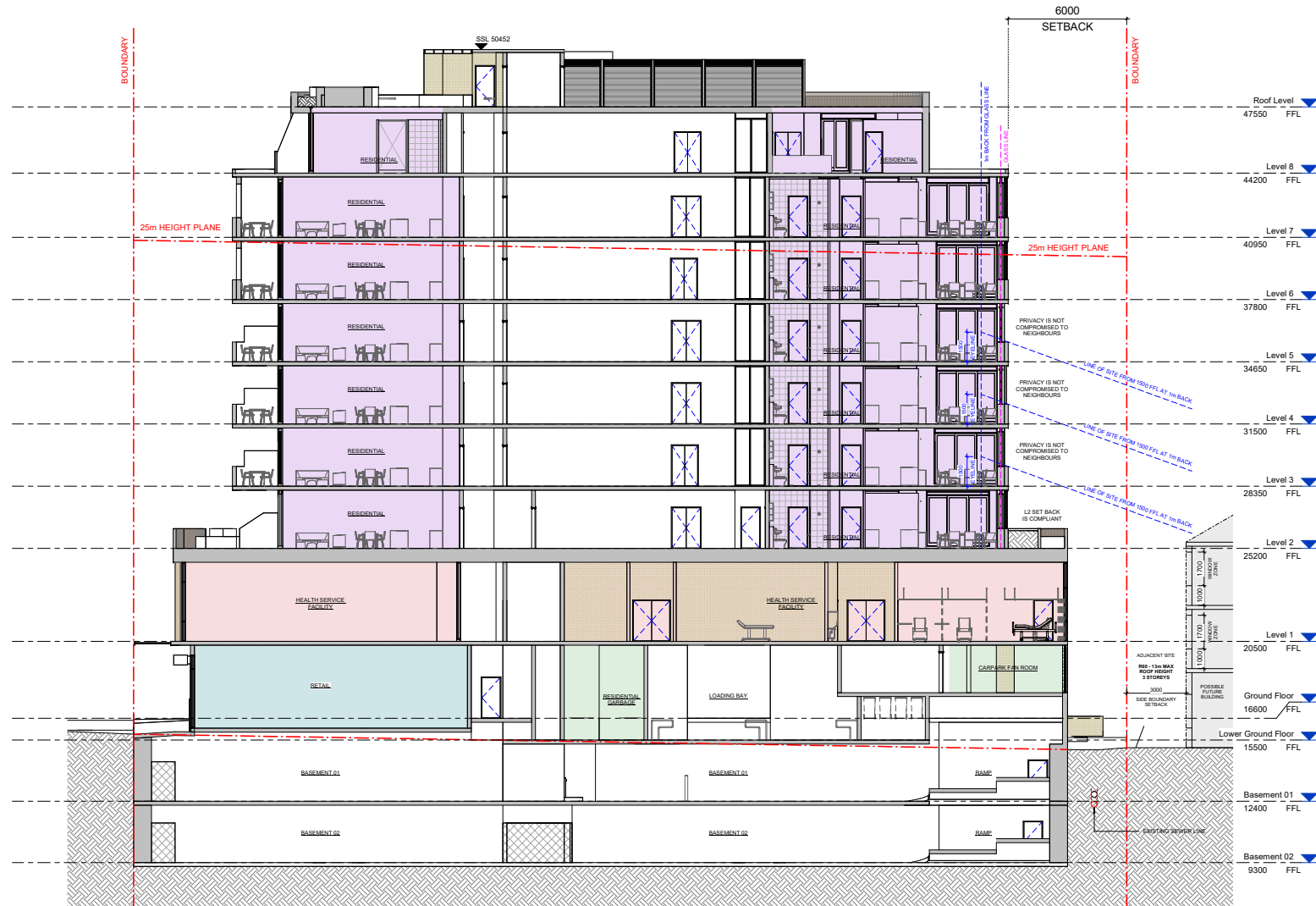
DRAWING TITLE
Elevation 3

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA2003 2







① Section 2
1:100

NOTE
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LEGEND

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	19/12/2024	AV	AV

REVISION

ANTHONY VAVAYIS & ASSOCIATES
ARCHITECTS PLANNERS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 929 1818 W: www.avarchitects.com.au
P: 2009A LIME STREET KING STREET WHARF SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062

Member of
Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Queensland Australia
CLIENT
Perita

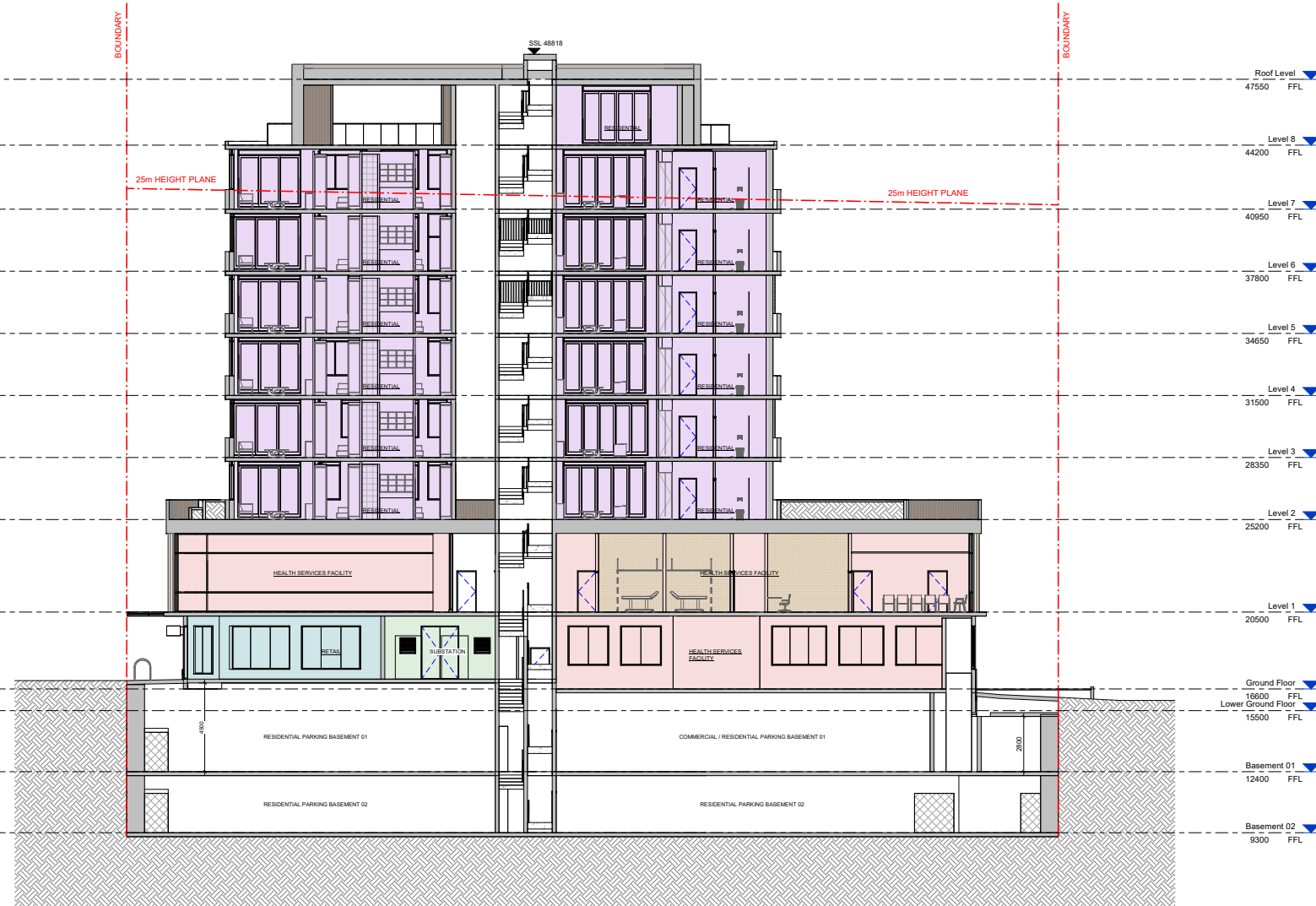
DRAWING TITLE
Section 2

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA3002 2

NOTE
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LEGEND



1 Section 3
1: 100

NO.	REVISION
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SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
P: 2009A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002

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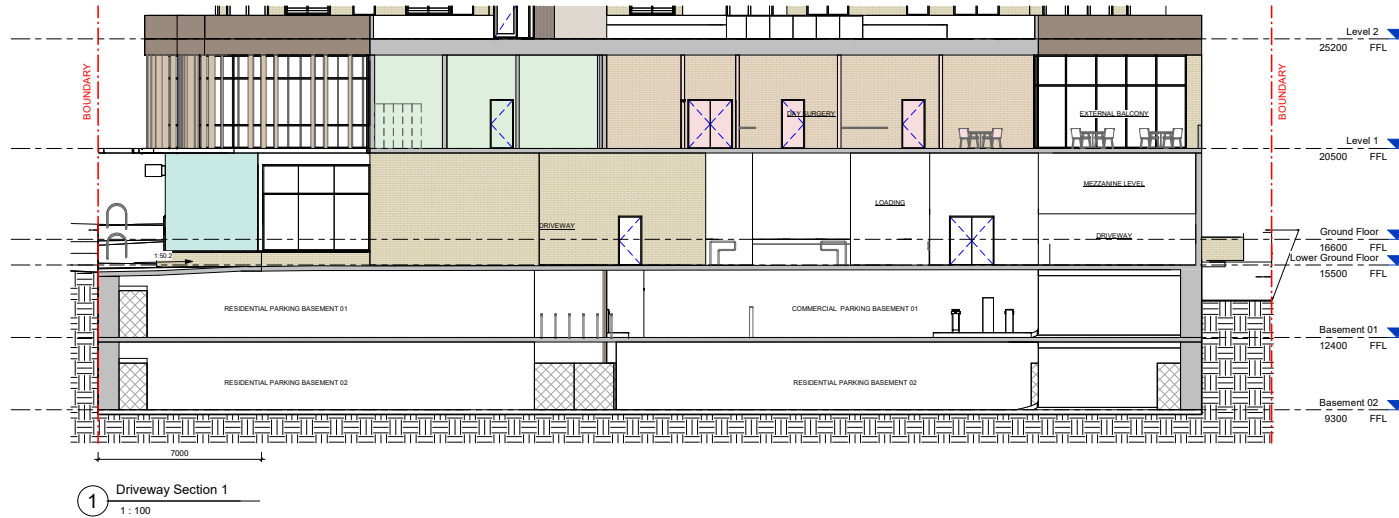
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia

CLIENT
Perita

DRAWING TITLE
Section 3

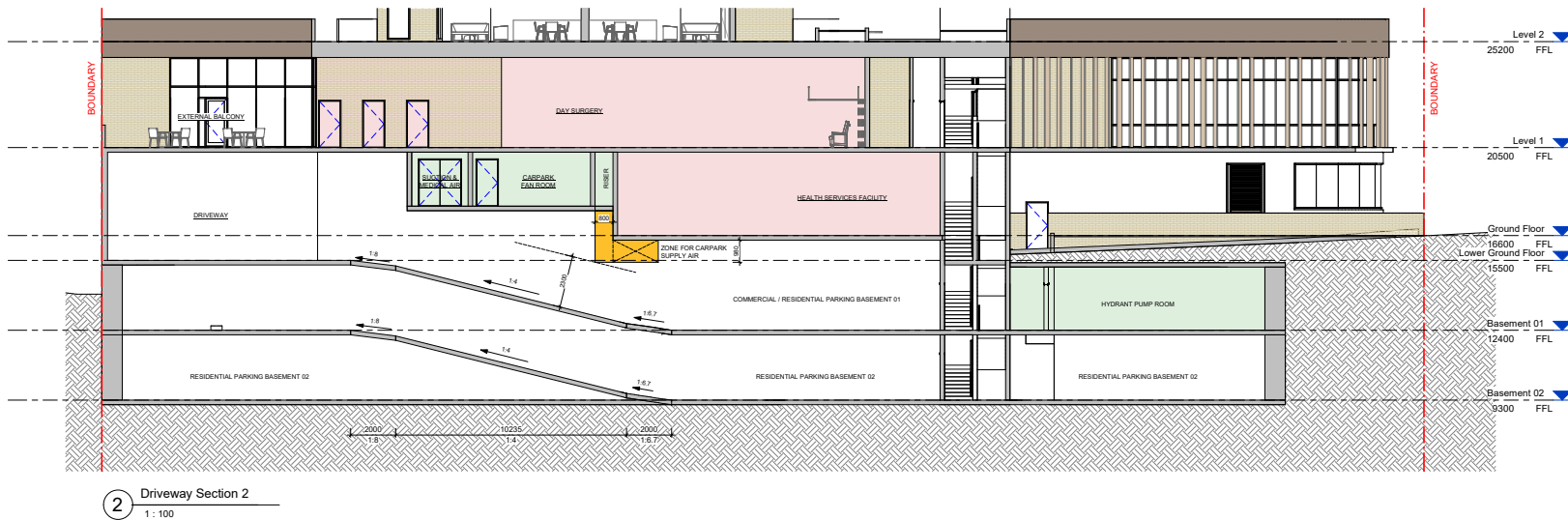
SCALE @ A1 1: 100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA3003 1



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LEGEND



REVISION

ANTHONY VAVAYIS + ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS

24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 928 1818
P: 200/24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS + ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002

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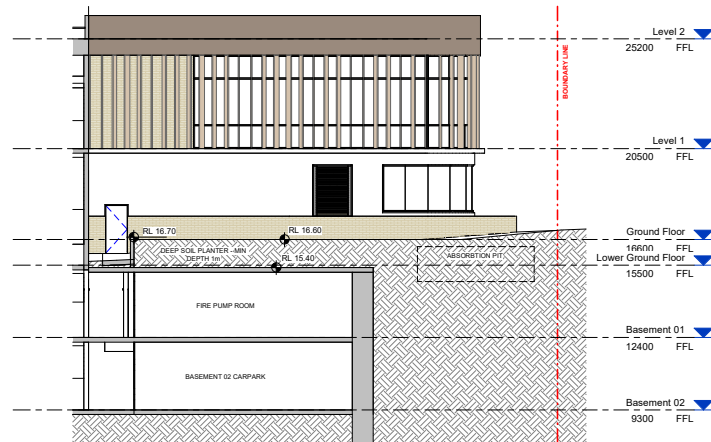
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yunderup
Western Australia

CLIENT
Perla

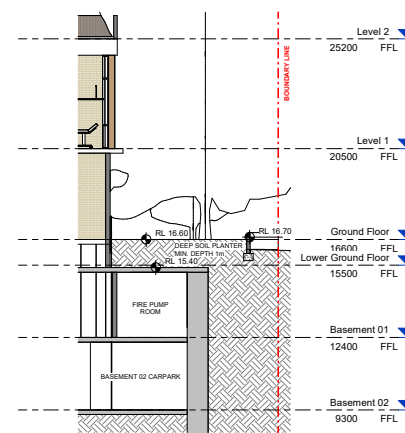
DRAWING TITLE
Section 4

SCALE @ A1 1: 100 DATE 19/12/2024
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DA3004 1



1 REAR PLANTER SECTION 1
1:100



2 REAR PLANTER SECTION 2
1:100

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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	19/12/2024

REVISION

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS

24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
W: www.avarchitects.com.au
P: 2005A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062

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AUSTRALIA

No. M-0441

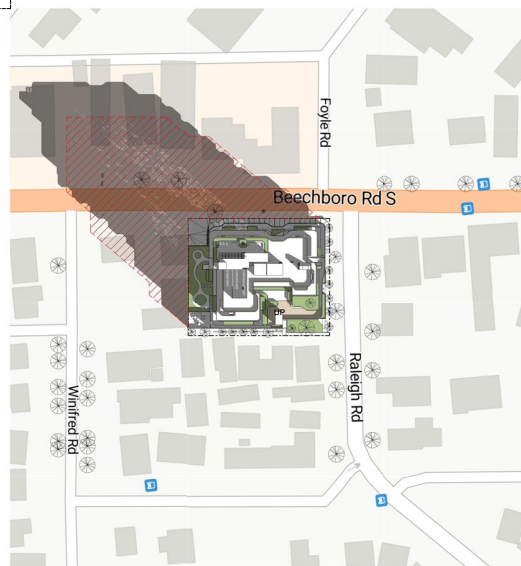
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yegorwater
Western Australia

CLIENT
Perifa

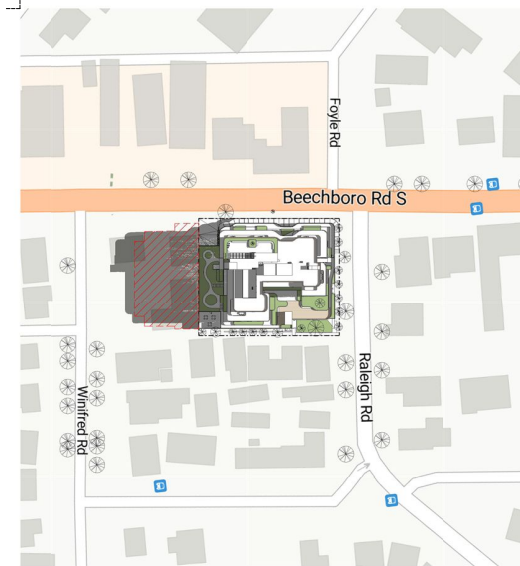
DRAWING TITLE
Section 5

SCALE @ A1 1:100 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

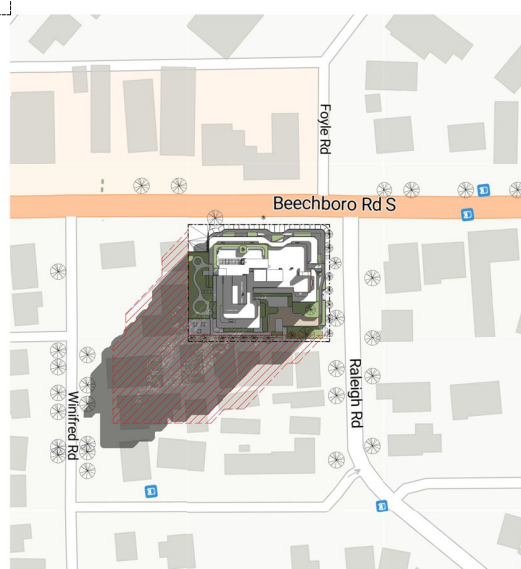
DA3005 1



1 Shadow Diagram - 9am Winter Solstice
1 : 1000



2 Shadow Diagram - 12pm Winter Solstice
1 : 1000



3 Shadow Diagram - 3pm Winter Solstice
1 : 1000

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LEGEND

1	PROJECT MANAGER	ANTHONY VAVAYIS
2	DESIGNER	ANTHONY VAVAYIS
3	REVISION	

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET 10400P
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818 W: www.avarchitects.com.au
P: 2005A LIME STREET KING STREET 10400P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY. LTD.
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062



No. M-0441

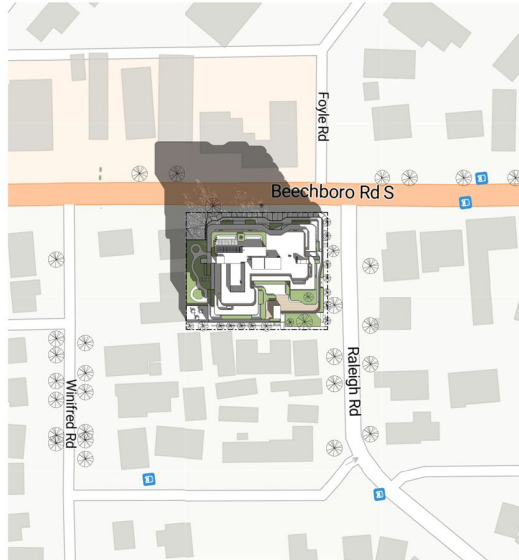
PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yagoona
Western Australia

CLIENT
Perita

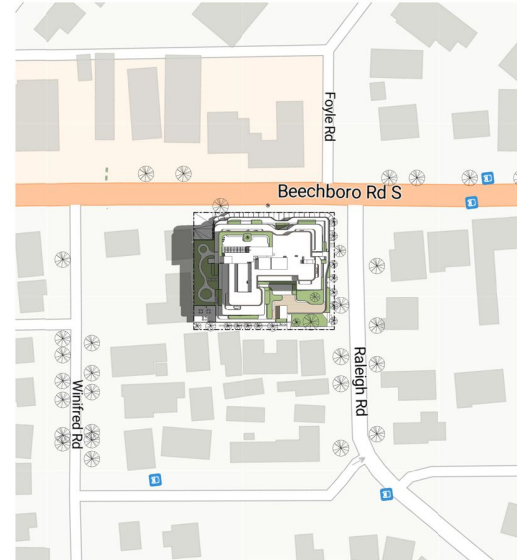
DRAWING TITLE
Shadow Diagram

SCALE @ A1 1:1000 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

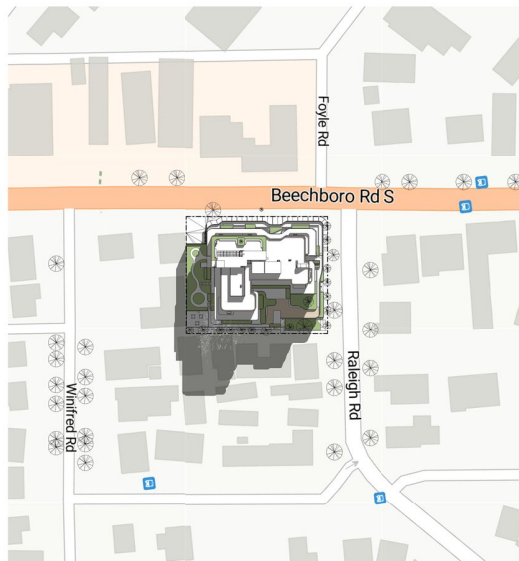
DA4001 2



1 Shadow Diagram - 9am Spring Equinox
1 : 1000



2 Shadow Diagram - 12pm Spring Equinox
1 : 1000



3 Shadow Diagram - 3pm Spring Equinox
1 : 1000

NOTE
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LEGEND

1	PROJECT MANAGER	ANTHONY VAVAYIS
2	DESIGNER	ANTHONY VAVAYIS
3	REVISION	

REVISION

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET 194400P
SYDNEY NSW 2000
E: admin@vavayis.com.au T: 65 9296 1818 W: www.vavayis.com.au
P: 2005A LIME STREET KING STREET 194400P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062

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AUSTRALIA

No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yagoona
Western Australia

CLIENT
Perita

DRAWING TITLE
Shadow Diagram 2

SCALE @ A1 1: 1000
DATE 19/12/2024
DRAWN BY Author
PROJECT 24015

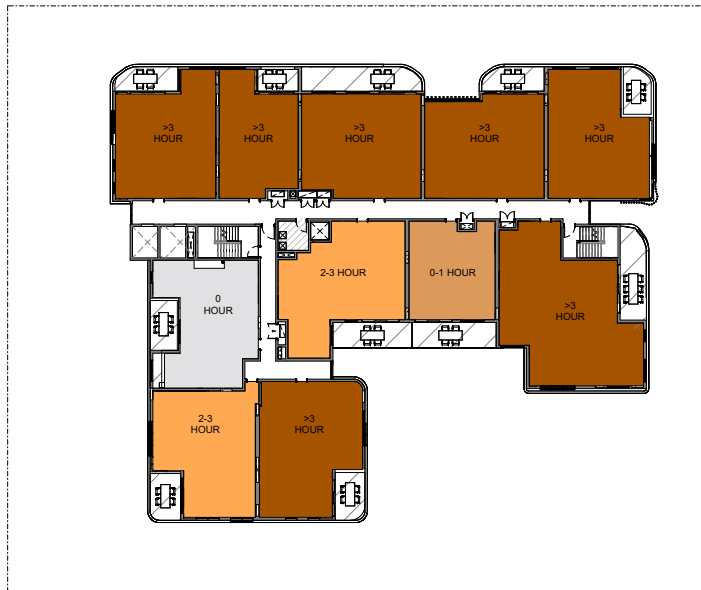
DA4002 2

NOTE
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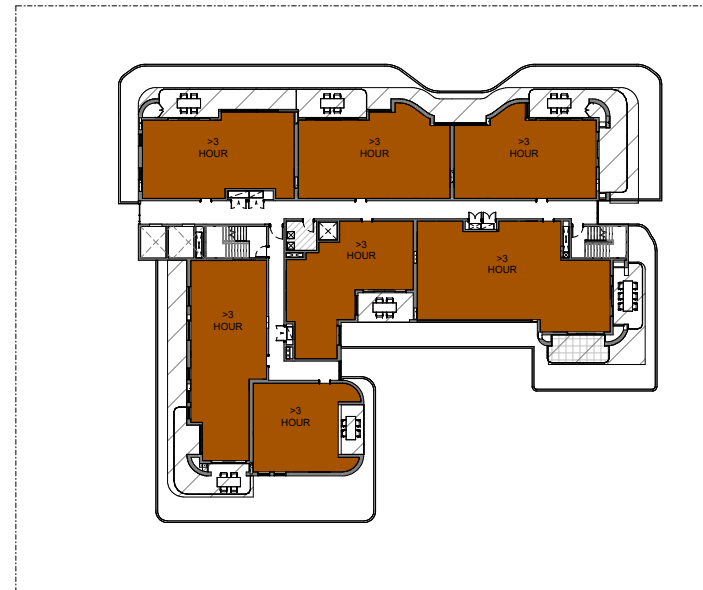
LEGEND

Solar Access Diagram			
Hours of Daylight	Unit Count	%	
0	6	8%	
0-1	6	8%	
1-2	0	0%	
2-3	12	17%	
>3	49	67%	
TOTAL	73		

0 HOURS OF DAYLIGHT
 0-1 HOURS OF DAYLIGHT
 1-2 HOURS OF DAYLIGHT
 2-3 HOURS OF DAYLIGHT
 >3 HOURS OF DAYLIGHT



1 Level 2 - 7 Floor Plan (Typical)
1 : 200



2 Level 8 Floor Plan
1 : 200

REVISION	DATE	BY	APP'D

ANTHONY VAVAYIS & ASSOCIATES
 ARCHITECTS DESIGNERS PLANNERS
 24 LIME STREET KING STREET WHARF
 SYDNEY NSW 2000
 E: admin@avarchitects.com.au T: 61 2 9296 1818 W: www.avarchitects.com.au
 P: 20/20A LIME STREET KING STREET WHARF SYDNEY NSW 2000
 ANTHONY VAVAYIS & ASSOCIATES PTY LTD
 ACN 069 737 836

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002

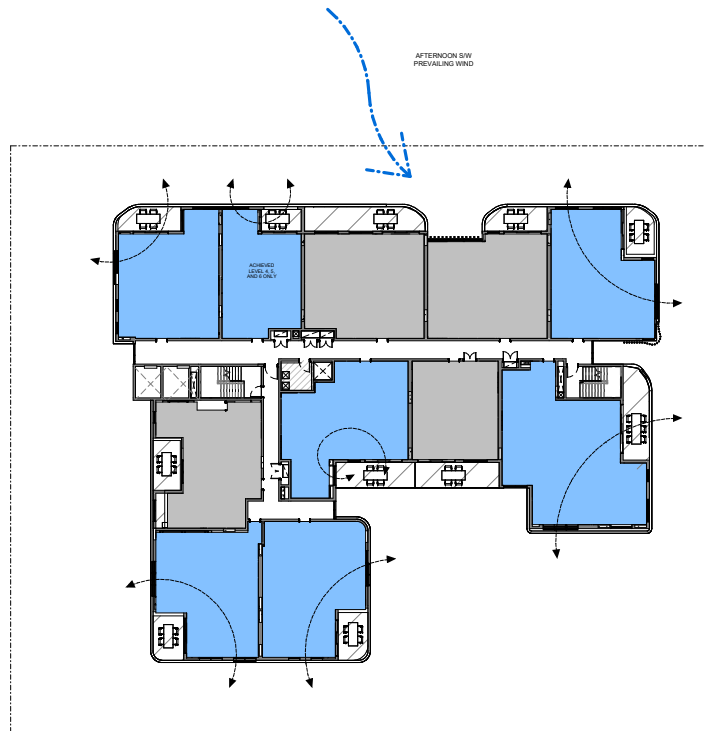
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PROJECT TITLE
 16-20 Beechboro Rd Mixed Use
 16-20 Beechboro Rd,
 South Eyrewater
 Western Australia
 CLIENT
 Penfa

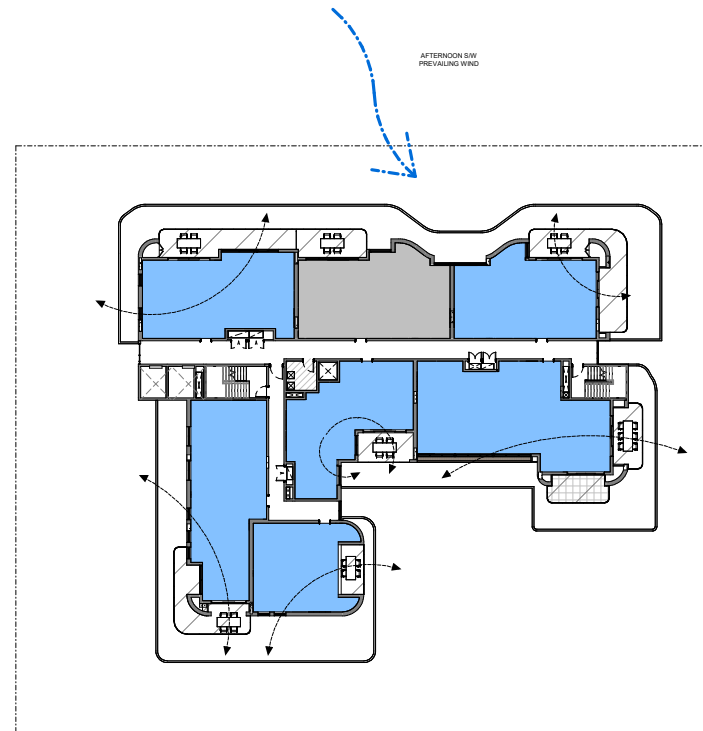
DRAWING TITLE
 Sunlight Analysis Plan

SCALE @ A1 AS DATE 19/12/2024
 DRAWN BY Author PROJECT 24015

DA4003 1



1 Level 2 - 7 Floor Plan (Typical)
1 : 200



2 Level 8 Floor Plan
1 : 200

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LEGEND

Cross Ventilation Diagram		
Cross Ventilation	Unit Count	%
Achieved	45	62%
Not Achieved	28	38%
TOTAL	73	

■ CROSS VENTILATION ACHIEVED
■ CROSS VENTILATION NOT ACHIEVED

REVISION	DATE	BY	APP

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818
W: www.avarchitects.com.au
P: 2009A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 836

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WA ANTHONY VAVAYIS NO.0062

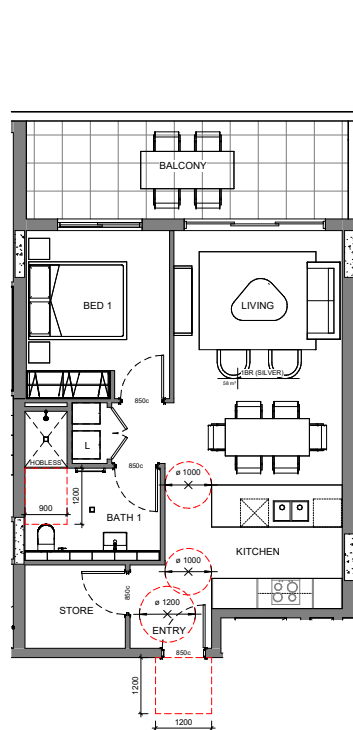
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AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Rydalmere
Western Australia
CLIENT
Perifa

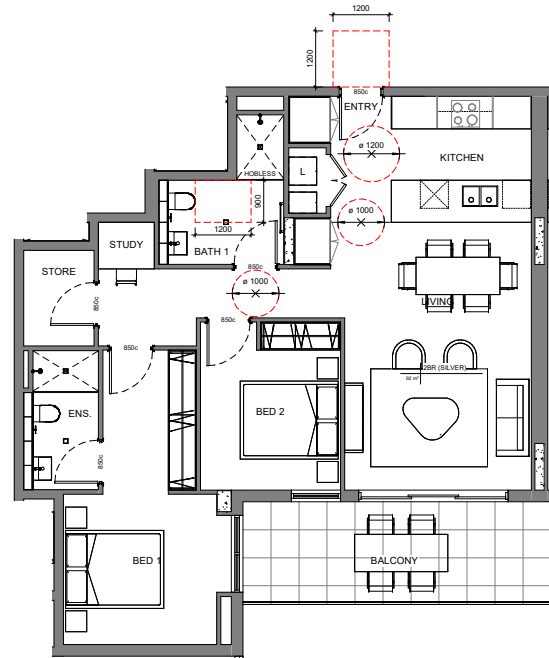
DRAWING TITLE
Cross Ventilation Analysis Plan

SCALE @ A1 As **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

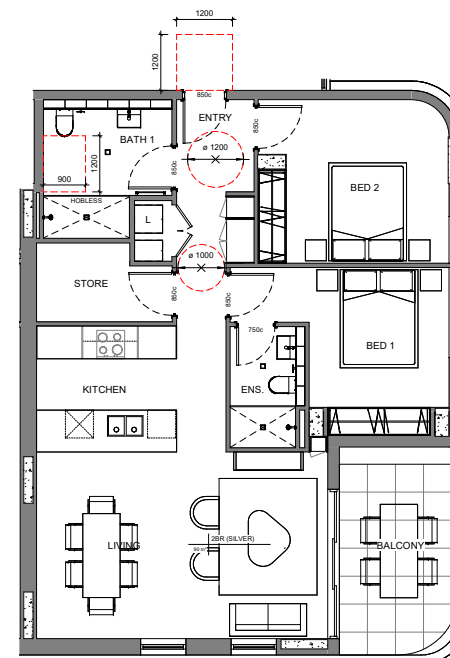
DA4004 1



1 TYPICAL 2 BR LIVABLE UNIT - 202, 302, 402, 502, 602, 702
1 : 50



2 TYPICAL 3 BR LIVABLE UNIT - 208, 308, 408, 508, 608, 708
1 : 50



3 TYPICAL 3 BR LIVABLE UNIT - 211, 311, 411, 511, 611, 711
1 : 50

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LEGEND

LIVABLE UNITS			
LEVEL	UNIT NUMBER	UNIT TYPE	
Level 2	202	1BR	
Level 2	208	2BR	
Level 2	211	2BR	
Level 3	302	1BR	
Level 3	308	2BR	
Level 3	311	2BR	
Level 4	402	1BR	
Level 4	408	2BR	
Level 4	411	2BR	
Level 5	502	1BR	
Level 5	508	2BR	
Level 5	511	2BR	
Level 6	602	1BR	
Level 6	608	2BR	
Level 6	611	2BR	
Level 7	702	1BR	
Level 7	708	2BR	
Level 7	711	2BR	
TOTAL: 18			

REVISION	DATE	BY	APP
1			

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS
24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 02 9296 1818
W: www.avarchitects.com.au
P: 2008A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 836

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062

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AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Penfa

DRAWING TITLE
Typical Livable Unit Layouts (Silver)

SCALE @ A1 1 : 50 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA4005 1

Unit Schedule									
Level	Number	Unit Type	Unit Area	Balcony Area	Livable Unit	Solar Access (>2 Hours)	Cross Ventilation	Complying Minimum Storage Requirement	
Level 2	201	2BR	82 m²	19 m²	No	Yes	Yes	Yes	
Level 2	202	1BR	58 m²	23 m²	Yes	Yes	No	Yes	
Level 2	203	2BR	89 m²	26 m²	No	Yes	No	Yes	
Level 2	204	2BR	88 m²	20 m²	No	Yes	No	Yes	
Level 2	205	2BR	85 m²	26 m²	No	Yes	Yes	Yes	
Level 2	206	3BR	124 m²	23 m²	No	Yes	Yes	Yes	
Level 2	207	1BR	61 m²	16 m²	No	No	No	Yes	
Level 2	208	2BR	92 m²	14 m²	Yes	Yes	Yes	Yes	
Level 2	209	2BR	83 m²	30 m²	No	No	No	Yes	
Level 2	210	2BR	84 m²	24 m²	No	Yes	Yes	Yes	
Level 2	211	2BR	90 m²	24 m²	Yes	Yes	Yes	Yes	
Level 3	301	2BR	82 m²	11 m²	No	Yes	Yes	Yes	
Level 3	302	1BR	58 m²	14 m²	Yes	Yes	No	Yes	
Level 3	303	2BR	89 m²	23 m²	No	Yes	No	Yes	
Level 3	304	2BR	88 m²	10.5 m²	No	Yes	No	Yes	
Level 3	305	2BR	85 m²	11 m²	No	Yes	Yes	Yes	
Level 3	306	3BR	124 m²	18 m²	No	Yes	Yes	Yes	
Level 3	307	2BR	61 m²	16 m²	No	No	No	Yes	
Level 3	308	2BR	92 m²	15 m²	Yes	Yes	Yes	Yes	
Level 3	309	2BR	83 m²	11 m²	No	No	No	Yes	
Level 3	310	2BR	84 m²	11 m²	No	Yes	Yes	Yes	
Level 3	311	2BR	90 m²	11 m²	Yes	Yes	Yes	Yes	
Level 4	401	2BR	82 m²	11 m²	No	Yes	Yes	Yes	
Level 4	402	1BR	65 m²	7.5 m²	Yes	Yes	Yes	Yes	
Level 4	403	2BR	89 m²	22 m²	No	Yes	No	Yes	
Level 4	404	2BR	88 m²	10.5 m²	No	Yes	No	Yes	
Level 4	405	2BR	85 m²	11 m²	No	Yes	Yes	Yes	
Level 4	406	3BR	124 m²	18 m²	No	Yes	Yes	Yes	
Level 4	407	2BR	61 m²	16 m²	No	No	No	Yes	
Level 4	408	2BR	92 m²	15 m²	Yes	Yes	Yes	Yes	
Level 4	409	2BR	83 m²	11 m²	No	No	No	Yes	
Level 4	410	2BR	84 m²	11 m²	No	Yes	Yes	Yes	
Level 4	411	2BR	90 m²	11 m²	Yes	Yes	Yes	Yes	
Level 5	501	2BR	82 m²	11 m²	No	Yes	Yes	Yes	
Level 5	502	1BR	65 m²	7.5 m²	Yes	Yes	Yes	Yes	
Level 5	503	2BR	89 m²	22 m²	No	Yes	No	Yes	
Level 5	504	2BR	88 m²	10.5 m²	No	Yes	No	Yes	
Level 5	505	2BR	85 m²	11 m²	No	Yes	Yes	Yes	
Level 5	506	3BR	123 m²	18 m²	No	Yes	Yes	Yes	
Level 5	507	2BR	61 m²	16 m²	No	No	No	Yes	
Level 5	508	2BR	92 m²	15 m²	Yes	Yes	Yes	Yes	
Level 5	509	2BR	83 m²	11 m²	No	No	No	Yes	
Level 5	510	2BR	84 m²	11 m²	No	Yes	Yes	Yes	
Level 5	511	2BR	90 m²	11 m²	Yes	Yes	Yes	Yes	
Level 6	601	2BR	82 m²	11 m²	No	Yes	Yes	Yes	
Level 6	602	1BR	65 m²	6 m²	Yes	Yes	Yes	Yes	
Level 6	603	2BR	89 m²	23 m²	No	Yes	No	Yes	
Level 6	604	2BR	88 m²	10.5 m²	No	Yes	No	Yes	
Level 6	605	2BR	85 m²	11 m²	No	Yes	Yes	Yes	
Level 6	606	3BR	123 m²	18 m²	No	Yes	Yes	Yes	
Level 6	607	2BR	60 m²	16 m²	No	No	No	Yes	
Level 6	608	2BR	92 m²	15 m²	Yes	Yes	Yes	Yes	
Level 6	609	2BR	83 m²	11 m²	No	No	No	Yes	
Level 6	610	2BR	84 m²	11 m²	No	Yes	Yes	Yes	
Level 6	611	2BR	90 m²	11 m²	Yes	Yes	Yes	Yes	
Level 7	701	2BR	82 m²	11 m²	No	Yes	Yes	Yes	
Level 7	702	1BR	58 m²	12.5 m²	Yes	Yes	No	Yes	
Level 7	703	2BR	89 m²	23 m²	No	Yes	No	Yes	
Level 7	704	2BR	88 m²	10.5 m²	No	Yes	No	Yes	
Level 7	705	2BR	85 m²	11 m²	No	Yes	Yes	Yes	
Level 7	706	3BR	124 m²	19 m²	No	Yes	Yes	Yes	
Level 7	707	2BR	61 m²	16 m²	No	No	No	Yes	
Level 7	708	2BR	92 m²	15 m²	Yes	Yes	Yes	Yes	
Level 7	709	2BR	83 m²	11 m²	No	No	No	Yes	
Level 7	710	2BR	84 m²	11 m²	No	Yes	Yes	Yes	
Level 7	711	2BR	90 m²	11 m²	Yes	Yes	Yes	Yes	
Level 8	801	2BR	87 m²	28 m²	No	Yes	Yes	Yes	
Level 8	802	2BR	90 m²	27 m²	No	Yes	No	Yes	
Level 8	803	2BR	83 m²	57 m²	No	Yes	Yes	Yes	
Level 8	804	3BR	122 m²	35 m²	No	Yes	Yes	Yes	
Level 8	805	2BR	79 m²	12 m²	No	Yes	Yes	Yes	
Level 8	806	2BR	98 m²	50 m²	No	Yes	Yes	Yes	
Level 8	807	1BR	58 m²	8 m²	No	Yes	Yes	Yes	
TOTALS						18 : Yes 55 : No	61 >2 Hours 12 <2 Hours	45 : Yes 28 : No	73 : Yes 0 : No
GRAND TOTAL : 73									

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LEGEND

REV	NO.	DESCRIPTION
1	1	REVISION

ANTHONY VAVAYIS + ASSOCIATES
DESIGNERS PLANNERS
ARCHITECTS

24 LIME STREET KING STREET WHARF
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 928 1818
W: www.avarchitects.com.au
P: 2009A LIME STREET KING STREET WHARF
SYDNEY NSW 2000
ANTHONY VAVAYIS + ASSOCIATES PTY LTD
ACN 069 737 935

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0062



No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Eugene
Western Australia

CLIENT
Perla

DRAWING TITLE
Unit Schedule

SCALE @ A1 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA4006 1



1 BEECHBORO RD STREETScape

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LEGEND

External Finishes Schedule Entry		
Code	Description	Image
ART1	Future Wall Mural Artwork	
EF01	Dulux Natural White or system equivalent SW1F4	
EF02	Colour to match Scintillating Champagne of Fairview Stryum Shadow Cladding	
EF03	Smartbric Facade System or system equivalent Colour: Pewter	
EF04	Fairview Stryum Shadow 160 cladding or system equivalent Colour: Scintillating Champagne	
EF05	Dulux Beige Royal or similar	
PC1	Glazing Frames Dulux Electro Powdercoat. Colour: Dark Bronze	
PC2	Dulux Electro Powdercoat. Colour: New Copper Kinetic	
PC3	Dulux Duralloy Powdercoat. Colour: Shoji White	

1	DESIGNED BY	ANTHONY VAVAYIS & ASSOCIATES
2	DRAWN BY	ANTHONY VAVAYIS & ASSOCIATES
3	CHECKED BY	ANTHONY VAVAYIS & ASSOCIATES
4	DATE	19/12/2024

REVISION	DESCRIPTION
1	REVISED

ANTHONY VAVAYIS & ASSOCIATES
ARCHITECTS PLANNERS
24 LIME STREET KING STREET W4040P
SYDNEY NSW 2000
E: admin@avarchitects.com.au T: 65 9296 1818 W: www.avarchitects.com.au
P: 2009A LIME STREET KING STREET W4040P SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD ACN 069 737 936

NOMINATED ARCHITECT - NSW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002



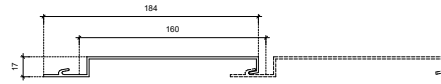
No. M-0441

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perfa

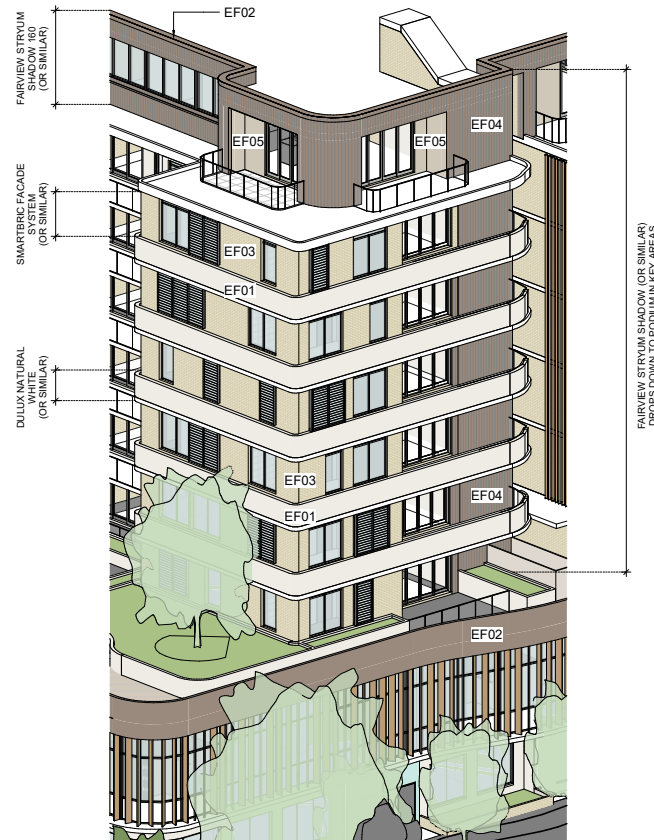
DRAWING TITLE
Beechboro Road Streetscape

SCALE @ A1 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

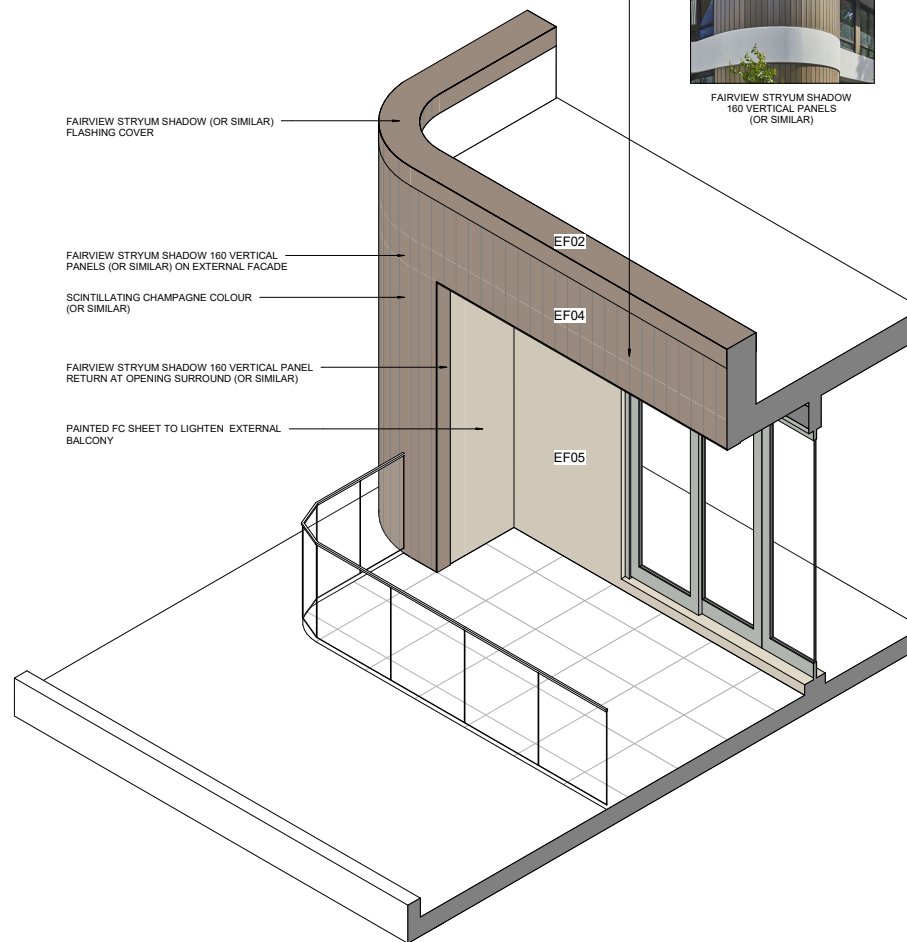
DA4007 2



1 Vertical Panels - Detail
1:2



2 External Facade - Detail 1



3 External Facade - Scaled Detail

NOTE
All dimensions to be verified prior to commencement of any shop drawings or fabrication. Shop drawings are to be approved before construction. All dimensions are to millimeters unless otherwise noted. Annotated dimensions are to be used in preference to scaling from drawings. This drawing is the property of ANTHONY VAVAYIS & ASSOCIATES PTY LTD and any reproduction or distribution without prior consent constitutes a breach of copyright.

LEGEND

External Finishes Schedule		
Code	Description	Image
ART1	Future Wall Mural Artwork	
EF01	Dulux Natural White or system equivalent SW1F4	
EF02	Colour to match Scintillating Champagne of Fairview Stryum Shadow Cladding	
EF03	Smartbic Facade System or system equivalent Colour: Pewter	
EF04	Fairview Stryum Shadow 160 cladding or system equivalent Colour: Scintillating Champagne	
EF05	Dulux Beige Royal or similar	
PC1	Glazing Frames Dulux Electro Powdercoat Colour: Dark Bronze	
PC2	Dulux Electro Powdercoat Colour: New Copper Kinetic	
PC3	Dulux Duralloy Powdercoat Colour: Shoji White	

NO.	DATE	DESCRIPTION
1	19/12/2024	ISSUED FOR TENDER

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS
24 LIME STREET KING STREET 19040P
SYDNEY NSW 2000
E: admin@vavayis.com.au T: 65 929 1819 W: www.vavayis.com.au
P: 2009A LIME STREET KING STREET 19040P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA/ANTHONY VAVAYIS NO.0002

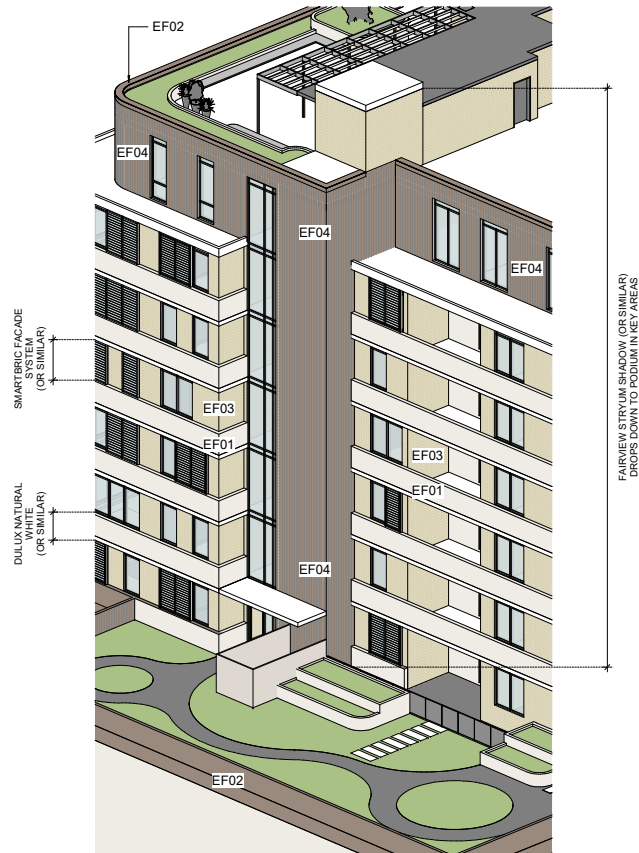
Member of
Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Yunder
Western Australia
CLIENT
Perfa

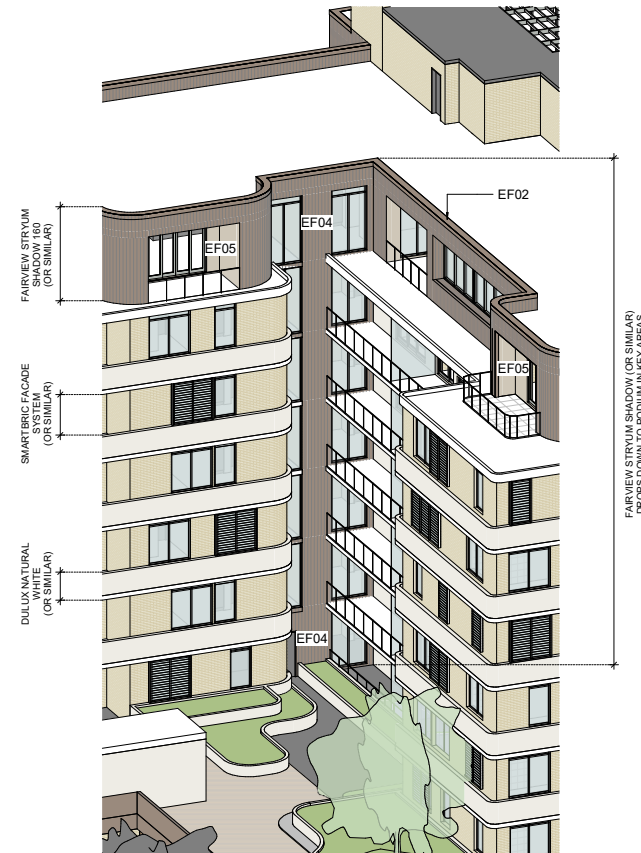
DRAWING TITLE
Detail - External Facade 01

SCALE @ A1 1:2 DATE 19/12/2024
DRAWN BY Author PROJECT 24015

DA5001 1



① External Facade - Detail 2



② External Facade - Detail 3

NOTE
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LEGEND

External Finishes Schedule		
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EF02	Colour to match Scintillating Champagne of Fairview Stryum Shadow Cladding	
EF03	Smartbric Facade System or system equivalent Colour : Pewter	
EF04	Fairview Stryum Shadow 160 cladding or system equivalent Colour: Scintillating Champagne	
EF05	Dulux Beige Royal or similar	
PC1	Glazing Frames Dulux Electro Powdercoat. Colour: Dark Bronze	
PC2	Dulux Electro Powdercoat. Colour: New Copper Kinetic	
PC3	Dulux Duralloy Powdercoat. Colour: Shoji White	

REV	DATE	DESCRIPTION
1	19/12/2024	ISSUED FOR TENDER

ANTHONY VAVAYIS & ASSOCIATES
DESIGNERS PLANNERS ARCHITECTS

24 LIME STREET KING STREET 190400P
SYDNEY NSW 2000
E: info@avarchitects.com.au T: 65 808 1818 W: www.avarchitects.com.au
P: 2009A LIME STREET KING STREET 190400P
SYDNEY NSW 2000
ANTHONY VAVAYIS & ASSOCIATES PTY LTD
ACN 069 737 936

NOMINATED ARCHITECT - NEW ANTHONY VAVAYIS NO.5243
WA ANTHONY VAVAYIS NO.0002

Member of
Day Hospitals
AUSTRALIA

PROJECT TITLE
16-20 Beechboro Rd Mixed Use
16-20 Beechboro Rd,
South Brisbane
Western Australia
CLIENT
Perifa

DRAWING TITLE
Detail - External Facade 02

SCALE @ A1 **DATE** 19/12/2024
DRAWN BY Author **PROJECT** 24015

DA5002 1

**DESIGN REVIEW PANEL (DRP) 3 ADVICE NOTE**

Review attendance		
Subject	Lots 428- 430 (No 16, 18, 20) Beechboro Road South, Bayswater (Mixed Use Development) – Development Application Design Review	
Date	Tuesday 22 July, 2025	
Time	10.00am – 12.00pm	
Location	DevelopmentWA's Offices Mia Yellagonga Tower 2, Level 7/5 Spring Street, Perth	
Panel Members	Chris Maher (Chair) Chris Melsom Shae Hatch	Hames Sharley Chris Melsom UDLA
Applicant Team	Robert Walker Milla Harris Kathy Davis Howard Rom Joseph Walsh Lachlan Miles	Planning Solutions Planning Solutions AVA Architects Corim Perifa Perifa
Observers	Emily Grindrod Cheyenne Ellis Natasha Trefry Audrey Romanin	DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA
Conflict of Interest Declarations		
None		
Briefings		
Design Presentation by AVA Architects		
Design Review Report endorsement		
Chair Signature		
	Chris Maher	

Executive Summary	
Overall	The Panel thanked the Applicant Team for their presentation and further engagement with the design review process. Overall, the Panel believes that the proposal has the potential to achieve Design Excellence and supports the proposal, subject to modifications or Conditions and/or Advice Notes to address the matters listed in Design Quality Evaluation below.
Summary	The Panel remains generally supportive of the project, and the further evolution of the proposal. The latest iteration of the design now demonstrates a stronger rationale and consideration of the massing and aesthetics, better articulating the transfer of building mass and changes to the building edge, as they relate to adjacent dwellings and streetscapes.

	To demonstrate the achievement of Design Excellence, the following key matters, further detailed within the below Design Quality Evaluation, are to be addressed through revised plans or additional information: • Additional design detailing and imagery to clarify the shifts in materiality and architectural language at the upper levels, in particular the lighter and more textured timber cladding-style material to the upper-most level. • Relocation of air conditioning condensers to support high levels of resident amenity on the smaller, more constrained balconies. • Details of the depth of deep soil areas above basement areas available to support the planting and growth of mature large trees; and • Further justification against the Appendix 2 principles outlined below. The Panel also felt that better integration between the architecture and landscape was required, through a clear and consistent narrative. The Panel recognises that some aspects of finer grain detail will occur in the design development and construction drawings.
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Design Excellence Framework

Design Excellence, as it applies to this development, is defined within the METRONET East Bayswater Project Area Design Guidelines. Design Excellence is required to be achieved where an alternative built form to the Acceptable Outcomes of the Design Guidelines is proposed.

Design Excellence requires achieving an exceptional outcome by addressing all SPP7.0 principles of good design and then going above and beyond. Development applications are to demonstrate how the proposal is distinctive, contextually appropriate, and evocative of the current and intended amenity of the area. Guidance is provided within Appendix 2 of the Design Guidelines.

The level of design quality required for Design Excellence is determined by the Design Review Panel as part of their evaluation and design review process. The Panel's latest review noted that while the proposal largely achieved the Appendix 2 Design Excellence principles, the Panel seeks more specific responses from the Design Team in relation to the below points:

- **Context and Character:**
 - is highly responsive to Aboriginal culture and history and significant post settlement heritage.
 - plays a key role in enhancing a distinctive and memorable identity for the area.
- **Landscape:**
 - provides significant external amenity by exceeding requirements for establishing habitat and supporting mature trees.
 - delivers highly integrated, memorable public and private places that make a significant contribution to local identity and streetscape character.
- **Community:**
 - strengthens communities by promoting active, diverse, and vibrant places and spaces.
- **Aesthetics:**
 - results in a sophisticated, elegant, and coherent design solution at all scales.
 - establishes a distinctive and memorable identity.

The Panel's evaluation is further detailed below.

Design Quality Evaluation

Principle 1: Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The overall built form rationale and evolution of the concept is now well understood.

2. The proposal offers a strong contribution to the Bayswater urban centre, and the medical centre continues to provide an opportunity to develop and champion a community benefit narrative for the development, responsive to the context. 3. The Panel reiterates that the design and rhythm of the ground floor tenancies continue to respond well to the context, with the glazing maintaining an activated ground floor detail reflective of the Beechboro Road South and Raleigh Road context. 4. The development is considerate to adjoining neighbours, including setbacks and articulation of the building for a transitional outcome between the high-density outcomes of the site and medium density outcomes of the directly adjoining Frame Precinct.
Principle 2: Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i> 1. Well resolved landscaping and high-quality community amenities along the Raleigh Road and Beechboro Road South frontages will be integral to the setting of the development. 2. The evolution of the landscaped space adjacent to Raleigh Road demonstrates an intent to create a rest and respite space for users of the development and local community. The Panel encourage further programming and consideration of the function of this space in the final landscaping detail through design development. 3. The project team is encouraged to explore opportunities to incorporate references to the Indigenous heritage of the site through the public art and landscape design. 4. The Panel seeks confirmation that the large tree species selected is capable of full maturity in the space provided. 5. The landscaped communal spaces throughout the development continue to provide urban greening, offering visual relief from adjacent properties and contributing to a positive landscape outcome.
Principle 3: Built form and scale <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> 1. The form of the building is reasonably well articulated and transitions well, positively addressing the closest neighbours. 2. The project reads as more strongly grounded with the base, middle and top components better defined. 3. The use of a darker colour palette and Cemintel cladding on the upper floors is a positive design move, however a stronger articulation or differentiation in design language would improve the clarity and legibility of the design transition. 4. The Panel members seek additional imagery, including detailed design drawings to more clearly visualise the explained changes to the upper floor. As noted under Principle 2, the proposal should further explore opportunities to enhance public realm amenity. This includes creating spaces that benefit the community, medical facility users, and residents, further extending the built form's design intent into the public realm. This could include for example external seating with shade near the main entry lobby and clear commentary on how the proposed design will respond at the ground level and above by providing finer grain human scale and activation at this important intersection location.
Principle 4: Functionality and build quality <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> 1. Balconies on the eastern and the north-western corner are adversely impacted by the placement of air conditioning units which direct hot air outwards, this is not a Design Excellence outcome. The Panel advises that the balcony amenity would be significantly improved through the relocation of condenser units or increased balcony dimensions. 2. The private terraces on level two are of a generous size. Clarification of the intent and accessibility of the circulation spaces bordering the private terraces is sought, to

confirm that access does not adversely impact the privacy or safety of the private terraces. 3. The development demonstrates an innovative mixed use development outcome, with residential and medical use elements cohesively integrated into the design without compromising functionality or amenity.
Principle 5: Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.</i> 1. The Panel is supportive of the targeted Sustainability measures, including an equivalent four-star Greenstar rating by a suitably qualified consultant as well as an average of 8 Stars NatHERS for apartments. 2. A commitment to the sustainability measures, whether this is the enhancement of existing items or introduction of new efficiencies, will assist with improved sustainability outcomes across the site. 3. Corridors within the development provide strong access to natural light, supported by sufficient cross ventilation which is a positive sustainability outcome.
Principle 6: Amenity <i>Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.</i> 1. Refer to balcony and private terrace commentary under Principle 4, as this remains critical to the delivery of high-quality amenity for residents and design excellence. 2. The communal spaces offered on various levels and aspects of the development provides choice for the users and continues to be a positive element. 3. The proposal has maintained a good layout, size and orientation of the apartments which provide high amenity and usable residential spaces through the development. 4. Storage spaces are sufficient and are of varied scales to meet the residential and commercial needs of the future occupants.
Principle 7: Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i> 1. The development provides a clearly legible ground floor, with the building access points and the path of travel around the development evident. 2. The design clearly delineates residential amenities and commercial shared spaces resulting in a cohesive and legible built environment. 3. The panel continues to support covered entry, and driveway is considered to be consistent with the design intent of the Design Guidelines
Principle 8: Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i> 1. The development offers a high level of implicit safety in the built form and design. 2. The openings on the lower levels from tenancies on Raleigh Road and Beechboro Road South offers actual and perceived passive surveillance, and a positive CPTED outcome. 3. Separation of the driveway access and pedestrian lobby with the planting zone improves safety and movements within the front setback.
Principle 9: Community <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> 1. The medical centre is well integrated into the overall development including ambulance entry and exit and works harmoniously with the residential components. 2. The development has the potential to be a catalyst for new development and community benefit within Bayswater however more could be done to strengthen and articulate this narrative. 3. The roof terrace and communal spaces are positive assets for residents, encouraging social engagement.

4. The publicly accessible landscape spaces along the Raleigh Road and Beechboro Road South street edges offer great potential to the streetscape and sense of community. Further work is required to develop these spaces to a Design Excellence standard as active, diverse, and vibrant community spaces and clearly articulate how they are embedded into the overall design narrative for the site and it's evolving location.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The ground floor tenancies demonstrate a good response to the envisioned streetscape outcomes of the Design Guidelines and will assist in helping this development become an important addition to the mixed-use character to this part of Beechboro Road South.
2. Further work should be undertaken in design detail stages to clarify the design identity and reflect the sophistication expected from a well-resolved, Design Excellence design process.
3. The Panel remains supportive of the public art opportunities to the driveway and residential lobbies.
4. As the first major development in the Bayswater Project Area, this project has the opportunity to set a benchmark for Design Excellence and a precedent for future growth, through an attractive, engaging, and contextually sensitive built form.
5. As noted previously, the Panel seeks additional design detailing and imagery to clarify the shifts in materiality and architectural language at the upper levels.

**DESIGN REVIEW PANEL ADVICE NOTE - ADDENDUM**

Subject	Lots 428-430 (No 16-20) Beechboro Road South, Bayswater Proposed Nine Storey Mixed Use Development	
Date	15 September 2025	
Review Purpose	Review of amended plans and responses to Design Review Panel (DRP) 3 dated 26 August 2025.	
Panel	Chris Maher (Chair)	Hames Sharley
Final Comments		
Following the DRP Advice Note detailing the outcomes of the third DRP meeting on 22 July 2025 the applicant team lodged amended plans for the Nine Storey Mixed Use development and responses to the Panel's comments. The key revisions include: • Relocation of air conditioning condensers from balconies to the roof plant; • Further specifications on materiality and architectural language of the upper floors; and • Clarification of deep soil planting areas for in ground and on structure landscaping. Following a review of the proposed changes, the Panel concluded that the project is well-resolved within its context. The building design successfully meets the criteria outlined in Appendix 2 'Design Excellence and the SPP 7.0 Design Principles' of the Bayswater Project Area Design Guidelines. The design, including its composition, integration, and architectural expression collectively contribute to achieving Design Excellence. The Panel identified areas to be developed through design detail to address the Panel's final observations, including: • The context and character is well described and considers adjacent built form, for a strong contribution to the Bayswater Town Centre. To further enhance the response to context and character, the applicant should include references to Indigenous culture and post settlement history in the developing artwork strategy; • The amended information confirms the continued consideration and development of the function and programming of landscaped areas. Final details of the landscaping design, including plant selection, programming, palette, design elements (e.g. privacy screening, seating, planters, shade structures etc), plus relevant access and maintenance strategies should be further reviewed through design detail stages. Final landscaping design details should also address the protection of noise and visual amenity of resident and neighbours; • The setbacks and materiality change at the top level are now clearly demonstrated, improving the overall building composition and successfully reduces the perception of the mass of the building. A coherent design solution with appropriate and well-integrated ground floor base, middle and top floor roof levels is supported. The Panel recommends the final colour and material composition of the development be reviewed at design detail stage, to ensure the high-quality and robust finishes will be embedded into the delivery stages of the project; and • The development successfully captures the community, locational and contextual transport benefits together with passive sustainability benefits of this location, the building design, and its varied mix of uses. The delivery of the sustainability benefits should remain as an integral component of this development.		



The Panel consider that these matters may be addressed at detailed design stage through the application of appropriate conditions.

Resolution

The evolving nature of the site has been amplified through the inclusion of a diverse mix of uses and the ground plane that extends the commercial ground floor activity of this important urban centre. The shop fronts populating the frontage on both Beechboro Road and Raleigh Road provides opportunity for activity, eyes on the street, a legible ground floor strip that rewards pedestrian movement and contextually a more vital, safer Town Centre.

Overall, the Panel considered that the proposal achieves the standards of good design as defined by State Planning Policy 7.0 and achieves Design Excellence within the Bayswater context.

The level of design integrity is to be reasonably maintained through to delivery of the development and will be ensured through the implementation of appropriate conditions.

Design Review Report Addendum Endorsement

Chair Signature	
	Chris Maher
	Date: 15 September 2025



Summary of Stakeholder Comments

Appendix 4

Stakeholder	Comments	Consideration
City of Bayswater	The City has considered the application noting that the key areas of discretion relates to the overall building height, with a total of nine storeys proposed (up to 34.8 metres), in lieu of eight storeys (up to 25 metres). The development incorporates design measures to assist in reducing the bulk, scale, and the height impact of the building. Overall, the City is supportive of the development proposal given its high quality design and support by Development WA's Design Review Panel, subject to several items being addressed, prior to the determination of this application. The greater locality is undergoing a transition with the METRONET East Redevelopment Scheme permitting development controls to allow higher density development. This development is consistent with the built form expectations for a future redevelopment area, aligning with the intended scale and density of future development.	The City's support for the application is noted. A response to the City's comments and recommended conditions/advice notes is provided below.
	<u>Comments</u> <i>Parking and Traffic</i> - The Traffic Impact Assessment (TIA) notes an undersupply in residential visitor car parking bays. It has not been demonstrated through the TIA that the nine dedicated visitor bays on-site is sufficient and would not lead to an adverse impact on the demand of on-street car parking availability in the area. The City recommends a higher allocation of visitor parking is provided on site, to minimise the impacts on the surrounding road network. - The ITE trip generation rates quoted in the TIA is less than the WAPC's Traffic Impact Assessment Guidelines and may result in inaccuracies in the data provided. It is recommended the WAPC's Traffic Impact Assessment Guidelines rates be applied. - Appendix D does not clearly highlight which scenario each table presents. Further explanation on each table should be provided, to assist with interpreting the data.	<i>Parking and Traffic</i> The development provides onsite parking for private vehicles but also provides sufficiently sized stores for bicycle and scooter parking for occupants and visitors. Given the sites proximity to high frequency bus routes and the Bayswater Station, alternative public transport measures remain available for the dwelling's occupants. The applicant has prepared updated TIA Figures, to be reviewed by the City at working drawings.

Stakeholder	Comments	Consideration
	- Figures 4.1-4.5 in the TIA are not clear and have not been reviewed by the City. <i>Sustainability</i> - In accordance, with the Position Statement - Electric Vehicle Charging Infrastructure, a Level 1 – charging outlet should be provided to each parking bay assigned to a dwelling. <i>Urban Water Management</i> - The site is located in an area known for high groundwater levels. There is no groundwater assessment included in the submission. It is strongly recommended that detailed site-specific groundwater data and hydraulic modelling be undertaken to confirm the viability of the stormwater design. - The current plans do not address how the proposed stormwater drainage infrastructure will be accessed and maintained over the life of the development. <i>Waste Management</i> - The City does not recommend the use of waste chutes as it may cause difficulties with handling and moving the bins and with vermin. The City recommends: ➤ Utilising 660L bins instead of 1,100L bins, which require more frequent pickups and a larger bin store. ➤ Having a bin on each floor replacing each of the existing chute rooms and having a caretaker move the bins to the loading area during pick up times. ➤ It is also recommended that the bin storage area on the ground floor is redesigned to be more rectangular, to improve its functionality. - No information has been provided on the following: ➤ To show wash down areas, access to a permanent water supply or the drainage. ➤ The proposed collection times. Collection times must be between 7:00am and 7:00pm. ➤ How medical waste is dealt with, without it being transported through the building	<i>Sustainability</i> The applicant has made allowances for up to 50% of bays to be provided with electrical charging facilities to Basement 1 and Basement 2 of the development. <i>Urban Water Management</i> Full stormwater drainage and management to be further investigation and demonstration, and subject to a recommended DevelopmentWA condition. Stormwater compliance will be subject to City of Bayswater technical review at working drawings stage for the development, <i>Waste Management</i> An amended Waste Management Plan is conditioned to address the City's queries and ensure the appropriate storage and collection of waste for the site. The proponent is to maintain compliance with the City's Waste collection requirements and the Local Government Waste Plan guidelines.

Stakeholder	Comments	Consideration
	- There is no information provided on how this waste will be disposed, and who is responsible. - The number of FOGO bins proposed cannot be accommodated for within the verge area provided.	
	<u>Conditions</u> - The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan(s), including any details marked in red. - The approved parapet/boundary wall(s) and footings abutting the boundaries must be constructed wholly within the subject allotment. The external surface of the parapet/boundary wall(s) shall be finished to a professional standard, to the satisfaction of Development WA, in consultation with the City of Bayswater. - Any external services and utilities including air conditioning units shall be integrated into the design of the building and shall be located so as not to be visually obtrusive to the street and/or adjoining properties the satisfaction of the City of Bayswater. - Prior to the occupation or use of the development, all privacy screening devices shown on the approved plans shall be installed in accordance with the details on the approved plans, to the satisfaction of Development WA, in consultation with the City of Bayswater. - Windows, doors, and adjacent areas fronting Beechboro Road South and Raleigh Road shall maintain an active and interactive relationship with the street, of the satisfaction of Development WA, in consultation with the City of Bayswater. - All street tree(s) within the verge adjacent to the subject property are to be retained and shall have measures consistent with AS 4970-2009 undertaken to ensure its/their protection during construction of the subject development to	- Standard DevelopmentWA Condition and Advice note regarding approved development scope and plans recommended. - Standard DevelopmentWA Condition and Advice Note regarding boundary wall finishes recommended. - Standard DevelopmentWA Condition and Advice Note relating to screening and integration of plant, clothes drying area and external fixtures recommended. - Standard DevelopmentWA Condition and Advice Note relating to the installation or maintenance of screening of active habitable rooms and spaces recommended. - Standard DevelopmentWA Condition and Advice Note relating to active frontages and window treatments recommended.

Stakeholder	Comments	Consideration
	the satisfaction of the City of Bayswater, including but not limited to the following: a) A minimum 2.0m radius tree protection zone (TPZ) shall be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development. b) The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason; signage notifying people of the TPZ and the associated requirements is to be placed on each side of the fencing. c) All activities and works related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools, alkaline and/or acidic products and equipment is prohibited within the designated TPZ unless prior approval is sought from the City of Bayswater. d) Any roots identified to be pruned shall be pruned with a final cut to undamaged wood outside of the TPZ. Pruning cuts shall be made with sharp tools such as secateurs, pruners, handsaws, or chainsaws. Pruning wounds shall not be treated with dressings or paints. It is not acceptable for roots to be 'pruned' with machinery such as backhoes or excavators. e) The tree(s) shall be provided with supplemental water during any construction period falling over summer, with a minimum of 150 litres being provided per week. f) Any new crossover shall maintain a minimum clearance of 2.0m from the base of a street tree(s), unless otherwise supported by the City of Bayswater. In the event a street verge tree(s) required to be retained adjacent to the subject site is damaged, removed or suffers irreversible effects to its health during development and in the first three years after completion of the development, the landowner will be liable to pay for the amenity (Helliwell) valuation, the cost of removing the existing tree, plus the cost of a city provided replacement tree (s) and three years maintenance of the replacement street verge tree.	6. Standard DevelopmentWA Condition and Advice Note relating to establishing TPZ's, SRZ's and pruning in liaison with the City of Bayswater recommended. 7. Standard DevelopmentWA Condition and Advice Note relating to adaptable housing provision recommended. 8. Standard DevelopmentWA condition and advice note for submission of full landscaping plan recommended. 9. DevelopmentWA is unable to condition planting of trees outside of lot boundaries. Advice note to reference liaison with the City regarding additional verge tree installation. 10. Refer comment above. 11. An Advice Note is recommended to advise the applicant that a crossover approval is required from the City of Bayswater. 12. An Advice Note is recommended to advise the

Stakeholder	Comments	Consideration
	7. A minimum of 20% of the dwellings shall be designed in accordance with the Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia). Documents certifying that this requirement is met, are to be submitted to satisfaction of Development WA, in consultation with the City of Bayswater prior to submission of a building permit application. 8. Prior to the submission of a building permit application, a revised landscape plan shall be submitted to, and to the satisfaction of Development WA, in consultation with the City of Bayswater. For the purpose of this condition, the plan shall be drawn with a view to reduce large areas of hard stand in passive areas and show the following: a) Scale, north point, site level contours, all lot boundaries, and dimensions. b) Materials and finishes of all external areas, inclusive of areas for vertical landscaping, landscaped balconies, vehicle access and parking (details of lawn variety, mulch type and depth, nature of any hard surface). c) Plant schedule indicating botanical name, quantity, pot size, height and spread at maturity for proposed plants (generic legends not satisfactory). d) Soil depth for all landscaped areas e) Location of all plants in the schedule clearly indicated on plans. f) Reticulation type and method of operation. g) Notes on any specific maintenance requirements. h) All verge areas adjoining the site including existing street trees. Prior to occupation of the development, landscaping, reticulation, and the tree(s) required to be planted on the property, shall be completed in accordance with the approved detailed landscape plan, and thereafter maintained, to the satisfaction of the City of Bayswater. 9. Prior to occupation of the development, a minimum of 4 new street tree(s), of a species that has the potential to grow to at least 4m in height and minimum size of at least 35 litres when planted, is to be planted on the Beechboro Road and Raleigh Road verge in front of the subject site, at the full cost of the applicant/owner and to the specifications and satisfaction of the City of Bayswater.	applicant that car parking design and line marking shall be on accordance with the Australian Standards. 13. An Advice Note is recommended to advise the applicant that car parking shall be sign posted. 14. An Advice Note is recommended to advise the applicant that loading bays shall be marked. 15. Standard DevelopmentWA condition and advice note for the provision and design of bicycle bays recommended. 16. Standard DevelopmentWA stormwater management condition and advice note recommended. 17. An Advice Note is recommended to advise the applicant that a crossover approval is required from the City of Bayswater. 18. Standard DevelopmentWA sight lines Condition recommended.

Stakeholder	Comments	Consideration
	10. Alternatively, prior to the submission of a building permit application, the owner/applicant is to pay the City of Bayswater the amount of \$500.00, per tree which will cover the cost of a street tree. A street tree will be planted and maintained by the City within the verge area in front of the subject site. 11. All existing crossovers on the road reserve is to be removed and the verge reinstated to the satisfaction of the City of Bayswater. 12. The car parking area(s) on the subject land shall designed in accordance with AU 2890.01 and shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of Development WA, in consultation with the City of Bayswater. 13. All residential, commercial and visitor car parking spaces as shown on the approved plan(s) shall be clearly signposted, to the satisfaction of Development WA, in consultation with the City of Bayswater. 14. Loading bays as shown on the approved plan(s) shall be marked and thereafter maintained to the satisfaction of Development WA, in consultation with the City of Bayswater. 15. Details of the design and layout of the bicycle parking facilities shall be submitted, to the satisfaction of Development WA, in consultation with the City of Bayswater prior to the installation of such facility. 16. The proposed driveway shall be constructed with suitable drainage/soak wells to the satisfaction of Development WA, in consultation with the City of Bayswater. 17. This development application relates only to the works/use on the property and separate approval must be obtained to construct any crossovers on the road verge.	19. Standard DevelopmentWA Advice Note relating to no storage or display of goods recommended. 20. Standard DevelopmentWA Condition for amalgamation required. 21. Condition for right of access easement for City of Bayswater on-site waste collection recommended. 22. Standard DevelopmentWA Condition and Advice Note for operational acoustic reporting required. 23. Standard DevelopmentWA Condition for compliance with traffic acoustic reporting required. 24. Standard DevelopmentWA Condition for acoustic compliance required. 25. Standard DevelopmentWA condition and advice note for geotechnical report recommended as deep excavation proposed in moderate Acid Sulphate Soils.

Stakeholder	Comments	Consideration
	18. Walls, fences, vegetation, and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where the access leg/driveway meets the road reserve. 19. No storage or display of goods is to occur outside the building or within car parking areas, to the satisfaction of Development WA, in consultation with the City of Bayswater. 20. Lots 248, 429 and 430 Beechboro Road South, Bayswater are to be amalgamated into a single lot prior to the submission of a building permit application. Alternatively, the owner may enter into a legal agreement with the City of Bayswater, prepared by the City's solicitors at the expense of the owner. The legal agreement will allow the owner 12 months to amalgamate the lots. The agreement is required to be executive by all parties concerned prior to the commencement of the works hereby permitted 21. Prior to occupation of the development, the owner shall register an easement with the City of Bayswater to provide for a reciprocal right-of-access for vehicular and pedestrian movement between the lots for waste collection, to the satisfaction of the City. The agreement or easement must be executed and registered by the owner. The legal documentation shall be prepared by the City's solicitors to the satisfaction of the City. All costs associated with the preparation and registration of the documentation, including the City's solicitor's costs, shall be met by the applicant/owner of the land. 22. Prior to the issue of the building permit, a revised Acoustic Report shall be lodged with and approved by the City and shall include details related to mechanical and plant equipment. 23. The recommendations of the approved transport noise acoustic report prepared by E-LAB Consulting Ltd dated 23 May 2025 are to be implemented.	26. Standard DevelopmentWA stormwater management Condition and Advice Note recommended. 27. Standard Condition and Advice note for Waste Management Plan required. City's specifications regarding collection and management of waste to form part of advice notes. 28. Advice Note regarding private waste collection recommended as advice to the applicant. 29. Advice Note regarding bin storage drainage recommended as advice to the applicant. 30. A Condition and Advice Note is recommended to be applied, requiring records to be kept for the Category 4 listing on the City's Local Inventory. 31. Conditions and Advice Notes recommended to ensure a Construction Management Plan is prepared for the site that considers the matters listed in

Stakeholder	Comments	Consideration
	24. Prior to occupation of the development, certification from a qualified acoustic consultant shall be submitted, confirming that the recommendations of the acoustic report prepared by E-LAB Consulting Ltd dated 23 May 2025 have been implemented to the satisfaction of Development WA, in consultation with the City of Bayswater. 25. Prior to the lodgement of the building permit, a geotechnical report covering the development area and prepared by a suitably qualified practitioner together with certification from a structural engineer that the design is suitable for the site conditions as outlined in the geotechnical report, shall be submitted and approved by the City of Bayswater, at the applicant's cost. 26. Prior to the submission of a building permit, detailed plans with site-specific groundwater data and hydraulic modelling be undertaken to confirm the viability of the stormwater design. All stormwater and drainage runoff produced onsite is to be disposed of onsite to the satisfaction of Development WA, in consultation with the City of Bayswater. 27. Prior to occupation of the development, a revised Waste Management Plan is to be submitted and approved by the Development WA in consultation with the City of Bayswater, and shall include information to demonstrate: • How the medical waste is disposed of and how it will be transported through the building. • Wash down areas, access to a permanent water supply or the drainage. • The proposed waste collection times between 7:00am and 7:00pm. • FOGO collection areas within the verge that can accommodate the proposed number of bins. • Who will check for contaminants within the FOGO bins. • How bulk waste will be disposed of and who will be responsible for its disposal. 28. Non-residential waste and refuse generated on the site by the development shall be collected by a private contractor at the expense of the applicant/landowner to the satisfaction of the City of Bayswater.	the City's recommended condition. 32. An Advice note is recommended to advise the applicant of the site completion measures to be implemented. 33. Dilapidation reports for adjacent properties are to form part of the recommended Construction Management Plan Condition. 34. Standard DevelopmentWA Condition and Advice Note relating to lighting compliance is recommended. 35. Standard DevelopmentWA Condition and Advice Note relating to screening and integration of plant, clothes drying area and external fixtures is recommended.

Stakeholder	Comments	Consideration
	29. Each bin storage area is to be provided with a permanent water supply and drainage facility for wash-down and is to be suitably screened to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. The bin area shall be accessible via a suitably constructed service road that will allow heavy vehicle movement. 30. Prior to the submission of a demolition permit application, an archival record of the building located on Lot 430, 20 Beechboro Road South, Bayswater shall be submitted to, and to the satisfaction of the City of Bayswater. The archival record shall include: a) Digital photographs of the building (once vacated), including: b) general/overall photographs of the building to be demolished; c) photographs of each of the elevations; d) photographs of all of the internal rooms; and e) photographs of any special architectural features. The photographs are to be saved in JPEG format and submitted to the City, with any alternative form of photographic record subject to the approval of the City. 31. Prior to the submission of a building permit application, a construction management plan and traffic management plan, detailing how the construction of the development will be managed to minimize the impact on the surrounding area, shall be submitted to, and to the satisfaction of Development WA, in consultation with the City of Bayswater. 32. On completion of construction, all excess articles, equipment, rubbish, and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 33. The applicant is to offer independently prepared dilapidation surveys prior to commencement of works and a close out report at the completion of the proposed construction works to the following properties and road reserves in proximity to the subject site:	

Stakeholder	Comments	Consideration
	• 14 Beechboro Road South, Bayswater • 14A Beechboro Road South, Bayswater • 1-4/2 Raleigh Road, Bayswater • 42A Winifred Road, Bayswater Documents certifying that this requirement is met, are to be submitted to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater prior to submission of a building permit application. 34. A lighting plan detailing how outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties shall be submitted to and approved by DevelopmentWA, in consultation with the City of Bayswater. Any lighting within the public open space shall comply with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting. 35. The balconies are not to be used for drying or airing of clothes and/or Manchester except where screened to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.	
	<u>Advice Notes:</u> 1. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should the applicant/landowner wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, the applicant/landowner must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the Dividing Fences Act 1961. 2. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development. 3. A demolition permit shall be obtained from the City of Bayswater prior to the commencement of demolition works. 4. An asbestos clearance certificate shall be submitted to the City of Bayswater as part of the building permit application. 5. The proposed development must comply in all respects with the Building Code of Australia and/or <i>Health (Public Building) Regulations 1992</i>. Plans and	Advice notes have been recommended in relation to the corresponding conditions, where appropriate.

Stakeholder	Comments	Consideration
	specifications that reflect these requirements are required to be submitted to the City of Bayswater with the building permit application. 6. The applicant is to make arrangements to the satisfaction of the Water Corporation for the provision of reticulated sewerage to all lots/units within the subdivision/development. Where the Water Corporation reticulated sewer is not available the premises are to be connected to an approved wastewater treatment system which complies with the requirements of the <i>Treatment of Sewage and Disposal of Effluent and Liquid Waste Regulations</i> and the <i>Government Sewerage Policy Perth Metropolitan Region</i>. 7. Septic tanks, soakwells and leach drains are to be pumped out by a licensed liquid waste contractor, completely removed from the site, filled with clean sand, and compacted. A Statutory Declaration must also be provided by the landowner declaring that these works have been undertaken. However, if it is not possible to remove septic tanks, the bottoms are to be broken and the tanks backfilled with clean fill and compacted. The applicant is to contact the City of Bayswater's Environmental Health Services at least 72 hours prior to the removal of any system to arrange an inspection. 8. The City of Bayswater takes no responsibility or liability in respect to maintenance and reinstatement of any verge area landscaped as a condition of approval. 9. In regard to Condition 8, the current landscape master plan excludes information on soil depths, pot size, height and spread at maturity for proposed plants required and any maintenance requirements. 10. In regard to Condition 11, all car bay dimensions, ramps, crossovers, driveways, and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Bayswater's parking design and access requirements. Any disabled bays are to comply with Australian Standard AS 2890.6. 11. In regard to Condition 21, the easement is required over the publicly accessible driveway and loading bays to allow City vehicles to legally access the land to collect waste. 12. Vehicle crossover(s) shall be designed and constructed in accordance with the City's Specifications for Crossovers. Applicants/owners are advised to contact the City's Technical Services regarding the crossover application process,	

Stakeholder	Comments	Consideration
	requirements, and subsidy eligibility. A Crossover Application Booklet detailing the City's requirements is available from the City of Bayswater website (www.bayswater.wa.gov.au). 13. In regard to conditions 25 and 26, The site is located in an area known for high groundwater levels, which may impact both the functionality of the proposed infiltration system and the overall development. The current plans do not address how the proposed stormwater drainage 14. infrastructure will be accessed and maintained over the life of the development. Maintenance access and long-term management plans should be clearly outlined to ensure the infiltration system remains effective 15. In regard to condition 30, No. 20 Beechboro Road South is listed on the City's Heritage Survey (Place No. 4) which recommends to photographically the existing development record prior to major development or demolition. 16. In regard to Condition 31, a Traffic Management Plan (TMP) is required for any activity on the road reserve that obstructs the passage of vehicles or the movement of any other road user. TMP's must be prepared and designed by a Main Roads accredited Traffic Management Planner and Company in accordance with Main Roads WA Code of Practice, Australian Guide to Traffic Management (AGTTM) and Australian Standards AS1742.3. The TMP is to be submitted and approved by the City of Bayswater prior to works commencing.	
ATCO	The site falls within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure. 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 PlanWA for development planning. ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation and for any works in and around the site.	Comments are noted. Matters to be noted as Advice on the Form 2.
Department of Health	<u>Water supply and wastewater disposal</u> Drinking water and sewage services shall be provided by a licensed service provider. Any non-drinking water (i.e. water that is not intended or suitable for drinking) must be managed to ensure it cannot be confused with or contaminate the drinking water supply. This requires satisfactory labelling of non-drinking water taps and, depending on system configuration suitable backflow prevention arrangements	Noted. Recommendation to be imposed as an Advice Note.

Stakeholder	Comments	Consideration
	in accordance with Australian/New Zealand Standards AS3500 – Plumbing and Drainage.	
	<u>Industrial Interface (Healthcare Facility)</u> The proposed development is a Class 9a healthcare facility under the <i>Private Hospitals and Health Services Act 1927</i> . The proponent is advised to approach the DoH's Licensing and Accreditation Regulatory Unit (LARU) for further information if the proposal progresses (licensing&accreditationregulatoryunit@health.wa.gov.au)	Noted. Recommendation to be imposed as an Advice Note.
	<u>Contaminated sites</u> The site has not been classified as a 'Contaminated – Remediation Required,' 'Contaminated – Restricted Use' or 'Remediate for Restricted Use' (C-RR, CRU, RRU) as recorded on DWER's Contaminated Sites database (<i>Contaminated Sites Act 2003</i>). The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for a sensitive land use. Under section 11 of the Contaminated Sites Act 2003, if a site is 'known or suspected' of being a contaminated site, it should be reported to DWER. All demolition works should additionally comply with the relevant Local Government requirements. Hazardous materials, including asbestos, should be safely removed from all buildings prior to demolition and clearance to avoid the creation of new contaminated sites.	Noted. Recommendation to be imposed as an Advice Note.
DWER	Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface.	Noted. A Condition for Geotechnical Report recommended to investigate site conditions, and implement appropriate mitigations, where required.
Western Power	If the new property boundary changes the relationship of distribution equipment to that boundary, i.e. poles, cables, or ground mounted equipment formerly in the road reserve or running in proximity to the old boundary are now well within the property an application will need to be made to move or remove equipment . This application will determine if an easement is required or if a physical change is necessary.	Noted. Recommendation to be imposed as an Advice Note.

Stakeholder	Comments	Consideration
Water Corporation	Reticulated water is available and connected to the subject lot and has the capacity for the proposals demand.	Noted.
	<u>Wastewater</u> Reticulated sewerage is available and connected to the subject lot and has the capacity for the proposals demand. Any portion of the proposed development which is in close proximity to the reticulated sewer mains may require structural piles to protect the sewer main in accordance to our technical guidelines. These will be required to be submitted at time of building approval. Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience and is a holder of our current design standards.	Note. Protections for sewer mains will be addressed at building permit stage in accordance with Water Corporation guidelines. Recommendation to be imposed as an Advice Note.
	<u>Approval for works</u> Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) to assess whether the proposed development will require, and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.	Noted. Recommendation to be imposed as an Advice Note.
	<u>Building Approval Application</u> Prior to construction the land owner is required to submit a Building Application by using our online portal Builder Net. Attachments required for approval will include: • Final construction site & architectural floor plans • Engineer certified piling detail plans (if required) The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer, and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact me.	Noted. Recommendation to be imposed as an Advice Note.



Summary of Public Comments

Appendix 5

Table A: Summary of Key Issues Raised and Consideration

No.	Summary of Comments	Consideration
1.	Parking and Traffic Implications Concern that the proposal will increase traffic congestion to the detriment of the locality and result in additional pressure on current infrastructure.	The site's location within 250 metres of Bayswater Station offers convenient access to alternative transport options. The parking provision aligns with the Objectives of the Design Guidelines, promoting sustainable transport and reduce reliance on private vehicles, while still accommodating private car ownership. The application includes a Traffic Impact Assessment Report and Technical Note prepared by qualified traffic engineers at Stantec, confirming that traffic volumes on the surrounding road network will remain within desirable limits. The Technical Note supports the 7 bay visitor and non-residential shortfall due to the development's close proximity to alternative transport modes. Vehicle movements associated with the proposed Residential and Medical Centre uses will occur in different patterns to the peak movements of the predominantly residential development, which will assist in minimising any queuing in the basement and vehicle egress from the development.
2.	Building Height and Built Form and Scale Concerns the nine storey building height does not reflect the development scale intended under the Bayswater Design Guidelines and Town Centre Structure Plan and will set an undesirable precedent.	The proposed height and scale of the development is in keeping with the high-density residential housing envisaged for the precinct under the Design Guidelines to support the success of the Bayswater Town Centre. Under Section 1.5 Discretionary Clause of the Design Guidelines, DevelopmentWA may approve a development application that proposes an alternative height and scale outcome, where such developments demonstrate Design Excellence, deliver community, economic and environmental benefits and are aligned with the broader planning objectives. The additional height over 8 storeys has been considered against the relevant discretionary criteria and is supported as outlined in the planning report. Despite the height increase, the development provides areas of greater setback generosity, which improve opportunities for outlook, natural light access, and visual relief to lower-density neighbours. The development has been deemed a Design Excellence outcome by the Design Review Panel. The Design Review Panel has agreed that despite the alternative height and built form, the proposal is an acceptable outcome that remains contextually appropriate, in alignment with the intent of the Guidelines.

No.	Summary of Comments	Consideration
4.	Construction Impacts Concerns excavation and works associated with the development will have noise, dust, and structural impacts on adjacent properties as well as dividing fence negotiations.	Measures to manage dust, noise, traffic, and structural impacts of the construction phase of the development will be considered through a construction management plan and dilapidation reports for directly adjacent properties. Relevant conditions are included on the recommended approval. Dividing fences are a civil matter, and the removal, construction and overall materiality of dividing fences are to be resolved between neighbouring properties under the <i>Dividing Fences Act 1961</i>.
5.	Overshadowing and Privacy Concerns the development will unduly affect access to natural light for adjoining properties and result in privacy issues.	The proposal has been developed to shift building mass towards Beechboro Road to minimise actual and perceived scale, privacy, and overshadowing impacts to lower density residential to the south. Major openings and balconies have been oriented to primarily face away from adjoining properties to improve perceived privacy outcomes. The R-Codes do not provide a maximum overshadowing for lots zoned R80 and above, however the development is setback from and articulated along the southern boundary in an effort to limit overshadowing where practical. The applicants shadow diagrams compare the shadow generated from the development with an 8 storey building height outcome and demonstrates a minimal increase to overshadowing impacts in the proposed scheme. The overshadowing diagrams were reviewed and supported by the Design Review Panel.

Table B: Comments Received

No	Address	Comments
1.	Raleigh Road, Bayswater	I am a resident and rate payer and own a property in the street of Raleigh Road. Looking at the plans and photos of the proposed Building development it looks good. I have only three concerns and feedback. The first is the street lighting in Raleigh Road and Beechboro Road South it is really poor and needs to be looked at. Currently the streets are insufficient in lighting; the second is the lack of parking in the area this should be looked at. The Third concern is a roundabout or traffic lights be considered on that corner of Raleigh and Beechboro Road South as it is already a busy intersection and unsafe. Apart from that the plans look exiting for the future of Bayswater.
2.	N/A	I see the development application of the above address and state that if the zoning height is 8 stories then that should be adhered to, and all other limitations should be adhered to including the number of in house parking bays required for the accommodation units on site. this is what was set out in the rezoning notification .
3.	Raleigh Road, Bayswater	9 storeys too high. Far exceeds any other nearby dwelling. Proposes privacy issues for surrounding neighbours. Beechboro Rd already impossible at peak hours, not easy for pedestrians to cross safely at the corner of Beechboro/Raleigh/Foyle as it is currently at any time of day. Driving across Beechboro Rd between Raleigh and Foyle very difficult any time of day-visibility a challenge, traffic a challenge. This would introduce far too much additional traffic with 73 dwellings plus commercial lots. Not to mention environmental impact with lost green space already an issue city of Bayswater are coping flack for approving removal of residential vegetation. Limit to 3, maybe 4 levels only.
4.	Frew Court, Bayswater	While I support development in the area, I do not support waiving the acceptable outcomes of the guidelines as proposed. The guidelines are already very generous & should be followed.
5.	Beechboro Road South, Bayswater	I think this is going to be fantastic for Bayswater. Love the design and a new medical centre is much needed along with the housing.
6.	Beechboro Road South, Bayswater	I'm worried that the proposed development will lead to overcrowding, worsen traffic congestion on Beechboro Road, and clash with the low-rise character of the area. Bayswater's infrastructure is already strained, with limited street parking and few supermarkets, making it difficult to support a growing population.
7.	Carnegie Rd, Bassendean	- It will bring more people to live in the Bayswater Town Centre which will support more cafes and shops to open - It is the perfect spot for such a large development, right next to the train station so increasing the use of the station and getting more cars off the road.

No	Address	Comments
		- Proposes artwork and murals to enrich the cultural identity of Bayswater - Acknowledges nearby heritage buildings and proposes interpretive signage for local history. - Medical facilities are much needed service in this community and will be a very welcome addition to the community. - It will kickstart Bayswater becoming a true TOD around the new train station.
8.	Canterbury Court, Nollamara	Having 2 young children, I love the idea of a medical centre within walking distance to my house, however, the size and height of this new development seems way too grand in my opinion and will impose on local residents and their privacy being of that height. I know I would be extremely unimpressed with something that size being built right next door. That part of Beechboro Rd South is already a nightmare to navigate on some days, it's so busy in peak and on the weekends, and that many more cars coming in and out in addition to how it already functions doesn't seem admirable to be. There is so many areas that need reworking with the established businesses in the opposite side of the road and even along King William that seeing something like this being proposed accentuates the need for something to be done here. Instead of attention on new developments that will create havoc around our area, energy and money should be spent on refurbishing and tidying up the areas that the existing local residents and community frequent already. I highly recommend this not go ahead as to this plan and a smaller scale option be considered at even half the height.
9.	Rose Avenue, Bayswater	<i>Objection to Excessive Height Relative to Structure Plan</i> The proposed nine-storey development at 16–20 Beechboro Road South is inconsistent with the Bayswater Town Centre Structure Plan (BTCSP), which clearly divides the area into two distinct precincts: - Core Precinct – immediately adjacent to Bayswater Station, intended to accommodate higher-density and taller built form; - Frame Precinct – surrounding areas, designated for medium-density development only. The subject site falls within the Frame Precinct, where the BTCSP anticipates 2–4 storey development, not high-rise construction. The proposed nine-storey building is therefore fundamentally at odds with the Structure Plan's clearly defined vision and precinct hierarchy. The BTCSP was developed through consultation with community members, stakeholders, and planning

No	Address	Comments
		authorities, and reflects a carefully negotiated balance between development and local character. Permitting a nine-storey development outside the Core Precinct undermines this community-informed vision and risks permanently distorting the intended urban structure. <i>Inconsistency with Structure Plan Objectives</i> The BTCSP sets out specific objectives for future development, including: • Promoting built form that respects nearby low-scale buildings; • Encouraging a graduated transition in building height from the high-density Core Precinct outward to the surrounding Frame areas. This proposal's abrupt leap to nine storeys breaks this transition strategy, introduces a jarring scale disparity, and would disrupt the existing low-rise character of Beechboro Road South. It represents a sharp visual and structural departure from the planned form of the area, directly contradicting the principles set out in the Structure Plan. <i>Conflict with METRONET East Bayswater Design Guidelines</i> The METRONET East Bayswater Design Guidelines—adopted in March 2022—apply to the project area and further reinforce the importance of transitional built form. Specifically, within the Beechboro Road South Sub Precinct, the Guidelines require: • Built form that provides a clear and sensitive step down in height from the Core Precinct; • Development that engages the street at a human scale and integrates effectively with the surrounding built form; • A building height framework that caps tower elements at eight storeys, and only in specific, justified locations. This nine-storey proposal exceeds even the maximum permissible height for tower elements and is not situated within a designated landmark or tower-justified location. It fails to comply with the intent of the Guidelines, which aim to preserve visual harmony, solar access, and residential amenity as the area transitions out from the station precinct. The Design Guidelines, like the Structure Plan, were the product of comprehensive public consultation and technical planning review. Disregarding these carefully crafted design controls would disregard community input and compromise the policy framework meant to shape Bayswater's future. <i>Dangerous Precedent and Cumulative Impact</i> Approval of this nine-storey development would not only breach the BTCSP and Design Guidelines but also set a dangerous precedent. It risks provoking a domino effect of further out of scale development in

No	Address	Comments
		the Frame Precinct and beyond, effectively eroding the integrity of both strategic planning documents. If this application is approved in its current form, it will signal that adherence to the Structure Plan and Design Guidelines is optional, thereby undermining both their legitimacy and their effectiveness in guiding future development. The proposed development at 16–20 Beechboro Road South is: • Inconsistent with the Bayswater Town Centre Structure Plan, which designates this area for medium-density development; • Non-compliant with the METRONET East Bayswater Design Guidelines, which seek to manage height and bulk transitions sensitively; • Contrary to the outcomes of community consultation that shaped both planning documents • Sets a harmful precedent that could trigger a wave of inappropriate high-rise proposals across the Frame Precinct. I respectfully request that DevelopmentWA: • Refuse the current nine-storey proposal as non-compliant with planning policy and community expectations; • Require a significantly revised design that conforms to the scale and intent of the Frame Precinct, as articulated in the Structure Plan and Design Guidelines.
10.	Morley	The Development Application Report notes Development WA's specified benefits of the Proposed Development, which include the provision of affordable housing. It appears the Developer was provided feedback identifying the need to strengthen its case in respect of this benefit. While it is not immediately evident how the Developer has addressed Development WA's feedback to better articulate of how the Development will provide affordable housing, the Report suggests the Development will support the Government's and the City of Bayswater's drive to increase residential infill close to Perth City. Community benefits described throughout the Report suggest the Development will enhance affordable prospects for people seeking inner-city dwelling with convenient access to medical centres, commercial and community features that offer good quality of life. All of which are desirable for the community. It is broadly acknowledged that the rise of short-term rentals threatens housing availability for owner/occupiers and renters. The Development is located in an area that is reasonably expected to be attractive for investors seeking to enter the short-term rental market or expand an existing portfolio. The

No	Address	Comments
		Development's proximity to the Bayswater train station (and airport), local amenities, and the Perth CBD, make it a desirable opportunity. It is not immediately evident that the Proposal deals with any of the Government's recommendations around short-stay accommodation in WA or planning requirements for Short-Term Rental Accommodation (see Levelling the Playing Field; Managing the impact of the rapid increase of Short-Term Rentals in Western Australia). In these, the Government seeks to make planning more transparent around land-use definitions and alignment with amended Legislation. What commitment, if any, will Development WA make to ensure the Development is not consumed by investors as opposed to improving medium to long-term residential prospects?
11.	Raleigh Road, Bayswater	I do not like or want this type of development in this area. I think it is too big and not the right place to build because it is too close to the surrounding residents. It will impact a lot of homes.
12.	King William Street, Bayswater	I support the proposed development at 16–20 Beechboro Road South as it represents a forward-looking and contextually responsive addition to the Bayswater Town Centre. Its proximity to the newly completed Bayswater Train Station positions it as a strategic asset, directly supporting the WA Government's METRONET vision for transport-oriented hubs. By activating Beechboro Road South with vibrant street frontages, integrated health services, and retail offerings, the development will stimulate local economic activity and increase foot traffic—benefiting existing businesses and encouraging new investment. As a landmark project, it will serve as a catalyst for further revitalisation and growth in the precinct, reinforcing Bayswater's role as a connected and thriving urban centre. The proposed variations to height and setbacks are modest and justified by the quality of the design outcome. These adjustments enable a well-articulated, sustainable building that respects its surroundings while delivering enhanced amenity. If these refinements are necessary to ensure the viability of such a high-quality development, they should be supported. The inclusion of 73 new apartments contributes meaningfully to Perth's housing supply, with a mix of dwelling types. Residents will benefit from generous communal spaces, including landscaped podiums and rooftop gardens, while the integration of 3,000m² of health facilities addresses a critical gap in local medical infrastructure. This is a development that not only meets current needs but also sets a benchmark for Bayswater's future.

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13.	King William Street, Bayswater	As a long term business owner in Bayswater, I fully support the proposed development. There needs to be significant investment in and around the Bayswater Train Station to justify the \$500 million plus State Government investment in the station and this development should be the start. Mixed use Medical and Residential is exactly what Bayswater needs. There is a lack of residential choice in Bayswater and apartments provide that choice. Also, there is a distinct lack of medical facilities in Bayswater. I own the local Pharmacy in Bayswater and constantly refer my patients to GP's, but they say they cannot get an appointment for 2 weeks. A new medical facility will meet a huge public need in our community. Whilst I understand there are some variations to the Design Guidelines the development should be supported for the above reasons but also to ensure the Developers proceed with the project. The additional height and adjusted setbacks: these enable a high-quality, sustainable, and context-sensitive development that enhances amenity without compromising surrounding character. This will be an iconic and well-designed building for Bayswater. If the minor variations in the design are required for the development to be viable then they should be allowed. I fully support the proposed development in its proposed form.
14.	Carnegie Road, Bassendean	I fully support the proposed development. Bayswater has been waiting a long time for this type of development to bring more people to that side of the Bayswater Town Centre and re-vitalise a very run down part of the Town Centre. We need more residential in the Bayswater Town Centre and this development will provide 73 much needed apartments to give diversity of housing options in Bayswater. Medical facilities are in very short supply in the eastern suburbs and hence this development will bring a much needed service to the area. The building is aesthetically pleasing, and the additional heights and adjusted setbacks make good use of the land area. I fully support the proposed developments as it will bring much needed amenity, housing, and services to the area
15.	Raleigh Road, Bayswater	While supportive of development in the area, it is critical that the scale is in line with the character of the area. Most properties in the immediate vicinity are single story buildings, with a number of smaller 2 or 3 level developments in the nearby area. Development of a ~35m high, 9 storey building in what is clearly a residential neighbourhood is well outside of the character of the area and will clearly dominate the landscape and skyline. The height, being 9.8m higher or approximately 39% higher than that presented under the Acceptable Outcomes, will have significant impacts in terms of overshadowing. The number of floors being built is irrelevant; the absolute height of the building should be the guiding factor. Stating it is only 1 floor higher is

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		misleading. Additionally, the lack of setback to the eastern boundary, and reduction of conditions regarding privacy on the eastern boundary will have a significant impact on amenity for those properties. The scale of the development is well in excess of anything else in the area. Further, this major development is at the very margins of the proposed infill area, and in an elevated position with respect to the immediate topography extending back towards the station and Bayswater Village area. As a result, it will visually dominate the immediate skyline. While it is acknowledged similar scale infill developments are envisaged in the area, the reality is that no such opportunities or proposals are likely to become available in the near to medium term given the individual ownership patterns of potential properties, leaving this development as a large, stand-alone structure for many years. If the project goes ahead the impacts to adjacent residences during construction (congestion, noise, vibration etc) are likely to exist for several years. Despite all assertions these issues will be managed, having just been through a multi-year development of the Bayswater station area, it is clear they will exist. Additionally, there will be insufficient parking available for construction personnel resulting in direct impacts to residents in an area which is already often congested during peak times. The development as proposed should be reviewed to honour the Acceptable Outcomes, and the City of Bayswater and Development WA should act in the interests of existing residents, not for the benefit of developers. The construction of a regional medical facility is supported as it will provide benefits to the community. The construction of 7 floors of apartments does not achieve this community benefit.
16.	Station Street, Bayswater	I support this proposal. It will most importantly start the TOD for the Bayswater Town Centre. <i>Variations to the Design Guidelines</i> The additional height and adjusted setbacks: these enable a high-quality, sustainable, and context-sensitive development that enhances amenity without compromising surrounding character. <i>Town Centre and Economic Benefits</i> Situated near the newly completed Bayswater Train Station, enhancing accessibility and aligning with the WA Government's METRONET vision for transport-oriented development. Revitalises Beechboro Road South with active street frontages, retail, and health services, stimulating economic activity. Will increase foot traffic and demand for local businesses like cafes, pharmacies, and convenience stores. <i>Community</i>

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		A key to this development is that it introduces 3000m² of health facilities, including imaging and day surgery, filling a critical gap in local medical services. Community Integration: Offers retail and allied health services that complement residential needs and foster local interaction. <i>Design</i> A very attractive with great articulation in the built form. The features of a stepped building form and elegant materials that transition sensitively to surrounding low-scale homes.
17.	Beechboro Road South, Bayswater	Overall, a fantastic design and outcome for this precinct. this is the exact reason Metronet control this portion of Bayswater to allow this type of development in proximity to the train station. the medical Centre is also a bonus. we are directly opposite this development and think it would enhance and be the catalyst to transform the area.
18.	Carnegie Road, Bassendean	Fully support the proposed development including the Design Guidelines variation. The building looks architecturally beautiful. This will be an iconic development for Bayswater so if some small variations are required for it to proceed then I believe they should be allowed. This type of development is much needed in Bayswater and needs to support in its current form. Any hesitation in approving the development will deter any developers from investing in Bayswater and they will look elsewhere to invest their money. Personally, I will struggle to afford any type of housing, so developments like this will provide more affordable options for younger people like myself to get into the housing market. Also, it is right next to the new train station so easy to use public transport instead of my car. I also like the sustainable design which will help WA meet its green energy requirements. It will enable more people living in the Town centre which will help existing businesses and create new businesses. This will also create more jobs for younger people in the community, connecting them to their local community instead of having to go elsewhere to find employment. There are so many positives for this development to proceed, so I urge Development WA to approve in its current form.
19.	Kenilworth Street, Bayswater	I support the proposed development at Lots 428, 49, 430 (No. 16- 20) Beechboro Road South, Bayswater. I have no objections to the variations from the Acceptable Outcomes of the Guidelines as the outcome will be a well-designed and iconic building for the Bayswater Town Centre. I note that Metronet has a long standing aim of supporting Transport Oriented Development (TOD) near

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		train stations. A development such as is proposed for Lots 428, 49, 430 (No. 16- 20) Beechboro Road South is an exceptional example of what TOD can look like and achieve. From an economic development perspective, the proposed development at Lots 428, 49, 430 (No. 16- 20) Beechboro Road South will provide the confidence required for other land owners to invest in the much needed revitalisation of other properties on Beechboro Road South. It is well documented that Perth is suffering from a shortage of affordable housing in and near the City Centre. The addition of 73 residential apartments within a well-established transport corridor will be welcome. I hope that Development WA will recognise the benefits of this proposal and see their way clear to approve the variations.
20.	Grosvenor Road, Bayswater	I am submitting this application for the proposed development at 16-20 Beechboro Road, which seeks approval for the construction of a new medical centre and associated residential apartments. The proposed development aims to address the growing demand for accessible healthcare services in the area while also contributing to the local housing supply. The medical centre is designed to provide a range of primary healthcare services, supporting the wellbeing of the local community. The inclusion of residential apartments above the medical centre will offer modern, high-quality living spaces, contributing to the vibrancy and economic sustainability of the precinct. The proposal has been carefully designed to comply with all relevant planning policies and development standards, including considerations for parking, traffic management, landscaping, and building aesthetics. It has also incorporated feedback from preliminary community consultations to ensure the development is sensitive to the character of the neighbourhood and meets the needs of current and future residents.
21.	Roberts Street, Bayswater	This proposed development will be a great addition to the amenity of the location and will bring more residents to the area. I have no objection to the minor variations to the acceptable outcomes guidelines. The location is perfect being close to the new Bayswater transport hub and will increase local foot traffic resulting in higher demand for local businesses.
22.	Raleigh Road, Bayswater	While I am not opposed to development on the site, there are issues with the plan that I feel will directly affect me, see listed below: • The height (almost 10m higher than allowed under the Acceptable Outcomes) • The scale of the development is well in excess of anything else in the area (other multi-level developments are 2 or three storey) • Additionally, the lack of setback will have significant impacts on privacy for all properties. • Increased heavy truck activity for waste disposal noted for outside peak business hours

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		- Shadow that has been modelled will directly affect my ability to have efficient use of planned solar panel installation with my house in particular being in full shade for up to 60% of the highest output of sunlight year-round. - Planned landscaping will create additional leaf litter to fall into my driveway and potential damage to fencing and paving due to root encroachment. If the project goes ahead the impacts to adjacent residences during construction (congestion, noise, vibration, damage to surrounding dwellings etc) are likely to exist for several years, having just been through a multi-year development of the Bayswater station area with the developers essentially explaining their way out of any special defect issues that have arisen. There will be insufficient parking available for trades resulting in direct impacts to residents.
23.	Winifred Street, Bayswater	- What is the proposed timeframe (and a potential start date) for these works to be undertaken once building approvals have been submitted? - Will there be pre/post building inspections carried out on all neighbouring properties of the site and a full report supplied to residents for comment? - Due to the proposed height of the development, as we have a Solar PV system with a split array facing E and W, judging by the shade calculations on your plans our W array will not be able to generate to its full capacity once this building has been completed, is there going to be any compensation given to homeowners that have their PV systems affected? - With the proposed residential units facing East, how will our privacy be affected? - Going off previous experience with the Bayswater Station upgrade, there was a huge amount of heavy construction / noisy works carried out after hours / weekends, are we likely to be affected by similar operations, and will affected residents be notified or offered compensation? - Has there been any investigations into how this development will affect neighbouring property services? Will surrounding properties have a reduction / disruption in services (water flow / supply, sewer, electrical shutdowns) and if so if any of these are affected is there going to be notifications / compensation - Is there any internal elevations of the units? We would potentially like to look at an investment opportunity, would neighbouring residents have early bird access to procuring any of the residential units?
24.	Foyle Road, Bayswater	Fully supportive of this development and the plan for overall redevelopment of the area surrounding the Bayswater Train Station. As the first significant development this proposal should set the scene for future applications. I believe it is important to retain visual diversity within multi-storey developments so that we

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		don't end up with tower block city. So would support the firm application of the upper floor (6&7) set-backs as per the guidelines and balance that by allowing the increased overall height and the 8th story.
25.	Milne Street, Bayswater	I live locally and support the development. The development will provide much needed housing and medical services for our community. The development as a whole aligns with the state government's push for developments near transport hubs. It will help our local community grow and provide an economic stimulus.
26.	Burnside Street, Bayswater	It is all a matter of numbers. Four years ago, Development WA issued a list of 'acceptable outcomes' for the maximum height and number of storeys at various locations around Bayswater Rail Station, and now you ask us to comment on a request for "discretion to vary" these for one proposed development. This places prime reference upon the number of storeys, an addition of just one, but only within brackets does it refer to the height variation that is sought. This is an increase from 25.0 metres to 34.8 metres. That is a height of 39.2% over and above the 'acceptable outcome' and cannot possibly be classed as some sort of minor variation. It is massive. It simply rips to shreds your stated limitations categorised in the 2021 document and sets a clear and unambiguous precedent that those limitations are not to be taken seriously. Your fundamental indication in even submitting this for comment is that those 'acceptable outcomes' of 2021 were never anything more than rubbery figures, and if such a precedent is set with this case, then the sky may well indeed become the limit for tower blocks of flats along the south side of Halliday Park. Height of new developments is the primary parameter for local people, not the number of storeys contained within that height. Few of them will ever set foot in those buildings, so how the space within them is divided up is of no great interest. If the developers want to find a way within the building codes of squeezing nine or even ten storeys into their 25 metres height allocation, who cares, other than the people who will one day be crammed into them? But if Development WA wishes to be seen as a genuine organisation dealing honestly with such issues, building height should never be presented as an afterthought enclosed within brackets. So my opinion is very clear. If in 2021 you specified a 25.0 metre height maximum, and in 2025 they want 34.8 metres, the answer has to be a very firm "NO". If you have been granted by government the power to make such a ruling, then what goes hand in hand with that is your absolute duty and obligation to enforce it, and nothing short of that. Otherwise, you become a completely meaningless and purposeless organisation. In full compliance with your own 2021 ruling, this application should be rejected out of hand. I have both heard and read that Development WA has a goal of 1000 new dwellings in the area of every station along our rail corridors. This might not include Airport Central, which generates its own passenger

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		traffic, but I have certainly heard that there are massive plans for the catchment areas of High Wycombe, Midland, and Ellenbrook, and all along those three rail lines. Please advise me if I have misheard this. One number which I have never been told, despite repeated requests, is the officially accepted passenger-carrying capacity of the rail line between Bayswater and Perth. I asked you this precise question in my 2021 submission but never received a reply. Is it simply too much of an embarrassment to your grand plans? Now look at those Development WA plans, and the thousands of new flats they want to see absolutely everywhere that there is a rail station. These seem to be predicated entirely upon that passenger-carrying capacity being infinite. It is not. For an example of this, prior to Covid, the Midland line was running at or even above capacity. Morning peak hour trains would arrive at Bayswater to an announcement that they were already full, and passengers were advised to await the next one, which would then often arrive to the precise same announcement. I have been there on the platform, I have heard the announcements, and I have seen the cram-packed trains arrive, so this is beyond dispute. There were at that time six trains an hour on the Midland line, and now that we have the Ellenbrook and Airport lines coming in to share the onward track to the city, it would be beyond Transperth's current capability to run that number of trains on each of the three lines at peak time. The planned massive development in all three catchments means that trains will be arriving at Bayswater already well-filled, just as we used to have on the Midland line not so very long ago, prior to the intervention of the pandemic. Let us look at current hard experience. Now that we have all three lines timetabled to run at 5 peak time trains per hour, Transperth is quite visibly struggling to operate that scheduled service, with its 15 trains an hour between Bayswater and Perth, one train every 4 minutes. We have almost daily delays, and trains often running very slow as they start to get banked up at stations, making them very late. This simply cannot be hidden. We all know this is happening, several times a week, and passengers are becoming frustrated right now. Future improvements in the clearly inadequate signalling and points technology, which is causing the current regular delays, may eventually increase this to perhaps a train every 3 minutes, 20 per hour, and by then platforms on the older line may have been lengthened to enable six-car trains. But it is still a narrow gauge rail line with far smaller trains than those of Sydney (standard gauge, with sufficient bridge height clearance for double-deckers) and Melbourne (broad gauge), and with just one single track in each direction, by comparison with those two cities, which have overtaking tracks for many trains to run express. With the A-series trains well due for retirement, the B-series have a stated capacity of 1120 passengers for 6 cars, and the C-series, once all their very notable problems can be ironed out, 1200 passengers. Let us

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		imagine a future of long platforms and all C-series trains, 20 per hour. That is 24,000 passengers per hour between Bayswater and Perth, mostly standing, all trains packed full. In terms of rail users, where you plan to have all these thousands of new flats is not 'Terra Nullius.' There are very large numbers of people already using the trains, and although we are not yet quite back to pre-Covid levels, I am finding that the morning peak-hour trains are getting close to full during school term-time. They can only carry a fairly small and finite number more passengers. These days I read reports that the Mandurah and Yanchep lines are suffering very severe overcrowding at peak times, and the inescapable fact is that our rail system is already operating close to capacity. It is by no means some barely-used resource into which you can pour new commuters by the tens of thousands in your dream of building high-rise blocks of flats all along it. Your plans are based on pure fantasy. Is your goal in this to mislead the government, or a gullible public, all in order to appease developer demands for more height and more flats? I am copying this message to our MLA Dan Bull, and also to our Deputy Mayor, Elli Peterson-Pik and our West Ward Councillor Giorgia Johnson. Both Meltham and Maylands stations also lie within Dan's constituency and are 'downstream' of Bayswater. I am sure he would not wish to be dealing in the future with disgruntled residents who have spent big money on their new flats up in the sky, with the notion that they could get to work by rail, only to find that all the trains are arriving full, above and beyond stated capacity. I would certainly like to see Transperth at long last go public with their numbers on how many people they will in the longer term be able to carry per hour between Bayswater and the city, and indeed on all their rail lines. And I would like to see how many they are carrying now, and therefore how much genuine capacity there is for growth. The corresponding task for Development WA is to let the public know their projection on how many new peak-hour rail passengers they envisage boarding at every station. It is all about numbers, and these should not be state secrets, as it appears they currently are. Perhaps as our local MLA, Dan Bull can gain access to them. I am a professional mechanical engineer, now very old and long retired, and although suburban rail planning did not feature especially large in my career, I do have some knowledge, largely gained in France, where such things are meticulously calculated, using properly researched figures, and nothing is left to chance, as appears to be happening here right now. Have those numbers ever actually been professionally analysed here? In conclusion, it would be very gratifying to see that the 'acceptable outcomes' Development WA sets down are actually acceptable to more people than just themselves and the powerful and vociferous developer

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		lobby. Perhaps even to local communities? People are by and large not opposed to development, but having it thrust upon them on such a huge scale and their voices completely ignored creates frustration and resentment. And if anyone says that they do not find your 'acceptable outcomes' to actually be acceptable, resorting to infantile schoolyard abuse of calling them "Nimbys" lowers the entire level of discourse to a standard which is itself not acceptable. Perhaps we might even some day find ourselves with a new-look Development WA which is actually prepared to seek the middle ground, prepared to negotiate in an open and honest fashion with local people, and maybe even is prepared to actually be accountable to the public. Just imagine that! Also, when that organisation sets height parameters, it must show it means business. It cannot come back four years later and say, "We weren't really serious about that," because otherwise why is it actually even there, soaking up by government money which could clearly be better spent elsewhere? Maybe on something like ambulance ramping, which is currently back as a hot issue of the time? Since Dan Bull represents the party in government, maybe he can speak with the Minister on how to go about making such long overdue improvements or otherwise shut down Development WA if it cannot or will not do the job properly.
27.	Winifred Street, Bayswater	While I am not I live approximately 20 metres from where the rear of this building will be built and I will lose most of my daylight, all of my sunlight throughout the year and all of my privacy. I do NOT want to see this built but I have little to no choice in the matter!
28.	Winifred Street, Bayswater	I live in very close proximity to where the proposed building is to be built. Having this building so close will mean that I lose sunlight and I lose all of my privacy which I'm not impressed with. Unfortunately, it would appear I have no choice in the matter.
29.	N/A	I would like to provide comment regarding the proposed development - Lots 428-30 Beechboro Road South, Bayswater. As identified by Development WA, the proposed development application currently contains a number of variations from acceptable outcomes of the guidelines. With these in mind I reviewed the related application documents. - I have failed to identify any additional value-add to the community and residents (that go above and beyond the standard guidelines) that that would justify the negative impacts of the variations to acceptable outcomes. - When reading the application, there appeared to be a lack of willingness to adapt to sympathetic of local considerations e.g. Vehicle access point not relocated to Raleigh Road, despite adding significant crossover risks to pedestrians on Beechboro Road South (note >30 bays for high

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		throughput appointment commercial property, as well as residential movements). The traffic assessment understates this additional vehicle-pedestrian interaction risk likelihood and consequence. E.g. No effort to retain or mimic existing heritage infrastructure (just simple wordsmithing with regards to colour and material selection). - The design is uninspiring and appears 'cookie-cutter' in nature, adding little aesthetic value-add to the local area. - Therefore, this application appears to simply maximise revenue at the disregard of acceptable outcomes and local community. I advise that DevelopmentWA should reject the application until it is brought in line with the acceptable outcomes. Should the development be compliant/in line with the acceptable outcomes I would support it.
30.	Beechboro Road South, Bayswater	We wish to provide feedback regarding the proposed development at 16–20 Beechboro Rd South. We are not objecting to the development in its entirety, as we recognise the potential benefits to the area. However, we have several concerns that we hope can be addressed to protect the amenity and integrity of our properties at (redacted) <u>1. Building Height and Design Guidelines</u> The proposed development reaches approximately 35 metres, which is almost 40% higher than the local design guidelines allow (25m). This excessive height does not fit in with the surrounding area or the intended transition outlined in the Bayswater design principles. Such a scale risks creating significant overshadowing, a loss of neighbourhood character, and an adverse impact on the amenity of nearby residential properties. We request that the proposal be reviewed to ensure compliance with the height guidelines and better alignment with the surrounding built environment. <u>2. Structural Integrity and Property Protection</u> We are concerned about potential impacts from earthworks, excavation, and piling on: - Our houses, house foundations and surrounding soil - Our boundary structures, including: Red brick front and boundary wall - Colorbond boundary fences - Rear brick wall and limestone feature forming part of our patio and decking. We request all of the above remain intact and undamaged. We request that the developer, at their cost: - Conduct dilapidation reports for 14 and 14A prior to excavation. - Implement protective measures to prevent damage to homes, fences, and walls.

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		• Commit to promptly repairing any damage caused by construction. • Carefully manage and mitigate noise, dust, and debris throughout construction to minimise impact on surrounding homes. <u>3. Privacy and Overlooking</u> The proposed balconies facing our properties will directly overlook our backyard and pool area, which is used daily by young children. We request that privacy measures be considered, such as: • Screening or privacy panels on balconies • Frosted glass or louvered sections to block direct sightlines into private areas <u>4. Solar Panel Impact</u> The proposed building height will likely block direct sunlight to our solar panels for much of the day, especially in winter, rendering them largely ineffective. We request that this impact be addressed through design adjustments, a mitigation plan, or compensation. We are supportive of the area's revitalisation and simply wish to ensure that our homes, privacy, and energy efficiency are protected as the project proceeds.
31.	Drake Street, Bayswater	I am writing in relation to the proposed development at Lot 428 Beechboro Rd, Bayswater. Whilst we're not opposed to development and support the concept of transit oriented development, we do have some major concerns and objections to the proposed development as presented. There is no justification for exceeding the acceptable height, other than the commercial interests of the developer. Of more concern is the precedent that will be established for future developments in the area. The design guidelines are there to ensure all developments are aligned to an overall vision for the neighbourhood. As discussed in the following points, the scale of development and particularly the parking provisions are completely unnecessary and contradictory to the City of Bayswater's objectives for safe and activated streets. • Parking provision – this is completely unnecessary given this is a transit orientated development. Two parking bays/unit contradicts the purpose of density around stations and town centres and will simply promote car dependency. • As a resident of Drake St, we are already being impacted by rat-running regional traffic since the reconfiguration of Beechboro Rd/Coode St/Whatley Cres. There has been a significant increase in traffic using our street (as well as Burnside Rd) to avoid the signals. I have also observed the speed of traffic mid-block between Beechboro Rd and Burnside Rd and note that a large percentage of

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		vehicles are travelling excessively fast. I note the proponent has used traffic counts from 2021 as part of their traffic assessment– these must not be considered as valid given they predate the changes in local area network. In relation to the above point, the assessment of impact to traffic redistribution is inaccurate: Figure 7-3 Outbound Trip Distribution Diagram Most people living on Drake/Burnside will be able to tell you that the peak splits do not reflect the above diagram, with a lot of regional traffic rat running through the local road network to avoid the signals. This would not be such a big concern if the was mid-block traffic calming in place on Drake St. Furthermore, traffic filtering at the intersection with Coode St/Burnside and/or Drake/Beechboro would at least spread the traffic more widely across the local area. Given the base counts were taken from 2021, I would suggest the

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		analysis is flawed. Also, just because the intersections are modelled to fail without the development, it doesn't excuse the proponent from not addressing the traffic being generated by their own site. The City recently engaged with community seeking feedback on safe routes to school. Whilst infrastructure such as the Drake St shared path are great, traffic and rat-running make it difficult to ever achieve an equitable balance of transport options as it becomes increasingly unsafe to cross local roads. Unfortunately, the worst of this traffic is occurring during the school am/pm drop off/pick up periods. Developments such as this (as presented) will only worsen the current situation. As we've said in other development proposals around the station precinct – large developments must not be designed around car mobility as a first principle, otherwise it's simply adding to the problems rather than contributing to resolving it. As discussed above, developments need to be contributing to the prosperity of the community. Whilst increasing infill and traffic are to be expected under the current planning scheme, the proposed development should be conditioned to contribute to the betterment of the community. Perhaps a contribution could be required from the developer for some improvements such as: • Contribute to the low cost traffic management plan led by MRWA • Contribute to modifications of intersections to support safer pedestrian movement at Drake/Beechboro and Foyle/Beechboro • Mid-block calming of Drake St between Burnside Rd and Beechboro Rd.
32.	Beechboro Road South, Bayswater	I am for the proposal, however I would like to address a few things that I am opposed to: • Blocking or closing Beechboro Rd South as a public roadway during construction • Blocking access to my Business during and after construction. • Our car park is for Clients not visiting tradesman etc. • We opposed number 13, a college due to the lack of parking and are having to remind them daily, for years now, that their students cannot use our business car parking bays.
33.	Rose Avenue, Bayswater	No reason (public benefit) in extra storey bonus.
34.	Foyle Road, Bayswater	I have no direct concern in relation to the deviation from the acceptable outcomes of this proposed development, nor the rest of the uses. Having said this I do question how these proposals are assessed against the discretionary clauses, in particular clause c which states that the proposal needs to demonstrate that it “delivers additional community, economic and environmental benefits beyond that required by the Development Policies.” While I agree that the proposed medical use provides community and economic benefits, I don't feel this proposal appropriately demonstrates environmental benefit in relation to the impact it will have on the surrounding streetscape and road network. Aesthetics and land uses alone do not, I would argue, automatically lead to broader community benefits if they are offset by

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		adverse impacts to the surrounding street environment. To that end I do have significant concerns in relation to the parking, traffic, and public interface components of this development. Feedback as follows: • Parking: Proposing 110 residential bays for 73 dwellings is excessive when the minimum proposed is 72 bays, and the development is in close proximity to the largest train station outside the Perth CBD. While there are a number of multibedroom units that may demand 2 bays, most of these do not. Developers have long said that they are unable to sell apartments with less than two parking spaces, but this is a complete falsehood. I live in an apartment complex where all apartments have minimum two bedrooms and only 1 vehicle bay. All 17 apartments were sold within two months, and the single bay is sufficient for all occupants, ranging from singles to couples to families. • Traffic impacts: The traffic impact assessment identifies that areas of the surrounding road network are expected to be severely impacted by traffic growth with and F level of service in certain sections with or without this development. While the volumes are of concern, the nature of the adjacent road layout at the Drake and Foyle intersections with Beechboro Road means that there will be increased turning movements at intersections that already present hazards for all road users. The Foyle Road intersection has constrained sightlines looking south and traffic movements generated by this development will increase the hazard in this location. Likewise, the Drake Street intersection is hostile for pedestrians in its current state – with hostile crossing points particularly north of Drake Street. The developer should contribute to an improved streetscape, with additional traffic calming at these intersections as a bare minimum - but also invest in improved pedestrian infrastructure in its immediate surrounds.
35.	Avenell Road, Bayswater	Personally, I have lived in the City of Bayswater since 1998. Initially as a single woman in a townhouse in Maylands and then moved into the home above I built with my husband on a battleaxe block in 2007. The City of Bayswater offers a quality lifestyle next to the Derbal Yerrigan with plentiful outdoor exercise spaces and recreational facilities centred around the residents' quest for a diverse community with numerous multicultural dining and shopping options. From 2007 my ex-husband and I began living the "Urban Lifestyle" that was required to reduce carbon emissions after watching the documentary film on global warming in 2006 called "The Inconvenient Truth". We swapped to one car. Rode to work in Nedlands. I had already been utilising Public Transport or riding to work in the city since 1990. It was a definitive purpose to find a block to build on so we could utilise public gardens and spaces as our backyard instead of having the traditional expanse of lawn as a backyard. We are also just a 10 minute walk to the train station and the then only bus route 998 to the Galleria Shopping Centre.

No	Address	Comments
		I believe in the State Government's infill initiative centred around trains stations rather than the "Urban Sprawl" and seeing the destruction of native flora and fauna as a positive commitment to the Paris Agreement adopted in 2015 at the United Nations Climate Change Conference (COP21). The New Stockland Project approved in Marginup is a poor example and embarrassing as a Citizen of Australia that we are still destroying and logging Native Forests. I also adopt City of Bayswater's focus of urban consolidation and increase the density of housing in and around the Bayswater Train Station. Please find my comments below on the development application: • I agree with the proposed height of 9 Storeys • I agree with the proposed tower element • I agree with the proposed balconies • I am not opposed to a Medical Centre but feel it should be clearly referenced as a "Day Hospital" as the terminology "Medical Centre" implies it is a General Practitioner's Medical Practice (I have worked in many facets of the health industry in Perth) • The Metronet have not replenished the native fauna in and around the Bayswater Train Station to its original quantity and I request you keep the existing Queensland Box Trees on Raleigh Road in line with our Street Tree Policy and support local birdlife habitat and assist in retention of trees to meet the 2050 Paris Agreement Net Zero Target for Climate Change • To be part of a Revolutionary Change to support Climate Change and better health outcomes may I suggest that you utilise the existing fruit and vegetable trees on the 3 blocks for the residents and tenants, build around them such as they do in Granda in Spain for example as they are of a similar climate to Perth's (I invite you to view Maggie Beer's "Big Mission" documentary on ABC TV iView to see the social experiment to understand the improvement of Mental Health and Socialisation with a Change Care Consultant and Occupational Therapist in partnership with both the State and Federal Government's. Minister Anika Wells appeared on the documentary and praised the social experiment. I would be so proud to see this adopted in the City of Bayswater and to include wicking beds to grow even more plants to pollinate our native bees which are struggling to survive as the honey bees are dominating their food. To bring the community together, rather being isolated in their own apartments and with less economic impact on the health budget). • May I invite you to make a Social Change and Commitment to better health outcomes and include a "Communal Kitchen and Laundry" in the development so residents can cook the produce from their garden (I have seen numerous developments in the United Kingdom and Central Europe plus in Melbourne and Tasmania bring together residents and make the disadvantaged in society feel less impoverished at the same time)

No	Address	Comments
		Traffic management has also become a major problem with: ➤ non-residential traffic speeding along Avenell and Raleigh Roads accessing Beechboro Road South from Clavering Road since the Bayswater Train development (I used to pick up my nephew to cross the road. This would greatly impact trucks and vehicles trying to access the Building Site from Raleigh Road) ➤ Over the 18 years my neighbours and I have witnessed numerous vehicles plough into Number 2/4 Raleigh Road's front wall as not many drivers adhere to the 40km bend on Raleigh Road nearest Avenell Road junction point (I would like to see a round-about eventually installed here as there is a Bus Stop and Mertome Aged Care Home on 30 Winifred Road, 1 minute walk away from their back gate) ➤ The No entry point on Avenell Road and at Number 6 Raleigh Road is utilised by drivers as a turning circle illegally (I would like to see this point of Avenell Road blocked off to prevent the ongoing near misses I witness) ➤ The Junction point at Avenell and Raleigh Roads in a known Blind spot and neighbours and I have witnessed countless near misses including in our own vehicles (Again I would like to see a round-about here for road safety reasons) ➤ With the opening of 3.8 Baysie Café and the newly renovated Bayswater Hotel the parking signs are generally not adhered to by the influx of visitors to our city, nor is the 40km speed limit upon Beechboro Road South (My neighbours and the local businesses, particularly the florist would like to see more effective and an increased number of speed humps in the built up area from the Bayswater Train Station to Raleigh Road) ➤ As a person living on the Disability Support Pension and NDIS with one of my disabilities being a Visual Impairment I would like to see the footpath from Avenell Road along Raleigh Road to Beechboro South Road moved to the other side of the road during construction as myself and neighbours including the elderly residing at Mertome Aged Care Home need to catch the Number 975 Transperth Bus (This introduced new route can take you to the Galleria Shopping Centre for your shopping and to the Bayswater Train Station for connecting trains or buses) ➤ There is limited parking in the surrounding streets of the proposed development site due to the limited parking at the Bayswater Train Station as riders park their cars in surrounding residential streets now since its transformation • May I invite a suggestion of an incentive at sale point for residents not requiring a parking bay reducing carbon emissions on our roads

No	Address	Comments
		• There is not enough adequate lighting at night from Beechboro Road along Raleigh Road may I suggest this be improved at the same time for Community Safety and particularly my cohort as a woman living with disabilities, including partial blindness, no car for transport, having to walk from the Bayswater Train Station or local establishments such as King Somm or the Bayswater Recreation Centre along King William Street • May I suggest a Small Bar of 30 patrons be included in the planning • May I suggest a convenience deli be included in the planning • May I suggest a Vietnamese restaurant be included in the planning • May I suggest a Japanese restaurant be included in the planning • May I suggest a Butcher shop be included in the planning • May I suggest a specialty Fruit and Vegetable shop be included in the planning • May I suggest a "Creative Hub" be included in the planning • May I suggest a "Teenage Hub" be included in the planning • May I suggest the carpark include electric vehicle charging stations • May I suggest a Bookshop be included in the planning As an active member in the community and aged 55 years I hope that you will find some valid input from a Rate Payer in the City of Bayswater now for 27 years and watched the community grow but maintain its edgy artistic and fitness minded feel. Our Laneway is used for Long Table Dinners. Halliday Park used for dog walkers and our all-important annual ANZAC Service and Rotary Club Sausage Sizzle preceding. Bert Wright Park is used for local markets and community concerts. The Bayswater Bowls Club is used for recreation along with a surge in community catchups since its rescue by Bayswater Locals in 2018. A walk through the Wetlands and Riverside Gardens and Eric Singleton Bird Park taking photos. Yoga by the River in Summer. These are just examples of how we "get together in Baysie"! I look forward to the development and am very excited to see the quality and style of the development presented by Anthony Vavayis + Associates Architects Designers Planners in Sydney.
36.	N/A	I apologise for my belated response. I am currently overseas, and this letter was only recently forwarded to me. I understand the submission closing date was 7 August 2025; however, I would still like to register my submission regarding the proposed development at Lot 428–420 Beechboro Road South, Bayswater. I am strongly opposed to the proposed height of 9 storeys. At present, the tallest building in Bayswater is 4 storeys, and I believe this should remain the maximum. Our precinct does not have any high-rise buildings, and such a development would significantly alter the character of the area.

No	Address	Comments
		We already face challenges with parking availability and limited green spaces. I am concerned that a building of this scale will worsen these problems. I would also like to know: • How long the construction period is expected to last. • What protections will be in place for nearby homes to mitigate noise, dust, and other environmental impacts. During the recent Bayswater train station works, local residents endured prolonged disruption, and many issues remain unresolved. Based on that experience, I am worried that the developer may not adequately consider the impact on the surrounding community. I urge you to reconsider the height and scale of this development in order to preserve the liveability and character of Bayswater. I look forward to your response.

Appendix 6

Recommended Conditions and Advice

CONDITIONS:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of the DevelopmentWA prior to the commencement of construction. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
Building Perspectives	DA0001	26 August 2025
Location Plan	DA0003	26 August 2025
Site – Analysis Matrix	DA0004	26 August 2025
Demolition Plan	DA0100	26 August 2025
Basement 02 Floor Plan	DA1001	26 August 2025
Basement 01 Floor Plan	DA1002	26 August 2025
Ground Level Floor Plan	DA1003	26 August 2025
Level 1 Floor Plan	DA1004	26 August 2025
Level 2 Floor Plan	DA1005	26 August 2025
Level 3 Floor Plan	DA1006	26 August 2025
Level 4 Floor Plan	DA1007	26 August 2025
Level 5 Floor Plan	DA1008	26 August 2025
Level 6 Floor Plan	DA1009	26 August 2025
Level 7 Floor Plan	DA1010	26 August 2025
Level 8 Floor Plan	DA1011	26 August 2025
Roof Plan	DA1012	26 August 2025
Elevation 1	DA2001	26 August 2025
Elevation 2	DA2002	26 August 2025
Elevation 3	DA2003	26 August 2025
Elevation 4	DA2004	26 August 2025
Section 1	DA3001	26 August 2025
Section 2	DA3002	26 August 2025
Section 3	DA3003	26 August 2025
Section 4	DA3004	26 August 2025
Section 5	DA3005	26 August 2025
Shadow Diagram	DA4001	26 August 2025
Shadow Diagram 2	DA4002	26 August 2025
Sunlight Analysis Plan	DA4003	26 August 2025
Cross Ventilation Analysis Plan	DA4004	26 August 2025
Typical Liveable Unit Layouts (Silver)	DA4005	26 August 2025
Unit Schedule	DA4006	26 August 2025
Beechboro Road Streetscape	DA4007	26 August 2025
Detail – External Façade 01	DA5001	26 August 2025
Detail – External Façade 02	DA5002	26 August 2025
Acoustic Report	P01903, Rev 2	6 June 2025
Landscaping Report	Rev E	26 August 2025
Transport Impact Statement and Technical Memorandum	300305839, Rev 1	26 August 2025

2. The development must not be occupied until a Certificate of Title has been created and the site has been amalgamated into a single lot, to the satisfaction of DevelopmentWA (Refer to Advice note c).
3. A Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with the City of Bayswater (Refer to Advice Note d).
4. All exposed parapet walls and walls adjacent to boundaries are to be finished to the same standard as the remainder of the development, to the satisfaction of DevelopmentWA. (Refer to Advice Note e).
5. Elevations and specification detailing high quality materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with its appointed Design Review Panel. (Refer to Advice Note f).
6. All service areas, service related hardware and piped or wired services (such as car park gates, plant areas, fire booster cabinets, service meters, exhaust systems and air-conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building and the public realm, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note g).
7. Windows and glazed areas are not to be provided with dark or reflective tinting, obscured glazing, visually obtrusive signage or with roller shutters/security blinds or other such devices, details of which are to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note h).
8. Privacy screening is to be added to the southern elevation of the Level 1 Medical Centre Balcony. All privacy screening devices as shown on the final working drawings are to be installed prior to the occupation or use of the development, to the satisfaction of DevelopmentWA.
9. Bicycle Parking and End of Trip Facilities are to be provided in accordance with Section 3.9 of the Bayswater Design Guidelines, details of which are to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note j).
10. Crossovers, driveways, car parking, vehicle manoeuvring spaces and circulation areas are to be constructed, sealed, kerbed, marked, drained, and maintained in accordance with the approved plans and Australian Standard AS2890.01 to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note k).
11. A Wayfinding and Signage Strategy, detailing the proposed location and size of all external signage consistent with Development Policy 6 – Signage, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note n).
12. A report from the Green Building Council of Australia, or a Sustainable Design Assessment Report from a suitably qualified professional, demonstrating that the

proposal has been designed to achieve a minimum 4 Star Green Star rating, or equivalent, in accordance with Development Policy 1 – Green Buildings is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note o).

13. A detailed report from a suitably qualified professional is to be submitted to DevelopmentWA at practical completion stage and prior to occupation of the building, confirming that all initiatives identified in the design certification and integral to the achievement of the minimum 4 Star Green Start rating (or agreed alternative) have been implemented, to the satisfaction of DevelopmentWA.
14. A revised landscape plan detailing both soft and hard landscaping elements and ongoing maintenance and management requirements in accordance with State Planning Policy 7.3 – Residential Design Codes (Volume 2), is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note p).
15. Public art is to be provided in accordance with Development Policy 4 – Providing Public Art, details of which are to be provided at planning condition clearance (working drawings) stage and installed prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note q).
16. Adaptable housing is to be provided in accordance with Development Policy 10 – Adaptable Housing, details of which are to be submitted at planning condition clearance (working drawings) stage and delivered prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note r).
17. A final Acoustic Report and certification from a qualified acoustic consultant, confirming that the design, construction, and use of the development will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 —Sound and Vibration Attenuation is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer Advice Note s).
18. A report and certification from a qualified acoustic consultant are to be submitted at practical completion stage and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater (Refer to Advice Note t)
19. A final Waste Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note u).
20. A Parking, Service and Delivery Management Plan demonstrating allocation of parking bays, safe vehicle access, circulation, and egress, is to be submitted at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. (Refer to Advice Note v).

21. A Lighting Strategy for the development is to be submitted at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note w).
22. A Crime Prevention Through Environmental Design (CPTED) Statement, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note x).
23. A final Operational Management Plan is to be provided prior to occupation, and implemented thereafter, to the satisfaction of DevelopmentWA. (Refer Advice Note y).
24. A Construction Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater and adhered to for the duration of construction. (Refer Advice Note z).
25. A dilapidation survey of properties adjacent to the site or possibly affected by the works is to be carried out and submitted at planning conditions clearance (working drawings) stage, prior to works taking place on site to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater (Refer Advice Note aa).
26. Any damage caused to the landscaping, footpaths, kerbs, roads, drainage infrastructure and open space areas adjacent to the site is to be made good at the applicant's expense prior to occupation of the development, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. (Refer to Advice Note bb).
27. A Geotechnical Report covering the development area, prepared by a suitably qualified practitioner together with certification from a structural engineer that the design is suitable for the site conditions as outlined in the geotechnical report, is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.
28. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed and the verge reinstated with new kerbing to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.
29. All building and tenancy entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA.
30. A Universal Access Statement, prepared by a suitably qualified professional, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note cc)
31. An archival record of the building on Lot 430 (No. 20) Beechboro Road South, Bayswater is to be prepared with digital photographs (once vacated), and details of any heritage interpretation strategies within the development, is to be submitted at planning conditions clearance (working drawings) stage, to the

satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note dd)

32. The development must be substantially commenced within four (4) years from the date of this approval to the satisfaction of DevelopmentWA. (Refer to Advice Note kk).

ADVICE NOTES:

- a) A covering letter and the final planning condition clearance documents (working drawings) are to be submitted to DevelopmentWA prior to an application being made to the City of Bayswater for a building permit and must be cleared prior to the commencement of works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings are required to be clearly identified.

In accordance with Section 62(3) of the *Metropolitan Redevelopment Authority Act 2011* no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject. Upon satisfactory assessment of the working drawings, DevelopmentWA will provide a clearance letter and copies of the plans to the City of Bayswater to enable building permit assessment.

- b) A building permit application is required to be submitted to the City of Bayswater and approved prior to the commencement of any works on site. Please contact the City of Bayswater Building Services on 9272 0622 for further information.
- c) With regard to Condition 2, the Certificate of Title and a Deposited Plan for the subject site is to be created in accordance with an amalgamation plan approved by the Western Australian Planning Commission.
- d) With regard to Condition 3, the final Stormwater Management Plan should confirm that any sediment and surface flows are retained onsite to avoid sedimentation and ensure contaminants do not enter the neighbouring drainage system

The site is located in an area known for high groundwater levels, which may impact both the functionality of the proposed infiltration system and the overall development. Plans are to address how the proposed stormwater drainage infrastructure will be accessed and maintained over the life of the development.

The applicant is advised to liaise with the City of Bayswater Technical Service regarding drainage design.

- e) With regard to Condition 4, boundary walls are to be finished to the same standard as the remainder of the development to ensure an appropriate outlook from the public realm and the adjoining lots. The finish on the parapet walls are to be of a high quality commensurate with the level of design quality required for the whole project.
- f) With regard to Condition 5, further details, and information, including final specifications and samples, should be provided demonstrating high quality and durable external materials and design treatments across the development, and include:
 - i. High-quality and robust colour and material selections, ensuring that the standard established through the Design Review Panel review is delivered in the as-built product;

- ii. A materiality which clearly articulates the lower base, upper base, and roof levels of the development; and
- iii. Façade treatments to the Level 1 medical floor plate which maintain a Design Excellence internal environment and outlook experience.

The final design details should be informed by the matters noted in the Design Review Panel Advice Note dated 22 July 2025 and associated Addendum dated 15 September 2025.

- g) With regard to Condition 6, all mechanical service systems (such as air conditioners) should be designed, located, and maintained such that they are not visible from the street and to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.

Services and service-related infrastructure includes but is not limited to all piped and wired services, car parking areas and associated ventilation, roof plant / plant areas, bin storage areas, service meters and related infrastructure, fire booster cabinets, exhaust systems, air-conditioning units, antennae, and satellite dishes.

Fire booster hydrants and service meter boxes should be designed, located, oriented, and finished to minimise any visual impact on the adjacent streetscape and maximise visual interaction between the development and the street. The balconies should not be used for drying or airing of clothes and/or manchester.

The applicant is advised to liaise with service authorities to rationalise and consolidate service infrastructure, where possible. Where service infrastructure adjacent to the street cannot be avoided due to service authority requirements, landscaping should be designed and implemented to reduce the visibility of the infrastructure from the public realm.

- h) With regard to Condition 7, Development Policy 5 – Additional Structures and Section 3.3 – Streetscape of the Bayswater Design Guidelines require the protection of street level windows from the sun or for privacy and security to be achieved through passive solar design and architectural devices, rather than through the use of reflective coatings or roller shutters/security blinds to enable visible indoor activity and facilitate passive surveillance of the public realm.
- i) With regard to Condition 8, screening devices are to be at least 1.6 metres in height, and at least 75 percent visually obscure, permanently fixed, made of durable material, and restrict view in the direction of the overlooking into any adjoining property.
- j) With regard to Condition 9, the bicycle parking areas and end of trip facilities should comply with Australian Standard 2890.3 and be designed in accordance with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.

Section 3.9 of the Bayswater Design Guidelines require a minimum of 35 bicycle bays, three female and three male showers located in separate changing rooms for the medical centre and one unisex shower and change room for the shop uses, and a locker for every bicycle parking bay to be provided for the staff of the

medical centre and shop land uses. A minimum of 73 bicycle bays are required for residents. A minimum of 15 visitor bicycle bays are required for the non-residential component and a minimum of 7 visitor bicycle bays are required for the residential component.

- k) With regard to Condition 10, all car bay dimensions, ramps, crossovers, driveways, and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Bayswater's parking design and access requirements. Disabled bays are to comply with Australian Standard AS2890.6.
- l) Walls, fences, vegetation, and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where the driveway meets the road reserve.
- m) A separate crossover approval from the City of Bayswater is required. Please contact the City to ensure the appropriate crossover application is made.
- n) With regard to Condition 11, the elevations should provide an indicative plan of all proposed signage, including location and dimensions, demonstrating that such signage will be complementary to the design of the building and not obscure architectural detail and materiality.

Development Policy 6 – Signage requires signage to demonstrate restraint in scale, size and collective amount of signage installed, in order to minimise visual clutter, protect amenity, and support a safe, attractive, and legible public realm.

- o) With regard to Condition 12, where an alternative rating system to Green Star is proposed, the applicant should demonstrate that the rating system and the design of the development is generally equivalent to or better than the Green Building Council of Australia (GBCA) 4 Star Green Star rating.

Details for preparing a Sustainable Design Assessment Report (SDAR) or equivalent are set out in Appendix 1 of Development Policy 1 — Green Building. The SDAR or equivalent is required to provide an assessment of the proposed design against the following 10 Key Sustainable Building Categories:

- i. indoor environmental quality;
- ii. energy efficiency;
- iii. water efficiency;
- iv. stormwater management — integrated water management;
- v. building materials;
- vi. transport — green travel plans;
- vii. waste management;
- viii. urban ecology;
- ix. innovation; and
- x. construction/building management.

The SDAR must also identify relevant sustainability targets and performance standards and document the means by which the appropriate target or performance is to be achieved. A suitably qualified professional refers to an Environmental Engineer or equivalent and may include a person certified by the Green Building Council of Australia.

- p) With regard to Condition 14, the final Landscaping Plan and associated Landscape Maintenance Strategy are to include the following:
- i. existing and proposed site levels, ensuring universal access across the site;
 - ii. species (suitable to Perth's climate), sizes, and types of plantings;
 - iii. the applicant is encouraged to utilise Indigenous species throughout the developments landscaping;
 - iv. avoid selection of species which are susceptible to the Polyphagous Shot Hole Borer;
 - v. details of seating, paving, kerbs, surface treatments, shade structures, street furniture and other infrastructure;
 - vi. reticulation to plantings including rain/grey water capture and re-use;
 - vii. details of all proposed planting on structure, demonstrating that these landscaped areas are viable, will survive in the incumbent environmental conditions and are capable of being maintained in perpetuity;
 - viii. details of the ongoing maintenance requirements for the landscaped spaces including responsibilities, reticulation, access, and safety systems;
 - ix. Maintenance of landscaping within planter boxes on the residential terraces; and
 - x. Management strategies in a strata titled development.

The applicant/landowner is advised to liaise with the City of Bayswater regarding the integration of paving materials and landscaping between the public and private realm, including street tree requirements.

- q) With regard to Condition 15, the provision of public art is to be in accordance with Development Policy 4 – Providing Public Art, with a minimum contribution of \$700,000 based on the development value of \$70 million. The applicant is encouraged to explore and implement opportunities to meaningfully include references to European and local Indigenous heritage in the public art strategy, including engaging local Indigenous artists, to contribute to the sense of place.
- r) With regard to Condition 16, an Accessibility Report should be provided demonstrating that a minimum 20% of the total number of dwellings delivered as part of the development conform to the Core Liveable Housing Design Elements outlined in Development Policy 10 – Adaptable Housing.

Accessible parking spaces for these dwellings should be provided in accordance with the Adaptable Housing Policy. The applicant is advised that the development should comply with the requirements of Part D3 of the *Building Code of Australia (Access for People with Disabilities)* and *Australian Standard 1428.1* and the *Disability Discrimination Act 1992*.

- s) With regard to Condition 17, the Acoustic Report should identify the location and extent of impact of all noise sources, inclusive of mechanical and plant equipment, and confirm that the design of the building will achieve an appropriate level of attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation. The report should address potential noise emissions from mechanical service systems (such as exhaust systems and air-conditioning) selection and plant equipment, design, and location to prevent

emitted noise levels from exceeding the relevant decibel levels as provided by the *Environmental Protection (Noise) Regulations 1997*.

- t) With regard to Condition 18, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound/vibration attenuation/mitigation have been achieved.
- u) With regard to Condition 19, the Waste Management Plan is to comply with the City of Bayswater standards in regard to waste, and Local Government Waste Management Plan Guidelines, and include information to demonstrate:
 - i. Transportation and disposal of medical waste;
 - ii. Location of wash down areas, including details of access to permanent water supply and drainage;
 - iii. The bin area accessible for allow heavy vehicle movement.
 - iv. Proposed waste collection times between 7:00am and 7:00pm;
 - v. Contaminant checks within the FOGO bins; and
 - vi. The disposal of bulk waste.

Non-residential waste and refuse generated on the site by the development is to be collected by a private contractor at the expense of the applicant/landowner.

The owner is to liaise with the City of Bayswater regarding collection of waste on site, and any easements which may be required for reciprocal right-of-access for vehicular and pedestrian movement between the lots for waste collection.

- v) With regard to Condition 20, the Parking, Delivery and Servicing Management Plan is to outline the proposed management regime to facilitate controlled access and egress to the car park and loading areas and is to include the following:
 - i. the identification, signposting, and management of commercial and residential parking bays;
 - ii. the identification, signposting, and management of visitor parking bays for each land use;
 - iii. identification and management of ACROD bays in accordance with AS2890.6;
 - iv. ensure all deliveries and collections occur within the development, including the provision of adequate loading, storage and vehicle manoeuvring space for such functions;
 - v. demonstrate provision of a direct service access route to and from the development;
 - vi. demonstrate adequate separation between private vehicles and delivery trucks to prevent conflicts and queuing;
 - vii. demonstrate the provision of adequate loading bays to cater for likely volume of service deliveries for the development;
 - viii. strategies to ameliorate amenity and noise impacts of deliveries/waste management on the surrounding area; and
 - ix. management procedures, including scheduling of deliveries, to prevent multiple concurrent truck movements occurring, ensuring that truck movements do not unduly restrict access.

- w) With regard to Condition 21, the Lighting Strategy should demonstrate the following:
- i. illumination of the building to highlight architectural features;
 - ii. highlight and enhance entry points to the building to assist with wayfinding;
 - iii. assist safe access between the building/s and car park/s, and within the car park/s including loading bays and pathways;
 - iv. meet the Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282: 2019 (Control of the Obtrusive Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and passing vehicular traffic is at an acceptable level;
 - v. incorporate Crime Prevention Through Environmental Design (CPTED) principles; and
 - vi. lighting fixtures and fittings are to be vandalism resistant.
- x) With regard to Condition 22, the CPTED Statement should address the safety of external and internal areas of the development, including confirmation that the main lobby entry design is safe for all users and avoids spaces for concealment or entrapment, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- y) With regard to Condition 23, the Operational Management Plan is to include details of the following:
- i. Patient drop off pick up hours;
 - ii. Visitor hours;
 - iii. Anticipated staff numbers for various periods of the day;
 - iv. Details of operations demonstrating that surrounding sensitive land uses will not be unduly impacted by noise, vibration, or other activities;
 - v. Details of waste collection including handling of medical waste and collection hours; and
 - vi. It is recommended the applicant implement the community bus which supports local residents transportation needs.
- z) With regard to Condition 24, the Construction Management Plan should address the following matters, which are to address all phases of development, including demolition and construction, to demonstrate how the construction of the development will be managed to limit impacts on surrounding properties:
- i. Public safety and site security;
 - ii. Hours of operation;
 - iii. Dust management;
 - iv. Noise management;
 - v. Waste and material disposal;
 - vi. Parking arrangements for contractors and sub-contractors;
 - vii. Delivery and access arrangements;
 - viii. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
 - ix. Details regarding the protection of existing street trees;
 - x. Bonding and remediation arrangements; and
 - xi. Any other matters likely to impact upon the surrounding properties or public realm.

aa) With regard to Condition 25, the Applicant is advised that the dilapidation survey should be prepared in accordance with the relevant legislation and standards, including AS4349.1 (or equivalent) and that a calibration gauge should be used for measurement, in combination with high resolution photos for accurate record keeping. The dilapidation survey should include, as a minimum, all buildings within close proximity to the site, including:

- 14 Beechboro Road South, Bayswater
- 14A Beechboro Road South, Bayswater
- 1-4/2 Raleigh Road, Bayswater
- 42A Winifred Road, Bayswater

If the dilapidation survey is denied by an adjoining landowner, the Applicant should demonstrate in writing that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have not been successful.

bb) With regard to Condition 26, all street trees are to be protected during construction through measures consistent with AS 4970-2009 and retained:

- i. A minimum 2.0m radius tree protection zone (TPZ) is to be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development.
- ii. The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason;
- iii. The tree(s) is to be provided with supplemental water during any construction period falling over summer, with a minimum of 150 litres being provided per week: and
- iv. Any new crossover is to maintain a minimum clearance of 2.0m from the base of a street tree(s), unless otherwise supported by the City of Bayswater.

In the event a street verge tree(s) required to be retained adjacent to the subject site is damaged, removed or suffers irreversible effects to its health during development and in the first three years after completion of the development, the landowner will be liable to pay for the amenity (Helliwell) valuation, the cost of removing the existing tree, plus the cost of a City provided replacement tree (s) and three years maintenance of the replacement street verge tree.

cc) With regard to Condition 30, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities), Australian Standard 1428.1, and the *Disability Discrimination Act 1992*.

dd) With regard to Condition 31, the archival record should include:

- general/overall photographs of the building to be demolished;
- photographs of each of the elevations;
- photographs of all of the internal rooms; and
- photographs of any special architectural features.

The photographic records are to be submitted to DevelopmentWA and the City of Bayswater.

- ee) The applicant is advised that the development is at all times to comply with the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection (Unauthorised Discharges) Regulations 2004*.
- ff) The City of Bayswater advises the following:
 - Should the applicant/ landowner wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, the applicant/landowner must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the Dividing Fences Act 1961.
 - An asbestos clearance certificate is to be submitted to the City of Bayswater as part of the building permit application.
 - Septic tanks, soakwells and leach drains are to be pumped out by a licensed liquid waste contractor, completely removed from the site and filled with clean sand and compacted. A Statutory Declaration must also be provided by the landowner declaring that these works have been undertaken. However, if it is not possible to remove septic tanks, the bottoms are to be broken and the tanks backfilled with clean fill and compacted. The applicant is to contact the City of Bayswater's Environmental Health Services at least 72 hours prior to the removal of any system to arrange an inspection.
- gg) The site falls within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure. 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.
- hh) The proposed development includes a Class 9a healthcare facility under the *Private Hospitals and Health Services Act 1927*. The proponent is advised to approach the Department of Health's Licensing and Accreditation Regulatory Unit (LARU) for further information.
- ii) The site has not been classified as Contaminated – Remediation Required, Contaminated – Restricted Use or Remediate for Restricted Use as recorded on DWER's Contaminated Sites database (*Contaminated Sites Act 2003*). The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for a sensitive land use.
- jj) Any works carried out in proximity to Water Corporation Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) to assess whether the proposed development will require, and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.
- kk) With regard to Condition 32, should the development not be substantially commenced within the period specified, the approval is no longer valid, and no development is to be undertaken without further approval of DevelopmentWA having first been sought.