Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 16 June 2026; 9:30AM
Meeting Number: MIDAP/136
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/136 - 16 June 2026 - City of Melville

PART A – INTRODUCTION

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

PART B – CITY OF MELVILLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 100 (Nos. 40-44) Worley St, Willagee – 41 Multiple Dwellings – DAP/25/03006
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

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

DAP Members
Karen Hyde (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Peter Lee
Cr Soo Hong (Part B – City of Melville)
Cr Scott Green (Part B – City of Melville)

DAP Secretariat
Ashlee Kelly
Tenielle Brownfield

PART A – INTRODUCTION

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3.1 Lot 100 (Nos. 40-44) Worley St, Willagee – 41 Multiple Dwellings – DAP/25/03006

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

PART C – CITY OF MELVILLE

UPDATE TO RESPONSIBLE AUTHORITY REPORT (RAR)

Lot 100 (Nos. 40-44) Worley St, Willagee – 41 Multiple Dwellings – DAP/25/03006

The City of Melville have made the following amendments to the Responsible Authority Report (RAR) on 9 June 2026;

- A new Advice Note xv has been added and the remaining Advice Notes alphabetised.

Part B – Item 3.1 - Lot 100 (Nos. 40-44) Worley Street, Willagee - 41 Multiple Dwellings

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Melville
Applicant:	Gary Batt and Associates Architects
Owner:	Alchera Living Inc
Value of Development:	$27.8 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Melville
Authorising Officer:	Peter Varelis – Director Planning
LG Reference:	DAP-2025-9
DAP File No:	DAP/25/03006
Application Received Date:	6 November 2025
Report Due Date:	8 June 2026
Application Statutory Process Timeframe:	90 Days Under Schedule 2, Clauses 65A and 65B of the *Planning and Development (Local Planning Schemes) Regulations 2015* a request for additional information was requested by the City of Melville on the 13th of January 2026 and the additional information requested was provided by the applicant on the 18th of February 2026 which stopped the clock during this period. Under Clause 12 (4) of the *Planning and Development (Development Assessment Panels) Regulations 2011* an extension of time for the Responsible Authority Report (RAR) submission was requested by the City of Melville on the 24th of February 2026. This request was accepted by the DAP Executive Director on the 25th of February 2026 who approved a revised RAR due date of 18th May 2026. Under Clause 12 (4) of the *Planning and Development (Development Assessment Panels) Regulations 2011* a further extension of time for the RAR submission was requested by the City of Melville on the 7th of May 2026. This request was accepted by the DAP Executive Director on the 11th of May

	2026 who approved a revised RAR due date of 8th June 2026.
Attachment(s):	1. Applicant's FIR Response & Planning Report 2. Applicant's Additional Information 3. Applicant's Response to Submissions 4. Development Plans 5. Landscape Plans 6. Acoustic Report 7. ESD Report 8. Sustainability Strategy 9. Traffic Impact Statement 10. Waste Management Plan 11. Design Review Group Minutes (April 2026) 12. Design Review Group Chair Review (April 2026)

Responsible Authority Recommendation

It is recommended that the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/25/03006 is appropriate for consideration as a Multiple Dwelling land use and is compatible with the objectives of the Residential zone in accordance with Clause 16 of the City of Melville Local Planning Scheme No. 6;

2. **Approve** DAP Application reference DAP/25/03006 and accompanying plans (Attachment 4) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of provisions of the City of Melville Local Planning Scheme No. 6, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. The development the subject of this approval must comply with the approved plans at all times unless otherwise agreed to in writing by the City of Melville or the Joint Development Assessment Panel.

3. Prior to the commencement of construction, amended plans are to be submitted to and approved by the City, demonstrating secure, permanent and enclosed storage areas being provided for each multiple dwelling with minimum dimensions to satisfy the Residential Design Codes Volume 1 Part C, Cl 2.1.9 deemed to comply requirement, to the satisfaction of the City. Prior to the initial occupation of the development, the storage areas are to be provided in accordance with the approved detailed plans, to the satisfaction of the City.

4. Prior to demolition or construction commencing, a Demolition and Construction Management Plan (CMP) is to be submitted to and approved by the City. The CMP will require approval by the City prior to the issue of the associated Building Permit or Demolition Permit. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.

5. Prior to the commencement of development, a stormwater design plan is to be submitted for the approval of the City.

   Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City and thereafter all stormwater generated on site is to be retained on site in accordance with the approved plan.

6. Prior to the commencement of construction, plans shall be submitted to the City showing the provision of bicycle parking facilities for 10 bicycles (including provision for a minimum of 2 visitor bicycle parking bays) in accordance with the relevant Australian Standard, to the satisfaction of the City.

   Prior to the initial occupation of the development, the approved bicycle parking facilities are to be provided on site and thereafter be retained for the life of the development, to the satisfaction of the City.

7. Prior to the commencement of the development, details of the exterior colours, materials and finishes are to be submitted to and approved in writing, by the City. The development shall thereafter be constructed in accordance with those approved details, to the satisfaction of the City.

8. Prior to the commencement of the development, updated plans and supporting documentation is to be submitted to and approved in writing by the City to demonstrate all the measures identified in the Energy Efficiency Certification (ESD Studio, Ref: 40WOR, dated 13 February 2026) have been incorporated into the design.

   Prior to occupation, evidence is to be provided from a suitably qualified consultant, confirming that the development has been constructed in accordance with the approved plans.

9. Prior to the commencement of the development, plans are to be submitted which demonstrate compliance with the recommendations set out in the Acoustic Report (Gabriels Hearne Farrell, Rev B, dated 16 February 2026) to the satisfaction of the City.

   Prior to occupation, it is required to be demonstrated that the acoustic report recommendations have been implemented, to the satisfaction of the City.

   The development is required to operate in accordance with the recommendations set out in the approved Acoustic Report to the satisfaction of the City.

10. Prior to the commencement of the development, a Detailed Acoustic Report is to be submitted to the City for approval to demonstrate how all mechanical

services associated with the development will comply with the 'Assigned Noise Levels' contained in the Environmental Protection (Noise) Regulations 1997 when the noise is received at any neighbouring noise sensitive premises. The development is required to be constructed in accordance with and operate in accordance with the recommendations set out in the approved Detailed Acoustic Report, to the satisfaction of the City.

11. Prior to the commencement of development, the detailed design plans for all dwellings are to demonstrate meeting a minimum silver level universal design in accordance with the R-Codes Vol 1 Appendix A4 universal design requirements. The detailed design plans must be submitted to, and approved in writing by, the City of Melville.

    Prior to occupation, all required universal design features shall be installed and operational.

12. Prior to the construction commencing, a Public Art Plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. In lieu of the provision of art on site, a cash in lieu contribution may be made for all or a portion of the required contribution prior to construction commencing, to the satisfaction of the City

13. Prior to the commencement of development, an Arborist Report no more than six months old is to be submitted to and approved by the City. The report is to confirm the health of the existing trees identified for retention on the approved plans and specify any required tree protection and retention measures. The approved tree protection and retention measures are to be implemented prior to demolition or construction commencing and maintained for the duration of works, to the satisfaction of the City. The trees identified for retention on the approved plans are to be retained and maintained thereafter, to the ongoing satisfaction of the City.

14. Prior to the commencement of the development, a detailed landscaping and reticulation plan for the subject site and the road verge adjacent to the site is to be submitted to and approved in writing by the City which is consistent with the concept landscaping plan (dated 31 March 2026) which forms part of this approval. The landscaping plan is to include proposed details of (but is not limited to):
    a) The location, number and type of proposed trees and shrubs including planter size and planting density;
    b) Any lawns to be established;
    c) Verge infrastructure and treatments including widened footpath in the adjacent Worley Street road reservation; and
    d) Any existing vegetation and/or landscaped areas to be retained.

    The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.

15. Prior to the occupation of the development, the existing footpath within the Worley Street road reservation adjacent to the subject site shall be widened to the specifications and satisfaction of the City.

16. Prior to the initial occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.

17. Prior to the initial occupation of the development, all unused crossover(s) are to be removed, and the kerbing and road verge reinstated at the owners cost, to the satisfaction of the City.

18. Prior to the initial occupation of the development, the newly proposed seven visitor car parking bays, located directly south and adjacent to the development must be individually marked on site as 'Visitor Bays'. The visitor bays must be made available for use by visitors at all times, to the satisfaction of the City.

19. Prior to the initial occupation of the development, all parking bays, bay dimensions, manoeuvring areas, driveway, ramp gradients, and points of ingress and egress shall be provided in accordance with the approved plans and Australian Standard AS2890.1, to the satisfaction of the City. The bays shall thereafter be retained for the life of the development.

20. Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans are to be constructed to satisfy the following requirements, to the satisfaction of the City:
    a) Provided with a tap and connected to an adequate supply of water. The tap is to be in a position so that it will not be susceptible to being damaged by the bins being removed for collection;
    b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
    c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate;
    d) Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste; and
    e) Not readily accessible by the public.

21. Prior to the initial occupation of the development, all roof mounted and other plant and service equipment such as air conditioners, fire boosters, meter service boards or water heaters are to integrated into the building or screened so as not to be visible from the street.

22. The development is to be constructed and operated in accordance with the Waste Management Plan (dated 25 March 2026), to the satisfaction of the City.

23. All external clothes drying facilities are to be screened from view of the public realm, to the satisfaction of the City.

24. The vehicle access sightlines and any development within the sightline areas are to be provided and designed in accordance with the relevant section of AS2890.1:2004 (or as amended) and thereafter maintained, to the satisfaction of the City.

25. All gradients of access driveways are to be designed in accordance with section 3.3 (a) of AS/NZS 2890.1(as amended), to the satisfaction of the City.

26. Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting to be hooded and oriented to minimise light spill.

27. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.

Advice Notes

i. Conditions of development approval which state 'prior to demolition/construction commencing' must be cleared by the City prior to the City being able to issue a demolition/building permit. Lodgement of information with a building permit to clear the condition/s will not be accepted and may result in your building permit being refused or delayed. Additionally, conditions which state 'prior to occupation' need to be cleared prior to occupancy permit or strata subdivision clearance lodged to avoid non-compliance with this development approval. It is recommended that a requests for clearances are lodged a minimum of 30 days prior to the lodgement of a demolition, building or occupancy permit to avoid delays. Please see the City's website for more information https://www.melvillecity.com.au/planning-and-building/for-developers-and-builders/construction-management-plans

ii. The owner/developer is advised to consider the Council resolution contained within the 17 February 2026 Ordinary Meeting of Council Minutes (Reference: Item UP26/101) in relation to the proposed scheme amendment (Public Open Space to Residential R60) including the requirements for tree retention on site and interface treatment to the adjacent open space.

iii. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place are to be protected throughout the duration of the demolition and construction processes of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with AS 4970.

iv. A separate application for Development Approval may be required for any future signage which is not exempt under the City's Local Planning Framework.

v. In relation to the colours and materials selected for the development, it is encouraged that the ground floor level of the building/s and/or fencing/street walls is/are to be treated with a non-sacrificial anti-graffiti agent to enable the easy removal of any graffiti.

vi. In relation to the stormwater plan condition please refer to the City of Melville drainage information and guidance, located here https://www.melvillecity.com.au/planning-and-building/building-or-renovating/building-or-renovating-a-house

vii. In relation to CMP condition, the CMP is required to be prepared having regard to the provisions of Local Planning Policy 1.22 Construction Management Plans and it is recommended to be submitted at least 30 days prior to the lodgement of a Building or Demolition Permit to avoid delays in the processing of the Permit/s. As the Construction Management practices may impact construction methodology, staging and other matters related to demolition, the permit will not be issued until such time as the CMP is approved by the City.

Please note that no noisy works may be conducted outside the hours of 7am to 7pm, Monday to Saturday, unless a separate application with an out-of-hours noise management plan addressing particular criteria has been submitted to, and approved by the City.

viii. Construction is not permitted to obstruct traffic without prior written consent from the City. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.

ix. In relation to the sightlines condition;

- Please note that Figure 3.3 of AS2890.1:2004 for the relevant sightline requirement which should be taken from the property boundary as per LPP 1.6 rather than the footpath location; and
- Minor amendments from detailed design required to comply with AS2890.1:2004 (as amended) may not require an amendment development application.

x. In relation to the crossover condition, prior to commencement of construction of a crossover, an application is to be submitted to and approved in writing by the City. The crossover is to be designed to be:

- A maximum width in accordance with City of Melville crossover specifications;
- Located a minimum of 2m away from the outside of the trunk of any street tree; and
  a minimum of 1m from any existing street/verge infrastructure.

xi. In relation to the requirement to introduce storerooms, the introduction of storerooms has been determined as possible without introducing new discretionary aspects in the design, however substantial amendments may require an amendment development application.

xii. In relation to the condition requiring widening of the existing footpath on Worley Street road reserve directly adjacent to the development site, the footpath is to be widened to a minimum width of 1.8m or a width as determined by the City, at the landowner/developer's cost. A detailed design plan is to be submitted to and approved in writing by the City's Technical Services department prior to works commencing.

xiii. In relation to the public art condition, the Public Art Plan is required to be prepared or contribution calculated in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals (LPP 1.4).

xiv. In relation to the tree retention condition;

- In relation to the tree retention condition, all trees identified for retention are to be protected throughout the duration of the demolition and

construction of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with AS 4970; and

- Please note that further development approval may be required to remove these trees.

xv. In relation to the landscape plan condition, two new verge tree/s are required to be shown on the landscape plan along the Worley Street verge. The City is responsible for the planting of verge trees and a request for planting new verge tree/s can be made to the City viahttps://www.melvillecity.com.au/waste-and-environment/trees-and-our-urban-forest. The new verge trees/s are to be planted at the applicants cost and maintained in perpetuity in accordance with the approved plans, to the ongoing satisfaction of the City.

xvi. All verge vegetation, must comply with the City's Verge Treatment Policy (CP-086) and Tree Policy (CP-029).

xvii. Access of service vehicles to the property including deliveries is not to occur before 7:00am or after 7:00pm Monday to Saturday and shall not occur at all on Sundays and Public Holidays.

xviii. Noise from mechanical plant and air conditioning units must comply with the *Environmental Protection (Noise) Regulations 1997*. In this regard, it is recommended to refer to the document titled, "An installers guide to Air Conditioner Noise" available to ensure air conditioning units are located such that they will not cause a noise nuisance to nearby properties.

The Australian Institute of Refrigeration Air Conditioning and Heating (ARIAH) have created a website to provide in-depth information to consumers about home cooling options and products. Located at www.fairair.com.au

Details: Outline of Development Application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Melville Local Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	Residential - R60 Public Open Space (POS)
Structure Plan/Precinct Plan	Willagee Structure Plan – Archibald Hub Policy Area (AHPA)
Structure Plan/Precinct Plan - Land Use Designation	Residential - R60 Neighbourhood Commercial Centre
Use Class and permissibility:	Multiple Dwellings – 'P' Use
Lot Size:	19,892m²
Existing Land Use:	Multiple Dwellings and Grouped Dwellings
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area

Design Review	☐ N/A ☒ Local Design Review Panel (Group) ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject application is for a four-storey development comprising 41 multiple dwellings (34 two-bedroom dwellings and seven three-bedroom dwellings) at Lot 100 (Nos. 40-44) Worley Street, Willagee. The development also comprises the following:

1. Demolition of 13 existing grouped dwellings to allow for the construction of 41 new multiple dwellings and associated service infrastructure;
2. Communal open space for the multiple dwellings located on 1st floor with associated landscaping, furniture and louvred pergolas;
3. 41 resident car parking spaces and 7 visitor car parking spaces;
4. New substation, water pump room, fire pump room and associated utilities.
5. Primary entrance and lobby located on ground floor via existing northern internal access road;
6. Utilisation of existing vehicle access and egress arrangements via Worley Street; and
7. Retention of 8 mature trees, 2 new large trees, 2 new medium trees and 26 new small trees within the development.

Proposed Land Use	Multiple Dwellings
Proposed Net Lettable Area	N/A
Proposed No. Storeys	4 Storeys
Proposed No. Dwellings	41 Multiple Dwellings

Background:

Development Approval is sought for the construction of a four storey, 41 multiple dwelling development at No. 40-44 Worley Street, Willagee. The 41 multiple dwellings are intended for residents over the age of 55 years old.

The applicant has clarified that the reference to 'affordable apartments' in the indicative master planning material relates to Alchera's retirement village life lease model, rather than affordable or social housing as generally understood in the planning framework. Under this model, dwellings remain owned by the village operator and are leased to residents, with a lower upfront entry cost offset by a deferred management fee when the resident exits the dwelling.

The existing subject site (see Figure 1 below) currently operates as the Weeronga Retirement Village providing housing and independent living for residents over 55 years of age. The Weeronga Retirement Village currently consists of 36 multiple dwellings, 48 grouped dwellings and associated communal open space and resident amenities.

The existing built form surrounding the subject site consists of the Winnacott Reserve with associated clubrooms, sports oval and playground to the north, single houses and

grouped dwellings to the east, the Willagee Neighbourhood Centre with various commercial and community land uses to the south and a 44 grouped dwelling development to the west.

The subject site has access to the surrounding local and regional road network via Archibald Street to the south, North Lake Road to the east and Stock Road to the west. It's connected to public transport via bus service on Archibald Street with nearest stop a 220m walk away along pedestrian paths from the subject site (although not a high frequency public transport route). The subject site directly abuts a local cycle route to the north as per the City of Melville Walk and Ride Plan (2023).

The subject site is located within the Willagee Structure Plan (WSP) and specifically the Archibald Hub Policy Area (AHPA) and has an R-Code of R60 under the City of Melville Local Planning Scheme No. 6 (LPS6) as per Figures 2 and 3 below. The key objectives of the WSP and specifically the AHPA are to provide residential development within strategic locations, ensure built form and scale are consistent with the surrounding suburban context and retain key landscape features and mature vegetation as the prevailing visual element. The proposed development has been assessed against the key built form provisions of the WSP being building height and plot ratio.

The City has recently adopted a scheme amendment for the subject site regarding the parcel of land shown in Figure 4 below, rezoning this parcel of land from Public Open Space to Residential R60. This scheme amendment does not impact this proposed development.



Figure 1: Aerial image of the subject site.

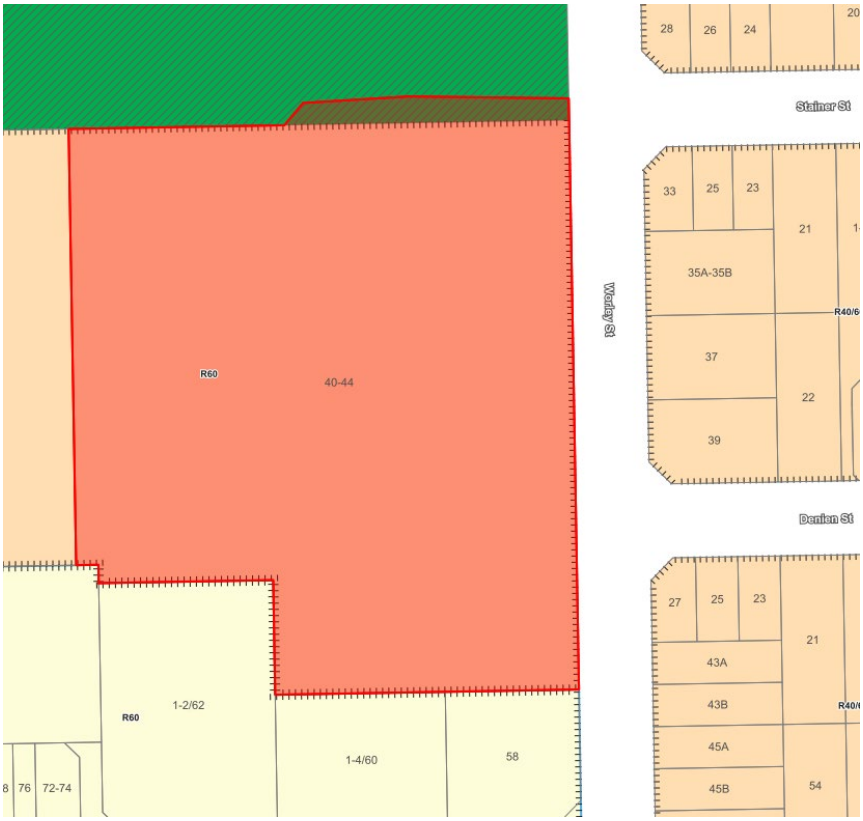


Figure 2: LPS6 zoning.

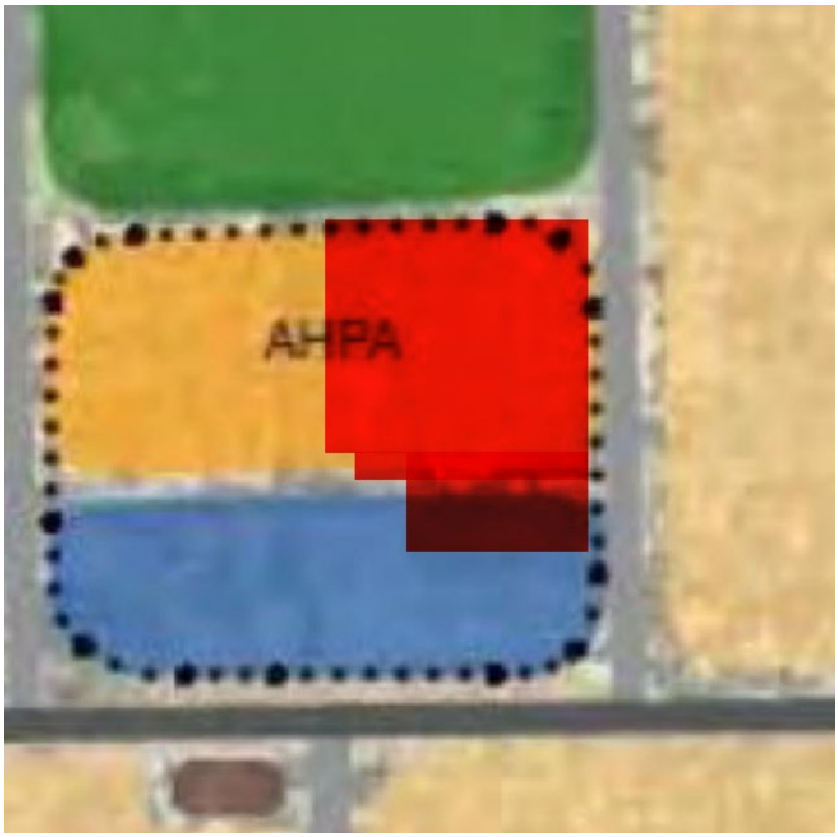


Figure 3: Willagee Structure Plan map showing Archibald Hub Policy Area within black dotted lines and the subject site marked in red.



Figure 4: Scheme amendment for the parcel of land to the north of the subject site.

Legislation and Policy:

Legislation

1. Planning and Development Act 2005
2. Planning & Development (Local Planning Schemes) Regulations 2015 (Regulations)
3. City of Melville Local Planning Scheme No. 6

State Government Policies

1. State Planning Policy 7.0: Design of the Built Environment (SPP7.0)

State Planning Codes

1. Residential Design Codes Volume 1 Part C (R-Codes Vol. 1)

Structure Plans / Activity Centre Plans

1. Willagee Structure Plan (WSP)

Local Policies

1. LPP1.1: Planning Process and Decision Making
2. LPP1.2: Design Review
3. LPP1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments
4. LPP 1.4: Provision of Public Art in Development Proposals
5. LPP1.5: Energy Efficiency in Building Design
6. LPP 1.6 Parking and Access
7. LPP1.8: Crime Prevention Through Environmental Design of Buildings

8. LPP1.10: Amenity
9. LPP1.16: Flood and Security Lighting
10. LPP 1.22: Construction Management Plans

Willagee Structure Plan

The WSP was adopted by Council on 10 December 2013 under the provision of the City of Melville Community Planning Scheme No. 5 (CPS5). The Structure Plan was approved by the Western Australian Planning Commission (WAPC) on 27 July 2016.

As per the Structure Plan, the subject site is within the R60 zone, with provisions that guide built form and scale, seek to retain mature trees and integrate residential development with the adjoining centre to the south and public open space to the north.

Consultation:

Public Consultation

Consultation Period 1

Advertising of the above proposal was initially undertaken in accordance with the *City's Local Planning Policy 1.1 – Planning Process and Decision Making (LPP 1.1)* and the Regulations for a period commencing on 1 December 2025 and concluding on 9 January 2026. As the application met the definition of 'Complex Development Applications' as contained in LPP 1.1, an extended advertising period of 28 days plus additional days for the excluded holiday period (Christmas and New Year) was undertaken.

Consultation was undertaken via written correspondence to the owners/occupiers of the adjoining properties within a 200m radius (excluding residents of the subject site), publication of the development plans and supporting documents on the City's website via its Melville Talks page and the erection of one sign on site.

Eleven (11) submissions were received during this consultation period with seven (9) submissions objecting to the proposal and two (2) submissions supporting the proposal. The applicant was requested to respond to these submissions and has provided a response within Attachment 3.

Consultation Period 2

After the original consultation period, the applicant made substantial amendments to the plans which warranted further advertising. This additional advertising was undertaken in accordance with LPP 1.1 commencing on 4 March 2026 and concluding on 8 April 2026. As the application still met the definition of a 'Complex Development Application' as contained in LPP 1.1, an extended advertising period of 28 days and additional days for the excluded holiday period (Easter) was undertaken.

Consultation was undertaken via written correspondence to the owners/occupiers of the adjoining properties within a 200m radius (including residents of the subject site), publication of the development plans and supporting documents on the City's website via its Melville Talks page and the erection of two signs on site.

Eight (8) new or amended submissions were received during this consultation period with two (2) submissions objecting to the proposal and six (6) submissions supporting

the proposal. The applicant was not requested to respond to these new or amended submissions due to the submission issues being raised and addressed within the original response to submissions by the applicant within Attachment 3.

Summary of Submissions

A total of nineteen (19) submissions across both consultation periods were received, with eleven (11) submissions objecting and eight (8) submissions supporting the proposal. A summary of all the matters raised in response to the consultation undertaken is provided below:

Summary of Objections

Issue Raised	**Officer Comments**
Increased traffic and congestion impacts	A Traffic Impact Statement (TIS – Attachment 9) has been prepared in support of the development. The TIS has been peer reviewed by a qualified traffic consultant as well as the City's Traffic and Road Safety team which found that the surrounding road network is capable of absorbing the traffic generated from the development – being 98 vehicle movements per day and 18 vehicle trips in the peak hour. These figures don't consider that the development will be removing existing dwellings and therefore the actual increase is likely less.
Building height is out of place	The proposed building height of four storeys or 14.5m complies with Clause 7.1.3 of the Willagee Structure Plan (WSP) which prescribes a maximum building height of four storeys.
Lack of occupant parking	The proposed building requires a minimum of 41 resident car spaces as per the deemed-to-comply requirements of the R-Codes Part C, Clause 2.3.1, Table 2.3.1a. The development has provided 41 on-site resident car spaces, meeting the deemed-to-comply requirements. The eight existing grouped dwellings to the south of the development that will remain have now seven existing resident car spaces (within the existing carport), leaving a shortfall of one resident parking space. This is discussed further in the planning assessment section below.
Lack of visitor parking	The proposed building requires (9.25) 10 visitor car spaces as per the deemed-to-comply requirements of the R-Codes Part C, Clause 2.3.1, Table 2.3.1a. This means that the total visitor parking across the entire site required is 29 spaces. The development has provided a total of 28 visitor car parking spaces on site comprised of seven new visitor car spaces located to the south of the proposed building and 21 existing visitor car spaces located to the northwest of the site.

	This leaves a shortfall of one visitor car parking space across the site. This one visitor bay shortfall is discussed further in the planning assessment section.
Mature trees need to be retained	The proposed development is retaining eight mature trees and removing one mature tree adjacent to the proposed building. The retained trees are comprised of three trees fronting Worley Street within the street setback area and five trees to the north of the building adjacent ground floor units 1, 2 and 3. The proposed development meets all deemed-to-comply requirements of the R-Codes Clause 1.2 Trees and Landscaping.
Landscaping insufficient	The development has submitted a landscape plan for the proposed building and surrounding areas. The concept landscape plan has been assessed and determined as sufficient by the City's Natural Areas and Parks team. The development exceeds the R-Codes Part C, Clause 1.2 requirements for soft landscaping of 15% across the development site and 30% within the street setback area. The development provides soft landscaping of 17% across the development site and 65% within the street setback area. Tree planting requirements are also exceeded with the development requiring 12 medium trees or 1 large, 1 small and 10 medium trees. The development proposes to retain 8 existing mature trees (mix of medium and large) and provides 2 new large trees, 2 new medium trees and 26 new small trees with associated deep soil area .

Summary of Support Submissions

Nature of Support	**Officer Comments**
Resident safety provided via the gated community design.	The gated retirement village provides a sense of security and community to the residents whilst still providing for passive surveillance for safe internal and external streetscapes.
Housing options for retirees and allows ageing in place.	The proposal provides for greater housing options for residents aged over 55 which is aligned with the City's Local Housing Strategy 2018, which notes the need for more opportunities to age in place and greater dwelling diversity.
Good access to amenities such as POS and Shops.	The subject site is positioned between Winnacott Reserve to the north and Willagee Shopping Centre and Community Centre to the south providing walkable access to daily amenities and leisurely pursuits.

Advertising process provided ample opportunity for community submissions	The City recognises the value in collaborative planning and community consultation which enables the community to shape built form outcomes and assists in providing valuable local context.

Referrals / Consultation with Government / Service Agencies

No external referrals with State Government departments or service agencies were required as part of the assessment of this application.

Design Review Group Advice

The development plans were not reviewed by the City's Design Review Group (DRG) meeting prior to the DAP application being lodged on 6 November 2025. As a result, the DRG process was undertaken concurrently with the DAP application process and statutory timeframes.

Following three formal reviews by the Design Review Group on 9 December 2025, 4 March 2026 and 15 April 2026 (Attachment 11) and a fourth review by the DRG Chair on 6 May 2026 (Attachment 12), the proposal was ultimately supported as meeting the ten principles of good design of State Planning Policy 7.0 (SPP 7.0). The applicant progressively incorporated the DRG's feedback into the design with several sets of amended drawings, which is best shown in Figure 5 below, which depicts how the design has progressed from not being supported in addressing any of the SPP 7.0 ten principles of good design at the first DRG, to now having 8 of the 10 principles of good design being supported.

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1 03/12/2025	*DR2 04/03/26*	*DRP 15/4/2026*	*Chair review 06/05/2026*
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Figure 5: Table depicting the developments Design Review Group progress.

At the third DRG meeting held on 15 April 2026, the group acknowledged the improvements made in response to the previous reviews' feedback but highlighted ongoing concerns including the need for separation between the under croft car park and ground floor apartments, ground floor street facing apartment interface, relationship of the proposed building and the future piazza to the north west and further clarity on tree retention for the site. Comments were also made regarding the design

of future development to the south of the site being impacted by the proposed fire infrastructure.

Following the third review on the 15 April 2026, the applicant amended the plans further to address the above comments and therefore, the City referred the application for a final DRG Chair review (given the more minor nature of the amendments). The DRG Chair concurred that the group's comments had been sufficiently incorporated into the design and expressed overall support for the design under SPP 7.0. The DRG Chair advised that some matters could be addressed through conditions of development approval and refined at the detailed design stage (i.e. prior to a building permit). These potential conditions relate to the landscaping plan, sustainability strategy and tree retention requirements, recommended conditions have been included to address these outstanding matters.

City of Melville Internal Referrals

The assessment process included referral to several internal departments for review of the technical information provided in support of the application. These internal reviews included reviewing:

- Road safety;
- Infrastructure;
- Parks and Natural Areas;
- Environmental Health; and
- Waste.

The Traffic Impact Statement (TIS) (Attachment 9) was referred to the City's Traffic and Road Safety team for review. Of note, the City raised concerns in relation to the following:

1. Insufficient visitor parking within the site; and
2. Footpath on Worley Street needing to be widened to 1.8m.

The applicant has addressed the insufficient visitor parking with amended plans that now show seven additional visitor parking bays to the south of the building. Visitor parking across the site now meets the relevant deemed-to-comply requirements of the R-Codes.

The applicant has not addressed the City's request for increasing the width of the existing footpath directly adjacent the site on Worley Street. The widening of this footpath is required due to the development likely to increase the pedestrian movements along this road reserve, as such this requirement will be the subject of an appropriate condition of approval.

The Landscape Plans (Attachment 5) has been reviewed the Parks and Natural Areas team and found to be satisfactory. The Landscape Plans and the 8 existing mature trees to be retained are the subject of separate and appropriate conditions of approval.

The Waste Management Plan (WMP) (Attachment 10) has been reviewed by both Environmental Health and Waste teams and found to be satisfactory. Waste collection for the site is to be carried out in accordance with the submitted Waste Management Plan and will be subject to an appropriate condition of approval.

The Acoustic Report (Attachment 6) has been reviewed by the Environmental Health team and found to be satisfactory, with a further acoustic report to be submitted detailing mechanical equipment noise at the detailed design stage and is to be subject to an appropriate condition of approval.

Planning Assessment:

State Planning Framework

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)

SPP7.0 provides a framework for the assessment of the design and built form of development within urban contexts and outlines 10 key principles of good design for development to adhere to. This application has been assessed in accordance with these principles as follows:

Design Principle	**Development Context**
Context and Character	The development responds well to the existing context and character of the area by providing 41 multiple dwellings for residents of retirement age which is consistent with the density coding of R60 that applies to the site. The development provides for appropriate street setbacks which are in keeping with the surrounding area, eight mature trees being retained which ensures existing natural features are retained and the gated community is in keeping with the existing retirement village lifestyle that has been operating since the 1970's.
Landscape Quality	The development integrates well with the existing natural features of the site by retaining eight mature trees around the proposed building. The landscape plan submitted meets all deemed-to-comply requirements for deep soil area, tree provision and soft and hard landscaped communal areas requirements of the R-Codes.
Built Form and Scale	The built form is in keeping with its setting, providing a four storey multiple dwelling development that aligns with the existing four storey multiple dwelling development to the northwest of the site. Shadow impacts to the south are reduced due to separation provided by the internal road, ensuring future development is less compromised within the site.
Functionality and Build Quality	The proposed dwellings all meet silver level universal design requirements as contained within the R-Codes Clause 2.7 – Universal Design, providing for the ability for residents to age in place and are suitable for their intended use by older residents.
Sustainability	Notwithstanding the social and economic benefits of providing smaller dwellings / apartments for older residents, the development also incorporates roof top solar panels (30kW), low water using plant species, cross ventilation within dwellings, shading devices for major openings and two electric vehicle charging boards in the carpark.
Amenity	The proposed dwellings are all appropriately sized and fit for purpose for retirement village living. The proposed apartments meet the solar access, orientation and ventilation requirements

	without compromising privacy between dwellings within the subject site as a whole. The plans indicate that external clothes drying areas are screened from view from the public realm. A condition has also been recommended requiring all external clothes drying facilities to be screened from view of the public realm for the life of the development.
Legibility	Legibility is improved with new internal road and footpath networks, connecting the development to the existing retirement village and providing wayfinding within the site between entrances, carparks and communal areas.
Safety	The proposed development provides for numerous major openings facing Worley Street, internal access roads and pathways which provide a high level of passive surveillance. Clear sightlines at vehicle access points create a safe environment for pedestrians. Sightlines and gradients have been assessed and are considered to comply with the provisions of Local Planning Policy 1.6 – Parking and Access.
Community	The development provides for housing choice for older people and a smaller dwelling typology which are both dwelling characteristics that are under supplied as identified within City of Melville Local Housing Strategy 2018. The communal open space on the first floor provides for a central location that facilitates social interaction and the void creates visual connection across levels. Public art locations have been identified for the subject development via two public art screens facing Worley Street and a public art condition has been included for the applicant to provide either a public art plan (or provide a cash that is paid into the City's public art fund) prior to the commencement of development (due to cost of the construction being between $15 million to $50 million) to ensure compliance with the City's Local Planning Policy 1.4 Provision of Public Art in Development Proposals).
Aesthetics	A good design aesthetic is considered achieved with a coherent apartment building, street facing public art locations, existing tree retention across the site, large open street setbacks and a finer grain of articulation and mix of materiality on the building facades.

Residential Design Codes (R-Codes) Volume 1 – Part C

The applicant has provided an assessment of the development against R-Codes Volume 1 Part C (Attachment 1) and applicable provisions of the WSP. The City has also undertaken an assessment against these requirements which found that the development has generally met the relevant deemed-to-comply requirements, except for the following elements which require a more in-depth performance assessment against the applicable performance criteria (design principles).

R-Code Provision	**Deemed to Comply Requirement**	**Proposed**	**Assessment**

Clause 2.1 – Size and layout of dwellings	Dwelling size and mix - C2.1.8 No more than 80% of dwellings have the same number of bedrooms.	34 x two-bedroom dwellings. Seven x three-bedroom dwellings. *82.9% of the development are 2-bedroom dwellings.*	Supported The development provides a smaller housing type exclusively for aged persons which in the wider context of the locality dominated by larger single house and grouped dwelling development, provides much needed housing diversity for the area. Furthermore, smaller dwelling types and apartments are under supplied as identified within City of Melville Local Housing Strategy 2018. The dwelling mix proposed is therefore considered to meet the design principles contained within R-Codes Clause 2.1 and can be supported.
Clause 2.1 – Size and layout of dwellings	Storage - C2.1.9 Two-bedroom dwellings – minimum 4m² in area. All storeroom doors to open outwards. Three-bedroom dwellings – minimum 5m² in area. All storeroom doors to open outwards.	*13 out of 34 storerooms for two-bedroom dwellings are 3.5m² to 3.7m² in area. 18 out of 34 storerooms for two-bedroom dwellings open inwards.* *Seven out of seven storerooms for three-bedroom dwellings are 3.5m² to 3.7m² in area.*	Not Supported – condition recommended. Discussed further in the officer comments section under storage.
Clause 2.3 - Parking	Occupant parking – C2.3.1 Table 2.3a: Minimum of one	Seven occupant car parking spaces are existing.	Supported. The 1 occupant car parking space shortfall is created for the

	occupant car parking space per dwelling is required. Eight occupant car parking spaces required for the eight existing grouped dwellings to the south of the development.	*Shortfall of one occupant car parking space.*	existing grouped dwellings to the south Prior to the dwellings being leased, parking capacities are advised by the site management to future occupants, ensuring efficient supply of parking spaces. This means that a resident cannot park a car on site without a bay being allocated to them. Noting the demographics of the residents, not every unit will require a car parking bay. The subject site is located a 160m walk from the nearest bus transit stop on Archibald Street. This bus service available at this stop only misses 1 morning peak period (8:32am to 8:50pm) and 1 afternoon peak period (6:35pm to 6:52 pm) from being defined as a high-frequency route. In this context the development is considered appropriately serviced with public transport options, reducing the need for parking provision within the site.
Clause 2.3 - Parking	<u>Occupant parking – C2.3.2</u> Table 2.3a: One motorcycle space per 10 car parking spaces required.	No motorcycle spaces provided. *Shortfall of five motorcycle spaces.*	Supported. See planning assessment below under 'Parking'

	Five motorcycle spaces required.		
Clause 2.3 - Parking	<u>Visitor parking – C2.3.4</u> Table 2.3a: 13 or more dwellings require three, plus one additional space per four dwellings or part thereof. 10 visitor parking spaces required for proposed new development. However, overall, the site requires 29 visitor parking spaces.	Seven visitor spaces provided as part of subject development Overall, the site will now provide 28 visitor parking bays *Shortfall of one visitor parking space.*	Supported. See planning assessment below under 'Parking'
Clause 2.3 – Parking	<u>Bicycle parking – C2.3.6</u> Table 2.3b: Occupant bicycle parking spaces of 0.5 x the total number of dwellings. • 21 occupant bicycle spaces required. Visitor bicycle parking spaces of 0.1 x the total number of dwellings. • Five visitor bicycle parking spaces required.	10 occupant bicycle spaces provided. *Shortfall of 11 occupant bicycle spaces.* Two visitor bicycle spaces provided. *Shortfall of three visitor bicycle spaces.*	Supported. See planning assessment below under 'Parking'
Clause 3.6 – Streetscape	<u>Addressing the street – C3.6.4</u> Ground floor multiple dwellings fronting the street are provided with	Unit 5 ground floor dwelling fronts Worley Street. *No separate pedestrian*	Supported The existing site is a secured site and has on site management like many other retirement

	separate pedestrian access from the street.	*access has been provided to Worley Street for Unit 5.*	villages/aged care facilities to provide safety for residents. Direct pedestrian access from Worley Street for this dwelling therefore is not considered as required in this instance. The dwelling provides for a major opening facing the street which addresses the street frontage, provides passive surveillance and the design of the building overall retains visual connectivity via the upper floor dwellings with street facing balconies and major openings. The dwelling is therefore considered to meet the design principles contained within R-Codes Clause 3.6 and can be supported.

Storage

As shown in the planning assessment table above, the development proposes discretion to be exercised in relation to the various storerooms that do not meet the deemed-to-comply requirements of the R-Codes in terms of areas of the stores relative to the size of the stores. In considering the discretion for the storerooms the applicable design principles within R-Codes Clause 2.1 must be achieved. An assessment of the storerooms against the applicable design principles is listed below;

R-Codes Volume 1 – Clause 2.1 – Size and layout of dwellings	
Design Principles	**Officer Assessment**
<u>P 2.1.5:</u> Each dwelling provides adequate, conveniently located storage for large items that are: i. proportionate to the size of the dwelling and intended number of occupants; and ii. integrated into the design of the building and/ or screened from	Each dwelling is provided with a dedicated storeroom and are adequately integrated into the design. However, the reduction in floor area for 20 of the 41 storerooms and 18 of 41 storeroom doors opening inwards significantly reduces both the functionality and convenience of the storerooms. This is not supported.

view to ensure that it is not visually intrusive when viewed from the street.	The intended older occupants for the dwellings are considered to have a higher need for adequate and convenient storage space that is easy to access compared to other household types. Combined with the shortfall of occupant bicycle parking bays, discussed in the parking section below, the requirement for adequate storage for the dwellings becomes more pronounced. As such the proposed storerooms are not considered to meet the design principles.

Therefore, a condition of development approval is recommended that all storerooms proposed as part of this development meet the deemed-to-comply requirements contained within Clause 2.1.9 of the R-Codes Part C. The imposing of a condition regarding the storerooms is not considered to result in a major redesign or a departure from the assessed built form outcomes subject of this proposal.

Parking:

As shown in the planning assessment table above, the development proposes discretion to be exercised in relation to various parking requirements. The occupant parking space shortfall has been addressed in the table above.

All other parking shortfalls are assessed below. In considering the discretion proposed for shortfalls in occupant motorcycle and bicycle spaces and visitor car parking and bicycle spaces, the applicable design principles within R-Codes Clause 2.3 must be achieved. An assessment of theses parking shortfalls against the applicable design principles is listed below:

R-Codes Volume 1 – Clause 2.3 – Parking	
Design Principles	**Officer Assessment**
<u>P 2.3.1:</u> Siting and the extent of parking does not dominate the development or streetscape and responds to the context and local character by: i. supporting the efficient use of the site; and ii. minimising the extent of paving for parking and vehicle access.	The proposed shortfall of visitor car parking of one bay can be managed on site and where overflow is required, accommodated in the sporadic use of on-street parking available adjacent to the subject site. This will result in efficient use of existing car parking on site – minimising extent of paving required (noting car parking provision within the development is at the ground level). Whilst currently it has been identified that there is availability within the existing on-street bays provided and no restrictions on time for use of these bays, in the circumstance where there may be increased demand for the on-street car parking, parking time controls may be implemented to encourage appropriate turn over of car parking. Traffic and Road

	Safety have advised no existing concerns with the existing on-street car parking bay use. Vehicle access and associated paving is further minimised by utilising existing access arrangements and parking spaces within the site.
P 2.3.2: Adequate parking is provided for various modes of transport, including bicycles, motorcycles, scooters and cars, that has regard to the following considerations: i. the proximity of the proposed development to public transport, activity centres, areas of amenity and other facilities; ii. the type, size and number of dwellings; and iii. the availability of on-street and other off-street parking.	The development accommodates adequate occupant and visitor parking when considering not every occupant will have car parking and the on-site management to prevent competing demand. The number of bicycle parking spaces is considered appropriate given the residents of the development will be less likely than other household types to utilising cycling as a mode of transport. There are approximately 13 car parking spaces on Worley Street approximately 50m away from the development. These bays are unsigned and without parking restrictions and could accommodate additional visitor parking if required. The applicant's TIS (Attachment 9) provides a 7-day survey on these street parking spaces, this survey details that these 13 spaces are underutilised and able to accommodate additional visitor parking if required.
P 2.3.3: Parking spaces are designed for flexibility and adaptability having regard for: i. the needs of occupants, including consideration of universally accessible parking spaces; and ii. the ability to use the space for alternative purposes.	The ground floor carpark retains flexibility and the bays within it could be converted to EV charging, accessible or motorcycle bays as the needs of the occupants become known. The ownership being retained by one entity also assists in ensuring this future flexibility based on resident demand.

Local Government Planning Framework

Willagee Structure Plan

The proposed development is subject to the Willagee Structure Plan (WSP) and within the Archibald Hub Policy Area (AHPA) and has been assessed against the relevant WSP requirements. The WSP prescribes basic development controls such as building

height and plot ratio with all other aspects of the development having been assessed against the R-Codes Vol. 1 Part C.

In assessing the discretionary elements of the R-Codes outlined above, the following objectives of the WSP are to still required to be achieved. Although the development meets all prescribed requirements within the structure plan, a performance assessment against the overarching WSP and local AHPA objectives has been carried out below:

Willagee Structure Plan Objectives	
Clause 6.1 General Willagee Objectives	**Officer Assessment**
a) To provide for a mix of housing and mixed-use development options that integrate with their suburban context, with more intensive development strategically located in defined policy areas. b) To ensure the nature, form and scale of development outside the defined policy areas is consistent with a suburban streetscape and character. c) To manage building height, bulk, and setbacks to maintain private open space and landscape features as the prevailing visual element of residential lots.	a) The development provides for aged/retirement dwellings located close to the neighbourhood centre and public open space . b) N/A. c) Height bulk and setbacks are appropriate and comply with the prescribed building height of 4 storeys. The development is maintaining open space and providing additional landscaped gardens within the street setback area. The existing landscape features are also being maintained with 8 existing mature trees to be retained across the proposed development.
Archibald Hub Policy Area Objectives	
Clause 7.1.1 AHPA Objectives	**Officer Assessment**
i. To provide for a compatible mix of commercial and residential uses which service the local community. ii. To ensure the nature, form and scale of development is appropriate for the suburb's primary activity centre. iii. To encourage development in accordance with Crime Prevention through Environmental Design principles, the intentions of the Archibald Hub concept plan and principles of the Archibald Hub Policy Area Spatial Guidelines	i. The residential use caters for ageing in place near a neighbourhood centre with silver level accessibility design, servicing the local community with housing choice, accessibility and amenity outcomes. ii. Built form and scale are considered appropriate for the suburbs primary activity centre. iii. The development provides for sufficient passive surveillance internally and externally and meets Crime Prevention through Environmental Design principles. Numerous major openings and balconies face both the internal accessways and Worley Street.

Conclusion:

It is considered that the development is consistent with the future planned streetscape context for the locality and likely to maintain desired levels of amenity for surrounding residents. The development will also provide much needed smaller dwellings for aged residents, which are identified as undersupplied in the City's Local Housing Strategy.

The development considered consistent with the applicable local and state planning frameworks and accordingly, it is recommended that the Metro Inner JDAP grant development approval for the proposal subject to conditions.

Gary Batt & Associates
Architects

18 February 2026

City of Melville Planning Dpt.
10 Almondbury Road
BOORAGOON WA 6154

Attention: Ms Kate Bainbridge – Manager Statutory Planning and Building

Dear Ms Bainbridge,
Application for Development Approval – Amended Town Planning Statement
Lot 100 (No. 40) Worley Street, Willagee – Weeronga Retirement Village

Gary Batt Associates Architects acts for Alchera Living with respect to the Application for Development Approval proposing additions to an existing Retirement Village (**Application**) at Lot 100 (No. 40) Worley Street, Willagee (**site**). The site corresponds to the existing Alchera Living Weeronga Retirement Village.

We are writing in response to the City of Melville Request for Further Information dated 14 January 2026. Please find enclosed the following information responding to this Request for Information:

- Updated Town Planning Statement, including responses to the City's R-Codes Assessment.
- Modified Architectural Drawings responding to the Request for Further Information.
- Amended Waste Management Plan.
- Sustainable Design Assessment Report / Energy Efficiency Report.
- Amended Landscape Plan.
- Amended Traffic Report, including a Parking Availability Study and Parking Management Plan.
- Amended Acoustic Report.
- Responses to the City's Technical Comments.
- Responses to the comments received during public advertising.
- A PowerPoint Presentation for the upcoming Design Review Panel Meeting.

Should you require any further information or clarification in relation to this matter, please call me on 0412 992 411.

Yours faithfully,

Gary Batt
Gary Batt Associates Architects

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North Perth WA 6006
Ph: 08 9389 7731
Email: gary@garybatt.com.au
Gary Batt & Associates
ABN 54 105 733 720

18 February 2026

Chief Executive Officer
City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Attention: Ms Kate Bainbridge – Manager Statutory Planning and Building

Dear Ms Bainbridge,

Application for Development Approval – Amended Town Planning Statement
Lot 100 (No. 40) Worley Street, Willagee – Weeronga Retirement Village

Lateral Planning acts for Alchera Living with respect to the Application for Development Approval proposing additions to an existing Retirement Village (**Application**) at Lot 100 (No. 40) Worley Street, Willagee (**site**). The site corresponds to the existing Alchera Living Weeronga Retirement Village.

This Amended Town Planning Statement has been prepared in support of the Application and in response to the City of Melville (**the City**) Request for Further Information dated 14 January 2026. In addition, the following documents are included with this submission:

- Modified Architectural Drawings responding to the Request for Further Information.
- Amended Waste Management Plan.
- Sustainable Design Assessment Report / Energy Efficiency Report.
- Amended Landscape Plan.
- Amended Traffic Report, including a Parking Availability Study and Parking Management Plan.
- Amended Acoustic Report.

In addition to the above, please find enclosed a Design Review Report for the upcoming Design Review Panel meeting.

Please find below the Amended Town Planning Statement which includes an assessment of the proposed modified development against the relevant planning framework and responses to the Request for Further Information.

Site Description

The site comprises a single allotment, legally described as follows:

- Lot 40 on Deposited Plan 428719 and Certificate of Title Volume 4081 and Folio 596.

The site is located within the municipality of the City of Melville, in the suburb of Willagee, approximately 11.9km south of the Perth Central Area.

The site has a total land area of 1.98ha, having frontages of 161m to Worley Street (to the east) and 139m to Winnacott Reserve (to the north).

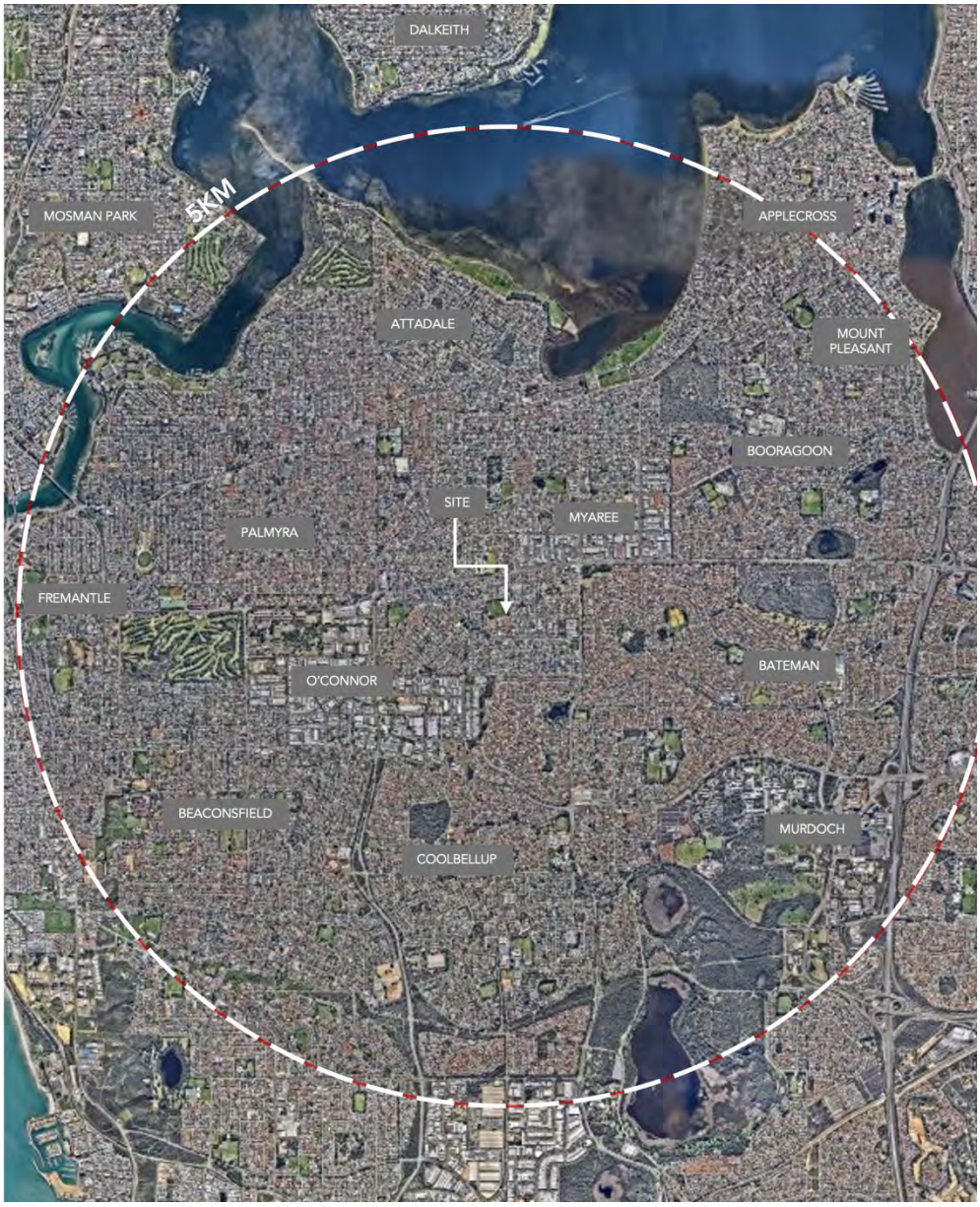


Figure 1: Regional Location

The site is occupied by Weeronga Retirement Village. The Village consists of 84 individual units, in a variety of one, two and three-bedroom villas set in landscaped gardens. The Village is operated by Alchera Living. Alchera Living is a registered not-for-profit charitable organisation

dedicated to providing affordable, secure independent living opportunities for seniors over 55 years of age.

Alchera Living progressed a comprehensive redevelopment of the north-western portion of the site in 2019, constructing the Reserve Apartments which provide modern two- and three-bedroom apartment-style villas. The Reserve Apartments incorporate significant on-site occupant amenities (social centre, swimming pool, gym, games room, and library) and allow for ageing in place through removable shower screens, wheelchair accessibility and open plan living spaces. Ageing in place is a part of the Alchera Living experience through life-leases for apartments and villas.



Figure 2: Site Plan

Further information, including a site context and character study is provided later in this report.

Description of Proposed Development

The Application seeks approval from the Metro-Inner Development Assessment Panel for works only; the use of the site is not proposed to be altered from the current use.

The proposed works comprise two elements:

1. demolition of existing Units 30 to 32 (incl.), Units 50 to 59 (incl.), associated ancillary structures (e.g., car ports, service rooms), identified landscaping, and internal roadways (i.e., realignment of southern driveway); and

2. construction of one four-storey building comprising living units in various configurations, vehicle parking and associated building services.

Development proposed by the Application is summarised below:

- Ground floor:
    - Five ground floor, north facing units comprising four (4) two-bedroom units and one (1) three-bedroom units;
    - 43 vehicle parking bays and circulation area, including 41 occupant bays and two (2) drop-off / service bays;
    - 20 storerooms for occupants;
    - Additional storerooms for operation;
    - 10 bicycle parking bays for occupants;
    - Two (2) bicycle parking bays for visitors;
    - Bin store;
    - Vertical circulation;
    - Substation;
    - New site water pump room; and
    - New site fire pump and tank room.
- First floor:
    - 12 units comprising six (6) two-bedroom units, four (4) two-bedroom plus study units and two (2) three-bedroom units;
    - Seven (7) storerooms for occupants;
    - Communal landscaped area for occupant leisure; and
    - Circulation space.
- Second and Third Floors:
    - 12 units comprising six (6) two-bedroom units, four (4) two-bedroom plus study units and two (2) three-bedroom units;
    - Seven (7) storerooms for occupants; and
    - Circulation space.

Refer **Attachment 1 – Amended Architectural Drawings**.

Each unit is provided with a large open plan living space, two bedrooms, laundry closet, two bathrooms and large balcony. Clothes drying areas are on balconies, within an enclosed

cupboard positioned beneath a wall mounted air-conditioning condenser. The proposal includes three (3) different unit typologies:

- A two-bedroom / two-bathroom unit;
- A two-bedroom / two-bathroom plus study / recreation space (e.g., art studio, music room) depending on occupant needs; and
- A three-bedroom / two-bathroom unit.



Figure 3: Unit typologies

Regional Planning Framework Considerations

Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme (**MRS**). No reservations of the MRS extend into the site.

State Planning Policies

State Planning Policy No. 5.4 – Road and Rail Noise

The purpose of State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4') is:

> *to minimise the adverse impact of road and rail noise on noise-sensitive land-use and / or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.*

The term 'noise-sensitive land use and/or development' is defined in SPP5.4 as including a nursing home.

SPP5.4 defines 'strategic freight and major traffic routes' as:

> *Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume.*

The Site is in proximity to Leach Highway which is identified as a 'major traffic route' under SPP5.4. Table 1 of SPP5.4 stipulates a trigger distance of 300 metres for noise-sensitive land uses close to major traffic routes. As the Site is located approximately 450m south of Leach Highway, the Site is outside of the trigger distance of SPP5.4.

Notwithstanding, the Application is accompanied by an Acoustic Assessment, which addresses the acoustic performance of the proposed development. The Acoustic Assessment has been modified to reflect the amended Architectural Drawings.

Refer **Attachment 2 – Amended Acoustic Assessment**.

State Planning Policy No. 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**) contains 10 Design Principles which form the basis of design assessment of significant built form development proposals. The following table lists each design principle accompanied by the proposed design response, demonstrating compliance with each of the 10 principles.

DESIGN PRINCIPLE	PROPOSED DESIGN
Context and Character	The proposed development contributes to the evolving mixed-use character of the Archibald Hub Policy Area, introducing a contemporary addition to the Weeronga Retirement Village. The design responds to the transitioning urban context through scale, materiality, and active upper-level interface, consistent with the Archibald Hub Spatial Guidelines. The use of articulated façades, glazing, public art and high-quality materials ensures the building complements established residential development and the emerging

DESIGN PRINCIPLE	PROPOSED DESIGN
	commercial hub character. Refer to the Site Context and Character Study within this report for more information.
Landscape Quality	The proposal incorporates landscaping throughout the site to enhance streetscape presentation, improve pedestrian amenity, and soften built form elements. Deep soil areas are proposed through the development, with additional canopy trees and planting within setbacks and the podium communal space contributing to visual and environmental quality. Landscaping has been designed to reinforce pedestrian connections and promote shade and comfort consistent with CPTED and sustainability objectives.
Built Form and Scale	Built form and height are consistent with the desired scale of development established by the Archibald Hub Policy Area. The design ensures appropriate massing and articulation to maintain human scale and transition sensitively to adjacent residential areas.
Functionality & Build Quality	The proposal delivers a purpose-built facility designed for operational efficiency and long-term adaptability for occupants. The layout supports clear circulation, passive surveillance, and accessibility, with building design elements and material selection reflecting high quality construction and durability.
Sustainability	The design incorporates sustainable features including rooftop photovoltaic panels to supply power to common areas to the benefit of all occupants, passive solar design, natural ventilation, and landscaping that improves microclimatic conditions. Building orientation and passive shading strategy optimise thermal comfort and energy efficiency, supporting reduced reliance on non-renewable energy sources.
Amenity	A high level of internal and external amenity is provided through well-proportioned rooms, access to natural light, ventilation, and outdoor spaces. External recreation areas are appropriately oriented to protect privacy and reduce noise transfer to adjoining properties. The interface treatments ensure that the development enhances the amenity of the wider streetscape and maintains neighbourly relations through careful design.
Legibility	Clear and inviting pedestrian entries are provided which are visually distinct and easily identifiable from the public realm. Entries connect directly to adjoining pedestrian networks and verge footpaths, facilitating access by walking, cycling, and public transport. The internal layout supports intuitive movement and passive surveillance between key internal spaces and public areas.
Safety	The design integrates CPTED principles through active frontages to maximise surveillance and promote safety. Street interfaces are designed to ensure passive observation of the public realm, with clear sightlines maintained from internal areas to key external spaces.
Community	The development contributes to the Archibald Hub objective of providing a compatible mix of uses that serve the local community. It strengthens the social infrastructure of the locality by offering accessible community-based services within walking distance of residential areas and adjacent activity nodes. The proposal supports an important community function that facilitates opportunities for aging in place for residents of the surrounding community.
Aesthetics	The proposal incorporates a high standard of architectural design with a contemporary aesthetic that complements the established and emerging character of the Archibald Hub. Material variation, modulation, and attention to detail contribute to visual interest and reinforce presence within the neighbourhood centre.

Local Planning Framework Considerations

City of Melville Local Planning Strategy

The City's Local Planning Strategy (**Strategy**) was endorsed by the Western Australian Planning Commission (**WAPC**) in February 2016 and formed the basis of the LPS6 (gazetted in May 2016). The Strategy defines a framework of land uses and activities and provides a broad statement of intent to guide integrated and sustainable planning in the City of Melville.

The Strategy identifies the site as 'low to medium density residential development' adjacent to the Willagee Neighbourhood Centre. Specifically concerning residential growth in the City of Melville, the Strategy explores ways to reduce the dominance of low density residential and increase the proportion of medium and high densities. This is to be achieved by encouraging the intensification of activity centres and making use of the potential public transport nodes and corridors.

The proposed development works to implement the development objectives established by the Strategy by providing medium to high-density aged-care development, in close proximity to the Willagee Neighbourhood Centre. The development supports housing diversity, local business viability, and sustainable urban growth by leveraging existing infrastructure in the locality.

City of Melville Local Planning Scheme No. 6

Zoning

The site is primarily included within the 'Residential' zone with a density code of 'R60' of Local Planning Scheme No. 6 (**LPS6**). The northern-most portion of the site is included within the Parks and Recreation reservation.

The objectives of the Residential zone are set out at Table 2 of LPS6 and reproduced below:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development to promote sustainable residential development.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

Having regard to the objectives of the Residential zone, the proposed development:

- Provides an increased range of housing options within the locality at the intensity promoted by the Strategy;
- Allows for ageing in place (within Willagee and the development itself) through adaptable design;
- Presents an active, high-quality design interface to the adjoining public domain;

- Incorporates a medium-scale streetscape interface, compatible with nearby residential dwellings; and
- Integrates compatible materiality informed by a comprehensive contextual assessment.

A Scheme Amendment has been submitted to the City which proposes to rezone the northern portion of the site from the Parks and Recreation reservation to 'Residential'. A density of 'R60' is proposed for the scheme amendment area, consistent with the current zoning of the site. The purpose of the Scheme Amendment is to formalise the existing vehicle access from Worley Street to the existing development at the site. The Scheme Amendment area has been amalgamated with the site as part of a 'Section 87' Contract of Sale between our Client and the State.



Figure 4: Scheme Amendment Area

Land Use

As noted above, the Application proposes works only; there is no land use component.

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Planning Regulations**) forms part of LPS6 and sets out the matters that a decision-maker is required to consider in determining this Application. The following table explains how the proposal addresses each of the relevant matters of Clause 67.

DEEMED PROVISION 67		RESPONSE
(a)	Local Planning Scheme	The Application satisfies the relevant provisions of, and is capable of approval under, LPS6.

DEEMED PROVISION 67		RESPONSE
(b)	Orderly and proper planning	The proposed use is consistent with the relevant Objectives of the Residential zone. There are no draft planning proposals relevant to the consideration of this Application. Overall scale and materiality are compatible with the locality and does not generate any offsite amenity impacts.
(c)	State Planning Policies	State Planning Policy 5.4 – Road and Rail Noise State Planning Policy 7.0 – Design of the Built Environment
(d)	Environmental Protection Policies	None applicable.
(e)	Any policy of the WAPC	None applicable.
(f)	Any policy of the State	None applicable.
(g)	Local Planning Policies	The following Local Planning Policies (**LPP**) are relevant to the consideration of the Application: LPP 1.3 Waste Management LPP 1.4 Public Art LPP 1.5 Energy Efficiency in Building Design
(h)	Structure Plans, Centre Plans and Local Development Plans	Willagee Structure Plan
(i)	Review of Local Planning Scheme	Not applicable.
(j)	Reserved land	No MRS reservation extends into the site. The northern portion of the site is reserved Parks and Recreation under LPS6. A scheme amendment has been submitted to the City to remove the land from the reservation, and include it within the Residential zone.
(k)	Built heritage conservation of any place of cultural significance	Not applicable.
(l)	Cultural heritage significance	The development does not have any effect on the cultural heritage significance of the area. The site is not within a place of Aboriginal heritage significance.
(m)	Compatibility with setting	The building is designed to address the Worley Street frontage, activated by layered private open space areas. The setting of the building will be enhanced by provision of verge and on-site landscaping. The scale and design of the building are compatible with existing development at the site, and residential dwellings within the locality. Materiality selection and scale reinforces the residential character of the area.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse environmental impacts. The development incorporates noise mitigation measures as recommended in the Acoustic Assessment.
	(ii) Character of locality	Architectural design reinforces the residential nature of development and character of the area, satisfying the Design Principles set out within SPP7.0.

<table>
<tr><th colspan="2">DEEMED PROVISION 67</th><th>RESPONSE</th></tr>
<tr><td></td><td>(iii) Social impacts</td><td>The development will not have any adverse social impacts and will provide improved access to high-quality retirement living accommodation.</td></tr>
<tr><td>(o)</td><td>Effect on natural environment</td><td>The development will not have an adverse effect on the natural environment.</td></tr>
<tr><td>(p)</td><td>Landscaping and tree retention</td><td>KDLA has prepared a landscape plan which identifies trees to be retained, removed and replace, confirming approximately 23% deep soil provision across the site. A total of 32 trees is proposed as part of the development, comprising six (6) large trees, two (2) medium trees and 27 small trees. In addition, the proposal includes the retention of five (5) on-site trees and one (1) verge tree. Additional verge planting is also proposed. The proposal is supported by a modified Landscape Plan.
Refer Attachment 3 – Amended Landscape Plan.</td></tr>
<tr><td>(q)</td><td>Environmental risks</td><td>None.</td></tr>
<tr><td>(r)</td><td>Risk to human health or safety</td><td>None.</td></tr>
<tr><td>(s)</td><td>Access and parking</td><td>A total of 43 vehicle parking cars is provided, including 41 occupant bays and two drop-off / service bays. Access is proposed via existing crossovers to Worley Street, minimising disruption to the existing vehicle network. Access to parking areas is via existing internal driveways and the Worley Street access point on the south side closest to the proposed development is being upgraded to allow for a 6m deep space for a vehicle, removing any potential queuing concerns within Worley Street.
Visitors to the development will have access to the existing on-street parking bays in Worley Street.</td></tr>
<tr><td>(t)</td><td>Traffic impacts</td><td>The traffic generated by the development will not have an adverse effect on traffic flow and safety. As above, existing internal driveways will manage the flow of traffic, ensuring no impacts on the existing network.
The modified proposal is supported by an Amended Traffic Report which demonstrates that the proposal will not have an adverse impact on the surrounding road network and that the proposed development is provided with sufficient visitor and occupant parking bays.
Refer Attachment 4 – Amended Traffic Report.</td></tr>
<tr><td rowspan="4">(u)</td><td rowspan="2">(i) Public Transport</td><td colspan="3">The site is approximately 4km north-west of the Murdoch railway station.
The site is well serviced by public transport (bus services).</td></tr>
<tr><td>Bus Stop No.
10868, 10869
Route No. 502</td><td>Bus Stop No.
10827, 10826
Route No. 502, 915</td><td>Bus Stop No.
10903, 10904, 10910
Route No. 160</td></tr>
<tr><td>(ii) Public Utilities</td><td colspan="3">All utilities required to service the development are available, including water, sewer, and power.</td></tr>
<tr><td>(iii) Waste Management</td><td colspan="3">A bin store of sufficient capacity is provided within each development element.</td></tr>
<tr><td></td><td>(iv) Pedestrian & Cyclist Access</td><td colspan="3">Bicycle parking is provided at an appropriate rate for a development of this nature, having regard to the end user. A total of 10 spaces are provided within</td></tr>
</table>

DEEMED PROVISION 67		RESPONSE
		the ground floor of the development at a rate of one (1) space per 4.1 units. These are provided at a higher rate than the recently completed development in the north-western corner of the site which provided bicycle parking at a rate of one (1) space per 6.0 units. Pedestrian movement is provided throughout the existing internal movement network, connecting to the pedestrian pathway along Worley Street.
	(v) Elderly & Disability Access	All parking had been designed having regard to the end user.
(v)	Loss of community benefit or service	The Application will not result in any loss of a community service, replacing existing units with a more efficient, contemporary design outcome. Further information is provided below.
(w)	History of the site	No relevant site history.
(x)	Impact on the community	Provision of additional quality housing options will allow people to age within their existing community, at various levels of care requirements.
(y)	Submissions on the proposal	The Applicant has responded to the submissions from the community. Refer this Town Planning Statement.
(za)	Comments from agencies	To be determined.
(zb)	Other planning considerations	None.

Community Benefits

Item (v) of Clause 67 of Schedule 2 of the Planning Regulations requires consideration of whether a planning proposal results in the loss of community benefit or services. The proposal does not result in any loss of community benefit. On the contrary, this proposal strengthens, expands and enhances the social, economic and functional community benefits already provided at Weeronga Retirement Village to both its occupants and the broader Willagee community, as demonstrated below.

Social and Community Outcomes

The proposed development forms part of Weeronga Village which is a purpose-built retirement community for over the age of 55. The Village is specifically designed to help foster social connection amongst occupants, independence and wellbeing through its built form, communal facilities and structured engagement programs. The current amenity, and that proposed for future redevelopment, is centrally located and accessible for all occupants of the facility.

These facilities are supported by Alchera Living's established Community Engagement Program, which has the primary objectives of:

- Building and fostering engagement, socialisation and connection with Alchera Villages and for occupants to enable a vibrant, connected and inclusive community that supports positive physical health and mental wellbeing.

- Reducing isolation and facilitating activities that support occupants to age in place for as long as it is safe to do so.

The program includes a diverse range of regular activities and events, including:

- Bus trips / Shopper Bus
- Morning Teas
- Fish and Chip Nights / Happy Hours
- Community Lunch (monthly)
- Wellness information sessions
- Entertainment and afternoon tea events
- Aquafit
- Keep Fit
- Yoga
- Cards / Mahjong
- Pool / snooker
- Indoor bowls

The addition of 41 new units directly contributions to the vitality and sustainability of these programs by increasing the occupant population that participates in, and benefits from, this structured social environment.

In-home Support and Aging in Place Offering

Alchera Living's partnership with Melville Cares (Inc.) provides a further level of community benefit by enabling in-home care services to be delivered directly from within the Village. The provision of office accommodation for a dedicated support coordinator onsite ensures occupants have convenient access to support services that allow them to remain living independently for longer, if safe to do so.

This integrated support model is a significant community benefit that is only possible within a retirement village environment and is strengthened by the proposed expansion of the facility.

Integration with the Willagee Community

The site adjoins the Willagee Neighbourhood Centre and the Willagee Public Library and Community Centre. This proximity provides occupants with walkable access to:

- Convenient grocery shopping;
- Medical practices and pharmacy services;
- Post office and library facilities;
- Community programs run through the community centre; and
- Public transport on Archibald Street.

The proposal increases the number of occupants who can access and contribute to the vitality of these local services, strengthening the relationship between the Village and the broader Willagee community.

Economic and Housing Affordability Benefits

The retirement village model provides a demonstrably more affordable housing option for retirees based on the following assumptions:

- Enable retirees to downsize from larger family homes into smaller purpose-built units located within an established community that has the means and structural framework to support aging in place for as long as it is safe to do so.
- Units remain the asset of the village operator and are leased to occupants via a Life Lease Contract.
- Upfront entry payment is approximately 30% more affordable than the open real estate market for a similar dwelling in the same location. Alchera Living receives the (approximate) 30% difference when the occupant moves out of the unit. This is known as the Deferred Management Fee (**DMF**). The retirement village model recognises that the DMF is being paid at a time when the occupant is not likely to need the funds to further support their retirement.
- Life Lease occupants pay for personal utility consumption, contents insurance and some home maintenance / upkeep costs. However, all other expenses associated with the dwelling are either funded by the Village Operating Fund, Maintenance Reserve Fund or Capital Replacements Fund. Occupants pay contributions into the funds.

This model enables retirees to release equity from their homes while maintaining access to high quality accommodation, social support and services. The proposal increases the support of this affordable housing typology in a desirable location in proximity to established services.

Long Term Asset Management and Sustainability

As required under the Retirement Villages Act, Alchera Living maintains long-term maintenance plans with a minimum 10-year projection. For the past four (4) years, Alchera Living has exceeded this requirement. Alchera Living utilises a CMMS platform which provides lifecycle planning for up to 40 years for all buildings and assets.

Materials and design choices for new development are based on long-term performance, operational efficiency and minimising disruption to occupants because Alchera Living retains ownership of all its assets. This includes:

- Selection of durable, low maintenance materials fixtures and finishes where possible.
- Design of building services to support future staged development and with long-term asset performance in mind.
- Use of natural ventilation and solar access where possible rather than reliance on mechanical ventilation and cooling.
- Efficient placement of plant and equipment to reduce maintenance impacts.

These lifecycle-driven decisions and design philosophy ensures ongoing economic viability of the Village, support affordable occupant service fees and provides a level of long-term asset stewardship that is not normally achieved in conventional residential development.

Net Community Benefit

The proposal does not remove any existing community service or benefit. Rather, the proposal will provide significant community benefits, including:

- Expands the population able to access a structured, socially supportive living environment for retirees.
- Strengthens the viability of community programs and in-home support services.
- Increases affordable housing options for retirees.
- Supports aging in place within the Willagee community.
- Enhances integration between the Weeronga Village and the Willagee Neighbourhood Centre.
- Provides long-term, well-managed built form supported by rigorous asset management practices.

On the basis of the above, the proposal represents a clear net gain in community benefit and should be supported.

Willagee Structure Plan

The Willagee Structure Plan (**Structure Plan**) applies land within the suburb of Willagee, bounded by North Lake Road, Stock Road, Leach Highway and Garling Street. The structure plan area is shown at Plan 2 of the Structure Plan.

The Structure Plan shows the Site as being included within the Residential land use area, and the Archibald Hub Policy Area. Section 7.1 of the Structure Plan sets out the Design Principles for the Archibald Hub Policy Area, applicable to the Site – the Design Principles are summarised below:

Objectives

- Encourage a compatible mix of commercial and residential uses that serve the local community.
- Ensure development form, scale, and character suit the suburb's primary activity centre.
- Promote design consistent with:
  - Crime Prevention Through Environmental Design (**CPTED**) principles
  - The Archibald Hub Concept Plan
  - The Archibald Hub Policy Area Spatial Guidelines

Archibald Hub Residential Sector

- Integrate residential development with the adjacent commercial centre per Spatial Guidelines.
- Ensure appropriate interface with Winnacott Reserve.
- Promote medium-density housing compatible in scale and design with the Neighbourhood Centre, ideally guided by a masterplan.

- Protect mature vegetation where feasible.
- Permit buildings up to 4 storeys (16m) in height and plot ratio of 2.

The proposed development satisfies the objectives of the Archibald Hub Policy Area by:

- Providing a compatible mix of residential and community-focused land uses that serve the needs of the local population. The continuation of the Weeronga Retirement Village use supports the intent of the Hub to accommodate a diverse residential base integrated with nearby commercial services.
- Presenting a form, scale and character that is appropriate having regard to the land uses and development scale throughout the locality. A four-storey built form is consistent with the contemplated height, complementing the medium-density character of the locality.
- Incorporating design principles consistent with CPTED, including clear sightlines, active building edges, and passive surveillance of communal areas and the adjoining public realm.
- Responding to the intentions of the Archibald Hub Concept Plan and Spatial Guidelines through the integration of higher-density accommodation that supports walkability noting proximity to services and cohesive neighbourhood structure.

- The proposal aligns with the specific provisions for the Residential Sector by:

- Integrating retirement village options adjacent Neighbourhood Centre and surrounding commercial uses, contributing to a vibrant and sustainable activity node consistent with the Archibald Hub Spatial Guidelines.
- Maintaining the existing interface to Winnacott Reserve, demonstrating sensitive building orientation, extensive landscaping, and retention of mature trees where practicable. This maintains a landscaped edge and enhances the visual and environmental relationship between the development and the public open space.
- Delivering medium-density retirement village units in a built form that complements the adjacent Neighbourhood Centre, guided by a interconnected site masterplan that has informed the siting, height, and relationship of buildings across the Site.
- Retaining mature vegetation wherever feasible, supplemented by a high-quality landscape strategy that includes deep soil zones and extensive new planting to improve canopy cover and amenity.
- Proposing buildings up to four storeys, ensuring compliance with the intended built form and density outcomes for the Policy Area.

Accordingly, the proposed development is consistent with the objectives and design principles of the Archibald Hub Policy Area and reinforces the planning intent of the Willagee Neighbourhood Centre as a diverse, walkable, and well-designed community hub.

Local Planning Policies

Local Planning Policy No. 1.3 – Waste Management

The Application is accompanied by an Amended Waste Management Plan that addresses the relevant provisions of the City's Local Planning Policy No. 1.3 – Waste Management (**LPP1.3**).

Refer **Attachment 5 – Amended Waste Management Plan**.

Local Planning Policy No. 1.4 – Public Art

Local Planning Policy No. 1.4 – Public Art (**LPP1.4**) requires that public art be provided to the value of 1% of the estimated development cost, either through the provision of public art or the payment of cash-in-lieu. For development with a value of less than $10 million, LPP1.4 applies a 15% discount to cash-in-lieu payments.

As discussed with the City at our 22 January 2026 meeting, the intent is for public art to be incorporated into the building at the ground level facing Worley Street to integrate with the community and actively screen the ground floor car park and service areas.

Local Planning Policy No. 1.5 – Energy Efficiency in Building Design

The City's Local Planning Policy No. 1.5 – Energy Efficiency and Environmental Sustainability Policy (**LPP1.5**) encourages all new developments to adopt environmentally sustainable and energy-efficient design principles as standard practice. The policy applies city-wide and promotes consideration of sustainability measures at all stages of design and construction.

Key principles include:

- Building Orientation and Passive Solar Design: Optimise northern orientation for solar gain in winter and shading in summer through layout, eaves, insulation, and materials.
- Solar Access: Protect solar access for neighbouring properties and minimise overshadowing.
- Landscaping: Incorporate waterwise, climate-responsive landscaping that contributes to passive cooling, shading, and wind protection while retaining significant trees where possible.
- Building Infrastructure Initiatives: Encourage energy- and water-saving measures such as rainwater tanks, greywater reuse systems, solar water heaters, photovoltaic panels, insulation, light-coloured roofing, and efficient fixtures and appliances.
- Promotion: The City supports and promotes the integration of sustainable design as part of good development practice.

The proposed development responds positively to the objectives of the policy through a combination of passive and active sustainability measures. The building has been designed to optimise solar access and natural ventilation, with shading elements to mitigate summer heat gain. Roof-mounted photovoltaic panels are proposed to reduce reliance on non-renewable energy sources, while landscape design incorporates waterwise planting and retention of deep soil zones to assist with microclimate regulation. The inclusion of high-performance glazing, insulation, and light-coloured roofing materials further supports energy efficiency. Collectively,

these measures align with the City's aim of embedding environmentally sustainable design as a standard component of development.

The proposal is supported by a Sustainable Design Assessment / Energy Efficiency Report which demonstrates and lists the sustainability commitments for this project.

Refer **Attachment 6 – Sustainable Design Assessment and Energy Efficiency Report**.

Residential Design Codes

Per the City's Request for Further Information, the City has assessed the proposed development against Part C of the R-Codes Volume 1 and identified several variations to the Deemed-to-Comply Requirements.

Part C of the R-Codes Volume 1 applies to the development of Single Houses, Grouped Dwellings and Multiple Dwellings at a density of between R30 and R60 (inclusive). This proposal does not include Single Houses, Grouped Dwellings or Multiple Dwellings, but seeks approval for additions to an existing retirement facility. Whilst each of the proposed units may be consistent with the 'Dwelling' land use contained in the R-Codes Volume 1 because each unit is designed for habitation, we are of the view that the proposed development does not constitute a Single Houses, Grouped Dwellings or Multiple Dwellings land use. Additionally, only Part B of the R-Codes Volume 1 contains provisions relating to Aged or Dependent Persons' Dwellings (Special Purpose Dwellings) and Part B only relates to Single Houses, Grouped Dwellings and Multiple Dwellings at a density of between R10 and R40 (inclusive). Part C does not contain any provisions relating to Special Purpose Dwellings. Therefore, we are of the view that the provisions of the R-Codes Volume 1 do not strictly apply in this instance.

Notwithstanding, should Part C of the R-Codes Volume 1 be determined to apply, then the proposed development is consistent with the relevant Design Principles where the proposal includes a variation to the corresponding Deemed-to-Comply Requirement as demonstrated by the enclosed assessment.

Refer **Attachment 7 – Applicant Responses to Part C of R-Codes Volume 1 Assessment**.

Design Review

The proposal was considered by the City's Design Review Panel (**DRP**) on 3 December 2025. The design has evolved and adapted reflective of the feedback after the previous meeting.

The following table summarises the key comments from the DRP and how the proposal has responded.

DRP COMMENT	PROPONENT RESPONSE
Principle 1 – Context and Character	
1. Undertake a context and character study to inform an appropriate place-based architectural response.	Refer to the below Site Context and Character Study.

DRP COMMENT	PROPONENT RESPONSE
2. Ensure that the buildings present an active ground floor frontage to the public street and internal streets where there is reasonable expectation of pedestrian movement.	The revised architectural design incorporates five (5) ground floor units opening to the northern aspect of the development and abutting the internal footpath to address the DRP comments regarding activation. In relation to the interface with Worley Street, it is not possible to incorporate ground floor / street facing units due to the requirement to provide sufficient ground floor parking whilst ensuring sufficient ventilation to parking areas. In addition to the Western Power requirement for the substation to be located abutting Worley Street, it is proposed that ground floor units will not be included facing Worley Street. Rather, the proposal includes an attractive ground floor façade interface. A combination of public art and landscaping is proposed within the ground floor Worley Street interface to provide an attractive streetscape outcome. Upper floor units facing Worley Street provides an active edge above street level.
3. Clarify fencing treatments to the adjacent street.	No fencing is proposed between the building and Worley Street. The existing gatehouse adjoining the development will be replaced and fencing will connect to this new gatehouse to ensure security for occupants whilst providing an improved experience for visitors.
4. Provide a safe and legible walking environment that encourages pedestrian movement to and from the surrounding area.	The main footpath leading to the building main entrance has been increased to a width of 1.5m. Carparking movements have been restricted to the southern side of the building and therefore are no longer any cross overs between pedestrians and cars.
5. Use active landscape spaces in places where an active building frontage to the street is not possible.	Public art and enhanced landscaping will be incorporated into the eastern side of the development, where the building fronts Worley Street.
Principle 2 – Landscape Quality	
1. Clarify, with reference to an Arborist, why the trees in the setback area need to be removed.	Building and service reticulation associated with the new transformer will need to be laid between the building and Worley Street. As a result, it is expected that the existing trees may not survive. Trees will be retained where possible. Where a tree or trees do not survive, these will be replaced with a suitably sized tree.
2. Place a greater focus on useable landscape spaces rather than landscape as screening.	Main entrance and podium have created increased opportunities for usable landscape spaces.
3. Develop a street tree strategy for the master plan as a whole.	A consistent tree strategy is proposed across the site. This proposal includes landscaping within the development only. Future landscaping will be consistent with the proposed landscaping.

DRP COMMENT	PROPONENT RESPONSE
4. Review the footpath network with a view to establishing a clear hierarchy and demonstrate with a network diagram.	The main footpath leading to the building main entrance has been increased to a width of 1.5m. Carparking movements have been restricted to the southern side of the building and therefore are no longer any cross overs between pedestrians and cars. The main footpath connects to the street and provides unimpeded access to all shared village facilities. A secondary path in included to the south side of the development – primarily for service movement (i.e. bin presentations).
5. Consider WSUD opportunities in the verge.	Limited opportunities available given the intent is to retain current vegetation - grass / trees etc. Native vegetation has been incorporated into the design to minimise watering requirements.
6. Realign footpaths around trees rather than removing the trees.	Five (5) trees to the northern side of the development will be retained. Where required existing kerbs and road will be realigned to achieve the increased path width (1.5m).
7. Review footpath alignments to enable greater benefit from tree canopies.	Refer above.
Principle 3 – Built Form and Scale	
1. Ensure that the buildings present an active ground floor frontage to the public street and internal streets where there is reasonable expectation of pedestrian movement.	Refer above response to Principle 1, Recommendation 2.
2. Review the form and articulation of the building to break down their perceived bulk and scale.	The proposed development incorporates vertical and horizontal elements and openings (balconies and windows) to the façade design and materiality to break up building bulk and scale. These architectural features are incorporates to all sides of the building to ensure the building is treated to both internal and external areas of the site.
3. Establish building entries that address the street, internal street, or the central space rather than an undercroft carpark.	The revised design now incorporates a central, clearly identifiable main entrance lobby, complete with a canopy, lobby and provision of a pick-up / drop-off zone. In addition, the new gatehouse will clearly define the entrance to the development from the street.
4. Match the apartment topology to the building typology – for example a corridor apartment building or a courtyard/ external walkway apartment building rather than a mash-up of the two.	The apartment typologies have been redesigned to ensuring all habitable rooms (including bedrooms) have good access to natural light and ventilation. The introduction of a podium has further helped improve apartment amenity.
5. If using a skillion roof, express it internally.	Roof typologies have been revised to suit the redesign, notwithstanding the proponent's preference is to avoid raking ceilings within apartments as the development is not targeting the high end market. Adding raking

DRP COMMENT	PROPONENT RESPONSE
	ceilings will increase costs and will also increase apartment volume – which will be an ongoing expense for heating and cooling.
6. Consider taller buildings with smaller footprints to enable a better landscape response.	Taller buildings have been considered but a limiting factor is carparking. Based on the development footprint the ratio of parking to apartments has been optimised – resulting in a four-storey building. Additional height cannot be accommodated as this would require the development footprint to be expanded to increase the parking supply – which in turn has implications to the proponent's future aspirations for the village. The proponent is comfortable with the scale of the four-storey building within the context of the rest of the village. Refer to the below Site Context and Character Study.
7. Take this opportunity to review the master plan to avoid poor design outcomes being 'baked-in'. For example, consider whether the southern building could carry all the parking and create a car-free or low car volume environment across the whole site.	DRP feedback is appreciated, however expanding the footprint of the development is not viable from a financial perspective, noting that this would displace additional existing villas which are a revenue stream and would also result in increased capital commitments. The project feasibility is already very tight, and this would make the project untenable.
Principle 4 – Functionality and Build Quality	
1. Review the waste management strategy in consultation with the City, including how residents can conveniently access bin stores.	Refer enclosed Waste Management Plan.
2. Check turn-out distances at the end of the car parks against AS standards.	Refer enclosed updated Traffic Impact Statement which confirms compliance with the relevant Australian Standards.
3. Review the ventilation strategy for the car parks.	Carpark ventilation has been assessed, with natural ventilation incorporated removing the requirement for mechanical exhausts.
4. Review apartments for door clashes.	The internal design of apartments has been reviewed. No doors open onto another door within units.
5. Confirm the parking provision, including types of bays, with a needs analysis.	Refer enclosed updated Traffic Impact Statement which includes a Parking Management Plan. A survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. The intent is that visitors will be able to use the Worley Street parking bays. Occupants will have one parking bay per unit allocated within the ground floor parking area.
6. Provide storage space for e-bikes and gophers given the resident demographic.	We are advised that occupants will usually have a private car or mobility vehicle – not usually both types of vehicle. Therefore, there is not an evident need to provide both parking options for occupants.

DRP COMMENT	PROPONENT RESPONSE
	Notwithstanding this, there are a number of stores that have been provided on the ground floor for occupants to access which might provide the opportunity for occupants to store mobility vehicles. Dedicated shared mobility vehicle stores are not a mandatory requirement, have not been provisioned for elsewhere in the village and are considered an unnecessary additional cost for the project.
Principle 5 – Sustainability	
1. Develop the energy audit into a sustainability strategy noting the comments above.	Refer enclosed Sustainability Design Assessment and Energy Efficiency Report.
Principle 6 – Amenity	
1. Redesign the apartment to avoid internal rooms that could be used as bedrooms.	Apartment layouts have been redesigned to eliminate internalised bedrooms and all habitable rooms now achieve good light, ventilation and privacy.
2. Ensure all bedrooms have good access to light and ventilation and an outlook without compromised privacy.	Refer above.
3. Avoid bathroom windows directly adjacent to circulation spaces.	Bathroom windows adjacent to circulation spaces have been omitted.
4. Provide room dimensions and balcony dimensions.	Room and balcony dimensions are included in the updated Architectural Drawings.
5. Review the placement of AC condensers to avoid amenity impacts on balconies – for example, co-located in common compounds.	Orientation of condenser locations have been reconsidered to improve apartment amenity. Co-located compounds have been considered but are cost prohibitive. Refer attached technical note from the RVAC confirming that the design of the condenser closet is fit for purpose and will not impact condenser air flows.
6. Clarify what communal amenity exists on site, at the stage of completion and in the longer term, and what area per dwelling it equates to.	The existing Retirement Village facility includes: • A Social Centre Building, • Pool and Gym Complex, and • BBQ area. This is approximately 803m^2 of total amenities areas for occupants to access. In addition, there are landscaped areas across the site for occupants to enjoy. It is intended that a new Social Centre and Administration Building will be constructed in 2031/2032, followed by a new piazza area and bowling green in 2036. This would increase the total amenities areas across the site to approximately 2,327m^2 available for occupants (this excludes landscaped are). It is noted

DRP COMMENT	PROPONENT RESPONSE
	that these would be subject to a future Development Application. It should also be noted that the timing of future developments is highly dependent on the success of the current proposed development, including sales and marketing.
7. Consider the impact of overshadowing to future development to the south.	Refer enclosed updated Architectural Drawings which includes an overshadowing diagram. The diagram demonstrates minimal impact on the future development site to the south of the proposed building.
Principle 7 – Legibility	
1. Provide each building with a clearly identifiable entrance from either the street, an internal street or the main central space rather than through an undercroft carpark.	The revised single-building design now incorporates a central, clearly identifiable main entrance lobby, complete with a canopy and provision for a potential occupant drop-off zone. This provides legibility for visitors (or similar). Occupant access will typically be via the undercroft carpark which connects into the main entrance lobby.
2. Avoid or reduce car park entrances on the northern side that disrupt pedestrian flow.	Entrances to the car park have been reduced from two to one. The car park entrance is located on the southern side of the building. The main entrance to the building is on the northern side, well separated from the vehicle access point.
3. Place priority on pedestrians rather than cars.	Pedestrian and Car movements separated are far as practicable, through directing pedestrian movements to the north side of the building and directing traffic movements to the south side of the building. Main pedestrian pathway is no longer intersected by roads.
Principle 8 – Safety	
1. Ensure that the buildings present an active ground floor frontage to the public street and internal streets where there is reasonable expectation of pedestrian movement.	Refer above response to Principle 1, Recommendation 2.
2. Ensure footpaths are contiguous, of appropriate width (min 1500mm) and preferably not adjacent to moving vehicles.	Main pedestrian footpaths inside of the site will be a minimum of 1.5m wide.
3. Provide a lighting strategy for all pedestrian routes.	Lighting detail is shown on the updated Architectural Drawing set.
Principle 9 – Community	
1. Provide more clarity on the strategy, current situation and timing for upgrades for the whole-of-estate communal facilities.	Refer above response to Principle 6, Recommendation 6.

DRP COMMENT	PROPONENT RESPONSE
2. Provide localised spaces for residents to engage with other residents of the building, including potentially roof gardens.	The proposed development has been modified to incorporate the following spaces for occupants to engage with other residents: • Main entrance and lobby are on ground floor. • New lobby spaces on upper floors. • First floor podium landscaped space. • Enhanced northern landscaped space and entrance to the building.
3. Clarify the intent for public art.	Public art and enhanced landscaping will be incorporated into the eastern side of the development, where the building fronts Worley Street. Public art is proposed to be located around the substation structure and ground floor car park edge to screen these areas from view.
4. Establish an architectural language that is homely and sympathetic to the resident demographic.	From a built form and scale perspective, the proposal is consistent with the current zoning and density allocation for the site and the surrounding area. The development includes a range of construction materials similar to the materials used in the construction of other developments in the surrounding area. Therefore, the proposal includes an architectural language that is sympathetic to the surrounding area.
Principle 10 – Aesthetics	
1. Develop an architectural language that is of the place and more residential than institutional in character.	Refer above response to Principle 9, Recommendation 4. In addition, the proposed built form is of an appearance of a multi-storey residential apartment development through the use of balcony spaces, major openings and overall building design. It does not perpetuate an institutional character.
2. Provide a richness of detail at ground level through activity, human interaction, and a richness of architectural detailing.	Five (5) units have been located at ground level with semi-secure courtyards, still aimed at promoting interaction whilst maintaining a level of privacy. A focus has been made on enhancing the northern side of the development through retention of significant trees improvements to landscaping (hard and soft), improvements to footpaths, incorporation of a legible entrance and an overall softening of transitions between landscaping and built form. There is a commitment to deliver public art opportunities and shared landscape spaces to the eastern side of the development. Vehicles and services have been focused to the south side of the development, which will be softened with landscaping where possible.

DRP COMMENT	PROPONENT RESPONSE
3. Clarify the intent for fencing.	Refer above response to Principle 1, Recommendation 3.

Site Context and Character Study

Locality and Urban Setting

The site is located within the established suburb of Willagee, positioned immediately north of the Willagee Neighbourhood Centre and south of Winnacott Reserve. Willagee is an established suburb characterised by a network of public open spaces, established vegetation and predominantly residential uses. The suburb is bound by Leach Highway, Garling Street, North Lake Road and Stock Road.

The site is centrally located within an urban setting and benefits from proximity to community services (Willagee Community Centre and Library), public open space (Winnacott Reserve), local retail facilities and public transport infrastructure and services. This central position within the suburb makes the site highly suitable for retirement village and higher density living opportunities that is envisaged by the local planning framework.

Existing Site Development

The site is occupied by Weeronga Retirement Village, operated by Alchera Living. The Village consists of 84 individual units, in a variety of one, two and three-bedroom villas set in landscaped gardens. As previously mentioned, Alchera progressed a comprehensive redevelopment of the north-western portion of the site in 2019, constructing the Reserve Apartments which provide modern two- and three-bedroom apartment-style villas within a four (4) storey building.

The recent development introduced a new built form typology for the site, establishing a precedent for vertical living opportunities within Willagee and within a retirement living context and demonstrates the suitability of the site for this scale and form of development in this location.

The proposed development represents a logical continuation of this staged redevelopment approach at the site.

Surrounding Development Character

The surrounding residential area is characterised by typically older housing stock on larger lots (typically 700m^2 to 800m^2). Most development in the area utilises a range of construction materials, including Colorbond and clay tile roofs, texture coat / render, and clay and sandstone facebrick.

Notwithstanding, the prevailing single storey built form, the planning controls applicable to the site and locality clearly indicates that the character of the area is intended to evolve over time through redevelopment and increased housing density.

Planning Framework and Intended Future Character of the Area

Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as an area suitable for increased residential density and diversity. The density coding within the suburb ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site's central location abutting the Neighbourhood Centre and Winnacott Reserve makes it a prominent and logical location for the type of infill and higher density development envisaged by the Structure Plan and the Archibald Hub Policy Area.

The established local planning framework anticipates that the existing area will gradually transition to more diverse and compact housing forms over time. The proposal responds directly to this intended future character rather than the historical development pattern.

Response to Site Context and Character

The design responds to both the existing and future context through:

- A scale that is consistent with the recently completed four (4) storey development on the site.
- Use of construction materials and finishes reflective of both the recent development and surrounding residential development, including facebrick, render and Colorbond materials.
- Articulated facades, glazing and architectural form and the use of vertical and horizontal elements that break up the building bulk and contribute to visual interest.
- An active upper floor interface with Worley Street.
- High quality landscaping and integration of public art along the Worley Street frontage to screen service areas (including the substation and parking area.
- Retention of existing vegetation where possible, and supplemented with new high quality landscaping.

Therefore, it is clear that the height of the proposed development is consistent with the recently completed Reserve Apartments and represents a continuation of the site's transition towards the intended urban character set by the planning framework.

Contribution to the Evolving Character of Willagee

Based on the above, the proposal will positively contribute to the evolving character of the Willagee Structure Plan area and the Archibald Hub Policy Area by introducing contemporary, higher density retirement living opportunities in a location specifically identified and historically used for such development.

The proposal reasonably responds to the future context for the site and the surrounding area and delivers on the form of housing envisaged through LPS6 and the Willagee Structure Plan. The proposal is also sympathetic to the existing surrounding development through the use of similar construction materials.

Technical Services Comment Responses

The City's Technical Services have provided comments on the proposed development. The Applicant has provided a response to each of the comments in the enclosed Technical Services Response Schedule.

Refer **Attachment 8 – Technical Services Response Schedule**.

Public Submission Responses

The proposed development was advertised for public comment between December 2025 and January 2026. During this period, there were several submissions received and the City has requested the Applicant to respond to each of the key issues raised. The Applicant has prepared a response to each of key issues in the enclosed Schedule of Submissions.

Refer **Attachment 9 – Applicant Response to Schedule of Submissions**.

Conclusion

The proposed development represents a high-quality, contextually appropriate addition to the existing Weeronga Retirement Village. It delivers a well-considered built form outcome that is consistent with the planning intent for the Archibald Hub Policy Area and broader Willagee Structure Plan. The design demonstrates strong alignment with the objectives of the Residential zone under LPS6, SPP7.0, and relevant local planning policies.

The proposal contributes to the City's strategic goals by supporting housing diversity and ageing in place within proximity to community services, public transport, and recreation opportunities. Sustainability, accessibility, and a human-scaled design imbedded in the proposed development enhances the function and visual quality of the locality.

For these reasons, the Application represents an orderly and proper planning outcome and should be supported by the City and the Metro Inner Development Assessment Panel.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 0450 777 847.

Yours faithfully,



Nathan Stewart
Lateral Planning

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
Clause 1.1 – Private Open Space	• Plans to be updated showing dimensions and where balconies do not meet minimum area and dimensions, please provided a design principle assessment for the City to consider or amend plans to be compliant.	Plans have been updated to indicate the dimensions and area of each balcony space to each unit. Deemed-to-Comply Requirement C1.1.3 of Clause 1.1 of Part C of the R-Codes Volume 1 requires: • For two-bedroom Multiple Dwellings – minimum private open space area of 10m^2 and minimum dimension of 2.4m. • For three-bedroom Multiple Dwellings – minimum private open space area of 12m^2 and minimum dimension of 2.4m. • For ground floor Multiple Dwellings – minimum private open space area of 15m^2 and minimum dimension of 3m. All units include balconies that are compliant with the minimum size requirements for Deemed-to-Comply Requirement C1.1.3 of Clause 1.1 of the R-Codes Volume 1. There are some minor variations to the minimum dimension requirements to several units which are required to allow retention of trees on the northern side of the building and other design requirements. These are summarised as follows: • Unit 5 – minimum dimension of 1.7m in lieu of 3.0m. The total area of the private open space is 22m^2, exceeding the minimum area requirement. • Units 9, 10, 21, 22, 33 and 34 – minimum dimension of 1.7m in lieu of 2.4m. Compliant with the minimum size requirement for a three (3) bedroom unit of 12m^2. • Units 12, 24 and 36 – minimum dimension of 1.8m in lieu of 2.4m. Compliant with the minimum size requirement for a two (2) bedroom unit of 10m^2. All other private open space areas are compliant.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
		The above variations are minor in nature, and the proposal complies with the relevant Design Principles under Clause 1.1 of Part C of the R-Codes Volume 1 for the following reasons: • The private outdoor space is accessible via the primary living area of the unit. • The private outdoor spaces are of a sufficient size and dimension to be functional for the intended user. • There is no visual privacy, acoustic or noise concerns relating to the proposal. • A large communal landscaped area is provided on the podium level of the development which offsets any variations to the private outdoor spaces described above.
Clause 1.3 – Communal Open Space (Multiple Dwellings Only)	• Please provide details for communal open space.	Plans have been updated to include communal space on the podium level in a central location. Deemed-to-Comply Requirement C1.3.1 of Clause 1.3 of Part C of the R-Codes Volume 1 requires: • 246m^2 of communal open space. • 82m^2 of accessible / hard landscape area (to be included in the overall requirement. • Minimum communal open space dimension of 4m. • Maximum covered roof area of 25%. The proposal includes the construction of a new communal space on the podium level of the development – approximately 358m^2 in area. A review of the provision of communal space across the site has been undertaken. The following table provides a summary of the supply for existing units and proposed development:

<table>
<tr><th colspan="2">City of Melville Part C R-Codes Volume 1 Assessment</th><th>Design Principles Response / Assessment</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><th>Year</th><th>No. of Occupants</th><th>No. of Units</th><th>Total m^2 of Amenities</th><th>m^2 / Dwelling</th><th>m^2 / Occupant</th></tr>
<tr><td>2026</td><td>81</td><td>65</td><td>803</td><td>12.4</td><td>9.9</td></tr>
<tr><td>2027</td><td>81</td><td>65</td><td>803</td><td>12.4</td><td>9.9</td></tr>
<tr><td>2028</td><td>81</td><td>65</td><td>803</td><td>12.4</td><td>9.9</td></tr>
<tr><td>2029</td><td>133</td><td>106</td><td>1,161</td><td>10.9</td><td>8.7</td></tr>
</table>

Based on the above, the proposal complies with the minimum requirements of Deemed-to-Comply Requirement C1.3.1 of Clause 1.3 of Part C of the R-Codes Volume 1.

It is the proponent’s intent that the overall amenities area will increase across the site as part of future stages of development, with an aim to reach pre-existing amenity area ratios on a per unit basis. This will be confirmed through future development applications over the site.
</td></tr>
<tr><td rowspan="2">Clause 2.1 – Size and Layout of Dwellings</td><td>• C2.1.6 - Please show floor to ceiling height:
o Habitable rooms: 2.65m
o Non-habitable rooms: 2.4m</td><td>Plans have been updated to indicate the floor to ceiling height on each elevation. The plans indicate a floor to ceiling height of:

• 2.65m for habitable rooms.
• 2.40m for non-habitable rooms.

Therefore, the proposal is compliant with Deemed-to-Comply Requirement C2.1.6 of Clause 2.1 of Part C of the R-Codes Volume 1.</td></tr>
<tr><td>• C2.1.8 Dwelling size and mix
o For 10 or more multiple dwellings, not more than 80% of dwellings with same number of bedrooms</td><td>Plan have been updated to improve the unit sizes and mix. The revised proposal includes:

• 34 two (2) bedroom units; and
• 7 three (3) bedroom units.

The three (3) bedroom units represents 17.1% of the total number of units in the development. This represents a minor variation to the 80%</td></tr>
</table>

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
		requirement under Deemed-to-Comply Requirement C2.1.8 of Clause 2.1 of Part C of the R-Codes Volume 1. The proposed minor variation should be supported since the proposal satisfies Design Principle P2.1.4 of Clause 2.1 of Part C of the R-Codes Volume 1 for the following reasons: • The proposal provides a mix of unit typologies that varies in size and configurations to cater for the intended occupants (retirees). The proponent has significant experience in operating retirement village developments and fully understands the occupants' requirements. The proposed development has been designed accordingly.
	• C2.1.9 Storage o Some stores less than 4sqm & some door open inwards.	The plans have been modified so doors to all storerooms (except the southern side of the undercroft) open outwards to be compliant with Deemed-to-Comply Requirement C2.1.9 of Clause 2.1 of Part C of the R-Codes Volume 1. The storerooms on the southern side of the undercroft are required to open inwards as these are located next to car parking bays. Each unit is provided with one (1) storeroom as follows: • Storerooms for the north units on all levels are 4.2m^2 in area but due to a possible duct being located in this area, the effective area slightly reduces to 3.9m^2. • Storerooms for the south units on all levels are 5.0m^2 in area but due to a possible duct being located in this area, the effective area slightly reduces to 4.6m^2 in area. • Storerooms for the undercroft are 4.6m^2 in area. As per above, there are minor variations proposed to: • The doors to the storerooms on the southern side of the undercroft are required to open inwards.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
		• The size of the area of the storerooms which are required to be 5m^2 in area. The proposed development satisfies the relevant Design Principle P2.1.6 of Clause 2.1 of Part C of the R-Codes Volume 1 for the following reasons: • The doors to the southern undercroft storerooms are located on the longest side of the store. This makes most of the storeroom space functional with minimal impact. • The proposed development, including the size of the storerooms, has been designed to accommodate the intended user (retirees). • The storerooms are integrated into the design of the development and screened from view.
Clause 2.2 – Solar Access and Natural Ventilation	• C2.2.1 Windows and Openings o Area F W15 Window less than 10% of floor area.	Window W15 within Units 5, 10, 22 and 34 has an openable area of 5.28m^2 (including the openable door and openable window above the door). Bedroom 2 of these units has an area of 14.19m^2. Therefore, the Window W15 is compliant with Deemed-to-Comply Requirement C2.2.1 of Clause 2.2 of Part C of the R-Codes Volume 1.
Clause 2.3 – Parking	• C2.3.2 – motorcycle/scooter parking (multiple dwellings) o Please provided a design principle assessment for the City to consider or amend plans to be compliant. • C2.3.4 – visitor parking o Please provided a design principle assessment for the	In accordance with Deemed-to-Comply Requirement C2.3.2 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require the provision of 4.1 motorcycle / scooter parking bays. In accordance with Deemed-to-Comply Requirement C2.3.4 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require 11 visitor parking bays. This proposal includes no new visitor parking bays to be constructed. In accordance with Deemed-to-Comply Requirement C2.3.6 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require 20.5 resident bicycle parking spaces and 4.1 visitor bicycle parking spaces. The proposal includes ten (10) resident bicycle parking spaces and two (2) visitor bicycle parking spaces.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
	City to consider or amend plans to be compliant. • C2.3.6 – Bicycle bays (multiple dwellings) o Please show location of bicycle bays for occupants and visitors or provided a design principle assessment for the City to consider.	The proposed development satisfies the relevant Design Principles P2.3.2 of Clause 2.2 of Part C of the R-Codes Volume 1 for the following reasons: • Each unit is allocated one (1) parking bay, which is provided conditional on the occupant's commencement of residence at the site – occupants are not permitted to park a second vehicle at the site given the nature of the proposal. Occupants will not be permitted to park a motorcycle or scooter as a second vehicle within the allocated car parking bay. Therefore, additional motorcycle / scooter parking is not proposed, and the proposed occupant car parking supply is adequate for this type of development. • The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Occupants will have one parking bay per unit allocated within the ground floor parking area. Refer Traffic Impact Statement for further information. • Bicycle parking is provided at an appropriate rate for a development of this nature, having regard to the end user. A total of 10 spaces is provided within the ground floor of the development at a rate of one (1) space per 4.1 units. These are provided at a higher rate than the recently completed development in the north-western corner of the site which provided bicycle parking at a rate of one (1) space per 6.0 units. • Visitor bicycle parking is provided at the site at an appropriate rate and in a convenient location to enter the development. Based on the type of development proposal, the two (2) visitor bicycle parking spaces is sufficient.
Clause 2.4. – Waste management (multiple dwellings)	• Please provide a waste management plan prepared by suitably qualified person such as a	The Application is supported by a Waste Management Plan (**WMP**). The WMP indicates that bins will be collected from on-site via a footpath adjacent to the bin store enclosure. The area will be flat. The waste

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
	waste management consultant. The city would like to know the distance from the truck parking area to the proposed bin storage bay, and whether City's drivers will be required to wheel the bins directly from the bin storage area to the street. Additionally, is it a flat platform?	vehicle will reverse into the southern access point, collect the bins and then drive out of the site in a forward moving gear.
Clause 2.5 Utilities	• Nil set back to 2A substation & 2B Tank/Pump Room. Is 2B Tank/Pump Room to be built as part of this development and how will it be integrated into the future development? The City is not supportive of the nil setback to the substation as it is not consistent with the streetscape and has not been integrated into the design of the building. The City also has concerns with stage 2B substation. How will this be integrated into future development.	The proposal includes the construction of the following utilities: • A new sub-station at the ground level below Unit 12 with a nil setback to Worley Street. • A new site fire pump and fire tank room with a 1m setback to Worley Street. • A new site water pump set back 9.4m to Worley Street. A fence will be constructed to link these structures together and to secure the site with a new vehicle gate that will be constructed to a standard to match the existing fence on Worley Street and secure the site. The location of these utilities has been carefully planned to ensure the location and design meets the relevant service authorities (Western Power, Water Corporation and Department of Fire and Emergency Services) access requirements. Noise impacts from these utilities will be mitigated by the masonry / facebrick enclosure.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
		The use of masonry / facebrick work will match the proposed development as well as other residential structures in the surrounding area. Additionally, these structures will be constructed to a standard that will permit future development to be built over the top of these structures. This means that these utilities can be integrated into future development, mitigating any perceived visual impact on the streetscape. In addition, it is the proponent's intent that that public art will be integrated into the façade of the buildings (sub-station, water pumps and fire pump buildings) to further mitigate any perceived streetscape impacts. Therefore, the proposal satisfies the Design Principles P2.5.1 and P2.5.2 of Clause 2.5 of Part C of the R-Codes Volume 1.
Clause 2.7 – Universal Design	• Please provide details how clauses 2.7.1 & 2.7.2 have been complied with.	All units will be designed to incorporate the following universal design principles: • Front door widths of 1.02m. • Internal doors typically 0.87m wide (and most being 0.92m). • Flush thresholds throughout the car park, front doors and balconies to improve ease of access. • No shower hobs included. • Minimum corridor widths of 1.0m. • Reinforced bathroom walls. • At least one (1) water closet per unit has 1.2m clearance in front of the toilet. • Removable carpentry below one (1) bathroom basin for possible future toe space. Based on the above, the proposed development will achieve universal design requirements to all units.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
Clause 3.3 –Street Setbacks	• C3.3.1 - The nil setback to the substation is not supported by the City. • C3.3.1 - Please show street setback to the 1st, 2nd & 3rd floors on the plans. Please provided a design principle assessment for the City to consider or amend plans to be compliant if the setback is less than2m. • C3.3.1 – The nil setback to Unit 405 balcony is not supported. Please provided a design principle assessment for the City to consider or amend plans to be compliant. • C3.3.1 – The eave is considered to be a minor projection and should not project more than 0.75m into the street setback.	Table C of Part C of the R-Codes Volume 1 requires a minimum primary street setback of 2m to Worley Street. The proposed development incorporates a nil setback to the sub-station, 1m setback to the fire pump structures, a nil setback to the first floor Unit 12 Balcony. The remainder of the development provides compliant setbacks to Worley Street: • Ground floor storeroom – 2.7m. • Ground floor units and car park – 6.1m. • Ground floor water pump room – 9.4m. • Unit 24 - second floor balcony – 2.6m. • Unit 36 – second floor balcony – 2.9m. The proposed variations to the sub-station, Unit 12 balcony and fire pump structures satisfy the Design Principles under P3.3.1 and P3.3.2 of Clause 3.3 of Part C of the R-Codes for the following reasons: • The surrounding area is zoned and has a density permitting development up to R60, the same as the site. It is reasonable that in the future there will be developed in the surrounding area that incorporates similar setbacks to Worley Street. • The proposal includes new high quality landscaping between the building and the lot boundary, as well as within the Worley Street verge area. • The proposed reduced setbacks do not cause any visual privacy issues with occupants of the development or on adjoining sites. • No parking is proposed within the front setback area. • Setbacks between the building and the street permit the laying of services underground to connect to the proposed sub-station. • The location of the sub-station is required to be set back nil with Worley Street to address Western Power requirements. Therefore, the location of the sub-station cannot be modified.

City of Melville Part C R-Codes Volume 1 Assessment		Design Principles Response / Assessment
		• The portions of the development that will incorporate a nil setback do not present a significant building bulk to the street – being limited to part of the ground floor and part of the first floor balcony. • The proposed first floor balcony will provide an activated streetscape edge, above ground level which will provide passive surveillance to the street. • The Worley Street interface includes major openings (including balconies), public art and high quality landscaping to mitigate any perceived impacts to the streetscape. • The Worley Street façade incorporates the use of strong vertical and horizontal architectural design elements to break up building bulk.
Clause C3.7.7 – Sightlines - Refer to LPP 1.6. for amended deemed-to-comply and design principles.	• Please ensure the development complies with sightline requirements outlined in LPP 1.6.	The proposed development includes the replacement and relocation of the southern gate to Worley Street. The new gate will be set back approximately 6m from the street. Therefore, sightlines will be compliant with the requirements of Deemed-to-Comply Requirement C3.7.7 of Clause 3.7 of Part C of the R-Codes Volume 1. Sightlines will comply with the relevant requirements of the Australian Standards. It should be noted that the northern gate is existing and will not be modified as part of this development. Rather the proposed fencing will tie into the existing fence to the northern gate.

Stage: Preliminary Review		Project: 40-44 Worley St, Willagee (Retirement Village)	Date: 18/11/25			
Item	**Section**	**Commentary**	**Information Sufficient**	**Impact of Deficiency**	**Officer review comments**	**Applicants comments**
Proposed development			Y	None		
existing land uses	3.1	Aerial map in Figure 7 clearly shows existing residential buildings, representing most likely 10 attached dwellings. This should be confirmed with the existing Site Management for completeness	Y	Negligible		There are 10 existing dwellings to be removed to facilitate the proposed development.
proposed land use	4.1		Y	None		The Application proposes works only; there is no land use component.
context with surrounds	3.1	Consistent with existing and nearby residential uses	Y	None		Noted.
Vehicular access and parking access			N	Significant		
access arrangements	A1	Access arrangements are shown in Appendix 1 and Appendix 3 layouts but not described in the text. The Area F and G developments each have access to a single internal road, which simplifies the arrangement, but this should be made explicit. **No discussion of access controls to each building car park - particularly important if on-site parking by visitors is permitted.** The upgrade of the southern crossover to an intersection standard resulting in reduced amenity for pedestrians - consider reducing the prominence of the internal road access by retaining clear pedestrian priority at the interface.	N	Minimal	Agree	Access to the ground floor car park is provided by the southern adjoining access point. This access is for residents only. The intent is that visitors will be able to use the Worley Street parking bays. A survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Refer Traffic Impact Statement for further information.
public, private, disabled parking set down/pick up	4.2	On-site provision of 44 parking bays could be considered acceptable, given the additional supply of communal visitor parking. However, to justify this requires additional information, as follows: - where are these bays located - how many are there - what uses do these bays serve - will they be sufficient to support the ultimate development There are 44 parking bays assigned to 42 units - information is needed regarding the allocation of these bays - either to individual units (under a Strata arrangement or Community Title arrangement), or another management regime. The above information should be shown on a Parking Management Plan overlay for the combined Site	N	Significant	Agreed. A parking management plan is required.	The updated Traffic Impact Statement includes a Parking Management to detail the allocation of resident bays and location of visitor parking within in the Worley Street road reserve.
Service vehicles (non-residential)			N/A			
access arrangements			N/A			N/A
on/off-site loading facilities			N/A			N/A
Service vehicles (residential)	4.5	TIS states that service / delivery will occur on-street or in designated loading bays. These should be shown on a Parking Management Plan overlay.	N	Minimal	Parking management plan is required for review. This must also include	The proposal includes two (2) service bays within the ground floor car park. The updated Traffic Impact Statement includes a Parking

Stage: Preliminary Review		Project: 40-44 Worley St, Willagee (Retirement Village)	Date: 18/11/25			
Item	**Section**	**Commentary**	**Information Sufficient**	**Impact of Deficiency**	**Officer review comments**	**Applicants comments**
					visitors parking bay.	Management to detail service bay allocation and deliveries.
rubbish collection and emergency vehicle access	4.5	Waste collection from on-street or in designated loading bays. These should be shown on a Parking Management Plan overlay.	N	Minimal	The City requests a waste management consultant to be provided see comments in email under clause	The modified Application is supported by a Waste Management Plan. Waste will be collected on-site from the southern internal access road abutting the development / bin store enclosure.
Hours of operation (non-residential only)						
Traffic volumes			N	Significant		
daily or peak traffic volumes	4.6	The trip generation rates used are generally in-line with expectations, but it is noted that the TIS states only the source document, not the land use classification. This should be included to ensure that the category aligns with proposed use. A diagram showing the proposed Stage 3/4 development traffic on each of these internal roads and the ultimate (Stage 9) traffic flows for the fully-developed Site would assist in determining impacts. While the development is proposed to be undertaken in stages, the traffic impact of this development should be considered holistically, considering all stages together. That will allow the City to identify whether any specific interventions are needed to support the proposal.	N	Significant	Agreed. Incorrect traffic generation numbers provided in table 17 of the TIS. (Sec4.6)	Refer updated Traffic Impact Statement.
type of vehicles (for example, cars, trucks)	4.5	Information sufficient given the proposed uses	Y	None		Noted.
Traffic management on frontage streets	-	No information provided	N	Negligible	N/A	N/A
Public transport access			N	Minimal		
nearest bus/train routes	3.5	Local stop locations and bus routes should be shown on a map	N	Minimal	Agreed	Refer updated Traffic Impact Statement.
nearest bus stops/train stations	3.5	Local stop locations and bus routes should be shown on a map	N	Minimal	N/A	Refer updated Traffic Impact Statement.
pedestrian/cycle links to bus stops/ train station	3.5	Local stop locations and shortest route path should be shown on a map, illustrating the legible path to the stop/station. However, accessibility mapping is appreciated	N	Minimal	Agreed	Refer updated Traffic Impact Statement.
Pedestrian access/facilities		The target demographics indicate a range of active modes and mobility needs, including recreational walking and cycling, gophers and other mobility devices. Consideration for access and safety of residents is more important in this context. Additional commentary is recommended for connections to and along Worley Street.	N	Significant	Public transport needs to be supported more in the report. The connections between different modes of transport and the routes require further investigation.	In terms of access, footpaths within the site (on the northern side of the development to the main entrance of the building) will be a minimum of 1.5m in width. We are advised that residents will usually have a private car or an e-bike or mobility vehicle – not usually both types of vehicle. Therefore, there is not

Stage: Preliminary Review		Project: 40-44 Worley St, Willagee (Retirement Village)		Date: 18/11/25		
Item	**Section**	**Commentary**	**Information Sufficient**	**Impact of Deficiency**	**Officer review comments**	**Applicants comments**
						an evident need to provide both parking options for residents. Notwithstanding this, there are a number of stores that have been provided on the ground floor for residents to access which might provide the opportunity for residents to store mobility vehicles.
existing pedestrian facilities within the development (if any)	-	No discussion included	Y	Negligible	Discussion around existing pedestrian facilities within the development is required	The pedestrian network has been designed to connect to the existing footpaths within the site. A legibility plan is provided within the updated Architectural Drawings.
proposed pedestrian facilities within development	A1	Provision is clearly shown on-site, but not discussed in text.	Y	Negligible	Agreed	Refer above.
existing pedestrian facilities on surrounding roads	-	No discussion included - recommend embedding in crossover interface and walk to bus stop/activity nodes sections.	N	Significant	Agreed	The Traffic Impact Statement has been modified to describe the existing footpath network in the surrounding streets.
proposals to improve pedestrian access	-	No discussion included - recommend commentary on connections to Worley Street infrastructure	N	Significant	Agreed	Pedestrian connections to the existing Worley Street footpath network is provided.
Cycle access/facilities		The target demographics indicate a range of active modes and mobility needs, including recreational walking and cycling, gophers and other mobility devices. Consideration for access and safety of residents is more important in this context. Additional commentary is recommended for connections to and along Worley Street.	N	Minimal	The Pedestrian connectivity is only vaguely mentioned. This is an area that needs to be delved into further and in more detail.	Refer above.
existing cycle facilities within the development (if any)	-	Redevelopment subsumes existing, no relevance to proposal	N/A	None	No comments	N/A
proposed cycle facilities within development	4.4	There appears to be sufficient provision on-site for this particular use - when considering opportunities for private storage	Y	Negligible	Agreed	Noted.
existing cycle facilities on surrounding roads	3.6	References some existing routes, but not the frontage street. Recommend showing the PBN map and LTCN map to provide reference.	N	Minimal	Agreed	The Traffic Impact Statement has been modified to include maps of the Perth Bicycle Network and Long-Term Cycle Network.
proposals to improve cycle access	-	Not considered necessary for this scale of development	N/A	Negligible	No comments	N/A

Stage: Preliminary Review	Project: 40-44 Worley St, Willagee (Retirement Village)		Date: 18/11/25			
Item	**Section**	**Commentary**	**Information Sufficient**	**Impact of Deficiency**	**Officer review comments**	**Applicants comments**
Site specific issues	4.8	Car park design changes required to support function. Identified issues are considered to be manageable. Recommend consideration for access crossover design, priority pedestrian crossings of private roads.	Y	Minimal	A DWG of the proposed parking areas will be required for review. This should include crossover design with levels and pedestrian crossing opportunities.	A DWG file of the updated Architectural Drawings is provided with the submission. Existing crossover locations are retained with pedestrian connections improved.
				Significant	Visitors parking shortage must be addressed. There is no guarantee that future developments will go ahead or if there will be space for a consolidated visitors parking bay. Each stage must have their own visitors bay.	Each stage will need to address visitor parking at the time of the Development Application. Future stages are not proposed within this Application. For this stage of development, it is intended that resident parking is provided within the ground floor space within a secured location. The existing on-street parking bays on Worley Street are demonstrated to be mostly available at all times of the day (as demonstrated by the updated Traffic Impact Statement and parking study). Therefore, these bays will be used for visitor parking for the development.
Safety issues			Y	Minimal	Accessible parking bays are required to be addressed.	ACROD bays will be provided as required by the relevant Australian Standards and NCC.
identify issues	3.3	No existing road safety issues identified	Y	None	No comments	N/A
remedial measures	-	No significant road safety issues anticipated to require remediation.	Y	None	As above	N/A
Conclusion	1	Exec Summary provides effective summary of content	Y	None	No comments	N/A

Gary Batt & Associates
Architects

8 April 2026
Chief Executive Officer
City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Attention: Ms Kate Bainbridge – Manager Statutory Planning and Building

Dear Ms Bainbridge,

Application for Development Approval – Amended Town Planning Statement
Lot 100 (No. 40) Worley Street, Willagee – Weeronga Retirement Village

Gary Batt Associates Architects (**GBA**) acts for Alchera Living with respect to the Application for Development Approval proposing additions to an existing Retirement Village (**Application**) at Lot 100 (No. 40) Worley Street, Willagee (**site**). The site corresponds to the existing Alchera Living Weeronga Retirement Village.

We are writing in response to the City of Melville (**the City**) Request for Further Information dated 24 March 2026. Please refer below our response to each item. In addition, please refer to the enclosed:

- Modified Architectural Drawings.
- Updated Landscape Plan.
- Sustainability Strategy.
- Updated Waste Management Plan.
- Applicant Response to Design Review Panel No. 2.

Solar Access and Natural Ventilation

The modified architectural drawings include a window schedule which confirms where bathrooms are located abutting an external wall of the building will have openable windows for ventilation. The windows comply with the requirements of Deemed-to-Comply Requirement C2.2.1 of Clause 2.2 of Part C of the R-Codes Volume 1 in that the area of the glazing (0.942m^2) is at least 10% of the room area (8.16m^2).

Parking

Deemed-to-Comply Requirement C2.3.1 of Part C of the R-Codes requires occupant parking to be provided in accordance with Table 2.3a, which requires a total of 41 bays for residents. The proposal is compliant with this requirement, with 41 resident bays provided. One (1) parking bay will be allocated to each unit.

We understand that the City's concern is primarily in relation to the provision of visitor parking bays. In accordance with Deemed-to-Comply Requirement C2.3.4 of Clause 2.3 of Part C of the R-Codes Volume 1, the proposal would require 11 visitor parking bays. This proposal includes no new visitor parking bays to be constructed.

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There are currently 20 on-site visitor parking bays provided in the northern portion of the site which are in proximity to the proposed development. This northern car park is underutilised and available for visitors to use. Additionally, there are 13 on-street parking bays and two (2) on-street motorcycle bays immediately abutting the site on Worley Street which are available for visitors to use. A Parking Survey was undertaken by Premise as part of its Transport Impact Statement. The Parking Survey indicates there is sufficient capacity within the existing on-street parking bays on Worley Street to accommodate visitor parking for the proposed development. The Parking Survey indicates that between three (3) and six (6) bays are occupied, with most dwell times less than 30 minutes on any given day.

As detailed within the Transport Impact Statement (Section 4.4), the internal car park is designated for the exclusive use of residents. Secure access controls (such as a remote controlled gate or key-fob entry) will be implemented at the parking interface to restrict unauthorised entry. Therefore, the internal parking area will not be accessible to visitors. As per Section 4.11 of the Transport Impact Statement, visitors will have access to the northern car park and the on-street parking on Worley Street.

On the basis of the above, the proposed development satisfies the Design Principle P2.3.2 under Clause 2.3 of Part C of the R-Codes.

In relation to universal access parking. We have undertaken a review of the existing ACROD parking facilities at the site and we note there is one (1) existing ACROD bay in the north-eastern corner of the site between Units 71 and 72 and two (2) within the basement of the Reserve Apartments in the north-western corner of the site. Therefore, we propose to construct one (1) new ACROD bay in the northern car park to accommodate additional universal parking facilities on-site. Alchera does not allocate ACROD parking bays for exclusive residents as these are not generally required or utilised by residents. Therefore, we are not proposing any allocated ACROD parking.

Street Setbacks

The previous design included a nil setback to the substation and 1m setback to the fire pump room. These setbacks are provided in lieu of the 2m requirement under Deemed-to-Comply Requirement C3.3.1 of Part C of the R-Codes.

We have undertaken further discussions through our electrical consultant, and we have engaged further with Western Power regarding the services. As a result of these discussions, we have been advised that Western Power will accept a partial setback of the substation from the street of 2.6m. Additionally, we have increased the setback to the fire pump room to 2.755m.

As a result of increasing the setbacks, the substation and fire pump room setbacks are now compliant with the Deemed-to-Comply Requirement C3.3.1 of Part C of the R-Codes. All upper floor setbacks to Worley Street are also compliant with the street setback requirement.

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Design Review Panel Comments

We have undertaken a thorough review of the City's Design Review Panel recommendations from the 4 March 2026 meeting. Please refer enclosed **Applicant Response to Design Review Panel No. 2**.

Landscape Plan

The Landscape Plan has been updated to clearly illustrate that the two existing trees within the Worley Street verge area will be retained. Tree protection zones will be established around these trees during construction, and this would normally be addressed through a Construction Management Plan as part of the building permit process.

In relation to the existing trees within the front setback area between the proposed building and Worley Street. The proposal included the removal of existing on-site trees between the proposed development and Worley Street. It was our position that the existing trees could not be retained because we must lay new in-ground services in this location to facilitate the existing and proposed development (noting the proposed fire water tanks are required for the existing and proposed development).

We are unable to realign the proposed in-ground service locations. However, given the increased substation setback to Worley Street, we are committed to undertake arborist investigations of the existing trees to determine whether these trees can be retained. Therefore, we request that a condition be imposed on any development approval which requires an arborist report to be undertaken to determine whether the trees can be retained due to the laying of new services in this location and if the trees cannot be retained, then they are to be replaced by a suitable sized tree in another location on-site and be of a suitable species to the satisfaction of the City of Melville.

Plan Discrepancies

We acknowledge there was a discrepancy between the submitted architectural drawings and landscape plan. This has now been corrected and both drawings are consistent. Please refer the enclosed **Modified Architectural Drawings** and **Updated Landscape Plan**.

Waste Management Plan

The Waste Management Plan has been updated to reflect the latest drawings and the City's comments. The WMP now includes an operational requirement that the bins and bin enclosure are to be cleaned on a regular basis to prevent odours and pests. Refer enclosed updated **Waste Management Plan**.

Conclusion

We trust the above information satisfies the City's Request for Further Information to allow a favourable recommendation to the Development Assessment Panel.

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Please feel free to call me on 0412 992 411 with any queries or if you require further information

Regards



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DAP-2025-9 40-44 Worley St, Willagee

Submission No.	Comments	Applicants' response
1	The only major concern we have is traffic, the current situation of access from Archibald St to turn right on to North Lake Road is dangerous and will only get worse. I did see a proposal some years ago for traffic lights to me placed at the intersection, where is this at ?.	The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network. The TIS does not indicate that the proposal warrants installation of traffic signals at the intersection of Archibald Street and North Lake Road.
2	My first thought is that the height of the development will look out of place when surrounded with much lower buildings. I suggest this be restricted to three or even two storey buildings. This would blend with the other buildings in the area. They are too close to the rear units in the Winnacott Gardens complex.	Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as an area suitable for increased residential density and diversity. The density coding within the suburb ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site's central location abutting the Neighbourhood Centre and Winnacott Reserve makes it a prominent and logical location for the type of infill and higher density development envisaged by the Structure Plan and the Archibald Hub Policy Area. The established local planning framework anticipates that the existing area will gradually transition to more diverse and compact housing forms over time. The proposal responds directly to this intended future character rather than the historical development pattern.
3	Increasing density to this area will cause havoc on the foot and vehicle traffic.	Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified has having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area.
4	No visitors park, land scaping looks woeful short and virtually non-existent, Willagee is a low rise suburb not a high rise infill to suite greedy developers, and it backs on to a playing field, so there needs to be a caveat put on that they can not complain about noise, they moved there they have to accept on game days it noise.	The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Residents will have one parking bay per unit allocated within the ground floor parking area. Refer Traffic Impact Statement for further information.
5	I will not be impacted by the proposal. I walk my dog at the park and if the development is as nicely done as the other apartment building overlooking the park I see no issues. Though if we have an influx of more mature people maybe we could get a few more nice restaurants and a wine bar in Willagee.	Noted.
6	I support the proposal. Good access to recreation areas next to the oval. Easy access to local shops. Gives retirees choice to live in apartments with low maintenance/lock & leave lifestyle to enable travel easily	Noted.

Submission No.	Comments	Applicants' response
7	I do not support more densifying of Willagee, with infrastructure not supported. There is enough congestion as it is now and we will soon look like the new areas with not enough space for trees and green areas.	Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified has having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area. The proposal has been modified to retain vegetation where possible and supplemented with new high quality landscaping.
8	Increased traffic - peak traffic times it can often take 5 plus minutes to exit our driveway. With an extra 42 apartments we can expect larger traffic volumes. No easy turning out of Willagee - there are no traffic lights or easy turn points to enter/exit the suburb as is. Creating more traffic is not an option. Adverse affect on use of our property - apartments overlooking other households. I do not want 4 storeys of people looking directly into my property. Sunlight and overshadowing concerns. Parking is inadequate - one bay per unit where all units are 2 bedrooms, where will secondary cars park? Let alone visitors - there is no on street parking on Archibald street and minimal on Worley St. Not adequate parking within the proposed development for visitor parking. Archibald shops you cannot get parking at peak times as is, how will it be prevented that more residents\visitors are not parking there full time. Adverse streetscape - 4 story buildings would not suit the current area. All dwellings around the proposed site are single or 2 storey at most. There will be no privacy. I ABSOLUTELY OPPOSE THIS PROPOSAL. There is nothing good for the local community. It will over run the area, provide increased traffic, have adverse affects on our properties (overlooking and privacy concerns as well as overshadowing and reduced sunlight on our properties), adversely affect infrastructure which is currently over capacity and overall does not fit within the current streetscapes.	The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network. The proposal is compliant with visual privacy requirements of the R-Codes Volume 1 Part C. The proposal is supported by an overshadowing diagram which demonstrates that the proposal will not have an adverse overshadowing impact on adjoining development both within and outside of the site. This is because the southern side of the development is occupied by an internal road. Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified has having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area. Service infrastructure will be upgraded where necessary to facilitate the construction and operation of the development.
9	How many car parking bays are being provided on the ground level of each tower and will each vehicle bay be provided with an Electric Vehicle Charging point linked to their Western Power meter for recovery of costs .(this pro active EVC point is now being included in high rise Strata complexes)? 2: How many car parking bays:	1. A total of 43 vehicle parking cars are provided, including 41 resident bays and two drop-off / service bays. Access is proposed via existing crossovers to Worley Street, minimising disruption to the existing vehicle network. In relation to the provision of EV charging points within the development, the proposal will comply with the relevant NCC and Australian Standards at the time of construction.

Submission No.	Comments	Applicants' response
	with EVC points will be provided for residents in the high rise Level 1 Parking to accommodate Residents who have an additional vehicle or Motor Cycle and Visitors ?; and how many will be provided for Visitors for both high rises and where are they located? 3: Where are the Car Washing bay/s to be located so ALL residents of Weeronga have approved drained location to wash vehicles? 4: I note what appears to be very noticeable angled Solar panel stands on the rooves of the two Apartment Blocks; are these to be used to provide power to all Apartments in the block or just for communal services..i.e. lifts; and should these panels not be hidden from the road (visual pollution) .? 5: The main Gate No 1 is very badly designed; in that when exiting , drivers of cars; rubbish trucks and the other delivery vehicles can not see the prams/ cycles / wheelchairs and pedestrians coming up the path from the Winnacott Reserve end. This exit needs redesigning with the concrete path directed to the Kerb and match up with the new too small width path leading to Archibald Street. The installation of a Mirror on a pole would also be beneficial to save the near misses which now occur and will be worse when more vehicles will be using the entry point . 6: When Gate No 3 is introduced at the Winnacott Reserve end, those using that Exit point will have a similar issue as Gate No 2; but looking for pedestrians etc on the Drivers RHS. I believe these traffic issues need to be actioned and pedestrian path between current gates 1 and 2 should be widened , as occurred in Archibald Street 2023/2025, to accommodate all users and not just pedestrians. These works would of course mainly be City of Melville responsibility but essential with a large increase in vehicle traffic in the Village and families with children	2. The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. 3. There is no requirement to provide car washing bays for this type of development. 4. It is intended that the solar panels will provide power to the common spaces for the benefit of all occupants of the site. Rooftop mounted solar PV panels will be screened from view from the surrounding areas, if required. Provision of solar will be subject to Western Power approval since there is already a total of 30kw solar systems provided at the site. 5. The gatehouse to the south of the proposed development will be replaced and modified to be set back 6m from the lot boundary as part of this proposal. The northern gatehouse will remain as is. 6. No proposed modifications to the Worley Street footpath are proposed as part of this Application. It is our view that the proposed development does not warrant an increase of width of the footpath and this is evident by the Traffic Impact Statement which does not recommend this be carried out. 7. Waste collection will be carried out in accordance with the proposed Waste Management Plan that supports this Application. 8. The proposal has been modified to retain vegetation where possible and supplemented with new high quality landscaping. 9. There are no proposed modifications to the northern-most gate on Worley Street. The proposal will rely solely on the two centrally located access points.

Submission No.	Comments	Applicants' response
	repopulating Willagee and using Worley Street to access the Reserve. . 7: There does not seem to be mentioned in what I saw on the plans; any mention of Rubbish Collection by the City in the large trucks and the location of the variety of Bins the Council now uses . This will apply to the existing numerous Bins we have and the new ones required for all the re development locations and ease of use of them by residents. 8: There seems also no mention in the plans of the retention of numerous trees that are currently on site ; some of great height; and the need to preserve these if at all possible . What is the situation here ? 9: I would also suggest that Gate No 3 is opened and the new metal gate on site is installed asap to reduce traffic all being pushed to use Gate 1, when needing to enter the Current High Rise . This will ease traffic situations considerably .	
10	I am writing to object the proposed development cited above. Whilst I acknowledge the intent to provide retirement accommodation, I have significant concerns regarding traffic, parking provision and the cumulative impact on an already stressed local road network. The TIS acknowledges that the development will generate 154 vehicular trips per day, which it categorises as a moderate impact on the surrounding road network. While this may appear manageable in isolation, it does not adequately account for the cumulative effect of ongoing subdivision and infill development already occurring throughout the suburb. Local streets, including my own, are already heavily congested with extensive on-street parking reducing both visibility and access. Of particular concern is the proposal's parking shortfall. The TIS confirms that, under the Residential Design Codes, the development requires a minimum of 52 parking spaces, yet only 42 bays have been proposed resulting in a shortfall of ten spaces (noting an error appears to have been made in the TIS executive summary which cites 44 bays and miscalculates	The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network. In relation to car parking. The proposal requires 41 resident bays and 11 visitor parking bays. A total of 43 vehicle parking cars is provided, including 41 resident bays and two drop-off / service bays. The number of supplied resident bays is compliant. The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. As is standard practice, any Development Approval issued is likely to include a condition requiring car parking to be compliant with the relevant Australian Standard (being AS 2890). This will be confirmed at the detailed design stage of the project.

Submission No.	Comments	Applicants' response
	the shortfall as being eight bays). The report dismisses this shortfall on the basis of "demographic characteristics" and the "availability of nearby off-site parking within walking distance". This assumption is speculative at best. There is no guarantee that each dwelling will only own one vehicle, nor that visitor parking demand will be minimal (not to mention where staff are supposed to park). Any reliance on surrounding streets to absorb overflow parking will further exacerbate the existing congestion and negatively impact residents. I am not confident the traffic report has suitably even assessed this, given it neglected to include Denien Street at all in Sections 3.2 and 3.4 despite it being a centrally located street impacted by this development. Additionally, the TIS notes that compliance with AS/NZS 2890.1 has yet to be confirmed, which raises concerns that parking and access arrangements are being relied upon before their suitability has been demonstrated. It is also noted that no accessible parking bays are provided, despite the development being marketed as retirement housing. G O V E R N M E N T O F W E S T E R N A U S T R A L I A 2 Planning decisions should therefore consider real-world conditions and cumulative impacts, not just theoretical capacity assessments. In its current form, this proposal relies on optimistic guesses regarding car ownership, visitor demand and off-site parking availability,	
11	Local resident in the area. The roads around Willagee are already congested given proximity to Leach Hwy and North Lake Rd. Please don't add more chaos to the streets.	The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network.



KEY

- EXISTING BUILDING TO REMAIN
- DEMOLITION
- TREE REMOVAL

N

No.	Date	Revision	DRW
D	27.5.26	ROAD & C/PORT UPDATED FOR DA	GB
C	7.5.26	REVISED ISSUE FOR DA	GB
B	1.04.26	REVISED ISSUE FOR DA	GH
A	18.02.26	ISSUE FOR DA	GH

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

DEMOLITION PLAN

DRAWN BY: GB, GH, DK
CHECKED BY: GB
SCALE: N.T.S.
PROJECT No.: 301

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REV: D
DWG: A1.2

NEW CLUBHOUSE
FUTURE STAGE
10m HIGH

SWIMMING POOL
EXISTING

GYM
EXISTING

UNIT 68

UNIT 67

UNIT 66

EXISTING VILLAS
SINGLE STOREY

UNIT 63

UNIT 64

UNIT 65

PIAZZA & ACTIVITY CENTER
FUTURE STAGE

AREA F & G
CURRENT DA
14.7m HIGH

AREA E
FUTURE STAGE
14.5m HIGH

FUTURE
ACCESS
ROAD

VISITOR
BAYS

NORTH FACING BALCONIES

FUTURE STAGE AREA H
INTERNAL LIVING

LOBBY

INTERNAL
LIVING

BALCONIES FACING
STREET

CORRIDOR / MOVEMENT

N

No.	Date	Revision	DRW
C	7.5.26	REVISED ISSUE FOR DA	GB
B	30.4.26	REVISED ISSUE FOR DA	GB
A	1.04.26	ISSUE FOR DA	GB

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

POTENTIAL FUTURE
DEVELOPMENT PLAN 1st FLOOR

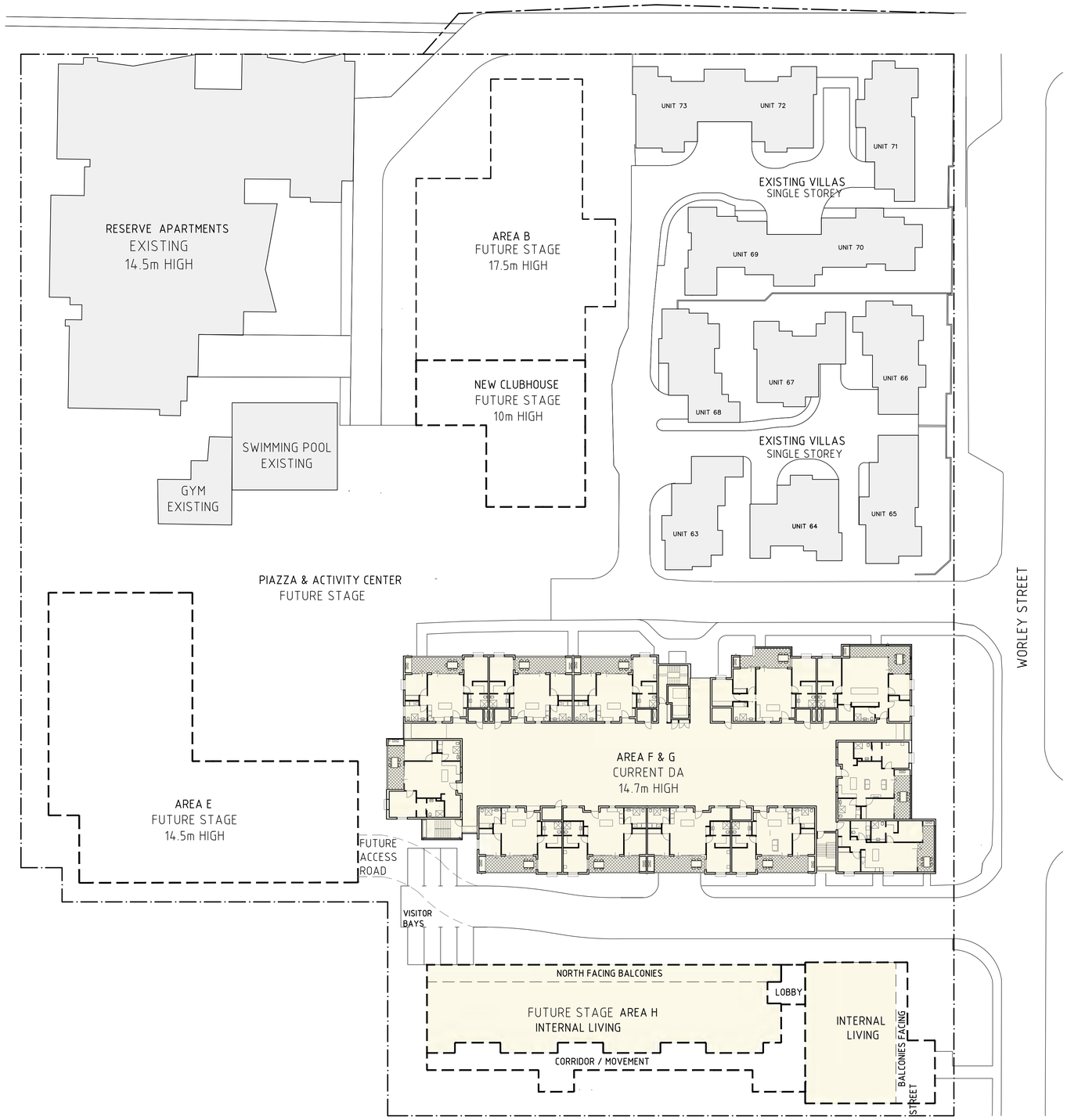
DRAWN BY: GB, GH, DK
CHECKED BY: GB

SCALE: 1:200 ON A1
PROJECT No.: 301

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REV: B
DWG: A1.3a

DISCLAIMER: THIS PLAN IS INDICATIVE ONLY OF POTENTIAL DEVELOPMENT THAT MAY OCCUR IN THE FUTURE. ONLY STAGES NOTED "CURRENT DA" ,FORM PART OF THE DEVELOPMENT APPLICATION



DISCLAIMER: THIS PLAN IS INDICATIVE ONLY OF POTENTIAL DEVELOPMENT THAT MAY OCCUR IN THE FUTURE. ONLY STAGES NOTED "CURRENT DA" ;FORM PART OF THE DEVELOPMENT APPLICATION

N

No.	Date	Revision	DRW
C	7.5.26	REVISED ISSUE FOR DA	GB
B	30.4.26	REVISED ISSUE FOR DA	GB
A	1.04.26	ISSUE FOR DA	GB

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

POTENTIAL FUTURE
DEVELOPMENT PLAN 1st FLOOR

DRAWN BY: GB, GH, DK
CHECKED BY: GB
SCALE: N.T.S. ON A1
PROJECT No.: 301

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REV: C
DWG: A1.3

7/05/2026 4:02:12 PM



KEY

- NEW PATH
- NEW LANDSCAPING. (SEE LANDSCAPE ARCHITECTS DRAWINGS)
- EXISTING SITE LEVEL

No.	Date	Revision	DRW
E	7.5.26	REVISED ISSUE FOR DA	GB
D	20.4.26	REVISED ISSUE FOR DA	GB
C	1.4.26	REVISED ISSUE FOR DA	GB
B	18.3.26	ISSUE FOR DA	GB
A	18.2.26	ISSUE FOR DA	GH

N

RETIREMENT VILLAGE
ALCHERA APARTMENTS

40-44 WORLEY STREET , WILAGEE

GROUND FLOOR & SITE PLAN

DRAWN BY: GB, GH, DK CHECKED BY: GB

SCALE: 1:200 ON A1 PROJECT No.: 301

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REV: E DWG: A2.0



FIRST FLOOR PLAN
Scale 1 : 200



SECOND FLOOR PLAN
Scale 1 : 200

No.	Date	Revision	DRW
D	20.4.26	REVISED ISSUE FOR DA	GB
C	1.4.26	REVISED ISSUE FOR DA	GB
B	18.3.26	ISSUE FOR DA	GB
A	18.2.26	ISSUE FOR DA	GH

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

FIRST & SECOND FLOOR PLAN

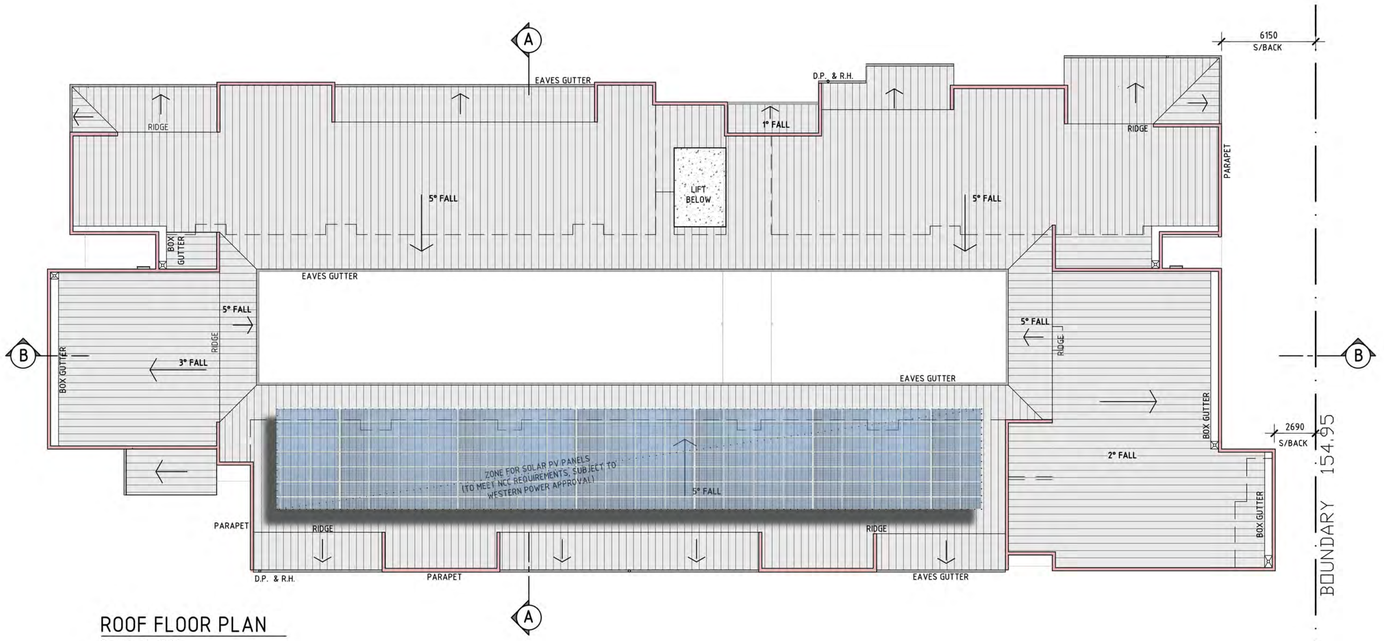
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PROJECT No.: 301

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REV: D
DWG: A2.1



THIRD FLOOR PLAN
Scale 1 : 200



ROOF FLOOR PLAN
Scale 1 : 200

No.	Date	Revision	DRW
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B	1.4.26	REVISED ISSUE FOR DA	GB
A	18.2.26	ISSUE FOR DA	GH

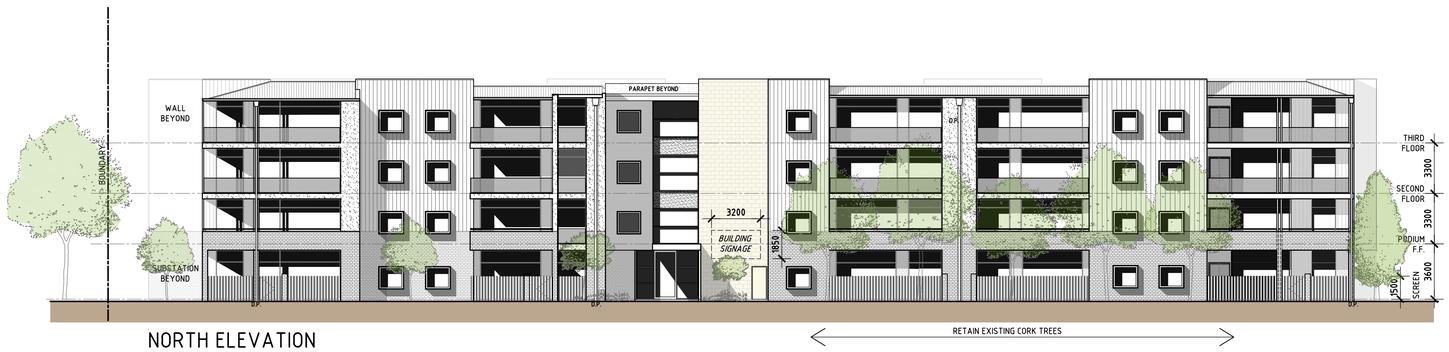
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

THIRD FLOOR & ROOF PLAN

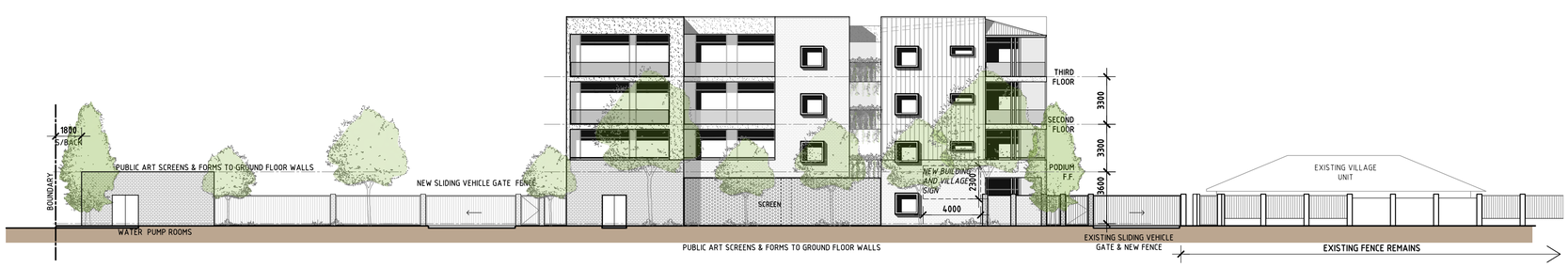
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SCALE: 1:200 ON A1
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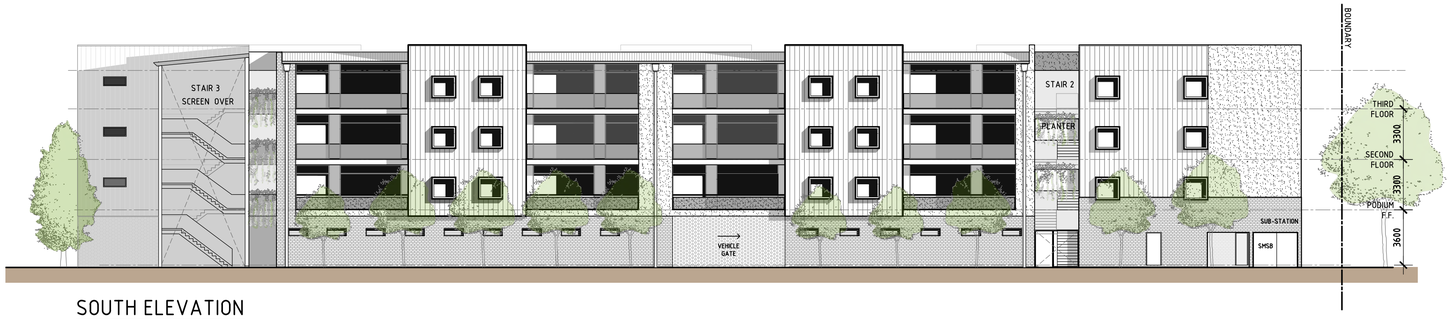
REV: C
DWG: A2.2



NORTH ELEVATION
1:200



EAST ELEVATION (STREET)
1:200



SOUTH ELEVATION
1:200



WEST ELEVATION
1:200

KEY:

- FACE BRICK
- ACRYLIC TEXTURE COAT RENDER
- RAISED SEAM COLORBOND
- STONE
- SCREEN
- 1000h GLASS BALUSTRADE
- 1000h OBSCURE GLASS BALUSTRADE
- 1500h ALUMINUM BATTEN SCREEN

No.	Date	Revision	DRW
D	20.4.26	REVISED ISSUE FOR DA	GB
C	1.4.26	REVISED ISSUE FOR DA	GB
B	18.03.26	ISSUE FOR DA	GB
A	18.02.26	ISSUE FOR DA	GH

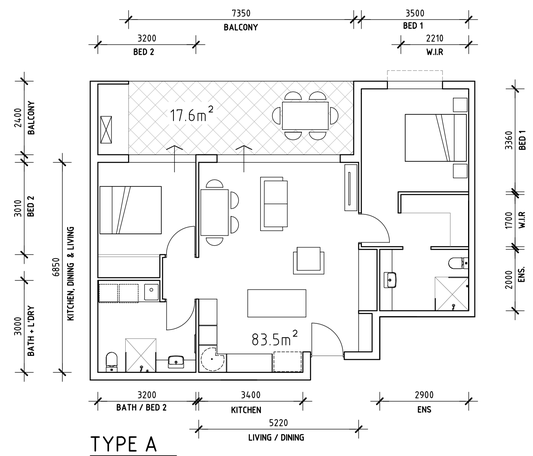
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

ELEVATIONS

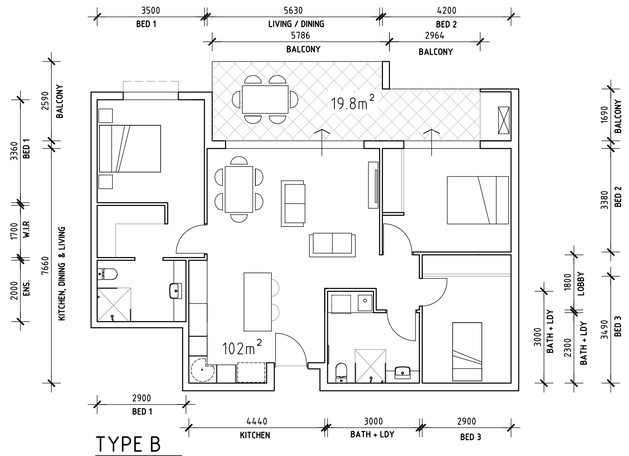
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CHECKED BY: GB, GH
SCALE: VARIES
PROJECT No.: 301

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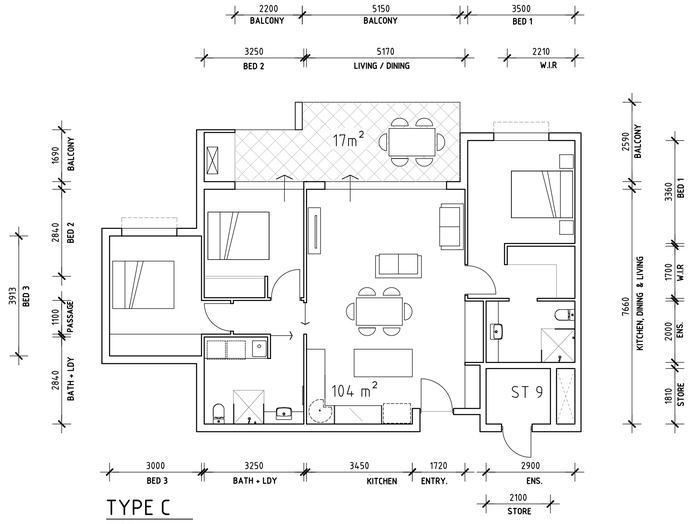
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DWG: A3.0



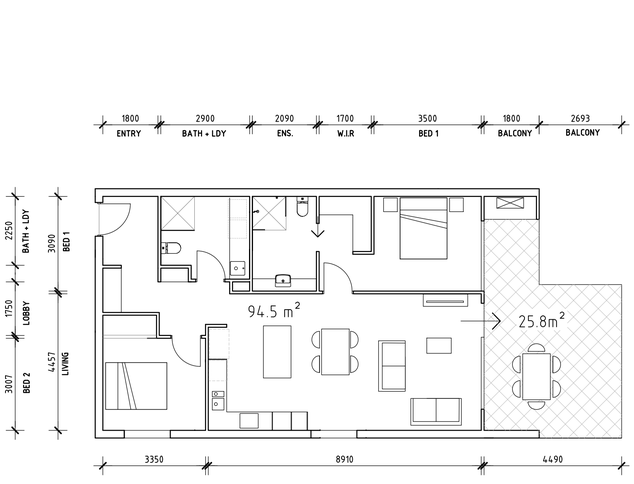
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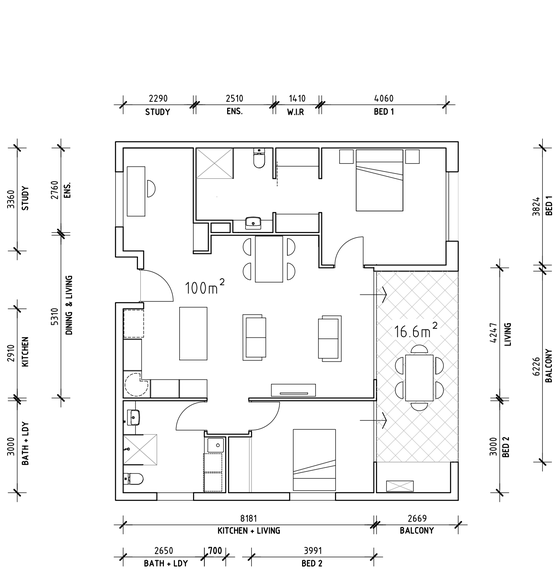
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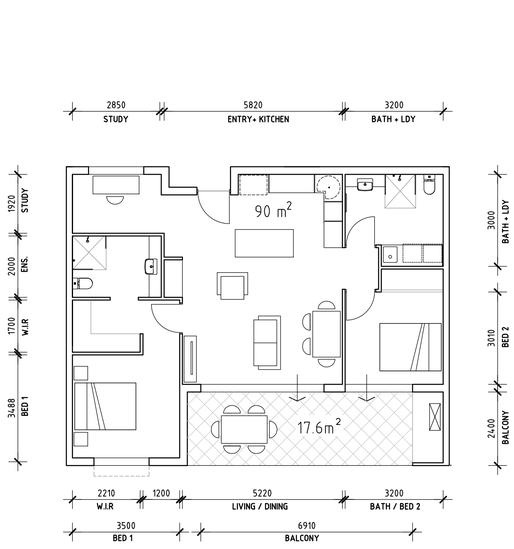
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TYPE D
1:100



TYPE E
1:100



TYPE F
1:100

No.	Date	Revision	
A	18.02.26	ISSUE FOR DA	GH

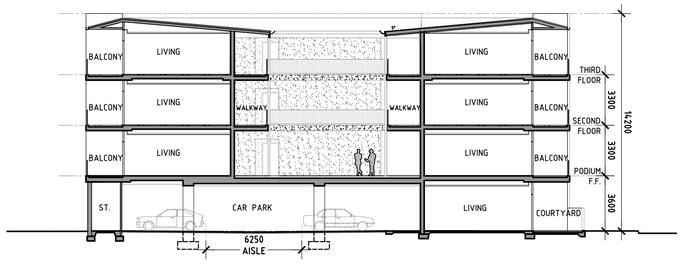
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

UNIT DIMENSIONED PLANS

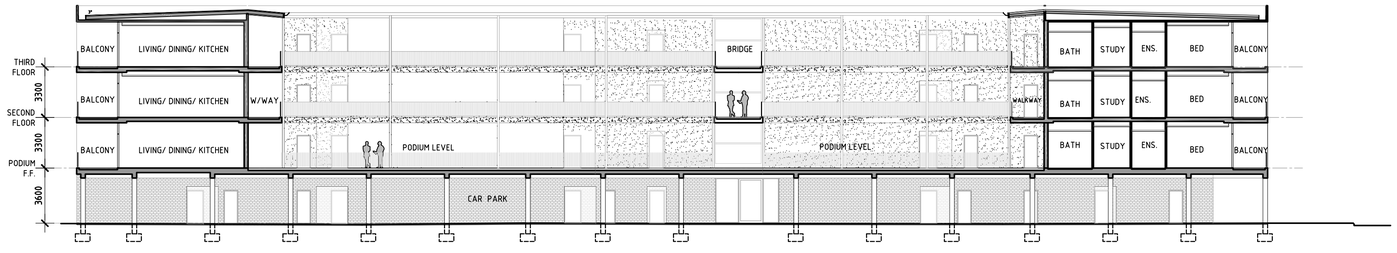
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CHECKED BY: GB
SCALE: 1:100 ON A1
PROJECT No.: 301

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REV: A
DWG: A2.3



SECTION A
SCALE: 1:200



SECTION B
SCALE: 1:100

No.	Date	Revision	
A	18.02.26	ISSUE FOR DA	GH

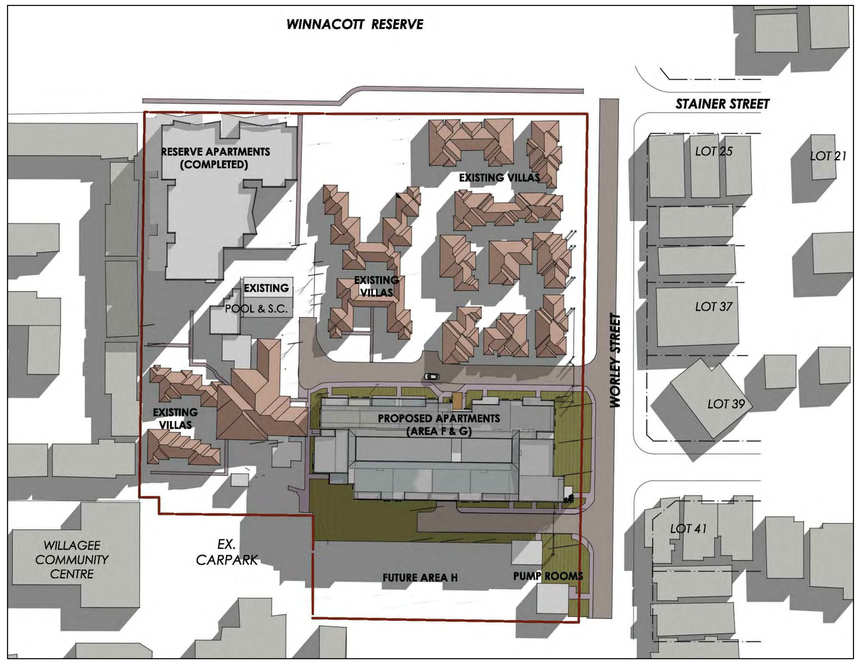
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ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

SECTIONS

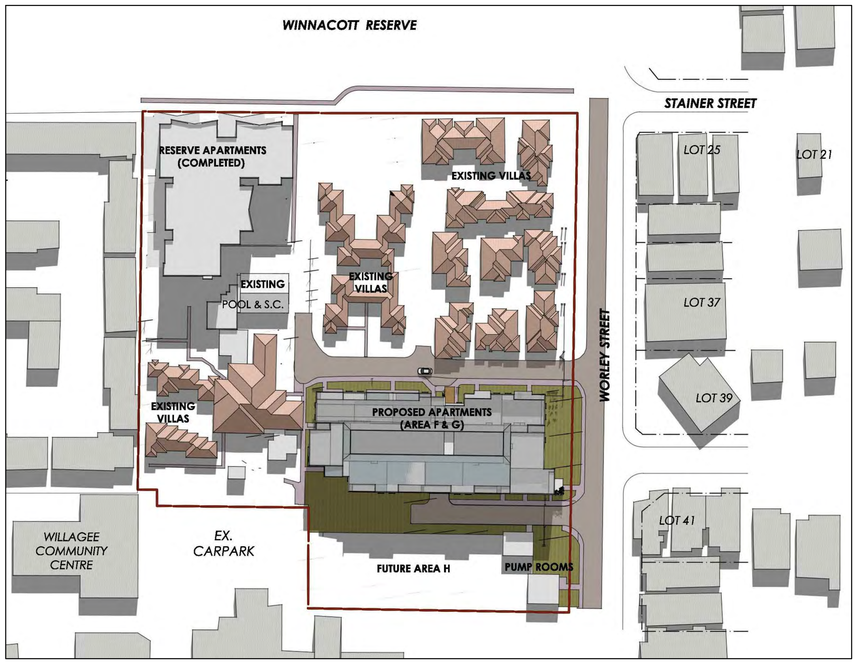
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CHECKED BY: GH
SCALE: AS SHOWN
PROJECT No.: 301

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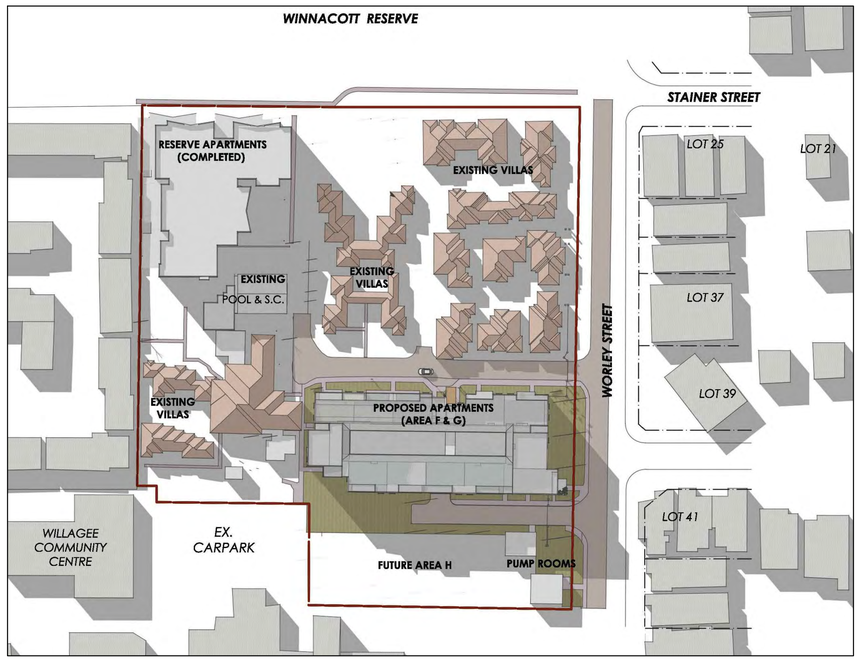
REV: A
DWG: A3.1



21 JUNE 9am



21 JUNE 12pm



21 JUNE 3pm

A	18.02.26	ISSUE FOR DA	GH
No.	Date	Revision	DRW

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

OVERSHADOWING DIAGRAMS

DRAWN BY: DK CHECKED BY: GB

SCALE: NTS PROJECT No.: 301

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REV: A DWG: A4.1



VIEW 1: AERIAL



VIEW 2: NORTH EAST



VIEW 3: NORTH



VIEW 4: SOUTH EAST



VIEW 6: WORLEY STREET VIEW



VIEW 5: PODIUM COURTYARD

C	23.4.26	REVISED ISSUE FOR DA	DK
B	1.4.26	REVISED ISSUE FOR DA	DK
A	18.02.26	ISSUE FOR DA	DK
No.	Date	Revision	DRW

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

3D RENDERS

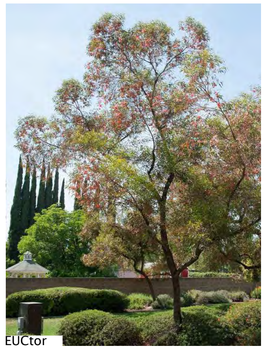
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CHECKED BY: GB
SCALE: NTS
PROJECT No.: 301

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REV: C
DWG: A4.0

REV	DATE	DWN	APP	DESCRIPTION
A	19.09.25	AC	KD	LANDSCAPE CONCEPT DESIGN
B	17.02.25	AC	KD	LANDSCAPE PLANTING PALETTE

PLANTING IMAGES - TREES


EUCtor


EUCvic


HYMfla


JACmim



LAGind


MELqui


PYRcal


OLEeur


CITlim

GROUND COVERS AND CASCADING


CAScou

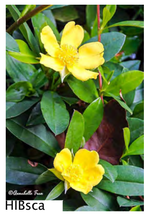

DICsil


EREblu


GREgin


HEMpun


KENpro


HIBsca


MYOpar


SCAhum

GRASSES, HERBS RUSHES AND SEDGES


CONcan


DIAeme


DIArev


FICnod


LIRjus


LOMtan


LOMnya

SHRUBS


PITmis


RHAori


SYZora


VIBden


WESaus


WESgre


LAVden


PIMfer

SHADE TOLERANT PLANTING


AJUrep


CORdus


DICrep


OPHjap


PHIxan


SANtri


VIOhed

FEATURE PLANTING

ANIfla

STRreg

ZAMfur

NOTES

1. GENERAL

1.1 DRAINAGE FROM THE RAISED PLANTER AREAS AND POTS TO BE PROVIDED BY BUILDER
1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.3 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.4 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 RAISED PLANTER AREAS AND POTS SHALL BE INSTALLED WITH APPROPRIATE DRAINAGE CELL, AGGREGATE AND GEOTEXTILE MEMBRANE BELOW SOIL.
2.5 FILL SOIL TO RAISED PLANTER AREAS AND POTS TO BE APPROVED LIGHTWEIGHT LANDSCAPE MIX.
2.6 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 PLANTING TO COURTYARDS TO BE IRRIGATED VIA DIGITAL TAP TIMER (INDIVIDUAL CONNECTION POINTS TO BE PROVIDED).
4.4 PLANTING ON ALL UPPER LEVELS TO BE IRRIGATED VIA BATTERY OPERATED VALVE (CONNECTION POINTS TO BE PROVIDED TO EACH LEVEL).
4.5 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.6 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.7 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.8 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.9 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
CITlim	Citrus limon	Eureka Lemon	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As Shown	100L
JACmim	Jacaranda mimosifolia	Jacaranda	As Shown	200L
LAGind	Lagerstroemia indica	White Crepe Myrtle	As Shown	100L
LAGtus	Lagerstroemia tuscarora	Pink Crepe Myrtle	As Shown	100L
MELqui	Melaleuca quinquenervia	Broad-leaved Paperbark	As Shown	100L
OLEeur	Olea europaea	Swan Hill Olive	As Shown	100L
PYRcal	Pyrus calleryana	Chanticleer	As Shown	100L
Groundcovers and Cascading:				
CAScou	Casuarina glauca 'Cousin It'	Cousin It	2/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	2/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
HEMpun	Hemiandra pungens	Snake Bush	2/m2	140mm
KENpro	Kennedia prostrata	Running Postman	2/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	2/m2	140mm
Grasses, Herbs, Rushes & Sedges:				
CONcan	Conostylis candicans	Grey Cottonheads	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
FICnod	Ficinia nodosa	Knobby Club Rush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
LOMnya	Lomandra 'Nyalla'	Nyalla	3/m2	200mm
Shrubs:				
LAVden	Lavendula dentata	French Lavender	3/m2	200mm
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhaplolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/m2	200mm
VIBden	Viburnum odoratissimum	Dense Fence	2/m2	200mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting:				
AJUrep	Ajuga reptans	Bungle weed	3/m2	140mm
CORdus	Correa 'Dusky Bells'	Dusky Bells	3/m2	140mm
DICrep	Dicondra repens	kidney plant	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
ANIfla	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L

kdla.
kelsie davies
landscape architecture

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LANDSCAPE CONCEPT DESIGN

JOB No. 0607 PAGE 100 REV B

ALCHERA LIVING WEERONGA - AREA F + G

LANDSCAPE CONCEPT IMAGES

GARY BATT ASSOCIATES
40 / 44 WORLEY STREET, WILLAGEE

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REV	DATE	DWN	APP	DESCRIPTION
C	18.02.26	AC	KD	LANDSCAPE CONCEPT DESIGN
D	30.03.26	AC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED
E	31.03.26	ALC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED
F	02.04.26	KD	KD	LANDSCAPE CONCEPT DESIGN - UPDATED
G	07.04.26	ALC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED



CLIMBING PLANTS OVER ENTRY ARBORS
EG. SNAKE VINE

LAYERED MIXED STRAPPY PLANTING
EG. MYOPORUM, DIANELLA, LAVENDER, VIBURNUM

FEATURE ENTRY GARDEN WITH WATERWISE PLANTS AND FEATURE BOULDERS
EG. GREVILLEA, CONOSTYLIS, CUSHION BUSH, GRASS
TREES TRANSPLATED TO NEW LOCATION

ORNAMENTAL PEARS TO MATCH INTO STAGE 01

FEATURE GARDEN AREAS WITH GRASS TREES AND BOULDERS IN LOCAL GRAVEL MULCH

SEATING NOOK TO ENTRY

NEW VERGE TREES EG. JACARANDA
(IN LINE WITH CITY OF MELVILLE STREET TREE LIST)

FRONT SET BACK AREA TO EXTEND INTO THE VERGE TURF AREAS AND SEATING NODE TO PROVIDE COMMUNITY AMENITY TO THE LOCAL AREA

EXISTING TREES TO BE RETAINED & PROTECTED SUBJECT TO ARBORIST AND SERVICES REPORT

EXISTING VERGE TREE TO BE RETAINED AND PROTECTED

SHADE SUITABLE PLANTING TO SOUTHERN ELEVATION
EG. NATIVE FRANGIPANIS

EXISTING TREES TO BE RETAINED AND PROTECTED

FRONT SET BACK AREA TO EXTEND INTO THE VERGE TURF AREAS AND SEATING NODE TO PROVIDE COMMUNITY AMENITY TO THE LOCAL AREA

DEEP SOIL AREAS HERE HAVE NOT BEEN INCLUDED WITHIN CALCULATIONS AS OUTSIDE OF MAIN PROJECT BOUNDARY

ACCESS TO FIRE PUMP ROOM TO BE KEPT OPEN. LOW PLANTING ONLY

LANDSCAPE AREA CALCULATIONS

SITE AREA
Total site area = 3148m2

LANDSCAPE AREAS
Total Landscape areas (all levels) = 778m2 (24.7% of site)

DEEP SOIL AREAS (DSA)
Ground Floor (into natural earth)= 576m2
On Slab (calculated @ 50%) = 20.7m2 (halved to 10.3m2)
Total = 586.7.3m2 (19% of site)

CANOPY COVER
Existing Large Trees (8m canopy) x 4 = 201.2m2
Existing Large Trees Small Trees (5m canopy) x 2 = 39.2m2
Proposed Large Trees (9m canopy) x 2 = 127.3m2
Proposed Medium Trees (6m canopy) x 2 = 56.6m2
Proposed Small Trees (5m canopy) x 1 = 19.6m2
Proposed Small Trees (4m canopy) x 17 = 214.2m2
Proposed Small Trees (3m canopy) x 8 = 56m2
Total Canopy Cover = 714.1m2 (22.6% of site)

LEGEND

TREES
EXISTING TREES TO BE RETAINED & PROTECTED

EXISTING TREES TO BE REMOVED

SELECTED MEDIUM DECIDUOUS TREES
EG. JACARANDA
CANOPY: 9m

SELECTED MEDIUM TREES
EG. PYRUS CHANTICLEER
CANOPY: 6m

SELECTED SMALL TREES
EG. CORAL GUM
CANOPY: 5m

SELECTED SMALL TREES
EG. NATIVE FRANGIPANI
CANOPY: 4m

SELECTED DECIDUOUS TREE
EG. CREPE MYRTLE
CANOPY: 4m

SELECTED SMALL TREES
EG. LITTLE GHOST GUM
CANOPY: 4m

SELECTED FRUITING TREES
EG. CITRUS
CANOPY: 3m

SELECTED SMALL TREES
EG. NON FRUITING OLIVES
CANOPY: 3m

FEATURE PLANTS
GRASS TREES - TRANSPLANTED TO NEW LOCATION

SELECTED FEATURE PLANTING
EG. KANGAROO PAWS, BIRDS OF PARADISE

PLANTING
PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE PLANTING

HARDSCAPES
INSITU CONCRETE
(BY OTHERS)

UNIT PAVE TO PEDESTRIAN AREAS
(TO MATCH STAGE 01)

SELECTED GRAVEL
(BY OTHERS)

FURNITURE AND MISC.
GARDEN EDGE - CONCRETE KERB

FEATURE BOULDERS

BENCH SEAT
(BY OTHERS)

DEEP SOIL AREAS (DSA)

DEEP SOIL AREAS ON STRUCTURE (DSA)

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

REFER TO PAGE 100 FOR PLANTING SCHEDULE, IMAGES AND NOTES

ALCHERA LIVING WEERONGA - AREA F + G
LANDSCAPE CONCEPT PLAN

LANDSCAPE CONCEPT DESIGN

JOB No. 0607 PAGE 101 REV G

SCALE 1:200 @A1

kdla. kelsie davies landscape architecture
Karrinyup WA 6018
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email: kelsie@kdla.com.au

GARY BATT ASSOCIATES
40 / 44 WORLEY STREET, WILLAGEE

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G:\Shared drives\KDLA Design\0607 Alchera Willagee_Gary Batt\01. CAD Design\0607-ALC-KD_E.dwg

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

REV	DATE	DWN	APP	DESCRIPTION
A	19.09.25	AC/GM	KD	LANDSCAPE CONCEPT DESIGN
B	17.02.26	AC	KD	LANDSCAPE CONCEPT DESIGN
C	18.02.26	AC	KD	LANDSCAPE CONCEPT DESIGN
D	30.03.26	AC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED
E	31.03.26	AC	KD	LANDSCAPE CONCEPT DESIGN - UPDATED



LEGEND

TREES

SELECTED DECIDUOUS TREE
EG. CREPE MYRTLE
CANOPY: 4m

SELECTED FRUITING TREES
EG. CITRUS
CANOPY: 3m

SELECTED SMALL TREES
EG. NON FRUITING OLIVES
CANOPY: 3m

FEATURE PLANTS

SELECTED FEATURE PLANTING
EG. KANGAROO PAWS, BIRDS OF PARADISE

PLANTING

PLANTING TYPE 03
MIXED LOW

PLANTING TYPE 05
HERBS AND VEGETABLES

HARDSCAPES

PEDESTAL PAVING TYPE 01
WALKWAYS

PEDESTAL PAVING TYPE 02
COMMUNAL GARDEN

COMPOSITE TIMBER
NEWTECK WOOD TBC

FURNITURE AND MISC.

SELECTED LOOSE FURNITURE
SEATING OPPORTUNITES

SELECTED LOOSE FURNITURE
DINING OPPORTUNITIES

RAISED PLANTERS
PIETRO CYLINDER PLANTERS
1200,1800,2100 DIA x 1000mm HIGH

RAISED PLANTERS
PIETRO SURREY TROUGH PLANTERS
2400x535x545mm HIGH
RAISED PLANTERS
VEGETABLE PLANTERS TBC

VERTICAL TRELLIS BETWEEN PLANTER AND LEVEL ABOVE

FREESTANDING LOUVERED VERGOLA
6x3m

DEEP SOIL AREAS (DSA)

DEEP SOIL AREAS ON STRUCTURE (DSA)

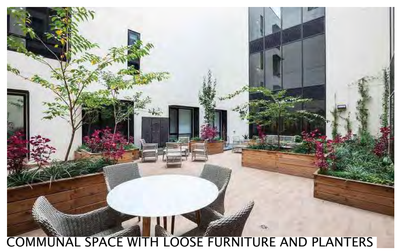
PRECEDENT IMAGES


PIETRO SURREY THROUGH PLANTERS


PIETRO CYLINDER PLANTERS


COMFORTABLE OUTDOOR FURNITURE


TIMBER AND PAVING COMBO


COMMUNAL SPACE WITH LOOSE FURNITURE AND PLANTERS


VERTICAL TRELLIS


FREESTANDING LOUVRE STRUCTURE

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

REFER TO PAGE 100 FOR PLANTING SCHEDULE, IMAGES AND NOTES

ALCHERA LIVING WEERONGA - AREA F + G

LANDSCAPE CONCEPT PLAN - LEVEL 01 COMMUNAL SPACE

LANDSCAPE CONCEPT DESIGN

kdla.
kelsie davies
landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

JOB No. 0607 PAGE 102 REV E

0 1 2 4 6 10 20m
SCALE 1:200 @A1

GARY BATT ASSOCIATES
40 / 44 WORLEY STREET, WILLAGEE

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GABRIELS HEARNE FARRELL

ARCHITECTURAL ACOUSTICS

ALCHERA LIVING - 40/44 WORLEY STREET, WILLAGEE
STAGE 3 & 4 DEVELOPMENT APPLICATION REPORT

Rev B – 16th February 2026



For

GARY BATT ASSOCIATES ARCHITECTS

Level 2 / 456 Fitzgerald Street
NORTH PERTH WA 6006

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GABRIELS HEARNE FARRELL PTY LTD ACN 608 956 734 ATF THE GHF UNIT TRUST

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Report Version	Author	Notes	Date
Initial Report	Michael Ferguson		14th July 2025
Rev A	Michael Ferguson	Update fire pump commentary	15th July 2025
Rev B	Michael Ferguson	Updated plans	16th February 2026

Association of Australasian Acoustical Consultants

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1. INTRODUCTION

This Development Application report addresses the architectural acoustic issues to be covered during the design and development stages of the proposed Stage 3 & 4 Aged Care development at Alchera Living, located at 40 / 44 Worley Street, Willagee. This report is based on the design drawings received from the project team on the 4th February, 2026.

The purposes of this report is to provide an overview of the acoustic design requirements included in Regulations, Codes, Planning Policies and Australian Standards, relevant to the Development Application stage. It therefore establishes the acoustic requirements for this project, which must then be addressed in the detailed design and construction stages.

1.1 Qualifications of Consultant

The author of this report, Michael Ferguson, has been working for Gabriels Hearne Farrell Pty Ltd (formerly Gabriels Environmental Design Pty Ltd) since the beginning of 2010. He became a full member of the Australian Acoustical Society on the 22nd March, 2014. GHF is also a Member Firm of the Association of Australasian Acoustical Consultants.

2. ENVIRONMENTAL NOISE EMISSION

The Environmental Protection (Noise) Regulations require that potential noise emissions from the development must comply with site specific 'Assigned Levels' at adjacent premises, as established in accordance with Regulations.

2.1 Assigned Noise Levels

The Regulations describe a procedure for establishing the Assigned Levels, based on the traffic flow and land zoning within a 100m radius and 450m radius outer circle, relevant to the reference receiver premises. As indicated in Fig 1 below, there is negligible commercial properties within a 450m radius of the neighbouring receivers, and no major roads within this perimeter. Therefore, there is no Influencing Factor applied to the Assigned Noise Levels for this development.



Image 01 - Influencing Factor Radii

The calculated Assigned Levels for receiver properties adjacent to this site are set out below in Table 01 on the following page.

Type of premises receiving noise	Time of day	Assigned Noise Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises; highly sensitive area. (i.e. within 15m of a residential building)	0700 to 1900 hours Monday to Saturday	45	55	65
	0900 to 1900 hours Sunday and public holidays	40	50	65
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays.	35	45	55
Commercial Premises	All hours	60	75	80

Table 01 - Assigned Noise Levels for Adjacent Receiver Positions

The sound level parameters used for the various environmental noise criteria are described below, based on an assessment period of 15 minutes up to 4 hours:

L_{A10} is the 'A' weighted noise level which is not to be exceeded for more than 10% of the time, e.g. for more than 10 minutes in 100 minutes. This is the parameter relevant to most HVAC equipment, and emissions from other longer term noise sources that run for extended duration (such as exhaust fans, air-conditioning units etc.).

L_{A1} is the 'A' weighted noise level which is not to be exceeded for more than 1% of the time, e.g. for more than 1 minute in 100 minutes, or up to 24 minutes in 4 hours. This is the parameter relevant to noise sources that only occur occasionally, for short durations, (e.g. fire pump testing, etc.).

L_{Amax} is the 'A' weighted noise level for individual events (e.g. car door closes, car stackers, etc.) which is not to be exceeded at any time.

2.2 Adjustments for Noise Character

In accordance with Regulation 9, sounds with tonal, modulating or impulsive characteristics are deemed to be more annoying, and therefore an adjustment of +5dB is required to be added to the measured level for tonal and modulating characteristics, and +10dB for impulsive characteristics; where measurable at the point of reception.

In accordance with the noise assessment techniques described in the Regulations, noise emission from most mechanical equipment such as condensing units, cooling towers / heat pumps, and exhaust fans etc. are considered tonal and therefore a +5dB adjustment is required to be added the measured (or predicted) level. However during the daytime hours it is feasible that there is enough diversity in the units running, and combined with a higher background noise level tonality may not be measurable and therefore may not be applied during these times.

2.3 Project Noise Sources

Noise sources relevant to this development that may result in emission to neighbouring premises include:

- Mechanical Services, Air conditioning and other HVAC equipment – including condensers, exhaust fans, car park ventilation systems and the like.
- Vehicles in car parking areas
- Fire Pump (if applicable)
- Waste Collection

Each relevant Noise Source is discussed below.

2.3.1 *Mechanical Services*

Potential noise emissions from all mechanical equipment will be addressed in the design and documentation stages, to ensure appropriate mechanical acoustic design and specifications are incorporated, to comply with the relevant 'Assigned Levels'. For HVAC equipment the relevant Assigned Level parameter is L_{A10}, as equipment will typically run for more than 10% of the time, as tabulated below:

Noise Emissions from HVAC Equipment		
	Time of Day	*Relevant Assigned Noise Level*
Daytime - Monday to Saturday	7am to 7pm	L_{A10} 47 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A10} 40 dB(A)
Evening - All Days	7pm to 10pm	L_{A10} 40 dB(A)
Overnight - All Days	All other times from above	L_{A10} 35 dB(A)

Table 02 –Relevant Assigned Noise Levels - HVAC Equipment

Since the HVAC can run any time of day, the most stringent Assigned Level Criteria of $L_{A10} \leq 35$ dB will apply to overnight operation. Adjustment for tonality will also be considered, where relevant.

For this development, the proposed location of the main air-conditioning plant appears to be located on the individual balconies of the units. With consideration given to the noise level of the units selected, and assuming standard residential condensing units, it is reasonable that the proposed scenario has the capability of achieving compliance with the Environmental Regulations.

Once the Mechanical Services design is progressed and noise level data becomes available, a detailed assessment will be conducted to ensure compliance with the relevant Assigned Levels. Selection of equipment with inherently low noise operation, and potential use of night setback modes will be considered as part of the design process. Night setback modes are highly recommended as they typically reduce noise emissions by approximately 5dB(A), meaning that if compliance is achieved with Sunday daytime Assigned Noise Levels, compliance is also achieved during the overnight period with the setback mode activated.

Potential for noise intrusion into the development itself, via the roof / building envelope etc. will also be considered as the design develops. Given the location of the balcony equipment this is unlikely to be a concern.

2.3.2 *Noise from Vehicles in Carparks*

Noise emission from vehicle movements in Public Carparks that are open to public access are treated in accordance with the Road Traffic Act (as road traffic noise), and are therefore not addressed by the Environmental Protection (Noise) Regulations. This is consistent with the approach applied to parking facilities at other multi-residential and commercial developments.

However, noise from any ventilation exhaust systems (if proposed) are mechanical in nature and must be assessed for compliance against the Environmental Regulations, as per the previous mechanical services section of this report.

2.3.3 *Fire Pumps*

We have been advised that a fire pump is proposed as a part of the forward works on this project. This is currently proposed as a stand-alone pump room, located in the South East corner of the property.

There are commercial properties located immediately adjacent to the South of the pump room, with residential noise sensitive properties located to the East, across Worley Street. As per the building HVAC plant, any noise emissions from a proposed Fire Pump installation must be controlled to meet the relevant Assigned Noise Levels. It should be noted that this is only applicable to the testing of the equipment for maintenance purposes, during actual emergencies compliance with the Regulations is not required.

For fire pumps, we have previously been advised these maintenance runs are typically less than a 24-minute duration. Therefore, these are assessed against the L_{A1} Assigned Levels, as tabulated below. If the generator must be run for extended duration (> 24 minutes) then the L_{A10} criteria becomes relevant.

Noise Emissions from Fire Pumps		
	Time of Day	*Relevant Assigned Noise Level*
Daytime - Monday to Saturday	7am to 7pm	L_{A1} 55 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A1} 50 dB(A)
Evening - All Days	7pm to 10pm	L_{A1} 50 dB(A)
Overnight - All Days	All other times from above	L_{A1} 45 dB(A)
Commercial Properties	All times	L_{A1} 75 dB(A)

Table 03 –Relevant Assigned Noise Levels - Fire Pump

When assessing this equipment, it is assumed that the testing will only be conducted between 7am and 7pm Monday to Saturday. Equipment selections and relevant noise level data is not yet available for these items. The acoustic design and specification requirements will therefore be determined during the design development and documentation stages of the project, to fully comply with the relevant Assigned Levels. This includes noise emissions from the exhaust outlet pipe, as well as the ventilation of the fire pump room itself, as an escape path for the fire pump engine noise itself.

Based on a fully enclosed pump room, with an attenuated pump set and exhaust system e.g. Allied Class 1 pump set or similar, compliance should be achieved provided the exhaust outlet faces way from residences and there are no ventilation louvres facing the neighbours (unless provided with rear attenuation). This will be confirmed in the following stages of this project once a detailed design is undertaken.

It should also be noted that the above Assigned Noise Levels apply to any generators on site, however it is our understanding these are unlikely to be proposed on this project. Further to this, if generators are included in the project, then they must also comply with the L_{A10} requirements during power outages, as they are not normally considered a "life safety" device.

2.3.4 *Loading Bay Deliveries & Waste Management*

There does not appear to be any designated loading bays documented for this project. Therefore, it is assumed that any deliveries to the ground floor tenancies will be undertaken off one of the adjacent streets. These delivery vehicles would not require any assessment under the EPNR unless parking on the development lot. If located in the undercover parking facilities we do not foresee any significant concern regarding potential noise emissions.

With regards to servicing Bin compounds, noise generated by this activity falls under the recently amended part of the Regulations "14A. Waste collection and other works". This section of the Regulations states that the Assigned Levels (Regulation 7) do not apply to a range of 'specified works', including 'the collection of waste'. Provided the waste collection is conducted between 7am to 7pm Monday to Saturday, (or 9am to 7pm Sunday and public holidays), then the activity is deemed to be "Class 1".

3. ENVIRONMENTAL NOISE INTRUSION

The proposed development is located adjacent to Worley Street, within relatively minor suburban side streets. Based on online mapping systems (as shown in the image below), the proposed development is outside of the trigger distance from the surrounding major roads for the State Planning Policy 5.4 *"Road and Rail Noise"*.

Therefore, there is no requirement to address noise intrusion from external sources. No further action required.

4. INTERNAL ACOUSTICS

4.1 Class 2 Acoustic Requirements

Part F5: *"Sound Transmission and Insulation"* of the Building Code of Australia (BCA) establishes minimum mandatory requirements for the acoustic performance of Class 2 buildings. These acoustic requirements impact on the construction of walls, ceilings, and services.

Further to the above, where requirements are not specifically stated in the BCA, we will still provide recommended acoustic performances based on what has been deemed fit-for-purpose on previous similar projects.

The following BCA Part F5 design requirements and acoustic recommendations will be addressed during design and documentation.

Minimum Acoustic NCC Requirements - Class 2	
Walls	
Party walls separating habitable areas in adjoining Sole Occupancy Units	$R_w + C_{tr}$ 50
Party walls between wet and habitable areas	$R_w + C_{tr}$ 50 + discontinuous construction
Walls to public corridor or lobby, stairs, or parts of different classification	R_w 50
Entry Doors	
Entry Door to Public Area	R_w 30
Floors	
Separating sole occupancy units, or parts of different classification - Airborne	$R_w + C_{tr}$ 50
Impact sound insulation	L_{nTw} no greater than 62 dB field measurement
Services	
Services adjacent to Habitable room	$R_w + C_{tr}$ 40
Services adjacent to Kitchen or Non-habitable room	$R_w + C_{tr}$ 25

Table 04 - Minimum NCC Acoustic Requirements

The BCA also stipulates general construction requirements, as well as services access and locations etc. These minimum requirements will be outlined during the following stages of this development for the project Architect to incorporate into the documentation.

GABRIELS HEARNE FARRELL PTY LTD
UNIT 3/2 HARDY ST SOUTH PERTH WA 6151 PH – (08) 9474 5966

5. OVERVIEW

At the Development Application stage of this project the relevant acoustic design issues to consider are:

- Requirement for noise emissions to comply with Environmental Protection (Noise) Regulations,
- Consideration of potential traffic noise intrusion, including attenuation measures into the documentation where practicable
- Requirement to comply with the Building Code of Australia (BCA), Part F5 – Sound Transmission and Insulation.

This Acoustic Report has addressed each of the project specific acoustic design issues relevant to the Development Application stage.

Further detailed consideration of these issues is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards.

If you have any further queries regarding any of the information contained in this report, please call the undersigned on 9474 5966.

Regards,

Michael Ferguson
Associate Director *B.IntArch(Hons) M.A.A.S.*



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ENERGY ASSESSMENTS

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www.esdstudio.com.au

Energy Efficiency Certification

Retirement Village - Alchera Apartments

Lot 50 (#40-44) Worley Street, Willagee WA 6156

Reference Number	40WOR
Building Class	2
Climate Zone	13
Report Commissioned By	Gary Batt Associate Architects
Building Designer	Gary Batt Associate Architects
Date	13/02/2026

This dwelling achieves compliance with 2022 NCC Amendment 1, applied in conjunction with NCC 2022 Volume 1, ABCB Housing Provisions 2022 & R-Codes Volume 2 2024 incl. Whole-of-Home Compliance

Assessment Summary:

Star Rating Average: 7.0 Stars

Minimum Star Rating: 5.9 Stars

Building Insulation & Glazing Summary

Roof – Metal cladding	R1.3 reflective roof blanket
Ceiling	R4.0 bulk ceiling insulation
External Walls	R2.5 bulk wall insulation
Neighbour Walls	R2.5 bulk wall insulation
Internal Walls	Nil
Floors – Concrete slab	Nil
Floors – Suspended Concrete (incl. Neighbour)	R2.5 soffit board insulation

Glazing Requirements

Apt.	*Glazing*	*Apt.*	*Glazing*	*Apt.*	*Glazing*	*Apt.*	*Glazing*
1	Single Glaze	11	Low-e	21	Single Glaze	31	Double Glaze
2	Single Glaze	12	Low-e	22	Single Glaze	32	Double Glaze
3	Single Glaze	13	Double Glaze	23	Low-e	33	Double Glaze
4	Single Glaze	14	Double Glaze	24	Double Glaze	34	Double Glaze
5	Single Glaze	15	Double Glaze	25	Double Glaze	35	Double Glaze
6	Single Glaze	16	Double Glaze	26	Double Glaze	36	Double Glaze
7	Low-e	17	Double Glaze	27	Double Glaze	37	Double Glaze
8	Low-e	18	Single Glaze	28	Double Glaze	38	Double Glaze
9	Single Glaze	19	Low-e	29	Double Glaze	39	Double Glaze
10	Single Glaze	20	Low-e	30	Double Glaze	40	Double Glaze
						41	Double Glaze

Glazing Values

Single Glaze	Sliding Door/Window	U Value: 6.70	SHGC: 0.70
	Awning/Casement Window	U Value: 6.70	SHGC: 0.57
Low E	Sliding Door/Window	U Value: 5.40	SHGC: 0.58
	Awning/Casement Window	U Value: 5.40	SHGC: 0.49
Double Glaze	Sliding Door/Window	U Value: 4.30	SHGC: 0.47
	Awning/Casement Window	U Value: 4.30	SHGC: 0.53

Compliance Notes:

Performance Requirement J1P2 is satisfied by complying with J3D3, using house energy rating software. Performance Requirement J1P3 is satisfied by complying with for the net equivalent energy usage J3D14 and Part J6 and Part J7.

Performance Requirement J1P4 is satisfied by complying with J9D4 and J9D5.

Ventilation calculations have been completed to ensure compliance with Part F6.

Part 4.15 of the R-Codes Volume Two 2024 is satisfied by all dwellings exceeding the minimum NatHERS requirement for apartments by 0.5 stars.

Part 4.15 of the R-Codes Volume Two 2024 is satisfied by incorporating at least one significant energy efficiency initiative within the development that exceeds minimum practice.

Facilities for electrical vehicle charging equipment will comply with Part J9D4.

Facilities for solar photovoltaic and battery systems will comply with Part J9D5.

Please note – this project has been modelled with timber framing only. If steel framing is used a R0.2 thermal break will be required

ABCB

Whole-of-home

National Construction Code

Calculator

Home details

Your Project Name	Lot 50 (#40-44) Worley Street, Willagee	
State/Territory	WA	
NCC Climate zone	5	< Help
Total Floor area (m^2)	105.5	< Help
NCC Building classification	2 (SOU only)	

Net equivalent energy usage

Allowance	3.8	
Actual	2.1	✓

Equipment details

Space heating/cooling

If using a heat pump specify rating type > Star Rating (GEMS 2013)

	Type	Star Rating (2013)	
Main space conditioning - HEATING	Non-ducted heat pump	< 3	< Help
Main space conditioning - COOLING	Non-ducted heat pump	< 3	< Help

Pools and spas

Pool volume (L)	
Pool pump star rating	
Spa volume (L)	

Water heating

Main water heater type	Heat pump (standard)

Photovoltaics

Photovoltaic capacity (kW)	

Notes:

1. This calculator automates the NCC whole-of-home energy usage requirements (Part 13.6 of the ABCB Housing Provisions and J3D14 of NCC Volume One).
2. For the purposes of this calculator, floor area is measured within the inside face of the external walls of the sole-occupancy unit (SOU) and includes any conditioned attached Class 10a part.

IMPORTANT NOTICE AND DISCLAIMER IN RESPECT OF THIS CALCULATOR:
By accessing or using this calculator, you agree to the following: The ABCB (as the Commonwealth of Australia acting on behalf of the Commonwealth of Australia, the State of New South Wales, the State of Queensland, the State of Victoria, the State of South Australia, the State of Tasmania, the State of Western Australia, the Australian Capital Territory and the Northern Territory) provides the calculator for general information purposes only. While we make every effort to ensure that information provided is accurate and up to date, such information does in no way constitute the provision of professional advice.

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Nationwide House Energy Rating Scheme®
Class 1 Summary
NatHERS® Certificate No. #HR-ZWG07Q-01

Generated on 13 Feb 2026 using Hero 4.1

Property

Address	40-44 Worley Street, Willagee, WA, 6156
Lot/DP	50
NatHERS climate zone	13 - Perth Airport

Accredited assessor

Name	Nina Kelly
Business name	ESD Studio Energy Assessments
Email	ninakelly93@outlook.com
Phone	+61 466441240
Accreditation No.	DMN/19/1905
Assessor Accrediting Organisation	DMN

Verification

To verify this certificate, scan the QR code or visit http://www.hero-software.com.au/pdf/HR-ZWG07Q-01. When using either link, ensure you are visiting http://www.hero-software.com.au

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance Star rating



Whole of Home performance rating

No Whole of Home performance rating generated for this certificate or not completed for all dwellings.

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-NAS497-01	01	9.3 (53)	31.4 (34)	40.7	8.1	n/a
HR-85O0UN-01	02	9.5 (53)	33.5 (34)	43.0	8.0	n/a
HR-FT4KOQ-01	03	13.4 (53)	33.1 (34)	46.5	7.8	n/a
HR-Y9TX3X-01	04	14.3 (53)	35.2 (34)	49.5	7.7	n/a
HR-5Z5X8Z-01	05	5.3 (53)	27.7 (34)	32.9	8.6	n/a

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-M3RTS0-01	06	41.9 (34)	37.2 (41)	79.1	5.9	n/a
HR-4IS7DX-01	07	49.0 (34)	25.7 (41)	74.8	6.2	n/a
HR-GOV9E3-01	08	48.1 (34)	27.8 (41)	75.8	6.2	n/a
HR-NZNX65-01	09	39.3 (34)	19.4 (41)	58.7	7.1	n/a
HR-FJXHKU-01	10	34.5 (34)	31.4 (41)	65.9	6.7	n/a
HR-N7ISRE-01	11	54.1 (34)	19.8 (41)	73.8	6.3	n/a
HR-7FELXU-01	12	47.3 (34)	20.1 (41)	67.4	6.6	n/a
HR-P9UAKY-01	13	51.8 (34)	16.8 (41)	68.6	6.6	n/a
HR-CYFECL-01	14	47.4 (34)	17.8 (41)	65.3	6.8	n/a
HR-DXZZIN-01	15	48.5 (34)	15.5 (41)	63.9	6.8	n/a
HR-G781TC-01	16	50.5 (34)	19.6 (41)	70.1	6.4	n/a
HR-VLN3ZG-01	17	46.0 (34)	22.5 (41)	68.5	6.6	n/a
HR-4W2ML7-01	18	37.5 (34)	32.8 (41)	70.3	6.4	n/a
HR-ESW5S2-01	19	52.0 (34)	25.8 (41)	77.9	6.1	n/a
HR-KYY1PK-01	20	51.1 (34)	28.0 (41)	79.1	5.9	n/a
HR-EGU3XZ-01	21	39.3 (34)	19.6 (41)	58.8	7.1	n/a
HR-KTJ732-01	22	37.3 (34)	31.9 (41)	69.2	6.5	n/a
HR-GMSGVL-01	23	44.3 (34)	18.5 (41)	62.8	6.9	n/a
HR-HJV3HH-01	24	24.6 (34)	14.2 (41)	38.9	8.2	n/a
HR-41OWHE-01	25	41.4 (34)	15.4 (41)	56.8	7.3	n/a
HR-A8ITNN-01	26	36.4 (34)	16.3 (41)	52.7	7.5	n/a
HR-2M6JXE-01	27	37.4 (34)	14.1 (41)	51.4	7.6	n/a
HR-Z57TGF-01	28	40.4 (34)	17.9 (41)	58.3	7.2	n/a
HR-BPEITM-01	29	34.9 (34)	17.9 (41)	52.9	7.5	n/a
HR-35I0U9-01	30	30.7 (34)	26.1 (41)	56.8	7.3	n/a
HR-7HMI2N-01	31	43.5 (34)	21.8 (41)	65.3	6.8	n/a
HR-AQNV97-01	32	42.7 (34)	24.0 (41)	66.7	6.7	n/a
HR-CVDH72-01	33	30.8 (34)	14.3 (41)	45.1	7.9	n/a
HR-UX97S3-01	34	27.3 (34)	23.0 (41)	50.3	7.6	n/a

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-L1P2X0-01	35	40.4 (34)	17.0 (41)	57.3	7.2	n/a
HR-SRZOUS-01	36	34.6 (34)	16.0 (41)	50.7	7.6	n/a
HR-MGQFUG-01	37	50.3 (34)	18.3 (41)	68.7	6.6	n/a
HR-SSYVG7-01	38	46.1 (34)	19.5 (41)	65.6	6.7	n/a
HR-ZARIHM-01	39	47.0 (34)	16.6 (41)	63.6	6.9	n/a
HR-3EWWC5-01	40	49.5 (34)	20.1 (41)	69.6	6.5	n/a
HR-UZXNBQ-01	41	42.2 (34)	20.7 (41)	62.9	6.9	n/a

Explanatory notes

About the ratings

This is a summary of NCC Class 1 dwellings in a development. For more details of each dwelling refer to the individual dwelling's certificate using the certificate number in summary of all dwellings table.
NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the energy loads and societal cost. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy production and storage to estimate the homes societal cost.
For more details about an individual dwelling's assessment, refer to the individual dwelling's NatHERS Certificate (accessible via link).

Accredited Assessors

For high quality NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Licensed assessors in the Australian Capital Territory (ACT) can produce assessments for regulatory purposes only, using endorsed software, as listed on the ACT licensing register.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

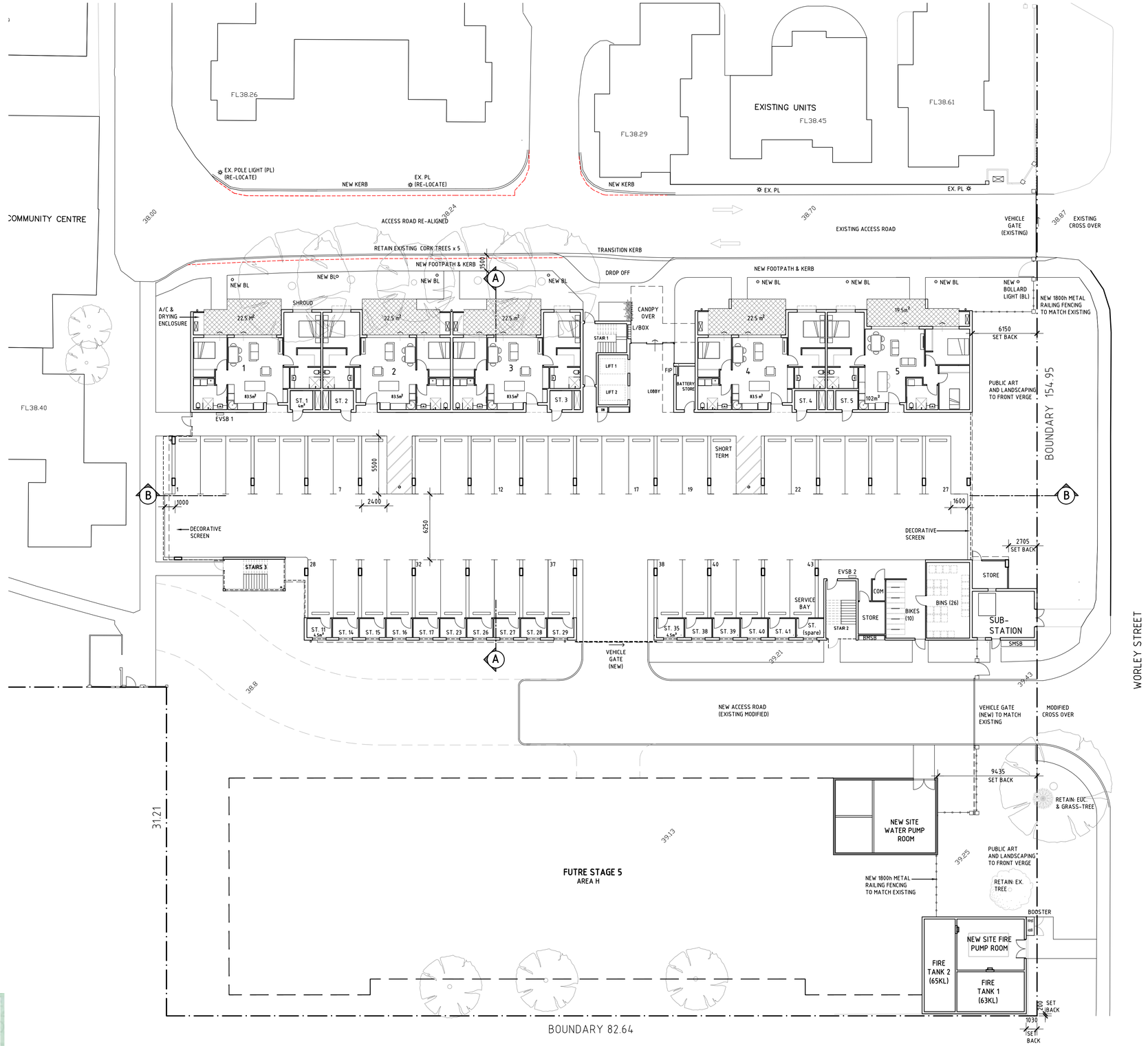
Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in certificates is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy use, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.

Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor while using the NatHERS accredited software tool are presented in this report and further details or data files may be available from the assessor.



KEY

- NEW PATH
- NEW LANDSCAPING
- xx.xx EXISTING SITE LEVEL

No.	Date	Revision	DRW
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RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

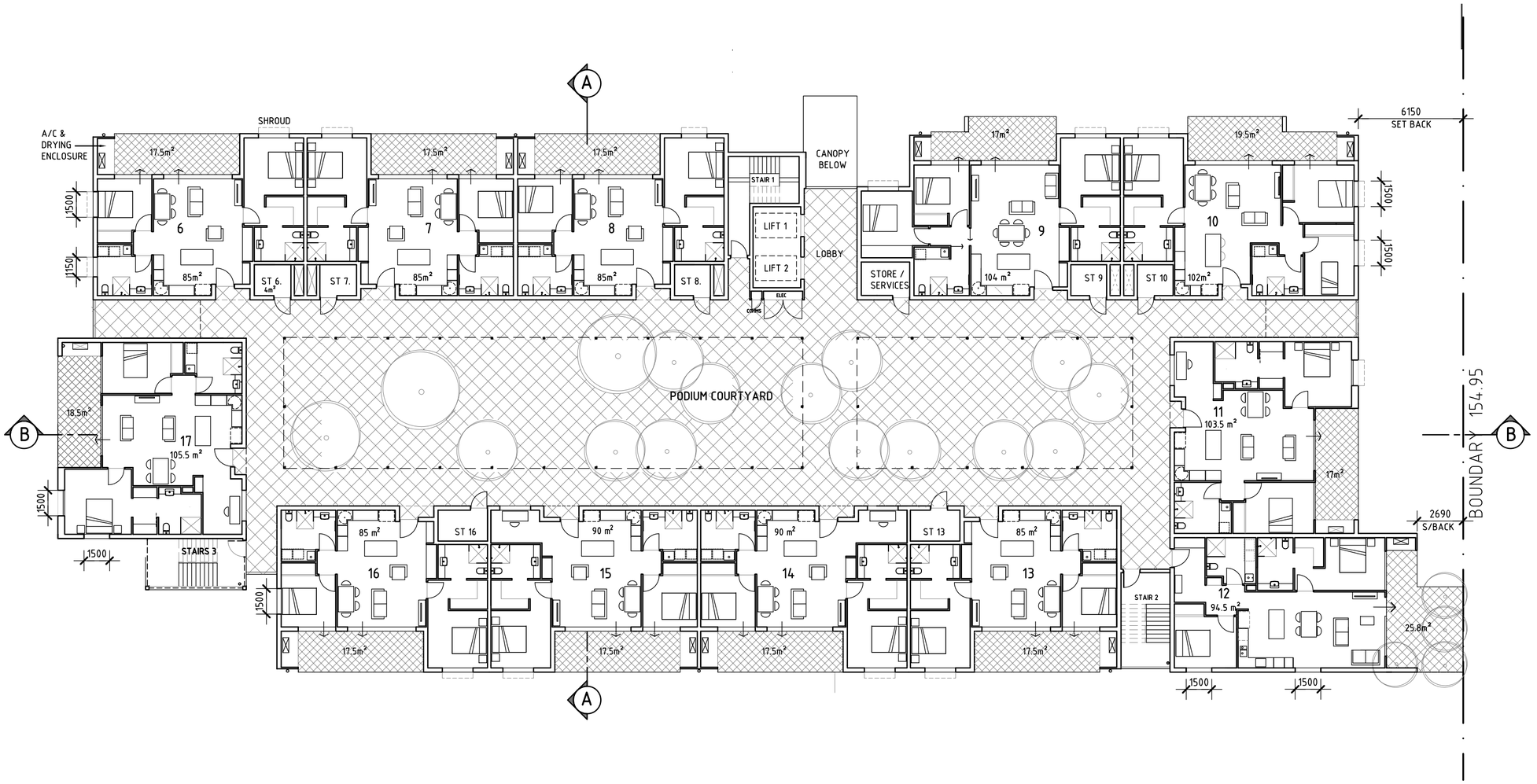
GROUND FLOOR & SITE PLAN

DRAWN BY: GB, GH, DK
CHECKED BY: GB
SCALE: 1:200 ON A1
PROJECT No.: 301

GARY BATT ASSOCIATES ARCHITECTS
Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: -
DWG: A2.0

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

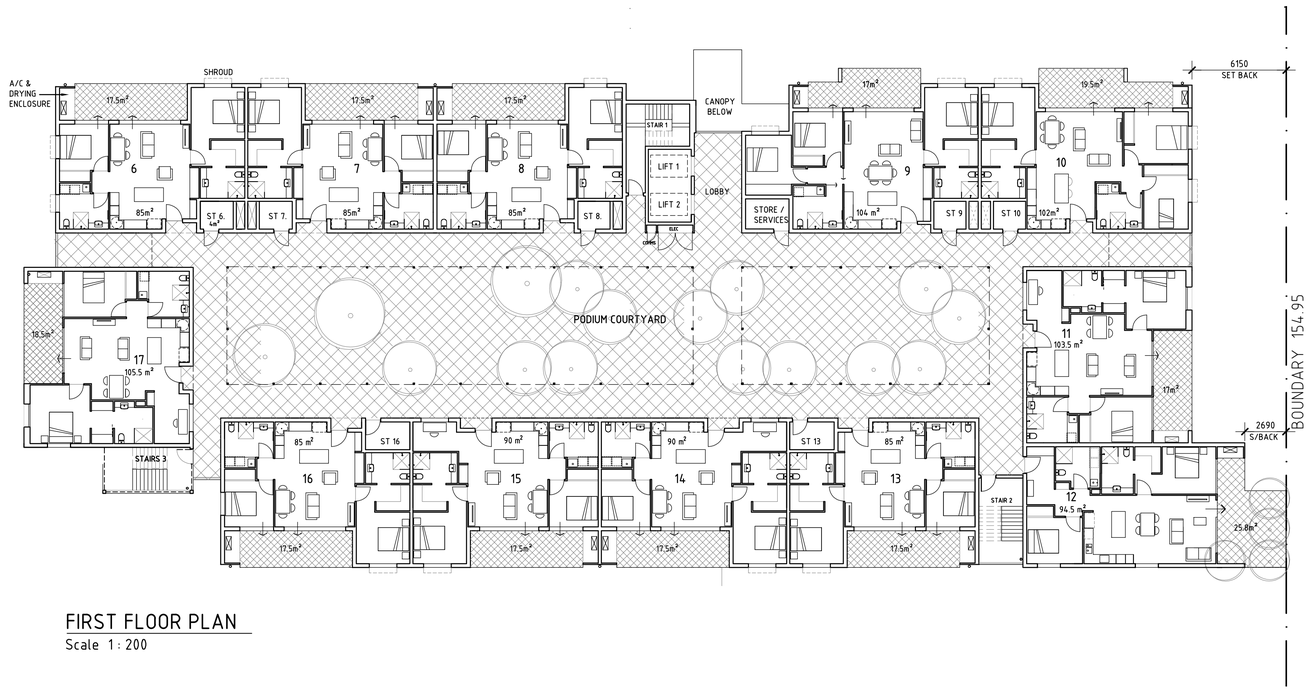


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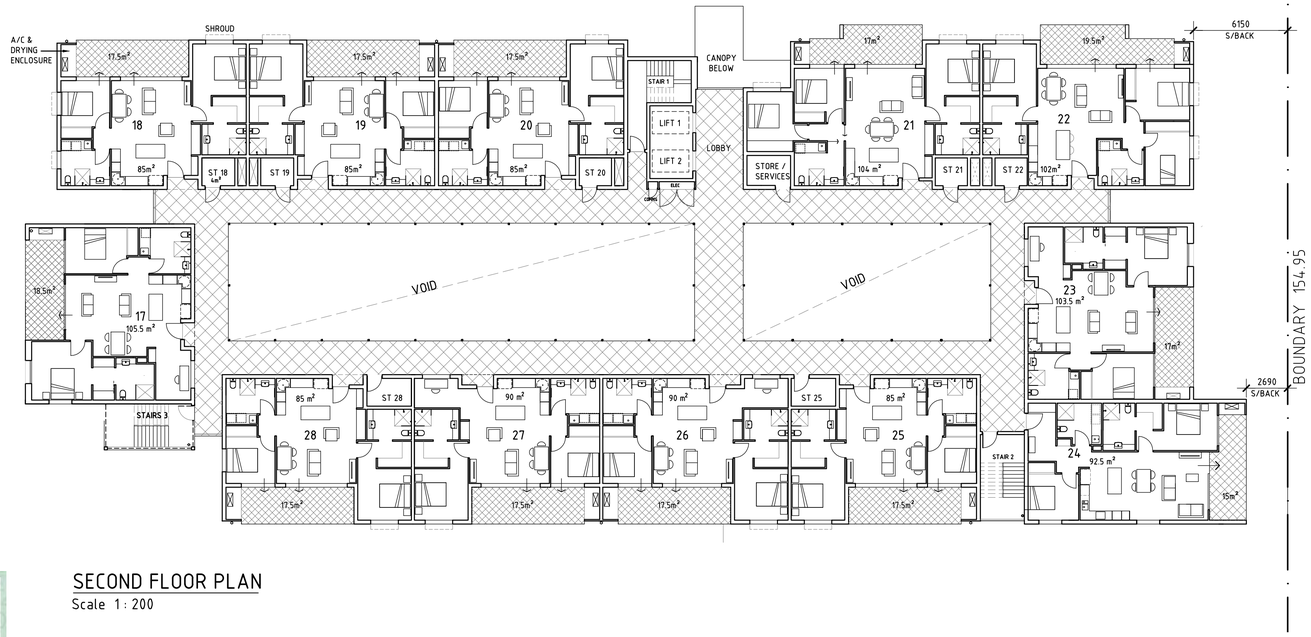
Scan QR code or follow website link for rating details.

Assessor name	Nina Kelly
Accreditation No.	DMN/19/1905
Property Address	40-44 Worley Street, Willagee, WA, 6156

http://www.hero-software.com.au/pdf/HR-ZWG07Q-01



FIRST FLOOR PLAN
Scale 1 : 200



SECOND FLOOR PLAN
Scale 1 : 200

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

No.	Date	Revision	DRW
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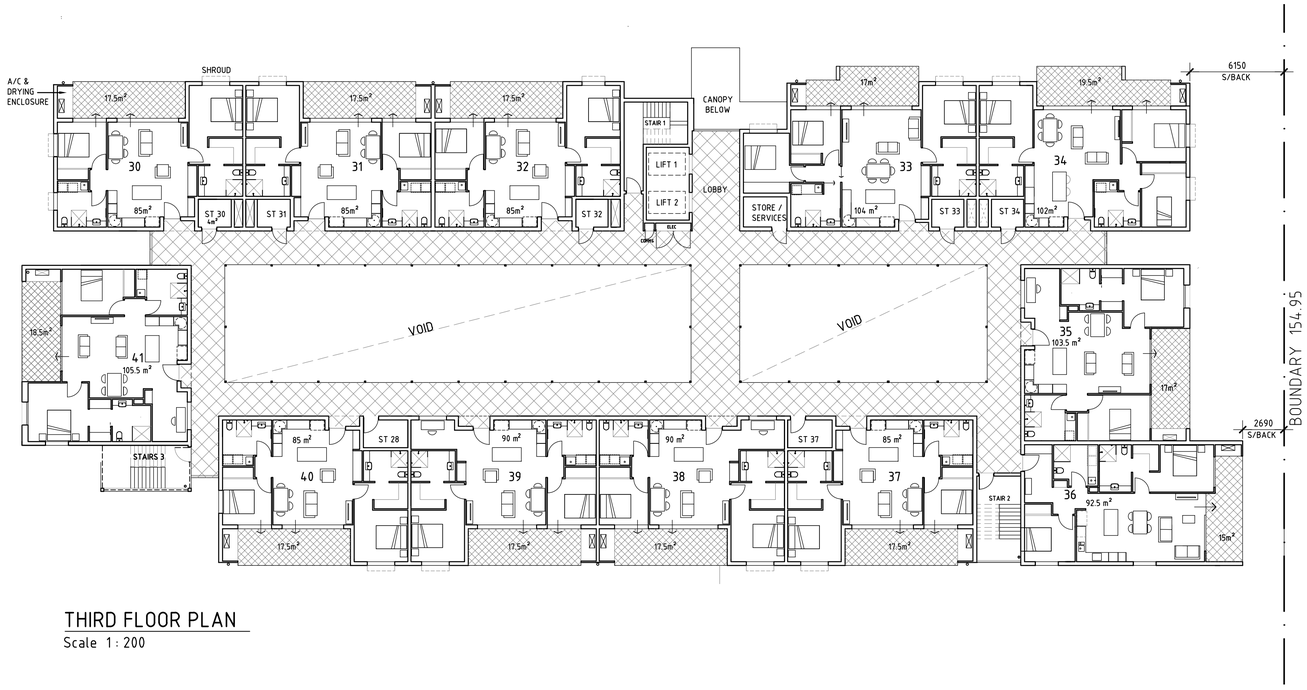
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

FIRST & SECOND FLOOR PLAN

DRAWN BY: GB, GH, DK
CHECKED BY: GB
SCALE: 1:200 ON A1
PROJECT No.: 301

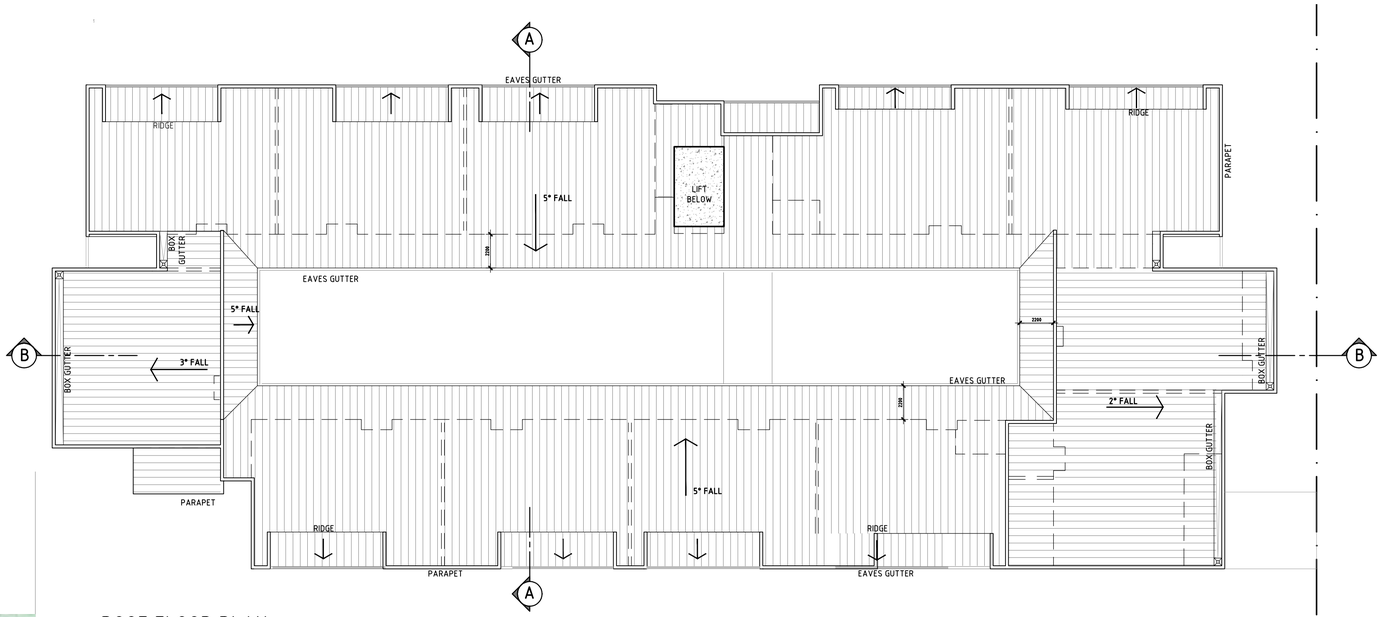
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Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: -
DWG: A2.1



THIRD FLOOR PLAN

Scale 1 : 200



ROOF FLOOR PLAN

Scale 1 : 200

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

No.	Date	Revision	DRW

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

THIRD FLOOR & ROOF PLAN

DRAWN BY: GB, GH, DK CHECKED BY: GB

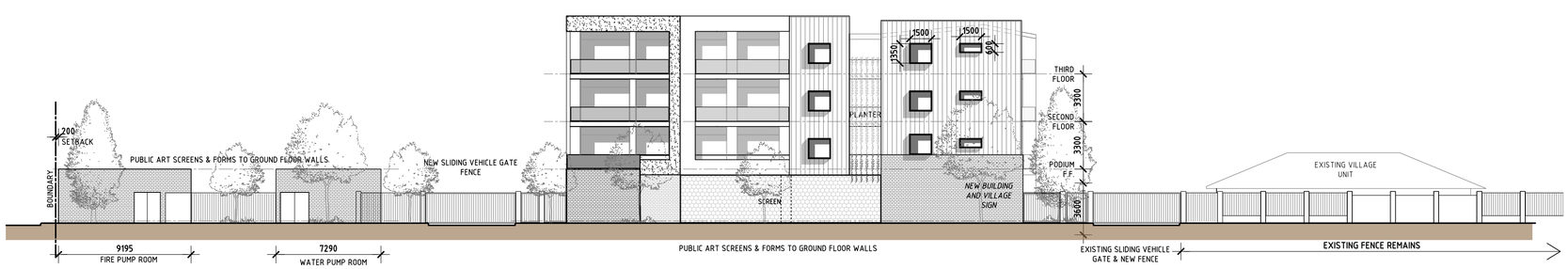
SCALE: 1:200 ON A1 PROJECT No.: 301

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ARCHITECTS
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PH. (08) 9389 7731

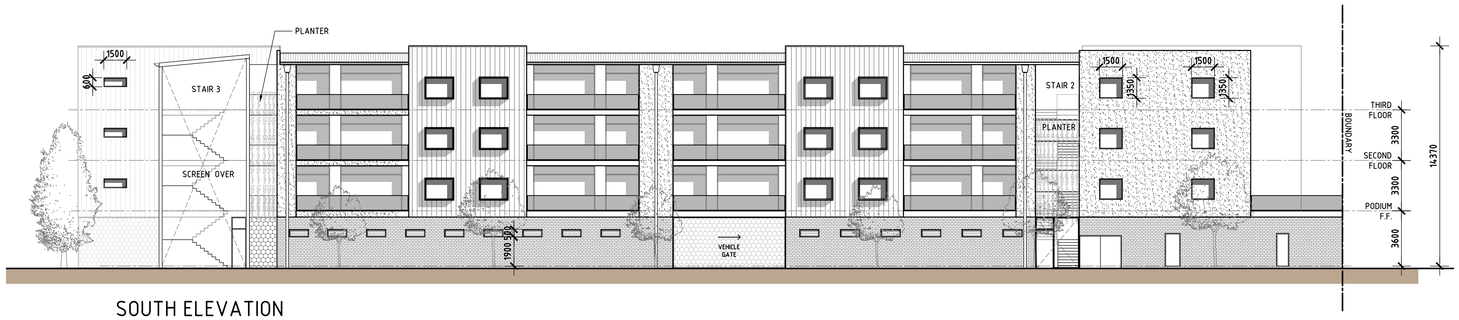
REV: - DWG: A2.2



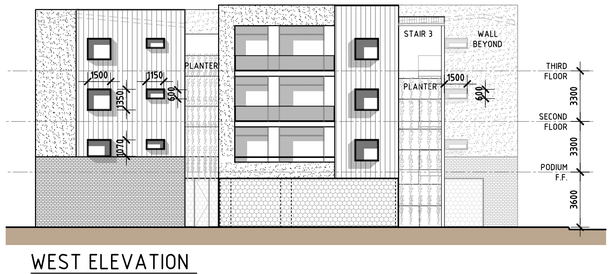
NORTH ELEVATION
1:200



EAST ELEVATION (STREET)
1:200



SOUTH ELEVATION
1:200



WEST ELEVATION
1:200

KEY:

- FACE BRICK
- ACRYLIC TEXTURE COAT RENDER
- RAISED SEAM COLORBOND
- STONE
- SCREEN
- GLASS BALUSTRADE
- OBSCURE GLASS BALUSTRADE

No.	Date	Revision	DRW
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RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

ELEVATIONS

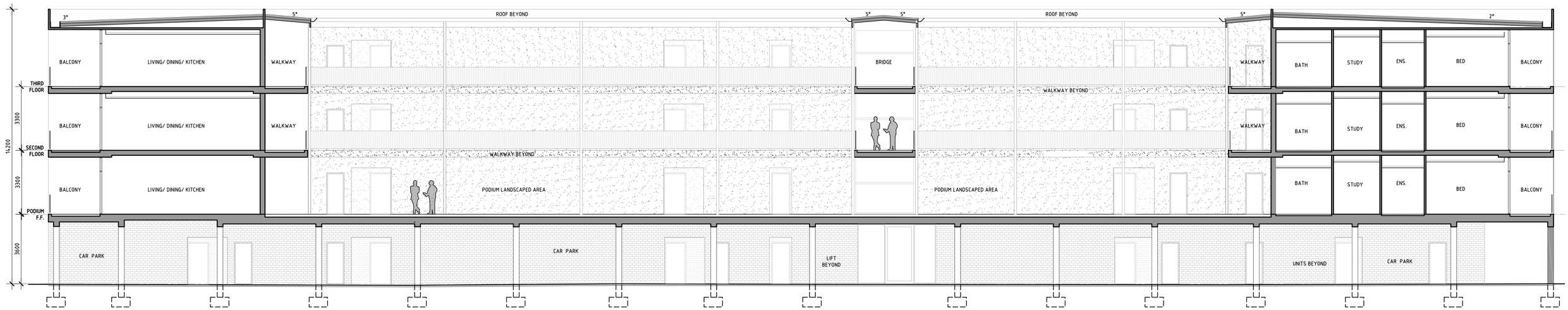
DRAWN BY: DK
CHECKED BY: GB, GH
SCALE: VARIES
PROJECT No.: 301

GARY BATT ASSOCIATES
ARCHITECTS
Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

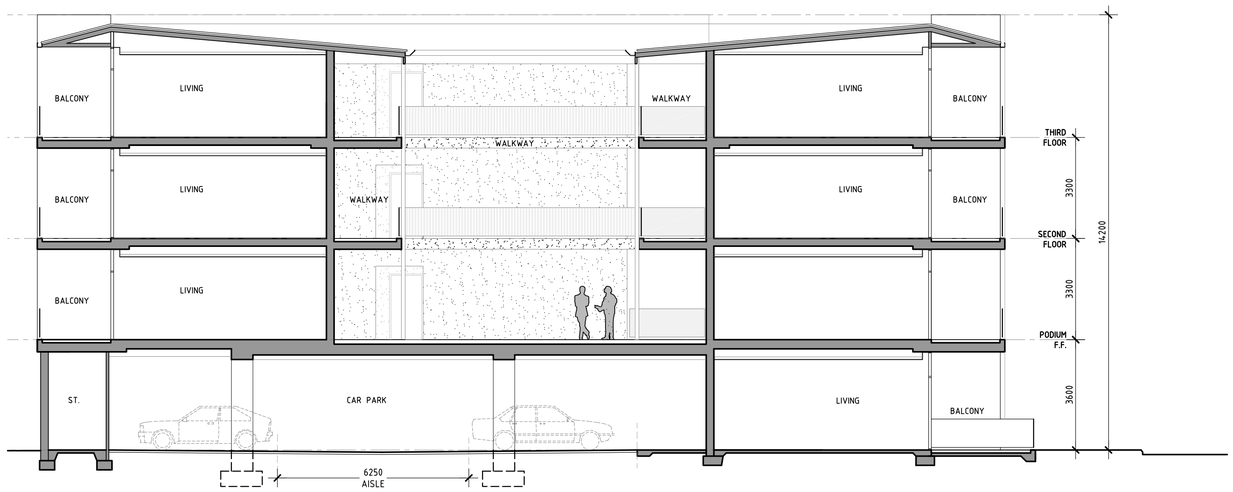
REV: -
DWG: A3.0

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

ENERGY EFFICIENCY NOTES
ROOF – R1.3 REFLECTIVE ROOF BLANKET
CEILING - R4.0 BULK CEILING INSULATION
EXTERNAL WALLS - R2.5 BULK WALL INSULATION
NEIGHBOUR WALLS R2.5 BULK WALL INSULATION
INTERNAL WALLS NIL
FLOORS – CONCRETE SLAB NIL
FLOORS – SUSPENDED CONCRETE (INCL. NEIGHBOUR)
R2.5 SOFFIT BOARD INSULATION



SECTION B
SCALE: 1:100



SECTION A
SCALE: 1:100

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

No.	Date	Revision	DRW
-	--	-	-

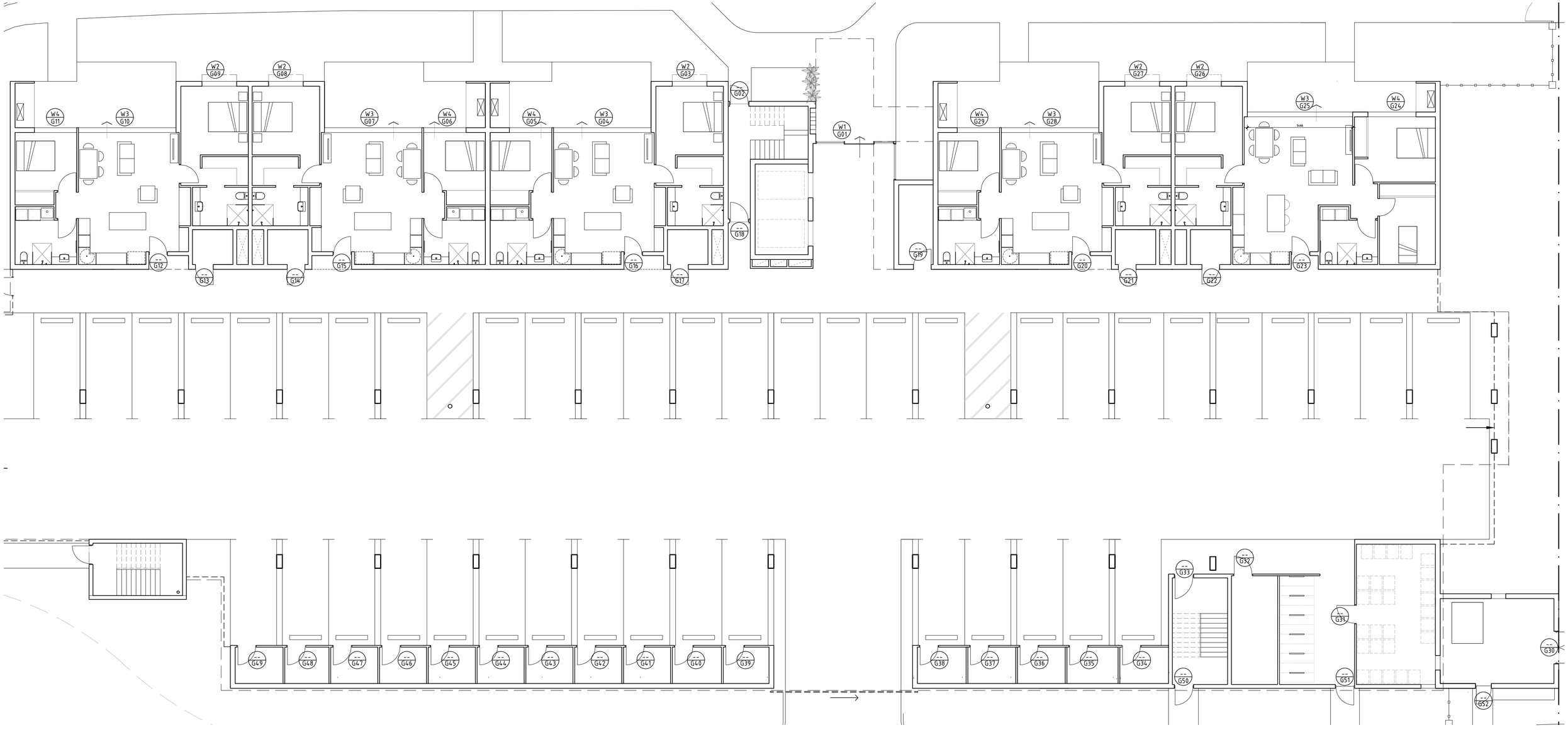
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

SECTIONS

DRAWN BY: GH, DK
CHECKED BY: GH
SCALE: VARIES
PROJECT No.: 301

GARY BATT ASSOCIATES ARCHITECTS
Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: -
DWG: A3.1



Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/19/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

No.	Date	Revision	DRW

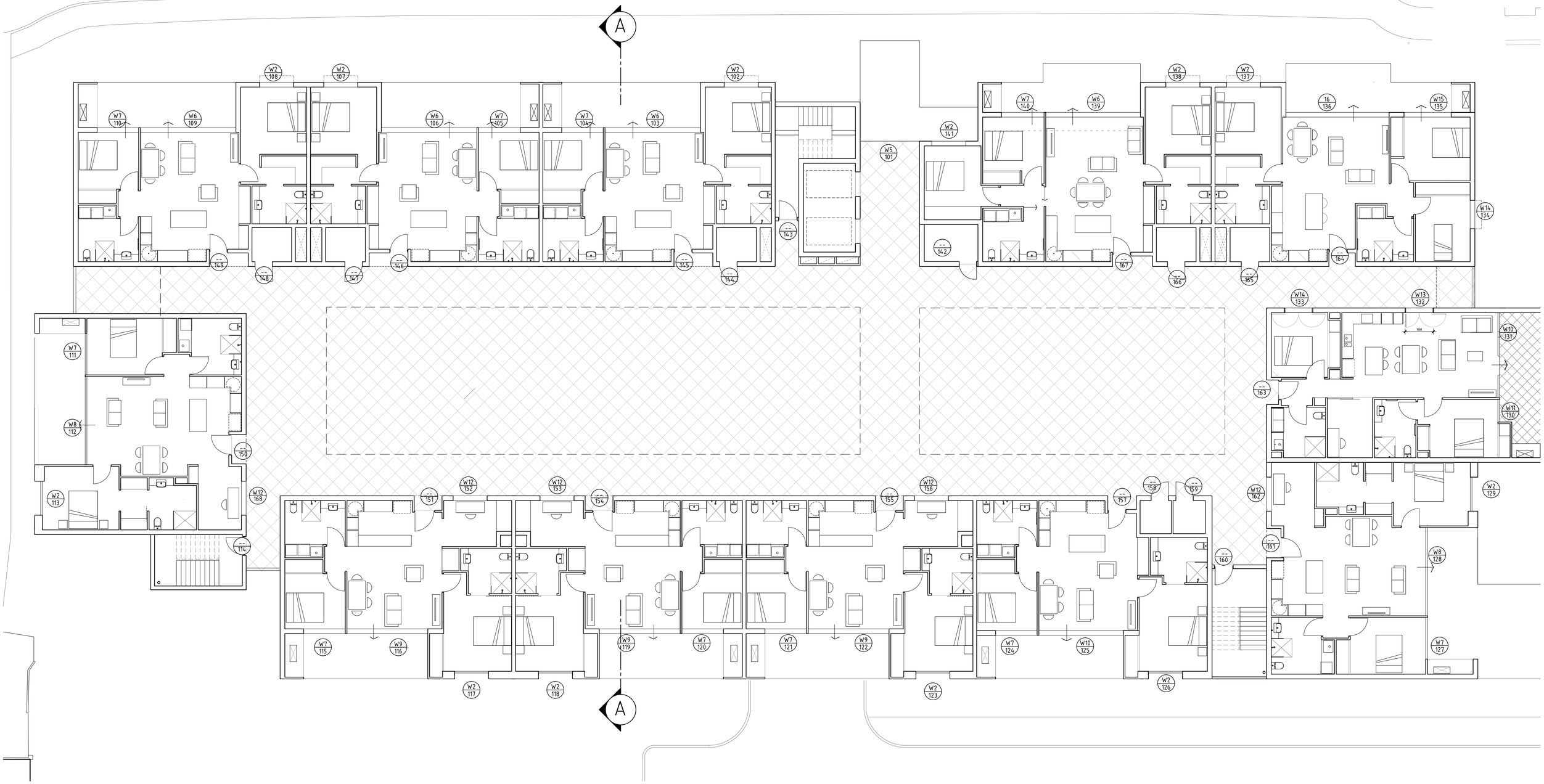
RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

D/W SCHEDULE REF. PLAN (G.F.)

DRAWN BY: GB, GH, DK
CHECKED BY: GB
SCALE: 1:100 ON A1
PROJECT No.: 301

GARY BATT ASSOCIATES ARCHITECTS
Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: -
DWG: F-A6.0



Certificate No. #HR-ZWG07Q-01

Scan QR code or follow website link for rating details.

Assessor name Nina Kelly

Accreditation No. DMN/19/1905

Property Address 40-44 Worley Street, Willagee, WA, 6156

http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

No.	Date	Revision	DRW

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

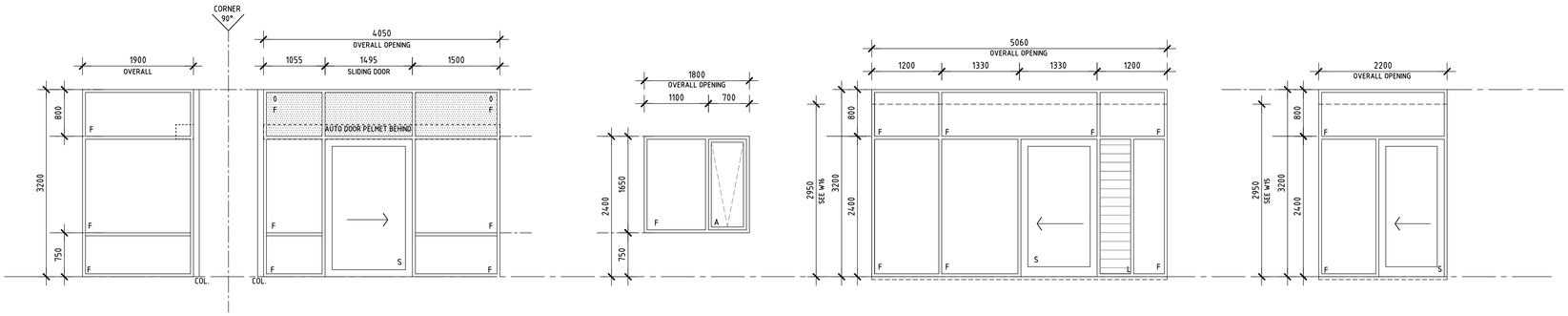
D/W SCHEDULE REF. PLAN (F.F.)

DRAWN BY: GB, GH, DK CHECKED BY: GB

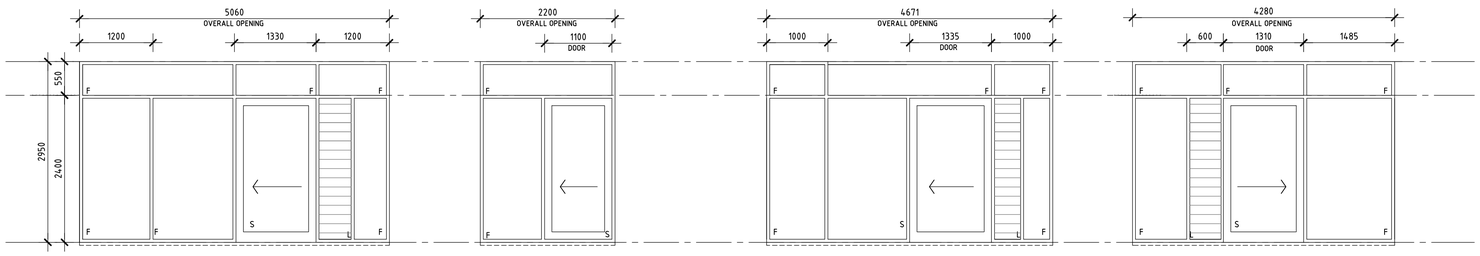
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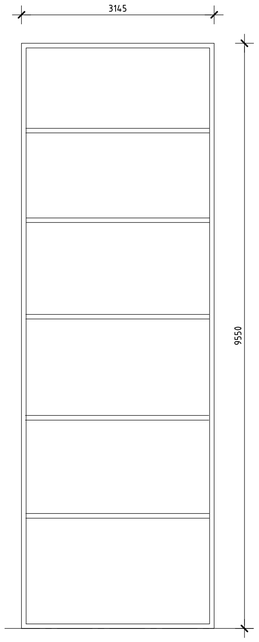
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Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: - DWG: F-A6.0

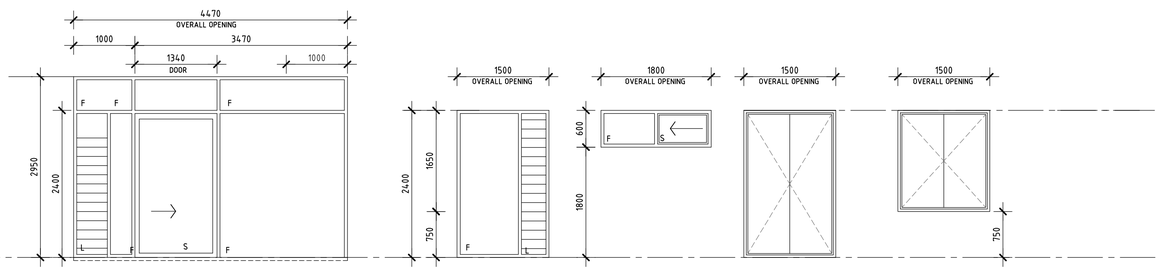


WINDOW/ DOOR TYPE	W1	W2	W3	W16 (2950MM HEAD HT.)	W4	W15 (2950MM HEAD HT.)
OPENING NUMBERS	G01	G03, G09, G27, 102, 108, 113,118, 126, 129, 138 202, 208, 213, 218, 226, 229, 238 302, 308, 213, 318, 326, 329, 338 HANDED: G08,G26, 107, 117, 123, 137, 141 207, 217, 223, 237, 241 307, 317, 323, 337, 341	G4, G10, G28 HANDED: G7, G25	136 236 HANDED: 336	G05, G11, G29, HANDED: G6, G24	135 235 HANDED: 335





WINDOW/ DOOR TYPE	W6	W7	W8	W9
OPENING NUMBERS	103, 109, 139 203,209,239 303, 309, 339	104, 110, 111, 115, 121, 140, 114, 118, 127 204, 210, 211, 215, 221, 240, 214, 218, 227 304, 310, 311, 315, 321, 340, 314, 318, 327	112, 212, 312	116, 122 216, 222 316, 322
DESCRIPTION	HANDED: 106, 206, 306	HANDED: 105, 117, 120, 124 205, 217, 220, 224 305, 317, 320, 324	HANDED: 128, 228, 328	HANDED: 119, 219, 319



WINDOW/ DOOR TYPE	W10	W11	W12	W13	W14	W5
OPENING NUMBERS	125, 131 225, 231 325, 331	130 230 330	152, 156, 162, 168 252, 256, 262, 268 352, 356, 362, 368	132 232 332	133 134 233 234 333 334	101
DESCRIPTION			HANDED: 153 253 353			

LEGEND:

COS	CHECK ON SITE
F	FIXED GLASS
A	AWNING SASH
O	OBSCURE GLASS
BJ	BUTT JOINT SILICON SEAL
SD	SLIDING DOOR
L	WEATHERPROOF LOUVRE

No.	Date	Revision	DRW

RETIREMENT VILLAGE
ALCHERA APARTMENTS
40-44 WORLEY STREET , WILAGEE

WINDOW SCHEDULE

DRAWN BY: GB, GH, DK CHECKED BY: GB

SCALE: 1:50 ON A1 PROJECT No.: 301

GARY BATT ASSOCIATES ARCHITECTS
Level 2, 456 Fitzgerald St. North Perth ,WA 6006
PH. (08) 9389 7731

REV: - DWG: A6.2

Certificate No. #HR-ZWG07Q-01
Scan QR code or follow website link for rating details.
Assessor name Nina Kelly
Accreditation No. DMN/18/1905
Property Address 40-44 Worley Street, Willagee, WA, 6156
http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

Nationwide House Energy Rating Scheme®
Class 1 Summary
NatHERS® Certificate No. #HR-ZWG07Q-01

Generated on 13 Feb 2026 using Hero 4.1

Property

Address	40-44 Worley Street, Willagee, WA, 6156
Lot/DP	50
NatHERS climate zone	13 - Perth Airport

Accredited assessor

Name	Nina Kelly
Business name	ESD Studio Energy Assessments
Email	ninakelly93@outlook.com
Phone	+61 466441240
Accreditation No.	DMN/19/1905
Assessor Accrediting Organisation	DMN

Verification

To verify this certificate, scan the QR code or visit http://www.hero-software.com.au/pdf/HR-ZWG07Q-01. When using either link, ensure you are visiting http://www.hero-software.com.au

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance Star rating



Whole of Home performance rating

No Whole of Home performance rating generated for this certificate or not completed for all dwellings.

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-NAS497-01	01	9.3 (53)	31.4 (34)	40.7	8.1	n/a
HR-85O0UN-01	02	9.5 (53)	33.5 (34)	43.0	8.0	n/a
HR-FT4KOQ-01	03	13.4 (53)	33.1 (34)	46.5	7.8	n/a
HR-Y9TX3X-01	04	14.3 (53)	35.2 (34)	49.5	7.7	n/a
HR-5Z5X8Z-01	05	5.3 (53)	27.7 (34)	32.9	8.6	n/a

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-M3RTS0-01	06	41.9 (34)	37.2 (41)	79.1	5.9	n/a
HR-4IS7DX-01	07	49.0 (34)	25.7 (41)	74.8	6.2	n/a
HR-GOV9E3-01	08	48.1 (34)	27.8 (41)	75.8	6.2	n/a
HR-NZNX65-01	09	39.3 (34)	19.4 (41)	58.7	7.1	n/a
HR-FJXHKU-01	10	34.5 (34)	31.4 (41)	65.9	6.7	n/a
HR-N7ISRE-01	11	54.1 (34)	19.8 (41)	73.8	6.3	n/a
HR-7FELXU-01	12	47.3 (34)	20.1 (41)	67.4	6.6	n/a
HR-P9UAKY-01	13	51.8 (34)	16.8 (41)	68.6	6.6	n/a
HR-CYFECL-01	14	47.4 (34)	17.8 (41)	65.3	6.8	n/a
HR-DXZZIN-01	15	48.5 (34)	15.5 (41)	63.9	6.8	n/a
HR-G781TC-01	16	50.5 (34)	19.6 (41)	70.1	6.4	n/a
HR-VLN3ZG-01	17	46.0 (34)	22.5 (41)	68.5	6.6	n/a
HR-4W2ML7-01	18	37.5 (34)	32.8 (41)	70.3	6.4	n/a
HR-ESW5S2-01	19	52.0 (34)	25.8 (41)	77.9	6.1	n/a
HR-KYY1PK-01	20	51.1 (34)	28.0 (41)	79.1	5.9	n/a
HR-EGU3XZ-01	21	39.3 (34)	19.6 (41)	58.8	7.1	n/a
HR-KTJ732-01	22	37.3 (34)	31.9 (41)	69.2	6.5	n/a
HR-GMSGVL-01	23	44.3 (34)	18.5 (41)	62.8	6.9	n/a
HR-HJV3HH-01	24	24.6 (34)	14.2 (41)	38.9	8.2	n/a
HR-41OWHE-01	25	41.4 (34)	15.4 (41)	56.8	7.3	n/a
HR-A8ITNN-01	26	36.4 (34)	16.3 (41)	52.7	7.5	n/a
HR-2M6JXE-01	27	37.4 (34)	14.1 (41)	51.4	7.6	n/a
HR-Z57TGF-01	28	40.4 (34)	17.9 (41)	58.3	7.2	n/a
HR-BPEITM-01	29	34.9 (34)	17.9 (41)	52.9	7.5	n/a
HR-35I0U9-01	30	30.7 (34)	26.1 (41)	56.8	7.3	n/a
HR-7HMI2N-01	31	43.5 (34)	21.8 (41)	65.3	6.8	n/a
HR-AQNV97-01	32	42.7 (34)	24.0 (41)	66.7	6.7	n/a
HR-CVDH72-01	33	30.8 (34)	14.3 (41)	45.1	7.9	n/a
HR-UX97S3-01	34	27.3 (34)	23.0 (41)	50.3	7.6	n/a

Summary of all dwellings

Certificate number and link	Unit Number	Heating load (load limit) (MJ/m².yr)	Cooling load (load limit) (MJ/m².yr)	Total load (MJ/m².yr)	Star Rating	Whole of Home Rating
HR-L1P2X0-01	35	40.4 (34)	17.0 (41)	57.3	7.2	n/a
HR-SRZOUS-01	36	34.6 (34)	16.0 (41)	50.7	7.6	n/a
HR-MGQFUG-01	37	50.3 (34)	18.3 (41)	68.7	6.6	n/a
HR-SSYVG7-01	38	46.1 (34)	19.5 (41)	65.6	6.7	n/a
HR-ZARIHM-01	39	47.0 (34)	16.6 (41)	63.6	6.9	n/a
HR-3EWWC5-01	40	49.5 (34)	20.1 (41)	69.6	6.5	n/a
HR-UZXNBQ-01	41	42.2 (34)	20.7 (41)	62.9	6.9	n/a

Explanatory notes

About the ratings

This is a summary of NCC Class 1 dwellings in a development. For more details of each dwelling refer to the individual dwelling's certificate using the certificate number in summary of all dwellings table.
NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the energy loads and societal cost. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy production and storage to estimate the homes societal cost.
For more details about an individual dwelling's assessment, refer to the individual dwelling's NatHERS Certificate (accessible via link).

Accredited Assessors

For high quality NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Licensed assessors in the Australian Capital Territory (ACT) can produce assessments for regulatory purposes only, using endorsed software, as listed on the ACT licensing register.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in certificates is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy use, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.

Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor while using the NatHERS accredited software tool are presented in this report and further details or data files may be available from the assessor.

Certificate No. #HR-ZWG07Q-01

Scan QR code or follow website link for rating details.

Assessor name	Nina Kelly
Accreditation No.	DMN/19/1905
Property Address	40-44 Worley Street, Willagee, WA, 6156

http://www.hero-software.com.au/pdf/HR-ZWG07Q-01

31 March 2026

Chief Executive Officer
City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Dear Ms Bainbridge,

Application for Development Approval – Sustainability Strategy
Lot 100 (No. 40) Worley Street, Willagee – Weeronga Retirement Village

Lateral Planning acts for Alchera Living with respect to the Application for Development Approval proposing additions to an existing Retirement Village (**Application**) at Lot 100 (No. 40) Worley Street, Willagee (**site**). The site corresponds to the existing Alchera Living Weeronga Retirement Village.

At the recent Design Review Panel (**DRP**) meeting of 4 March 2026, the DRP requested a Sustainability Strategy to be provided to list the commitments that the proponent is committed to provide as part of the proposed additions to the Weeronga Retirement Village. The purpose of this letter is to clearly outline these commitments for the City's and DRP's consideration and to respond to the DRP's comments on sustainability.

Sustainability Principle and DRP Comments

The DRP minutes from the 4 March 2026 meeting states the following in relation to sustainability:

Strengths

a) There is a generosity of PV shown on the roof.

b) An energy audit has been provided.

Areas for improvement

c) Rember that sustainability is more than just energy efficiency – expand the reporting to include all three pillars of sustainability.

d) Provide commitments where possible, otherwise provide targets.

e) Review materials for low carbon and embodied energy.

f) Ensure that EV charging provision is consistent with NCC22.

g) Clarify the intended PV output.

h) *Provide solar access diagrams beyond a cross section.*

i) *Cross ventilation without relying on opening doors.*

We provide the following responses to the above DRP comments.

Three Pillars of Sustainability

The proposal clearly satisfies the three (3) pillars of sustainability – social, economic and environmental. This is explained below.

Social

Social and Community Outcomes

The proposed development forms part of Weeronga Village which is a purpose-built retirement community for over the age of 55. The Village is specifically designed to help foster social connection amongst occupants, independence and wellbeing through its built form, communal facilities and structured engagement programs. The current amenity, and that proposed for future redevelopment, is centrally located and accessible for all occupants of the facility.

These facilities are supported by Alchera Living's established Community Engagement Program, which has the primary objectives of:

- Building and fostering engagement, socialisation and connection with Alchera Villages and for occupants to enable a vibrant, connected and inclusive community that supports positive physical health and mental wellbeing.
- Reducing isolation and facilitating activities that support occupants to age in place for as long as it is safe to do so.

The program includes a diverse range of regular activities and events, including:

- Bus trips / Shopper Bus
- Morning Teas
- Fish and Chip Nights / Happy Hours
- Community Lunch (monthly)
- Wellness information sessions
- Entertainment and afternoon tea events
- Aquafit
- Keep Fit
- Yoga
- Cards / Mahjong
- Pool / snooker
- Indoor bowls

The addition of 41 new units directly contributions to the vitality and sustainability of these programs by increasing the occupant population that participates in, and benefits from, this structured social environment.

In-home Support and Aging in Place Offering

Alchera Living's partnership with Melville Cares (Inc.) provides a further level of community benefit by enabling in-home care services to be delivered directly from within the Village. The provision of office accommodation for a dedicated support coordinator onsite ensures occupants have convenient access to support services that allow them to remain living independently for longer, if safe to do so.

This integrated support model is a significant community benefit that is only possible within a retirement village environment and is strengthened by the proposed expansion of the facility.

Integration with the Willagee Community

The site adjoins the Willagee Neighbourhood Centre and the Willagee Public Library and Community Centre. This proximity provides occupants with walkable access to:

- Convenient grocery shopping;
- Medical practices and pharmacy services;
- Post office and library facilities;
- Community programs run through the community centre; and
- Public transport on Archibald Street.

The proposal increases the number of occupants who can access and contribute to the vitality of these local services, strengthening the relationship between the Village and the broader Willagee community.

<u>Economic</u>

Economic and Housing Affordability Benefits

The retirement village model provides a demonstrably more affordable housing option for retirees based on the following assumptions:

- Enable retirees to downsize from larger family homes into smaller purpose-built units located within an established community that has the means and structural framework to support aging in place for as long as it is safe to do so.
- Units remain the asset of the village operator and are leased to occupants via a Life Lease Contract.
- Upfront entry payment is approximately 30% more affordable than the open real estate market for a similar dwelling in the same location. Alchera Living receives the (approximate) 30% difference when the occupant moves out of the unit. This is known as the Deferred Management Fee (**DMF**). The retirement village model recognises that the DMF is being paid at a time when the occupant is not likely to need the funds to further support their retirement.
- Life Lease occupants pay for personal utility consumption, contents insurance and some home maintenance / upkeep costs. However, all other expenses associated with the dwelling are either funded by the Village Operating Fund, Maintenance Reserve Fund or Capital Replacements Fund. Occupants pay contributions into the funds.

This model enables retirees to release equity from their homes while maintaining access to high quality accommodation, social support and services. The proposal increases the support of this affordable housing typology in a desirable location in proximity to established services.

Long Term Asset Management and Sustainability
As required under the Retirement Villages Act, Alchera Living maintains long-term maintenance plans with a minimum 10-year projection. For the past four (4) years, Alchera Living has exceeded this requirement. Alchera Living utilises a CMMS platform which provides lifecycle planning for up to 40 years for all buildings and assets.

Materials and design choices for new development are based on long-term performance, operational efficiency and minimising disruption to occupants because Alchera Living retains ownership of all its assets. This includes:

- Selection of durable, low maintenance materials fixtures and finishes where possible.
- Design of building services to support future staged development and with long-term asset performance in mind.
- Use of natural ventilation and solar access where possible rather than reliance on mechanical ventilation and cooling.
- Efficient placement of plant and equipment to reduce maintenance impacts.

These lifecycle-driven decisions and design philosophy ensures ongoing economic viability of the Village, support affordable occupant service fees and provides a level of long-term asset stewardship that is not normally achieved in conventional residential development.

Environment
The proposed development will deliver a range of environmental sustainability initiatives, as demonstrated below.

Review of Materials

As previously mentioned, Alchera Living retains ownership and management of its assets and as a result, selects construction materials based on longevity, performance and operational efficiency. Durable, low maintenance materials and finishes will be used where possible.

EV Charging

The proposed development has been designed to facilitate future electric vehicle charging within the ground floor car park. The development must comply with the electric vehicle charging requirements of the NCC and it is the proponent's intent to do so.

Provision of PV Solar Panels

The proposed development will incorporate rooftop photovoltaic panels to supply power to common areas to the benefit of all occupants, subject to obtaining separate approval from Western Power since there is already a total of 30kw solar systems provided elsewhere at the site.

Should Wester Power approve the additional solar system as part of this proposed development, the proposal will add a new 30kw solar system, taking the total solar generation capacity to 60kw at the site. The existing solar system provides electricity for common areas only.

Solar Access Diagrams

The building has been designed to optimise solar access and natural ventilation, with shading elements to mitigate summer heat gain.

Cross Ventilation

The proposed development has been designed to optimise cross ventilation and whilst we think that the previous design achieved this, we have modified the design of each unit to include windows to the podium level communal space and the upper-level walkways. These windows are intended to be openable and will provide additional cross ventilation to units.

Sustainability Commitments

Based on the above, the proponent is committed to providing the following commitments as part of the proposed development (should it be approved).

1. The proposal will include the use of durable, low maintenance materials and finishes where possible.
2. The provision of EV charging infrastructure will comply with the requirements of the NCC (as amended).
3. The proposal will include an additional PV solar system with a capacity of 30kw, subject to Western Power approval. This will increase the total solar system capacity at the site to 60kw.
4. No gas appliances will be included in the proposed development.
5. The proposal will include the use of treated pine (plantation timber) for internal walls.
6. The landscape design relies on the use of low water using plant species.
7. The proposal includes recycling bins for occupant use.
8. Kitchen windows will be incorporated into each unit to optimise cross ventilation and air flow.

Conclusion

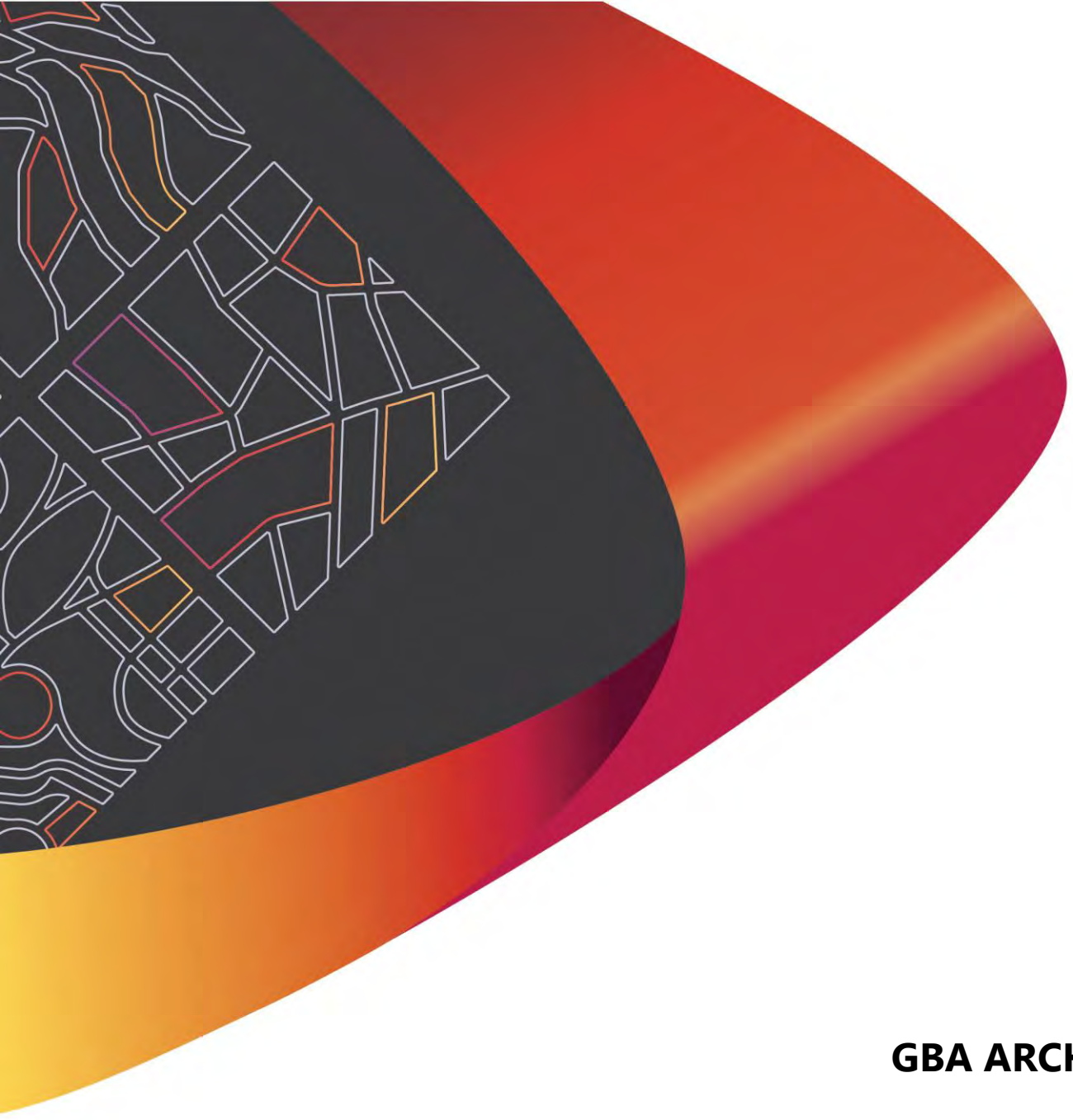
We trust the above information clearly outlines the proponent's commitments to be incorporated into the proposed development.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 0450 777 847.

Yours faithfully,



Nathan Stewart
Lateral Planning



GBA ARCHITECTS

Lot 50, 40-44 Worley Street, Willagee

TRANSPORT IMPACT STATEMENT

Job No: P002682

Rev B

18 February 2026

Premise

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DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A	11/09/25	Issued for Review			
Rev B	04/02/26	Updated Plans			
Prepared By		**Reviewed By**		**Authorised By**	
Jelena Simic Abel Tan		Jelena Simic		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- The project location is 40-44 Worley Street, Willagee, in the City of Melville.
- The proposal involves a 41-apartment unit development as part of a staged redevelopment of the existing Weeronga Retirement Village. The site is bounded by Worley Street the east.

Technical Findings

- The proposed development will generate up to 98 vehicular trips per day; 18 vehicular trips during the site peak hour (not coinciding with AM or PM peak) and 10 vehicular trips per hour in PM peak.
- According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.
- The low traffic volume generated by the proposed development are not expected to exacerbate safety issues in the area.
- All parking and access facilities comply with the performance objectives of AS/NZS 2890.1 (Car Parking).

Relationship with Policies

- The development requires a minimum of 52 parking spaces in accordance with the Residential Design Codes Volume 1, Part C, car parking requirements for multiple residential dwellings in areas coded R30 to R60. The proposal provides a total of 43 on-site parking bays, resulting in a shortfall of 9 spaces. However, the shortfall is unlikely to significantly impact the development due to the demographic characteristics of residents and the availability of nearby off-site parking within walking distance. Visitors parking is provided centrally in the village.
- Parking survey of existing on-street parking on Worley Street clearly shows there is more than enough capacity to accommodate residential visitors' parking.
- The proposed development does not include any accessible parking spaces within Areas F and G, as no accessible units are proposed as part of the development.
- The proposed development includes 12 bicycle parking bays. While the provision does not satisfy the requirements set out in the guideline document, it is consistent with the needs of residents. Additional bicycle parking could, however, be easily accommodated if required, either on site or by utilising proposed residential storage areas.
- Waste will be collected on site with the waste collection vehicle accessing (reversing) the development via the southern crossover, collecting the waste and exiting to Worley Street in forward gear, in line with the traffic management plan.

Conclusion

- The transport impact statement concludes that the proposed development will have a moderate and manageable impact on the surrounding transport network. The road network has sufficient capacity to accommodate the additional traffic, and access and parking arrangements comply with relevant design and policy standards. No adverse traffic or safety implications are anticipated, and the proposal aligns with strategic transport objectives in the area.
- In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (Premise) has been engaged by GBA Architects to prepare a Transport Impact Statement (TIS) for the proposed redevelopment of the existing Weeronga Retirement Village, located at Lot 50, No 40–44 Worley Street, Willagee, within the City of Melville.

Weeronga Village is a retirement complex managed by Alchera Living and intended for residents aged 55 and over. The village currently comprises 84 dwellings, with the latest developments completed in 2019.

The proposed redevelopment will be undertaken across nine stages. Stage 1 was completed in 2019 as the final component of the previous construction cycle. Stage 2 involves clearing part of the site, installing a new transformer and pump and preparing this section of land for the construction of retirement dwellings in Stages 3 and (assessed in this report).

The analysis in this report focuses on the traffic implications associated with the dwellings proposed in Stages 3 and 4, while the remaining stages will be assessed in separate reports. As of writing this report, the final yields and timing for remaining stages are not known and will therefore be assessed when this information becomes available.

2.2 Scope and Study Area

This report presents the Traffic Impact Statement for the proposed redevelopment of portions F and G of the existing Weeronga Retirement Village at 40–44 Worley Street, Willagee, which are planned to be developed in Stage 3 of the overall eight-stage redevelopments.

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

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

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 800-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments.

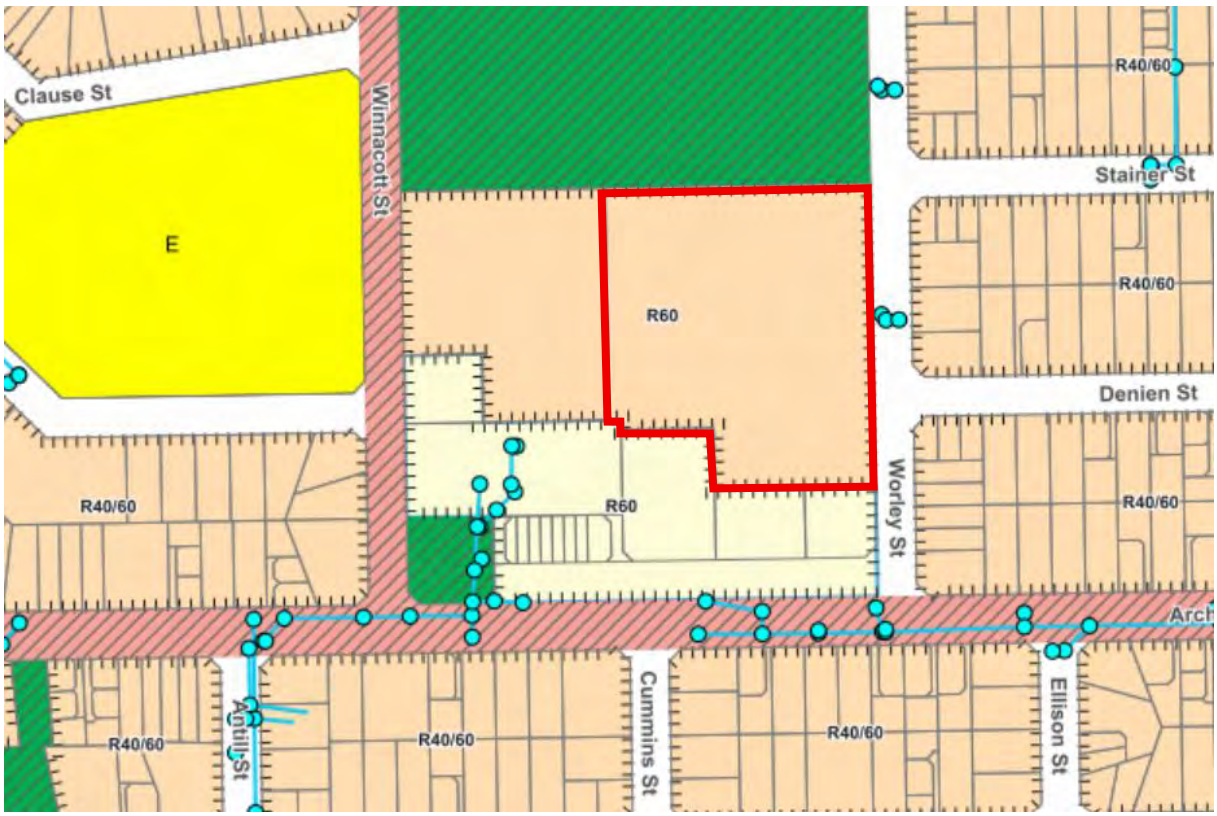
> Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site, Lot 50 at 40–44 Worley Street, Willagee, has a total area of 19,398 m². The lot has previously been developed as the Weeronga Retirement Village, intended for residents aged 55 and over. The proposed redevelopment will retain the existing purpose of the site, with upgrades and new works carried out in nine stages. The lot has direct frontage to Worley Street on its eastern boundary.

Figure 1 Site Location (Source: City of Melville Intramaps)



The lot is designated as 'Residential' R60 under the City of Melville's Local Planning Scheme No. 6, with the primary purpose of providing a variety of housing types and residential densities to meet community needs. To the south of the site lies land zoned Centre C4, while the land to the west and east is zoned Residential R60 and R40/60. To the north, the site adjoins public open space.

3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	Worley Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m
Road Pavement Width	6m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES

Road Name	Archibald Street
Number of Lanes	two way, one lane per direction, divided
Road Reservation Width	25.2m
Road Pavement Width	8m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	160
On-street parking	NO

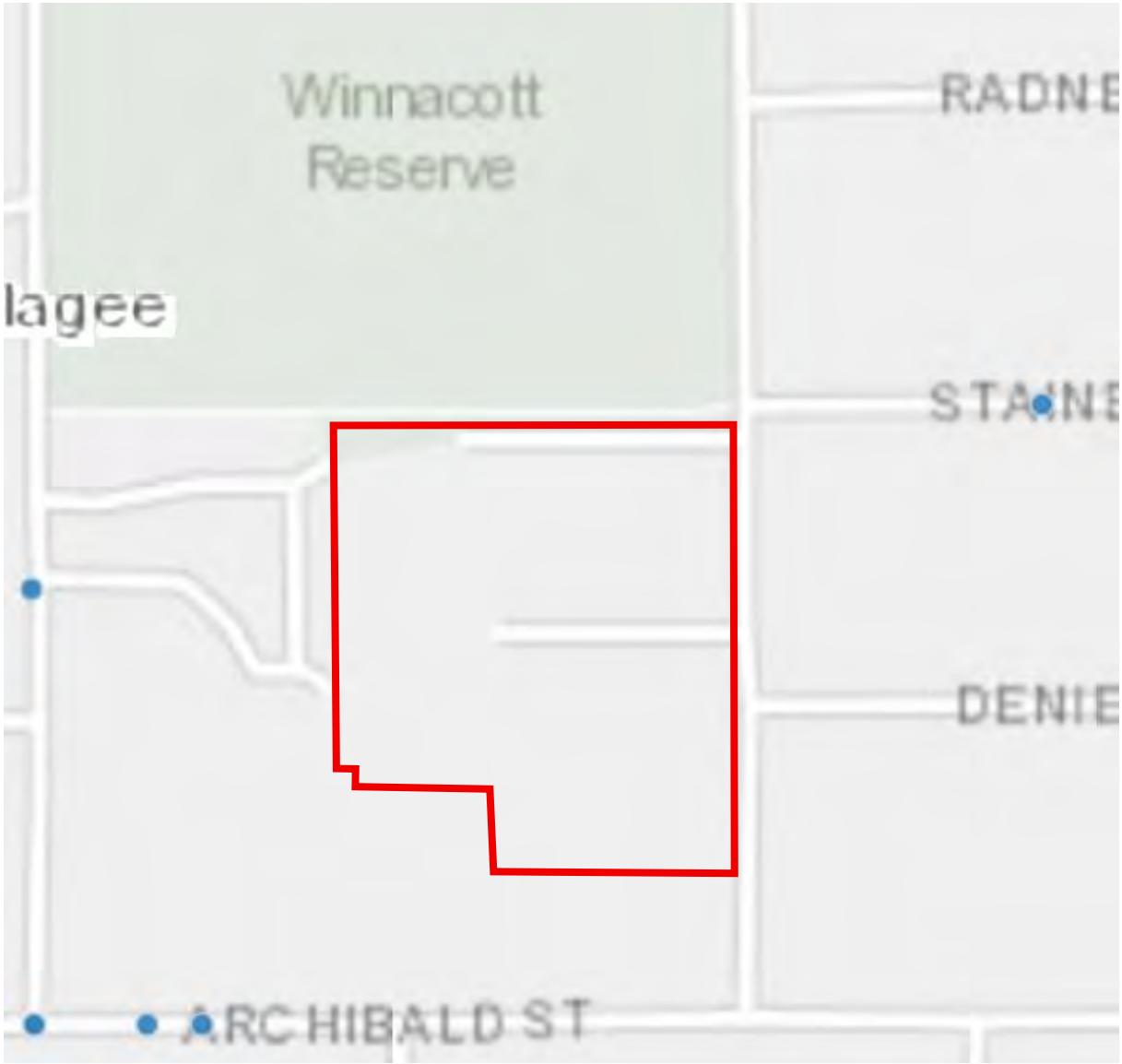
Road Name	Leach Highway
Number of Lanes	two way, three lanes per direction, divided
Road Reservation Width	36.2m
Road Pavement Width	25.5m
Classification	Primary Distributor
Speed Limit	70kph
Bus Route	YES
If YES Nominate Bus Routes	502, 915
On-street parking	NO

Road Name	Stainer Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20.2m
Road Pavement Width	6.2m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	NO

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2025. A total of 8 crashes were reported within the area, with all of them being further than 300 metres from the proposed development's driveway.

Figure 2 - Crash Map - Subject Area



Of the recorded incidents, there does not appear to be any pattern or any locations of re-occurring similar incidents that would highlight sections of the road being excessively unsafe. The number and type of incidents recorded are consistent with other access roads in the area. Given the class of road and crash types, it is concluded that the road network is currently operating in a manner consistent with access roads.

3.4 Existing Traffic Flow

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

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Average Monday to Friday						
Leach Highway	West of North Lake Road (SLK 4.96)	58,647	07:45 – 4,676	16:00 – 4,667	8.5	2021 /22
	East of Stock Road (SLK 3.11)	39,403	07:45 – 2,941	16:30 – 3,088	12.0	2020 /21
North Lake Road	North of Leach Highway (SLK 1.69)	21,975	08:00 – 1,657	15:00 – 1,825	8.3	2024 /25
	South of Leach Highway SLK 1.86)	27,922	08:00 – 2,297	16:15 – 2,474	7.1	2020 /21
Garling Street	West of Dunford Street (SLK 1.37)	6,588	07:45 – 569	15:30 – 584	9.5	2023 /24
Wednesday 21st February						
Archibald Street	West of Wheyland Street	4,780	08:00 – 447	15:00 – 443	3.0%	2024
	East of Wheyland Street	4,833	08:00 – 476	15:00 – 453	3.0%	2024
Wheyland Street	North of Archibald Street	1,227	08:00 – 119	15:00 – 120	1%	2024
Thursday 22nd February						
Archibald Street	West of Wheyland Street	4,727	08:00 – 451	15:00 – 393	3.0%	2024
	East of Wheyland Street	4,816	08:00 – 478	15:00 – 424	3.0%	2024
Wheyland Street	North of Archibald Street	1,267	08:00 – 135	15:00 – 145	1%	2024

Note – These traffic counts were obtained from the Main Roads Western Australia Traffic Map.

3.5 Public Transport

The subject site is serviced by several bus route operated by TransPerth. The services are summarised in the **Table 3.**

The industry standard for a reasonable walking distance to a bus stop as defined by the Western Australian Planning Commission's planning guidelines, is typically 400 meters. The stop for Route 160

is located within 250m from the site, which is well within the 400m walking catchment. Stops for routes 502 and 915 are located 550m from the site. This distance is outside the standard 400m walking catchment. Therefore, these services are considered to provide a lower level of accessibility to the site for most people. The buses connect the site with Fremantle Station, which provides services towards Perth via the Fremantle Line.

Figure 3 - Bus stop locations (Shown by Orange Dots)



Table 3 - Bus routes and frequencies

Bus Route	Description	Peak Frequency	Off-Peak Frequency
160	East Perth - Fremantle Station via Willagee & Booragoon	Every 30 minutes	Every 60 minutes on weekends
502	Fremantle Stn - Bull Creek Station via Watkins Street & Leach Highway	Every 20 minutes	Every 60 minutes on weekends
915	Fremantle Station - Bull Creek Station via Marmion Street & Booragoon Bus Station	Every 10 minutes	Every 15 minutes on weekends

Table 4 - Train routes and frequencies

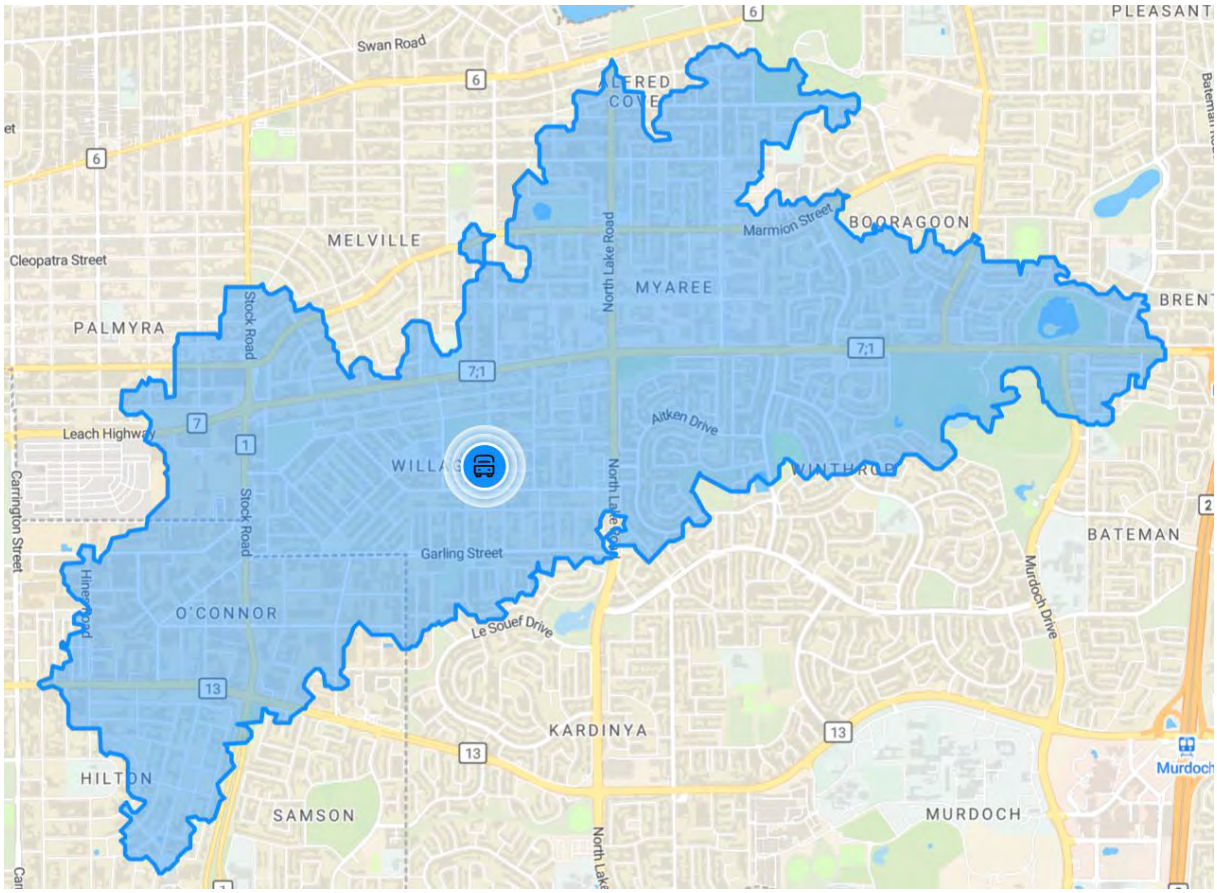
Train Route	Description	Peak Frequency	Off-Peak Frequency
Fremantle Line	Perth - Fremantle Station	Every 12 minutes	Every 30 minutes on weekends

Table 5 - Walk Score Rating for Accessibility to Public Transport

Walk Score Rating for Accessibility to Public Transport	
44	Some Transit. A few nearby public transportation options.

Overall, the site has a moderate level of public transport accessibility. The availability of the three services is expected to encourage a degree of public transport by future residents and visitors. Buses are expected to be able to connect the development to Fremantle Station

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



3.6 Pedestrian and Cyclist Infrastructure

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

Table 6 - PBN Map

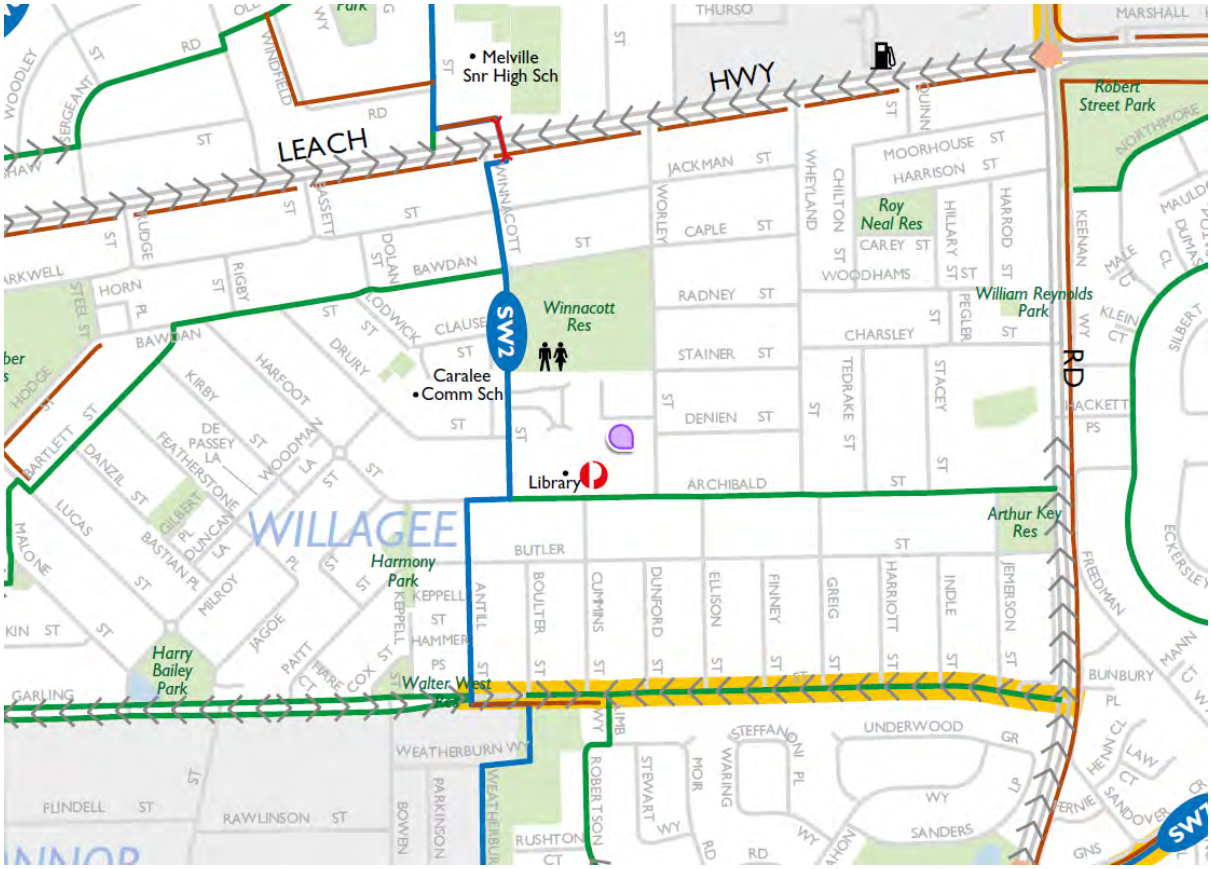


Table 7 - PBN routes within 400m radius from the subject site

Classification	Road Name
Good Road Riding Environment	Archibald Street, Bawdan Street
Perth Bicycle Network (PBN) - Continuous Signed Routes	Winnacott Street, Antill Street

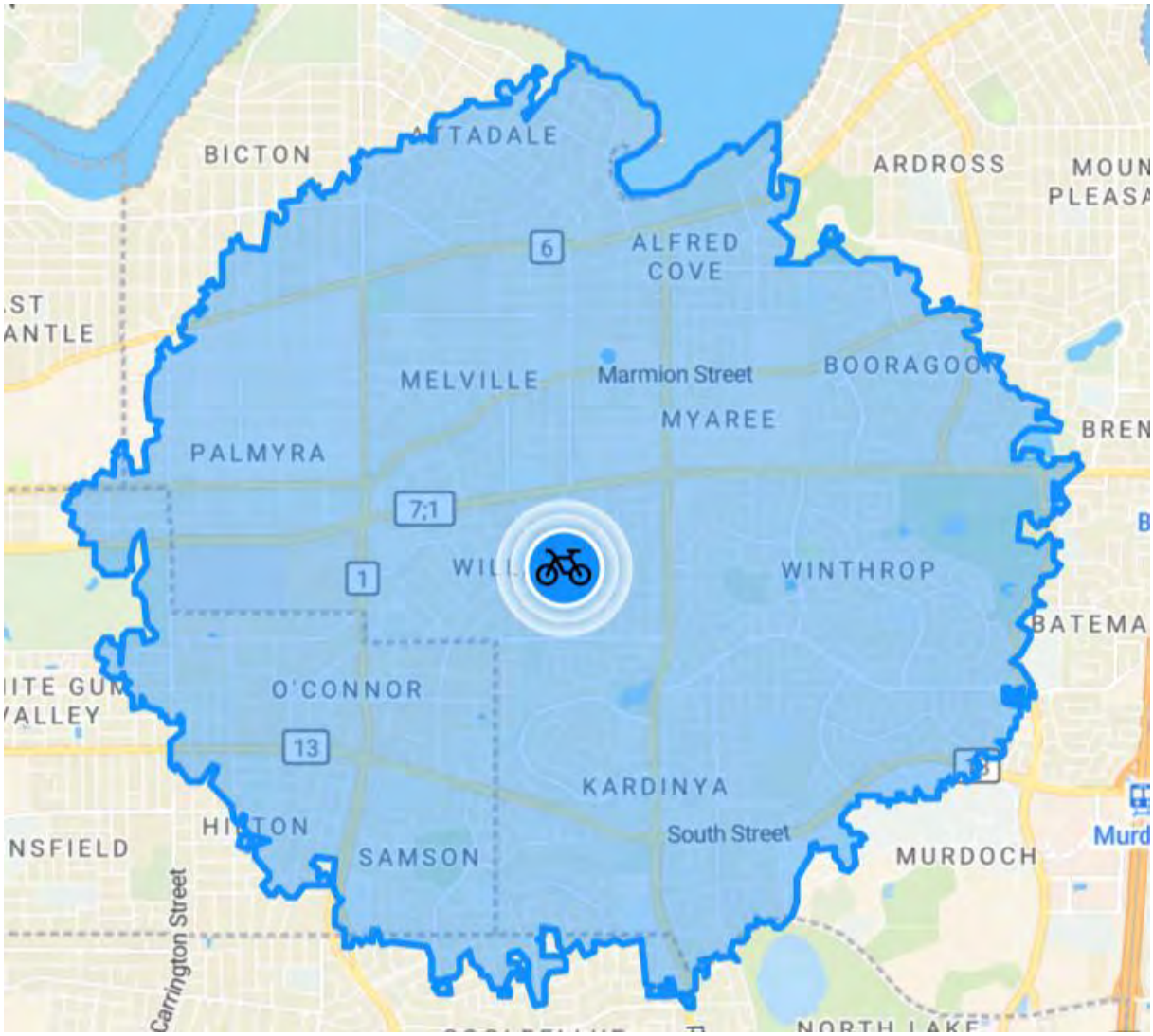
Table 8 - Walk Score Rating for Walkability

What is the Walk Score Rating?	
71	Very walkable. Most errands can be accomplished on foot.

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

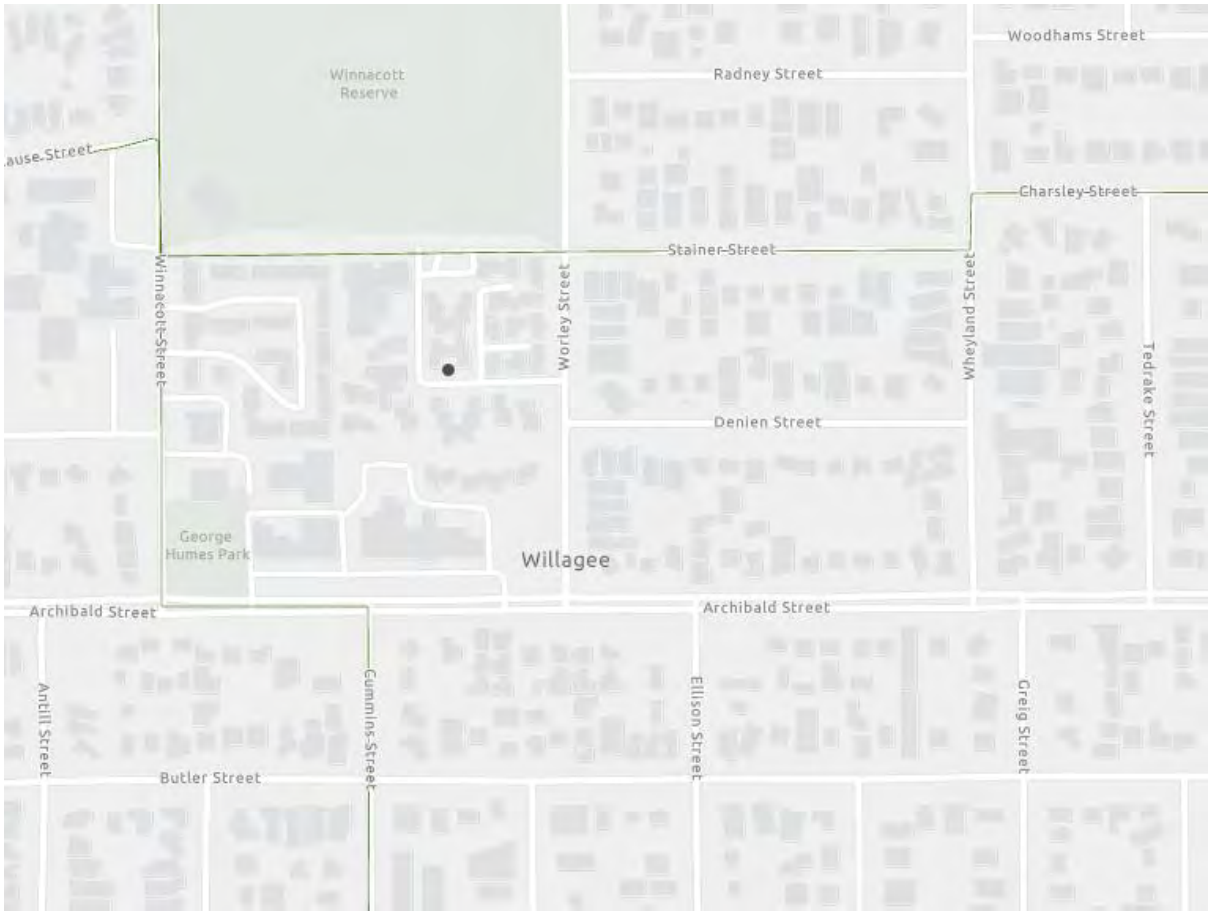


Figure 6 - 15min cycling catchment (app.traveltime.com)



Despite the absence of specific infrastructure on Worley Street, the site is well-integrated into the local active transport grid. Residents have immediate access to Winnacott Street and Antill Street, which provide the necessary connections to the surrounding continued signed routes network.
Long Term Cycling Network (LTCN) shows Winnacott Street, Steiner Street and Cummins Street as local cycling routes.

Figure 7 - LTCN Map



4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The proposed redevelopment includes the construction of a new residential apartment buildings, providing a total of 41 dwellings. These works form Stage 3 of the broader eight-stage redevelopments of the Weeronga Retirement Village. As of writing this report, the full master plan is general in nature and there is no sufficient detail to account for the full impact of the redevelopment. Therefore, the reporting will focus on the proposed redevelopment of areas F and G.

The building is planned within Areas F and G, as identified in Error! Reference source not found. and are designed to continue the existing function of the site as a retirement village for residents aged 55 and over. The proposal represents the next major phase of renewal following completion of Stage 2, which involves site preparation and supporting infrastructure upgrades.

Table 9 - Proposed land uses and yields

Proposed Land Use	Yield
Apartments	41 Apartments

4.2 Vehicular Parking

The car parking requirements for the proposed development will need to align with the guideline documents listed in the table below, which outline the applicable parking provision rates for the proposed land use.

Table 10 – Guideline Documents for Car Parking Provision

Guideline document	Car Parking Requirements
City of Melville Local Planning Scheme No. 6	No car parking requirements specified
Local Planning Policy No. 1.6 –Parking and Access (LPP1.6)	No car parking requirements applicable to residential land uses
WILLAGEE STRUCTURE PLAN (NOVEMBER 2013 (UPDATED APRIL 2023))	No car parking requirements specified
Residential Design Codes Volume 1, 2024 (Table 2.3a Car parking requirements)	Part C – ''applies to all single houses R50 and above, grouped dwellings in areas coded R30 and above and **multiple dwellings in areas coded R30 to R60**.''

The following tables are taken from the relevant Guideline document.

Table 11 – Car parking requirements per Residential Design Codes – Volume 1, Part C, pg. 81

Occupant car parking	Location A	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	0	1
	2 bedroom dwelling	0	2
	3+ bedroom dwelling	1	2
	Location B	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	1	1
	2 bedroom dwelling	1	2
	3+ bedroom dwelling	1	2
Visitor carparking	Number of dwellings	Minimum Parking	
	0-4 dwellings	No visitor car parking required	
	5-8 dwellings	1	
	9-12 dwellings	2	
	13 or more dwellings	3, plus 1 additional space per four dwellings or part thereof	
Motorcycle /scooter parking (multiple dwellings only)	0-19 dwellings	No motorcycle/scooter parking required	
	20 or more dwellings	One motorcycle/scooter space for every 10 car parking spaces	

Minimum parking applies to all types of parking on site including (but not limited to) garages, carports, uncovered spaces, undercroft and basement parking. Maximum carparking applies to garages and carports. Additional parking may be provided as uncovered spaces, undercroft or basement parking.

LOCATION A – includes all land located within:

- 800m walkable catchment of a train station on a high-frequency rail route;
- 250m walkable catchment of a transit stop:
  - on a high-frequency transit route; or
  - that has multiple transit routes, that when combined stop every 15 minutes during weekday peak periods (7am –9am and 5pm – 7pm); or.
  - the defined boundaries of an activity centre.

LOCATION B – includes all land that is not within Location A.

As the site is not located within 800m of a train station or 250m of a high-frequency transit route, the development has been assessed against the Location B criteria. Therefore, the calculated car parking requirement for the proposed development is as shown in the following table.

Table 12 - Parking requirements and provisions

Land use	Yield	Bay allocation	Minimum parking space(s)
Apartments	41	Residents Car Bay	41
		Visitors Car Bay	10
		Motorcycle/Scooter Bay	5
		Total Car Parking Required:	**51**
		Total Car parking provision in Area F:	**43**

The table above outlines the minimum and maximum car parking and motorcycle/scooter bay requirements for multiple residential dwellings in areas coded R30 to R60. However, given that the proposed development forms part of a retirement village for older residents, the car parking standards for special purpose dwellings could be considered more applicable, even though these standards are normally referenced for developments in areas coded R10–R25.

In accordance with the provisions for aged persons' dwellings, accessible dwellings, or small dwellings, the requirement is one resident bay per dwelling plus three visitor bays, with an additional bay for every four dwellings (or part thereof) exceeding 12. These standards align with the minimum resident parking requirements identified in the previous table but require slightly fewer visitor bays (one bay less). On this basis, Premise considers the minimum parking provisions outlined above to be both relevant and sufficient to accommodate the car parking demand generated by the proposed development.

The proposed development, consisting of 41 dwellings, generates a total statutory parking requirement of 52 bays (comprising 41 residential bays and 10 visitor bays). The development plans indicate a total provision of 43 on-site bays.

While this provision satisfies and exceeds the minimum requirement for residential parking, the surplus is insufficient to meet the calculated demand for visitor parking.

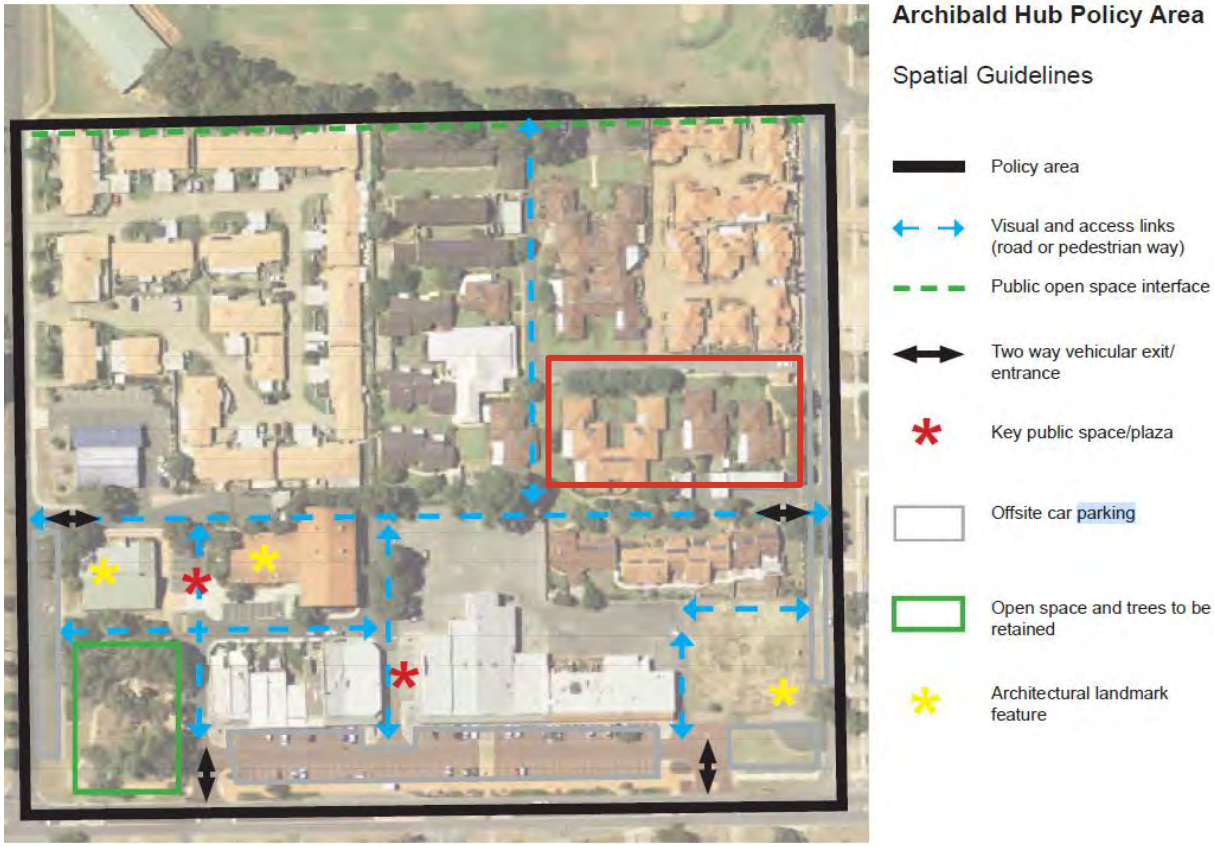
No motorcycle bays are provided but given the demographic characteristics of the residents, it is unlikely that dedicated motorcycle bays will be required.

Overall, the proposed development provides sufficient parking to meet resident requirements but falls short in terms of visitor parking and motorcycle/scooter bays. Premise considers that this shortfall will be addressed in future design stages through centralisation of visitors parking.

It should be highlighted the Willagee Structure Plan provides spatial guidelines for the Archibald Hub Policy Area, which includes the subject site and identifies off-site car parking within Policy area as illustrated in the **Figure 7** below. As there is a continuous pedestrian path connecting the subject site

(framed red) to the existing open parking area located within a short walking distance (less than 150 metres), visitor parking demand, when required, could be accommodated off-site.

Figure 8 - Archibald Hub Policy Area (sourced from Willagee Structure Plan, page 31)



4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-streetcar parking facilities.

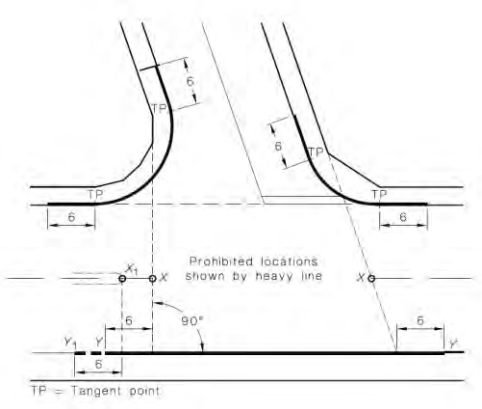
The site will provide 43 parking bays. Parking areas are designed to accommodate User Class 1A - Residential, domestic and employee parking.

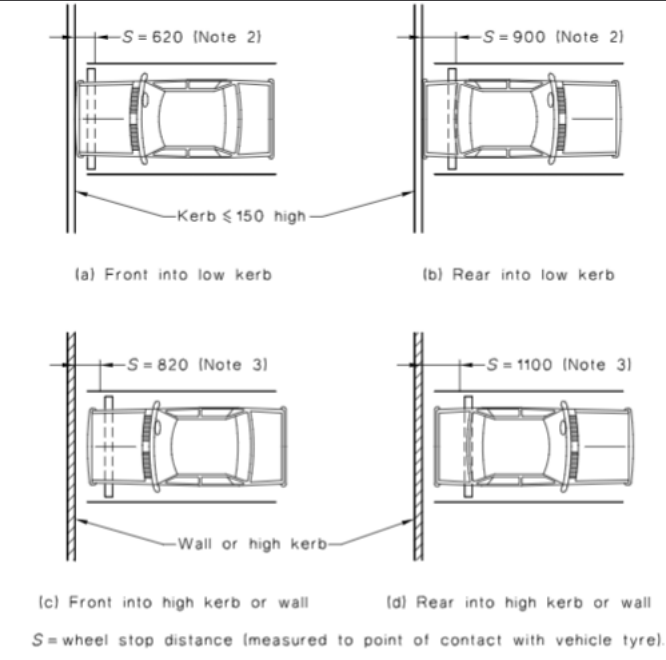
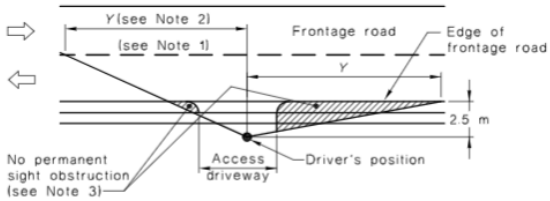
4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

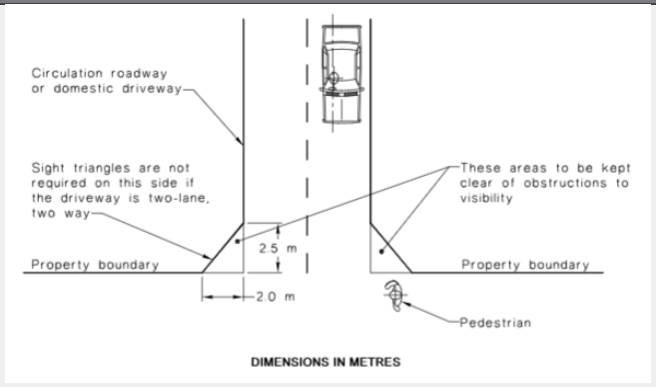
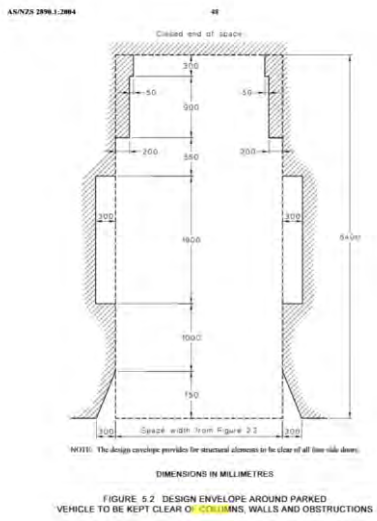
Table 13 – Proposed Parking Area: Dimension Comparisons with AS 2890.1 Requirements

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	5.5m	2.4m	2.4m	5.8m	6.25m

Table 14 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION *(a) Driveway Categories 1 and 2* *At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."*  	The proposed driveways are located outside of the 6m restriction from an intersection.
"2.4.2 Angle parking aisle *(c) Blind aisles* *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.* *(d) Single-sided aisles* *Where there is angle parking on one side of an isle only and the other side is confined by a wall or other high vertical obstruction closer than 300mm to the nominal edge of the aisle, to provide manoeuvring clearance, the aisle width shall be increased by 300mm measured to the vertical obstruction*	Blind aisles are extended sufficiently beyond the last parking space The width of the aisle is extended to 6.25m compared to the required minimum of 5.8m
"2.4.5.4 Wheel stops *Wheel stops may be provided where it is considered necessary to limit the travel of a vehicle into a parking space. If used they shall meet the requirements given below.*	Wheelstops are placed too close to the walls or kerbs (500mm). This can be easily resolved in the next design phase.

REQUIREMENT	COMPLIANCE
	
"3.2.4 Sight distance at access driveway exits *(a) Entering sight distance* *Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2*  **Distance (Y) along frontage road** **m** **Frontage road speed (Note 4) km/h** / **Access driveways other than domestic (Note 5)** / **Domestic property access (Note 6)** **Desirable 5 s gap** / **Minimum SSD** 40: 55, 35, 30 50: 69, 45, 40 60: 83, 65, 55 70: 97, 85, 70 80: 111, 105, 95 90: 125, 130, Use values from 2nd and 3rd columns 100: 139, 160 110: 153, 190 *(b) Sight distance to pedestrians* *Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."*	Sight distances comply with the desirable 5 second gap for a 50kph frontage road. Sight distance over main crossover for pedestrians are sufficient

REQUIREMENT	COMPLIANCE
	
"5.2 Column Location and Spacing *The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.* 	All proposed columns comply with the column location and spacing standards shown on the left.

4.2.2 VEHICLE SWEPT PATHS

The site is deemed navigable. Please refer to the plans in Appendix 3.

4.3 Parking Management Plan

The proposed development shows 43 residents-only parking bays in the proposed facility. This parking provision is sufficient to cater for the residents' requirements (41 apartments). Residents' parking will be controlled with electronic gates, that can be opened remotely by residents and key facility staff. Visitors' parking is proposed to be consolidated in the northern section of the site in the interim, while the final master plan will address the ultimate visitors' parking. Furthermore, the parking on Worley Street can be utilised by the visitors, particularly for visitors coming after hours.

4.3.1 ON-STREET PARKING ON WORLEY STREET

The proponent provided the project team with CCTV recordings covering one of the main existing access points and the on-street parking on Worley Street. The on-street parking comprises 13 car parking bays and 2 motorcycle bays. The parking is embayed at 60 degrees to the carriageway.

The survey included 24-hour recordings in period Monday 2 February – Sunday 8 February 2026.

Figure 9 - On-street parking on Worley Street (source: Nearmap 21.01.2026)



The overall parking occupancy appears to be very low, with couple of parking bays being occupied overnight for most of the weekdays. The table below outlines key metrics of parking utilisation.

Figure 10 - Worley Street on-street parking utilisation.

Date	Maximum utilisation	Median dwell time	Maximum dwell time	Minimum Dwell time	Maximum No of cars parked within 1hr
2 Feb 26	38.5% (11:00-12:00)	1hr 9min	11hrs 49mins	1min	5
3 Feb 26	38.5% (16:00-17:00)	22mins	11hrs 38mins	<1min	5
4 Feb 26	46.2%	1hr 9min	6hrs 37mins	1min	6

	(10:00-11:00)				
5 Feb 26	30.8% (14:00-15:00)	1hrs 39mins	6hrs 30 mins	1min	4
6 Feb 26	23.1% (09:00-10:00)	6mins	1hr 5mins	2mins	3
7 Feb 26	23.1% (09:00-10:00)	16mins	5hrs 42mins	<1min	3
8 Feb 26	23.1% (09:00-11:00)	9mins	12hrs 11mins	2mins	3

The parking occupancy is assessed in 1-hour increments over 24 hours for each day, which is fairly conservative considering that most of the vehicles dwelled less than 30 minutes. Even with this conservative assessment, the parking can be deemed significantly underutilised; therefore, it is deemed there is sufficient spare capacity to accommodate visitors parking.

4.3.2 GENERAL PARKING IN THE NORTHERN SECTION OF THE SITE

The facility has general parking area (21 car parking bays) located at the northern corner of the site as shown in the Figure 11 below. Review of available historical aerial imagery (last 19 images in period 2023-2026) shows that the parking is generally underutilised particularly during the standard times of residential visitors attendances (after hours on weekdays and on weekends). Only one (1) of nineteen (19) consecutive aerial images (accessed via Nearmap portal) show parking area utilised at 85% while the remaining images show the parking area utilised 20-50%.

This parking area can easily be used to accommodate residential visitors' parking demand, particularly for the frequent visitors or visitors very familiar with the site.

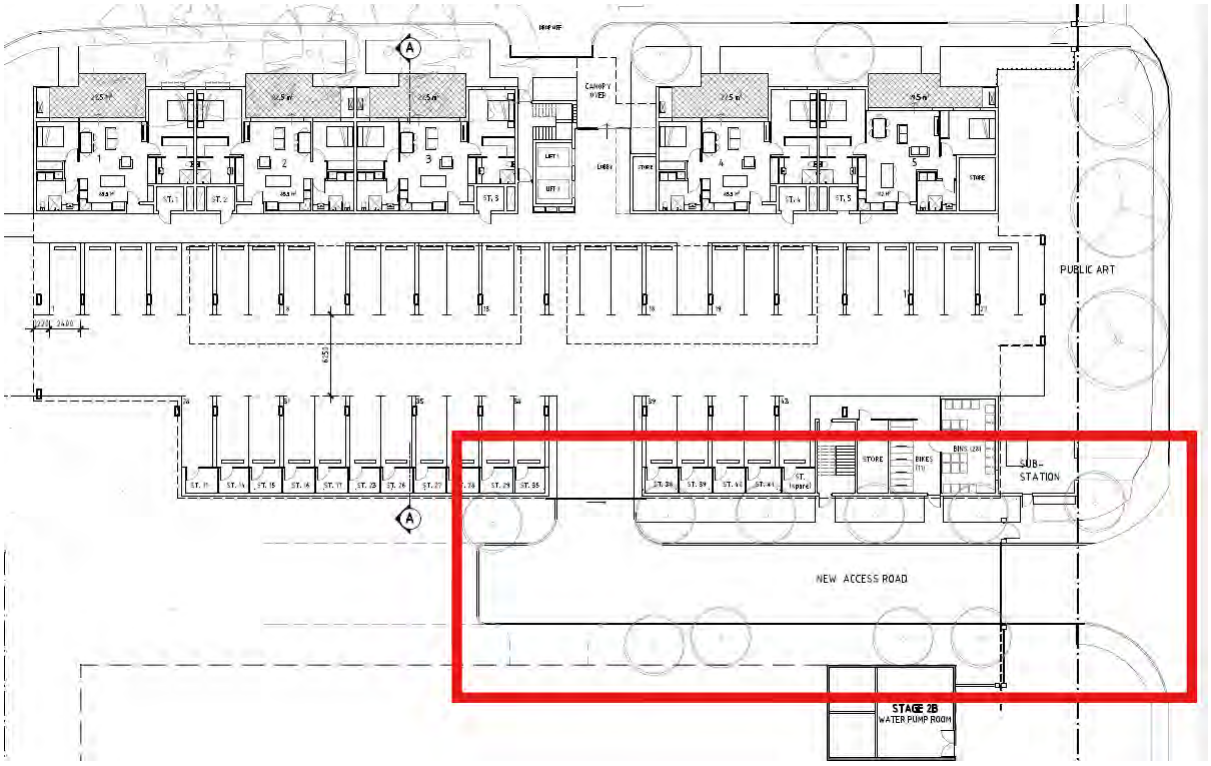
Figure 11 - Location of general parking on site in relation to the subject development site



4.4 Vehicle Access

Vehicle access for the development is consolidated via a single internal road extending from Worley Street, simplifying the entry arrangement as shown in the following figure.

Figure 12 - Proposed Access Point



Regarding parking management, the internal car park is designated for the exclusive use of residents. Secure access controls (such as remote-controlled gates or key-fob entry) will be implemented at the parking interface to restrict entry. Consequently, the internal parking area will not be accessible to visitors, ensuring the security and availability of resident bays.

Pedestrian access and amenity will be improved by ensuring clear pedestrian priority is retained at the interface of the internal road and Worley Street. The design reduces the visual prominence of the vehicle crossover, treating the connection not as a standard intersection, but as a pedestrian-prioritized zone to ensure safety and maintain high amenity for foot traffic

4.5 ACROD Parking

Table 15 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	Class 2 – Accessible parking required for units deemed 'Accessible'	Not required

The proposed development does not include any accessible parking spaces, as no accessible units are proposed as part of the development.

4.6 Bicycle, Scooter and Motorcycle Parking

Bicycle parking requirements are to be in line with Western Australia's Residential Design Codes – Volume 1, Part C, page 82 provisions as outlined in the table below. ''*Where the bicycle parking calculation results in a fraction of a space, the requirement is to be rounded up to the nearest whole number.*''

Table 16 – Bicycle parking provision rates and calculation

Bicycle parking requirement	Yield	Calculation
Occupant bicycle parking for Multiple dwellings - 0.5 x the total number of dwellings	41 Dwellings	21 Bays
Visitor bicycle parking for 10 or more Multiple dwellings - 0.1 x the total number of dwellings		5 Visitor Bays
Total Required Bicycle Parking		**26 bike bays**

The proposed development includes 12 bicycle parking bays (10 for residents in the parking block and two for visitors in vicinity of the main pedestrian entry point). While the provision does not satisfy the requirements set out in the guideline document, it is consistent with the needs of residents, and it is considered unlikely that visitors will travel by bicycle. Additional bicycle parking could, however, be easily accommodated if required, either on site or by utilising proposed residential storage areas.

Based on the City of Melville's LPP 1.6, the proposed development should allow for 4 motorcycle / scooter parking spaces. The plans don't show motorcycle / scooter parking bays. Considering the demographic of residents, it is not expected that motorcycles/scooters will be heavily used.

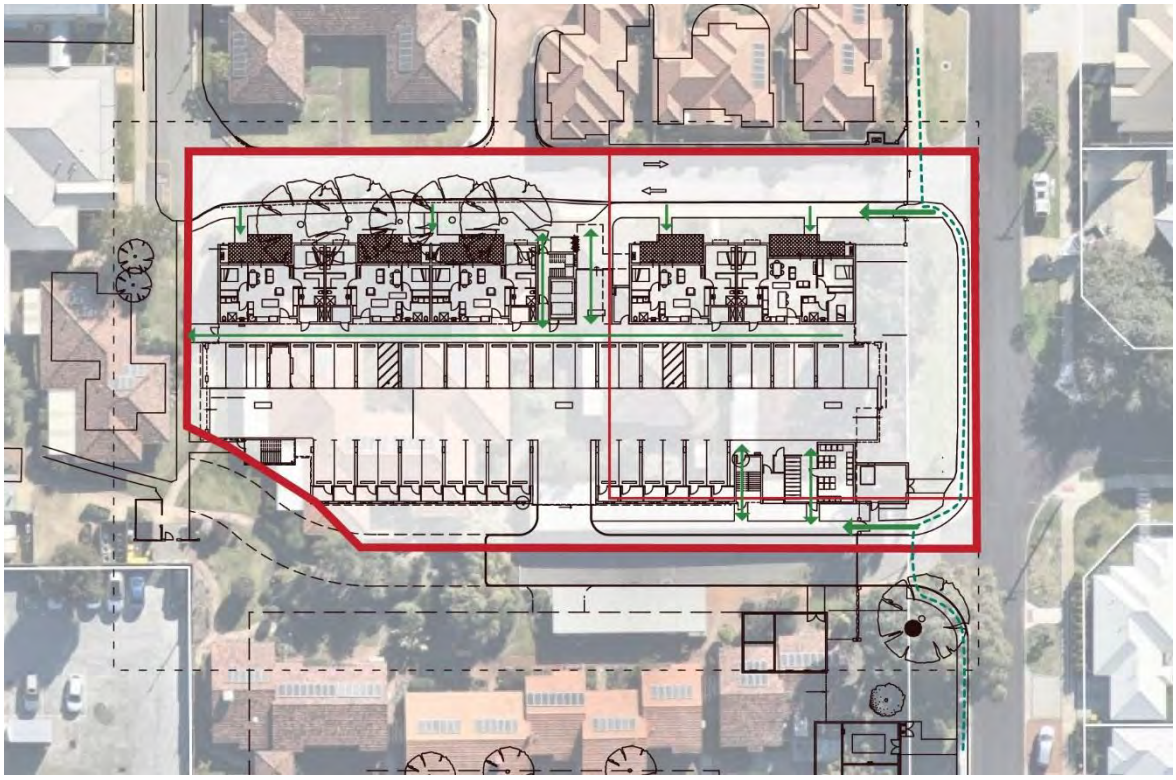
4.7 Pedestrian Connections

The proposed redevelopment will have two gated pedestrian access points connecting directly to Worley Street existing footpath. The northern driveway will retain pedestrian path along the kerb line, allowing direct access to ground floor dwellings interfacing the driveway.

The southern driveway features a pedestrian path along the southern kerb and proposes another footpath along the northern kerb with a dedicated pedestrian access. Pedestrians will be able to access the footpath directly from the car park. Ground floor internal connections should be step free, apart from differentiation between the internal carriageway and a pedestrian path.

Notwithstanding the presence of internal pedestrian footpaths, all of the Weeronga Grounds, inclusive of parking areas is a designated shared zone with a maximum vehicular speed of 8km/h.

Figure 13 - Diagram of existing and proposed pedestrian connections



4.8 Delivery and Service

As the proposed development forms part of a multistage project, alongside a previously approved and operational retirement village, the existing waste collection arrangements are expected to accommodate the new dwellings. Waste and recycling bins will be located in the southern section of the proposed development interfacing the southern crossover.

The waste vehicle will reverse from Worley Street on the crossover while managed by the caretaker, to collect the bins, and will continue on Worley Street in forward gear.

Further redevelopment of the site may see this access point extended to service other sections of the site. Should this occur, the waste collection procedure will be revised.

4.9 Traffic Impact of the Proposed Development

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used. The GTIA provides rates for Seniors' Housing; therefore, we propose to use these rates (regional) as the closest to the proposed land use.

Table 17 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Housing for seniors. • Site peak hour = 0.44 vehicle trips/dwelling • PM peak hour = 0.23 vehicle trips/dwelling • Daily = 2.39 vehicle trips/dwelling

Table 18 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			Site	PM
Current Stage				
Medium Density Residential	41 dwellings	98	18	10
	Total:	**98**	**18**	**10**

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

The proposed development is expected to generate a 98 daily trips, 18 vehicular trips during the site peak (not coinciding with AM or PM network peak) and 10 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

Estimated traffic relates specifically to the traffic that will be generated by the proposed retirement dwellings in Areas F and G during Stage 3 of the overall redevelopment of the existing Weeronga Retirement Village. The redevelopment will occur in stages; however, as of writing this report, it is unknown how many stages or how many total units this redevelopment may have.

Traffic from existing developments in Areas F and G has not been considered, as at the time of writing this report there was no available information regarding current land uses, yields or activity in these areas. Based on the existing aerial imagery, this area is occupied by less than 10 residential units at present, that are to be removed and replaced by the proposed development.

4.10 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 19 outlines the main anticipated traffic distribution routes based on the above description.

Table 19 - Trip Distribution Routes

Route	Percentage
> From the north via Worley Street > > subject development and reverse	**93%**
Including traffic:	
- From the northwest via Leach Highway	*37%*
- From the northeast via Leach Highway	*56%*
> From the south via Worley Street > > subject development and reverse	**7%**
Including traffic:	
- From the southwest via Archibald Street	*5%*
- From the southeast via Archibald Street	*2%*

4.11 Site-Specific Issues and Proposed Remedial Measures

Table 20 - Site-specific issues

How many site-specific issues need to be discussed?	Two (2)
Site-Specific Issue No 1	Visitors parking shortfall
Remedial Measure / Response	The proposed development will have dedicated parking for residents at the ground floor with strict access control. Visitors will be instructed to use either general parking in the northern section of the grounds or available on-street parking on Worley Street (which has plenty of spare capacity as demonstrated by the parking survey).
Site-Specific Issue No 2	Bicycle and motorcycle parking shortfall
	The proposed development provides 12 bicycle parking bays (leading to statutory shortfall of 14 bays) and no motorcycle and scooter bays. While this constitutes statutory shortfall, we believe it will not impede the operations of the development. Considering the nature of the development is it unlikely that any notable proportion of residents will ride motorcycles or scooters. Each dwelling is provided with a storage which can be used as supplementary bicycle storage if required.

APPENDICES

APPENDIX A

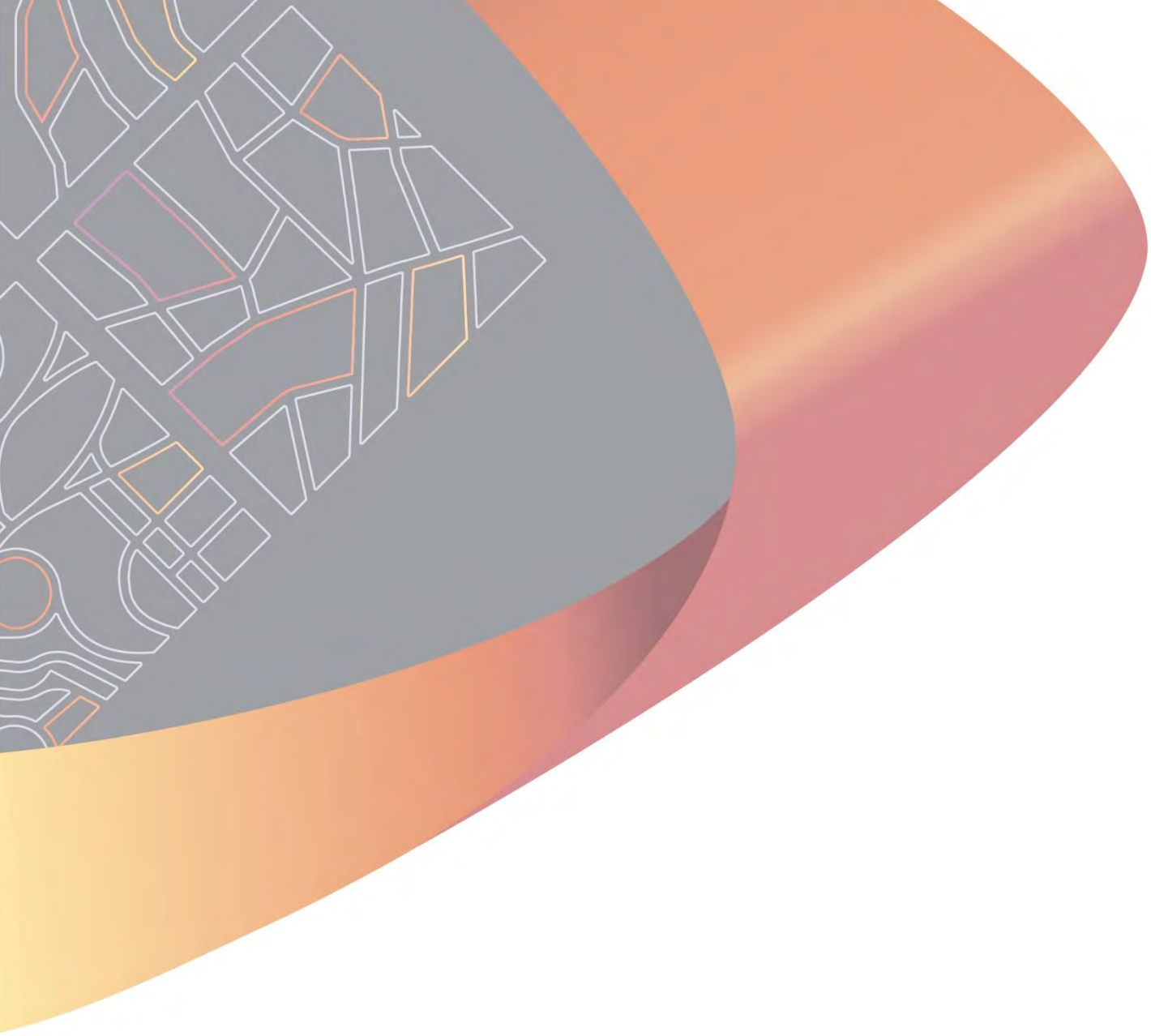
DEVELOPMENT SITE PLAN

APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS



Premise

APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

EXISTING POOL

FL38.09

EXISTING UNITS

FL38.26

NEW KERB

EXISTING UNITS

FL38.45

FL38.29

FL38.61

NEW KERB

EXISTING COMMUNITY CENTRE

FL38.10

FL38.40

38.01

38.00

ACCESS ROAD RE-ALIGNED

38.24

38.70

EXISTING ACCESS ROAD

VEHICLE GATE (EXISTING)

38.87

EXISTING CROSS OVER

TRANSITION KERB

NEW FOOTPATH & KERB

1550

DROP OFF

NEW FOOTPATH & KERB

RETAIN EXISTING CORK TREES x 5

A

A/C & DRYING ENCLOSURE

SHROUD

22.5 m²

22.5 m²

22.5 m²

CANOPY OVER L/BOX

22.5 m²

19.5m²

NEW 1800h METAL RAILING FENCING TO MATCH EXISTING

6150 SET BACK

STAR 1

LIFT 1

LIFT 2

LOBBY

FIP

BATTERY STORE

1

2

3

4

5

83.5m²

ST. 1 4.5m²

ST. 2

83.5m²

83.5m²

ST. 3

83.5 m²

ST. 4

ST. 5

102m²

PUBLIC ART AND LANDSCAPING TO FRONT VERGE

EVSB 1

3190 SET BACK

BOUNDARY 154.95

5500

SHORT TERM

1

7

12

17

19

22

27

B

B

1880

2400

DECORATIVE SCREEN

6250

DECORATIVE SCREEN

STAIRS 3

28

32

37

38

40

43

EVSB 2

COM

SERVICE BAY

STORE

BIKES (10)

BINS (26)

SUB-STATION

ST. 11 4.5m²

ST. 14

ST. 15

ST. 16

ST. 17

ST. 23

ST. 26

ST. 27

ST. 28

ST. 29

ST. 35 4.5m²

ST. 38

ST. 39

ST. 40

ST. 41

ST (spare)

STAR 2

BMSB

SMSB

A

VEHICLE GATE (NEW)

39.21

39.43

WORLEY STREET

38.8

NEW ACCESS ROAD (EXISTING MODIFIED)

VEHICLE GATE (NEW) TO MATCH EXISTING

MODIFIED CROSS OVER

BOUNDARY 53.52

31.21

9435 SET BACK

RETAIN EUC & GRASS-TREE

NEW SITE WATER PUMP ROOM

39.13

39.25

PUBLIC ART AND LANDSCAPING TO FRONT VERGE

FUTRE STAGE 5

AREA H

NEW 1800h METAL RAILING FENCING TO MATCH EXISTING

RETAIN EX. TREE

BOOSTER

NEW SITE FIRE PUMP ROOM

FIRE TANK 2 (65KL)

FIRE TANK 1 (63KL)

200 SET BACK

1030 SET BACK

BOUNDARY 82.64

APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF MELVILLE — LOCAL GOVERNMENT NAME
WILLAGE — SUBURB NAME

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

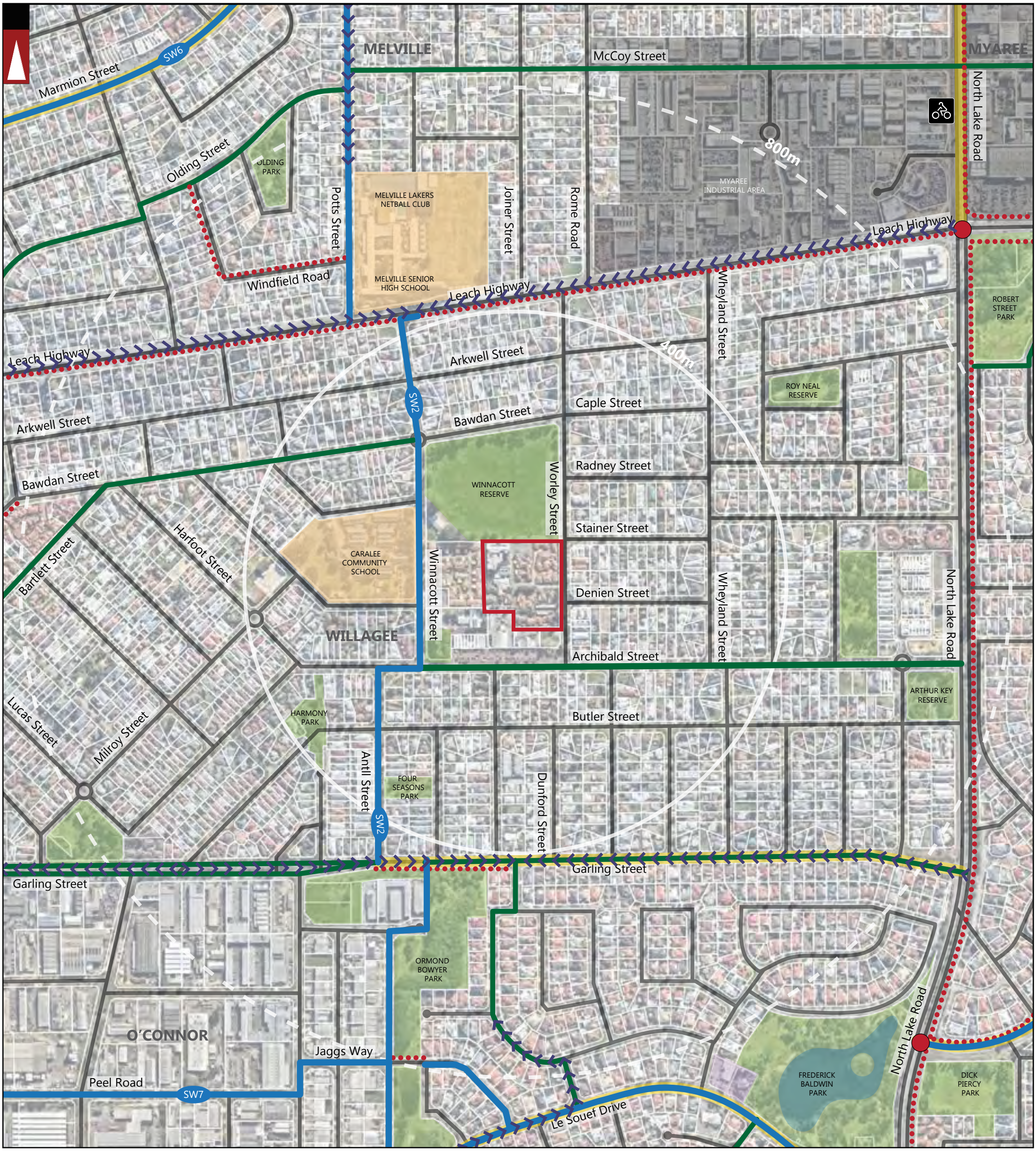
PROJECT: 40-44 WORLEY STREET, WILLAGEE

TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: P002682_S01

DRAWN BY: J.S.

Premise
PART OF THE Amey GROUP



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF MELVILLE — LOCAL GOVERNMENT NAME
WILLAGE — SUBURB NAME
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
GOOD ROAD RIDING ENVIRONMENT
BICYCLE LANES OR SEALED SHOULDER EITHER SIDE
NW12 — PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES
GRADIENT ARROW
TRAFFIC LIGHT
BIKE SHOP

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

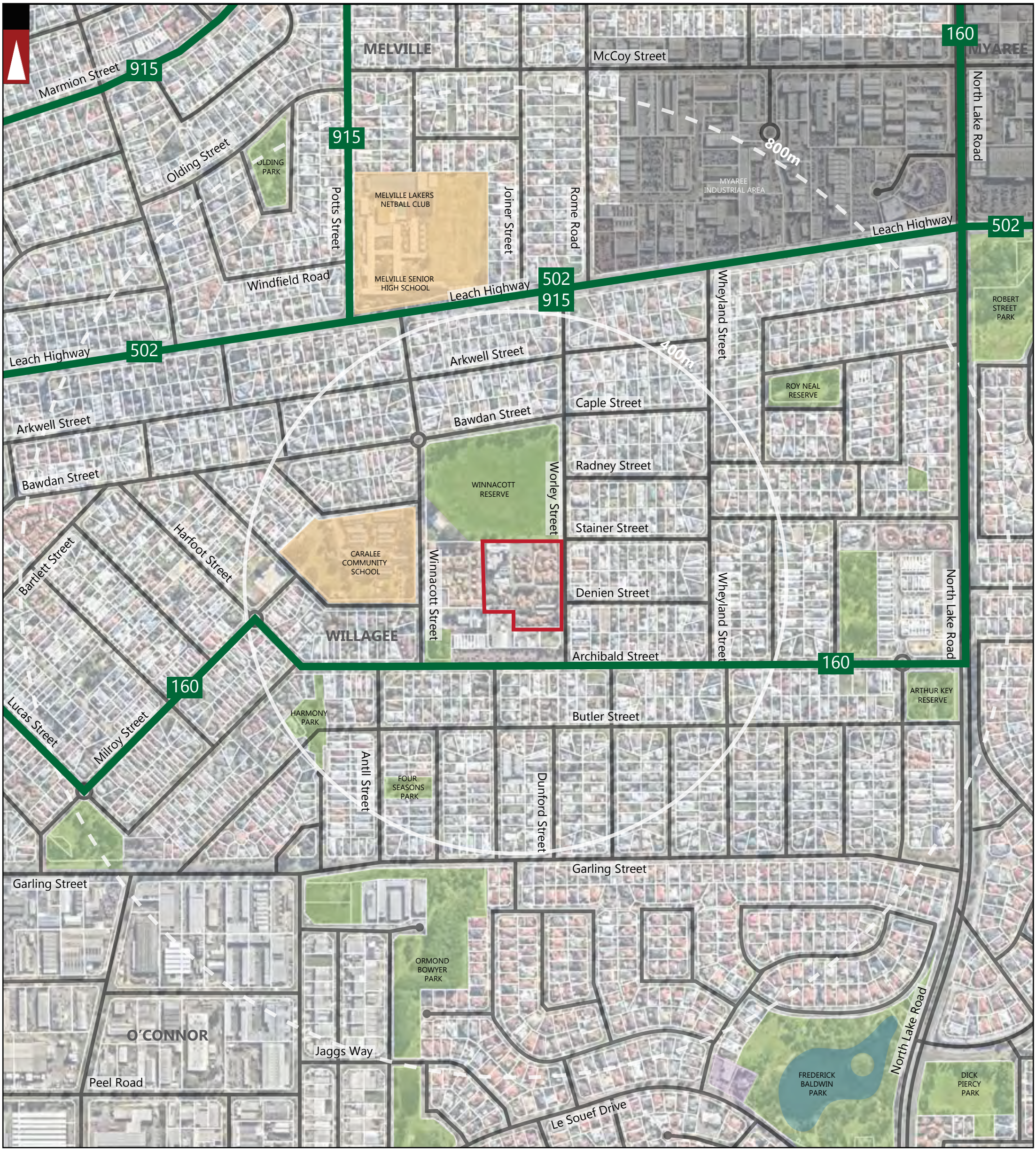
PROJECT: 40-44 WORLEY STREET, WILLAGEE

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: P002682_S02

DRAWN BY: J.S.

Premise — PART OF THE Arney GROUP



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF MELVILLE — LOCAL GOVERNMENT NAME
WILLAGE — SUBURB NAME
BUS ROUTES
103 — BUS ROUTE NUMBER

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

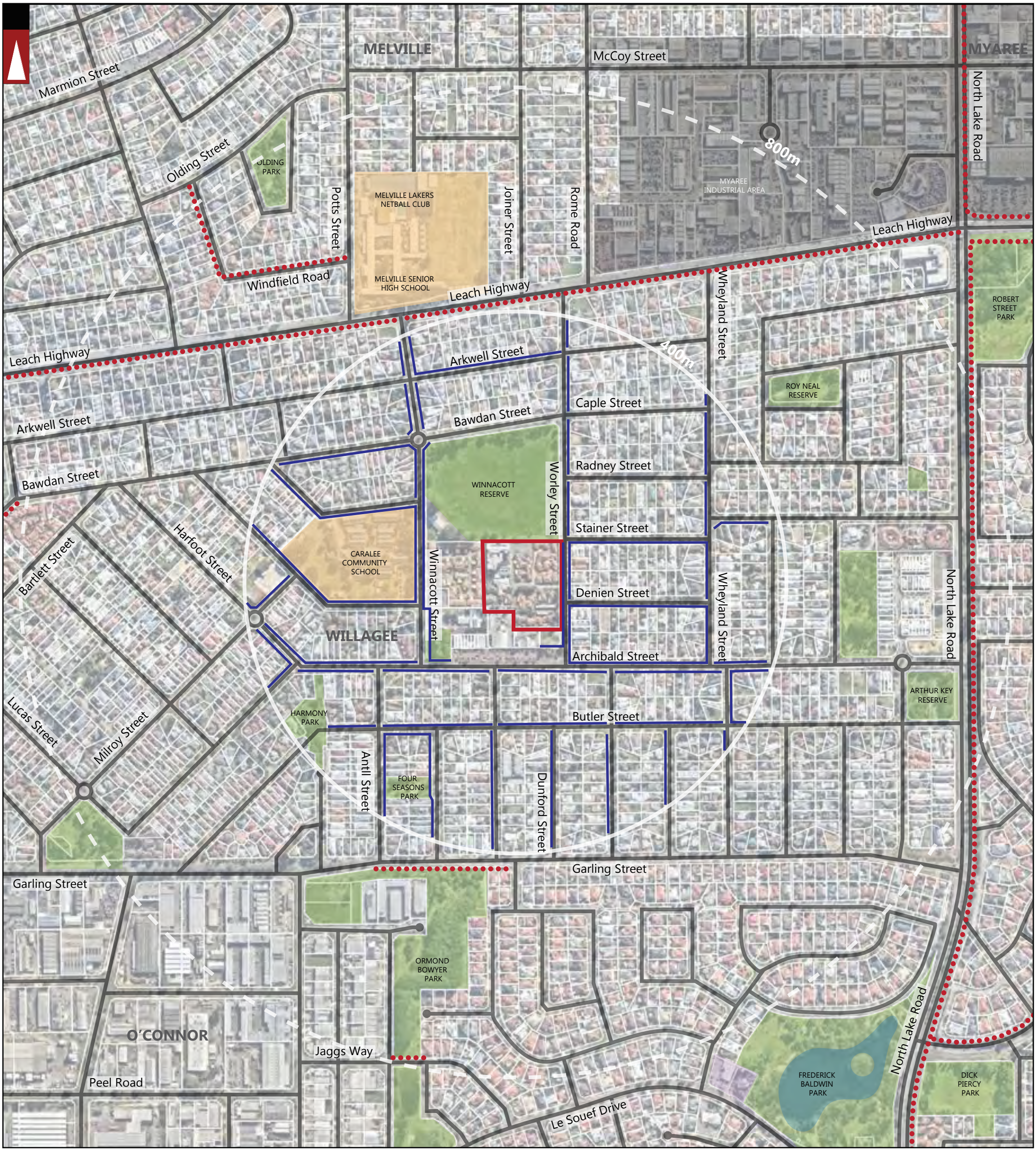
PROJECT:
40-44 WORLEY STREET, WILLAGEE

TITLE:
PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER:
P002682_S03

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF MELVILLE — LOCAL GOVERNMENT NAME
WILLAGE — SUBURB NAME
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
PEDESTRIAN PATH WITHIN 400M RADIOUS FROM THE SUBJECT SITE

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

PROJECT:
40-44 WORLEY STREET, WILLAGEE

TITLE:
PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER:
P002682_S04

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF MELVILLE — LOCAL GOVERNMENT NAME
WILLAGE — SUBURB NAME
5,512 — NUMBER OF VEHICLES PER DAY
AM 1145 – 381 PM 1630 – 480 — NUMBER OF VEHICLES PER AM PEAK HOUR / NUMBER OF VEHICLES PER PM PEAK HOUR
2014 — YEAR
EAST OF HARLOW ROAD — LOCATION

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: P002682_ S05

DRAWN BY: J.S.

Premise — PART OF THE Arney GROUP



SUBJECT LOT BOUNDARY

BOUNDARY OF AREAS F AND G

Lewis Road ROAD NAME

154 — Total Expected Traffic Generation from the subject development

88 — Total Expected Traffic Generation from the proposed development on Areas F and G, separatelly

17 — Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
B	17-02-2026	DEVELOPMENT PLANS UPDATED
A	11-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE

TITLE: TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER: P002682_S06

DRAWN BY: J.S.

Premise
PART OF THE Arney GROUP



SUBJECT LOT BOUNDARY

BOUNDARY OF AREAS F AND G

Lewis Road ROAD NAME

154 — Total Expected Traffic Generation from the subject development

88 — Total Expected Traffic Generation from the proposed development on Areas F and G, separatelly

17 — Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
B	17-02-2026	DEVELOPMENT PLANS UPDATED
A	11-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE

TITLE: TRAFFIC FLOW DIAGRAM - SITE PEAK

DRAWING NUMBER: P002682_S07

DRAWN BY: J.S.

Premise
PART OF THE Arney GROUP



SUBJECT LOT BOUNDARY

BOUNDARY OF AREAS F AND G

Lewis Road ROAD NAME

154 Total Expected Traffic Generation from the subject development

88 Total Expected Traffic Generation from the proposed development on Areas F and G, separatelly

17 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
B	17-02-2026	DEVELOPMENT PLANS UPDATED
A	11-09-2025	ISSUED FOR REVIEW

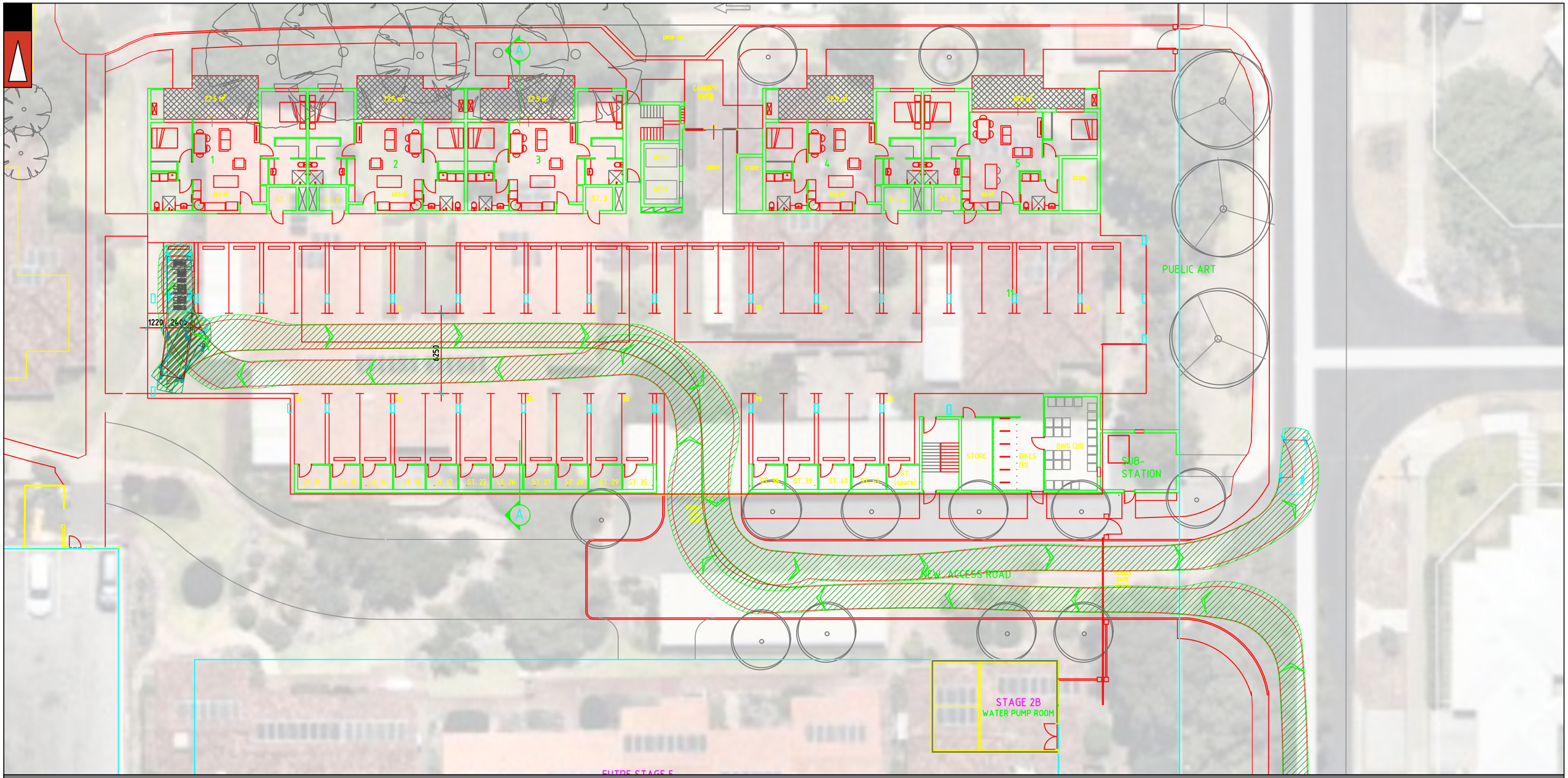
PROJECT: 40-44 WORLEY STREET, WILLAGEE

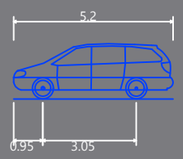
TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: P002682_S08

DRAWN BY: J.S.

Premise
PART OF THE Arney GROUP





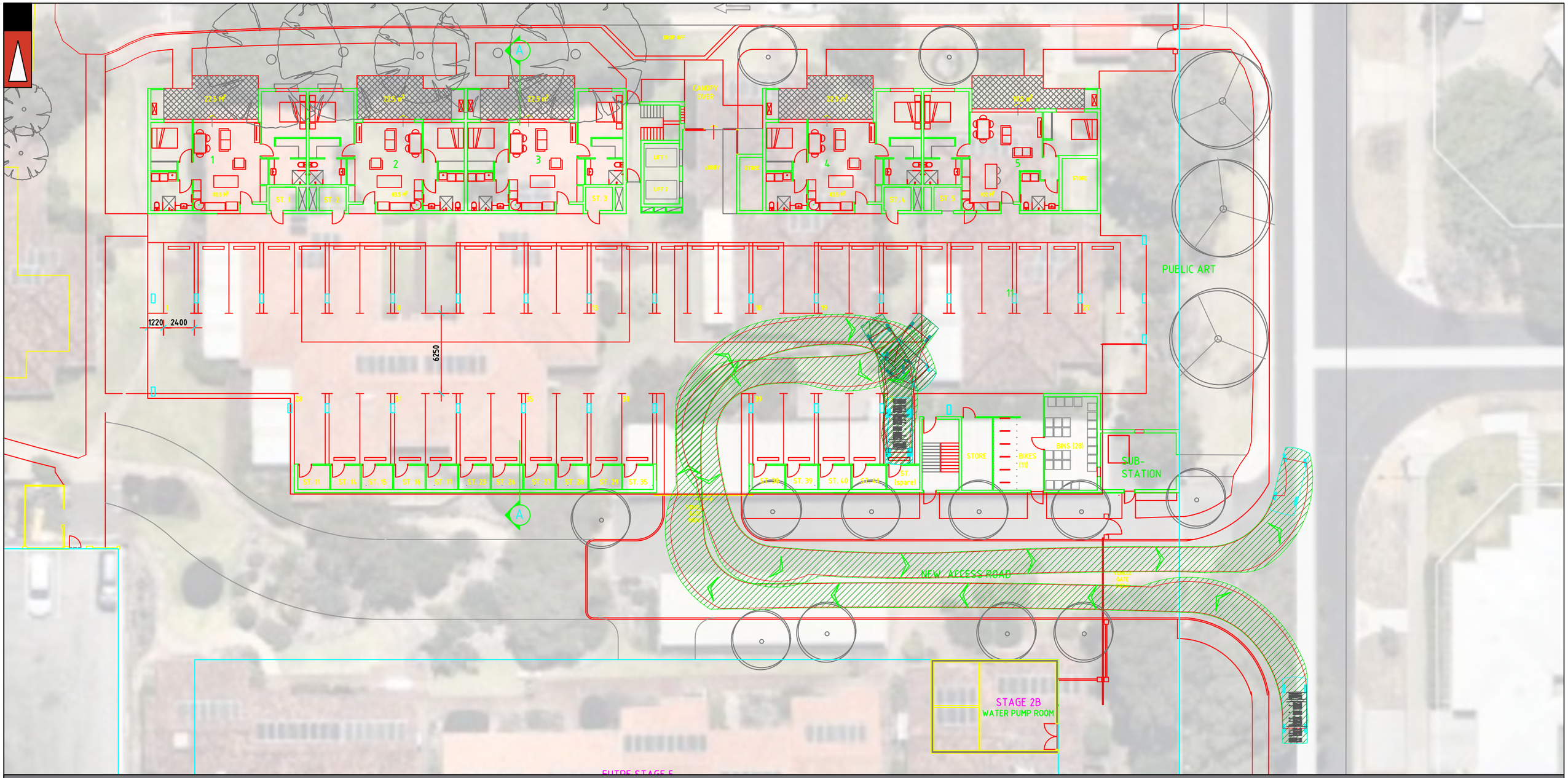
Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

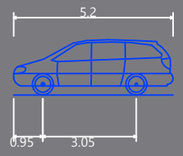
- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY:
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.T.
A	04-02-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P002682__Landscape_2	
NO	DATE	AMENDMENT		

Premise
PART OF THE Amey GROUP





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

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

LEGEND

NO	DATE	AMENDMENT
A	04-02-2026	ISSUED FOR REVIEW

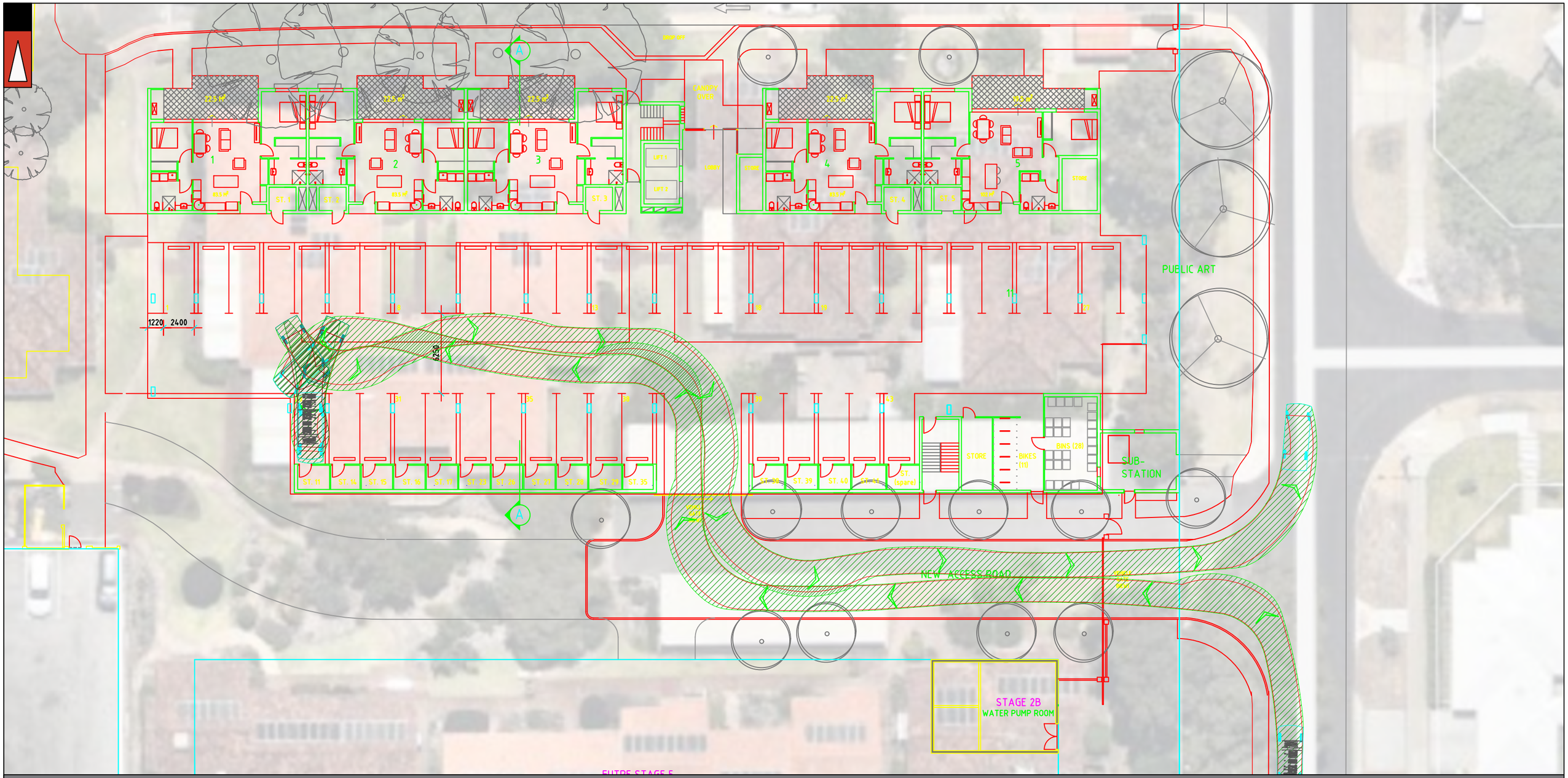
PROJECT:
Alchera Willagee TES

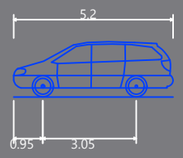
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P002682__Landscape_3

DRAWN BY:
A.T.

Premise
PART OF THE Amey GROUP





Passenger vehicle (5.2 m)

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

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

LEGEND

NO	DATE	AMENDMENT
A	04-02-2026	ISSUED FOR REVIEW

PROJECT:
Alchera Willagee TES

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P002682__Landscape_4

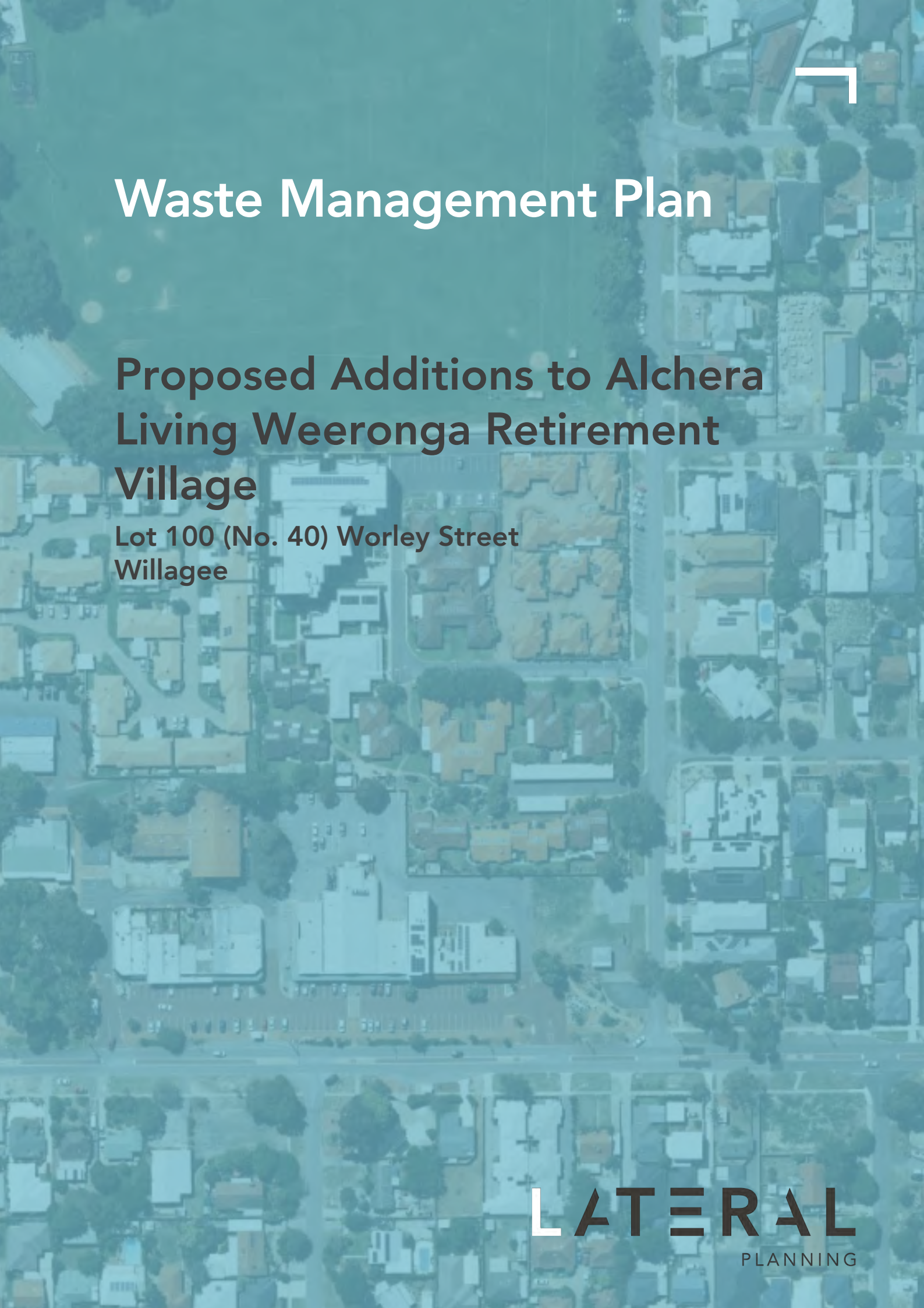
DRAWN BY:
A.T.

Premise
PART OF THE Amey GROUP

Waste Management Plan

Proposed Additions to Alchera Living Weeronga Retirement Village

Lot 100 (No. 40) Worley Street
Willagee



LATERAL
PLANNING

Document Control

Reference	0505
Location	Lot 100 (No. 40) Worley Street, Willagee
Client	Alchera Living
Document Title	Waste Management Plan
Document File Name	0505 Waste Management Plan Rev 04.docx
Document Date	25 March 2026
Document Version	04
Author	Nathan Stewart

Contents

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2.0 Site Description 1

3.0 Development Overview 2

4.0 Waste 3

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4.4 Bin Sizes and Numbers 4

4.5 Bin Enclosure 4

4.6 Waste Collection 5

1.0 Introduction

This Waste Management Plan (**WMP**) has been prepared in support of a Development Application which seeks approval for the construction of proposed additions to the existing Alchera Living Weeronga Retirement Village at Lot 100 (No. 40) Worley Street, Willagee (**site**).

The purpose of the WMP is to document waste management generation, storage and collection procedures for the proposed additions at the site. Waste management procedures for the existing development at the site remains unchanged by this WMP. The WMP contains a series of operational measures that will be implemented on an on-going basis at the site.

2.0 Site Description

Local Authority	City of Melville (**City**)
Address	40 Woley Street, Willagee
Cadastral	Lot 100 on Deposited Plan 428719
Certificate of Title	Volume 4081 Folio 596
Registered Proprietor	Alchera Living (Inc.)
Land Area	19,892m^2

Table 1: Site Overview



Figure 1: Site Location

3.0 Development Overview

The Application seeks approval from the Metro-Inner Development Assessment Panel for works only; the use of the site is not proposed to be altered from the current use.

The proposed works comprise two elements:

1. demolition of existing Units 30 to 32 (incl.), Units 50 to 59 (incl.), associated ancillary structures (e.g., car ports, service rooms), identified landscaping, and internal roadways (i.e., realignment of southern driveway); and

2. construction of one four-storey building comprising living units in various configurations, vehicle parking and associated building services.

Development proposed by the Application is summarised below:

- Ground floor:
    - Five ground floor, north facing units comprising four (4) two-bedroom units and one (1) three-bedroom units;
    - 43 vehicle parking bays and circulation area, including 41 occupant bays and two (2) drop-off / service bays;
    - 20 storerooms for occupants;
    - Additional storerooms for operation;
    - 10 bicycle parking bays for occupants;
    - Two (2) bicycle parking bays for visitors;
    - Bin store;
    - Vertical circulation;
    - Substation;
    - New site water pump room; and
    - New site fire pump and tank room.
- First floor:
    - 12 units comprising six (6) two-bedroom units, four (4) two-bedroom plus study units and two (2) three-bedroom units;
    - Seven (7) storerooms for occupants;
    - Communal landscaped area for resident leisure; and
    - Circulation space.
- Second and Third Floors:
    - 12 units comprising six (6) two-bedroom units, four (4) two-bedroom plus study units and two (2) three-bedroom units;
    - Seven (7) storerooms for occupants; and
    - Circulation space.

4.0 Waste

4.1 Waste Generation Rates

The City's Local Planning Policy No. 1.3 – Waste, Recycling and Food Organics Garden Organics (**FOGO**) Collections for Multiple Dwellings, Mixed Use Developments and Non-residential Developments (**LPP1.3**) includes the following estimated waste generation rates for the Retirement Village land use.

Other Accommodation Waste Type	General Waste Requirement	Recycling Requirement	FOGO Requirement
Retirement Village	60L/apartment/week	60L/apartment/week	N/A

Table 2: City of Melville Waste Generation Rates

FOGO is not a waste type required for the Retirement Village land use in accordance with LPP1.3. FOGO is also not a waste type that is currently collected at the existing facility. However, it is intended to be collected in the future and the proposed development will be designed to facilitate its collection at a later date. Therefore, this Waste Management Plan has been prepared on the basis that it is being collected.

As no waste generation rate is provided in LPP1.3, the 2-bedroom FOGO rate from LPP1.3 (being 20L per week per unit) has been utilised for this assessment.

4.2 Bulk Waste Collection

Given the nature of the proposed development, bulk waste collection and storage is not proposed.

4.3 Estimated Waste Generation

The following table summarises the waste generation calculation for the proposed development.

No. of Apartments	Waste Requirement	Recycling Requirement	FOGO Requirement
41	2,460L	2,460L	820L

Table 3: Waste Generation Calculation

It is estimated the proposed development will generate the following amount of waste per week:

- General Waste: 2,460L
- Recyclable Waste: 2,460L
- FOGO Waste: 820L

4.4 Bin Sizes and Numbers

The proposed development is serviced by the following bins:

Bin Sizes

The following table summarises the typical bin sizes.

Dimensions (m)	240L Bin	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Table 4: Typical Bin Sizes

Number of Bins

Based on the above bin sizes, the development is proposed to be serviced by the 240L bins. The following table summarises the number of 240L bins required. It is proposed that bins will be collected on a weekly basis, consistent with the existing waste collection frequency for the existing facility.

Waste Stream	Waste Generation (L/Week)	Number of 240L Bins Required / Week
General Waste	2,460L	11
Recycling Waste	2,460L	11
FOGO Waste	820L	4

Table 5: Bin Requirements

It should be noted that the existing multi-storey retirement village development in the north-western corner of the site includes 36 apartments and is serviced by seven (7) general waste bins and ten (10) recycling bins and exhibits capacity. The ratios and bin calculation used above are anticipated to exceed the requirements for this proposed development based on the existing development.

4.5 Bin Enclosure

The Bin Enclosure is located in the eastern portion of the building and of a sufficient size to accommodate the required bins. The Bin Enclosure has an area of 28.0m^2 (4.0m by 7.0m) with a door entry of 1.0m in width. The Bin Enclosure will be fitted with a tap and floor waste, and all surfaces will be imperious.

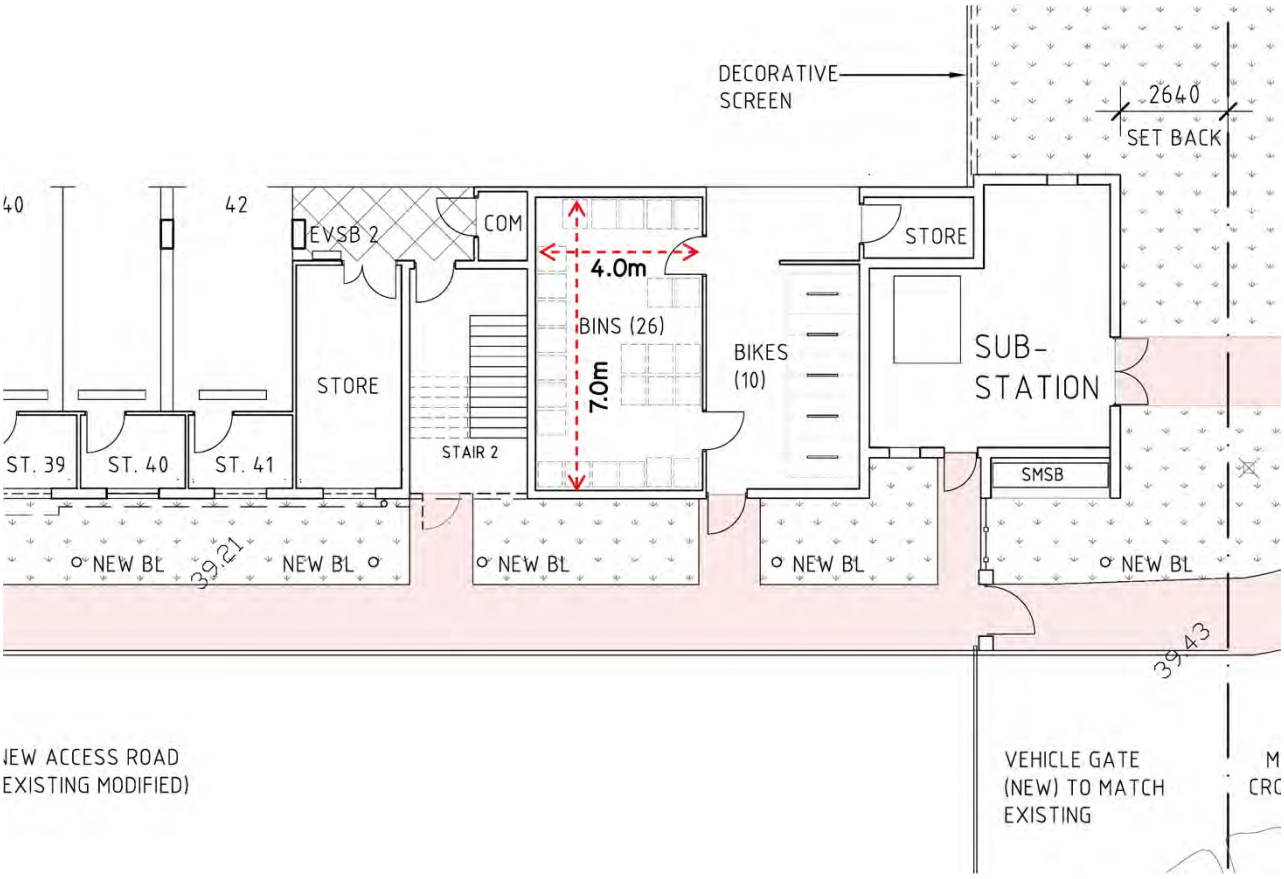


Figure 2: Bin Enclosure

4.6 Waste Collection

Collector

City of Melville.

Frequency

The current frequency for the existing facility is weekly for both general waste and recycling waste. Collection occurs on separate days.

General waste will be collected weekly.

Recycling waste will be collected weekly.

FOGO waste will be collected weekly (when FOGO waste is to be commence collection at the site).

Collection Location

The City's waste collection vehicles currently enter the site by reversing into a collection area and then exit the site in a forward moving gear.

It is proposed that the City's waste collection vehicle will reverse into the existing modified access road on the southern side of the development and stop alongside the Bin Enclosure. Staff

of the facility will move the bins to the Bin Collection Point where they will be emptied and then promptly returned to the Bin Enclosure by staff.

The Bin Collection Point complies with Section 8.2 of LPP1.3, for the following reasons:

- The Bin Collection Point is located adjacent to the Bin Enclosure, allowing prompt serviceability.
- Bins will be lined up adjacent to the kerb on the existing modified access road and with suitable space between bins for servicing.
- The bins will be placed on the footpath by staff of the retirement village facility.
- In relation to the reversing of the City's waste collection vehicle, a reverse manoeuvre is already undertaken and therefore, this manoeuvre is no different from what is already carried out at the site.

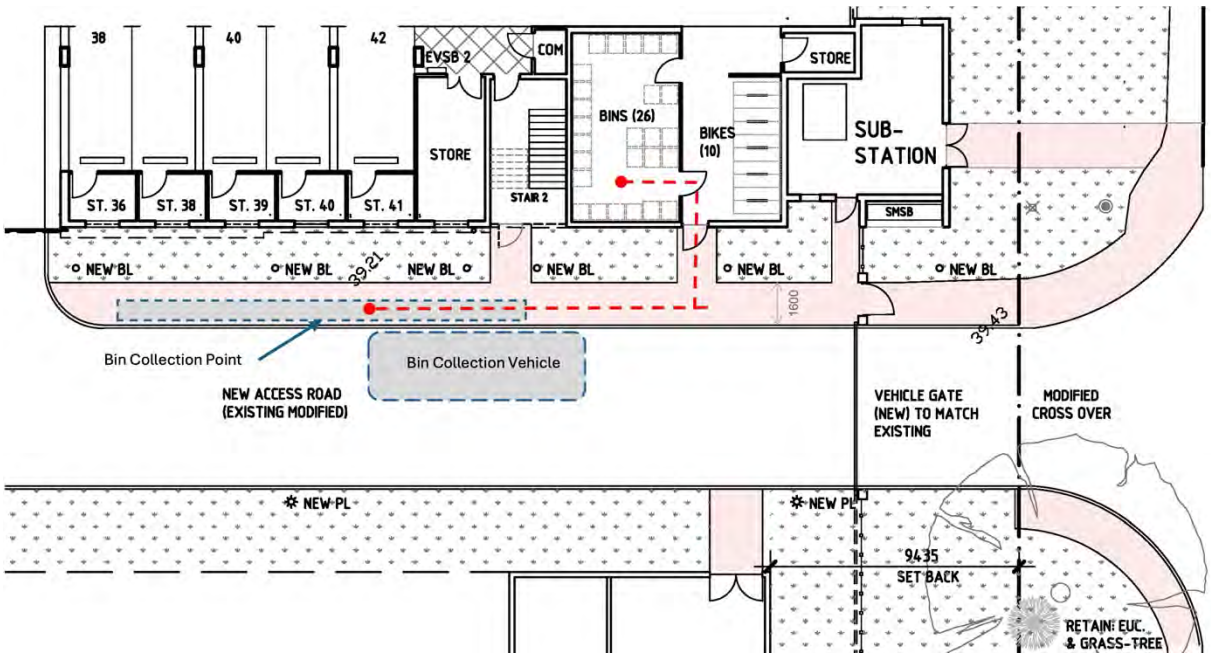


Figure 3: Bin Collection Point

Operational Measures for Waste Collection

Operational Measures – Waste
1. The operator will provide sufficient bins to meet the waste generation needs of the proposed development, as per this Waste Management Plan.
2. Bins and bin enclosure will be washed on a regular basis to prevent odours and pests and ensure cleanliness.
3. General waste will be collected weekly.
4. Recycling waste will be collected weekly.
5. FOGO waste will be collected weekly (when FOGO waste is to be commence collection at the site).
6. All waste will be collected by the City of Melville from the Bin Collection Point, as per this Waste Management Plan.

Melville Design Review Report

Item 1 – 40 - 44 Worley Street, Willagee -

15th April 2026

Melville Design Review Report		
Subject	**40-44 Worley Street, Willagee**	
Date	15th April 2026	
Time	0900	
Location	City of Melville administration centre	
Design Reviewers	Malcolm Mackay Tobias Busch Patrick Sims Herwanto Latumalienma Clara Hechei	Chair Panel Member Panel Member Panel Member Panel Member
Proponent	Gary Batt & Associates	Architect –Gary Batt & Associates
Project Team	Gary Batt Nathan Stewart Gillian Warren Chris Fagri	Architect – Gary Batt & Associates Planner – Lateral Planning CEO - Alchera Living Project Manager – John Staff Project Managers
Planning Authority	City of Melville	Manager Development Approvals – Kate Bainbridge Acting Principal Statutory Planner – Liam Johnson Senior Statutory Planner – Josh Caracciolo
Stakeholders		
Observers		
Briefings		
Relevant Authorities Project Team	City of Melville Gary Batt	 Gary Batt & Associates
Design Review Report endorsement		
Reviewer's signature	 Malcolm Mackay DRG Chair	

Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		Strengths a) Sufficient information has been provided to gain an understanding of both the physical and planning context. b) The interface to Worley Street has improved insofar that the extent of blind ground floor frontage has reduced. c) Activation to the northern internal street has significantly improved. d) The master plan sketches assist in understand the future context. **Areas for improvement** e) It is noted that the character preference is to maintain consistency with previous developments within the site. f) The ground floor frontage to the public street still has minimal activation at ground floor. g) The future use of the site to the south remains a concern given its configuration. Whilst it is noted that this does not form part of the application, any future design will need to satisfy the 10 principles of SPP7, and the currently proposed location of the fire infrastructure makes this impossible given the impact on achieving ground floor interaction with the street – refer to Built Form and Scale for further comments. h) Continue to progress the master planning process and ensure it is completed before the design of subsequent stages. In doing so, safe separation of pedestrians and internal traffic should be an important consideration.
Recommendations		***1. Review the placement of the fire infrastructure as it compromises future development.*** ***2. Continue to progress the master planning process and ensure it is completed before the design of subsequent stages.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		Strengths a) A well-considered landscape plan has been prepared by a landscape professional. b) The landscape provision is generous and exceeds the R-Code benchmarks for DSA. c) The plant palette is supported. d) The establishment of a centralised and legible landscaped courtyard provides for social interaction in a protected setting. e) The integration of the street setback and verge landscape is good. f) The landscape interface to the northern internal street contributes to both resident and pedestrian amenity.

		g) The Grass Tree retention is positive. h) The intent to explore WSUD initiatives is supported. **Areas for improvement** i) Continue to consult an Arborist to confirm their health and advise on how to retain the trees whilst laying new services and investigating alterative service alignments. j) Provide more information on hardscapes at the detailed design stage. k) The tree strategy appears to be a collection of feature trees – consider how tree selection can be used to reinforce wayfinding and be specific about the tree selection and locations rather than being 'for example'. l) Regarding tree retention, the Marri trees are the highest priorities. m) Offset the central path in the courtyard to enable courtyard landscape to terminate the vista from the first-floor lobby area.
Recommendations		***1. Consult an Arborist to confirm their health and advise on how to retain the trees in the street setback whilst laying new services and investigate alternate service alignments.*** ***2. Offset the central path in the courtyard to enable courtyard landscape to terminate the vista from the first-floor lobby area.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		Strengths a) The use of apartment typologies to intensify the use of the site and help support the local centre is supported. b) The courtyard block typology is supported. c) The reconfiguration of the design resolved many of the previous concerns, especially consolidation into a single building. d) The articulation of the building creates a more human scale even though the building form has been consolidated from two to one. e) The building entry is clearly articulated and visible from the internal street. f) The match between the building and apartment typologies is much improved. g) The wraparound balconies to the NE corner are a better outcome. h) The integration of the sub-station is an improvement. **Areas for improvement** i) The limited ground floor activation of the adjacent street and un-sleeved car parking remain – utilise the upper floor NE corner apartment for the ground floor too and adjust the fence line to ensure that the ground floor apartment is fully within the secure zone. j) The placement of the fire infrastructure will severely compromise the street interface of future development to the south. If no alternative location can be found, reconfigure the infrastructure so that it minimises the street frontage, noting that not all of the proposed infrastructure requires street frontage and where fire infrastructure needs to be accessible, most of it simply needs to be 'accessed' from the street rather than requiring street frontage (with booster cabinets typically being the exception). k) The master plan sketch is inconsistent with the proposed design – review the extent of the future piazza to ensure it considers the proposed design. l) Given the future piazza, utilise wraparound balconies for the NW corner

		as per the NE corner to ensure a strong relationship between the building and the future piazza. m) Review the column grid to ensure vertical continuity of load paths and optimise structural efficiency.
Recommendations		***1. Utilise the upper floor NE corner apartment for the ground floor too and adjust the fence line to ensure that the ground floor apartment is fully within the secure zone*** ***2. Review the placement of the fire infrastructure so it does not compromise the street interface of future development to the south.*** ***3. Update the master plan sketch to reflect the proposed building footprint.*** ***4. Review the design of the NW apartments to set up a strong interface with the future piazza.*** ***5. Review the column grid to ensure vertical continuity of load paths and optimise structural efficiency.***
Principle 4 **Functionality and build quality**		*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.*
		Strengths a) The apartments appear well-considered and functional. b) The apartments appear to meet silver liveability standards. c) The general intent for enclosing and exhausting AC condensers away from useable balcony space is supported subject to detail (but a combined AC compound on each floor would be better). d) A Waste Management Plan has been prepared. **Areas for improvement** e) The overall design strategy is dominated by the need to accommodate the proposed number of car bays, which compromises the planning of the ground floor – any reduction in car numbers would be supported. f) Check the alignment of vertical structure to ensure optimum structural efficiency. g) Investigate whether direct access to the stairwell can be achieved from the lobby so that the stairs are a convenient alternative to the lift. h) Consider future stage (Area H) design, particularly the relationship between lobby placement and bin collection areas to avoid adverse interface outcomes.
Recommendations		***1. Check the alignment of vertical structure to ensure optimum structural efficiency.*** ***2. Investigate whether direct access to the stairwell can be achieved from the lobby so that the stairs are a convenient alternative to the lift.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments		**Strengths** a) There is a generosity of PV (30kW) shown on the roof. b) An energy audit has been provided along with an over-arching high-level sustainability strategy. **Areas for improvement**

		c) A more detailed sustainability strategy should be prepared during the detailed design stage. d) A life-cycle analysis is encouraged.
Recommendations		***1. The City of Melville should include a condition of approval that requires a detailed sustainability strategy, identifying measures that will be included in the development, to the satisfaction of the City prior to building permit.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		Strengths a) The apartments and balconies are relatively generous in size. b) 3300mm floor-to-floor levels should be sufficient to achieve 2700mm ceiling heights in habitable rooms. c) The open-ended corridors provide light and ventilation. d) The recessed apartment entries are good. e) The courtyard provides a level of amenity commensurate with the scale of the building. f) The separation of the car park and lobby is an improvement. g) The inclusion of the kitchen windows to the upper floors is positive. **Areas for improvement** h) Apartments opening directly onto an undercroft car park is unacceptable – include a wall to sperate the car park and the circulation space (possibly achieved in part by relocating the stores from the south of the car park to the north). i) There was some commentary around privacy to kitchen window. However, this can be achieved through blinds. j) Kitchen windows to an undercroft car park are not supported.
Recommendations		***1. Include a wall to sperate the car park and the circulation space serving the ground floor apartments.*** ***2. Remove the kitchen windows on the ground floor.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		Strengths a) The main entrance is clearly visible and directly accessible from the northern internal street. b) The single entry supports better legibility. c) The courtyard form of the circulation of the upper floors is inherently clear. d) The lifts are highly visible from the main entry. e) The design supports direct access to the ground floor units from the northern internal street. f) The design provides good passive surveillance of the northern internal street and some passive surveillance from upper levels to the southern internal street and Worley Street. **Areas for improvement** g) Ensure there is adequate provision of a safe and appealing pedestrian route from the future southern development to the future piazza. h) A hinged door to the front of the ground floor apartments should still be considered (and would be easier to open for older residents).

Recommendations		***1. Ensure there is adequate provision of a safe and appealing pedestrian route from the future southern development to the future piazza.*** ***2. Review the potential to provide a hinged door to the front of the ground floor apartments.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		Strengths a) The overall development provides a relatively high level of security. b) The separation of pedestrian and vehicle movements is good. **Areas for improvement** c) Limited passive surveillance of the public street at ground floor remains a concern – refer to comments under Built Form and Scale.
Recommendations		***1. None.***
Principle 9 **Community**		*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.*
		Strengths a) The development increases housing choice for older people in the locality. b) The intent to provide public art on site is good. **Areas for improvement** c) Provide more detail on the intended form of the public art, noting that the preferred location is on/near the sub-station. d) Consider building in some casual seating into the upper walkways (potentially integrated with the balustrades) rather than just chairs in the lift lobby.
Recommendations		***1. Establish seating areas on each level, ideally associated with the lift lobby, to enable casual social interaction at each level.*** ***2. Provide more detail on the form of the intended public art.***
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.*
		Strengths a) The architecture is more considered than before and has a finer grain of articulation. Whilst not exemplary, it is acceptable. b) The architectural interface to the northern internal street is positive. c) The external material palette is supported. **Areas for improvement** d) Consider a more restrained and refined use of the material palette – there is a lot going on.
Recommendations		***1. Continue to refine the elevation treatments through the detailed design process.***

Concluding Remarks

The Panel thanks the Applicant for returning to the DRG with the updated design. The design is continuing to improve and is getting close to the point where it can be supported by the DRG. However, it is not there yet. Key issues to address before the Panel can provide its support include:

- The configuration of the fire infrastructure which currently precludes an acceptable design outcome on the future site to the south.
- The configuration of the ground floor apartment on the NE corner.
- Separation between the undercroft car park and the ground floor apartments with an enclosed corridor.
- Confirmation of the extent of tree retention (especially the Marri) in the front setback area.
- More consideration of the relationship between the building and the future piazza.

In addition to these key issues, the Panel has identified a range of other improvements that can be readily made.

Given the extent of progress and the limited number of issues remaining, the design does not need to return to the full DRG and further updates can be dealt with via a Chair review.

	Design Review progress
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1 03/12/2025	*DR2 04/03/26*	*DRP 15/4/2026*	*Chair review*
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Chair Review - Design Review Report

40 - 44 Worley Street, Willagee

6th May 2026

Design Review Report		
Subject	**40-44 Worley Street, Willagee**	
Date	6th May 2026	
Time	N/A	
Location	N/A	
Design Reviewers	Malcolm Mackay	Chair
Proponent	Gary Batt & Associates	
Project Team	Not present	
Planning Authority	City of Melville	
Stakeholders		
Declarations	None	
Briefings		
Relevant Authorities Project Team	N/A	
Design Review Report endorsement		
Reviewer's signature	 Malcolm Mackay DRG Chair	

Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		Strengths a) Sufficient information has been provided to gain an understanding of both the physical and planning context. b) The interface to Worley Street has improved insofar that the extent of blind ground floor frontage has reduced. c) Activation to the northern internal street has significantly improved. d) The master plan sketches assist in understand the future context. **Areas for improvement** e) It is noted that the character preference is to maintain consistency with previous developments within the site. f) The ground floor frontage to the public street still has minimal activation at ground floor. g) Continue to progress the master planning process and ensure it is completed before the design of subsequent stages. In doing so, safe separation of pedestrians and internal traffic should be an important consideration.
Recommendations		***1. Continue to progress the master planning process and ensure it is completed before the design of subsequent stages.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		Strengths a) A well-considered landscape plan has been prepared by a landscape professional. b) The landscape provision is generous and exceeds the R-Code benchmarks for DSA. c) The plant palette is supported. d) The establishment of a centralised and legible landscaped courtyard provides for social interaction in a protected setting. e) The integration of the street setback and verge landscape is good. f) The landscape interface to the northern internal street contributes to both resident and pedestrian amenity. g) The Grass Tree retention is positive. h) The intent to explore WSUD initiatives is supported. **Areas for improvement** i) Continue to consult an Arborist to confirm their health and advise on how to retain the trees whilst laying new services and investigating alterative service alignments. j) Provide more information on hardscapes at the detailed design stage.

		k) The tree strategy appears to be a collection of feature trees – consider how tree selection can be used to reinforce wayfinding and be specific about the tree selection and locations rather than being 'for example'. l) Regarding tree retention, the Marri trees are the highest priorities. m) Offset the central path in the courtyard to enable courtyard landscape to terminate the vista from the first-floor lobby area.
Recommendations		***1. Continue to refine the landscape design at the detailed design stage. Additionally, the City should include a condition of approval requiring a detailed landscape design to the satisfaction of the City prior to Building Permit. This process should include a review of the landscape design by the DRP Chair at the appropriate time.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		Strengths a) The use of apartment typologies to intensify the use of the site and help support the local centre is supported. b) The courtyard block typology is supported. c) The reconfiguration of the design resolved many of the previous concerns, especially consolidation into a single building. d) The articulation of the building creates a more human scale even though the building form has been consolidated from two to one. e) The building entry is clearly articulated and visible from the internal street. f) The match between the building and apartment typologies is much improved. g) The wraparound balconies to both the NE and NW corners, including the ground floor apartments, are a significantly improved outcome. h) The integration of the sub-station is an improvement. i) The revision to the fire services infrastructure on the future site to the south is an improvement. **Areas for improvement** j) Whilst the reconfiguration of the fire services infrastructure is an improvement and, in theory, allows for a reasonable interface between the future development and the street, the placement of stores on the NE corner will not be supported when the future development reaches design stage. It is imperative that the southern development site fully uses its NE corner to maximise interaction with the street.
Recommendations		***1. When the design process for the southern site commences, ensure that the southern development site fully uses its NE corner to maximise interaction with the street.***
Principle 4 **Functionality and build quality**		*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.*
		Strengths a) The apartments appear well-considered and functional. b) The apartments appear to meet silver liveability standards. c) The general intent for enclosing and exhausting AC condensers away from useable balcony space is supported subject to detail (but a combined AC compound on each floor would be better).

		d) A Waste Management Plan has been prepared. **Areas for improvement** e) The overall design strategy is dominated by the need to accommodate the proposed number of car bays, which compromises the planning of the ground floor – any reduction in car numbers would be supported.
Recommendations		***1. None.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments		**Strengths** a) There is a generosity of PV (30kW) shown on the roof. b) An energy audit has been provided along with an over-arching high-level sustainability strategy. **Areas for improvement** c) A more detailed sustainability strategy should be prepared during the detailed design stage. d) A life-cycle analysis is encouraged.
Recommendations		***1. The City of Melville should include a condition of approval that requires a detailed sustainability strategy, identifying measures that will be included in the development, to the satisfaction of the City prior to building permit.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		Strengths a) The apartments and balconies are relatively generous in size. b) 3300mm floor-to-floor levels should be sufficient to achieve 2700mm ceiling heights in habitable rooms. c) The open-ended corridors provide light and ventilation. d) The recessed apartment entries are good. e) The courtyard provides a level of amenity commensurate with the scale of the building. f) The separation of the car park and lobby is an improvement. g) The inclusion of the kitchen windows to the upper floors is positive. **Areas for improvement** h) None.
Recommendations		***1. None.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		Strengths a) The main entrance is clearly visible and directly accessible from the northern internal street. b) The single entry supports better legibility. c) The courtyard form of the circulation of the upper floors is inherently clear. d) The lifts are highly visible from the main entry. e) The design supports direct access to the ground floor units from the

		northern internal street. f) The design provides good passive surveillance of the northern internal street and some passive surveillance from upper levels to the southern internal street and Worley Street. **Areas for improvement** g) None.
Recommendations		***1. None.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		Strengths a) The overall development provides a relatively high level of security. b) The separation of pedestrian and vehicle movements is good. **Areas for improvement** c) Limited passive surveillance of the public street at ground floor remains a concern, but there is ample opportunities for passive surveillance at upper levels.
Recommendations		***1. None.***
Principle 9 **Community**		*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.*
		Strengths a) The development increases housing choice for older people in the locality. b) The intent to provide public art on site is good. **Areas for improvement** c) Provide more detail on the intended form of the public art, noting that the preferred location is on/near the sub-station. d) Consider building in some casual seating into the upper walkways (potentially integrated with the balustrades, or even just a few strategically located benches) rather than just chairs in the lift lobby.
Recommendations		***1. During the detailed design stage, consider providing some casual seating areas on each level on the walkways.*** ***2. Provide more detail on the form of the intended public art. This could be covered by an appropriate condition of approval from the City.***
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.*
		Strengths a) The architecture is more considered than before and has a finer grain of articulation. Whilst not exemplary, it is acceptable. b) The architectural interface to the northern internal street is positive. c) The external material palette is supported. **Areas for improvement** d) Continue to refine the elevation treatments through the detailed design process.

Recommendations	***1. Continue to refine the elevation treatments through the detailed design process.***

Concluding Remarks

The Panel thanks the Applicant for returning to the DRG with a further updated design. The design has now reached the point where it is supported by the DRG as a positive response to the 10 design principles of SPP7. There remain a few areas, such as landscape and sustainability, where there remains scope for further improvement. However, this can be done as part of the detailed design process, and this report identifies areas where conditions of approval could be applied to encourage that improvement.

The design has been on quite a journey, but the outcome of that journey is a considerably better design that the one at the start and will make a great contribution to the ongoing expansion and amenity of the development. Given its purpose this will be a benefit to the broader community.

The Applicant is commended for working with the DRG and taking on board much of the advice that was provided.

		Design Review progress
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed

	DR1 03/12/2025	*DR2 04/03/26*	*DRP 15/4/2026*	*Chair review 06/05/2026*
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure